BRTB

Baltimore Regional Transportation Board

Baltimore Region Transportation Improvement Program 2026-2029 DRAFT

Developed by the Baltimore Metropolitan Planning Organization

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The U.S. Department of Transportation, (the Federal Highway Administration, and the Federal Transit Administration) and the Maryland Department of Transportation contributed funding towards the preparation of the FY 2026-2029 Transportation Improvement Program.

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Table of Contents

Baltimore Region 2026-2029 Transportation Improvement Program

TABLE OF EXHIBITS

LIST OF TABLES

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 region[1] 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. 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 2026-2029.[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 2026.

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

[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 the 2020 Census, there are two federally recognized urban areas with populations of 50,000 or more in the region. The Baltimore urban area includes the City of Baltimore and portions of Anne Arundel, Baltimore, and Howard counties. The Bel Air--Aberdeen urban area includes Bel Air, Aberdeen, Havre de Grace and small portions of Baltimore and Cecil counties.

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

responsible for their implementation. Within those sections 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 2026-2029 TIP programs a total of $6.18 billion. Federal funds account for $3.21 billion of this total, matching funds account for $1.07 billion, toll revenues account for $1.89 billion, and the remaining $0.82 million come from private funding. 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

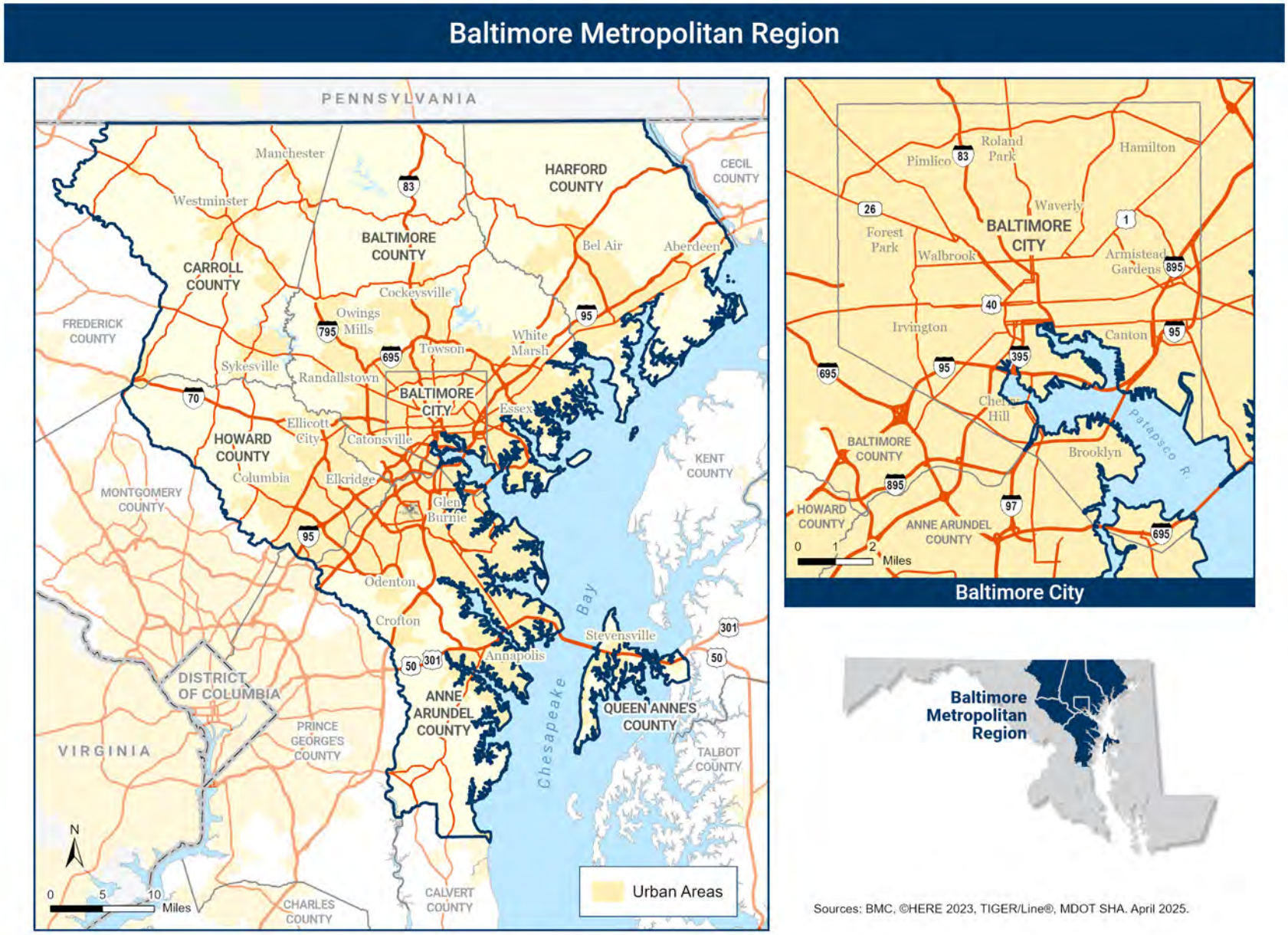


Exhibit I-2: The Baltimore Region Federal Highway Functional Classification

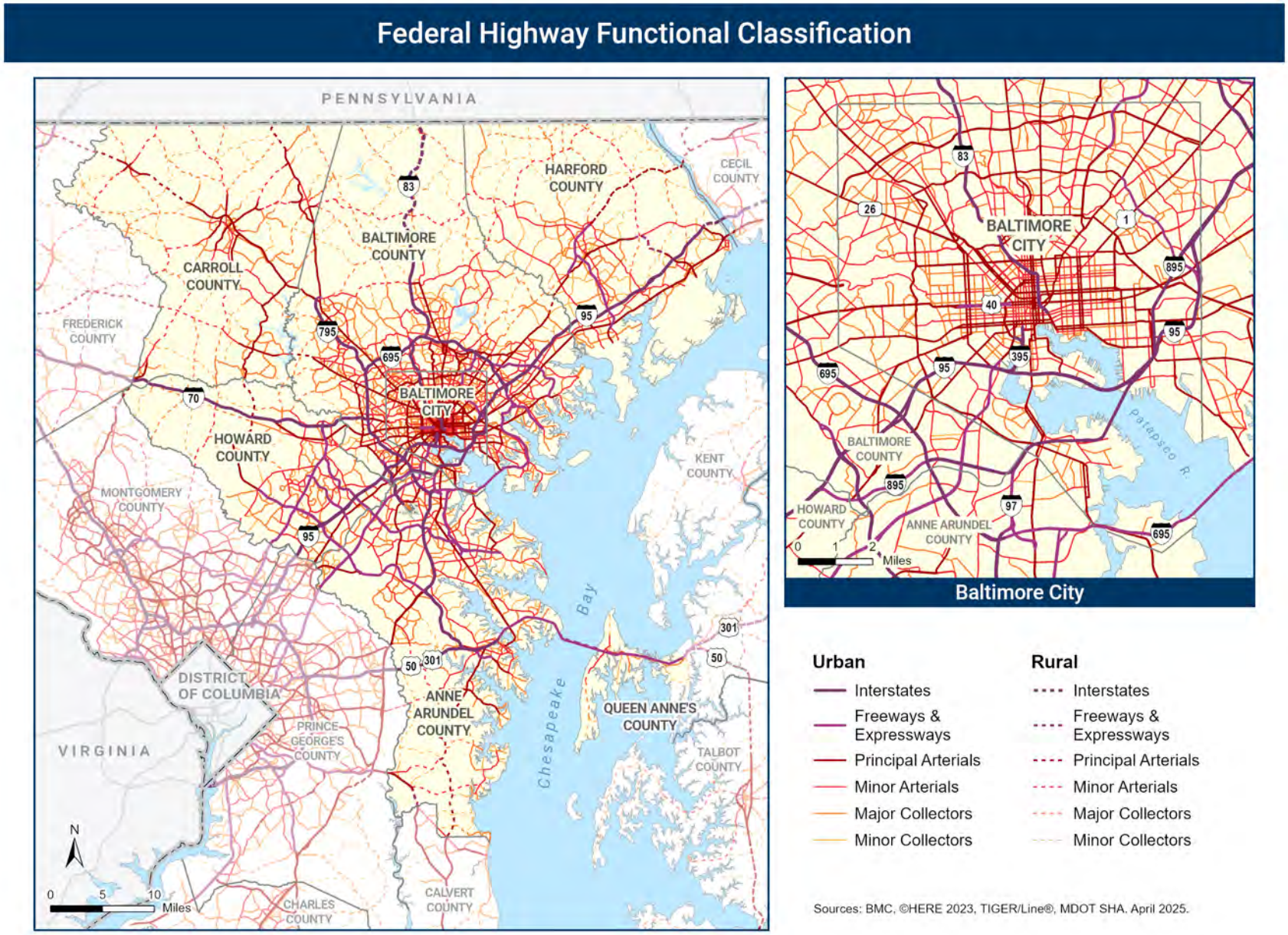
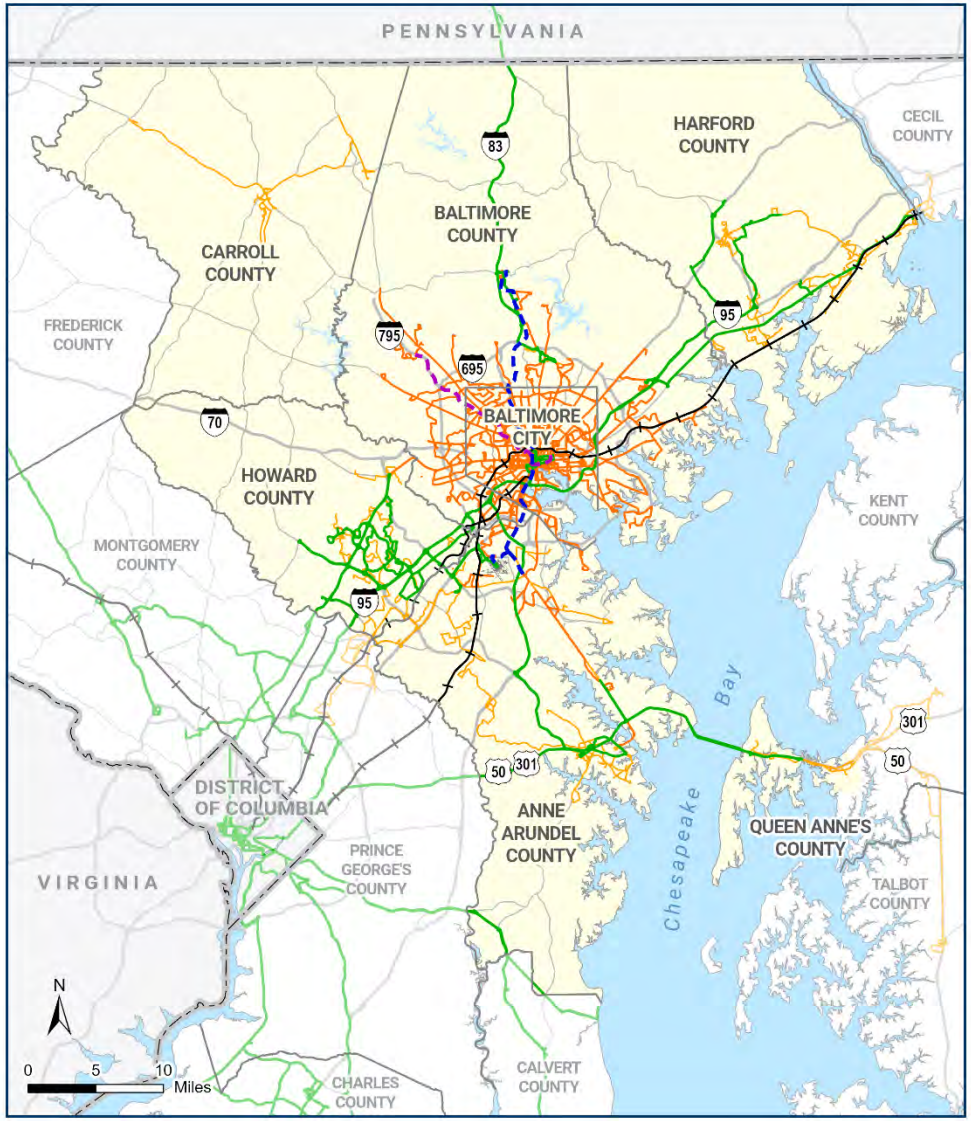


Exhibit I-3: The Baltimore Region – Transit

Public Transit



Baltimore City

Transit Type

- MARC
- Light RailLink
- Metro SubwayLink
- Commuter
- MTA Bus
- Local Bus

Sources: BMC, ©HERE 2023, TIGER/Line®, MTA, MDOT SHA. April 2025.

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, will certify concurrent with the approval of the 2026-2029 TIP 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 2026-2029 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 2026-2029 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 2026-2029 TIP are reasonably expected to be available over the timeframe covered by the TIP. Projects included in the FY 2026-2029 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. Both the TIP and Plan project submittal forms include a question about which CMP strategies are included in proposed projects. To support regional CMP work, the BRTB CMP Committee meets three times per year to identify and track locations and causes of congestion in the region and to discuss potential approaches to address congestion.

• **Public Involvement**: The public must have an opportunity to review and comment on the. A 30-day comment period was promoted and was accompanied by multiple outreach events. 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 is made available on the Baltimore Metropolitan Council (BMC) website. A recording to share information on the TIP and Conformity Determination was posted on the BMC website. Opportunities to comment on the draft TIP will be advertised on the BMC website and on BMC social media accounts, with outreach work undertaken by public involvement staff. In addition, the public will be able to address the BRTB at its June and July 2025 meetings. Written comments by mail, email, or social media will be accepted during the public review period. In addition, members of the public will be 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 2026-2029 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 2024 obligated listing will include all federal funds obligated in the Baltimore region from July 1, 2023 – June 30, 2024.[3]

[3] The FY 2024 obligated listing will be made available on the BMC website.

- **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 Plan[4] 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 2025-2028 TIP.

[4] The BRTB Public Participation Plan is available here: https://baltometro.org/sites/default/files/bmc_documents/general/transportation/advisory/2022PPP.pdf

B. Alleviating Poverty

In 2025, the U.S. Department of Transportation (DOT) issued Order 2100.7 titled “Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities”. The DOT Order directs consideration of programs that avoid or reduce adverse effects on families and communities, including noise, water and soil pollution; denial or reduction in transportation services; increased difficulty raising children in a safe and stable environment; and safety and economic vitality.

BMC and the BRTB have worked to consider economic success for the region in its planning and programming of regional transportation projects. Through the TIP and the LRTP, staff have worked to ensure the benefits and burdens of transportation investments are shared among all affected communities.

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. Several years ago BMC staff reviewed alternative definitions of low-income for use in 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 the Census Bureau’s American Community Survey (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 $31,000 for a one-adult family and to about $64,300 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 median income (AMI), 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.

The DOT Order applies to all policies, programs and other activities undertaken, funded or approved by the DOT, including metropolitan planning. The BMC follows three existing DOT principles in programming transportation projects:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects
- 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 families and communities.

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

Low-Income Populations in the Baltimore Region

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 2025 poverty threshold for a four-person family with two children is $32,150. This means that the 200% poverty threshold for a four-person family with two children is $64,300.

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 12.1% of the population in Howard County to 37.8% of the population in Baltimore City. In total, 21.3% 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	580,311	80,725	13.9%
Baltimore City	557,089	210,485	37.8%
Baltimore Co	829,887	189,971	22.9%
Carroll	170,501	21,428	12.6%
Harford	260,965	42,016	16.1%
Howard	330,837	40,031	12.1%
Queen Anne's	26,198	3,233	12.3%
BRTB Region Total	**2,755,788**	**587,889**	**21.3%**

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-year Estimates (Tables B03002 and C17002)
*Total Population for which poverty level is counted

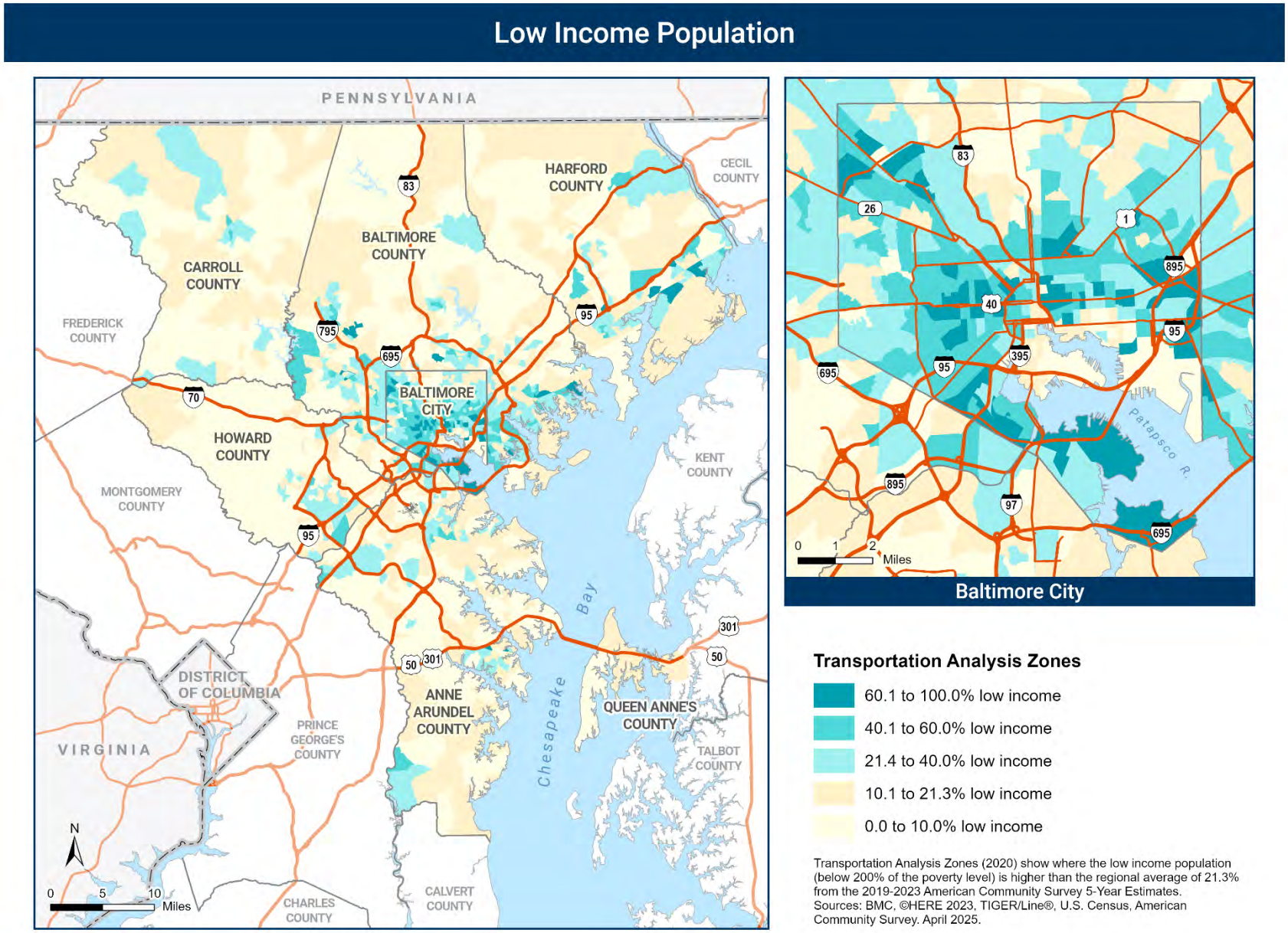
Mapping Low-Income Populations in the Baltimore Region

The BRTB uses Transportation Analysis Zones (TAZ) as a basis for identifying low-income 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. A TAZ is identified as an low-income area if it has a concentration of low-income population (below 200% of poverty level).

The percentage of low-income population (income below 200% of the poverty level) in the Baltimore region is 21.3%. Thus, TAZs with a concentration of low-income population greater than 21.3% are considered low-income TAZs. Exhibit II-1 shows the low-income population by TAZ. When these and other transportation projects enter project planning, consideration of low-income areas 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 demographic analysis. BMC staff utilized several measures to compare the effects of projects to low-income families and communities 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.

Exhibit II-1: Low Income Population by TAZ



Transportation Analysis Zones (2020) show where the low income population (below 200% of the poverty level) is higher than the regional average of 21.3% from the 2019-2023 American Community Survey 5-Year Estimates.
Sources: BMC, ©HERE 2023, TIGER/Line®, U.S. Census, American Community Survey. April 2025.

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. Queen Anne's County is included in Coordinated Public Transit-Human Services Transportation Plan for the Upper Shore Region.

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 $237,091 in State funds in FY25, 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 2025 awards went to the following organizations in the Baltimore Region:

- Action in Maturity (AIM) - $22,500
- Caring Carroll, Inc. - $20,000
- Comprehensive Housing Assistance, Inc. - $9,500
- Lifestyles of Maryland Foundation - $23,191
- Neighbor Ride - $50,000
- 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 2025-2028 TIP and New Projects in the 2026-2029 TIP

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP, the 2025-2028 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 2025-2028 TIP by jurisdiction including the TIP ID, year of operation in the 2025-2028 TIP, year of operation in the 2026-2029 TIP (if any), and status of the project.

Table II-3 sometimes lists the year of operation in the 2026-2029 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 2026-2029 TIP. Additional details on these projects are available in Chapter VI.

Table II-2: Status of Projects from the 2025-2028 TIP

		Year of Operation		
Project	**TIP ID**	**25-28 TIP**	**26-29 TIP**	**Project Status**
ANNE ARUNDEL COUNTY				
Hanover Road Corridor Improvement	11-1801-42	2030	2030	Working on ROW acquisition. Design remains at 90%.
Furnace Avenue Bridge over Deep Run	11-1103-13	2029	2030	In Design with Advertisement in 2027, Notice to Proceed in 2028 and construction complete in 2030.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2025	2025	Currently under Construction. Conditional Acceptance anticipated in Fall 2025 (FY 2026).
O'Connor Road Bridge over Deep Run	11-1403-13	2027	2028	In Design development. Current schedule shows NEPA approval in 2024, advertisement in 2027, Notice to Proceed in 2027 and construction completion in 2028.
McKendree Road Culvert over Lyons Creek	11-1601-19	2026	2026	Advertisement expected in 2025, Notice to Proceed in 2026 and Acceptance in 2026.
Polling House Road Bridge over Rock Branch	11-1602-13	2028	2028	In Final Design. Current Schedule for advertisement in 2027, Notice to Proceed 2027, construction complete in 2028.
Parole Transportation Center	11-2101-66	2026	2027	In Design. Advertisement in 2026, Notice to Proceed 2026, construction complete 2027.
Hanover Road Bridge over Deep Run	11-2105-13	2027	2030	NEPA approval underway. Scheduled for Advertisement & Notice to Proceed 2028, construction completion 2030.
Conway Rd. Bridge over Little Patuxent River	11-2106-13	2028	2030	In Schematic Design. Current schedule shows NEPA approval in 2026, Advertisement in 2028, Notice to Proceed in 2028 and construction completion in 2030.
Jacobs Road Bridge over Severn Run	11-2107-13	2027	2027	In Final Design, Advertisement and Notice to Proceed anticipated in 2026, construction completion in 2027.
Culvert Invert Paving	11-2401-13	2025	NA	Awaiting preliminary documents approval by SHA, federal aid, and FHWA. Design has not started for this project.
Town Center Boulevard over Tributary to Severn Run	11-2402-13	2030	XX	County completed invert maintenance and the rating has been improved sufficiently to extend the life and no longer necessitate a full replacement. Project is complete.
Patuxent Road over Little Patuxent River	11-2403-13	2030	2030	Awaiting preliminary documents and manhours estimate approval by SHA, federal aid, and FHWA. Design has not started for this project.
Governor’s Bridge Road Bridge over Patuxent River	11-2404-13	2028	2028	Currently in design. Anticipated construction to begin in FY 2027
EV Charging Stations and Other Green Technology	11-2501-05	2026	2027	Resilience Authority working on MOU with SHA.
Odenton MARC TOD	11-2502-55	2026	2028	In Design, Construction to start in 2026, Completion 2028.

Vision Zero Pedestrian and Bicycle Count Program	11-2503-39	2025	2025	Awaiting MOU from State to begin procurement.
ANNAPOLIS				
Annapolis Electric Passenger Ferry Pilot Program	18-2401-99	2025	XX	Project complete. Ferry service began in FY 2025.
BALTIMORE CITY				
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Traffic Signal Upgrades at 8 locations. SWM & Sediment Erosion review underway. Anticipated Advertisement in FY 2026; Traffic Signal Reconstruction at 20 Locations – Design Phase Review submittals, and anticipated advertisement in FY 2026.
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	2027	2029	Community engagement issues have contributed to delays. Anticipating engineering and NEPA completion in FY25.
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11	2027	2028	95% design package submitted to SHA for review. Estimated total cost revised to reflect increased construction costs. Year of operation has been extended to 2028.
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	2030	2031	Working with design consultant for proposal to initiate design using local funds.
Communication Upgrades - Wireless	12-2304-07	2028	XX	This project was combined with the Transportation Management Center Upgrade project (TIP ID 12-1701-04).
Baltimore City Greenway Trail Network – Eastern Segment	12-2406-03	2026	2029	The City of Baltimore has secured an appraisal for the identified real estate, and is following the procedure for right-of-way certification. The City is in the process of raising capital to begin negotiations and the due diligence period.
Wilkens Avenue Bridge over Gwynns Falls	12-1403-13	2028	2030	The project is in the final design stage. The consultant needs additional funding in order to complete the design and submit the project for authorization to advertise. Upon approval of the funding, additional design will take 6-9 months.
Transportation Management Center Upgrade	12-1701-04	2027	2027	BCDOT Traffic Engineering Division has developed a draft design with consultant support, and is working with SHA to review and approve project scope and design to move this project to the next phase.
Greenway Middle Branch Phase 2	12-2102-03	2025	2029	BCDOT has selected a design/engineering firm to complete 100% design. Design is anticipated to complete in 2027, after which construction can begin.
Perring Parkway Ramp over Herring Run	12-1215-13	2025	2029	Project is in the final design stage. Consultant needs additional funding in order to complete the design and submit the project for authorization to advertise.

Sisson Street Bridge over CSX Railroad	12-1216-13	2028	2033	Project is in the final design stage. Consultant needs additional funding in order to complete the design and update/approval of the City/CSX contract documents for submission for authorization to advertise.
Belair Road Complete Streets	12-1404-11	2028	2029	Addressing 65% Design comments.
Orleans Street Bridge over I-83 and City Streets	12-1601-13	2030	2037	Project is in the initial design stage. The project manager is working with the consultant on the 2nd phase of the selection process. Upon acceptance, the design proposal will be submitted to the City/SHA for processing.
Remington Avenue Bridge over Stony Run	12-1602-13	2028	2030	Project is in the final design stage. Consultant needs additional funding in order to complete the design and submit the project for authorization to advertise.
Moores Run Bridge Replacements	12-1603-13	2032	2036	Project is in the initial design stage. The project manager has submitted the design proposal to the City/SHA for processing.
I-83 Concrete Deck Mill and Resurface	12-1604-13	2032	2032	Project is in the initial design stage, with project manager not yet assigned.
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	2032	2032	Project is in the initial design stage, with project manager not yet assigned.
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	2026	2026	Project is in the final stages of construction, anticipated to complete the project in late 2025.
Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13	2031	2031	Project is in the final design stage. Consultant needs additional funding in order to complete the design and update the contract documents for submission for authorization to advertise. Awaiting ratification of a construction agreement between the City and CSX.
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	2027	2028	95% Design Stage. Working with DOT ROW Division to obtain the ROW Certification from SHA, required prior to submitting PS&E and advertisement for construction.
41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	2032	2034	Project is in the initial design stage. The project manager has submitted the design proposal to the City/SHA for processing.
Citywide Asset Management	12-2003-19	Ongoing	Ongoing	BCDOT is finalizing its citywide GIS asset inventory. Programmed funds will be used for a pavement management system including the collection of pavement condition data and the creation of an optimized six-year maintenance and Capital Improvement Plan. BCDOT will utilize federal aid funding for eligible roads and local funding for the remaining roads of the network. Project will begin in FY 2026.
Brehms Lane over Herring Run	12-2005-13	2033	2033	Project is in the initial design stage. The project manager is working with the consultant on the 2nd phase of the selection process.

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	2028	2028	95% design stage. Scope changes and latest construction estimate increased estimated total cost.
Hanover Street over CSX	12-2008-13	2032	2036	Project is in the initial design stage. The project manager is working with the consultant on the 2nd phase of the selection process.
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	2035	2040	Project is in the initial design stage. The project has not been assigned to a project manager yet. Project Manager will determine if the project should utilize the services of an on-call or a stand-alone engineering consultant contract.
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	2028	2028	65% design stage.
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	2028	2029	65% design stage, advancing towards 95% design. The 95% design has been slightly delayed due to additional parking analysis required based on a request. DOT TEC Division is working with DOT ROW Division to obtain the ROW Certification from SHA. No funds will be requested for engineering as Final Engineering proposal is already approved by SHA.
West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11	2029	2029	95% design stage. Funding being requested for construction in FY 2026.
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	2027	2028	100% Design Stage. Coordination going on with CSX for work within their ROW. Based on anticipated design completion, year of operation has been extended.
Waterview Avenue over Ramp to MD 295	12-2015-13	2032	2032	Project is in the initial design stage. Project manager is working with the consultant on the 2nd phase of the selection process.
RAISE Transit Priority Project	12-2201-64	2025	XX	This project will enter construction phase in FY 2026.
W. North Avenue Pedestrian Safety Improvements	12-2401-03	2030	2032	Project is at the proposal stage and preliminary package is under SHA review. Design has not yet started.
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11	2030	2032	Project is at the proposal stage and preliminary package is under SHA review. Design has not yet started.
25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	12-2403-11	2030	2033	Project is currently at design contract advertisement stage. DOT TEC has prepared the “Certification of Publication” document for advertisement of a stand-alone site-specific A&E Services contract. The advertisement is currently with SHA for review and approval to advertise.
Johnston Square Improvements	12-2404-11	2030	2032	Project is currently at design proposal stage. DOT TEC currently negotiating the planning/design proposal with the selected consultant. Project description update to correct project limits. Design funds being requested in FY 2026.

Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue	12-2405-11	2031	2031	Working with design consultant to finalize the proposal to initiate design.
Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	12-2501-11	2030	2032	PE design proposal submitted to SHA for approval. Based on anticipated design start year of operation moved to 2032.
Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	12-2502-11	2031	2031	Working to initiate the design, design consultant assigned.
Russell Street Viaduct Bridge Replacement	12-2503-13	2034	2036	Project is in the initial design stage. The project manager is working with SHA to advertise the project for engineering design services.
2022 Pedestrian & Roadway Safety Improvements	12-2505-39	2025	2026	Moved funds to FY 2026.
2023 Pedestrian & Roadway Safety Improvements	12-2506-39	2025	2026	Moved funds to FY 2026.
Kelly Avenue Bridge Replacement	12-2504-13	2032	2035	Project is in the initial design stage. The project manager is working with the consultant on the 2nd phase of the selection process.
Hawkins Point Bridge over CSX Railroad*	12-9903-13	2030	2031	Project is in the final design stage. The consultant needs additional funding in order to complete the design and update the contract documents for submission for authorization to advertise. Awaiting construction agreement between the City and CSX.
BALTIMORE COUNTY				
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2025	2026	Increased costs due to inflation of construction materials and labor. Delays in permitting/agency coordination and real estate acquisition.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2026	2026	Delays in final design approvals requiring redesigns, utility coordination, and ROW acquisitions. The increase accounts for inflation of construction costs and accounting for construction phase engineering services.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2026	2028	Project has been delayed due to administrative processes. Currently, design is on hold pending federal aid approval.
Landsowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	2028	2028	Delaying start of design due to project management limitations.
Piney Grove Road Bridge No. B-0140 over CSX Railroad	13-1107-13	2029	2029	Delays in preliminary design due to CSX coordination and funding approval.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2026	2028	Project delay in reviews and advertising due to inflation impacts on design costs.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2027	2027	Delays due to contract expiration and funding authorizations. Increased costs due to contract changes, scope changes determined during preliminary design, inflation of construction costs.

Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13	2027	2027	Preliminary engineering is underway, advertisement for construction not anticipated until 2026.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program.
CARROLL COUNTY				
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	2025	2027	Design is continuing. TS&L Submission approved January 2025. Design is expected to be complete by the end of FY26 in order to construct in FY 2027.
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2029	XX	Administrative preliminary paperwork to be completed at a later date due to reorganization of priorities, with engineering planned to begin in FY 2025/FY 2026.
McKinstrys Mill Road Bridge over Sam's Creek	14-1603-13	2025	2027	Design is continuing. TS&L Submission approved January 2025. Design is expected to be complete by the end of FY 2026 in order to construct in FY 2027.
Hughes Shop Road Bridge over Bear Branch	14-1802-13	2025	2025	Design is continuing. TS&L Submission approved January 2025. Design is expected to be complete by the end of FY 2026 in order to construct in FY 2027.
Old Kays Mill Culvert over Beaver Run	14-2101-13	2029	2029	Preliminary engineering anticipated FY 2027. Construction anticipated FY 2029.
Brown Road Culvert over Roaring Run	14-2102-13	2029	2029	Preliminary engineering originally slated for FY 2024 has been moved to FY 2026 due to a reorganizing of project priorities.
McKinstrys Mill Road over Little Pipe Creek	14-2103-13	2027	2027	Preliminary engineering was supposed to begin in FY 2025, but funds have now been shifted to FY 2026 for Preliminary Engineering.
Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	2025	2027	Project has been waiting for SHA to issue NTP for Final Design since June 2024. Shifted Construction Funds due to delays.
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	2026	2026	Existing bridge underwent emergency closure in April 2025. At-risk advertisement for construction in late FY 2025.
Woodbine Road over South Branch Patapsco River	14-2501-13	2030	2030	Preliminary Engineering shifted from FY 2026 to FY 2027 due to a reorganizing of project priorities.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program.
HARFORD COUNTY				
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2026	2027	Funded for Construction in FY 2026.
Glenville Road Bridge #30 over Mill Brook	15-1601-13	2026	2028	Anticipated advertisement for construction in FY 2028.
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	2028	2028	Funded for construction in FY 2026 and FY 2027.
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	2028	2028	Funded for construction in FY 2027 and FY 2028. Advertisement anticipated Summer 2027.

Aberdeen Transit Oriented Development Station Square Project	15-2405-55	2030	2030	Design/engineering funds programmed in FY 2026.
Madonna Road Bridge #113 over Deer Creek	15-2101-13	2029	2030	Construction funding is delayed and moved to the out years.
St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	2030	2030	Engineering scheduled in FY 2027 and construction scheduled in FY 2029 and FY 2030.
Stafford Road Bridge #162 over Buck Branch	15-2103-13	2030	2029	Construction funds programmed in FY 2027.
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	2029	2029	Funded for construction in FY 2028 and FY 2029.
Moores Road Bridge #78 over a tributary of Gunpowder Falls	15-2201-13	2029	2029	Right-of-way funds programmed in FY 2027. Construction scheduled for FY 2028 and FY 2029.
Hess Road Bridge #81 over Yellow Branch	15-2202-13	2029	2029	Engineering funds programmed in FY 2028 and FY 2029.
Woodley Road Extension	15-2403-14	2027	2027	Engineering currently at 30% completion. Delayed due to funding. Funded for construction in FY 2026.
Cullum Road Bridge #12 over Tributary of James Run	15-2401-13	2031	2031	In the current TIP with design funds programmed in FY 2026 and FY 2027.
Chestnut Hill Road Bridge #41	15-2402-13	2031	2031	Design funds programmed in FY 2027 and FY 2028.
Stafford Road Bridge #19 over Herring Run	15-2501-13	2031	2031	Design funds programmed in FY 2029 and FY 2030.
Perryman Access – Mitchell Lane	15-2502-42	2031	XX	Design delayed to FY 2030 and FY 2031.
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
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	A traffic study is currently underway to aid in design decisions and update the project scope. Change to scope reflects need for additional study and analysis to reflect County's Complete Streets policy, design manual, and local and regional growth.
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	There were delays in initiating the design or obtaining necessary approvals for some of the bridges to start construction. Several projects received 100% federal funding approval for construction.
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	2026	2026	Project experienced delays due to design changes impacting the project schedule. Project is anticipated to go in construction in FY 2027.
Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	16-2301-03	2026	2026	60% design has been completed. Project has been temporarily put on hold due to developer concerns along the trail alignment. 100% plans anticipated by Winter 2025/2026.
Traffic Signal and Crosswalk Improvements	16-2501-04	2025	2025	Design is complete for 4 of the 5 project locations. The last location (Long Gate Parkway at Wheatfield) is at 90%

				milestone and review is underway. YOP is Fall of CY 2025 (FY 2026).
MARYLAND PORT ADMINISTRATION				
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	2026	2027	NEPA has been completed. Construction started in FY 2025 and will continue into FY 2027.
Port of Baltimore Rail Capacity Modernization Project	30-2301-83	2026	2026	CRISI grant was awarded in June 2022. Project is currently in the engineering and environmental approval phase.
Howard Street Tunnel	32-2101-83	2027	2027	Construction is ongoing with a target completion of the tunnel in FY 2026. Additional work on the three bridges (North Ave, Guilford Rd, and Harford Rd) that are part of the project may not be finished until FY 2027.
Fairfield Masonville Stormwater Management Phase 1	32-2501-81	2027	2027	Engineering has been completed. Construction scheduled to begin in FY 2026.
MARYLAND TRANSPORTATION AUTHORITY				
I-695 Francis Scott Key Bridge – Key Bridge Rebuild	20-2401-44	2029	2028	Project is a design-build project that is currently in design. Demolition of remaining structure will begin in summer 2025.
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	2028	2029	This project is now split into three implementation phases. Construction is anticipated to begin in the FY 2025 timeframe. Phase 1 complete in Summer 2025, Phase 2 complete in Winter 2028, Phase 3 complete in 2031. The project was awarded a MEGA grant, and additional future funding will be identified.
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 John F. Kennedy Memorial Highway – I-95 Southbound Hard Shoulder Running (FKA Southbound Part-Time Shoulder Use)	25-2101-41	2027	2028	Project originally anticipated to Advertise in early FY 2023 but is now anticipated to be Advertised in early FY 2026 due to delays outside of the project's control.
I-95 John F. Kennedy Memorial Highway – I-695 Ramp	23-2501-45	2027	2027	This project is a breakout of the I-95 Express Toll Lanes project (TIP ID 25-1801-41). Currently in design.
MTA - TRANSIT				
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 for clean diesel bus purchases as well as mobility vehicle purchases of various sizes.
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.
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Ongoing	Ongoing	Projects are ongoing. First new Metro vehicles to start service in 2025. Full Metro Train replacement project anticipated to be complete in 2027.
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	2028	2032	Project Design development will go on-hold pending additional funding to advance construction.
Zero Emission Infrastructure and Rolling Stock	40-2302-63	2029	2029	Various ongoing projects. Battery Electric and Hybrid bus buys for CY 2025 and CY 2026 are progressing.
Baltimore City Ferry Service Improvements	42-2401-99	2026	2026	Project is on schedule.
Baltimore Penn Station Multimodal Investments	42-2402-64	2029	2029	Preliminary design underway.
Penn-Camden Connector	42-2403-64	2033	2033	Design underway.
MTA - Commuter Rail				
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Various projects are ongoing and on-schedule.
MARC Improvements	70-1502-54	Ongoing	Ongoing	Various projects ongoing and on-schedule. This project includes annual agreed upon funds as a part of Amtrak/CSX Operating Agreements.
MARC Facilities	70-1503-55	Ongoing	Ongoing	Various projects ongoing and on schedule.
Martin Airport – All Stations Accessibility Program	72-2401-64	2029	XX	All Stations Accessibility Program grant will fully obligate in FY 2025.
MDOT – OFFICE OF THE SECRETARY				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project
STATE HIGHWAY ADMINISTRATION				

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	2031	Phase 2 design beginning in Winter/early Spring 2025, construction beginning in Fall 2025, and being completed in Fall 2031.
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	2032	2032	Design is anticipated to start in FY 2027 and is partially funded, which is anticipated to extend through FY 2030. A specific design schedule is still being developed; NEPA is anticipated to be completed in FY 2029. Unfunded costs include: design, ROW, utilities, and Construction.
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	2025	2026	Construction ongoing with anticipated completion in Spring 2026.
MD 2: US 50 to Arnold Road	61-2301-41	2026	2031	Design at the semi-final milestone and anticipated to be complete in Fall 2026. Construction is unfunded. NEPA approval anticipated in March 2025.
MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	61-2302-41	2026	2030	Design is partially funded, extending through FY 2027. Unfunded costs include design, ROW, utilities, and construction.
MD 170: Norcross Lane to Wieker Road	61-2303-41	2025	2026	Design and ROW are fully funded, anticipated to extend through FY 2028 and FY 2029 respectively. Utilities and construction are unfunded.
I-97: US 50 to MD 32 TSMO	61-2305-41	2030	2031	Design is approximately 30% complete. This project previously included TSMO improvements (i.e. hard shoulder running) within the project limits. The scope has changed to now include lane widening from 4-6 lanes within the project limits.
MD 173: Bridge Replacement over Rock Creek	61-2101-13	TBD	TBD	Design ongoing and anticipated to be complete in Fall 2026. Construction is currently unfunded.
I-795: Dolfield Boulevard Interchange	63-0803-46	2032	2032	Design is fully funded and is approaching the semi final milestone in March 2025, anticipated to be complete Winter 2027/2028. ROW is partially funded. NEPA re-evaluation is anticipated to be sent to FHWA for approval

				in Spring 2025. Unfunded costs include partial ROW, Utilities, CO.
I-695: US 40 to MD 144	63-1601-41	2021	2021	Construction of the noise barrier was completed in December 2024. The Contractor is currently installing a cellular confinement system for slope repair as additional work added to the contract. Construction is anticipated to be fully completed in April 2025.
I-695: I-70 to MD 43	63-1802-41	2026	2028	Construction is ongoing and anticipated to be complete by Spring 2028.
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	2027	2028	Bridge work will not start until utility relocations underway or completed, anticipated to begin in Spring 2025. Bridge construction anticipated to begin Spring/Summer 2026.
I-695 at I-70 Bridge Replacements (Formerly Reconstruction of Interchange at I-70)	63-2201-12	2029	2030	Scope has changed to focus on state of good repair needs for the bridges within the I-695/I-70 interchange. Bridge painting will begin in 2025.
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	2026	2025	Construction is ongoing and anticipated to be completed in May 2025.
MD 32: 2nd Street to Main Street	64-2301-12	2026	2027	Design is ongoing and anticipated to be completed in Fall 2025. Project not funded for construction.
MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	TBD	TBD	Planning ongoing with anticipated completion in Summer 2025.
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	2025	2025	Bridge open to service in December 2024; construction anticipated to be complete in Summer 2025.
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	2026	2026	Design is ongoing and anticipated to be completed in Spring 2026. NEPA anticipated to be approved in Spring 2025. ROW acquisition ongoing and anticipated to be complete in Winter 2028/2029.
MD 24: 900 ft south of Sharon Road to 1,700 north of Ferncliff Lane, Section G	65-1601-12	2026	2025	Construction ongoing with anticipated completion in Spring 2025.
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	2026	2028	Design is ongoing and anticipated to be completed in Fall 2025. NEPA approval anticipated in March 2025. Construction is anticipated to begin in Spring 2026.
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	2022	2025	Roadway improvements opened to traffic in Summer 2022. Design is ongoing through FY 2029.
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	TBD	TBD	Planning ongoing with anticipated completion in Summer 2025.

Table II-3: New Projects in the 2026-2029 TIP

Agency	Project	TIP ID	Project Category	Year of Operation
Baltimore City	RAISE Transit Priority Project**	12-2201-64	Transit Preservation	2025
Baltimore City	Frederick Avenue Streetscape (Yale to Monastery)	12-2601-03	Emission Reduction Strategy	2031
Baltimore City	Vision Zero Action Plan & Pilot	12-2602-39	Environment/Safety	2028
Baltimore City	Restoring Connections to Druid Hill Park	12-2603-03	Emission Reduction Strategy	2030
Baltimore City	West Baltimore United: A Plan to Reconnect Communities	12-2604-99	Miscellaneous	2040
Baltimore City	Baltimore Greenway Trails Network – Northern Segments	12-2605-03	Emission Reduction Strategy	2029
Baltimore City	Wolfe or Washington Street Bike Facility	12-2606-03	Emission Reduction Strategy	2026
Carroll County	Upper Beckleysville Road Bridge over Murphy Run* **	12-2202-13	Highway Preservation	2026
MDOT MDTA	I-95 JFK Memorial Highway – I-695 Ramp**	23-2501-45	Highway Capacity	2027
MDOT MDTA	Curtis Creek Drawbridge Deck Rehabilitation and Resiliency**	20-2502-13	Highway Preservation	2027
MDOT MPA	Dundalk Marine Terminal (DMT) Berth 11-13 Reconstruction	30-2601-82	Commuter Rail Preservation	2030
MDOT MPA	Masonville Cove Connector: Shared Use Path Design and Construction*	32-2301-03	Emission Reduction Strategy	2027
MDOT MPA	Zero Emission Electric Locomotives for CSX Curtis Bay Facility	32-2602-89	Emission Reduction Strategy	2027
MDOT MTA	Rural Transit Systems – Capital Assistance*	40-9501-05	Emission Reduction Strategy	Ongoing
MDOT MTA	Kirk Bus Facility Replacement - Phase 1 & 2**	40-1203-65	Transit Preservation	2021
MDOT MTA	Reisterstown Plaza Metro Station Multi-Modal Access**	43-2501-64	Transit Preservation	2027
MDOT MTA	Patapsco Avenue Pedestrian/Bicycle Bridge**	40-2502-03	Emission Reduction Strategy	2030
MDOT MTA	Cloud-Based Signal Priority**	40-2503-63	Transit Preservation	2026
MDOT MTA	Low Floor Light Rail Fleet Transition**	40-2504-63	Transit Preservation	2035
MDOT SHA	Areawide Carbon Reduction Program**	60-2501-09	Emission Reduction Strategy	Ongoing
MDOT SHA	MD 26 over Liberty Reservoir	64-2601-13	Highway Preservation	2029

*Projects appeared in previous TIPs but were not included in the 2025-2028 TIP due to lack of funding and are now requesting funds in the 2026-2029 TIP.

**Projects added to the 2025-2028 TIP by amendment that did not appear in the original production.

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 serious nonattainment area with regard to the 8-hour ozone National Ambient Air Quality Standard (NAAQS), as of August 1, 2024. The BRTB has conducted a comprehensive analysis of conformity for the 2026-2029 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 2026-2029 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 socioeconomic forecasts, which will go before the BRTB on July 22, 2025. All projects that serve as emission reduction strategies (ERS) in the TIP are identified as such by the (ER) under Project Type on the project sheet. 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.

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-4. MDOT MTA Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2024 Performance	2025 Targets
AB - Articulated Bus	9.3%	27.8%
AO – Automobile	0%	0%
BR – Over-the-road Bus	0%	0%
BU – Bus	16%	14.2%
CU – Cutaway	82.3%	46.8%
HR – Heavy Rail Passenger Car	100%	100%
LR – Light Rail Vehicle	66%	64.2%
MV – Minivan	100%	100%
RL – Commuter Rail Locomotive	0%	0%
RP – Commuter Rail Passenger Coach	14.7%	14.7%

Table II-5. 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	2024 Performance	2025 Targets
Automobiles	40.0%	36.0%
Trucks and other Rubber Tire Vehicles	17.9%	20.2%
Steel Wheel Vehicles	70.0%	70.0%

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

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 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	2024 Performance	2025 Targets
CR - Commuter Rail	0.0%	0.0%
HR - Heavy Rail	1.2%	0%
LR - Light Rail	1.7%	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	2024 Performance	2025 Targets
Passenger / Parking Facilities	10.7%	9.9%
Administrative / Maintenance Facilities	11.3%	9.9%

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

% of facilities at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
Passenger / Parking Facilities	0%	0.0%
Administrative / Maintenance Facilities	0%	0.0%

The 2026-2029 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 2026-2029 TIP includes a total of over $1.4 billion in TAM related investments. Federal sources such as CMAQ and FTA sections 5307, 5337, and 5339 account for $1.1 billion of this total. Matching funds account for the remaining $328.9 million. This investment represents 23.0% of the $6.2 billion programmed in the 2026-2029 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	$175,543	$43,885	$219,429
Bus and Paratransit Vehicle Overhaul and Replacement	Vehicles	$60,035	$10,900	$70,935
Metro and Light Rail Rolling Stock Overhauls and Replacement	Vehicles	$139,492	$34,873	$174,365
Bus and Rail Preventive Maintenance	Vehicles and Infrastructure	$216,874	$54,218	$271,092
MARC Improvements	Infrastructure	$138,251	$34,562	$172,814
MARC Facilities	Facilities	$51,876	$12,969	$64,846
Agencywide System Preservation and Improvement	Facilities and Infrastructure	$48,500	$12,150	$60,650
Metro and Light Rail System Preservation and Improvement	Facilities and Infrastructure	$73,764	$18,441	$92,205
Parole Transportation Center (Anne Arundel County)	Tier II Facilities	$3,000	$11,000	$14,000
Small Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	$19,800	$2,595	$24,990
Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	$3,732	$536	$4,668
Eastern Bus Facility	Tier II Facilities and Vehicles	$21,031	$5,257	$26,289
Zero Emission Infrastructure and Rolling Stock	Tier II Facilities and Vehicles	$111,735	$19,718	$131,453
Baltimore Penn Station Multimodal Investments	Facilities and Infrastructure	$11,000	$3,950	$14,950
Mondawmin Transit Hub	Facilities and Infrastructure	$20,000	$13,500	$33,500
Odenton MARC TOD (Anne Arundel County)	Facilities	$4,000	$49,990	$53,990
Aberdeen TOD Station Square Project (Harford County)	Facilities and Infrastructure	$1,600	$400	$2,000
Funding Total (in $1,000s)		**$1,100,233**	**$328,944**	**$1,432,176**

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, and the BRTB adopted the targets in March 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	3	0.17	Not Available
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	1st year of service
Demand Response	0	0	0	0	0	0	39,614
Carroll Transit							
Fixed Route	0	0	0	0.10	3	1.34	> 170,000
Demand Response	0	0	0	0.20	5	1.30	> 330,000
Charm City Circulator							
Fixed Route	0	0	< 3	< 0.5	< 1	< 0.22	> 5,000
Harford Link							
Fixed Route	0	0	< 5	< 0.55	< 15	< 1.67	> 43,142
Demand Response	0	0	< 3	< 0.85	< 10	< 3.33	> 26,404
Queen Anne's County							
Fixed Route	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0
RTA							
Fixed Route	0	0	20	1.5	20	1.5	6,000
Demand Response	0	0	3	0.25	5	0.40	6,000

The 2026-2029 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 2026-2029 TIP includes a total of $940.6 million in transit safety related investments. Federal sources account for $755.3 million of this total. Matching funds account for the remaining $185 million. This investment represents 15.1% of the $6.2 billion programmed in the 2026-2029 TIP.

Table II-15. 2026-2029 TIP Projects Related to Transit Safety

Project	Federal	Matching	Total TIP Funds
MARC Improvements	$138,251	$34,562	$172,814
MARC Rolling Stock Overhauls and Replacement	$175,543	$43,885	$219,429
Bus and Paratransit Vehicle Overhaul and Replacement	$60,035	$10,900	$70,935
Bus and Rail Preventive Maintenance	$216,874	$54,218	$271,092
Metro and Light Rail Rolling Stock Overhauls and Replacement	$139,492	$34,562	$174,365
Small Urban Transit Systems - Capital Assistance	$19,800	$5,190	$24,990
Urban Transit Systems - Capital Assistance	$3,732	$936	$4,668
State Safety Oversight (MDOT TSO)	$1,600	$800	$2,400
Funding Total (in $1,000s)	$755,327	$185,053	$940,693

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	2022 Actual	2023 Actual	2021-2025 Target	2030 VZ/ZD Goal
Number of fatalities	244	223	252	220	219
Number of serious injuries	2,094	1,544	1,515	1,339	1,231
Fatality rate per 100 million VMT	0.94	0.85	0.95	0.82	0.80
Serious injury rate per 100 million VMT	8.06	5.90	5.74	4.99	4.52
Number of non-motorized (ped/bike) fatalities and serious injuries	290	313	410	339	294

Table II-17 summarizes the four MDOT State Highway Administration (MDOT SHA) projects programming HSIP funds. HSIP funds are programmed in four MDOT SHA areawide projects focusing on environmental improvements, resurfacing and rehabilitation, safety and spot improvements, and urban reconstruction projects. 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 2026. The 2026-2029 TIP includes $102.3 million in federal HSIP funds along with $24 million in matching funds for a total of $126.3 million. This investment represents 2.0% of the $6.2 billion programmed in the 2026-2029 TIP.

Table II-17. 2026-2029 TIP Projects Programming HSIP Funds

Agency	**Project**	**HSIP Federal**	**HSIP Matching**	**Total TIP Funds**
Anne Arundel County	Vision Zero Pedestrian and Bicycle Count Program	$67	$7	$75
Baltimore City	2022 Pedestrian & Roadway Safety Improvements	$2,790	$310	$3,100
Baltimore City	2023 Pedestrian & Roadway Safety Improvements	$2,540	$260	$2,800
MDOT SHA	Areawide Environmental Projects	$2,240	$560	$2,800
MDOT SHA	Areawide Resurfacing And Rehabilitation	$15,920	$3,810	$19,730
MDOT SHA	Areawide Safety And Spot Improvements	$74,400	$18,600	$93,000
MDOT SHA	Areawide Urban Reconstruction	$4,365	$485	$4,850
Funding Total (in $1,000s)		**$102,322**	**$24,032**	**$126,355**

While the FHWA-required highway safety performance measures and targets are focused specifically on implementation of the HSIP, the 2026-2029 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 2026-2029 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. The mid-performance plan was approved in August 2024. BRTB coordinates with MDOT to review targets for the performance periods.

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	<16.9 hours
Percentage of non-SOV travel	25.4% (2019)	25.3%	25.3%
Reduction of VOC (kg/day)	154.74 (2022-2025)	0.87	13.63
Reduction of NOx (kg/day)	412.91 (2022-2025)	6.64	43.27

Table II-19 summarizes the TIP projects programming CMAQ funds. The 2026-2029 TIP includes $158.5 million in federal CMAQ funds along with $29.2 million in matching funds for a total of $187.7 million. This investment represents 3.0% of the $6.2 billion programmed in the 2026-2029 TIP.

MDOT MTA accounts for over 87% 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. 2026-2029 TIP Projects Programming CMAQ Funds

Agency	**Project**	**CMAQ Federal**	**CMAQ Matching**	**Total TIP Funds**
MDOT MTA	Bus and Paratransit Vehicle Overhaul and Replacement	$24,776	$4,678	$29,454
MDOT MTA	Ridesharing - Baltimore Region	$2,672	$0	$2,672
MDOT MTA	Zero Emission Infrastructure and Rolling Stock	$111,735	$19,715	$131,450
MDOT SHA	Areawide Congestion Management	$10,400	$2,600	$13,000
MDOT SHA	Areawide Safety And Spot Improvements	$8,960	$2,240	$11,200
Funding Total (in $1,000s)		**$158,543**	**$29,233**	**$187,776**

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)	48.0%	45.0%
% of NHS interstate pavement in poor condition (2024,2026)	1.0%	1.0%
% of NHS non-interstate pavement in good condition (2024,2026)	29.0%	28.0%
% of NHS non-interstate pavement in poor condition (2024,2026)	8.0%	9.0%
% of NHS bridges in good condition (2024,2026)	24.5%	24.8%
% of NHS bridges in poor condition (2024,2026)	2.5%	2.4%

Tables II-21 and II-22 summarizes funds programmed in the 2026-2029 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 2026 are listed in Appendix D. These areawide TIP projects program $964.7 million in federal funds along with $241.1 million in matching funds for a total of $1.205 billion. $388.8 million of the funds in these projects are programmed under the National Highway Performance Program, which is used on NHS facilities.

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 (2031)	$14,800	$3,700	$18,500
Baltimore City	I-83 Concrete Deck Mill and Resurface (2032)	$1,800	$450	$2,250
MDOT SHA	I-695: I-70 to MD 43 (2028)	$79,092	$801	$79,894
	NHS Interstate Subtotal (In $1,000s)	**$95,692**	**$4,951**	**$100,644**

Table II-23 summarizes the funds programmed in the 2026-2029 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 2026-2029 TIP includes a total of $73.36 million in federal funds for these projects along with $1.48 billion in matching funds for a total of $1.558 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-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 (2032)	$2,400	$600	$3,000
Baltimore City	Belair Road Complete Streets (2029)	$5,680	$1,420	$7,600
Baltimore City	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue (2028)	$8,800	$2,200	$11,000
Baltimore City	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street (2028)	$6,900	$1,800	$8,700
Baltimore City	Madison Street Rehabilitation from North Milton Avenue to Edison Highway (2028)	$7,200	$1,800	$9,000
Baltimore City	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue (2029)	$10,560	$2,640	$13,200
Baltimore City	West Patapsco Ave. from Magnolia Avenue to Potee Street (2029)	$16,800	$4,200	$21,000
Baltimore City	Pennington Ave. Rehabilitation from Birch St. to East Ordnance Rd (2028)	$5,720	$1,430	$7,150
Baltimore City	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line (2028)	$8,520	$2,130	$10,650
Baltimore City	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard (2032)	$800	$200	$1,000
Baltimore City	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street (2033)	$1,920	$480	$2,400
MDOT SHA	MD 24: 900 ft S. of Sharon Rd to 1,700 ft north of Ferncliff Lane, Section G (2025)	$96	$28	$124
MDOT SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements (2022)	$1,979	$728	$2,707
Non-Interstate NHS Subtotal (In $1,000s)		**$77,375**	**$16,656**	**$97,531**
Interstate and Non-Interstate NHS Funding Total (In $1,000s)		**$150,737**	**$1,504,998**	**$1,656,225**

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

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Baltimore City	Moores Run Bridge Replacement (2036)	$7,800	$1,950	$9,750
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)	$400	$100	$500
Baltimore City	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement (2026)	$800	$200	$1,000
Baltimore City	Moravia Road Ramp Bridge over Pulaski Highway (2032)	$3,400	$850	$4,250
Baltimore City	Wilkens Avenue Bridge over Gwynns Falls (2030)	$200	$50	$250
Baltimore City	Perring Parkway Ramp and Hillen Road Bridge (2029)	$140	$35	$175
Baltimore City	Hanover Street over CSX (2036)	$10,704	$2,676	$13,380
Baltimore City	Hawkins Point Bridge over CSX Railroad (2031)	$400	$100	$500
MDOT MDTA	Francis Scott Key Bridge Reconstruction (2028)	$0	$1,474,028	$1,474,028
MDOT SHA	MD 173: Bridge Replacement over Rock Creek (2029)	$217	$55	$272
MDOT SHA	I-695 at I-70 Bridge Repair (2030)	$11,213	$2,287	$13,500
MDOT SHA	I-695: Bridge Replacement on Putty Hill Avenue (2028)	$13,680	$1,520	$15,200
MDOT SHA	US 1: Bridge Replacements at Tollgate Road and Winters Run (2028)	$19,270	$1,000	$20,270
MDOT SHA	I-95/I-695 Interchange Bridge Deck Replacement (2025)	$3,338	$31	$3,369
Funding Totals (in $1,000s)		**$73,362**	**$1,485,332**	**$1,558,694**

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 $173.1 million in federal funds along with $43.2 million in matching funds for a total of $216.4 million. These funds include both NHS and non-NHS structures. $93.44 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 48 additional local and state sponsored non-NHS bridge rehabilitation and replacement projects. The 2026-2029 TIP includes $166.6 million in federal funds for these projects along with $40.2 million in matching funds for a total of $206.9 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.	71.5%	72.1%	72.1%	72.9%	72.9%
Observed - Region	74.1%	71.6%	88.4%	74.1%	
LOTTR (non-Interstate) measure: % of person-miles traveled on the non-Interstate NHS that are reliable.	82.0%	N/A	81.7%	79.4%	79.4%
Observed - Region	79.8%	78.9%	91.3%	79.8%	
TTTR Index: Ratio of Interstate System mileage indicating reliable truck travel times.	1.87	1.87	1.88	2.06	2.06
Observed - Region	2.08	2.03	1.64	2.08	

* 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)
- 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 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]

[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

[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 2026-2029 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 2026-2029 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.

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[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
- Charging and Fueling Infrastructure (CFI) grants
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Community Project Funds (CPF)
- Consolidated Rail Infrastructure and Safety Improvement Program (CRISI)
- Federal Lands Access Program (FLAP)
- Federal Lands Transportation Program (FLTP)
- FTA Capital and Operating – Sections 5307C, 5307H, 5307 flexed from STBG, 5310, 5311, 5329, 5337, and 5339
- Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds
- Highway Safety Improvement Program (HSIP)
- Infrastructure for Rebuilding America (INFRA) grants
- Neighborhood Access and Equity (NAE) Program
- 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)
- Safe Streets For All (SS4A)
- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TAP)

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 2026, 2027, 2028 and 2029. 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 the City of Annapolis or Queen Anne's County in the 2026-2029 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:

- BUILD Better Utilizing Investment to Leverage Development Grants
- CFI Charging and Fueling Infrastructure
- CPF Community Project Funding
- CMAQ Congestion Mitigation and Air Quality
- FLAP Federal Lands Access Program
- FLTP Federal Lands Transportation Program
- HBRRP Highway Bridge Rehabilitation and Reconstruction Program
- HSIP Highway Safety Improvement Program
- INFRA Infrastructure for Rebuilding America Grants
- NAE Neighborhood Access and Equity Program
- 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
- SS4A Safe Streets for All
- 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 – Other[9]: This funding may include permits, inspections, utility costs, and other non-infrastructure costs or in the case of transit, the purchase of capital equipment.

[9] The 2026-2029 TIP includes $157.1 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 ($82.4 million or 52.5% of total)
- MDOT SHA Areawide Congestion Management funds not involving construction such as CHART vehicle purchases ($39.0 million or 24.8% of total)
- Permits, inspection fees, and local bridge inspection programs ($13.8 million or 8.8% of total)

Non-infrastructure funds for project delivery services and research ($0.51 million or 0.35% of total)

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.

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 2026 through FY 2029).

Further, the 2026-2029 TIP is financially constrained by program and by year. The framework of both *Resilience 2050*, the regional long-range transportation plan (LRTP), and the 2026-2029 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 2025 - 2030 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 2026 and for FY 2026-2029. It includes:

- A summary of FY 2026 federal fund requests by sponsoring agency and federal funds available by fund source.
- A project-by-project listing of FY 2026 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2026-2029 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 $41.3 billion for the six-year period to support MDOT's operating, capital, and debt payment expenses. Although some of MDOT's revenues are inflation-sensitive, the Transportation Trust Fund's largest single source of revenue, the Motor Fuel Tax, is expected to decline over time as improved vehicle fuel economy, increased ownership of electric and hybrid vehicles, and changes in driver behavior, reduce consumer demand for motor fuel. Transportation revenues are also affected by slow growth in the Maryland economy with little to no growth expected for most revenue sources through the six-year period.

Over the last several years, the federal government provided U.S. transit agencies with billions of dollars of relief funds to mitigate the negative impacts on ridership and revenue from the COVID-19 pandemic. The Transportation Trust Fund is unique in providing significant funding for two major metropolitan area transit systems, the Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA). MTA spent the last of these federal relief funds in FY. With transit ridership and revenue still below pre-pandemic levels, depletion of federal relief funds requires additional funding from the Transportation Trust Fund just to maintain current services. Minimal revenue growth, the depletion of federal relief dollars, and the recent period of high inflation that drove up labor, contract, and bid costs creates a fiscally constrained environment for MDOT. MDOT prioritizes the safety and reliability of the current system and making strategic investments to advance the economy when making investment decisions.

Chapter 717 of 2024, the Budget Reconciliation and Financing Act of 2024 (BRFA of 2024), increased transportation revenues by approximately $233 million annually. New and increased revenue sources include increased vehicle registration fees, an annual registration surcharge for electric vehicles, a transportation network company impact fee, sales and use tax attributable to electricity at electric vehicle charging stations, and an increase in the dealer processing fee paid on vehicle sales. Additional fee increases are proposed for the 2025 legislative session, totaling approximately $420 million, and are included in the Department's FY 2025 – 2030 Financial Plan.

If these fee increases and statutory changes are not approved, reductions will be required for MDOT to present a balanced six-year plan.

Increased transportation funding through the BRFA of 2024 and the 2025 proposal allows MDOT to invest in delivering the core transportation services that Maryland citizens rely on, enhancing the safety and reliability of the current system, and making strategic investments to advance the economy. While this funding level is not sufficient to significantly enhance the transportation network, it ensures that core needs are addressed and that planning and design activities continue for key projects like the Red Line.

Pertinent details are as follows:

- Motor Fuel Tax: The Motor Fuel Tax is the largest single source of revenue for the Transportation Trust Fund. Revenues are projected to total $8.0 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 and a sales and use tax equivalent component. For FY 2025, the gas tax rate declined from the prior year from 47.0 cents per gallon to 46.1 cents per gallon. The tax rate is expected to increase moderately over the six-year program; however, moderate but steady declines in the number of gallons sold will offset the revenue impact of this higher tax rate.
- Motor Vehicle Titling Tax revenues are projected to yield $6.9 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. Titling tax revenues largely follow the normal business cycles of auto sales with periods of growth and decline. The amount of revenues generated is a function of the number of vehicles sold and vehicle prices. Both the number of units sold, and vehicle prices are generally declining over the last several years as consumers delay purchases due to high interest rates and vehicle prices decline as supply increases. During the 2024 legislative session, the BRFA of 2024 increased dealer processing fees to $800, which increases vehicle price and thus the titling tax generated. A change to the trade-in allowance is proposed during the 2025 session that would increase revenues to the Transportation Trust Fund.

This additional funding is currently included in Other Revenues.

- Motor Vehicle Registration/Miscellaneous, and Other Fees: These fees are projected to generate $5.3 billion. During the 2024 legislative session, Chapter 717 implemented phased-in increases to the vehicle registration fees over three years, established an additional weight classification, and implemented an add-on registration fee for electric vehicles. Vehicle registration in Maryland is paid every two years. To offset the impact to drivers of the fee increases, Chapter 717 also required the Motor Vehicle Administration (MVA) to offer payment plans to all drivers. Nearly half of all drivers have switched to a payment plan, which is more than what was expected. This change is impacting the timing of when revenues are received. Additional changes to vehicle registration fees are proposed during the 2025 session. This additional funding is currently included in Other Revenues. In addition, State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. To meet this cost recovery requirement, the MVA increased certain vehicle and driver fees, effective September 1, 2024.
- Corporate Income Tax: Corporate Income Tax revenues are estimated to be $2.9 billion over the six-year period. Corporate income tax revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund, and the State's General Fund. In accordance with State law, the share of revenue distributed to the Transportation Trust Fund from the corporate income tax will decline in FY 2028 from 22 percent to 20 percent. The State's Board of Revenue. Estimates prepares independent forecasts of for this revenue source.
- Federal Aid: This source is projected to contribute $8.6 billion for operating and capital programs. Most funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act (IIJA) 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 resulting impact on MDOT's cashflow require MDOT to maintain a fund balance of $400 million to offset these timing differences. The next section describes additional assumptions related to federal aid that is expected to be available for the capital program.

- Operating Revenues: These revenues are projected to provide a six-year total of $3.1 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions ($2.12 billion over the six-year period); transit fares ($612 million); and fees for port terminal operations and rent ($334 million). Parking rates at BWI Marshall Airport and the cruise terminal at the Port of Baltimore increased during FY 2025. Parking rates at BWI Marshall Airport had previously not been increased since 2009.
- Bond Proceeds: Bond issuances are estimated at $2.2 billion during the six-year period. MDOT maintains credit ratings of AAA from Standard and Poor's and Moody's and AA+ from Fitch Ratings. State law, bond covenants, and MDOT's debt practices place various limits on MDOT's debt issuances. MDOT's bond covenants include two debt coverage ratios – net income and pledged taxes – that must be met. Although the legal requirement is 2.0 for each of these requirements, MDOT maintains a management practice of maintaining a 2.5 ratio to ensure a breach of the legal limit never occurs. The net income test, which compares debt service to prior year revenues less operating expenses, imposes the greatest constraint on MDOT's debt issuances. To continue to meet debt coverage requirements throughout the six-year period without additional significant reductions to MDOT's services and projects, certain fee increases are proposed for the 2025 legislative session. With passage of these fee increases, MDOT's bond coverage requirements are met throughout the six-year period.
- Other Sources: Chapter 717 implemented a statewide fee on services provided by transportation network companies. This fee is projected to generate $0.3 billion over the six-year period. MDOT also receives certain sales and use tax revenues. Specifically, a portion of the sales and use tax for rental vehicles and the sales and use tax generated from

electric vehicle charging stations. Together, these sales and use tax revenues are projected to total $0.3 billion over the six-year period. Other sources of revenue include a proposed retail delivery fee, transfers from the State's General Fund transfers, reimbursements, interest income, and other miscellaneous revenues.

B. Federal Aid Assumptions

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA), which provides vital federal funding for highway, transit, and other multimodal projects. The IIJA was signed 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 2024 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 several priority areas, including: repairing/rebuilding infrastructure, climate change mitigation, resilience, and safety. To best leverage state transportation dollars, MDOT continues to pursue relevant federal discretionary grants to maximize federal transportation funding opportunities. The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, grant match support, and engagement with Maryland's Federal Delegation.

Recent Grant Awards include, but are not limited to:

Local Awards:

- Martin State Airport was awarded $1 million under the Federal Aviation Administration (FAA) Airport Terminal Program (ATP) for partial funding towards Air Traffic Control Tower Reconstruction.
- Eleven (11) projects throughout Maryland were awarded a total of nearly $4 million under the US DOT Safe Streets and Roads for All (SS4A).
- Baltimore City was awarded $85.5 million under the US DOT Reconnecting Communities Program for the West Baltimore United Construction Phase 1 in the Baltimore in partnership with MDOT.

Amtrak Awards:

- Amtrak was awarded a total of $237.2 million under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Program for the Northeast Corridor (FSP-NEC) for three (3) projects in Maryland, including the Baltimore Penn Station: Master Plan Completion Project, the Bridge to Burgos Catenary Renewal Project, and the Mid-Atlantic South Signal System Upgrades to 562 Project.

MDOT Awards:

- The MDOT – The Secretary's Office (MDOT TSO) and the Maryland Department of the Environment were awarded $81.1 million under the EPA Climate Pollution Reduction Act for the Clean Corridor Coalition – A Proposal for Zero Emission Medium and Heavy-Duty Vehicle Infrastructure along the I-95 Corridor.
- The MDOT TSO was awarded $2 million under the FHWA Project Prioritization Process Pilot (PPPP) Grant for the Maryland Surface Transportation Project Prioritization Process.
- The MDOT TSO was awarded $800,000 under the FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Maryland State Trespassing Safety Study.
- The MDOT TSO was awarded $1 million under the Build America Bureau (BAB) Innovative Finance and Asset Concession Grant Program for the Baltimore Region Asset Scan for Springboarding Transit-Oriented Development (TOD) Project.
- The MDOT TSO was awarded $3 million in the FRA Railroad Crossing Elimination (RCE) Grant Program to improve rail safety conditions at the Rosedale Grade Crossing for the CSX Line in Baltimore County.
- The MTA was awarded $213.69 million under the Rail Vehicle Replacement Program for the Light Rail
- The MTA was awarded $4.69 million under the US DOT RAISE Grant Program for the Opportunities for Access and Connectivity at Reisterstown Plaza Station.
- The MDTA was awarded $80 million under the US DOT Multimodal Project Discretionary Grant (Mega) in

the State's first ever Mega grant for the I-895 at Frankfurst Avenue Interchange Improvement project.

- The MDTA was awarded $7.5 million under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Curtis Creek Drawbridge Rehabilitation and Resiliency Project.
- The SHA was awarded $31.9 million under the Federal Highway Administration (FHWA) Low-Carbon Transportation Materials (LCTM) Grant Program for the Material Progress: Advancing Maryland's Carbon Reduction Strategy Through Low-Carbon Transportation Materials Project.
- The SHA and technical partner Maryland Department of Natural Resources (DNR) were awarded $387,000 under the Wildlife Crossings Pilot Program (WCPP) for the Reducing Wildlife-Vehicle Collisions in Maryland Through Planning, Design, and Technology project. This funding will support development of a comprehensive plan designed to reduce wildlife-vehicle collisions in the State.
- The MVA was awarded $13.2 million under the National Highway Traffic Safety Administration (NHTSA) State Electronic Data Collection (SEDC) Program for the Automated Crash Reporting System.
- The MAA was awarded $19.35 million under the Federal Aviation Administration (FAA) Airport Improvement Program – Supplemental for the DX-DY Apron Reconstruction Project.
- The MAA was awarded $617,763 under the Federal Aviation Administration (FAA) Airport infrastructure Grant Program for the DX/DY Apron Reconstruction & Taxiway T Rehabilitation Project.
- The MAA was awarded $800,000 under the US DOT RAISE Grant Program for the BWI Marshall Airport Multi-Modal Ground Transportation Center and Automated People Mover Planning Study.
- The MPA was awarded $30.9 million under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Dundalk Marine Terminal Berth 11 Reconstruction Project.
- The MPA was awarded $3.4 million under the U.S. Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Grant for Port of

Baltimore - Reducing Emissions for a Sustainable Future Project.

- The MPA was awarded $145.6 million under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and $1.9 million for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project.
- The MPA was awarded $489,000 under the Federal Emergency Management Agency (FEMA) Port Security Grant Program for the Implementation of Cybersecurity Resilience Enhancements for Critical Services.

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 $828.0 million in highway formula funding and $353.4 million in transit formula funding in FFY 2024 for MDOT projects.

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 2024 and 86.8 percent FFY 2024 through FFY 2027.

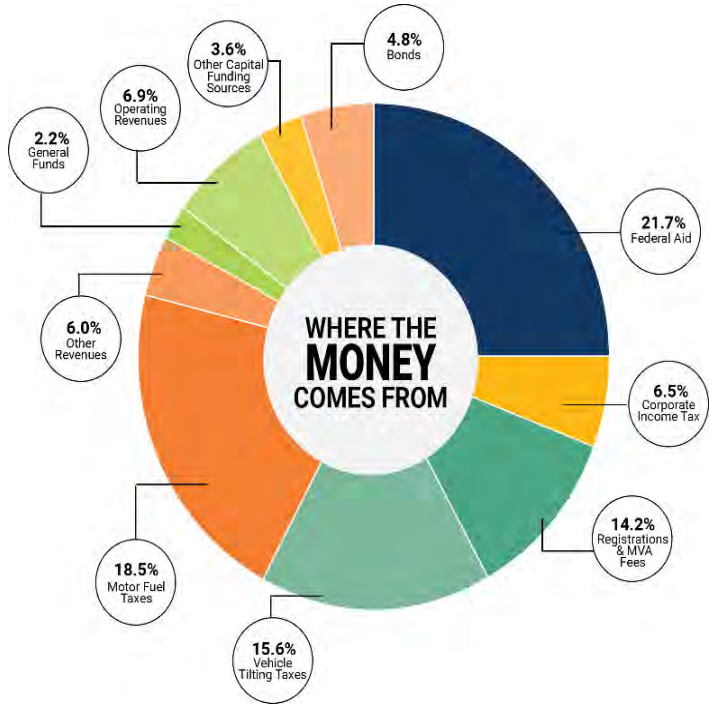
Port of Baltimore

MPA received $5.7 million through the Energy Transfer Port program for maintenance dredging through the U.S. Army Corps of Engineers (USACE) in the FY 2024 USACE Work Plan. In 2024, the Federal Highway Administration awarded a $642,000 Reduction of Truck Emissions at Port Facilities grant to MPA for the MPA's Reduction of Heavy-Duty Emissions – Equipment Replacement and Planning project. With the award, MPA is purchasing an electric stream sweeper and dedicating funding to promote and increase participation from car carriers moving toward electrification.

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 funds 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 $44.5 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.

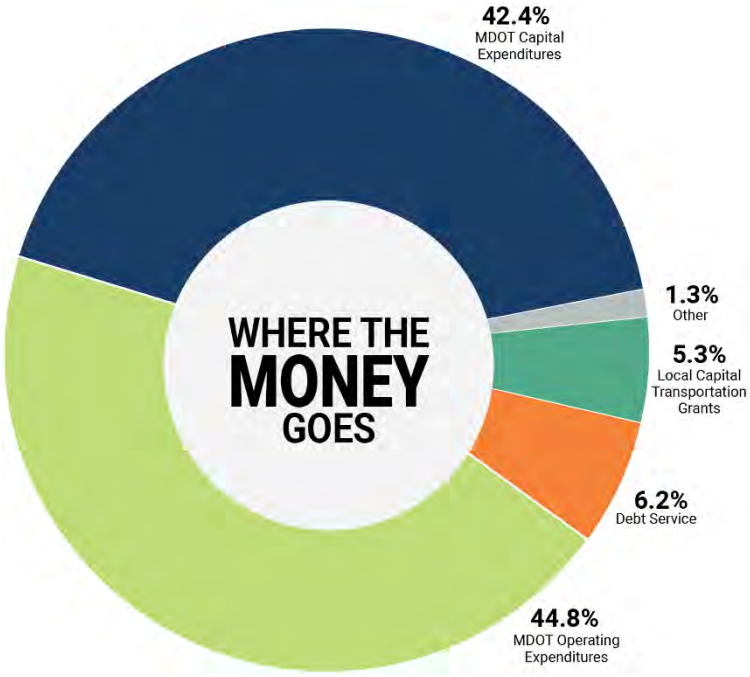


D. Where the Money Goes

The Transportation Trust Fund supports the planning, development, operation, maintenance, construction, and rehabilitation of the State's transportation network, including transit, roads, bridges, ports and airport; transportation grants to local governments; and debt service. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, fuel tax collection, and state police programs.

Total operating budget spending over the six-year period is $20.0 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, MTA and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations.

While Maryland receives immense economic, societal, and environmental benefit from its transit operations, this funding responsibility, and the lack of a dedicated funding source for transit, places significant pressure on the Transportation Trust Fund. This pressure is increased by the depletion of federal COVID aid relief funds that previously helped to offset declines in transit ridership that were initially associated with COVID but now appear to be a longer-term trend. In FY 2025, Maryland increased its operating grant to WMATA by $143 million annually to partially address WMATA's fiscal cliff. This amount was proportionally matched by the Commonwealth of Virginia and the District of Columbia.



Total debt service over the six-year period is $2.8 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help funds its capital program. Debt service in FY 2025 is $430 million and will grow over the six-year period as additional debt is issued.

After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals $21.2 billion, including $2.4 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with $10.8 billion from the Transportation Trust Fund, $7.8 billion from federal aid, and $2.6 billion from other capital funding sources.

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.

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 2026 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 2026 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 2026 columns.

Table V-1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2026 Annual Element and federal funds available by fund source. It shows that FY 2026 federal fund requests do not exceed federal funds anticipated to be available in FY 2026. MDOT provided FY 2026 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 2026 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 2026 through FY 2029 by sponsoring agency.

Exhibits V-1 through V-7 graphically summarize the 2026-2029 TIP. Exhibit V-1 compares the total amount programmed in the 2023-2026, 2024-2027, 2025-2028, and 2026-2029 TIP documents. Exhibit V-2 displays 2026-2029 TIP funding by fiscal year. Exhibit V-3 summarizes federal and matching funds in the 2026-2029 TIP by sponsoring agency. Exhibits V-4 and V-5 summarize the number of projects and share of funding in the 2026-2029 TIP by project category. Exhibit V-6 displays the share of FY 2026 funds by project phase while Exhibit V-7 shows FY 2026 federal fund requests by funding source.

The Annual Element on the following tables will be provided when MDOT delivers the information to the BRTB.

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

Summary of the FY 2026 Federal-Aid Element (continued on next page)									
Sponsoring Agency	**5307(h)**	**5307C**	**5307O**	**5310**	**5311O**	**5329**	**5337**	**5339C**	**5339F**
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail		$13,883					$64,415		
MTA – Transit		$174,423	$4,071	$3,370	$1,020		$67,758	$6,375	
Maryland Port Administration									
Office of the Secretary						$400			
Other									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
Total Programmed	**$0**	**$188,306**	**$4,071**	**$3,370**	**$1,020**	**$400**	**$132,173**	**$6,375**	**$0**
FY 2026 Appropriation*									
Previous Funds Still Available*									
MDOTs Total Federal Apportionment for the Baltimore Region*									

*Figures provided by MDOT

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

Sponsoring Agency	ASAP	BUILD	CFI	CMAQ	CPF	CRISI	FLAP	HBRRP	HSIP	INFRA
Anne Arundel County					$4,000			$260		
Baltimore City										
Baltimore County									$5,330	
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail										
MTA - Transit				$41,911	$5,000	$5,000				
Maryland Port Administration		$6,119				$9,617	$445			$42,109
Office of the Secretary										
Other			$1,092							
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional				$6,280					$31,495	
Total Programmed	**$0**	**$6,119**		**$48,191**	**$9,000**	**$14,617**		**$140**	**$36,825**	**$42,109**
FY 2026 Appropriation*										
Previous Funds Still Available*										
MDOTs Total Federal Apportionment for the Baltimore Region*										

*Figures provided by MDOT

Summary of the FY 2026 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County			$5,000				$10,148		**$19,475**
Baltimore City		$50,520	$2,508			$2,000	$94,782		**$163,145**
Baltimore County							$5,909		**$5,909**
Carroll County							$5,679		**$5,679**
Harford County					$800	$800	$5,740		**$7,340**
Howard County							$6,626		**$6,626**
Maryland Transportation Authority			$15,000						**$15,000**
MTA - Commuter Rail									**$78,298**
MTA - Transit					$26,000				**$335,946**
Maryland Port Administration			$7,866	$27,313					**$93,471**
Office of the Secretary									**$400**
Other									**$1,092**
SHA - Anne Arundel County		$1,039					$20,652		**$21,691**
SHA - Baltimore County		$44,693							**$44,693**
SHA - Carroll County		$300					$1,130		**$1,430**
SHA - Harford County		$2,293					$189		**$2,482**
SHA - Howard County		$1,722							**$1,722**
SHA - Regional	$5,298	$135,808	$51	$1,920			$153,931	$17,880	**$359,103**
Total Programmed	**$5,298**	**$236,375**	**$10,545**	**$29,233**	**$26,800**	**$2,800**	**$304,786**	**$17,880**	**$1,163,507**
FY 2026 Appropriation*									
Previous Funds Still Available*									
MDOTs Total Federal Apportionment for the Baltimore Region*									

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 2027 Federal-Aid Annual Element (continued on next page)

Sponsoring Agency	5307C	5307O	5311C	5311O	5329	5337	5339C	5339F	BUILD
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail	$18,227					$74,338			
MTA - Transit	$121,288	$4,071	$1,016	$1,020		$37,186			
Maryland Transportation Authority									
Maryland Port Administration									$626
Office of the Secretary					$400				
Other									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
Total Programmed	**$139,565**	**$4,071**	**$1,016**	**$1,020**	**$400**	**$53,523**	**$0**	**$0**	**$626**

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

Sponsoring Agency	CFI	CMAQ	CPF	CRISI	FLAP	HBRRP	HSIP	INFRA
Anne Arundel County						$1,600		
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail								
MTA - Transit		$18,704						
Maryland Transportation Authority								$4,150
Maryland Port Administration				$13,045	$565			$14,076
Office of the Secretary								
Other	$955							
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional		$5,480					$32,755	
Total Programmed	**$955**	**$24,984**	**$0**	**$13,045**	**$565**	**$1,600**	**$32,755**	**$18,856**

Summary of the FY 2027 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County							$10,467		**$12,067**
Baltimore City		$400					$45,360		**$45,760**
Baltimore County							$19,680		**$19,680**
Carroll County							$5,661		**$5,661**
Harford County							$4,780		**$4,780**
Howard County							$8,440		**$8,440**
Maryland Transportation Authority			$53,102						**$57,252**
MTA - Commuter Rail									**$92,615**
MTA - Transit									**$189,661**
Maryland Port Administration			$10,555	$4,226					**$43,724**
Office of the Secretary									**$400**
Other									**$955**
SHA - Anne Arundel County		$823							**$823**
SHA - Baltimore County		$50,396							**$50,396**
SHA - Carroll County							$1		**$1**
SHA - Harford County		$9,981					$69		**$10,050**
SHA – Howard County		$257							**$257**
SHA - Regional	$6,565	$136,230					$154,925	$17,880	**$362,995**
Total Programmed	**$6,565**	**$198,086**	**$63,657**	**$4,226**	**$0**	**$0**	**$249,383**	**$17,880**	**$905,518**

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

Sponsoring Agency	5307(h)	5307C	5307O	5310	5311C	5311O	5329	5337	5339
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail		$38,157						$78,522	
MTA - Transit		$97,249	$4,071	$3,370	$1,016	$1,020		$28,719	$4,833
Maryland Port Administration									
Office of the Secretary							$400		
Other									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
Total Programmed	**$0**	**$135,406**	**$4,071**	**$0**	**$1,016**	**$1,020**	**$400**	**$107,242**	**$4,833**

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

Sponsoring Agency	5339F	BUILD	CFI	CMAQ	CPF	CRP	HBRRP	HSIP	INFRA
Anne Arundel County							$2,000		
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail									
MTA - Transit				$41,747					
Maryland Port Administration									
Office of the Secretary									
Other			$955						
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional				$3,400		$6,440		$16,450	
Total Programmed	**$0**	**$0**	**$0**	**$45,147**	**$0**	**$6,440**	**$1,600**	**$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							$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 2029 Federal-Aid Annual Element

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 2029 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 2029 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County									**$2,000**
Baltimore City									**6**
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**

Table V-3. Summary of FY 2026-2029 TIP Funding by Sponsoring Agency and Fiscal Year

Sponsoring Agency	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2026 Toll Revenue Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2027 Toll Revenue Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	FY 2028 Toll Revenue Funds	FY 2029 Federal Funds	FY 2029 Matching Funds	FY 2029 Toll Revenue Funds	FY 2026-2029 Federal Funds Total	FY 2026-2029 Matching Funds Total	FY 2026-2029 Toll Revenue Funds Total	Total
Anne Arundel County	$19,476	$64,457	$0	$12,067	$13,539	$0	$7,213	$3,186	$0	$0	$0	$0	$38,756	$81,182	$0	$119,937
Baltimore City	$163,145	$41,178	$0	$45,760	$10,628	$0	$54,136	$14,134	$0	$18,400	$4,600	$0	$281,441	$70,540	$0	$351,982
Baltimore County	$5,909	$677	$0	$19,680	$4,920	$0	$22,920	$4,905	$0	$7,040	$1,760	$0	$55,549	$12,262	$0	$67,811
Carroll County	$5,679	$658	$0	$5,661	$1,415	$0	$2,337	$359	$0	$1,473	$368	$0	$15,150	$2,801	$0	$17,951
Harford County	$7,340	$6,960	$0	$4,780	$1,745	$0	$6,110	$1,015	$0	$3,560	$1,415	$0	$21,790	$11,135	$0	$32,925
Howard County	$6,626	$1,007	$0	$8,440	$3,040	$0	$4,220	$2,510	$0	$0	$0	$0	$19,286	$6,557	$0	$25,843
Howard County - Regional	$0	$625	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$625	$0	$625
MPA - Baltimore City	$60,725	$78,126	$0	$12,895	$81,881	$0	$0	$80,113	$0	$0	$0	$0	$73,620	$240,121	$0	$313,741
MPA - Regional	$32,746	$13,163	$0	$30,829	$7,852	$0	$15,450	$10,300	$0	$5,250	$3,500	$0	$84,275	$34,815	$0	$119,091
MDTA - Baltimore City	$15,000	$0	$4,372	$53,102	$0	$0	$11,898	$0	$41	$0	$0	$0	$80,000	$0	$4,413	$84,413
MDTA - Harford County	$0	$0	$147,930	$0	$0	$110,839	$0	$0	$49,484	$0	$0	$20,555	$0	$0	$328,808	$328,808
MDTA - Regional	$0	$5,024	$398,068	$4,150	$5,677	$499,579	$100	$248	$415,536	$0	$0	$243,945	$4,250	$10,948	$1,557,128	$1,572,326
MTA - Commuter Rail	$78,298	$19,575	$0	$92,616	$23,154	$0	$116,680	$29,170	$0	$78,077	$19,519	$0	$365,672	$91,418	$0	$457,090
MTA - Transit - Baltimore City	$36,000	$18,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$36,000	$18,700	$0	$54,700
MTA - Transit - Regional	$299,946	$75,302	$0	$189,661	$49,435	$0	$182,027	$46,951	$0	$179,306	$45,683	$0	$850,941	$217,370	$0	$1,068,311
Office of the Secretary	$400	$200	$0	$400	$200	$0	$400	$200	$0	$400	$200	$0	$1,600	$800	$0	$2,400
Other	$1,093	$436	$0	$955	$381	$0	$955	$0	$0	$0	$0	$0	$3,003	$817	$0	$3,820
SHA - Anne Arundel County	$21,691	$725	$0	$823	$122	$0	$952	$108	$0	$532	$46	$0	$23,998	$1,001	$0	$24,999
SHA - Baltimore County	$44,694	$2,472	$0	$50,396	$1,314	$0	$12,365	$978	$0	$5,275	$475	$0	$112,729	$5,240	$0	$117,969
SHA - Carroll County	$1,430	$306	$0	$1	$217	$0	$4,921	$447	$0	$18,917	$996	$0	$25,269	$1,966	$0	$27,235
SHA - Harford County	$2,482	$177	$0	$10,050	$538	$0	$7,166	$377	$0	$5	$1	$0	$19,703	$1,093	$0	$20,796
SHA - Howard County	$1,722	$410	$0	$257	$67	$0	$0	$208	$0	$0	$43	$0	$1,979	$728	$0	$2,707
SHA - Regional	$359,104	$89,531	$0	$362,995	$90,246	$0	$193,968	$48,152	$0	$190,524	$47,322	$0	$1,106,591	$275,251	$0	$1,381,842
Grand Total	**$1,163,507**	**$419,708**	**$550,370**	**$905,519**	**$296,372**	**$610,418**	**$643,818**	**$243,361**	**$465,061**	**$508,759**	**$125,928**	**$264,500**	**$3,221,603**	**$1,085,370**	**$1,890,349**	**$6,197,322**

Exhibit V-2. FY 2026-2029 TIP Funding by Fiscal Year

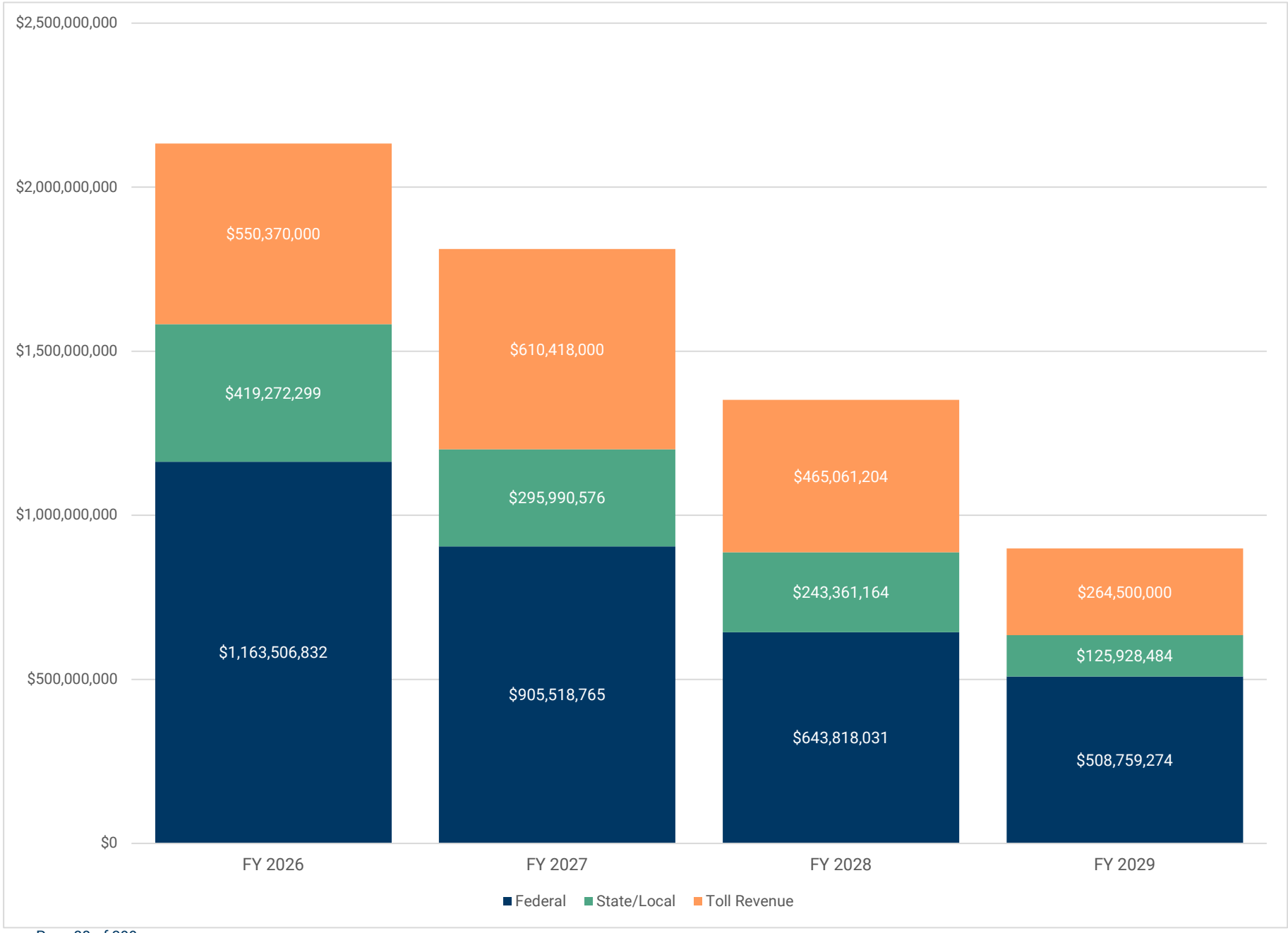


Exhibit V-3. FY 2025-2028 TIP Funding by Sponsoring Agency

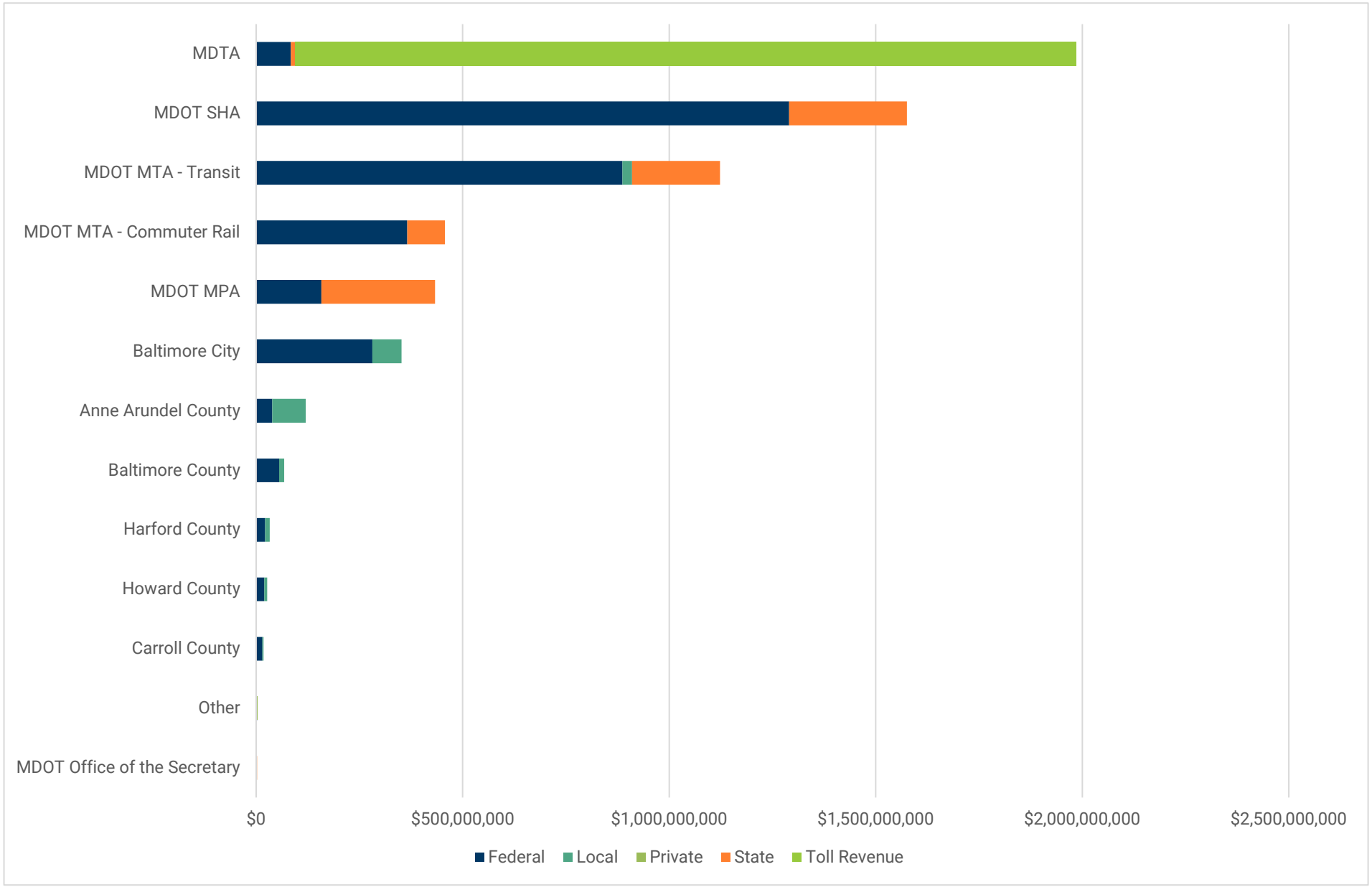


Exhibit V-4. FY 2025-2028 TIP Projects by Project Category

Project Category	Number of Projects
Highway Preservation	97
Emission Reduction Strategy	26
Transit Preservation	14
Highway Capacity	14
Environmental/Safety	6
Commuter Rail Preservation	6
Ports	4
Transit Capacity	2
Miscellaneous	2
Transportation Alternatives	1
Commuter Rail Capacity	0
Total	**172**

Exhibit V-5. Share of FY 2025-2028 TIP Funding by Project Category

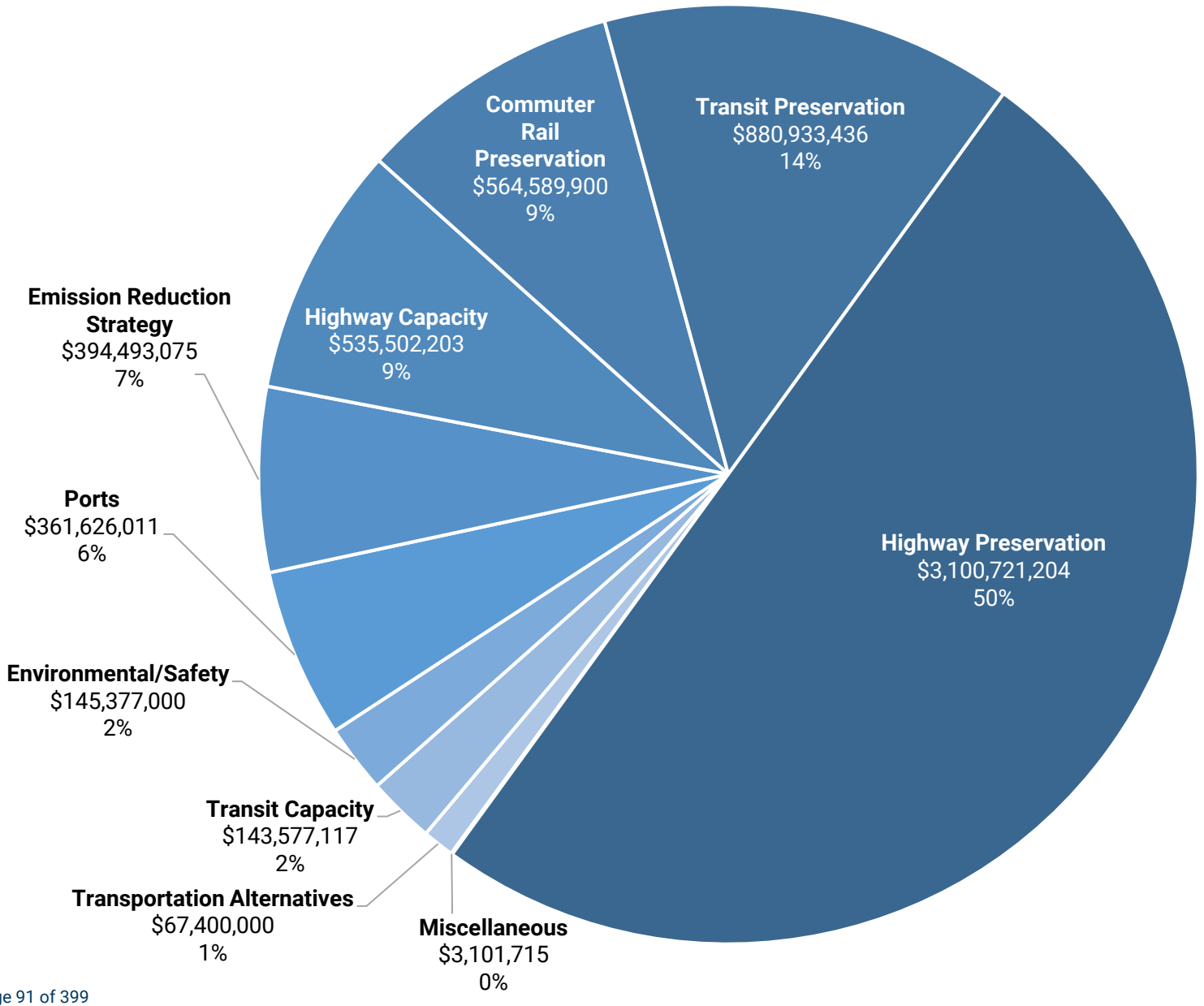


Exhibit V-6. Share of FY 2026 TIP Funding by Project Phase

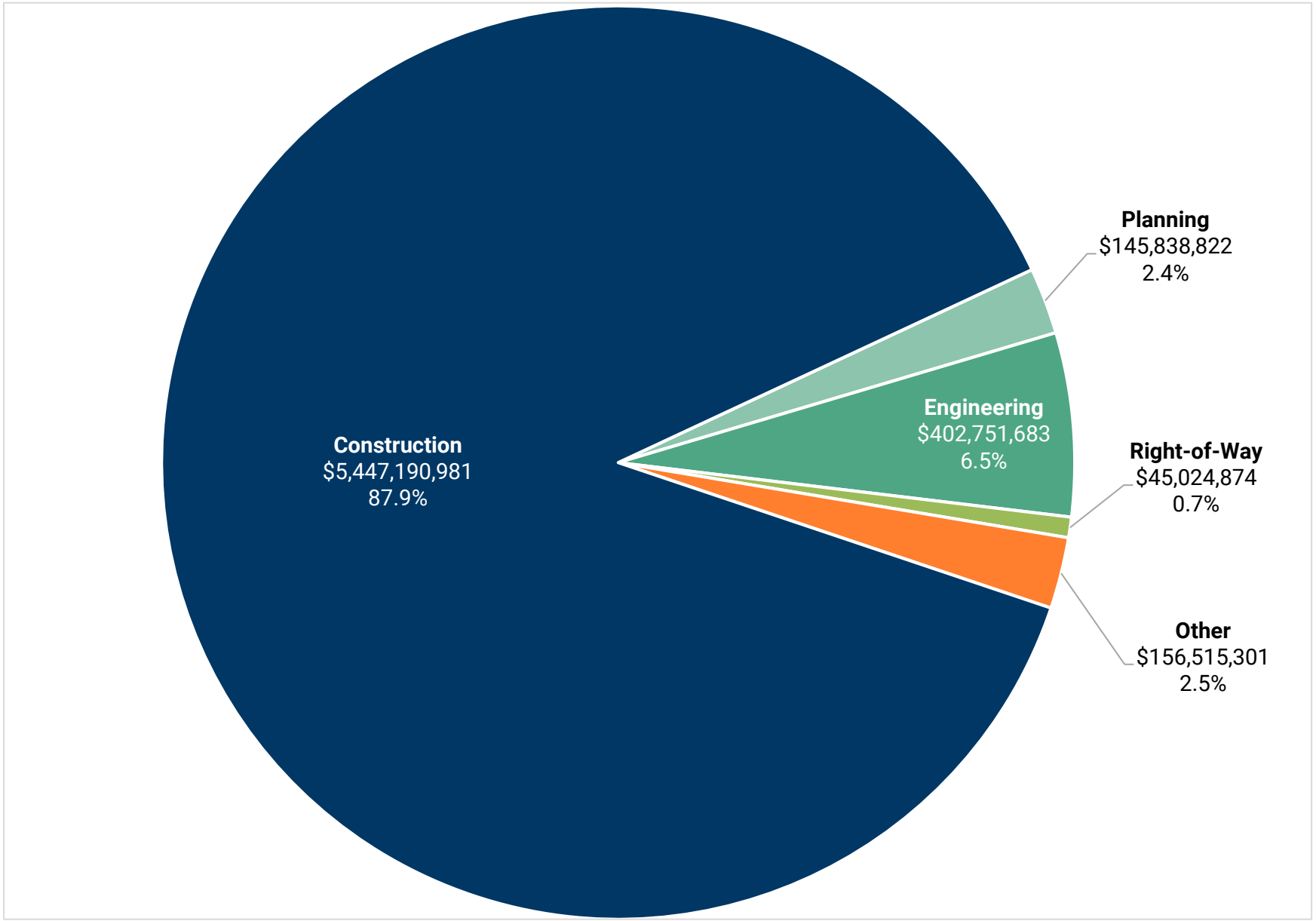
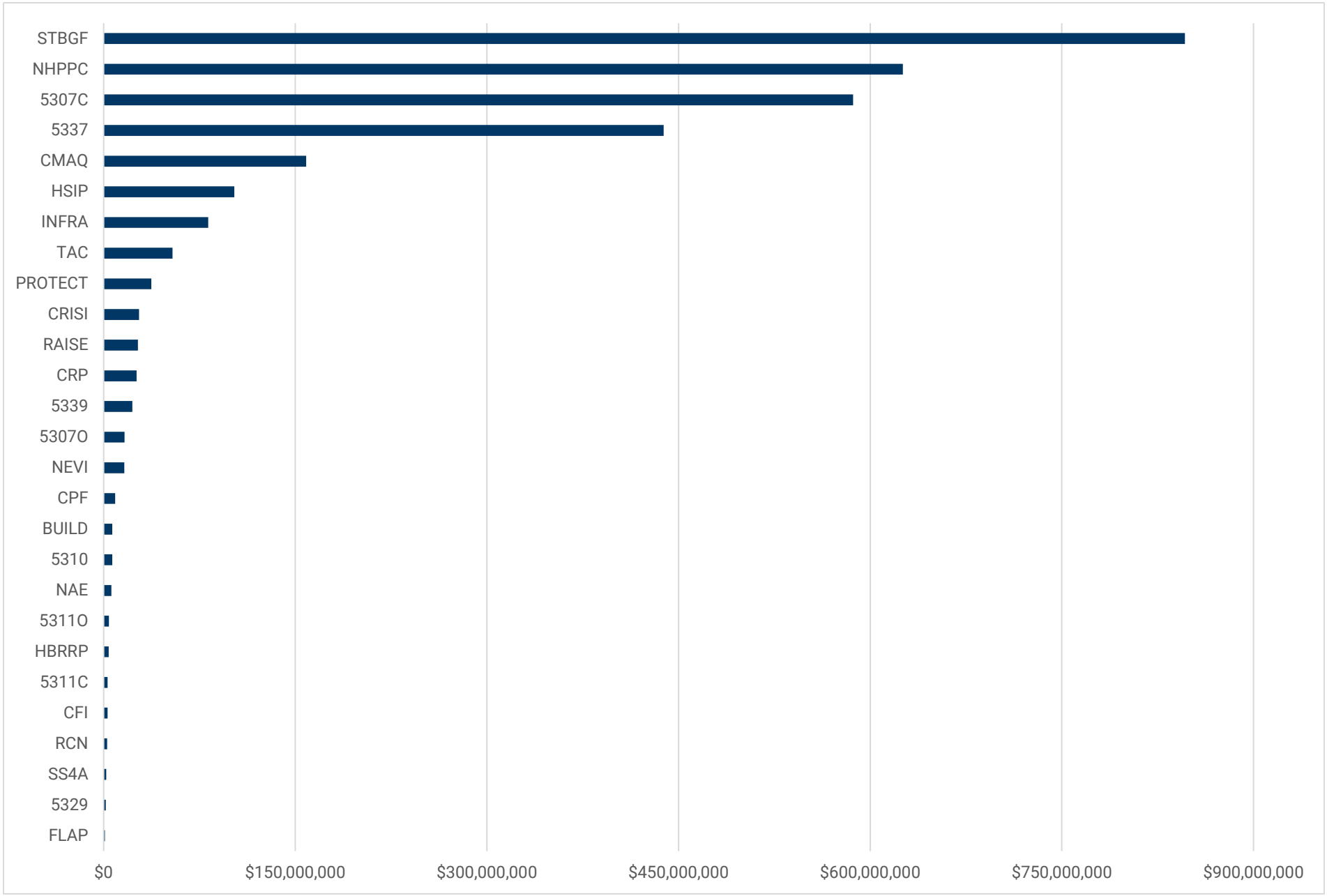


Exhibit V-7. FY 2026 Federal Fund Requests by Fund Source



VI. TIP PROJECT INFORMATION

A. Project and Low-Income TAZ Maps by Jurisdiction

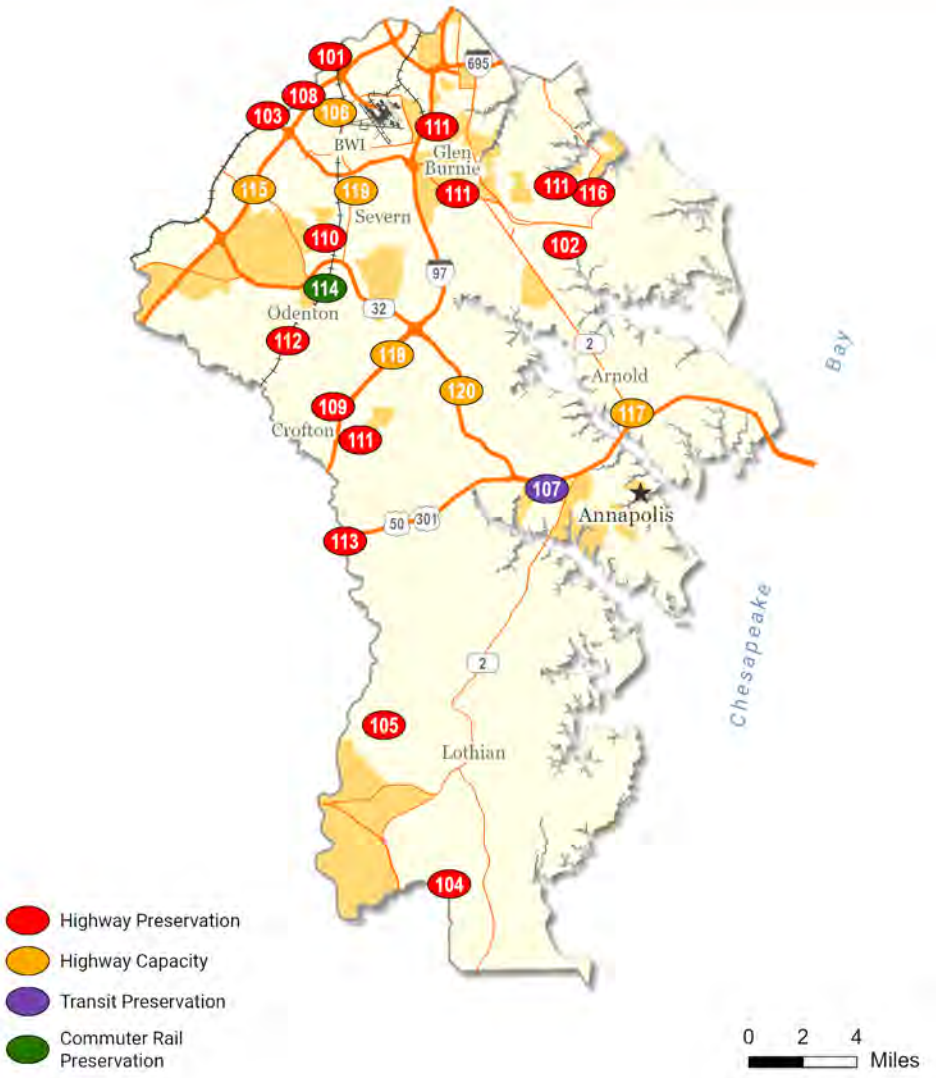
The following maps show the locations of specific TIP projects in relation to low-income transportation analysis zones (TAZs). Each map shows where the low-income population (below 200% of the poverty level) is higher than the regional average of 21.3% from the 2019-2023 American Community Survey 5-Year Estimates. Section II.B includes further discussion on the identification of low-income TAZs.

The long-range transportation plan, *Resilience 2050*, includes an extensive analysis of the effects of planned LRTP projects on low-income populations. BMC staff utilized several measures to compare the effects 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.

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.

Exhibit VI-2: Projects in Relation to Low Income Concentrations

Projects in Anne Arundel County



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	Patuxent Road Bridge over Little Patuxent River	11-2403-13
113	Governor's Bridge Road Bridge over Patuxent River	11-2404-13
114	Odenton MARC TOD	11-2502-55
Project Sponsor: MDOT State Highway Administration		
115	MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41
116	MD 173: Bridge Replacement over Rock Creek	61-2101-13
117	MD 2: US 50 to Arnold Road	61-2301-41
118	MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41
119	MD 170: Norcross Lane to Wieker Road	61-2303-41
120	I-97: US 50 to MD 32	61-2305-41

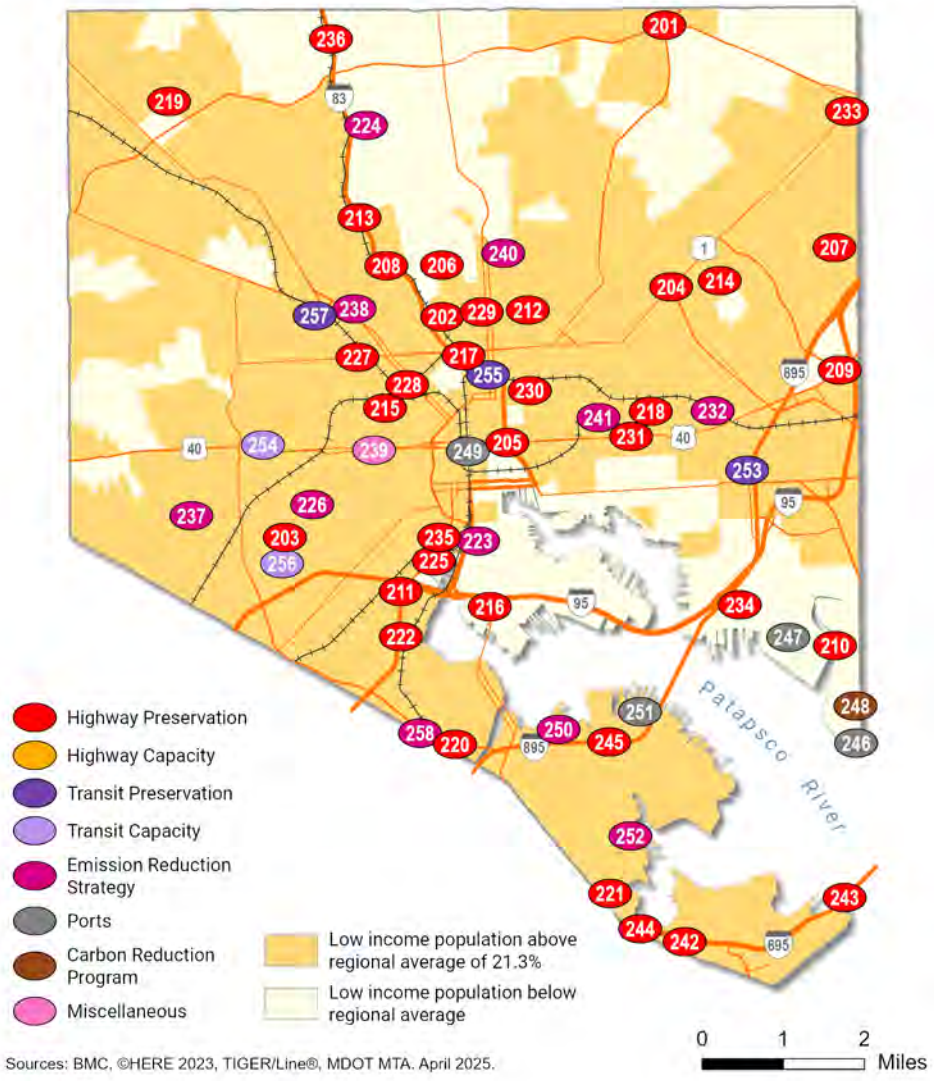
Low income population above regional average of 21.3%

Low income population below regional average

Transportation Analysis Zones (2020) show where the low income population (below 200% of the poverty level) is higher than the regional average of 21.3% from the 2019-2023 American Community Survey 5-Year Estimates. Sources: BMC, ©HERE 2023, TIGER/Line®, MDOT MTA, U.S. Census, American Community Survey.

Exhibit VI-3: Projects in Relation to Low Income Concentrations

Projects in Baltimore City

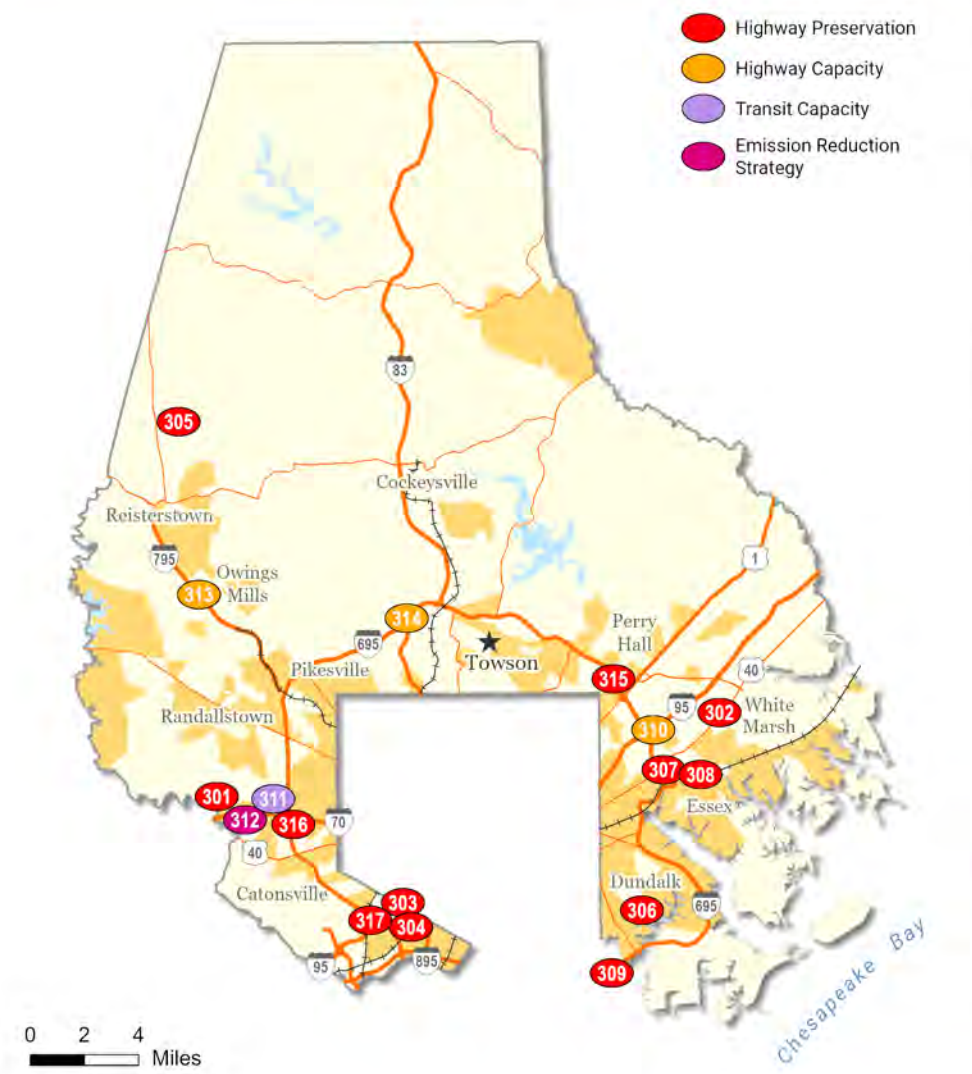


Sources: BMC, ©HERE 2023, TIGER/Line®, MDOT MTA. April 2025.

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	Wilkens 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	Moores 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 Presstman 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 Multimodal 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. Smallwood)	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 Greenway Trails 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	Frederick Avenue Streetscape (Yale to Monastery)	12-2601-03
238	Restoring Connections to Druid Hill Park	12-2603-03
239	West Baltimore United: A Plan to Reconnect Communities	12-2604-99
240	Baltimore Greenway Trails Network - Northern Segments	12-2605-03
241	Wolfe or Washington Street Bike Facility	12-2606-03
242	Hawkins Point Bridge over CSX Railroad	12-9903-13
Project Sponsor: Maryland Transportation Authority		
243	I-695 Francis Scott Key Bridge - Key Bridge Rebuild	20-2401-44
244	Curtis Creek Drawbridge Deck Rehabilitation and Resiliency	20-2502-13
245	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19
Project Sponsor: Maryland Port Administration		
246	Dundalk Marine Terminal Resiliency and Flood Mitigation	30-2101-82
247	Port of Baltimore Rail Capacity Modernization Project	30-2301-83
248	Dundalk Marine Terminal (DMT) Berth 11-13 Reconstruction	30-2601-82
249	Howard Street Tunnel	32-2101-83
250	Masonville Cove Connector: Shared Use Path Design and Construction	32-2301-03
251	Fairfield Masonville Stormwater Management Phase 1	32-2501-81
252	Zero Emission Electric Locomotives for CSX Curtis Bay Facility	32-2602-89
Project Sponsor: Maryland Transit Administration		
253	Eastern Bus Facility	40-2301-65
254	Red Line	40-2501-67
255	Baltimore Penn Station Multimodal Investments	42-2402-64
256	Penn-Camden Connector	42-2403-64
257	Mondawmin Transit Hub	42-2501-65
258	Patapsco Avenue Pedestrian/Bicycle Bridge	42-2502-03

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

Projects in Baltimore County



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	I-695 Francis Scott Key Bridge - Key Bridge Rebuild	20-2401-44
310	I-95 JFK Memorial Highway - I-695 Ramp	23-2501-45
Project Sponsor: Maryland Transit Administration		
311	Red Line	40-2501-67
Project Sponsor: MDOT State Highway Administration		
312	I-70: MD 32 to I-695	60-2301-41
313	I-795: Dolfield Boulevard Interchange	63-0803-46
314	I-695: I-70 to MD 43	63-1802-41
315	I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13
316	I-695 at I-70 Bridge Repair	63-2201-12
317	I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13

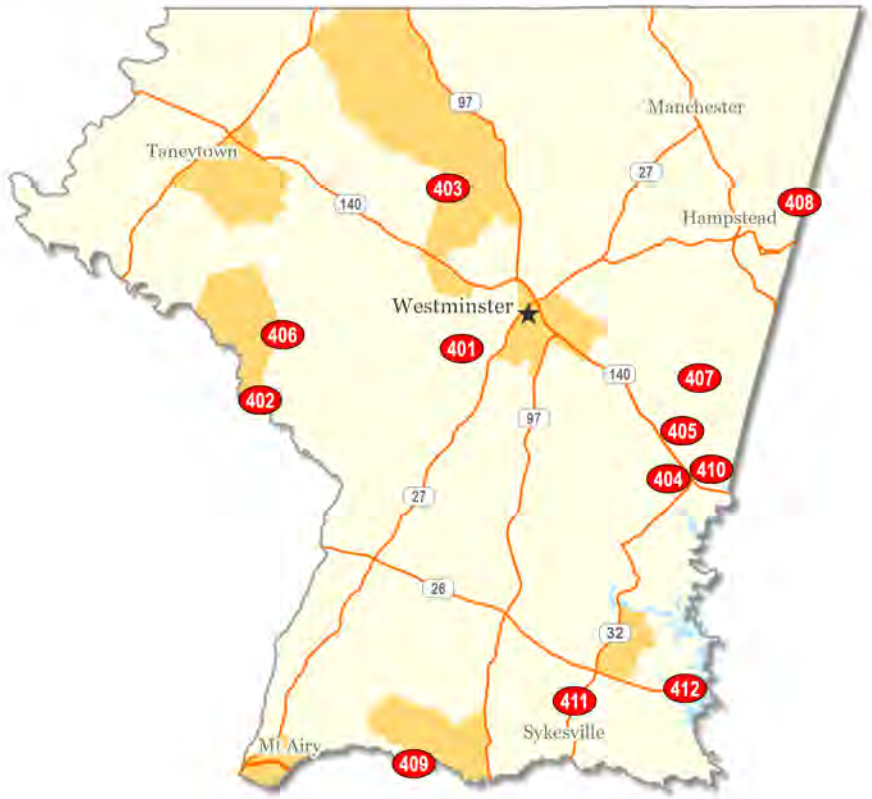
Low income population above regional average of 21.3%

Low income population below regional average

Transportation Analysis Zones (2020) show where the low income population (below 200% of the poverty level) is higher than the regional average of 21.3% from the 2019-2023 American Community Survey 5-Year Estimates. Sources: BMC, ©HERE 2023, TIGER/Line®, MDOT MTA, U.S. Census, American Community Survey.

Exhibit VI-5: Projects in Relation to Low Income Concentrations

Projects in Carroll County



Project Sponsor: Carroll County		
401	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13
402	McKinstrys Mill Road Bridge over Sam's Creek	14-1603-13
403	Hughes Shop Road Bridge over Bear Branch	14-1802-13
404	Old Kays Mill Road Culvert over Beaver Run	14-2101-13
405	Brown Road Culvert over Roaring Run	14-2102-13
406	McKinstrys Mill Road over Little Pipe Creek	14-2103-13
407	Patapsco Road Bridge over East Branch Patapsco River	14-2201-13
408	Upper Beckleysville Road Bridge over Murphy Run	14-2202-13
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 26 over Liberty Reservoir	64-2601-13

Low income population above regional average of 21.3%

Low income population below regional average

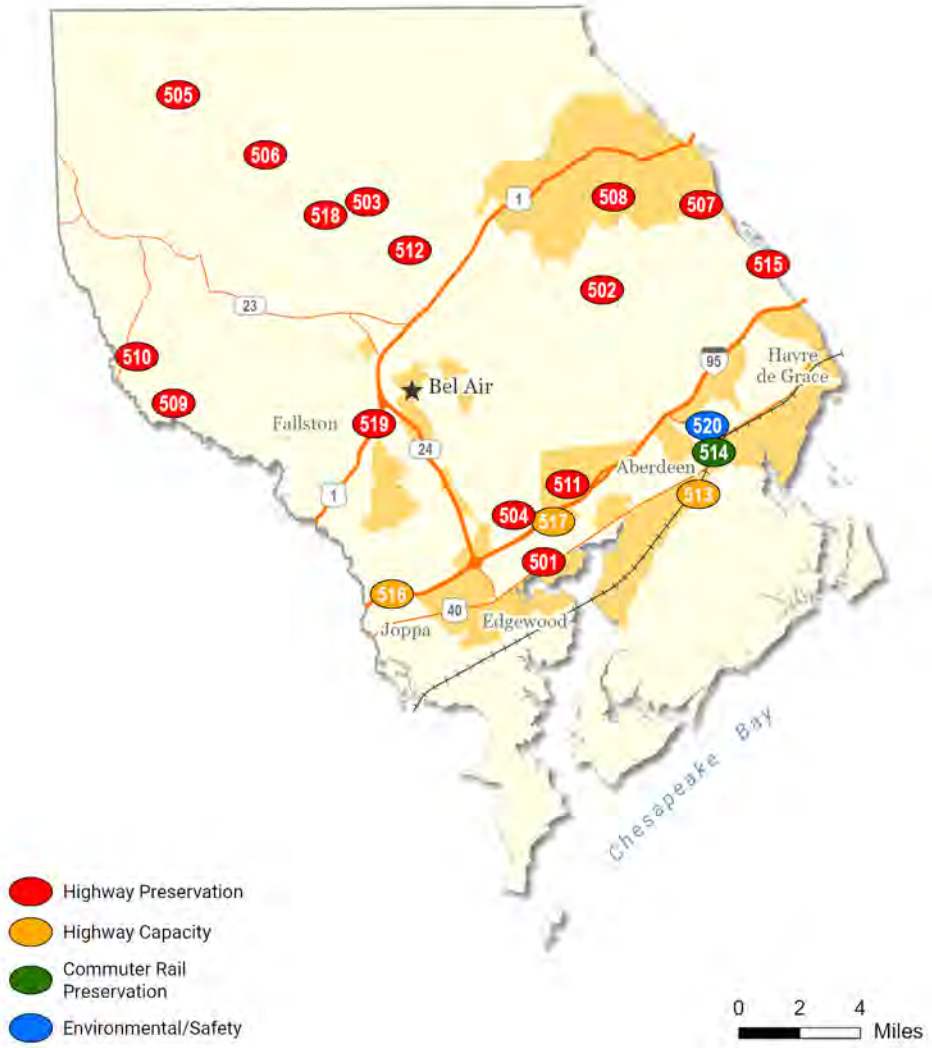
Highway Preservation

0 2 4 Miles

Transportation Analysis Zones (2020) show where the low income population (below 200% of the poverty level) is higher than the regional average of 21.3% from the 2019-2023 American Community Survey 5-Year Estimates. Sources: BMC, ©HERE 2023, TIGER/Line®, MDOT MTA, U.S. Census, American Community Survey.

Exhibit VI-6: Projects in Relation to Low Income Concentrations

Projects in Harford County



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	Moores 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
Project Sponsor: Maryland Transportation Authority		
516	I-95 Express Toll Lanes Northbound Extension	25-1801-41
517	I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running	25-2101-41
Project Sponsor: MDOT State Highway Administration		
518	MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G	65-1601-12
519	US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13
520	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31

Low income population above regional average of 21.3%

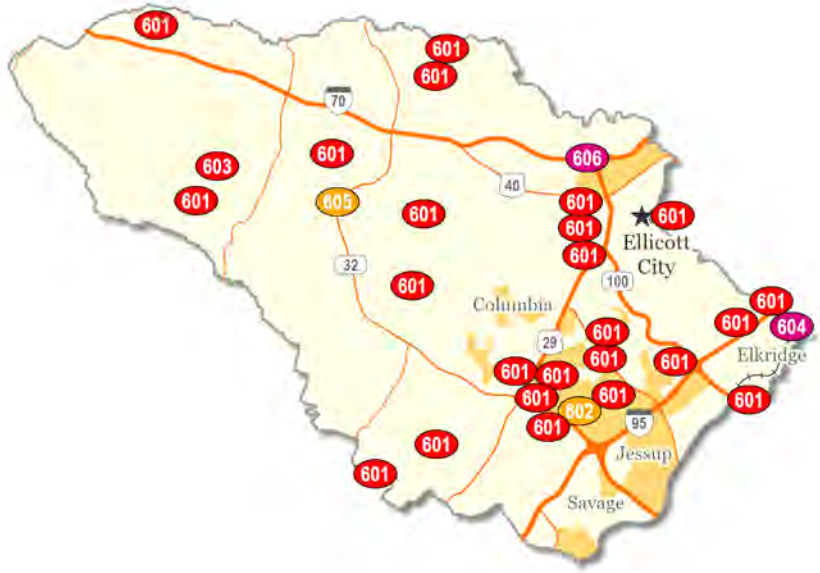
Low income population below regional average

Transportation Analysis Zones (2020) show where the low income population (below 200% of the poverty level) is higher than the regional average of 21.3% from the 2019-2023 American Community Survey 5-Year Estimates. Sources: BMC, ©HERE 2023, TIGER/Line®, MDOT MTA, U.S. Census, American Community Survey.

Exhibit VI-7: Projects in Relation to Low Income Concentrations

Projects in Howard County

Project Sponsor: Howard County		
601	Bridge Repair and Deck Replacement	16-0436-13
602	Snowden River Parkway: Broken Land Parkway to Oakland Mills Roa	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



Highway Preservation
Highway Capacity
Emission Reduction Strategy

0 2 4 Miles

Low income population above regional average of 21.3%
Low income population below regional average

Transportation Analysis Zones (2020) show where the low income population (below 200% of the poverty level) is higher than the regional average of 21.3% from the 2019-2023 American Community Survey 5-Year Estimates. Sources: BMC, ©HERE 2023, TIGER/Line®, MDOT MTA, U.S. Census, American Community Survey.

B. Detailed Project Listing

11-1103-13 Furnace Avenue Bridge over Deep Run

Agency
Anne Arundel County

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
-

Route/Road Name
Furnace Avenue

Length
100'

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$5,280,000

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 2026 and 2027 funds are to finish final design and program future construction.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$2,648	$0	$2,648
OTH	$0	$0	$0	$0	$0
ENG	$400	$160	$0	$0	$560
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$160**	**$2,648**	**$0**	**$3,208**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$976	$0	$976
OTH	$0	$0	$0	$0	$0
ENG	$80	$40	$0	$0	$120
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$80**	**$160**	**$976**	**$0**	**$1,096**

Total	**$480**	**$200**	**$3,624**	**$0**	**$4,304**

11-1402-13 Magothy Bridge Road Bridge over Magothy River

Agency
Anne Arundel County

Year of Operation
2025

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
-

Route/Road Name
Magothy Bridge Road

Length
115’ 7”

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$8,318,000

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 $8,318,000 due to change orders.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,000	$0	$0	$0	$3,000
OTH	$0	$0	$0	$0	$0
ENG	$50	$0	$0	$0	$50
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,050**	**$0**	**$0**	**$0**	**$3,050**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$600	$0	$0	$0	$600
OTH	$0	$0	$0	$0	$0
ENG	$13	$0	$0	$0	$13
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$613**	**$0**	**$0**	**$0**	**$613**

Total	**$3,663**	**$0**	**$0**	**$0**	**$3,663**

11-1403-13 O'Connor Road Bridge over Deep Run

Agency
Anne Arundel County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
O'Connor Rd

Length
27' 7"

Existing Lanes
2

Proposed Lanes
2

Estimated 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 2026 engineering funds are to complete the final design after NEPA approval.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$5,087	$0	$0	$5,087
OTH	$0	$0	$0	$0	$0
ENG	$0	$200	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$5,287**	**$0**	**$0**	**$5,287**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,589	$0	$0	$1,589
OTH	$0	$0	$0	$0	$0
ENG	$0	$50	$0	$0	$50
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,639**	**$0**	**$0**	**$1,639**

Total	**$0**	**$6,926**	**$0**	**$0**	**$6,926**

11-1601-19 McKendree Road Culvert over Lyons Creek

Agency
Anne Arundel County

Year of Operation
2026

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
-

Route/Road Name
McKendree Rd

Length
33’ 9”

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$2,784,000

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.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,940	$0	$0	$0	$1,940
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,040**	**$0**	**$0**	**$0**	**$2,040**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$110	$0	$0	$0	$110
OTH	$0	$0	$0	$0	$0
ENG	$20	$0	$0	$0	$20
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$130**	**$0**	**$0**	**$0**	**$130**

Total	**$2,170**	**$0**	**$0**	**$0**	**$2,170**

11-1602-13 Polling House Road Bridge over Rock Branch

Agency
Anne Arundel County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
-

Route/Road Name
Polling House Rd

Length
40'

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$7,913,000

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.

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

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,000	$2,515	$0	$3,515
OTH	$0	$0	$0	$0	$0
ENG	$400	$160	$50	$0	$610
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$1,160**	**$2,565**	**$0**	**$4,125**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$200	$1,697	$0	$1,897
OTH	$0	$0	$0	$0	$0
ENG	$100	$40	$13	$0	$153
PL	$0	$0	$0	$0	$0
ROW	$50	$0	$0	$0	$50
Subtotal	**$150**	**$240**	**$1,710**	**$0**	**$2,100**

Total	**$550**	**$1,400**	**$4,275**	**$0**	**$6,225**

11-1801-42 Hanover Road Corridor Improvement

Agency
Anne Arundel County

Year of Operation
2030

Project Category
Highway Capacity

Project Type
New or extended roadways

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
H566700

Route/Road Name
Hanover Road

Length
0.7 mi

Existing Lanes
0

Proposed Lanes
2

Estimated 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.

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

National Highway System
No

Connection to Long-Range Transportation Goals
7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$10,000	$0	$0	$0	$0
Subtotal	**$10,000**	**$0**	**$0**	**$0**	**$10,000**
Total	**$10,000**	**$0**	**$0**	**$0**	**$10,000**

11-2101-66 Parole Transportation Center

Agency
Anne Arundel County

Year of Operation
2027

Project Category
Transit Preservation

Project Type
New bus facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
H581200

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users, 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$3,000	$0	$0	$3,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$3,000**	**$0**	**$0**	**$3,000**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$11,000	$0	$0	$11,000
OTH	$0	$0	$0	$0	$0
ENG	$825	$0	$0	$0	$825
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$825**	**$11,000**	**$0**	**$0**	**$11,825**

Total	**$825**	**$14,000**	**$0**	**$0**	**$14,825**

11-2105-13 Hanover Road Bridge over Deep Run

Agency
Anne Arundel County

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
-

Route/Road Name
Hanover Road

Length
62’ 5”

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$400	$300	$0	$0	$700
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$300**	**$0**	**$0**	**$700**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$100	$80	$0	$0	$180
PL	$0	$0	$0	$0	$0
ROW	$48	$0	$0	$0	$48
Subtotal	**$148**	**$80**	**$0**	**$0**	**$228**

Total	**$548**	**$380**	**$0**	**$0**	**$928**

11-2106-13 Conway Road Bridge over Little Patuxent River

Agency
Anne Arundel County

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Major Collector

CIP/CTP ID
H580900

Route/Road Name
Conway Road

Length
236'

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$300	$200	$0	$0	$500
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$300**	**$200**	**$0**	**$0**	**$500**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$80	$50	$0	$0	$130
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$80**	**$50**	**$0**	**$0**	**$130**

Total	**$380**	**$250**	**$0**	**$0**	**$630**

11-2107-13 Jacobs Road Bridge over Severn Run

Agency
Anne Arundel County

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
H581000

Route/Road Name
Jacobs Road

Length
87'

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$4,032,000

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.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,558	$0	$0	$0	$2,558
OTH	$0	$0	$0	$0	$0
ENG	$300	$0	$0	$0	$300
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,858**	**$0**	**$0**	**$0**	**$2,858**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,108	$0	$0	$0	$1,108
OTH	$0	$0	$0	$0	$0
ENG	$80	$0	$0	$0	$80
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,188**	**$0**	**$0**	**$0**	**$1,188**

Total	**$4,046**	**<**	**$0**	**$0**	**$0**	**$4,046**

11-2401-13 Culvert Invert Paving

Agency
Anne Arundel County

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
H001724

Route/Road Name
8th Ave NW, Duvall Hwy,

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated 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 tributary to Stoney Creek AA5017-8th Ave NW over Sawmill Creek.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$300	$160	$0	$0	$460
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$300**	**$160**	**$0**	**$0**	**$460**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$80	$40	$0	$0	$120
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$80**	**$40**	**$0**	**$0**	**$120**

Total	**$380**	**$200**	**$0**	**$0**	**$580**

11-2403-13 Patuxent Road Bridge over Little Patuxent River

Agency
Anne Arundel County

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Major Collector

CIP/CTP ID
H001924

Route/Road Name
Patuxent Rd

Length
212'

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$400	$200	$0	$0	$600
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$200**	**$0**	**$0**	**$600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$100	$50	$0	$0	$150
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$100**	**$50**	**$0**	**$0**	**$150**

Total	**$500**	**$250**	**$0**	**$0**	**$750**

11-2404-13 Governor's Bridge Road Bridge over Patuxent River

Agency
Anne Arundel County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
H569500

Route/Road Name
Governors Bridge Road

Length
115'

Existing Lanes
1

Proposed Lanes
1

Estimated 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 (PG) and Anne Arundel (AA) 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 PG and AA counties is $11.536 million.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 7.F Promote Prosperity and Economic Opportunity -- Consider regional contexts for future transportation investment, 6.F Improve System Security -- Identify funding sources to help implement regional security priorities

Highway Bridge Replacement & Rehabilitation Program (HBRRP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,600	$2,000	$0	$3,600
OTH	$0	$0	$0	$0	$0
ENG	$260	$0	$0	$0	$260
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$260**	**$1,600**	**$2,000**	**$0**	**$260**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$400	$500	$0	$900
OTH	$0	$0	$0	$0	$0
ENG	$65	$0	$0	$0	$65
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$65**	**$400**	**$500**	**$0**	**$965**

Total	**$325**	**$2,000**	**$2,500**	**$0**	**$4,825**

11-2501-05 EV Charging Stations and Other Green Technology

Agency
Anne Arundel County

Year of Operation
2027

Project Category
Emission Reduction Strat-

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$6,250,000

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.

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

National Highway System
No

Connection to Long-Range Transportation Goals
5.E Implement Environmentally Responsible Transportation Solutions -- Reduce emissions according to adopted plans, 5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards, 5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage energy efficient transportation solutions

Other
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$5,000	$0	$0	$0	$5,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$5,000**	**$0**	**$0**	**$0**	**$5,000**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,000	$0	$0	$0	$1,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,000**	**$0**	**$0**	**$0**	**$1,000**

Total	**$6,000**	**$0**	**$0**	**$0**	**$6,000**

11-2502-55 Odenton MARC TOD

Agency
Anne Arundel County

Year of Operation
2028

Project Category
Commuter Rail Preservation

Project Type
Facility rehabilitation

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$55,769,000

Description
Anne Arundel County is partnering with the Maryland Department of Transportation to develop a new approximately 1000+/- car 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
3.A Improve Accessibility -- Increase transportation options for all segments of the population, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Community Project Funding (CPF)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,000	$0	$0	$0	$4,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,000**	**$0**	**$0**	**$0**	**$4,000**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$49,990	$0	$0	$0	$49,990
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$49,990**	**$0**	**$0**	**$0**	**$49,990**

Total	**$53,990**	**$0**	**$0**	**$0**	**$53,990**

11-2503-39 Vision Zero Pedestrian and Bicycle Count Program

Agency	Year of Operation	Project Category	Project Type
Anne Arundel County	2025	Environment/Safety	Other

Conformity	Functional Classification	CIP/CTP ID	Route/Road Name
Exempt	Varies	-	-

Length	Existing Lanes	Proposed Lanes	Estimated Total Cost
-	-	-	$75,000

Description

Anne Arundel County (AA) is establishing a counting program for pedestrians and bicyclists. AA County adopted Vision Zero by Executive Order in 2022. To implement the action plan, the County is purchasing permanent and portable units to count at intersections where trails cross roads with higher volumes of vehicular traffic. The counters can also be used to identify changes in volumes of ped/ bike use after a facility has been installed to determine if countermeasures are necessary to prevent crashes.

Project Benefits

The Vision Zero Pedestrian and Bicycle Count Program will reduce the number of crashes, injuries and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland. Collecting count data at key locations will allow us to use performance based planning to install necessary countermeasures based on actual bicycle and pedestrian volumes.

National Highway System

No

Connection to Long-Range Transportation Goals

1.F Improve System Safety -- Support research into understanding the causes of bicycle and pedestrian crashes and injuries to develop countermeasures., 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming

Highway Safety Improvement Program (HSIP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$67.5	$0	$0	$0	$67.5
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$67.5**	**$0**	**$0**	**$0**	**$67.5**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$7.5	$0	$0	$0	$7.5
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$7.5**	**$0**	**$0**	**$0**	**$7.5**

Total	**$75**	**$0**	**$0**	**$0**	**$75**

12-1215-13 Perring Parkway Ramp and Hillen Road Bridge

Agency
Baltimore City

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
506-760

Route/Road Name
-

Length
-

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$11,070,000

Description
This project includes replacement of the Perring Parkway ramp over Herring Run. Engineering for this project was originally authorized in FY 2016.

Project Benefits
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 2023 Bridge Inspection Report. No new restrictions have been added.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

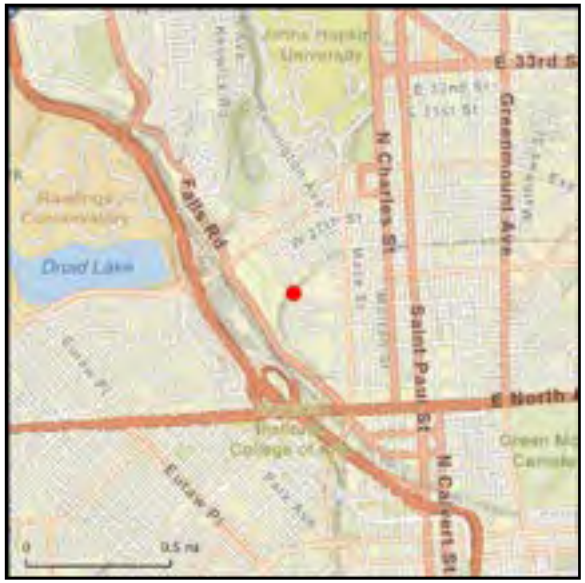
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$140	$0	$0	$0	$140
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$140**	**$0**	**$0**	**$0**	**$140**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$35	$0	$0	$0	$35
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$35**	**$0**	$0	**$0**	**$35**

Total	**$175**	**$0**	**$0**	**$0**	**$175**

12-1216-13 Sisson Street Bridge over CSX Railroad



Agency
Baltimore City

Year of Operation
2033

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
506-766

Route/Road Name
Sisson Street

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$240	$0	$0	$0	$240
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$240**	**$0**	**$0**	**$0**	**$240**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$60	$0	$0	$0	$60
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$60**	**$0**	**$0**	**$0**	**$60**

Total	**$300**	**$0**	**$0**	**$0**	**$300**

12-1218-07 Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

Agency
Baltimore City

Year of Operation
Ongoing

Project Category
Emission Reduction Strat.

Project Type
ITS

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
512-077, 512-078, 512-

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$25,440,000

Description
This project includes signal and traffic improvements citywide. 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system, 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 and efficient freight movement

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$14,352	$800	$4,400	$0	$19,552
OTH	$0	$0	$0	$0	$0
ENG	$0	$400	$0	$400	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$14,352**	**$1,200**	**$4,400**	**$400**	**$20,352**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,558	$200	$1,100	$0	$4,888
OTH	$0	$0	$0	$0	$0
ENG	$0	$100	$0	$100	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,558**	**$300**	**$1,100**	**$100**	**$5,088**

Total	**$17,940**	**$1,500**	**$5,500**	**$500**	**$25,440**

12-1403-13 Wilkens Avenue Bridge Over Gwynns Falls

Agency
Baltimore City

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
509-326

Route/Road Name
-

Length
-

Existing Lanes
4

Proposed Lanes
4

Estimated 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.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$50	$0	$0	$0	$50
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$50**	**$0**	**$0**	**$0**	**$50**

Total	**$250**	**$0**	**$0**	**$0**	**$250**

12-1404-11 Belair Road Complete Streets

Agency
Baltimore City

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ001108

Route/Road Name
-

Length
-

Existing Lanes
4

Proposed Lanes
4

Estimated 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 is a major implementation item from the ULI Belair Road report and BCDOT traffic study. FY 2026 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. Phase I was completed in Feb 2021.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$5,680	$0	$0	$0	$5,680
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,080**	**$0**	**$0**	**$0**	**$6,080**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,420	$0	$0	$0	$1,420
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,520**	**$0**	**$0**	**$0**	**$1,520**

Total	**$7,600**	**$0**	**$0**	**$0**	**$7,600**

12-1601-13 Orleans Street Bridge over I-83 and City Streets

Agency
Baltimore City

Year of Operation
2037

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
506-006

Route/Road Name
-

Length
1728 ft

Existing Lanes
6

Proposed Lanes
6

Estimated Total Cost
$8,000,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,480	$2,480	$2,480	$0	$7,440
OTH	$0	$0	$0	$0	$0
ENG	$1,200	$0	$0	$0	$1,200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,680**	**$2,480**	**$2,480**	**$0**	**$8,640**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$620	$620	$620	$0	$1,860
OTH	$0	$0	$0	$0	$0
ENG	$300	$0	$0	$0	$300
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$920**	**$620**	**$620**	**$0**	**$2,160**

Total	**$4,600**	**$3,100**	**$3,100**	**$0**	**$10,800**

12-1602-13 Remington Avenue Bridge over Stony Run

Agency
Baltimore City

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
506-761

Route/Road Name
-

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$50	$0	$0	$0	$50
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$50**	**$0**	**$0**	**$0**	**$50**

Total	**$250**	**$0**	**$0**	**$0**	**$250**

12-1603-13 Moores Run Bridge Replacements

Agency
Baltimore City

Year of Operation
2036

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
506-762

Route/Road Name
-

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$14,500,000

Description
This project includes replacement of the deteriorated bridge on Radecke Avenue and replacement of the Sinclair Lane bridge over Moores Run. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering was authorized in FY 2019 and 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.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$712	$2,944	$2,944	$0	$8,240
OTH	$0	$0	$0	$0	$0
ENG	$1,200	$0	$0	$0	$1,200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,912**	**$2,944**	**$2,944**	**$0**	**$10,640**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$178	$736	$736	$0	$1,650
OTH	$0	$0	$0	$0	$0
ENG	$300	$0	$0	$0	$300
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$478**	**$0**	**$0**	**$0**	**$1,950**

Total	**$2,390**	**$3,680**	**$3,680**	**$0**	**$9,750**

12-1604-13 I-83 Concrete Deck Mill and Resurface

Agency
Baltimore City

Year of Operation
2032

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Interstate

CIP/CTP ID
509-005

Route/Road Name
-

Length
-

Existing Lanes
6

Proposed Lanes
6

Estimated 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.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$1,800	$0	$0	$0	$1,800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,800**	**$0**	**$0**	**$0**	**$1,800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$450	$0	$0	$0	$450
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$450**	**$0**	**$0**	**$0**	**$450**

Total	**$2,250**	**$0**	**$0**	**$0**	**$2,250**

12-1605-13 Moravia Road Ramp Bridge over Pulaski Highway

Agency
Baltimore City

Year of Operation
2032

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
508-184

Route/Road Name
-

Length
-

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$11,200,000

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

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,000	$1,000	$800	$0	$2,800
OTH	$0	$0	$0	$0	$0
ENG	$600	$0	$0	$0	$600
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,600**	**$1,000**	**$800**	**$0**	**$3,400**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$250	$250	$200	$0	$650
OTH	$0	$0	$0	$0	$0
ENG	$150	$0	$0	$0	$150
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$250**	**$200**	**$0**	**$850**

Total	**$2,000**	**$1,250**	**$1,000**	**$0**	**$4,250**

12-1609-13 SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

Agency
Baltimore City

Year of Operation
2026

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
509-004

Route/Road Name
-

Length
-

Existing Lanes
4

Proposed Lanes
4

Estimated 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.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$800	$0	$0	$0	$800
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$0**	**$0**	**$0**	**$800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$200	$0	$0	$0	$200
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**

Total	**$1,000**	**$0**	**$0**	**$0**	**$1,000**

12-1701-04 Transportation Management Center Upgrade

Agency
Baltimore City

Year of Operation
2027

Project Category
Emission Reduction Strat-

Project Type
Traffic engineering

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
512-005

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$13,250,000

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 current ATMS is more than 15 years old. Project was combined with Communication Upgrades - Wireless (12-1701-04).

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

National Highway System
No

Connection to Long-Range Transportation Goals
4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management, 6.C Improve System Security -- Review evacuation routes and ID bottlenecks, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$10,600	$0	$0	$10,600
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$10,600**	**$0**	**$0**	**$10,800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$2,650	$0	$0	$2,650
OTH	$0	$0	$0	$0	$0
ENG	$50	$0	$0	$0	$50
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$50**	**$2,650**	**$0**	**$0**	**$2,700**

Total	**$250**	**$13,250**	**$0**	**$0**	**$13,500**

12-1801-13 Monroe Street Ramp over CSX and Russell Street over CSX

Agency
Baltimore City

Year of Operation
2031

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
507-003

Route/Road Name
-

Length
0.53 mi

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
31400000

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

Project Benefits
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

National Highway System
Yes

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$0**	**$0**	**$0**	**$400**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$100**	**$0**	**$0**	**$0**	**$100**

Total	**$500**	**$0**	**$0**	**$0**	**$500**

12-2001-11 25th Street Rehabilitation from Greenmount Ave. to Kirk Ave.

Agency
Baltimore City

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
508-044

Route/Road Name
25th Street

Length
2050 ft

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$13,600,000

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

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$8,800	$0	$0	$0	$8,800
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$8,800**	**$0**	**$0**	**$0**	**$8,800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,200	$0	$0	$0	$2,200
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,200**	**$0**	**$0**	**$0**	**$2,200**

Total	**$11,000**	**$0**	**$0**	**$0**	**$11,000**

12-2002-13 41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

Agency
Baltimore City

Year of Operation
2034

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
506-010

Route/Road Name
41st Street

Length
1238 ft

Existing Lanes
4

Proposed Lanes
4

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 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 and transit systems through performance based planning and

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,600	$3,250	$2,600	$0	$8,450
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,000**	**$3,250**	**$2,600**	**$0**	**$8,850**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$650	$0	$650	$0	$1,300
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$750**	**$0**	**$650**	**$0**	**$1,400**

Total	**$3,750**	**$3,250**	**$3,250**	**$0**	**$10,250**

12-2003-19 Citywide Asset Management

Agency
Baltimore City

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
527-056

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
2200000

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

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$384	$0	$320	$0	$704
ROW	$0	$0	$0	$0	$0
Subtotal	**$384**	**$0**	**$320**	**$0**	**$704**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$816	$0	$680	$0	$1,486
ROW	$0	$0	$0	$0	$0
Subtotal	**$816**	**$0**	**$680**	**$0**	**$1,486**

Total	**$1,200**	**$0**	**$1,000**	**$0**	**$2,200**

12-2005-13 Brehms Lane over Herring Run

Agency
Baltimore City

Year of Operation
2033

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
506-011

Route/Road Name
-

Length
92 ft

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,000	$1,000	$800	$0	$2,800
OTH	$0	$0	$0	$0	$0
ENG	$1,200	$0	$0	$0	$1,200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,200**	**$1,000**	**$800**	**$0**	**$4,000**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$250	$250	$200	$0	$700
OTH	$0	$0	$0	$0	$0
ENG	$300	$0	$0	$0	$300
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$550**	**$250**	**$200**	**$0**	**$1,000**

Total	**$2,750**	**$1,250**	**$1,000**	**$0**	**$5,000**

12-2007-11 Fremont Ave Rehabilitation from Lafayette Ave to Presstman St.

Agency
Baltimore City

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Major Collector

CIP/CTP ID
508-051

Route/Road Name
Fremont Avenue

Length
2500 ft

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$9,723,000

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 PE were appropriated in FY 2021.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,400	$0	$0	$0	$6,400
OTH	$0	$0	$0	$0	$0
ENG	$500	$0	$0	$0	$500
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,900**	**$0**	**$0**	**$0**	**$6,900**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,600	$0	$0	$0	$1,600
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,800**	**$0**	**$0**	**$0**	**$1,800**

Total	**$8,700**	**$0**	**$0**	**$0**	**$8,700**

12-2008-13 Hanover Street Over CSX

Agency
Baltimore City

Year of Operation
2036

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
506-519

Route/Road Name
Hanover Street

Length
375 ft

Existing Lanes
5

Proposed Lanes
5

Estimated Total Cost
$25,150,000

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.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,280	$3,280	$3,280	$0	$9,840
OTH	$0	$0	$0	$0	$0
ENG	$864	$0	$0	$0	$864
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,144**	**$3,280**	**$3,280**	**$0**	**$10,704**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$820	$820	$820	$0	$2,460
OTH	$0	$0	$0	$0	$0
ENG	$216	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,036**	**$820**	**$820**	**$0**	**$2,676**

Total	**$5,180**	**$4,100**	**$4,100**	**$0**	**$13,380**

12-2009-13 Howard Street over I-83, CSX, Amtrak, and Jones Falls

Agency
Baltimore City

Year of Operation
2040

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
506-009

Route/Road Name
Howard Street

Length
979 ft

Existing Lanes
5

Proposed Lanes
5

Estimated 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

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,600	$2,560	$2,560	$0	$7,720
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,600**	**$2,560**	**$2,560**	**$0**	**$7,720**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$650	$640	$640	$0	$1,930
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$650**	**$640**	**$640**	**$0**	**$1,930**

Total	**$3,250**	**$3,200**	**$3,200**	**$0**	**$9,650**

12-2010-11 Madison St Rehabilitation from N Milton Ave to Edison Hwy

Agency
Baltimore City

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ001518

Route/Road Name
Madison Street

Length
2700 ft

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$10,404,000

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

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 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 more safely, have safer interactions with other modes, and safe access to transit

National Highway Performance Program
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,800	$0	$0	$0	$6,800
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$7,200**	**$0**	**$0**	**$0**	**$7,200**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,700	$0	$0	$0	$1,700
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,800**	**$0**	**$0**	**$0**	**$1,800**

Total	**$9,000**	**$0**	**$0**	**$0**	**$9,000**

12-2011-11 Park Heights Ave from West Rogers Ave to Strathmore Ave

Agency
Baltimore City

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
508-046

Route/Road Name
Park Heights Avenue

Length
4100 ft

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$16,600,000

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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$10,560	$0	$0	$0	$10,560
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$10,560**	**$0**	**$0**	**$0**	**$10,560**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,640	$0	$0	$0	$2,640
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,640**	**$0**	**$0**	**$0**	**$2,640**

Total	**$13,200**	**$0**	**$0**	**$0**	**$13,200**

12-2012-11 West Patapsco Avenue from Magnolia Avenue to Potee Street

Agency
Baltimore City

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ0021360

Route/Road Name
West Patapsco Avenue

Length
7400 ft

Existing Lanes
6

Proposed Lanes
4

Estimated 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 southbound lanes will be converted to a shared use trail. ENG funded in FY 2025.

Project Benefits
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 drainage improvements will also improve public safety. 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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$16,800	$0	$0	$0	$16,800
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$16,800**	**$0**	**$0**	**$0**	**$16,800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,200	$0	$0	$0	$4,200
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,200**	**$0**	**$0**	**$0**	**$4,200**

Total	**$21,000**	**$0**	**$0**	**$0**	**$21,000**

12-2013-11 Pennington Ave Rehabilitation from Birch St to E Ordinance Rd

Agency
Baltimore City

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ002715

Route/Road Name
-

Length
3500 ft

Existing Lanes
4

Proposed Lanes
4

Estimated 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. Engineering funds for PE were appropriated in FY 2021.

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

National Highway System
Yes

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$5,320	$0	$0	$0	$5,320
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$5,720**	**$0**	**$0**	**$0**	**$5,720**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,330	$0	$0	$0	$1,330
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,430**	**$0**	**$0**	**$0**	**$1,430**

Total	**$7,150**	**$0**	**$0**	**$0**	**$7,150**

12-2015-13 Waterview Avenue over Ramp to MD 295

Agency
Baltimore City

Year of Operation
2032

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
506-007

Route/Road Name
-

Length
75 ft

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$6,000,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

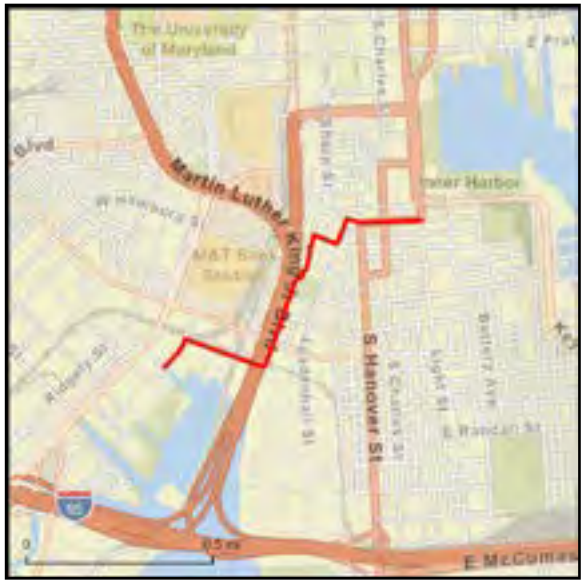
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$400	$288	$3,552	$0	$4,240
OTH	$0	$0	$0	$0	$0
ENG	$1,040	$0	$0	$0	$1,040
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,440**	**$288**	**$3,552**	**$0**	**$5,280**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$100	$72	$888	$0	$1,060
OTH	$0	$0	$0	$0	$0
ENG	$260	$0	$0	$0	$260
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$360**	**$72**	**$888**	**$0**	**$1,320**

Total	**$1,800**	**$360**	**$4,440**	**$0**	**$6,600**

12-2102-03 Greenway Middle Branch Phase 2



Agency
Baltimore City

Year of Operation
2029

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
508-126

Route/Road Name
Multiple Roadways

Length
0.8 mi

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$1,600,000

Description
The Middle Branch Phase 2 project involves the 100% design of a 0.8 mile trail as part of the Baltimore Greenway Trails Network 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 TAP grant.

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

National Highway System
No

Connection to Long-Range Transportation Goals
5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$758	$0	$0	$758
OTH	$0	$0	$0	$0	$0
ENG	$250	$0	$0	$0	$250
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$250**	**$758**	**$0**	**$0**	**$1,008**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$190	$0	$0	$190
OTH	$0	$0	$0	$0	$0
ENG	$19	$0	$0	$0	$19
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$19**	**$190**	**$0**	**$0**	**$209**

Total	**$269**	**$948**	**$0**	**$0**	**$1,217**

12-2301-39 Northern Pkwy at Falls Rd Traffic Safety and Multimodal Improvements

Agency	Year of Operation	Project Category	Project Type
Baltimore City	2029	Emission Reduction Strat-	Bicycle/pedestrian facility

Conformity	Functional Classification	CIP/CTP ID	Route/Road Name
Exempt	Other Principal Arterial	508-156	Multiple Roadways

Length	Existing Lanes	Proposed Lanes	Estimated Total Cost
1.3 mi	4	3	$5,000,000

Description

This project seeks to construct the following: 1. A protected multimodal facility and traffic-calming improvements on Falls Road between Northern Parkway and Coldspring Lane. 2. Provide geometric safety improvements at the intersection of Northern Parkway at Falls Road

Project Benefits

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 multimodal travelers 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.

National Highway System

Yes

Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,720	$0	$0	$0	$2,720
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,720**	**$0**	**$0**	**$0**	**$2,720**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$680	$0	$0	$0	$680
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$680**	**$0**	**$0**	**$0**	**$680**

Total	**$3,400**	**$0**	**$0**	**$0**	**$3,400**

12-2302-11 Russell St Pavement Rehabilitation from Russell St Viaduct to City Line

Agency
Baltimore City

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Road resurfacing/rehabilitation

Conformity
Exempt

Functional Classification
Other Freeway & Expressway

CIP/CTP ID
PRJ002906

Route/Road Name
Russell Street/MD 295

Length
2.1 mi

Existing Lanes
6

Proposed Lanes
6

Estimated Total Cost
$11,050,000

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 $6.8M to $11,050,000M to reflect estimated construction cost.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

National Highway Performance Program NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$8,200	$0	$0	$0	$8,200
OTH	$0	$0	$0	$0	$0
ENG	$320	$0	$0	$0	$320
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$8,520**	**$0**	**$0**	**$0**	**$8,520**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,050	$0	$0	$0	$2,050
OTH	$0	$0	$0	$0	$0
ENG	$80	$0	$0	$0	$80
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,130**	**$0**	**$0**	**$0**	**$2,130**

Total	**$10,650**	**$0**	**$0**	**$0**	**$10,650**

12-2303-25 Frederick Avenue ADA Upgrades (Brunswick to S. Smallwood)

Agency
Baltimore City

Year of Operation
2031

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ002522

Route/Road Name
-

Length
0.66 mi

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$12,000,000

Description
Upgrade ADA pedestrian facilities including curb ramps, sidewalks, removal of obstructions to provide compliant ADA access from Brunswick Street to S. Smallwood Street to the transit transfer stops along Frederick Ave. Four existing signalized intersections will be rebuilt from span wires to mast arms.

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

National Highway System
No

Connection to Long-Range Transportation 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 more safely, have safer interactions with other modes, and safe access to transit amenities, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$8,800	$0	$8,800
OTH	$0	$0	$0	$0	$0
ENG	$800	$0	$0	$0	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$0**	**$8,800**	**$0**	**$9,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$2,200	$0	$2,200
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$2,200**	**$0**	**$2,400**

Total	**$1,000**	**$0**	**$11,000**	**$0**	**$12,000**

12-2401-03 W North Ave Pedestrian Safety Improvements from Mt Royal Ave to Hilton St

Agency
Baltimore City

Year of Operation
2032

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ002905

Route/Road Name
W North Avenue

Length
2.6 mi

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

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

National Highway System
No

Connection to Long-Range Transportation 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 more safely, have safer interactions with other modes, and safe access to transit amenities, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$800	$0	$0	$0	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$0**	**$0**	**$0**	**$800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**

Total	**$1,000**	**$0**	**$0**	**$0**	**$1,000**

12-2402-11 Pennsylvania Ave Rehabilitation from North Ave to MLK Blvd

Agency
Baltimore City

Year of Operation
2032

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
PRJ002902

Route/Road Name
Pennsylvania Avenue

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 more safely, have safer interactions with other modes, and safe access to transit amenities, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$800	$0	$0	$0	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$0**	**$0**	**$0**	**$800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**

Total	**$1,000**	**$0**	**$0**	**$0**	**$1,000**

12-2403-11 25th St/Huntingdon Ave Rehabilitation from Greenmount Ave to 29th St

Agency
Baltimore City

Year of Operation
2033

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
508-141

Route/Road Name
25th St/Huntingdon Ave

Length
-

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$19,550,000

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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$1,920	$0	$0	$0	$1,920
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,920**	**$0**	**$0**	**$0**	**$1,920**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$480	$0	$0	$0	$480
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$480**	**$0**	**$0**	**$0**	**$480**

Total	**$2,400**	**$0**	**$0**	**$0**	**$2,400**

12-2404-11 Johnston Square Improvements

Agency
Baltimore City

Year of Operation
2032

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
508-145

Route/Road Name
-

Length
10400 ft

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$18,800,000

Description
This project includes design and construction of roadway rehabilitation work of E. Preston St and E. Biddle St from Fallsway to N. Eden St. Roadway rehabilitation, sidewalk improvements, street cycle track, removal/replacing sidewalks, ADA ramps, driveways, pedestrian lighting/ signal reconstruction as required, trees, tree pits, landscaping, flex posts, enhanced crosswalks, pedestrian safety elements, street amenities, drainage improvements and stormwater management.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other< modes, and safe access to transit amenities, 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 and transit systems through performance based planning

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$1,600	$0	$0	$0	$1,600
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,600**	**$0**	**$0**	**$0**	**$1,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$0**	**$0**	**$0**	**$400**

Total	**$2,000**	**$0**	**$0**	**$0**	**$2,000**

12-2405-11 Orleans St Rehabilitation from Wolfe St to Ellwood Ave

Agency
Baltimore City

Year of Operation
2031

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ002903

Route/Road Name
-

Length
4850 ft

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
18500000

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.

Project Benefits
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.

National Highway System
Yes

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

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$13,200	$13,200
OTH	$0	$0	$0	$0	$0
ENG	$1,600	$0	$0	$0	$1,600
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,600**	**$0**	**$0**	**$13,200**	**$14,800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$3,300	$3,300
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$0**	**$0**	**$3,300**	**$3,700**

Total	**$2,000**	**$0**	**$0**	**$0**	**$18,500**

12-2406-03 Baltimore Greenway Trails Network - Eastern Segment

Agency
Baltimore City

Year of Operation
2028

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
TBD

Route/Road Name
-

Length
1.8 mi

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$5,108,000

Description
This project involves the acquisition of the right-of-way for the Baltimore Greenway Trails Network: Eastern Segment. This segment will connect to some of East Baltimore's most popular destinations, by creating a linear park and shared use path 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.

Project Benefits
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 This project will help the City of Baltimore complete the remaining 31 miles of a 70+ 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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management

Other Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$2,508	$0	$0	$0	$2,508
Subtotal	**$2,508**	**$0**	**$0**	**$0**	**$2,508**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$2,508	$0	$0	$0	$2,508
Subtotal	**$2,508**	**$0**	**$0**	**$0**	**$2,508**

Total	**$5,016**	**$0**	**$0**	**$0**	**$5,016**

12-2501-11 Belair Road Rehabilitation from Glenmore Avenue to City Line

Agency
Baltimore City

Year of Operation
2032

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ003152

Route/Road Name
-

Length
2200 ft

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$9,200,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$800	$0	$0	$0	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$0**	**$0**	**$0**	**$800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**

Total	**$1,000**	**$0**	**$0**	**$0**	**$1,000**

12-2502-11 Keith Ave Rehabilitation from Broening Hwy to S Clinton St

Agency
Baltimore City

Year of Operation
2031

Project Category
Highway Preservation

Project Type
Road resurfacing/ rehabilitation

Conformity
Exempt

Functional Classification
-

CIP/CTP ID
PRJ003097

Route/Road Name
-

Length
5300 ft

Existing Lanes
4

Proposed Lanes
4

Estimated 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.

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

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$800	$400	$0	$0	$1,200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$400**	**$0**	**$0**	**$1,200**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$100	$0	$0	$300
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$100**	**$0**	**$0**	**$300**

Total	**$1,000**	**$500**	**$0**	**$0**	**$1,500**

12-2503-13 Russell Street Viaduct Bridge Replacement

Agency
Baltimore City

Year of Operation
2036

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
-

CIP/CTP ID
-

Route/Road Name
-

Length
1269 ft

Existing Lanes
6

Proposed Lanes
6

Estimated Total Cost
$43,000,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming, 3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$8,000	$8,000	$8,000	$0	$24,000
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$8,400**	**$8,000**	**$8,000**	**$0**	**$24,400**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,000	$2,000	$2,000	$0	$6,000
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,100**	**$2,000**	**$2,000**	**$0**	**$6,100**

Total	**$10,500**	**$10,000**	**$10,000**	**$0**	**$30,500**

12-2504-13 Kelly Avenue Bridge Replacement

Agency
Baltimore City

Year of Operation
2035

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
-

CIP/CTP ID
-

Route/Road Name
-

Length
789 ft

Existing Lanes
4

Proposed Lanes
4

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$8,000	$8,000	$8,000	$0	$24,000
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$8,400**	**$8,000**	**$8,000**	**$0**	**$24,400**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,000	$2,000	$2,000	$0	$6,000
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,100**	**$2,000**	**$2,000**	**$0**	**$6,100**

Total	**$10,500**	**$10,000**	**$10,000**	**$0**	**$30,500**

12-2505-39 2023 Pedestrian & Roadway Safety Improvements

Agency
Baltimore City

Year of Operation
2026

Project Category
Environmental/Safety

Project Type
Safety other

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
512-080

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
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.

National Highway System
No

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

Highway Safety Improvement Program (HSIP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,340	$0	$0	$0	$2,340
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,540**	**$0**	**$0**	**$0**	**$2,540**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$260	$0	$0	$0	$260
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$260**	**$0**	**$0**	**$0**	**$260**

Total	**$2,800**	**$0**	**$0**	**$0**	**$2,800**

12-2506-39 2022 Pedestrian & Roadway Safety Improvements

Agency
Baltimore City

Year of Operation
2025

Project Category
Environmental/Safety

Project Type
Safety other

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
512-080

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
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.

National Highway System
No

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

Highway Safety Improvement Program (HSIP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,790	$0	$0	$0	$2,790
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,790**	**$0**	**$0**	**$0**	**$2,790**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$310	$0	$0	$0	$310
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$310**	**$0**	**$0**	**$0**	**$310**

Total	**$3,100**	**$0**	**$0**	**$0**	**$3,100**

12-2601-03 Frederick Avenue Streetscape (Yale to Monastery)

Agency
Baltimore City

Year of Operation
2031

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ002672

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$6,000,000

Description
Repair, restore and modernize aging infrastructure along a commercial and mixed-use adjacent land use section of Frederick Avenue. Two intersections will be reconstructed from span wires to mast arms. Engineering for the project was funded 100% locally in FY 2023.

Project Benefits
Project will enhance safety and aesthetics within the right of way.

National Highway System
No

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

National Highway Performance Program NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$4,800	$4,800
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$4,800**	**$4,800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$1,200	$1,200
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$1,200**	**$1,200**

Total	**$0**	**$0**	**$0**	**$1,200**	**$1,200**

12-2602-39 Vision Zero Action Plan & Pilot

Agency
Baltimore City

Year of Operation
2026

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
-

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$1,303,684

Description
The City of Baltimore was awarded two SS4A grants to create a comprehensive Vision Zero Action Plan and for demonstration projects to pilot the plan's recommendations. The expanded plan will include robust data-driven implementation priorities to improve safety on city roadways, along with concept designs for specific high-priority locations. The Action Plan will also include livability impact analysis to ensure compliance with the USOT SS4A program.

Project Benefits
Baltimore City experiences approximately 50 deaths per year on its roadways, nearly half of which are pedestrians or bicyclists. DOT needs a comprehensive actionable strategy that it can implement agency-wide, as well as in partnership with other City agencies, to address this urgent public health crisis.

National Highway System
No

Connection to Long-Range Transportation Goals
1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities, 1.F Improve System Safety -- Support research into understanding the causes of bicycle and pedestrian crashes and injuries to develop countermeasures., 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming

Safe Streets for All Grant Program (SS4A)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$2,005	$0	$0	$0	$2,005
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,005**	**$0**	**$0**	**$0**	**$2,005**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$548	$0	$0	$0	$548
ROW	$0	$0	$0	$0	$0
Subtotal	**$548**	**$0**	**$0**	**$0**	**$548**

Total	**$2,553**	**$0**	**$0**	**$0**	**$2,553**

12-2603-03 Restoring Connections to Druid Hill Park

Agency
Baltimore City

Year of Operation
2030

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
Major Collector

CIP/CTP ID
-

Route/Road Name
Druid Park Lake Drive

Length
2.1 mi

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$6,000,000

Description
The Project builds from a Complete Streets Feasibility study completed in 2022, which developed concept-level designs. In March of 2024, BCDOT received $6 million in Neighborhood Access and Equity funds from the U.S. Department of Transportation to complete preliminary engineering, environmental documentation, and public outreach to select a locally preferred alternative and reach 30% design.

Project Benefits
The Druid Park Lake Drive Complete Streets Project will restore connections to Druid Hill Park and the surrounding neighborhoods by creating a safer, multi-modal corridor that is safe and accessible for people of all ages and abilities.

National Highway System
No

Connection to Long-Range Transportation Goals
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Neighborhood Access and Equity Grant Program
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$6,000	$0	$0	$0	$6,000
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Total	**$6,000**	**$0**	**$0**	**$0**	**$6,000**

12-2604-99 West Baltimore United: A Plan to Reconnect Communities

Agency
Baltimore City

Year of Operation
2040

Project Category
Miscellaneous

Project Type
Miscellaneous

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
-

Route/Road Name
-

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
3,050,000

Description
The WBU project establishes a vison and goals for the corridor, as well as assesses existing conditions, opportunities, and constraints, including constructability, multimodal traffic circulation, market demand, and project financing. This project will advance planning elements beyond ideas collected in previous planning studies but will build on previous work to set the communities of West Baltimore on a path to a brighter future.

Project Benefits
The West Baltimore United (WBU) Project is a collaborative effort between the City of Baltimore, Baltimore City Department of Transportation, Baltimore Department of Planning, Baltimore Development Corporation, and Maryland Transit Administration to advance long-overdue improvements in West Baltimore, where the "Highway to Nowhere" has divided communities for over 50 years.

National Highway System
No

Connection to Long-Range Transportation Goals
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 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 pedestrian and bicycle facilities.

Reconnecting Communities and Neighborhoods Grant Program
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$2,000	$0	$0	$0	$2,000
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,000**	**$0**	**$0**	**$0**	**$2,000**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$1,050	$0	$0	$0	$1,050
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,050**	**$0**	**$0**	**$0**	**$1,050**

Total	**$3,050**	**$0**	**$0**	**$0**	**$3,050**

12-2605-03 Baltimore Greenway Trails Network - Northern Segments

Agency
Baltimore City

Year of Operation
2029

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
PRJ002178

Route/Road Name
-

Length
2.8 mi

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$9,500,000

Description
Baltimore Greenway Trails Northern Segments is a 6.3 mi. new trail connection between the Gywnns Falls Trail/ Leakin Park to the Herring Run Trail/Lake Montebello. Engineering was funded with a FY 2025 Transportation Alternatives grant.

Project Benefits
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. This project will help the City of Baltimore complete the remaining 31 miles of a 70+ 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.

National Highway System
No

Connection to Long-Range Transportation Goals
3.D Improve Accessibility -- Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit,
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$5,600	$0	$5,600
OTH	$0	$0	$0	$0	$0
ENG	$2,000	$0	$0	$0	$2,000
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,000**	**$0**	**$5,600**	**$0**	**$7,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$1,400	$0	$1,400
OTH	$0	$0	$0	$0	$0
ENG	$500	$0	$0	$0	$500
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$500**	**$0**	**$1,400**	**$0**	**$1,900**

Total	**$2,500**	**$0**	**$0**	**$0**	**$9,500**

12-2606-03 Wolfe or Washington Street Bike Facility

Agency
Baltimore City

Year of Operation
2026

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
-

Route/Road Name
Washington Street

Length
2.1 mi

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$5,760,000

Description
The Washington St Bikeway & Traffic Calming project involves final design and construction phases. The project will make improvements on Washington St between Sinclair Ln and Aliceanna St. The project will include 2.1-mile two-way cycle track, new ADA ramps, pedestrian signals, bus boarding islands, and other traffic calming design elements.

Project Benefits
The Washington St Bikeway & Traffic Calming project will reduce speeding, improve safety, and expand multimodal connections. Specifically, this project will improve biking and walking connections to Clifton Park, Inner Harbor, and the city's existing separated bicycle network.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 3.D Improve Accessibility -- Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,140	$0	$0	$0	$4,140
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,140**	**$0**	**$0**	**$0**	**$4,140**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$460	$0	$0	$0	$460
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$460**	**$0**	**$0**	**$0**	**$460**

Total	**$4,600**	**$0**	**$0**	**$0**	**$4,600**

12-9903-13 Hawkins Point Bridge over CSX Railroad

Agency
Baltimore City

Year of Operation
2031

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
507-416

Route/Road Name
-

Length
0.53 mi

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$24,000,000

Description
This project involves the following: 1) Replacement of the bridge carrying Hawkins Point Rd over CSX railroad tracks. 2) Replacement of .53 miles of Hawkins Point Rd from west of Chemical Rd to Ross Ave. 3) Addition of a 400 ft right turn lane at Ross Ave 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).

Project Benefits
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%.

National Highway System
Yes

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

National Highway Performance Program NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$0**	**$0**	**$0**	**$400**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$100**	**$0**	**$0**	**$0**	**$100**

Total	**$500**	**$0**	**$0**	**$0**	**$500**

13-0001-13 Dogwood Road Bridge No. B-0072 Over Dogwood Run

Agency
Baltimore County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
207P230

Route/Road Name
Dogwood Road

Length
76 ft

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$800	$3,200	$0	$0	$4,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$3,200**	**$0**	**$0**	**$4,000**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$200	$800	$0	$0	$1,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$800**	**$0**	**$0**	**$1,000**

Total	**$1,000**	**$4,000**	**$0**	**$0**	**$5,000**

13-0803-13 Mohrs Lane Bridge No. B-0143 over CSX Railroad

Agency
Baltimore County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Not Exempt

Functional Classification
Local Roads

CIP/CTP ID
205P376

Route/Road Name
Mohrs Lane

Length
144 ft

Existing Lanes
1

Proposed Lanes
3

Estimated 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

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.A Improve and Maintain the Existing Infrastructure

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$4,800	$4,800	$2,240	$11,840
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$4,800**	**$4,800**	**$2,240**	**$11,840**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,200	$1,200	$560	$2,960
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,200**	**$1,200**	**$560**	**$2,960**

Total	**$0**	**$6,000**	**$6,000**	**$2,800**	**$14,800**

13-1012-13 Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad

Agency
Baltimore County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
207P280

Route/Road Name
Hammonds Ferry Rd

Length
201 ft

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$6,787,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$800	$3,840	$0	$4,640
OTH	$0	$0	$0	$0	$0
ENG	$449	$0	$0	$0	$449
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$449**	**$800**	**$3,840**	**$0**	**$5,089**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$200	$960	$0	$1,160
OTH	$0	$0	$0	$0	$0
ENG	$112	$0	$0	$0	$112
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$112**	**$200**	**$960**	**$0**	**$1,272**

Total	**$561**	**$,1000**	**$4,800**	**$0**	**$6,361**

13-1105-13 Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

Agency
Baltimore County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
207P279

Route/Road Name
Lansdowne Blvd

Length
164 ft

Existing Lanes
4

Proposed Lanes
4

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$600	$1,300	$0	$1,900
OTH	$0	$0	$0	$0	$0
ENG	$0	$300	$0	$0	$300
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$900**	**$1,300**	**$0**	**$2,200**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$150	$325	$0	$475
OTH	$0	$0	$0	$0	$0
ENG	$0	$75	$0	$0	$75
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$225**	**$325**	**$0**	**$550**

Total	**$0**	**$1,125**	**$1,625**	**$0**	**$2,750**

13-1107-13 Piney Grove Road Bridge No. B-0140 over CSX railroad

Agency
Baltimore County

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Not Exempt

Functional Classification
Local Roads

CIP/CTP ID
207P237

Route/Road Name
Piney Grove Road

Length
46 ft

Existing Lanes
1

Proposed Lanes
2

Estimated Total Cost
$4,000,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,500	$1,600	$0	$3,100
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$1,500**	**$1,600**	**$0**	**$3,500**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$375	$400	$0	$775
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$100**	**$375**	**$400**	**$0**	**$875**

Total	**$500**	**$1,875**	**$2,000**	**$0**	**$4,375**

13-1108-13 Peninsula Expressway Bridge No. B-0119 over CSX Railroad

Agency	Year of Operation	Project Category	Project Type
Baltimore County	2028	Highway Preservation	Bridge repair/deck replace-ment
Conformity	**Functional Classification**	**CIP/CTP ID**	**Route/Road Name**
Exempt	Minor Arterial	207P278	MD 157 (Peninsula Ex-
Length	**Existing Lanes**	**Proposed Lanes**	**Estimated Total Cost**
245 ft	4	4	$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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$4,800	$4,800	$4,800	$14,400
OTH	$0	$0	$0	$0	$0
ENG	$400	$400	$0	$0	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$5,200**	**$4,800**	**$4,800**	**$15,200**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,200	$1,200	$1,200	$3,600
OTH	$0	$0	$0	$0	$0
ENG	$100	$100	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$100**	**$1,300**	**$1,200**	**$1,200**	**$3,800**

Total	**$500**	**$6,500**	**$6,000**	**$6,000**	**$19,000**

13-1208-13 Golden Ring Road Bridge No. B-0110 over Stemmers Run

Agency
Baltimore County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
207P002

Route/Road Name
Golden Ring Road

Length
47 ft

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,360	$1,360	$0	$2,720
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$1,360**	**$1,360**	**$0**	**$3,120**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$340	$340	$0	$680
OTH	$0	$0	$0	$0	$0
ENG	$100	$0	$0	$0	$100
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$100**	**$340**	**$340**	**$0**	**$780**

Total	**$500**	**$1,700**	**$1,700**	**$0**	**$3,900**

13-1701-13 Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems

Agency
Baltimore County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
207P281

Route/Road Name
Rossville Blvd

Length
344 ft

Existing Lanes
4

Proposed Lanes
4

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,920	$1,920	$0	$3,840
OTH	$0	$0	$0	$0	$0
ENG	$260	$0	$0	$0	$260
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$260**	**$1,920**	**$1,920**	**$0**	**$4,100**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$480	$480	$0	$960
OTH	$0	$0	$0	$0	$0
ENG	$65	$0	$0	$0	$65
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$65**	**$480**	**$480**	**$0**	**$1,025**

Total	**$325**	**$2,400**	**$2,400**	**$0**	**$5,125**

13-8901-14 Bridge Inspection Program

Agency
Baltimore County

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Bridge inspections

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
NA

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$3,200	$0	$3,300	$0	$6,500
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,200**	**$0**	**$3,300**	**$0**	**$6,500**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**

Total	**$3,200**	**$0**	**$3,300**	**$0**	**$6,500**

14-1103-13 Stone Chapel Road Bridge over Little Pipe Creek

Agency
Carroll County

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
124

Route/Road Name
Stone Chapel Road

Length
33'-0"

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$2,205,000

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, 33'-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 and additional FY2026 funds are to complete final design.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,004	$0	$0	$1,004
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$1,004**	**$0**	**$0**	**$1,404**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$251	$0	$0	$251
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$251**	**$0**	**$0**	**$251**

Total	**$400**	**$1,255**	**$0**	**$0**	**$1,655**

14-1603-13 McKinstrys Mill Road Bridge over Sam's Creek

Agency
Carroll County

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
McKinstrys Mill Road

Length
38'-0"

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$1,865,000

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, 38'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-4 1/8" to 3'-3 7/8". Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$732	$0	$0	$732
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$732**	**$0**	**$0**	**$1,132**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$183	$0	$0	$183
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$183**	**$0**	**$0**	**$183**

Total	**$400**	**$915**	**$0**	**$0**	**$1,315**

14-1802-13 Hughes Shop Road Bridge over Bear Branch

Agency
Carroll County

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
Hughes Shop Road Bridge

Length
51'-0"

Existing Lanes
1

Proposed Lanes
2

Estimated Total Cost
$2,479,000

Description
This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 51'-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 and additional FY2026 funds are to complete final design.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,223	$0	$0	$1,223
OTH	$0	$0	$0	$0	$0
ENG	$400	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$1,223**	**$0**	**$0**	**$1,623**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$306	$0	$0	$306
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$306**	**$0**	**$0**	**$306**

Total	**$400**	**$1,529**	**$0**	**$0**	**$1,929**

14-2101-13 Old Kays Mill Road Culvert over Beaver Run

Agency
Carroll County

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
Old Kays Mill Road

Length
TBD

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$1,473	$1,473
OTH	$0	$0	$0	$0	$0
ENG	$0	$456	$0	$0	$456
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$456**	**$0**	**$1,473**	**$1,929**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$368	$368
OTH	$0	$0	$0	$0	$0
ENG	$0	$114	$0	$0	$114
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$114**	**$0**	**$368**	**$482**

Total	**$0**	**$570**	**$0**	**$1,841**	**$2,411**

14-2102-13 Brown Road Culvert over Roaring Run

Agency
Carroll County

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
Brown Road

Length
TBD

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$1,437	$0	$1,437
OTH	$0	$0	$0	$0	$0
ENG	$456	$0	$0	$0	$456
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$456**	**$0**	**$1,437**	**$0**	**$1,893**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$359	$0	$359
OTH	$0	$0	$0	$0	$0
ENG	$114	$0	$0	$0	$114
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$114**	**$0**	**$359**	**$0**	**$473**

Total	**$570**	**$0**	**$1,796**	**$0**	**$2,366**

14-2103-13 McKinstrys Mill Road over Little Pipe Creek

Agency
Carroll County

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
McKinstrys Mill Road

Length
TBD

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$2,401,000

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.

Project Benefits
The overall condition of the existing structure is poor. A replacement will address the condition issues and any functional obsolete or structurally deficient items.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,349	$0	$0	$1,349
OTH	$0	$0	$0	$0	$0
ENG	$571	$0	$0	$0	$571
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$571**	**$1,349**	**$0**	**$0**	**$1,920**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$337	$0	$0	$337
OTH	$0	$0	$0	$0	$0
ENG	$143	$0	$0	$0	$143
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$143**	**$337**	**$0**	**$0**	**$480**

Total	**$714**	**$1,686**	**$0**	**$0**	**$2,400**

14-2201-13 Patapsco Road Bridge over East Branch Patapsco River

Agency
Carroll County

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
-

Route/Road Name
Patapsco Road

Length
42'-0"

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$2,540,000

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

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,442	$0	$0	$0	$1,442
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,442**	**$0**	**$0**	**$0**	**$1,442**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$356	$0	$0	$0	$356
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$356**	**$0**	**$0**	**$0**	**$356**

Total	**$1,798**	**$0**	**$0**	**$0**	**$1,798**

14-2202-13 Upper Beckleysville Road Bridge over Murphy Run

Agency
Carroll County

Year of Operation
2026

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
-

Route/Road Name
Upper Beckleysville Road

Length
TBD

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$2,136,000

Description
This project includes replacement of the existing 1-span bridge. The new bridge will be a single span bridge (type TBD) with two 12'+/- travel lanes. The replacement structure type, geometry, and lane use configuration will be determined during initial design. Engineering for this project was funded in FY23.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,000	$0	$0	$0	$1,000
OTH	$0	$0	$0	$0	$0
ENG	$185	$0	$0	$0	$185
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,185**	**$0**	**$0**	**$0**	**$1,185**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$46	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$46**	**$0**	**$0**	**$0**	**$46**

Total	**$1,231**	**$0**	**$0**	**$0**	**$1,231**

14-2501-13 Woodbine Road over South Branch Patapsco River

Agency
Carroll County

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
-

CIP/CTP ID
-

Route/Road Name
Woodbine Road

Length
TBD

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$897	$0	$0	$897
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$897**	**$0**	**$0**	**$897**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$224	$0	$0	$224
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$224**	**$0**	**$0**	**$224**

Total	**$0**	**$1,121**	**$0**	**$0**	**$1,121**

14-9401-14 Bridge Inspection Program

Agency
Carroll County

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Bridge inspections

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
119

Route/Road Name
NA

Length
NA

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$1,725,000

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. The

Project Benefits
This project ensures compliance with the National Bridge Inspection Program, preserves highway infrastructure, and maintains safety.

National Highway System
No

Connection to Long-Range Transportation Goals
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$825	$0	$900	$0	$1,725
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$825**	**$0**	**$900**	**$0**	**$1,725**

Total	**$825**	**$0**	**$900**	**$0**	**$1,725**

15-1001-13 Abingdon Road Bridge #169 over CSX Railroad

Agency
Harford County

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
H104501

Route/Road Name
Abingdon Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$8,750,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,250	$0	$0	$0	$1,250
OTH	$250	$0	$0	$0	$250
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,500**	**$0**	**$0**	**$0**	**$1,500**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**

Total	**$1,500**	**$0**	**$0**	**$0**	**$1,500**

15-1601-13 Glenville Road Bridge #30 over Mill Brook

Agency
Harford County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Not Exempt

Functional Classification
Local Roads

CIP/CTP ID
H164501

Route/Road Name
Glenville Road

Length
50 ft

Existing Lanes
1

Proposed Lanes
2

Estimated Total Cost
$2,860,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$740	$740	$1,480
OTH	$0	$0	$60	$60	$120
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$800**	**$800**	**$1,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$185	$185	$370
OTH	$0	$0	$15	$15	$30
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$200**	**$200**	**$400**

Total	**$0**	**$0**	**$1,000**	**$1,000**	**$2,000**

15-2001-13 Grier Nursery Road Bridge #43 over Deer Creek

Agency
Harford County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
H204520

Route/Road Name
Grier Nursery Road

Length
240 ft

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$5,500,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,680	$1,680	$0	$0	$3,360
OTH	$120	$120	$0	$0	$240
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,800**	**$1,800**	**$0**	**$0**	**$3,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$420	$420	$0	$0	$840
OTH	$30	$30	$0	$0	$60
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$450**	**$450**	**$0**	**$0**	**$900**

Total	**$2,250**	**$2,250**	**$0**	**$0**	**$4,500**

15-2002-13 Hookers Mill Road Bridge #13 over Bynum Run

Agency
Harford County

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
H204521

Route/Road Name
Hookers Mill Road

Length
50 ft

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$3,250,000

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

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,000	$1,000	$0	$2,000
OTH	$0	$60	$60	$0	$120
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,060**	**$1,060**	**$0**	**$2,120**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$250	$250	$0	$500
OTH	$0	$15	$15	$0	$30
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$265**	**$265**	**$0**	**$530**

Total	**$0**	**$1,325**	**$1,325**	**$0**	**$2,650**

15-2101-13 Madonna Road Bridge #113 over Deer Creek

Agency
Harford County

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Not Exempt

Functional Classification
Local Roads

CIP/CTP ID
H214505

Route/Road Name
Madonna Road

Length
87 ft

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$4,000,000

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).

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$80	$0	$0	$0	$80
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$80**	**$0**	**$0**	**$0**	**$80**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$20	$0	$0	$0	$20
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$20**	**$0**	**$0**	**$0**	**$20**

Total	**$100**	**$0**	**$0**	**$0**	**$100**

15-2102-13 St. Clair Bridge Road Bridge #100 over Deer Creek

Agency
Harford County

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Minor Collector

CIP/CTP ID
HNE4509

Route/Road Name
St. Clair Bridge Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$800	$800
OTH	$0	$0	$0	$0	$0
ENG	$0	$320	$0	$0	$320
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$320**	**$0**	**$800**	**$1,120**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$200	$200
OTH	$0	$0	$0	$0	$0
ENG	$0	$80	$0	$0	$80
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$25	$0	$25
Subtotal	**$0**	**$80**	**$25**	**$200**	**$305**

Total	**$0**	**$400**	**$25**	**$1,000**	**$1,425**

15-2103-13 Stafford Road Bridge #162 over Buck Branch

Agency
Harford County

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
H234504

Route/Road Name
Stafford Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated 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

Project Benefits
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

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$800	$0	$0	$800
OTH	$0	$120	$0	$0	$120
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$920**	**$0**	**$0**	**$920**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$200	$0	$0	$200
OTH	$0	$30	$0	$0	$30
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$230**	**$0**	**$0**	**$230**

Total	**$0**	**$1,150**	**$0**	**$0**	**$1,150**

15-2104-13 Trappe Church Road Bridge #161 over Hollands Branch

Agency
Harford County

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
H224503

Route/Road Name
Trappe Church Road

Length
29 ft

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$2,450,000

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. Engineering for the project was

Project Benefits
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

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$640	$640	$1,280
OTH	$0	$0	$60	$60	$120
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$700**	**$700**	**$1,400**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$160	$160	$320
OTH	$0	$0	$15	$15	$30
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$175**	**$175**	**$350**

Total	**$0**	**$0**	**$875**	**$875**	**$1,750**

15-2201-13 Moores Road Bridge #78 over a tributary to Gunpowder Falls

Agency
Harford County

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
HNE4507

Route/Road Name
Moores Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$600	$600	$1,200
OTH	$0	$0	$60	$60	$120
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$660**	**$660**	**$1,320**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$150	$150	$300
OTH	$0	$0	$15	$15	$30
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$50	$0	$0	$50
Subtotal	**$0**	**$50**	**$165**	**$165**	**$380**

Total	**$0**	**$50**	**$825**	**$825**	**$1,700**

15-2202-13 Hess Road Bridge #81 over Yellow Branch

Agency
Harford County

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Major Collector

CIP/CTP ID
-

Route/Road Name
Hess Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$320	$320	$640
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$320**	**$320**	**$640**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$80	$80	$160
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$80**	**$80**	**$160**

Total	**$0**	**$0**	**$400**	**$400**	**$800**

15-2401-13 Cullum Road Bridge #12 over Tributary of James Run

Agency
Harford County

Year of Operation
2031

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
Cullum Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$925,000

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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$360	$360	$0	$0	$720
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$360**	**$360**	**$0**	**$0**	**$720**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$90	$90	$0	$0	$180
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$25	$0	$25
Subtotal	**$90**	**$90**	**$25**	**$0**	**$205**

Total	**$450**	**$450**	**$25**	**$0**	**$925**

15-2402-13 Chestnut Hill Road Bridge #41

Agency
Harford County

Year of Operation
2031

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Not Exempt

Functional Classification
Local Roads

CIP/CTP ID
-

Route/Road Name
Chestnut Hill Road

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$1,000,000

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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$320	$320	$0	$640
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$320**	**$320**	**$0**	**$640**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$80	$80	$0	$160
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$25	$25
Subtotal	**$0**	**$80**	**$80**	**$25**	**$185**

Total	**$0**	**$400**	**$400**	**$25**	**$825**

15-2403-14 Woodley Road Extension to MD 715

Agency
Harford County

Year of Operation
2027

Project Category
Highway Capacity

Project Type
New or extended roadways

Conformity
Not Exempt

Functional Classification
Minor Collector

CIP/CTP ID
H204523

Route/Road Name
Woodley Road

Length
1000 ft

Existing Lanes
0

Proposed Lanes
2

Estimated Total Cost
$12,250,000

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.

Project Benefits
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

National Highway System
No

Connection to Long-Range Transportation Goals
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,000	$0	$0	$0	$6,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,000**	**$0**	**$0**	**$0**	**$6,000**
Total	**$6,000**	**$0**	**$0**	**$0**	**$6,000**

15-2404-14 Bridge Painting

Agency
Harford County

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Bridge repair/deck replace-ment

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
H144501

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$1,000,000

Description
This federal program provides funding to paint bridges in Harford County.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$440	$0	$440	$880
OTH	$0	$40	$0	$40	$80
ENG	$0	$20	$0	$20	$40
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$500**	**$0**	**$500**	**$1,000**
Total	**$0**	**$500**	**$0**	**$500**	**$1,000**

15-2405-55 Aberdeen Transit Oriented Development Station Square Project

Agency
Harford County

Year of Operation
2030

Project Category
Commuter Rail Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$2,000,000

Description
The Aberdeen TOD Station Square project includes: 1) demo & removal of the existing non-compliant concrete pedestrian overpass, stairs, walkway & 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

Project Benefits
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,

National Highway System
No

Connection to Long-Range Transportation Goals
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 7.C Promote Prosperity and Economic Opportunity -- Concentrate transportation investments in state and local designated growth areas

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$800	$0	$0	$0	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$0**	**$0**	**$0**	**$800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**

Total	**<<26T2>>**	**<<27T2>>**	**<<28T2>>**	**<<29T2>>**	**<<T4T2>>**

Reconnecting Communities and Neighborhoods (RCN)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$800	$0	$0	$0	$800
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$0**	**$0**	**$0**	**$800**
Total	**$1,600**	**$0**	**$0**	**$0**	**$1,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$0**	**$0**	**$0**	**$200**
Total	**$400**	**$0**	**$0**	**$0**	**$400**

15-2501-13 Stafford Road Bridge #19 over Herring Run

Agency
Harford County

Year of Operation
2031

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
-

CIP/CTP ID
-

Route/Road Name
Stafford Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$1,000,000

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.

Project Benefits
This bridge carries Stafford Road over Herring Run. The project is eligable 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.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$280	$280
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$280**	**$280**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$70	$70
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$70**	**$70**

Total	**$0**	**$0**	**$0**	**$350**	**$350**

15-9411-14 Bridge Inspection Program

Agency
Harford County

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
H054501

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$4,250,000

Description
This federal program provides funding for the inspection of bridges in Harford County.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$2,000	$0	$2,250	$0	$4,250
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,000**	**$0**	**$2,250**	**$0**	**$4,250**

Total	**$2,000**	**$0**	**$2,250**	**$0**	**$4,250**

16-0436-13 Bridge Repair and Deck Replacement

Agency
Howard County

Year of Operation
Ongoing

Project Category
Bridge repair/deck replace-

Project Type
Highway Preservation

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
-

Route/Road Name
Varies

Length
NA

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
This project will alleviate bridge deterioration and improve the safety and longevity of all bridges included in the bridge repair and rehabilitation program.

National Highway System
No

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,146	$6,600	$2,460	$0	$15,206
OTH	$0	$0	$0	$0	$0
ENG	$320	$160	$0	$0	$480
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,466**	**$6,760**	**$2,460**	**$0**	**$15,686**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$537	$900	$440	$0	$1,877
OTH	$0	$0	$0	$0	$0
ENG	$430	$90	$0	$0	$520
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$967**	**$990**	**$440**	**$0**	**$2,397**

Total	**$7,433**	**$7,750**	**$2,900**	**$0**	**$18,083**

16-1410-41 Snowden River Parkway: Broken Land Parkway to Oakland Mills Rd.

Agency
Howard County

Year of Operation
2030

Project Category
Roadway widening

Project Type
Highway Capacity

Conformity
Not Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
J-4222

Route/Road Name
Snowden River Parkway

Length
6300 ft

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
$25,000,000

Description
Project will design and implement multi-modal improvements from Broken Land Parkway to Oakland Mills Road, incorporating pathways, sidewalks, crosswalks, and appropriate vehicle capacity enhancements. A traffic study is being updated to guide design decisions and the final scope of the project, the study will consider the Howard County Complete Streets Policy, design manual, and local and regional growth.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP), 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,525	$1,525	$0	$3,050
OTH	$0	$0	$0	$0	$0
ENG	$0	$105	$105	$0	$210
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,630**	**$1,630**	**$0**	**$3,260**
Total	**$0**	**$1,630**	**$1,630**	**$0**	**$3,260**

16-2201-13 Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek

Agency
Howard County

Year of Operation
2029

Project Category
Bridge repair/deck replace-

Project Type
Highway Preservation

Conformity
Exempt

Functional Classification
Minor Arterial

CIP/CTP ID
B3857

Route/Road Name
Union Chapel Road

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated 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.

Project Benefits
Replacement is necessary due to the bridge's multiple deficiencies that include substandard deck and superstructure. The bridge is currently rated in poor condition.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$1,600	$1,760	$0	$3,360
OTH	$0	$0	$0	$0	$0
ENG	$160	$80	$0	$0	$240
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$160**	**$1,680**	**$1,760**	**$0**	**$3,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$400	$440	$0	$840
OTH	$0	$0	$0	$0	$0
ENG	$40	$20	$0	$0	$60
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$40**	**$420**	**$440**	**$0**	**$900**

Total	**$200**	**$2,100**	**$2,200**	**$0**	**$4,500**

16-2301-03 Patapsco Regional Greenway: Elkridge to Guinness Open Gate

Agency
Howard County

Year of Operation
2026

Project Category
Bicycle/pedestrian facility

Project Type
Emission Reduction Strategy

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
1.5 mi

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$625	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$625**	**$0**	**$0**	**$0**	**$0**
Total	**$625**	**$0**	**$0**	**$0**	**$625**

20-2401-44 I-695 Francis Scott Key Bridge - Key Bridge Rebuild

Agency
Maryland Transportation Authority

Year of Operation
2028

Project Category
Highway Preservation

Project Type
New bridge/elimination of at-grade crossing

Conformity
Exempt

Functional Classification
Interstate

CIP/CTP ID
MDTA-15

Route/Road Name
I-695

Length
3 (Miles)

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$1,702,000,000

Description
This project will replace the Francis Scott Key Bridge (FSK) and approaches using a Progressive Design-Build procurement process. The project is expected to be funded from insurance and FHWA emergency relief proceeds. The FSK plays a critical role in the transportation network, including the transporting goods to and from the Port of Baltimore, the nation's largest port facility for specialized cargo and passenger facilities and nearby distribution centers such as Tradepoint Atlantic. Congress approved full federal funding of the FSK Replacement Project's eligible costs. This project's costs will be updated when more details are available. The MDTA will use toll revenue to fund the Key Bridge reconstruction, with potential reimbursement in the future.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming

Toll Revenues
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$357,418	$461,879	$400,686	$243,645	$1,463,628
OTH	$0	$0	$0	$0	$0
ENG	$19,000	$0	$0	$0	$19,000
PL	$400	$0	$0	$0	$400
ROW	$0	$0	$0	$0	$0
Subtotal	**$376,818**	**$461,879**	**$400,686**	**$243,645**	**$1,483,028**
Total	**$376,818**	**$461,879**	**$400,686**	**$243,645**	**$1,483,028**

20-2502-13 Curtis Creek Drawbridge Deck Rehabilitation and Resiliency

Agency
Maryland Transportation Authority

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Interstate

CIP/CTP ID
-

Route/Road Name
NA

Length
0.7 miles

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$19,500,000

Description
The Curtis Creek Drawbridge Deck Rehabilitation and Resiliency project is part of the MDTA's ongoing efforts to ensure the safety and continued operation of the two drawbridges that carry the Inner and Outer Loops of I-695 over Curtis Creek. The project includes establishment of maintenance of traffic operations, replacement of portions of the concrete decks and parapets, repair and strengthening of the steel cantilever girders and removal and replacement of lower-level lights and traffic signals.

Project Benefits
Ensuring the Curtis Creek Drawbridge remains in a good state of repair and is critical for maintaining I-695 over Curtis Creek and maintaining waterway access to the U.S. Coast Guard Yard. The project has been accelerated to allow work to be completed concurrently with the Key Bridge Rebuild to minimize impacts to the traveling public.

National Highway System
No

Connection to Long-Range Transportation Goals
1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities, 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming, 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements.

Infrastructure for Rebuilding America (INFRA)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$4,150	$100	$0	$4,250
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$4,150**	**$100**	**$0**	**$4,250**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,875	$5,677	$248	$0	$10,800
OTH	$0	$0	$0	$0	$0
ENG	$148	$0	$0	$0	$148
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$5,023**	**$5,677**	**$248**	**$0**	**$10,948**

Total	**$5,023**	**$9,827**	**$348**	**$0**	**$15,198**

22-2201-19 I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

Agency
Maryland Transportation Authority

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Other

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
MDTA-29

Route/Road Name
I-895

Length
0.7 miles

Existing Lanes
4

Proposed Lanes
8

Estimated Total Cost
$102,000,000

Description

This 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 is removing the toll facility, which is currently 2 travel lanes in each direction that expands to 12 toll booth lanes. In the future, continue to be 2 lanes in each direction, plus 2 new CD lanes in each direction replacing the old 12 lane toll both sections, which is a significant reduction in lanes in this section. 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 Frankfurst Avenue and Childs Street. The proposed mainline I-895 modifications include replacing and raising the I-895 bridge over Frankfurst 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. It also won $80M federal grant.

Project Benefits

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.

National Highway System
Yes

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement

Toll Revenues
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,372	$0	$41	$0	$4,413
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,372**	**$0**	**$41**	**$0**	**$4,413**

Other Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$15,000	$53,102	$11,898	$0	$80,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$15,000**	**$53,102**	**$11,898**	**$0**	**$80,000**

Total	**$19,372**	**$53,102**	**$11,939**	**$0**	**$84,413**

23-2501-45 I-95 JFK Memorial Highway - I-695 Ramp

Agency
Maryland Transportation Authority

Year of Operation
2027

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
MDTA-5

Route/Road Name
I-95

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$75,600,000

Description
Construction of two I-95 Section 100 Express Toll Lane Ramps from I-695 Eastbound and Westbound to I-95 Northbound Express Toll Lanes.

Project Benefits
The two ETL ramps are a part of the connectivity between two major interstate roadways and specifically the northbound ETLs. This allows traffic on I-695 a choice to use the NB General Purpose (GP) lanes or the NB ETLs. This improvement will reduce the volume of traffic traveling onto the GP lanes and thereby improves traffic operation on the I-95 facility.

National Highway System
Yes

Connection to Long-Range Transportation Goals
4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities, 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements., 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and

Toll Revenues
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$20,750	$37,700	$14,850	$300	$73,600
OTH	$100	$0	$0	$0	$100
ENG	$200	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0
ROW	$200	$0	$0	$0	$200
Subtotal	**$21,250**	**$37,700**	**$14,850**	**$300**	**$74,100**
Total	**$21,250**	**$37,700**	**$14,850**	**$300**	**$74,100**

I-95 Express Toll Lanes Northbound Extension

Agency
Maryland Transportation Authority

Year of Operation
2027

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
MDTA-1

Route/Road Name
I-95

Length
11.25 mi

Existing Lanes
6

Proposed Lanes
8

Estimated 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 2 additional ETLs on I-95 from N. of MD 43 to N. of MD4.. 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/bridges at Raphel Road, Bradshaw Road, Old Joppa Road, Clayton Road, and Abingdon Road; 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.

Project Benefits
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 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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement

Toll Revenues
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$140,672	$95,113	$38,890	$17,504	$292,179
OTH	$0	$0	$0	$0	$0
ENG	$1,229	$0	$0	$0	$1,229
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$141,901**	**$95,113**	**$38,890**	**$17,504**	**$293,408**

Total	**$141,901**	**$95,113**	**$38,890**	**$17,504**	**$293,408**

25-2101-41 I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running

Agency
Maryland Transportation Authority

Year of Operation
2028

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
MDTA-3

Route/Road Name
I-95

Length
4.7 mi

Existing Lanes
3

Proposed Lanes
4

Estimated Total Cost
$32,300,000

Description
This project will provide part-time left shoulder use for approximately 5.4 miles on I-95 southbound from Maryland House to MD 24 in Harford County. It involves restriping I-95 and repaving the left shoulder lane to accommodate part-time left shoulder use. Installation of Intelligent Transportation System (ITS) devices to dynamically open and close the left shoulder lane based on traffic conditions is included.

Project Benefits
This project will increase capacity along southbound I-95 between Maryland House and MD 24 and reduce congestion during high traffic volumes. The part time shoulder will be utilized during prescheduled peak periods and during unforeseen spikes in demand.

National Highway System
Yes

Connection to Long-Range Transportation Goals
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement, 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements., 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related

Toll Revenues
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,029	$15,726	$10,594	$3,051	$35,400
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,029**	**$15,726**	**$10,594**	**$3,051**	**$35,400**
Total	**$6,029**	**$15,726**	**$10,594**	**$3,051**	**$35,400**

30-2101-82 Dundalk Marine Terminal Resiliency and Flood Mitigation

Agency
Maryland Port Administration

Year of Operation
2027

Project Category
Ports

Project Type
Facility rehabilitation

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
MPA-10

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$51,797,496

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.

Project Benefits
The project will protect Dundalk Marine Terminal (DMT) from storm surges that may be associated with sea level rise and flooding from future high intensity-short duration rain events. 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 improvement, the DMT, the project will reduce the risk of cargo losses due to storm surge and rainfall at the POB's largest and most versatile general cargo facility.

National Highway System
No

Connection to Long-Range Transportation Goals
5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards, 6.G Improve System Security -- Incorporate options for multimodal mobility and strategies for system management for moving people during emergencies

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$25,313	$2,626	$0	$0	$27,939
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$25,313**	**$2,626**	**$0**	**$0**	**$27,939**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$10,662	$849	$0	$0	$11,511
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$10,662**	**$849**	**$0**	**$0**	**$11,511**

Better Utilizing Investments to Leverage Development (Build)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,119	$626	$0	$0	$6,745
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,119**	**$626**	**$0**	**$0**	**$6,745**
Total	**$31,432**	**$3,252**	**$0**	**$0**	**$34,684**

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,501	$199	$0	$0	$2,700
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,501**	**$199**	**$0**	**$0**	**$2,700**
Total	**$13,163**	**$1,048**	**$0**	**$0**	**$14,211**

30-2301-83 Port of Baltimore Rail Capacity Modernization Project

Agency
Maryland Port Administration

Year of Operation
2026

Project Category
Ports

Project Type
Facility expansion

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
30-2301-83

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
7.F Promote Prosperity and Economic Opportunity -- Consider regional contexts for future transportation investment

Consolidated Rail Infrastructure and Safety Improvements (CRISI)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$8,960	$4,360	$0	$0	$13,320
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$8,960**	**$4,360**	**$0**	**$0**	**$13,320**

Other Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$7,210	$1,870	$0	$0	$9,080
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0>	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$7,210**	**$1,870**	**$0**	**$0**	**$9,080**

Total	**$16,170**	**$6,230**	**$0**	**$0**	**$22,400**

30-2601-82 Dundalk Marine Terminal (DMT) Berth 11-13 Reconstruction

Agency
Maryland Port Administration

Year of Operation
2030

Project Category
Commuter Rail Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
MPA-25

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$51,510,126

Description
The Port of Baltimore is the nation's leading High & Heavy Roll On/ Roll-Off RORO cargo destination. More than 35 percent of the cargo at the Dundalk Marine Terminal (DMT) is handled by Berths 11 to 13. A waterfront inspection concluded the deck portion of Berth 11 was in critical condition and was closed for safety. The Maryland Port Administration (MPA) will use an INFRA grant along with a State match to reconstruct 600 linear feet of DMT Berths 11-13. The bollards along Berth 11 can continue to be used for mooring due to being recently upgraded, and the Port temporarily reconfigured Berths 11-12 to retain the ability to service two vessels. Engineering for the project has been completed.

Project Benefits
Thirty-five percent of cargo at DMT is handled at Berths 11 – 13. Maintaining these berths is critical to the sustainability of the terminal operations. Rehabilitation and replacement of 597 linear feet of wharf deck including pilings, substructure, storm water drainage, utilities, and installation of new mooring bollards, cleats, pneumatic fenders, flood barriers, and tidal gates will allow MPA to safely reopen open Berth 11 to accommodate automobile and RORO cargo ships.

National Highway System
No

Connection to Long-Range Transportation Goals
3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth

Infrastructure for Rebuilding America (INFRA)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$10,206	$15,450	$5,250	$30,906
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$10,206**	**$15,450**	**$5,250**	**$30,906**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$6,804	$10,300	$3,500	$20,604
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$6,804**	**$10,300**	**$3,500**	**$20,604**

Total	**$0**	**$17,010**	**$25,750**	**$8,750**	**$51,510**

32-2101-83 Howard Street Tunnel

Agency
Maryland Port Administration

Year of Operation
2027

Project Category
Ports

Project Type
Facility expansion

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
MPA-1

Route/Road Name
NA

Length
1.7 mi

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$466,000,000

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.

Project Benefits
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. Creating this double-stack rail access will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality. The project addresses

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 7.F Promote Prosperity and Economic Opportunity -- Consider regional contexts for future transportation investment, 7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure

Infrastructure for Rebuilding America (INFRA)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$42,094	$4,500	$0	$0	$46,594
OTH	$0	$0	$0	$0	$0
ENG	$16,042	$0	$0	$0	$16,042
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$58,136**	**$4,500**	**$0**	**$0**	**$62,636**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$77,625	$81,481	$80,023	$0	$239,129
OTH	$0	$0	$0	$0	$0
ENG	$1,783	$0	$0	$0	$1,783
PL	$0	$0	$90	$0	$90
ROW	$0	$0	$0	$0	$0
Subtotal	**$79,408**	**$81,481**	**$80,113**	**$0**	**$241,002**

Total	**$137,544**	**$85,981**	**$80,113**	**$0**	**$303,638**

32-2301-03 Masonville Cove Connector: Shared Use Path Design and Construction

Agency	Year of Operation	Project Category	Project Type
Maryland Port Administration	2027	Emission Reduction Strat-	Bicycle/pedestrian facility

Conformity	Functional Classification	CIP/CTP ID	Route/Road Name
Exempt	NA	32-2301-03	NA

Length	Existing Lanes	Proposed Lanes	Estimated Total Cost
2.0 mi	-	-	$1,681,900

Description

This project includes design and construction of a shared use path along Frankfurst Avenue in Baltimore City. The trail is expected to span between Masonville Cove, which is the Nation's first Urban Wildlife Refuge Partnership, and Hanover Street. At Hanover Street, the trail will link to the existing Gwynns Falls Trail and proposed Bay Brook Connector for over 20 miles of trail access. This project was identified as a part of the alternative multimodal

Project Benefits

Masonville Cove, which was designated as the Nation's first Urban Wildlife Refuge Partnership, reconnects communities to the water by providing public access to the shoreline, piers, and trails. However, the local community faces hurdles in safely accessing the site, which were explored through a 2019 outreach and education campaign. The addition of this trail will provide safe, convenient, and equitable access to Masonville Cove and the surrounding area. The

National Highway System

No

Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan, 3.H Improve Accessibility -- Support policies that enable year-round access to pedestrian, bicycle and transit facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other

Federal Lands Access Program (FLAP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$565	$0	$0	$565
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$306	$0	$0	$0	$306
ROW	$140	$0	$0	$0	$140
Subtotal	**$446**	**$565**	**$0**	**$0**	**$1,011**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**

Total	**$446**	**$565**	**$0**	**$0**	**$1,011**

32-2501-81 Fairfield Masonville Stormwater Management Phase 1

Agency
Maryland Port Administration

Year of Operation
2027

Project Category
Ports

Project Type
Facility maintenance

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$4,500,000

Description
MD Department of Transportation Maryland Port Admin. (MDOT MPA) will Use PROTECT Formula funding to construct Phase 1 of the Fairfield Masonville Terminal (FMT) 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 FMT& Masonville Marine Terminal.

Project Benefits
MPA's key objective is to accomplish, and where possible exceed, MS4 permit requirements without losing any extremely valuable and limited space for moving and storing domestic and international cargo. MPA has over 1,897 acres of mostly waterfront property, including 1,198 acres of impervious surface. MS4 permits require that 20% (240 acres) of these acres be treated or restored.

National Highway System
No

Connection to Long-Range Transportation Goals
5.C Implement Environmentally Responsible Transportation Solutions -- Reduce Surface Runoff

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,000	$1,600	$0	$0	$3,600
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,000**	**$1,600**	**$0**	**$0**	**$3,600**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$500	$400	$0	$0	$900
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$500**	**$400**	**$0**	**$0**	**$900**

Total	**$2,500**	**$2,000**	**$0**	**$0**	**$4,500**

32-2602-89 Zero Emission Electric Locomotives for CSX Curtis Bay Facility

Agency
Maryland Port Administration

Year of Operation
2027

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$18,648,963

Description
The Project will replace three older, non-regulated emission diesel-electric switching locomotives with three new battery electric locomotives and one battery charger at the Port of Baltimore.

Project Benefits
The project will modernize the fleet of locomotives at the CSX Curtis Bay Facility.

National Highway System
No

Connection to Long-Range Transportation Goals
5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards, 5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage energy efficient transportation solutions

Consolidated Rail Infrastructure and Safety Improvements (CRISI)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$657	$8,685	$0	$0	$9,342
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$567**	**$8,685**	**$0**	**$0**	**$9,342**

Other Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$657	$8,685	$0	$0	$9,342
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$657**	**$8,685**	**$0**	**$0**	**$9,342**

Total	**$1,314**	**$17,370**	**$0**	**$0**	**$18,684**

40-1204-64 Bus and Rail Preventive Maintenance

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1204-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$271,092,812

Description
This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$36,379	$18,189	$18,189	$18,189	$90,947
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$36,379**	**$18,189**	**$18,189**	**$18,189**	**$90,947**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$9,004	$4,554	$4,607	$4,607	$22,772
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$9,004**	**$4,554**	**$4,607**	**$4,607**	**$22,772**

Section 5337 (State of Good Repair Program)
funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$49,375	$25,182	$25,685	$25,685	$125,927
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$49,375**	**$25,182**	**$25,685**	**$25,685**	**$125,927**
Total	**$85,754**	**$43,371**	**$43,874**	**$43,874**	**$216,873**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$12,435	$6,289	$6,362	$6,362	$31,448
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$12,435**	**$6,289**	**$6,362**	**$6,362**	**$31,448**
Total	**$21,439**	**$10,843**	**$10,969**	**$10,969**	**$54,219**

Total	**$107,193**	**$54,214**	**$54,843**	**$54,843**	**$271,093**

40-1502-69 Seniors and Individuals with Disabilities

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1502-69

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$3,370	$0	$3,370	$0	$6,740
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,370**	**$0**	**$3,370**	**$0**	**$6,740**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$1,310	$0	$1,310	$0	$2,620
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,310**	**$0**	**$1,310**	**$0**	**$2,620**

Total	**$4,680**	**$0**	**$4,680**	**$0**	**$9,360**

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1602-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$4,668,000

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.

Project Benefits
Urban transit capital assistance will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.

National Highway System
No

Connection to Long-Range Transportation Goals
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$800	$800	$800	$800	$3,200
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$800**	**$800**	**$800**	**$800**	**$3,200**

State Fund
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$201	$201	$201	$201	$804
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$201**	**$201**	**$201**	**$201**	**$804**

Section 5339 (Bus and Bus Facilities Formula Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$133	$133	$133	$133	$532
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$133**	**$133**	**$133**	**$133**	**$532**
Total	**$933**	**$933**	**$933**	**$933**	**$3,732**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$33	$33	$33	$33	$132
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$33**	**$33**	**$33**	**$33**	**$132**
Total	**$234**	**$234**	**$234**	**$234**	**$936**

Total	**$1,167**	**$1,167**	**$1,167**	**$1,167**	**$4,668**

40-1603-61 Urban Transit Systems - Operating Assistance

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Operating assistance

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1603-61

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$32,570,856

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.

Project Benefits
Urban transit operating assistance will enable transportation systems to finance the operation of their services.

National Highway System
No

Connection to Long-Range Transportation Goals
5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for operating projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$4,071	$4,071	$4,071	$4,071	$16,284
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,071**	**$4,071**	**$4,071**	**$4,071**	**$16,284**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$4,071	$4,071	$4,071	$4,071	$16,284
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,071**	**$4,071**	**$4,071**	**$4,071**	**$16,284**

Total	**$8,142**	**$8,142**	**$8,142**	**$8,142**	**$32,568**

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1801-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$60,650,000

Description
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, system-wide escalators, and modernization of 40 elevators system wide.

Project Benefits
The associated projects support regional management and operation initiatives to improve service, safety, and assure the preservation of infrastructure agency-wide.

National Highway System
No

Connection to Long-Range Transportation Goals
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/ stops., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$12,000	$12,000	$12,000	$12,000	$48,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$12,000**	**$12,000**	**$12,000**	**$12,000**	**$48,000**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,000	$3,000	$3,000	$3,000	$12,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,000**	**$3,000**	**$3,000**	**$3,000**	**$12,000**

Section 5337 (State of Good Repair Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$500	$0	$0	$0	$500
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$500**	**$0**	**$0**	**$0**	**$500**
Total	**$12,500**	**$12,000**	**$12,000**	**$12,000**	**$48,500**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$150	$0	$0	$0	$150
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$150**	**$0**	**$0**	**$0**	**$150**
Total	**$3,150**	**$3,000**	**$3,000**	**$3,000**	**$12,150**

Total	**$16,650**	**$15,000**	**$15,000**	**$15,000**	**$60,650**

40-1802-05 Bus and Paratransit Vehicle Overhaul and Replacement

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1802-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$70,935,752

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,

Project Benefits
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

National Highway System
No

Connection to Long-Range Transportation Goals
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$23,607	$4,957	$0	$6,695	$35,259
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$23,607**	**$4,957**	**$0**	**$6,695**	**$35,259**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,073	$875	$0	$1,613	$5,561
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,073**	**$875**	**$0**	**$1,613**	**$5,561**

Congestion Mitigation and Air Quality
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,166	$0	$11,813	$8,797	$24,776
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,166**	**$0**	**$11,813**	**$8,797**	**$24,776**
Total	**$27,773**	**$4,957**	**$11,813**	**$15,492**	**$60,035**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,135	$0	$2,085	$1,121	$5,341
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,135**	**$0**	**$2,085**	**$1,121**	**$5,341**
Total	**$5,208**	**$875**	**$2,085**	**$2,734**	**$10,902**

Total	**$32,981**	**$5,832**	**$13,898**	**$18,226**	**$70,937**

40-1803-64 Bus System Preservation and Improvement

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1803-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$27,500,000

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.

Project Benefits
The associated projects support regional management and operation initiatives to improve service, safety, and the preservation of the bus system.

National Highway System
No

Connection to Long-Range Transportation 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., 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$7,500	$6,500	$4,000	$4,000	$22,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$7,500**	**$6,500**	**$4,000**	**$4,000**	**$22,000**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,875	$1,625	$1,000	$1,000	$5,500
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,875**	**$1,625**	**$1,000**	**$1,000**	**$5,500**

Total	**$9,375**	**$8,125**	**$5,000**	**$5,000**	**$27,500**

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1804-63

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$174,365,527

Description
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 will provide an additional 15 years of service of the vehicle fleet. The Metro cars were designed with a 30 year life and are due for replacement. The ATP system is experiencing reliability issues due to age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with reliable equipment will enhance passenger comfort, ensure reliability, and improve safety. In addition to the matching funds listed, MTA has committed $106 million in state dollars.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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.

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$56,248	$15,043	$3,331	$43,904	$118,526
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$56,248**	**$15,043**	**$3,331**	**$43,904**	**$118,526**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$15,062	$4,289	$961	$10,976	$31,288
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$15,062**	**$4,289**	**$961**	**$10,976**	**$31,288**

Section 5337 (State of Good Repair Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$14,632	$5,140	$1,195	$0	$20,967
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$14,632**	**$5,140**	**$1,195**	**$0**	**$20,967**
Total	**$70,880**	**$20,183**	**$4,526**	**$43,904**	**$139,493**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,658	$757	$170	$0	$3,585
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,658**	**$757**	**$170**	**$0**	**$3,585**
Total	**$17,720**	**$5,046**	**$1,131**	**$10,976**	**$34,873**

Total	**$88,600**	**$25,229**	**$5,657**	**$54,880**	**$174,366**

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-1805-64

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$92,205,269

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, 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users, 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.

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$5,000	$11,439	$27,522	$19,037	$62,998
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$5,000**	**$11,439**	**$27,522**	**$19,037**	**$62,998**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,622	$3,343	$6,240	$4,470	$15,675
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,622**	**$3,343**	**$6,240**	**$4,470**	**$15,675**

Section 5337 (State of Good Repair Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,634	$4,292	$1,840	$2,000	$10,766
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,634**	**$4,292**	**$1,840**	**$2,000**	**$10,766**
Total	**$7,634**	**$15,731**	**$29,362**	**$21,037**	**$73,764**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$286	$590	$1,101	$789	$2,766
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$286**	**$590**	**$1,101**	**$789**	**$2,766**
Total	**$1,908**	**$3,933**	**$7,341**	**$5,259**	**$18,441**

Total	**$9,542**	**$19,664**	**$36,703**	**$26,296**	**$92,205**

40-2301-65 Eastern Bus Facility

Agency
MTA - Transit

Year of Operation
2032

Project Category
Transit Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-2301-65

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$34,839,704

Description
The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/ stops., 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system.

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$600	$0	$0	$0	$600
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$600**	**$0**	**$0**	**$0**	**$600**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**

Section 5339 (Bus and Bus Facilities Formula Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,543	$0	$0	$0	$1,543
OTH	$0	$0	$0	$0	$0
ENG	$0	$1,543	$0	$0	$1,543
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,543**	**$1,543**	**$0**	**$0**	**$3,086**
Total	**$2,143**	**$1,543**	**$0**	**$0**	**$3,686**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$536	$386	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$536**	**$386**	**$0**	**$0**	**$921**
Total	**$536**	**$386**	**$0**	**$0**	**$921**

Total	**$2,679**	**$1,929**	**$0**	**$0**	**$4,608**

40-2302-63 Zero Emission Infrastructure and Rolling Stock

Agency
MTA - Transit

Year of Operation
2029

Project Category
Transit Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-2302-63

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$181,365,857

Description
The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate & maintain new electric charging infrastructure for both Kirk (100% bus fleet) & Northwest (50% bus fleet) bus depots. The selected Contractor will provide turn-key design, installation, implementation, commissioning, operations and mgt. for civil works; provide services so that the BEBs at both Kirk & Northwest Depots are fully

Project Benefits
This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce greenhouse gas emissions, support charging locations to accommodate battery electric buses and build a safe, resilient, and equitable transportation future.

National Highway System
No

Connection to Long-Range Transportation Goals
5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system,
5.C Implement Environmentally Responsible Transportation Solutions -- Reduce Surface Runoff

Congestion Mitigation and Air Quality
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$37,076	$18,036	$29,266	$27,357	$111,734
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$37,076**	**$18,036**	**$29,266**	**$27,357**	**$111,735**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,543	$3,183	$5,165	$4,828	$19,719
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,543**	**$3,183**	**$5,165**	**$4,828**	**$19,719**

Total	**$43,620**	**$21,219**	**$34,431**	**$32,185**	**$131,454**

40-2501-67 Red Line

Agency
MTA - Transit

Year of Operation
2035

Project Category
Transit Capacity

Project Type
Transit capacity expansion

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$156,126,061

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth, 7.H Promote Prosperity and Economic Opportunity -- Invest in upgrading transportation assets and facilities that promote tourism

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$21,643	$31,157	$0	$52,800
PL	$28,177	$30,466	$0	$0	$58,643
ROW	$0	$0	$0	$0	$0
Subtotal	**$28,177**	**$52,109**	**$31,157**	**$0**	**$111,443**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$574	$5,411	$8,076	$287	$14,348
PL	$7,044	$7,617	$0	$0	$14,661
ROW	$0	$0	$0	$0	$0
Subtotal	**$7,618**	**$13,028**	**$8,076**	**$287**	**$29,009**

Total	**$35,795**	**$65,137**	**$39,233**	**$287**	**$140,452**

40-2504-63 Low Floor Light Rail Fleet Transition

Agency
MTA - Transit

Year of Operation
2035

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$285,787,000

Description
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,

Project Benefits
The vehicle replacement with modern, low-floor vehicles will reduce the number of vehicles that are regularly out of service for repairs. The goal for this project is to improve the reliability, safety, and performance level of the Light Rail system to benefit all users. The project includes reconfiguration and improvements to the two maintenance facilities and station upgrades at all 33 stations to ensure ADA compatible access with the new vehicle fleet.

National Highway System
No

Connection to Long-Range Transportation Goals
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

Section 5307 Urbanized Area Formula Program (funding for capital projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$1,363	$0	$0	$0	$1,363
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,363**	**$0**	**$0**	**$0**	**$1,363**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$341	$0	$0	$0	$341
ROW	$0	$0	$0	$0	$0
Subtotal	**$341**	**$0**	**$0**	**$0**	**$341**

Section 5337 (State of Good Repair Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$617	$0	$0	$0	$617
PL	$0	$2,572	$0	$0	$2,572
ROW	$0	$0	$0	$0	$0
Subtotal	**$617**	**$2,572**	**$0**	**$0**	**$3,189**
Total	**$1,980**	**$2,572**	**$0**	**$0**	**$4,552**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$155	$0	$0	$0	$155
PL	$0	$643	$0	$0	$643
ROW	$0	$0	$0	$0	$0
Subtotal	**$155**	**$643**	**$0**	**$0**	**$1,139**
Total	**$496**	**$643**	**$0**	**$0**	**$1,139**

Total	**$2,476**	**$3,215**	**$0**	**$0**	**$5,691**

40-9204-61 Rural Transit Systems - Operating Assistance

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Transit Preservation

Project Type
Operating assistance

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9204-61

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$10,203,490

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.

Project Benefits
Rural transit operating assistance will enable transportation systems to finance the operation of their services.

National Highway System
No

Connection to Long-Range Transportation Goals
3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming

Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$1,020	$1,020	$1,020	$1,021	$4,081
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,020**	**$1,020**	**$1,020**	**$1,021**	**$4,081**

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$60	$61	$60	$61	$242
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$60**	**$61**	**$60**	**$61**	**$242**

Federal Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**
Total	**$1,020**	**$1,020**	**$1,020**	**$1,021**	**$4,081**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$960	$960	$960	$959	$3,839
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$960**	**$960**	**$960**	**$959**	**$3,839**
Total	**$1,020**	**$1,021**	**$1,020**	**$1,020**	**$4,081**

Total	**$2,040**	**$2,041**	**$2,040**	**$2,041**	**$8,162**

40-9501-05 Rural Transit Systems - Capital Assistance

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9501-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$5,080,000

Description
Capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County and Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). The planned purchases are heavy duty and small bus replacements as well as expansions to small cutaway

Project Benefits
Capital assistance will enable rural transit systems throughout the region to operate such that local demand for service can be met. These rural systems are important components of the regional transportation network.

National Highway System
No

Connection to Long-Range Transportation Goals
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming

Section 5311 Nonurbanized Area Formula Program (funding for capital assistance in non-urbanized areas)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,016	$1,016	$1,016	$0	$3,048
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,016**	**$1,016**	**$1,016**	**$0**	**$3,048**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$127	$127	$127	$0	$381
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$127**	**$127**	**$127**	**$0**	**$381**

Federal Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**
Total	**$1,016**	**$1,016**	**$1,016**	**$0**	**$3,048**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$127	$127	$127	$0	$381
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$127**	**$127**	**$127**	**$0**	**$381**
Total	**$254**	**$254**	**$254**	**$0**	**$762**

Total	**$1,270**	**$1,270**	**$1,270**	**$0**	**$3,810**

40-9502-05 Small Urban Transit Systems - Capital Assistance

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9502-05

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$24,990,000

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, 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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles., 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$250	$250	$250	$250	$1,000
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$250**	**$250**	**$250**	**$250**	**$1,000**

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$647	$648	$647	$653	$2,595
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$647**	**$648**	**$647**	**$653**	**$2,595**

Section 5339 (Bus and Bus Facilities Formula Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$4,700	$4,700	$4,700	$4,700	$18,800
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,700**	**$4,700**	**$4,700**	**$4,700**	**$18,800**
Total	**$4,950**	**$4,950**	**$4,950**	**$4,950**	**$19,800**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$647	$648	$647	$653	$2,595
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$647**	**$648**	**$647**	**$653**	**$2,595**
Total	**$1,294**	**$1,296**	**$1,294**	**$1,306**	**$5,190**

Total	**$6,244**	**$6,246**	**$6,244**	**$6,256**	**$24,990**

40-9901-01 Ridesharing - Baltimore Region

Agency
MTA - Transit

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Ridesharing

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
40-9901-01

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$3,953,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement

Congestion Mitigation and Air Quality
(funding in thousands)

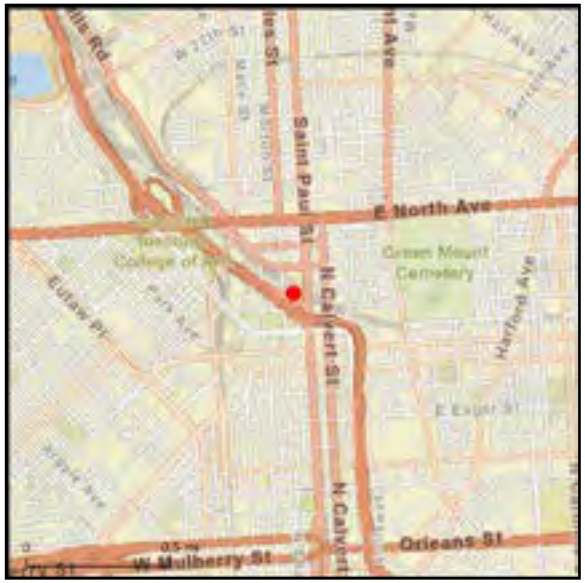
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$668	$668	$668	$668	$2,672
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$668**	**$668**	**$668**	**$668**	**$2,672**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**

Total	**$668**	**$668**	**$668**	**$668**	**$2,672**

42-2402-64 Baltimore Penn Station Multimodal Investments



Agency
MTA - Transit

Year of Operation
2029

Project Category
Transit Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$14,950,000

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

Project Benefits
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,

National Highway System
No

Connection to Long-Range Transportation Goals
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 3.A Improve Accessibility -- Increase transportation options for all segments of the population

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,500	$0	$0	$0	$3,500
OTH	$0	$0	$0	$0	$0
ENG	$1,500	$0	$0	$0	$1,500
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$5,000**	**$0**	**$0**	**$0**	**$5,000**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,000	$0	$0	$0	$1,000
OTH	$0	$0	$0	$0	$0
ENG	$675	$0	$0	$0	$675
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,675**	**$0**	**$0**	**$0**	**$1,675**

Rebuilding American Infrastructure with Sustainability and Equity
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,000	$0	$0	$0	$6,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,000**	**$0**	**$0**	**$0**	**$6,000**
Total	**$11,000**	**$0**	**$0**	**$0**	**$11,000**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,275	$0	$0	$0	$2,275
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,275**	**$0**	**$0**	**$0**	**$2,275**
Total	**$3,950**	**$0**	**$0**	**$0**	**$3,950**

Total	**$14,950**	**$0**	**$0**	**$0**	**$14,950**

42-2403-64 Penn-Camden Connector

Agency	Year of Operation	Project Category	Project Type
MTA - Transit	2033	Transit Capacity	Transit capacity expansion

Conformity	Functional Classification	CIP/CTP ID	Route/Road Name
Exempt	NA	-	NA

Length	Existing Lanes	Proposed Lanes	Estimated Total Cost
-	NA	NA	$14,124,844

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.

Project Benefits

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.

National Highway System

No

Connection to Long-Range Transportation 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., 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Section 5307 Urbanized Area Formula Program (funding for capital projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$2,500	$0	$0	$0	$2,500
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,500**	**$0**	**$0**	**$0**	**$2,500**

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$625	$0	$0	$0	$625
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$625**	**$0**	**$0**	**$0**	**$625**

Total	**$3,125**	**$0**	**$0**	**$0**	**$3,125**

42-2501-65 Mondawmin Transit Hub

Agency
MTA - Transit

Year of Operation
2028

Project Category
Transit Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$31,019,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation 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 for all segments of the population

Rebuilding American Infrastructure with Sustainability and Equity
(funding in thousands)

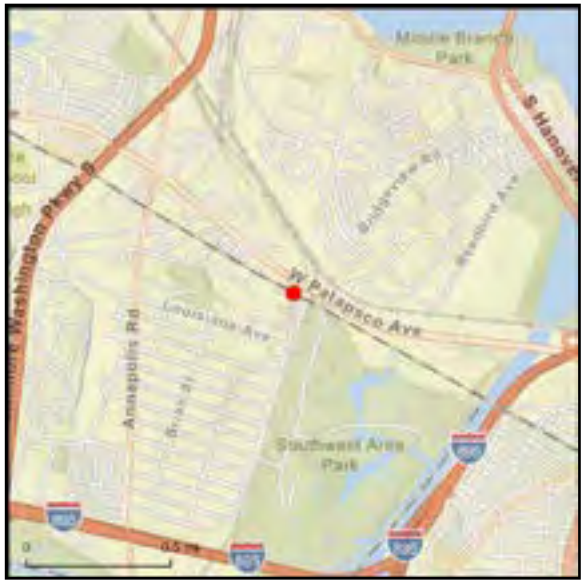
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$18,519	$0	$0	$0	$18,519
OTH	$0	$0	$0	$0	$0
ENG	$1,481	$0	$0	$0	$1,481
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$20,000**	**$0**	**$0**	**$0**	**$20,000**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$12,500	$0	$0	$0	$12,500
OTH	$0	$0	$0	$0	$0
ENG	$1,000	$0	$0	$0	$1,000
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$13,500**	**$0**	**$0**	**$0**	**$13,500**

Total	**$33,500**	**$0**	**$0**	**$0**	**$33,500**

42-2502-03 Patapsco Avenue Pedestrian/Bicycle Bridge



Agency
MTA - Transit

Year of Operation
2030

Project Category
Emission Reduction Strat-

Project Type
Bicycle/pedestrian facility

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$7,030,000

Description
The Patapsco Avenue Pedestrian/Bicycle Bridge project will provide a direct connection from the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.

Project Benefits
Pedestrians often cross over restricted areas of CSX and Light Rail tracks to access the Patapsco Light Rail Station, posing a danger to themselves and train operators. A safe passage over Patapsco Avenue for trail users will reduce preventable accidents.

National Highway System
No

Connection to Long-Range Transportation Goals
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Community Project Funding (CPF)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,528	$0	$0	$0	$2,528
OTH	$0	$0	$0	$0	$0
ENG	$992	$0	$0	$0	$992
PL	$0	$0	$0	$0	$0
ROW	$1,480	$0	$0	$0	$1,480
Subtotal	**$5,000**	**$0**	**$0**	**$0**	**$5,000**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$632	$0	$0	$0	$632
OTH	$0	$0	$0	$0	$0
ENG	$248	$0	$0	$0	$248
PL	$0	$0	$0	$0	$0
ROW	$370	$0	$0	$0	$370
Subtotal	**$1,250**	**$0**	**$0**	**$0**	**$1,250**

Total	**$6,250**	**$0**	**$0**	**$0**	**$6,250**

70-1501-53 MARC Rolling Stock Overhauls and Replacement

Agency
MTA - Commuter Rail

Year of Operation
Ongoing

Project Category
Commuter Rail Preservation

Project Type
Fleet improvement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
70-1501-53

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$230,429,826

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 $19.9 million in state dollars.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
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., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Section 5307 Urbanized Area Formula Program (Funding for Capital Projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,176	$10,858	$32,357	$10,620	$58,011
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,176**	**$10,858**	**$32,357**	**$10,620**	**$58,011**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,518	$4,499	$4,378	$2,087	$14,482
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,518**	**$4,499**	**$4,378**	**$2,087**	**$14,482**

Section 5337 (State of Good Repair Formula Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$38,471	$43,671	$20,715	$14,676	$117,533
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$38,471**	**$43,671**	**$20,715**	**$14,676**	**$117,533**
Total	**$42,647**	**$54,529**	**$53,072**	**$25,296**	**$175,544**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$7,144	$9,133	$8,890	$4,237	$29,404
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$7,144**	**$9,133**	**$8,890**	**$4,237**	**$29,404**
Total	**$10,662**	**$13,632**	**$13,268**	**$6,324**	**$43,886**

Total	**$53,309**	**$68,161**	**$66,340**	**$31,620**	**$219,430**

70-1502-54 MARC Improvements

Agency
MTA - Commuter Rail

Year of Operation
Ongoing

Project Category
Commuter Rail Preservation

Project Type
Preservation and improvements

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
70-1502-54

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$199,985,150

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.

Project Benefits
Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

National Highway System
No

Connection to Long-Range Transportation 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, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Section 5307 Urbanized Area Formula Program (Funding for Capital Projects)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,057	$4,420	$2,800	$4,800	$18,077
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$6,057**	**$4,420**	**$2,800**	**$4,800**	**$18,077**

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$740	$815	$1,645	$1,293	$4,493
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$740**	**$815**	**$1,645**	**$1,293**	**$4,493**

Section 5337 (State of Good Repair Formula Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$16,717	$20,668	$47,808	$34,981	$120,174
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$16,717**	**$20,668**	**$47,808**	**$34,981**	**$120,174**
Total	**$22,774**	**$25,088**	**$50,608**	**$39,781**	**$138,251**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,954	$5,457	$11,007	$8,652	$30,070
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$4,954**	**$5,457**	**$11,007**	**$8,652**	**$30,070**
Total	**$5,694**	**$6,272**	**$12,652**	**$9,945**	**$34,563**

Total	**$28,468**	**$31,360**	**$63,260**	**$49,726**	**$172,814**

70-1503-55 MARC Facilities

Agency
MTA - Commuter Rail

Year of Operation
Ongoing

Project Category
Commuter Rail Preservation

Project Type
Rehabilitation of facilities

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
70-1503-55

Route/Road Name
NA

Length
-

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$100,964,509

Description
This is an ongoing project for improvements to various MARC facilities including MARC stations within the Baltimore region, Maintenance facilities (including the Riverside Maintenance Facility0, and the MARC BWI parking garage.

Project Benefits
Investments in to the MARC facilities, including stations and maintenance facilities, are essential to maintaining a state of good repair, and improving safety and quality of MARC Infrastructure.

National Highway System
No

Connection to Long-Range Transportation 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

Section 5307 Urbanized Area Formula Program (Funding for Capital Projects)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,649	$3,000	$3,000	$3,000	$12,649
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,649**	**$3,000**	**$3,000**	**$3,000**	**$12,649**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$773	$780	$780	$780	$3,113
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$773**	**$780**	**$780**	**$780**	**$3,113**

Section 5337 (State of Good Repair Formula Program)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$9,228	$10,000	$10,000	$10,000	$39,228
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$9,228**	**$10,000**	**$10,000**	**$10,000**	**$39,228**
Total	**$12,887**	**$13,000**	**$13,000**	**$13,000**	**$51,877**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,446	$2,470	$2,470	$2,470	$9,856
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$2,446**	**$2,470**	**$2,470**	**$2,470**	**$9,856**
Total	**$3,219**	**$3,250**	**$3,250**	**$3,250**	**$12,969**

Total	**$16,106**	**$16,250**	**$16,250**	**$16,250**	**$64,856**

90-1401-39 State Safety Oversight

Agency
Office of the Secretary

Year of Operation
Ongoing

Project Category
Environmental/Safety

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
NA

Length
NA

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$3,000,000

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.

Project Benefits
To make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs and information sharing.

National Highway System
No

Connection to Long-Range Transportation Goals
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, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities

Section 5329 (State Safety Oversight)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$400	$400	$400	$400	$1,600
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$400**	**$400**	**$400**	**$1,600**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$200	$200	$200	$200	$800
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$200**	**$200**	**$200**	**$800**

Total	**$600**	**$600**	**$600**	**$600**	**$2,400**

60-0702-99 Morgan State University Transportation Research Program

Agency
SHA

Year of Operation
Ongoing

Project Category
Miscellaneous

Project Type
Miscellaneous

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
-

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$51,715

Description
Transportation research, education and technology transfer activities involving university faculty, staff and students.

Project Benefits
The project will support research and solutions to real world transportation issues and meet state and federal transportation objectives.

National Highway System
No

Connection to Long-Range Transportation Goals
9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets

Other
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$52	$0	$0	$0	$52
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$52**	**$0**	**$0**	**$0**	**$52**

Total	**$52**	**$0**	**$0**	**$0**	**$52**

Agency
SHA

Year of Operation
2032

Project Category
Emission Reduction Strategy

Project Type
ITS

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
AZ2321

Route/Road Name
I-70

Length
11.7 mi

Existing Lanes
4-6

Proposed Lanes
4-6

Estimated Total Cost
$72,965,000

Description
This project includes geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695. Unfunded phases include design (partial), right of way, utilities, and construction.

Project Benefits
This project improves safety and operations along I-70 and the connectivity to adjacent regional corridors.

National Highway System
Yes

Connection to Long-Range Transportation Goals
1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$422	$460	$460	$1,342
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$0**	**$422**	**$460**	**$460**	**$1,342**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$47	$51	$51	$149
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$47**	**$51**	**$51**	**$149**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$1,085	$1,183	$1,183	$3,451
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,085**	**$1,183**	**$1,183**	**$3,451**
Total	**$0**	**$1,507**	**$1,643**	**$1,643**	**$4,793**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$120	$132	$132	$384
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$120**	**$132**	**$132**	**$384**
Total	**$0**	**$167**	**$183**	**$183**	**$533**

Total	**$0**	**$1,674**	**$1,826**	**$1,826**	**$5,326**

Agency
SHA

Year of Operation
2031

Project Category
Emission Reduction Strat-

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
AZ3401

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$31,052,000

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.

Project Benefits
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.

National Highway System
No

Connection to Long-Range Transportation Goals
5.E Implement Environmentally Responsible Transportation Solutions -- Reduce emissions according to adopted plans, 5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards, 5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage energy efficient transportation solutions

National Electric Vehicle Infrastructure
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,810	$6,565	$3,787	$568	$15,730
OTH	$0	$0	$0	$0	$0
ENG	$488	$0	$0	$0	$488
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$5,298**	**$6,565**	**$3,787**	**$568**	**$16,218**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,203	$1,642	$947	$142	$3,934
OTH	$0	$0	$0	$0	$0
ENG	$31	$0	$0	$0	$31
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,234**	**$1,642**	**$947**	**$142**	**$3,965**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$91	$0	$0	$0	$91
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$91**	**$0**	**$0**	**$0**	**$91**
Total	**$5,389**	**$6,565**	**$3,787**	**$568**	**$16,309**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**
Total	**$1,234**	**$1,642**	**$947**	**$142**	**$3,965**

Total	**$6,623**	**$8,207**	**$4,734**	**$710**	**$20,274**

60-2501-09 Areawide Carbon Reduction Program

Agency
SHA

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Other

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$32,200,000

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

Project Benefits
This program supports the development and implementation of strategies, activities and projects that will reduce transportation emissions.

National Highway System
No

Connection to Long-Range Transportation Goals
5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards, 5.E Implement Environmentally Responsible Transportation Solutions -- Reduce emissions according to adopted plans, 5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage energy efficient transportation solutions

Carbon Reduction Program
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,800	$4,800	$4,800	$4,800	$19,200
OTH	$0	$0	$0	$0	$0
ENG	$1,120	$1,120	$1,120	$1,120	$4,480
PL	$200	$200	$200	$200	$800
RO.	$320	$320	$320	$320	$1,280
Subtotal	**$6,440**	**$6,440**	**$6,440**	**$6,440**	**$25,760**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,200	$1,200	$1,200	$1,200	$4,800
OTH	$0	$0	$0	$0	$0
ENG	$280	$280	$280	$280	$1,120
PL	$50	$50	$50	$50	$200
ROW	$80	$80	$80	$80	$320
Subtotal	**$1,610**	**$1,610**	**$1,610**	**$1,610**	**$6,440**

Total	**$8,050**	**$8,050**	**$8,050**	**$8,050**	**$32,200**

Agency
SHA

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$216,400,000

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.

Project Benefits
Will preserve existing structures, increase safety, and improve highway beautification.

National Highway System
Yes

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

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$24,000	$24,000	$12,000	$12,000	$72,000
OTH	$0	$0	$0	$0	$0
ENG	$4,800	$4,800	$2,400	$2,400	$14,400
PL	$2,400	$2,400	$800	$800	$6,400
RO.	$160	$160	$160	$160	$640
Subtotal	**$31,600**	**$31,600**	**$15,360**	**$15,360**	**$93,920**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$6,000	$6,000	$3,000	$3,000	$18,000
OTH	$0	$0	$0	$0	$0
ENG	$1,200	$1,200	$600	$600	$3,600
PL	$600	$600	$200	$200	$1,600
ROW	$40	$40	$40	$40	$160
Subtotal	**$7,840**	**$7,840**	**$3,840**	**$3,840**	**$23,360**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$16,000	$16,000	$8,000	$8,000	$48,000
OTH	$0	$0	$0	$0	$0
ENG	$8,000	$8,000	$4,000	$4,000	$24,000
PL	$2,400	$2,400	$800	$800	$6,400
ROW	$320	$320	$320	$320	$1,280
Subtotal	**$26,720**	**$26,720**	**$13,120**	**$13,120**	**$79,680**
Total	**$58,320**	**$58,320**	**$28,480**	**$28,480**	**$173,600**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,000	$4,000	$2,000	$2,000	$12,000
OTH	$0	$0	$0	$0	$0
ENG	$2,000	$2,000	$1,000	$1,000	$6,000
PL	$600	$600	$200	$200	$1,600
ROW	$80	$80	$80	$80	$320
Subtotal	**$6,680**	**$6,680**	**$3,280**	**$3,280**	**$19,920**
Total	**$14,520**	**$14,520**	**$7,120**	**$7,120**	**$43,280**

Tota l	**$72,840**	**$72,840**	**$35,600**	**$35,600**	**$216,880**

60-9501-11 Areawide Resurfacing And Rehabilitation

Agency
SHA

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Road resurfacing/rehabilitation

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$499,800,000

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.

Project Benefits
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.

National Highway System
Yes

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

Highway Safety Improvement Program (HSIP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,000	$4,000	$2,000	$2,000	$12,000
OTH	$0	$0	$0	$0	$0
ENG	$1,200	$1,200	$600	$600	$3,600
PL	$40	$40	$40	$40	$160
RO.	$40	$40	$40	$40	$160
Subtotal	**$5,280**	**$5,280**	**$2,680**	**$2,680**	**$15,920**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,000	$1,000	$500	$500	$3,000
OTH	$0	$0	$0	$0	$0
ENG	$300	$300	$150	$150	$900
PL	$10	$10	$10	$10	$40
ROW	$10	$10	$10	$10	$40
Subtotal	**$1,320**	**$1,320**	**$670**	**$670**	**$3,980**

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$64,000	$64,000	$32,000	$32,000	$192,000
OTH	$0	$0	$0	$0	$0
ENG	$3.200	$3.200	$1,600	$1,600	$9,600
PL	$400	$400	$200	$200	$1,200
ROW	$160	$160	$160	$160	$640
Subtotal	**$67,760**	**$67,760**	**$33,960**	**$33,960**	**$203,440**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$16,000	$16,000	$8,000	$8,000	$48,000
OTH	$0	$0	$0	$0	$0
ENG	$800	$800	$400	$400	$2,400
PL	$100	$100	$50	$50	$300
ROW	$40	$40	$40	$40	$160
Subtotal	**$16,940**	**$16,940**	**$8,490**	**$8,490**	**$50,860**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$52,000	$52,000	$26,000	$26,000	$156,000
OTH	$0	$0	$0	$0	$0
ENG	$3,200	$3,200	$1,600	$1,600	$9,600
PL	$2,400	$2,400	$1,200	$1,200	$7,200
ROW	$480	$480	$480	$480	$1,920
Subtotal	**$58,080**	**$58,080**	**$29,280**	**$29,280**	**$174,720**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$13,000	$13,000	$6,500	$6,500	$39,000
OTH	$0	$0	$0	$0	$0
ENG	$800	$800	$400	$400	$2,400
PL	$600	$600	$300	$300	$1,800
ROW	$120	$120	$120	$120	$480
Subtotal	**$14,520**	**$14,520**	**$7,360**	**$7,360**	**$43,680**

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,600	$1,600	$800	$800	$4,800
OTH	$0	$0	$0	$0	$0
ENG	$320	$320	$160	$160	$960
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,920**	**$1,920**	**$960**	**$960**	**$5,760**

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$400	$400	$200	$200	$1,200
OTH	$0	$0	$0	$0	$0
ENG	$80	$80	$40	$40	$240
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$480**	**$480**	**$240**	**$240**	**$1,440**

Total	**$166,300**	**$166,300**	**$83,600**	**$83,600**	**$499,800**

60-9504-04 Areawide Congestion Management

Agency
SHA

Year of Operation
Ongoing

Project Category
Emission Reduction Strat-

Project Type
Traffic engineering

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$104,000,000

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 projects and the development of park-and-ride facilities.

Project Benefits

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.

National Highway System
No

Connection to Long-Range Transportation Goals

5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement, 4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP), 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities

Congestion Mitigation and Air Quality (CMAQ) Program
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,200	$3,200	$1,600	$1,600	$9,600
OTH	$0	$0	$0	$0	$0
ENG	$160	$160	$80	$80	$480
PL	$40	$40	$40	$40	$160
RO.	$40	$40	$40	$40	$160
Subtotal	**$3,440**	**$3,440**	**$1,760**	**$1,760**	**$10,400**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$800	$800	$400	$400	$2,400
OTH	$0	$0	$0	$0	$0
ENG	$40	$40	$20	$20	$120
PL	$10	$10	$10	$10	$40
ROW	$10	$10	$10	$10	$40
Subtotal	**$860**	**$860**	**$440**	**$440**	**$2,600**

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,400	$2,400	$1,200	$1,200	$7,200
OTH	$800	$800	$400	$400	$2,400
ENG	$2,400	$2,400	$1,200	$1,200	$7,200
PL	$480	$480	$240	$240	$1,440
ROW	$40	$40	$40	$40	$160
Subtotal	**$6,120**	**$6,120**	**$3,080**	**$3,080**	**$18,400**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$600	$600	$300	$300	$1,800
OTH	$200	$200	$100	$100	$600
ENG	$600	$600	$300	$300	$1,800
PL	$120	$120	$60	$60	$360
ROW	$10	$10	$10	$10	$40
Subtotal	**$1,530**	**$1,530**	**$770**	**$770**	**$4,600**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,000	$4,000	$2,000	$2,000	$12,000
OTH	$9,600	$9,600	$4,800	$4,800	$28,000
ENG	$4,000	$4,000	$2,000	$2,000	$12,000
PL	$480	$480	$240	$240	$1,440
ROW	$40	$40	$40	$40	$160
Subtotal	**$18,120**	**$18,120**	**$9,080**	**$9,080**	**$54,400**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,000	$1,000	$500	$500	$3,000
OTH	$2,400	$2,400	$1,200	$1,200	$7,200
ENG	$1,000	$1,000	$500	$500	$3,000
PL	$120	$120	$60	$60	$360
ROW	$10	$10	$10	$10	$40
Subtotal	**$4,530**	**$4,530**	**$2,270**	**$2,270**	**$13,600**

Total	**$34,600**	**$34,600**	**$17,400**	**$17,400**	**$104,000**

60-9506-38 Areawide Environmental Projects

Agency
SHA

Year of Operation
Ongoing

Project Category
Environmental/Safety

Project Type
Environmental other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$136,600,000

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.

Project Benefits
Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

National Highway System
No

Connection to Long-Range Transportation Goals
5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards, 5.E Implement Environmentally Responsible Transportation Solutions -- Reduce emissions according to adopted plans, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Highway Safety Improvement Program (HSIP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$400	$400	$400	$400	$1,600
OTH	$0	$0	$0	$0	$0
ENG	$80	$80	$80	$80	$320
PL	$40	$40	$40	$40	$160
RO.	$40	$40	$40	$40	$160
Subtotal	**$560**	**$560**	**$560**	**$560**	**$2,240**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$100	$100	$100	$100	$400
OTH	$0	$0	$0	$0	$0
ENG	$20	$20	$20	$20	$80
PL	$10	$10	$10	$10	$40
ROW	$10	$10	$10	10	$40
Subtotal	**$140**	**$140**	**$140**	**$140**	**$560**

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,600	$1,600	$1,600	$1,600	$6,400
OTH	$0	$0	$0	$0	$0
ENG	$2,800	$2,800	$1,400	$1,400	$8,400
PL	$480	$480	$240	$240	$1,440
ROW	$40	$40	$40	$40	$160
Subtotal	**$4,920**	**$4,920**	**$3,280**	**$3,280**	**$16,400**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$400	$400	$400	$400	$1,600
OTH	$0	$0	$0	$0	$0
ENG	$700	$700	$350	$350	$2,100
PL	$120	$120	$60	$60	$360
ROW	$10	$10	$10	$10	$40
Subtotal	**$1,230**	**$1,230**	**$820**	**$820**	**$4,100**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$20,000	$20,000	$16,000	$16,000	$72,000
OTH	$0	$0	$0	$0	$0
ENG	$4,800	$4,800	$2,400	$2,400	$14,400
PL	$1,200	$1,200	$600	$600	$3,600
ROW	$160	$160	$160	$160	$640
Subtotal	**$26,160**	**$26,160**	**$19,160**	**$19,160**	**$90,640**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$5,000	$5,000	$4,000	$4,000	$18,000
OTH	$0	$0	$0	$0	$0
ENG	$1,200	$1,200	$600	$600	$3,600
PL	$300	$300	$150	$150	$900
ROW	$40	$40	$40	$40	$160
Subtotal	**$6,540**	**$6,540**	**$4,790**	**$4,790**	**$22,660**

Total	**$39,550**	**$39,550**	**$28,750**	**$28,750**	**$136,600**

60-9508-19 Areawide Safety And Spot Improvements

Agency
SHA

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$285,700,000

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.

Project Benefits
Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

Congestion Mitigation and Air Quality (CMAQ) Program
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$2,000	$2,000	$1,000	$1,000	$6,000
OTH	$0	$0	$0	$0	$0
ENG	$400	$400	$400	$400	$1,600
PL	$400	$400	$200	$200	$1,200
ROW	$40	$40	$40	$40	$160
Subtotal	**$2,840**	**$2,840**	**$1,640**	**$1,640**	**$8,960**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$500	$500	$250	$250	$1,500
OTH	$0	$0	$0	$0	$0
ENG	$100	$100	$100	$100	$400
PL	$100	$100	$50	$50	$300
ROW	$10	$10	$10	$10	$40
Subtotal	**$710**	**$710**	**$410**	**$410**	**$2,240**

Highway Safety Improvement Program (HSIP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$16,000	$16,000	$8,000	$8,000	$48,000
OTH	$0	$0	$0	$0	$0
ENG	$6,400	$6,400	$3,200	$3,200	$19,200
PL	$1,600	$1,600	$800	$800	$4,800
ROW	$800	$800	$400	$400	$2,400
Subtotal	**$24,800**	**$24,800**	**$12,400**	**$12,400**	**$74,400**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,000	$4,000	$2,000	$2,000	$12,000
OTH	$0	$0	$0	$0	$0
ENG	$1,600	$1,600	$800	$800	$4,800
PL	$400	$400	$200	$200	$1,200
ROW	$200	$200	$100	$100	$600
Subtotal	**$6,200**	**$6,200**	**$3,100**	**$3,100**	**$18,600**

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$16,000	$16,000	$8,000	$8,000	$48,000
OTH	$0	$0	$0	$0	$0
ENG	$5,600	$5,600	$2,800	$2,800	$16,800
PL	$2,400	$2,400	$1,200	$1,200	$7,200
ROW	$1,200	$1,200	$600	$600	$3,600
Subtotal	**$25,200**	**$25,200**	**$12,600**	**$12,600**	**$75,600**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,000	$4,000	$2,000	$2,000	$12,000
OTH	$0	$0	$0	$0	$0
ENG	$1,400	$1,400	$700	$700	$4,200
PL	$600	$600	$300	$300	$1,800
ROW	$300	$300	$150	$150	$900
Subtotal	**$6,300**	**$6,300**	**$3,150**	**$3,150**	**$18,900**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$12,000	$12,000	$6,000	$6,000	$36,000
OTH	$0	$0	$0	$0	$0
ENG	$8,000	$8,000	$4,000	$4,000	$24,000
PL	$1,600	$1,600	$800	$800	$4,800
ROW	$1,600	$1,600	$800	$800	$4,800
Subtotal	**$23,200**	**$23,200**	**$11,600**	**$11,600**	**$69,600**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,000	$3,000	$1,500	$1,500	$9,000
OTH	$0	$0	$0	$0	$0
ENG	$2,000	$2,000	$1,000	$1,000	$6,000
PL	$400	$400	$200	$200	$1,200
ROW	$400	$400	$200	$200	$1,200
Subtotal	**$5,800**	**$5,800**	**$2,900**	**$2,900**	**$17,400**

Total	**$95,050**	**$95,050**	**$47,800**	**$47,800**	**$285,700**

Agency
SHA

Year of Operation
Ongoing

Project Category
Highway Preservation

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$14,090,000

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.

Project Benefits
Will improve safety and the flow of traffic, thereby reducing delay, queuing and congestion. This will also enhance the surrounding environment and community.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Highway Safety Improvement Program (HSIP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$675	$675	$270	$270	$1,890
PL	$0	$0	$0	$0	$0
ROW	$180	$1,440	$540	$315	$2,475
Subtotal	**$855**	**$2,115**	**$810**	**$585**	**$4,365**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$75	$75	$30	$30	$210
PL	$0	$0	$0	$0	$0
ROW	$20	$160	$60	$35	$275
Subtotal	**$95**	**$235**	**$90**	**$65**	**$485**

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$200	$200	$200	$200	$800
OTH	$0	$0	$0	$0	$0
ENG	$240	$240	$80	$80	$640
PL	$4	$4	$4	$4	$16
ROW	$4	$4	$4	$4	$16
Subtotal	**$448**	**$448**	**$288**	**$288**	**$1,472**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$50	$50	$50	$50	$200
OTH	$0	$0	$0	$0	$0
ENG	$60	$60	$20	$20	$160
PL	$1	$1	$1	$1	$4
ROW	$1	$1	$1	$1	$4
Subtotal	**$112**	**$112**	**$72**	**$72**	**$368**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,200	$1,200	$1,200	$1,200	$4,800
OTH	$0	$0	$0	$0	$0
ENG	$240	$240	$80	$80	$640
PL	$40	$40	$40	$40	$160
ROW	$80	$80	$80	$80	$320
Subtotal	**$1,560**	**$1,560**	**$1,400**	**$1,400**	**$5,920**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$300	$300	$300	$300	$1,200
OTH	$0	$0	$0	$0	$0
ENG	$60	$60	$20	$20	$160
PL	$10	$10	$10	$10	$40
ROW	$20	$20	$20	$20	$80
Subtotal	**$390**	**$390**	**$350**	**$350**	**$1,480**

Total	**$3,460**	**$4,860**	**$3,010**	**$2,760**	**$14,090**

60-9903-29 Areawide Transportation Alternatives Projects

Agency
SHA

Year of Operation
Ongoing

Project Category
Transportation Alternatives

Project Type
Other

Conformity
Exempt

Functional Classification
NA

CIP/CTP ID
A-26

Route/Road Name
-

Length
NA

Existing Lanes
NA

Proposed Lanes
NA

Estimated Total Cost
$67,400,000

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.

Project Benefits
Transportation enhancements are projects which add community and environmental value to the transportation system.

National Highway System
No

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit

Transportation Alternatives Program
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$16,000	$16,000	$8,000	$8,000	$48,000
OTH	$0	$0	$0	$0	$0
ENG	$1,600	$1,600	$800	$800	$4,800
PL	$240	$240	$240	$240	$960
RO.	$40	$40	$40	$40	$160
Subtotal	**$17,880**	**$17,880**	**$9,080**	**$9,080**	**$53,920**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$4,000	$4,000	$2,000	$2,000	$12,000
OTH	$0	$0	$0	$0	$0
ENG	$400	$400	$200	$200	$1,200
PL	$60	$60	$60	$60	$240
ROW	$10	$10	$10	$10	$40
Subtotal	**$4,470**	**$4,470**	**$2,270**	**$2,270**	**$13,480**

Total	**$22,350**	**$22,350**	**$11,350**	**$11,350**	**$67,400**

61-1701-41 MD 175: Sellner Road/Race Road to McCarron Court

Agency	Year of Operation	Project Category	Project Type
SHA	2026	Highway Capacity	Roadway widening
Conformity	**Functional Classification**	**CIP/CTP ID**	**Route/Road Name**
Not Exempt	Minor Arterial	AA4363	MD 175
Length	**Existing Lanes**	**Proposed Lanes**	**Estimated Total Cost**
0.7 mi	2	6	$81,614,000

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.

Project Benefits

This project will improve safety and operation along MD 175 and ease growing congestion related to the BRAC expansion at Fort Meade.

National Highway System

No

Connection to Long-Range Transportation Goals

4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure.

Surface Transportation Block Grant (STBG)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$20,652	$0	$0	$0	$20,652
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$20,652**	**$0**	**$0**	**$0**	**$20,652**

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$367	$0	$0	$0	$367
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$367**	**$0**	**$0**	**$0**	**$367**

Total	**$21,019**	**$0**	**$0**	**$0**	**$21,019**

61-2101-13 MD 173: Bridge Replacement over Rock Creek

Agency
SHA

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA373A

Route/Road Name
MD 173 (Ft. Smallwood

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$11,191,204

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. Unfunded phases include construction.

Project Benefits
The deteriorating bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is rated in poor condition.

National Highway System
Yes

Connection to Long-Range Transportation 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 and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$143	$74	$0	$0	$217
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$143**	**$74**	**$0**	**$0**	**$217**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$36	$19	$0	$0	$55
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$36**	**$19**	**$0**	**$0**	**$55**

Total	**$179**	**$93**	**$0**	**$0**	**$272**

61-2301-41 MD 2: US 50 to Arnold Road

Agency
SHA

Year of Operation
2031

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA9081

Route/Road Name
MD 2

Length
1.25 mi

Existing Lanes
2

Proposed Lanes
3

Estimated Total Cost
$7,587,000

Description
This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a 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.

Project Benefits
This project will improve safety for vulnerable users and reduce congestion on MD 2.

National Highway System
Yes

Connection to Long-Range Transportation Goals
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$220	$10	$0	$0	$230
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$220**	**$10**	**$0**	**$0**	**$230**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$54	$10	$0	$0	$64
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$54**	**$10**	**$0**	**$0**	**$64**

Total	**$274**	**$0**	**$0**	**$0**	**$294**

61-2302-41 MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97

Agency
SHA

Year of Operation
2030

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA0371

Route/Road Name
MD 3

Length
1.6 mi

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
$22,772,000

Description
This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk crosswalk improvements at the MD 3 and MD 175 intersection.

Project Benefits
This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming.

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$174	$19	$0	$0	$193
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$174**	**$19**	**$0**	**$0**	**$193**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$210	$11	$0	$0	$221
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$210**	**$11**	**$0**	**$0**	**$221**

Total	**$384**	**$30**	**$0**	**$0**	**$414**

61-2303-41 MD 170: Norcross Lane to Wieker Road

Agency
SHA

Year of Operation
TBD

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA1951

Route/Road Name
MD 170

Length
0.83 mi

Existing Lanes
2

Proposed Lanes
4

Estimated Total Cost
$25,284,000

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. Unfunded phases include utilities and Construction.

Project Benefits
This project will improve safety and operations along MD 170 from Norcross Lane to Wieker Road, including the MD 170/ MD 174 intersection.

National Highway System
Yes

Connection to Long-Range Transportation Goals
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 7.E Promote Prosperity and Economic

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$285	$285	$285	$0	$855
PL	$0	$0	$0	$0	$0
ROW	$217	$217	$217	$217	$868
Subtotal	**$502**	**$502**	**$502**	**$217**	**$1,723**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$47	$47	$47	$0	$141
PL	$0	$0	$0	$0	$0
ROW	$11	$11	$11	$11	$44
Subtotal	**$58**	**$58**	**$58**	**$11**	**$185**

Total	**$560**	**$560**	**$560**	**$228**	**$1,908**

61-2305-41 I-97: US 50 to MD 32

Agency
SHA

Year of Operation
2031

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
AA9451

Route/Road Name
I-97

Length
7 mi

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
$102,500,000

Description
This project includes widening I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US50/ US 301. Unfunded phases include design (partial funding) and construction.

Project Benefits
This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.

National Highway System
Yes

Connection to Long-Range Transportation Goals
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$218	$450	$315	$983
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$0**	**$218**	**$450**	**$315**	**$983**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$24	$50	$35	$109
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$0**	**$24**	**$50**	**$35**	**$109**

Total	**$0**	**$242**	**$500**	**$350**	**$1,092**

63-0803-46 I-795: Dolfield Boulevard Interchange

Agency
SHA

Year of Operation
2032

Project Category
Highway Capacity

Project Type
New interchange

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
BA4511

Route/Road Name
I-795 Interchange

Length
2.63

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
$146,920,000

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 Dolfied Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road. Unfunded phases include right of way (partial), utilities, and construction.

Project Benefits
This project will improve overall network safety and mobility along I-795 and improve safety and connections for vulnerable users along Dolfield Boulevard.

National Highway System
Yes

Connection to Long-Range Transportation Goals
1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$2,687	$694	$1,350	$675	$5,406
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$2,687**	**$694**	**$1,350**	**$675**	**$5,406**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$298	$77	$150	$75	$600
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$298**	**$77**	**$150**	**$75**	**$600**

Total	**$2,985**	**$771**	**$1,500**	**$750**	**$6,006**

Agency
SHA

Year of Operation
2028

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
BA0061

Route/Road Name
I-695

Length
19 mi

Existing Lanes
6

Proposed Lanes
8

Estimated Total Cost
$185,877,000

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.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$34,956	$41,322	$2,815	$0	$79,092
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$34,956**	**$41,322**	**$2,815**	**$0**	**$79,092**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$355	$417	$28	$0	$802
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$355**	**$417**	**$28**	**$0**	**$802**

Total	**$35,311**	**$41,739**	**$2,843**	**$0**	**$79,894**

63-2002-13 I-695: Bridge Replacement on Putty Hill Avenue

Agency
SHA

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Interstate

CIP/CTP ID
BA1451

Route/Road Name
Putty Hill over I-695

Length
0.13 miles

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$22,131,037

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.

Project Benefits
This bridge, constructed in 1961, is nearing the end of its structural life, and is rated poor based on deck condition.

National Highway System
Yes

Connection to Long-Range Transportation Goals
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,600	$4,680	$4.500	$900	$13,680
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$3,600**	**$4,680**	**$4,500**	**$900**	**$13,680**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$400	$520	$500	$100	$1,520
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$520**	**$500**	**$100**	**$1,520**

Total	**$4,000**	**$5,200**	**$5,000**	**$1,000**	**$15,200**

63-2201-12 I-695 at I-70 Bridge Repair

Agency
SHA

Year of Operation
2030

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
BA0062

Route/Road Name
I-695/I-70

Length
NA

Existing Lanes
Varies

Proposed Lanes
-

Estimated Total Cost
$22,619,000

Description
Project to focus on state of good repair needs of the bridges within the I-695/I-70 interchange area.

Project Benefits
This project will address state of good repair needs of the bridges in the vicinity of the I695/I-70 interchange.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$113	$3,700	$3,700	$3,700	$11,213
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$113**	**$3,700**	**$3,700**	**$3,700**	**$11,213**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,387	$300	$300	$300	$2,287
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$1,387**	**$300**	**$300**	**$300**	**$2,287**

Total	**$1,500**	**$4,000**	**$4,000**	**$4,000**	**$13,500**

63-2202-13 I-95/I-695 Interchange Bridge Deck Replacement

Agency
SHA

Year of Operation
2025

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Interstate

CIP/CTP ID
BA3532

Route/Road Name
I-95/I-695

Length
NA

Existing Lanes
-

Proposed Lanes
-

Estimated Total Cost
$42,338,000

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.

Project Benefits
This project will address concrete bridge decks before they reach a deteriorated state and upgrade existing parapets to meet current safety criteria.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$3,338	$0	$0	$0	$3,338
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3,338**	**$0**	**$0**	**$0**	**$3,338**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$31	$0	$0	$0	$31
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$31**	**$0**	**$0**	**$0**	**$31**

Total	**$3,369**	**$0**	**$0**	**$0**	**$3,369**

64-2201-13 MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

Agency
SHA

Year of Operation
2025

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
CL1721

Route/Road Name
MD 91

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$16,429,000

Description
This project replaces Bridge No. 0602000 over the North Branch Patapsco River and Bridge No. 0604700 over the Maryland Midland Railroad. The bridges will carry two 12' lanes with 8' bicycle compatible shoulders.

Project Benefits
The existing bridges, constructed in 1965, are currently in fair condition but are at risk of becoming poor-rated in the near future.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,127	$0	$0	$0	$1,127
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$1,127**	**$0**	**$0**	**$0**	**$1,127**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$57	$0	$0	$0	$57
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$57**	**$0**	**$0**	**$0**	**$57**

Total	**$1,184**	**$0**	**$0**	**$0**	**$1,184**

64-2301-12 MD 32: 2nd Street to Main Street

Agency
SHA

Year of Operation
2027

Project Category
Highway Preservation

Project Type
Road reconstruction

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
CL5031

Route/Road Name
MD 32

Length
0.5 mi

Existing Lanes
4-Feb

Proposed Lanes
4-Feb

Estimated Total Cost
$7,201,000

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. Unfunded phases include construction.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation 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 and Local agencies to improve travel time reliability through performance-based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$300	$0	$0	$0	$300
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$300**	**$0**	**$0**	**$0**	**$300**
Total	**$300**	**$0**	**$0**	**$0**	**$300**

64-2601-13 MD 26 over Liberty Reservoir

Agency
SHA

Year of Operation
2029

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Varies

CIP/CTP ID
CL2591

Route/Road Name
MD 26

Length
-

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$46,401,000

Description
Bridge Deck Replacement of Bridge 0600100 and 0600200 over Liberty Reservoir

Project Benefits
Project to replace the bridge decks on two bridges (poor rated and fair rated) to keep the roadway safe and open to traffic.

National Highway System
No

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$4,916	$18,917	$23,833
OTH	$0	$0	$0	$0	$0
ENG	$3	$1	$5	$0	$9
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$3**	**$1**	**$4,921**	**$18,917**	**$23,842**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$259	$996	$1,255
OTH	$0	$0	$0	$0	$0
ENG	$249	$217	$188	$0	$654
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$249**	**$217**	**$447**	**$996**	**$1,909**

Total	**$252**	**$218**	**$5,368**	**$19,913**	**$25,751**

65-1601-12 MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G

Agency
SHA

Year of Operation
2025

Project Category
Highway Preservation

Project Type
Road reconstruction

Conformity
Exempt

Functional Classification
Major Collector

CIP/CTP ID
HA3342

Route/Road Name
MD 24

Length
1.8 mi

Existing Lanes
2

Proposed Lanes
2

Estimated Total Cost
$9,646,000

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.

Project Benefits
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.

National Highway System
No

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

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$72	$24	$0	$0	$96
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$72**	**$24**	**$0**	**$0**	**$96**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$21	$7	$0	$0	$28
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$21**	**$7**	**$0**	**$0**	**$28**

Total	**$93**	**$31**	**$0**	**$0**	**$124**

65-2101-13 US 1: Bridge Replacements at Tollgate Road and Winters Run

Agency
SHA

Year of Operation
2028

Project Category
Highway Preservation

Project Type
Bridge repair/deck replacement

Conformity
Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
HA1051

Route/Road Name
Tollgate Road, Winters

Length
-

Existing Lanes
3

Proposed Lanes
3

Estimated Total Cost
$22,656,000

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.

Project Benefits
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.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 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 and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,862	$9,981	$7,151	$0	$18,994
OTH	$0	$0	$0	$0	$0
ENG	$270	$0	$0	$0	$270
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$2,132**	**$9,981**	**$7,151**	**$0**	**$19,264**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$98	$526	$376	$0	$1,000
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$98**	**$526**	**$376**	**$0**	**$0**

Total	**$2,230**	**$10,507**	**$7,533**	**$0**	**$20,270**

65-2301-31 MD 22: MD 462 to Mount Royal Avenue Noise Abatement

Agency
SHA

Year of Operation
2030

Project Category
Environmental/Safety

Project Type
Noise barriers

Conformity
Exempt

Functional Classification
Other Freeway & Expressway

CIP/CTP ID
HA3488

Route/Road Name
MD 22

Length
0.4 mi

Existing Lanes
4

Proposed Lanes
4

Estimated Total Cost
$6,386,635

Description
This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. Partial design and construction are unfunded.

Project Benefits
This Type 1A noise abatement project is needed to mitigate the impacts associated with the BRAC improvement projects.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$161	$0	$0	$0	$161
PL	$0	$0	$0	$0	$0
RO.	$0	$0	$0	$0	$0
Subtotal	**$161**	**$0**	**$0**	**$0**	**$161**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$45	$0	$0	$0	$45
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$45**	**$0**	**$0**	**$0**	**$45**

Surface Transportation Block Grant (STBG)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$117	$45	$9	$5	$176
Subtotal	**$117**	**$45**	**$9**	**$5**	**$176**
Total	**$278**	**$45**	**$9**	**$5**	**$337**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$13	$5	$1	$1	$20
Subtotal	**$13**	**$5**	**$1**	**$1**	**$20**
Total	**$58**	**$5**	**$1**	**$1**	**$65**

Total	**$336**	**$50**	**$10**	**$6**	**$402**

66-1703-41 MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

Agency
SHA

Year of Operation
2022

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
HO7563

Route/Road Name
MD 32

Length
6.6 mi

Existing Lanes
2

Proposed Lanes
4

Estimated Total Cost
$131,095,345

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

Project Benefits
The project will address congestion and safety problems experienced as a result of increasing traffic volumes on the existing two lane roadway.

National Highway System
Yes

Connection to Long-Range Transportation Goals
7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$1,543	$257	$0	$0	$1,800
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
RO.	$179	$0	$0	$0	$179
Subtotal	**$1,722**	**$257**	**$0**	**$0**	**$1,979**

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$403	$67	$0	$0	$470
OTH	$0	$0	$0	$0	$0
ENG	$0	$0	$208	$43	$251
PL	$0	$0	$0	$0	$0
ROW	$7	$0	$0	$0	$7
Subtotal	**$410**	**$67**	**$208**	**$43**	**$728**

Total	**$2,132**	**$324**	**$208**	**$43**	**$2,707**

00-2501-09 Maryland Equitable Charging Infrastructure Partnership (MECIP)

Agency	Year of Operation	Project Category	Project Type
Other	2027	Emission Reduction Strat-	Other

Conformity	Functional Classification	CIP/CTP ID	Route/Road Name
Exempt	NA	-	NA

Length	Existing Lanes	Proposed Lanes	Estimated Total Cost
NA	-	-	$4,836,552

Description

The Maryland Clean Energy Center (MCEC) and multiple partners throughout Maryland are working in collaboration on a state-wide grant for the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI). This project will provide privately held EV Charging technology and infrastructure to the existing Alternative Fuel

Project Benefits

This project gives rural, urban, and Justice40 areas access to EV Chargers. The Maryland Equitable Charging Infrastructure Partnership (MECIP) is made up of statewide public and private partners working collaboratively to bring ready to deploy equitable charging and infrastructure to the State of Maryland. The MECIP grant honors the goals of the CFI Program's intent to accelerate an electrified transportation system that is convenient, affordable, reliable, equitable,

National Highway System

No

Connection to Long-Range Transportation Goals

5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage energy efficient transportation solutions, 5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system, 5.E Implement Environmentally Responsible Transportation Solutions -- Reduce emissions according to adopted plans

Section 5329 Charging and Fueling Infrastructure Grant
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$400	$400	$400	$400	$1,600
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$400**	**$400**	**$400**	**$400**	**$1,600**

Local Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0
OTH	$200	$200	$200	$200	$800
ENG	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0
Subtotal	**$200**	**$200**	**$200**	**$200**	**$800**

Total	**$600**	**$600**	**$600**	**$600**	**$2,400**

APPENDIX A

COMMITTEE AND STAFF ROSTER

METROPOLITAN PLANNING ORGANIZATION STAFF

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Executive Director

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MARYLAND TRANSIT ADMINISTRATION (non-voting)	**Holly Arnold** Administrator	**Elizabeth Gordon, Director** Planning and Programming

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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 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 2026 – 2029 Transportation Improvement Program Prioritization

TIP project name / Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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
Patuxent Road Bridge over Little Patuxent River	X			X										X
Parole Transportation Center	X	X		X	X	X	X	X	X					
EV Charging Stations and Other Green Technology		X						X						
Odenton MARC TOD	X					X		X						X
Vision Zero Pedestrian and Bicycle Count Program				X	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 & 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				
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
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
25th Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X

41st 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 Ordnance 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
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	X			X	X						X			X
25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th 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
Frederick Avenue Streetscape (Yale to Monastery)	X			X	X	X		X			X	X		X
Vision Zero Action Plan & Pilot	X			X	X			X			X	X		X
Restoring Connections to Druid Hill Park	X			X	X						X			X
West Baltimore United: A Plan to Reconnect Communities	X			X	X						X			X
Baltimore Greenway Trails Network – Northern Segments	X			X	X						X			X
Wolfe or Washington Street Bike Facility	X			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
Baltimore County Bridge Inspection Program	X			X										X

Carroll County Projects														
Stone Chapel Road over Little Pipe Creek	X			X										X
McKinstrys 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
McKinstrys 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
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Glenville Road Bridge #30 over Mill Brook	X			X										X
Grier Nursery Road Bridge #43 over Deer Creek	X			X										X
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

Moores 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

Maryland Transportation Authority Projects														
Francis Scott Key Bridge Reconstruction	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 John F. Kennedy Memorial Highway – I-95 Southbound Hard Shoulder Running	X		X	X			X			X				X
I-95 JFK Memorial Highway – I-695 Ramp														
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
Masonville Cove Connector: Shared Use Path Design and Construction	X			X				X						
Fairfield Masonville Stormwater Management Phase 1	X			X				X						
Dundalk Marine Terminal (DMT) Berths 11-13 Reconstruction	X			X		X	X	X						X
Zero Emission Electric Locomotives for CSX Curtis Bay Facility		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					
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
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
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
Office of the Secretary Projects														
State Safety Oversight				X										X
Maryland Equitable Charging Infrastructure Partnership (MECIP)	X	X		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
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	
Areawide Carbon Reduction Program	X	X	X	X	X	X	X	X	X		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	X		X	X						X				X
MD 173: Bridge Replacement over Rock Creek	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 at I-70 Bridge Repair	X		X	X										X
I-95/I-695 Interchange Bridge Deck Replacement	X			X										X
SHA Projects – Carroll County														
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	X			X								X		X
MD 32: 2nd Street to Main Street	X		X	X										X
MD 26 over Liberty Reservoir	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

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.
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	11-2503-39	Vision Zero Pedestrian and Bicycle Count Program	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 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve System Safety	Highway Safety
Anne Arundel County	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas	Increase Mobility[1] Promote Prosperity and Economic Opportunity[2]	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[3] Improve System Safety[4]	Bridge Condition

[1] Increase Mobility: Help people and freight to move reliably and efficiently.
[2] Promote Prosperity and Economic Opportunity: Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
[3] Improve and Maintain the Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
[4] 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 energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment[5] Improve Accessibility[6] Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management
Baltimore City	12-2601-03	Frederick Avenue Streetscape (Yale to Monastery)	1. Preserves the regional transportation system 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 11. Improves pedestrian safety and access 12. Improves bicycle safety & access	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2602-39	Vision Zero Action Plan & Pilot	1. Preserves the regional transportation system 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 11. Improves pedestrian safety and access 12. Improves bicycle safety & access	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions

[5] Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.
[6] 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	12-2603-03	Restoring Connections to Druid Hill Park	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 and access	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2604-99	West Baltimore United: A Plan to Reconnect Communities	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 and access	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2605-03	Baltimore Greenway Trails Network – Northern Segments	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 and access	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2606-03	Wolfe or Washington Street Bike Facility	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 and access	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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 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 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 & 2023 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	12-1218-07	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 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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[7]	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 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	12-2406-03	Baltimore City Greenway Trail Network – Eastern Segment	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances 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

[7] 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	12-1404-11	Belair Road Complete Streets	2. Implements emission reduction measures 8. Enhances 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
Baltimore City	12-1603-13	Moores 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2001-11	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances 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	41st 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[8]	No performance measures specifically addressing implementation of a performance-based management program
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

[8] 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	12-2010-11	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
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 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 Ordnance 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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 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	12-2402-11	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	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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	14-1603-13	McKinstrys 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	McKinstrys 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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	15-1001-13	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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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	Moores 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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
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 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

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	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	Improve System Safety Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	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	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	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	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	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	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	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	4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances energy, and environmental efforts	Conserve and Enhance the Environment Improve System Security	System Performance – Freight
Maryland Port Administration	32-2101-83	Howard Street Tunnel	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	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	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 energy and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Performance – Freight
Maryland Port Administration	32-2301-03	Masonville Cove Connector: Shared Use Path Design and Construction	4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances energy and environmental efforts	Improve System Security	System Performance – Freight
Maryland Port Administration	32-2501-81	Fairfield Masonville Stormwater Management Phase 1	4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances energy and environmental efforts	Conserve and Enhance the Environment Improve System Security	System Performance – Freight
Maryland Port Administration	30-2601-82	Dundalk Marine Terminal (DMT) Berth 11-13 Reconstruction	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 8. Enhances energy and environmental efforts	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Freight
Maryland Port Administration	32-2602-89	Zero Emission Electric Locomotives for CSX Curtis Bay Facility	4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances energy and environmental efforts	Conserve and Enhance the Environment Improve System Security	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 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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 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 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 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
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances 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 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 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	40-1803-64	Bus System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances 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 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances 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 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
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 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 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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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 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	42-2403-64	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 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	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 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 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					
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	Transit Safety
Other	00-2501-09	Maryland Equitable Charging Infrastructure Partnership (MECIP)	2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 8. Enhances energy and environmental efforts	Conserve and Enhance the Environment	System Performance – Emissions
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 8. Enhances 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 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 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 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 energy and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders[9] 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[10] Improve System Safety[11] 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

[9] Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.
[10] Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
[11] 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: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	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	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
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

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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	64-2301-13	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
SHA: Carroll County	64-2301-41	MD 32: 2nd 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: Carroll County	67-2601-13	MD 26 over Liberty Reservoir	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
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 energy and environmental efforts	Improve and Maintain Existing Infrastructure	No performance measures specifically addressing Noise Abatement

MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

April 2, 2025

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 2026-2029 Transportation Improvement Program (TIP) contains all 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. Currently, it is expected that all the programmed projects have funding available for implementation to address the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1285, toll-free at 888-713-1414, or via email at mmartin@mdot.maryland.gov.

Sincerely,

Michelle D. Martin
Director of Planning
Office of Planning, Programming, and Delivery

Enclosures

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for inclusion in the FY 2026-2029 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 2026-2029 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
FY 2026 CAPITAL PROGRAM AND BUDGET
($MILLIONS)

THE SECRETARY'S OFFICE

Construction Program				
Major Projects	10.7	Facilities and Capital Equipment	J01A0103	31.7
System Preservation Minor Projects	22.6	The Secretary's Office	J01A0101	-
Development and Evaluation Program	-	Operating Grants-in Aid	J01A0102	-
Capital Salaries, Wages and Other Support Costs	2.9	Major IT Development	J01A0108	4.5
		TSO - Other Funds	Other	-
TSO - TOTAL	36.2			36.2

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Construction Program				
Major Projects	523.6	WMATA Capital	J01A0105	184.7
System Preservation Minor Projects	-	WMATA Capital - Other Funds	J01A0105	338.9
Development and Evaluation Program	-	WMATA Operating	J01A0104	-
Capital Salaries, Wages and Other Support Costs	-			
WMATA - TOTAL	523.6			523.6

MOTOR VEHICLE ADMINISTRATION

Construction Program				
Major Projects	-	Motor Vehicle Operations	J04E0001	-
System Preservation Minor Projects	24.6	Motor Vehicle Highway Safety Program	J04E0004	-
Development and Evaluation Program	-	Major IT Development	J04E0008	
Capital Salaries, Wages and Other Support Costs	0.9	Facilities and Capital Equipment	J04E0003	25.5
MVA - TOTAL	25.5			25.5

MARYLAND AVIATION ADMINISTRATION

Construction Program				
Major Projects	264.8	Airport Operations	J06I0002	-
System Preservation Minor Projects	29.1	Facilities and Equipment	J06I0003	125.0
Development and Evaluation Program	21.8	Major IT	J06I0008	-
Capital Salaries, Wages and Other Support Costs	6.4	Other Funds	Other	197.1
MAA - TOTAL	322.1			322.1

MARYLAND PORT ADMINISTRATION

Construction Program				
Major Projects	374.2	Port Operations	J03D0001	-
System Preservation Minor Projects	19.4	Port Facilities and Capital Equipment	J03D0002	364.2
Development and Evaluation Program	27.8	Other Funding	Other	64.1
Capital Salaries, Wages and Other Support Costs	7.0			
MPA - TOTAL	428.4			428.3

MARYLAND TRANSIT ADMINISTRATION

Construction Program				
Major Projects	509.4	Transit Administration	J05H0101	-
System Preservation Minor Projects	46.0	Capital Equipment (Includes MARC)	J05H0105	753.8
Development and Evaluation Program	81.0	Bus Operations	J05H0102	-
Capital Salaries, Wages and Other Support Costs	138.8	Rail Operations (Includes MARC)	J05H0104	-
		Statewide Programs Operations	J05H0106	-
		Major IT Development	J05H0108	-
		Other	Other	21.5
MTA - TOTAL	775.2			775.3

STATE HIGHWAY ADMINISTRATION

Construction Program				
Major Projects	172.1	State System Maintenance	J02B0102	-
System Preservation Minor Projects	860.0	State System Construction and Equipment	J02B0101	965.8
Development and Evaluation Program	40.4	County and Municipality Capital Program	J02B0103	78.3
Highway User Revenue	445.8	County and Municipality Program	J02B0103	-
		Highway Safety Operating Program	J02B0104	-
		County and Municipality Program HUR	J02B0105	445.8
		Major IT Development	J02B0108	5.0
		SHA Other Funds	Other	23.5
SHA - TOTAL	1,518.3			1,518.4

DEPARTMENT TOTAL

Construction Program	
Major Projects	1,850.4
System Preservation Minor Projects	1,006.2
Development and Evaluation Program	171.0
Capital Salaries, Wages and Other Support Costs	156.0
Highway User Revenue	445.8
GRAND TOTAL	**3,629.4**

FY 2026 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

($MILLIONS)

	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
THE SECRETARY'S OFFICE (J01A01)						
The Secretary's Office	106.8					106.8
Operating Grants-in-Aid	20.6					20.6
Facilities and Capital Equipment		31.7				31.7
WMATA Operating Grants	679.5					679.5
WMATA Capital Costs		184.7	338.9			523.6
Major IT Capital		4.5				4.5
Subtotal	806.9	220.9	338.9	0	0	1366.7
DEBT SERVICE (J01A04)					427.5	427.5
STATE HIGHWAY ADMINISTRATION (J02B01)						
State System Construction and Equipment		965.8				965.8
State System Maintenance	366.6					366.6
County and Municipality Capital Program		6.0	23.6	72.3		101.9
Highway Safety Operating Program	18.1					18.1
County and Municipality Program				445.8		445.8
Major IT Development		5.0				5.0
Subtotal	384.7	976.8	23.6	518.1	0.0	1903.2
MARYLAND PORT ADMINISTRATION (J03D00)						
Port Operations	58.9					58.9
Port Facilities and Cap Equip.		364.2	64.1			428.3
Subtotal	58.9	364.2	64.1	0.0	0.0	487.2

FY 2026 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

($MILLIONS)

	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
MOTOR VEHICLE ADMINISTRATION (J04E00)						
Motor Vehicle Operations	247.6					247.6
Facilities and Cap. Equip.		25.5				25.5
Motor Vehicle Highway Safety	16.1					16.1
Major IT Development						0.0
Subtotal	263.7	25.5	0	0	0	289.2
MARYLAND TRANSIT ADMINISTRATION (J05H00)						
Transit Administration	161.0					161.0
Bus Operations	683.7					683.7
Rail Operations (Includes MARC)	337.7					337.7
Capital Equipment (Includes MARC)		753.8	21.5			775.3
Statewide Programs Operations	135.1					135.1
Major IT Development						0.0
Subtotal	1317.5	753.8	21.5	0.0	0.0	2092.8
MARYLAND AVIATION ADMINISTRATION (JO6I00)						
Airport Operations	253.3					253.3
Facilities and Cap Equip.		125.0	197.1			322.1
Major IT Development						0.0
Subtotal	253.3	125.0	197.1	0.0	0.0	575.4
DEPARTMENTAL TOTAL	**3085.0**	**2466.2**	**645.2**	**518.1**	**427.5**	**7142.0**

DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY BY FISCAL YEAR
($ MILLIONS)

	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING YEARS 2027	2028	2029	2030	SIX-YEAR TOTAL
OPERATING PROGRAM							
The Secretary's Office	122.6	127.4	131.9	136.5	141.3	146.2	805.8
WMATA Grant	641.8	679.5	699.9	720.9	742.5	764.8	4,249.4
Motor Vehicle Admin.	259.7	263.8	273.0	282.6	292.5	302.7	1,674.3
Maryland Aviation Admin	246.9	253.3	272.2	281.7	291.5	301.7	1,647.3
Maryland Port Admin.	59.0	58.9	61.0	63.1	65.3	67.6	374.9
Maryland Transit Admin.	1,266.1	1,317.5	1,369.6	1,455.4	1,542.2	1,595.3	8,546.1
State Highway Admin.	369.8	384.7	398.2	412.1	426.5	441.5	2,432.7
TOTAL OPERATING	**2,965.9**	**3,085.1**	**3,205.7**	**3,352.3**	**3,501.7**	**3,619.8**	**19,730.4**
Special Funds	2,825.7	2,944.0	3,064.6	3,211.2	3,360.6	3,478.7	18,884.7
Federal Funds	140.2	141.1	141.1	141.1	141.1	141.1	845.7
General Funds	-	-	-	-	-	-	-
Reimbursable Funds	-	-	-	-	-	-	-
CAPITAL PROGRAM							
The Secretary's Office [A,D]	64.1	36.2	25.5	15.2	12.0	9.1	162.1
WMATA Grants [C,D]	513.9	523.6	543.5	552.3	545.5	554.2	3,233.0
Motor Vehicle Admin.	21.9	25.5	14.5	12.8	7.8	14.1	96.6
Maryland Aviation Admin [D]	363.0	322.2	173.4	68.7	52.9	71.2	1,051.4
Maryland Port Admin. [D]	445.7	428.3	375.2	298.6	113.1	175.3	1,836.2
Maryland Transit Admin. [D]	778.7	775.2	1,052.3	1,107.1	1,107.0	884.5	5,704.8
State Highway Admin. [B, D]	1,482.1	1,518.4	1,502.5	1,664.2	1,388.9	1,563.1	9,119.2
TOTAL CAPITAL	**3,669.4**	**3,629.4**	**3,687.0**	**3,718.9**	**3,227.1**	**3,271.6**	**21,203.4**
Special Funds	1,707.9	1,666.4	1,951.0	1,892.9	1,717.5	1,778.7	10,714.4
Federal Funds	1,278.1	1,303.0	1,271.5	1,392.1	1,210.3	1,298.8	7,753.8
Other Funds [E]	683.4	660.0	464.5	433.9	299.3	194.1	2,735.2

DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY BY FISCAL YEAR
($ MILLIONS)

	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING YEARS 2027	2028	2029	2030	SIX-YEAR TOTAL
DEBT SERVICE REQUIREMENTS							
Special Funds	429.7	427.7	444.6	468.1	485.4	500.3	2,755.9
DEPARTMENT TOTAL	**7,065.0**	**7,142.2**	**7,337.3**	**7,539.3**	**7,214.2**	**7,391.7**	**43,689.7**
Special Funds	4,963.3	5,038.1	5,460.2	5,572.2	5,563.5	5,757.7	32,355.0
Federal Funds	1,418.3	1,444.1	1,412.6	1,533.2	1,351.4	1,439.9	8,599.5
Other Funds	683.4	660.0	464.5	433.9	299.3	194.1	2,735.2
Reimbursable Funds	-	-	-	-	-	-	-

A - WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

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, MPA, MTA, SHA, and WMATA.

E - Funds not received through the Trust Fund. Includes from Passenger and Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, 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 2025 - FY 2030 CTP/STIP:

	2025	2026	2027	2028	2029 - 2030	TOTAL
Maryland Transit Administration						
New Starts, Fixed Gudeway, Modernization and Bus	252.9	258.0	263.1	268.4	553.0	1,595.3
Elderly and Persons with Disabilites	5.7	5.9	6.0	6.1	12.6	36.2
Rural Area Formula	9.3	9.5	9.7	9.9	20.4	58.8
Subtotal (MTA)	268.0	273.3	278.8	284.4	585.9	1,690.3
State Highway Administration						
Surface Transportation Block Grant	194.3	198.1	198.1	198.1	396.3	1,184.9
Highway Safety Improvement Program	43.0	43.9	43.9	43.9	87.9	262.7
National Highway Peformance Program	399.3	407.3	407.3	407.3	814.6	2,435.7
(PROTECT) Program	19.7	20.1	20.1	20.1	40.2	120.1
Carbon Reduction Program	17.3	17.7	17.7	17.7	35.3	105.7
National Highway Freight Program	19.9	20.3	20.3	20.3	40.6	121.4
Metropolitan Planning	8.7	8.9	8.9	8.9	17.8	53.3
Railway-Highway Crossings - HSIP set-aside	2.3	2.3	2.3	2.3	4.5	13.5
Congestion Mitigation/Air Quality	11.1	12.2	12.2	12.2	24.4	72.1
Subtotal (SHA)	715.6	730.8	730.8	730.8	1,461.6	4,369.5
Grand Total	**983.5**	**1,004.1**	**1,009.6**	**1,015.1**	**2,047.4**	**6,059.7**

STATE HIGHWAY ADMINISTRATION
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS
BY FEDERAL FISCAL YEAR ($ MILLIONS)

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2025 - FY 2030 CTP/STIP:

SYSTEM PRESERVATION / TRAFFIC MANAGEMENT CATEGORIES	CURRENT YEAR 2025	BUDGET YEAR 2026	Planning Years 2027	2028	2029 - 2030	SIX - YEAR TOTAL
Bridge Replacement and Rehabilitation						
National Highway Performance Program	148.7	152.2	164.0	148.4	261.1	874.4
Surface Transportation Program	9.5	9.7	10.5	9.5	16.7	55.8
Congestion Management						
Congestion Mitigation/ Air Quality	6.5	7.4	3.3	10.6	15.3	43.1
National Highway Performance Program	2.7	3.3	1.5	4.7	6.2	18.4
Surface Transportation Program	5.1	6.9	3.1	9.8	11.7	36.6
Environmental Projects						
Carbon Reduction Program	3.6	4.2	5.0	4.7	3.7	21.2
Highway Safety	4.1	5.9	7.7	6.6	13.7	38.0
National Highway Performance Program	6.4	5.2	5.6	19.2	31.1	67.5
Surface Transportation Program	16.9	27.7	15.1	38.4	69.9	167.9
Transportation Alternative Program	8.2	10.0	12.1	12.4	26.6	69.3
Resurfacing and Rehabilitation						
Highway Safety	1.9	1.5	0.5	1.9	3.6	9.4
National Highway Performance Program	81.2	65.5	21.2	81.3	153.8	402.9
Surface Transportation Program	109.8	89.5	31.7	110.0	208.4	549.3
Safety and Spot Improvements						
Congestion Mitigation/ Air Quality	1.8	2.0	1.7	1.9	3.8	11.2
Highway Safety	19.9	21.1	17.2	22.6	41.6	122.3
National Highway Performance Program	26.3	22.4	15.9	26.0	46.1	136.8
Surface Transportation Program	82.1	86.5	82.5	105.5	198.7	555.3
Urban Reconstruction/Revitalization						
Surface Transportation Program	5.5	3.2	1.4	4.0	5.5	19.6
Grand Total	**540.2**	**524.1**	**399.9**	**617.3**	**1,117.3**	**3,198.8**

ANNE ARUNDEL COUNTY
MARYLAND

County Executive Steuart L. Pittman

Office of Transportation
Anne Arundel County Maryland
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

Samuel D. Snead
Director of Transportation

March 26, 2025

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 2026-2029 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 2026-2029 TIP projects are financially reasonable at the current time of the letter. If you have any questions, please contact me at (410) 222-7440.

Sincerely,

Samuel Snead, Director

cc: Ethan Hunt, Director of Government Affairs
Karen Henry, Director of Public Works
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator

Board of County Commissioners

Kenneth A. Kiler, President
Joseph A. Vigliotti, Vice President
Thomas S. Gordon III
Michael R. Guerin
Edward C. Rothstein

Department of Public Works

Bryan Bokey, PE
Director
ccdpw@carrollcountymd.gov
Phone: 410-386-2248
Fax: 410-876-2431

March 28, 2025

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 2026-2029 Transportation Improvement Program (TIP)

Dear Mr. Lang:

Carroll County's list of projects for the FY 2026-2029 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. Eight (8) of these bridge and culvert projects, plus the bridge inspection program, are included in the Recommended FY 2026-2031 County CIP and are in the Adopted FY 2025-2030 CIP and one (1) bridge project was previously approved.

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,

Bryan Bokey, P.E., Director
Department of Public Works

c: Christopher Heyn, Department of Planning & Land Management
Daphne Daly, Deputy Director, Department of Planning & Land Management
Mary Lane, Bureau Chief, Bureau of Comprehensive Planning
Clare Stewart, Planner, Bureau of Comprehensive Planning
Douglas Brown, Deputy Director, Department of Public Works
Chris Letnaunchyn, Bureau Chief, Bureau of Engineering
Krista Ziegenfuss, Bridge Program Manager, Bureau of Engineering

Robert G. Cassilly
Harford County Executive

Robert S. McCord
Director of Administration

Shane P. Grimm, AICP
Director of Planning & Zoning

April 4, 2025

Todd Lang
Director, Transportation Division
Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

RE: Harford County's 2026-2029 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2026-2029 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.

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 2025 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
Glen Hebel, Chief Engineer, Department of Public Works
Sam Kahl, Transportation Liaison, Department of Public Works
Gary Blazinsky, Administrator, Harford LINK
Tim Bouchie, Deputy Director, Department of Planning and Zoning
Alex Rawls, Chief, Long-Range Planning, Department of Planning and Zoning
Ndemazea Fonkem, Transportation Program Analyst, Baltimore Metropolitan Council

OFFICE OF TRANSPORTATION

3430 Court House Drive • Ellicott City, Maryland 21043 • 410-313-4312
Calvin Ball, County Executive • Clarence Dickerson, Administrator

transportation@howardcountymd.gov

FAX 410-313-1655
TDD 410-313-2323

April 8, 2025

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 2026-2029 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 2026 Howard County Spending Affordability Advisory Committee Report
- Project pages from the proposed FY 2026 Capital Budget (January 23, 2025 Planning Board Version)

These documents will be provided via electronic mail correspondence for your review.

Sincerely,

C L Dickerson III

Clarence Dickerson,
Administrator

Cc: Brandee Ganz, Chief Administrative Officer
Angela Cabellon, Chief of Staff
Brian Shepter, Deputy Chief of Staff
Felix Facchine, Deputy Chief of Staff
Yosef Kebede, Director, Department of Public Works
Lynda Eisenberg, Director, Howard County Department of Planning and Zoning

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
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

Long-Range Transportation Plan Performance Measures and Targets	
Highway Safety	• 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	• % 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	• % 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	• Annual hours of peak-hour excessive delay (PHED) per capita • % of non-SOV (single-occupancy vehicle) travel
System Performance – Emissions	• 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 [*Note: the BRTB region is in nonattainment only with respect to ozone*]
System Performance – Travel Time Reliability	• % 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	• % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
Transit Asset Management	• % 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	• 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

APPENDIX C

SELF-CERTIFICATION

The self-certification resolution will be approved in conjunction with the TIP and will be included in the final document

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	So-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	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)			
Baltimore County	Various	Various	Landscape installation

Areawide Safety and Spot Improvement (60-9508-19)			
Anne Arundel County	MD 100	MD 174 to MD 10	Guardrail replacement
Anne Arundel County	MD 173	Duval Highway to Kenton Drive	Sidewalk improvements
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 Rowanberry Drive 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)			
Baltimore City	Hanover Street	Hanover Street Bridge	Bridge repair and resurface
Baltimore County	MD 570	Bridge # 0323900 over Ingleside Avenue	Bridge deck replacement and minor rehabilitation
Regional	Various	Various	Bridge cleaning and painting

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 45	Towson Roundabout to Newell Avenue	Safety and resurfacing
Baltimore County	MD 140	Stocksdale Avenue to Pleasant Hill Road	Water transition main 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	Moores 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
14-1602-13	Gaither Road Bridge over South Branch Patapsco River	Carroll County	2029	Highway Preservation	Bridge repair/deck replacement
15-1402-42	Bata Boulevard Access Road	Harford County	2023	Highway Capacity	New or extended roadways
15-2502-14	Perryman Access – Mitchell Lane	Harford County	2031	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
22-1901-45	I-95 Fort McHenry Tunnel: I-95 Port Covington Access Study	Maryland Transportation Authority	2029	Highway Capacity	Interchange ramp added or widened
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
73-2401-64	Martin Airport – All Stations Accessibility Program	MDOT MTA	2029	Commuter Rail	Rehabilitation of facilities

U.S. Department of Transportation
Federal Highway Administration

Eastern Federal Lands Highway Division

22001 Loudoun County Parkway
Building E2, Suite 200
Ashburn, VA 20147

In Reply Refer to: HFPP-15

Subject: Fiscal Year (FY) 2025 – FY 2028 Transportation Improvement Program (TIP) Annual Update

Dear Sir or Madam:

Please find enclosed an original copy of the FY 2025 – FY 2028 Transportation Improvement Program (TIP) Annual Update prepared by the Eastern Federal Lands Highway Division (EFLHD).

Please note that the TIP encompasses projects funded through the Federal Lands Transportation Program (FLTP) and Federal Lands Access Program (FLAP) and includes both those to be administered by EFLHD as well as projects to be delivered by other federal, state, or local agencies using these funding programs. Please indicate your acceptance of this listing by signing and returning the acknowledgement to our Ashburn, Virginia office by ***Friday, January 17, 2025.*** If we have not received the signed letter by that date, we will consider your nonresponse as an indication of general concurrence with the project listing as presented.

We are aware that modifications to the program may be necessary in the future for various reasons and may be either EFLHD or FLMA initiated. Any change to the Region's FY 2025 – FY 2028 TIP Annual Update, such as removing or adding a project or a significant change to the scope of work, schedule, or budget for a specific project, will need to be coordinated between your Region's staff and EFLHD's Planning & Programs Branch. The changes will be gathered and included in a future EFLHD TIP amendment such as the planned FY 2025 – FY 2028 TIP Midyear, to be prepared in the spring of 2025.

As always, we look forward to working with you and your staff on this program. If you have any concerns or questions, please do not hesitate to contact Mr. Lewis Grimm, Planning Team Leader, at 703-404-6289 or Lewis.Grimm@dot.gov.

Sincerely yours,

HOLLY E BELL

Digitally signed by HOLLY E BELL
Date: 2024.12.10 09:45:38 -05'00'

Holly E. Bell
Chief of Business Operations

FY2025-FY2028 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 11/21/2024

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 FLTP NP CHOH 336822	2025	MD	Various	Chesapeake & Ohio Canal	NCR Pavement and Bridge Preservation Program (Chesapeak and Ohio Canal National Historical Park)	3R	FLTP - NPS	$2,966,221.00	Title 23	NPS	Construction	MD-06	NPS-NCR
MD FTNP ASIS 312015	2026	MD	Worcester	Assateague Island National Seashore	Route 10 Bayberry Road MP 0-3.6 Pavement Preservation	1R	FLTP - NPS	$2,300,000.00	Title 23	NPS	In Design	MD-01	NPS-NER
MD FTNP CHOH 264071	2026	MD	Allegany	Chesapeake & Ohio Canal	Evitts Creek Aqueduct Bridge (3100-0505)	BR	FLTP - NPS	$1,514,454.00	Title 23	NPS	In Design	MD-08	NPS-NCR
MD NP BAWA 1(13) 2(13)	2025	MD	Anne Arundel	Baltimore Washington National Parkway	Replace Median Guardrail at Baltimore-Washington Parkway	3R	FLTP - NPS	$210,000.00	Title 23	EFL	Construction	MD-05	NPS-NCR
MD NP CATO 331578	2029	MD	Frederick	Catoctin Mountain Park	Preserve Bridges at Catoctin Mountain Park	BR	FLTP - NPS	$1,136,080.00	Title 23	NPS	In Design	MD-06	NPS-NCR
MD NP CHOH 907(1)	2028	MD	Montgomery	Chesapeake & Ohio Canal	Rehabilitate Great Falls Entrance Road and Parking Area	3R	FLTP - NPS	$3,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP CHOH BR 3100-062S(1)	2025	MD	Washington	Chesapeake & Ohio Canal	Repair Polly Pond Bridge	BR	FLTP - NPS	$700,000.00	Title 23	EFL	Construction	MD-06	NPS-NCR
MD NP CHOH BRG(1)	2028	MD	Various	Chesapeake & Ohio Canal	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	$7,009,000.00	Title 23	EFL	In Design	Various	NPS-NCR
MD NP FOMC TBD	2026	MD	Baltimore	Fort McHenry National Monument and Historic Shrine	Wallace Road Rehab	3R	FLTP - NPS	$500,000.00	Title 23	NPS	In Design	MD-07	NPS-NER
MD NP FOWA 10(2)	2027	MD	Prince George's	Fort Washington Park	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	$1,100,000.00	Title 23	EFL	In Design	MD-05	NPS-NCR
MD NP FOWA 342624	2029	MD	Prince George's	Fort Washington Park	Preserve Pavement at Fort Washington Park	1R	FLTP - NPS	$850,000.00	Title 23	NPS	Planned	MD-04	NPS-NCR
MD NP GWMP 6(2)	2026	MD	Montgomery County	George Washington Memorial Parkway	Clara Barton Cantilevered Bridge	BR1R	FLTP - NPS	$19,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP MONO TBD(1)	2028	MD	Frederick	Monocacy National Battlefield	Preserve Pavement and Bridges at Monocacy National Battlefield	BR3R	FLTP - NPS	$217,853.00	Title 23	NPS	Planned	MD-06	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's	Suitland Parkway	Suitland Parkway Trail	Trail	FLTP - NPS	$700,000.00	Title 23	NPS	Construction	MD-04	NPS-NCR
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	Baltimore Washington National Parkway	Bridge Railing and Capstone	BR3R	FLTP - NPS	$2,980,000.00	Title 23	EFL	Construction	MD-04	NPS-NCR

Approval signature is shown on first page packet only. The listing reflects all newly identified and programmed and/or modified projects as of November 21, 2024.

APPENDIX F

FY 2025-2028 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2025 – 2028 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation	MDOT MPA	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.	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. 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.	Admin Mod: August 9, 2024
16-2501-04	Traffic Signal and Crosswalk Improvements	Howard County	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.	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.	BRTB Resolution #25-9 October 25, 2024

14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	Carroll County	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.	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.	Admin Mod: November 1, 2024
15-2405-55	Aberdeen Transit Oriented Development Station Square Project	Harford County	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.	The Aberdeen TOD Station Square project includes: 1) demo & removal of the existing non-compliant concrete pedestrian overpass, stairs, walkway & 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.	Admin Mod: November 1, 2024
46-2501-66	US 29 BRT Stations	MDOT MTA	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.	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.	BRTB Resolution #25-10: November 19, 2024

42-2502-03	Patapsco Avenue Pedestrian/Bicycle Bridge	MDOT MTA	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.	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.	BRTB Resolution #25-10: November 19, 2024
40-2503-63	MTA Cloud-Based Signal Priority	MDOT MTA	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.	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.	BRTB Resolution #25-10: November 19, 2024
32-2501-81	Fairfield Masonville Stormwater Management Phase 1	MDOT MPA	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.	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.	BRTB Resolution #25-11: November 19, 2024

12-2201-64	RAISE Transit Priority Project	Baltimore City	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.	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.	BRTB Resolution #25-12: November 19, 2024
11-2503-39	Vision Zero Pedestrian and Bicycle Count Program	Anne Arundel County	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.	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.	BRTB Resolution #25-13: November 19, 2024
00-2501-09	Maryland Equitable Charging Infrastructure Partnership (MECIP)	Other	This amendment to the FY 2025-2028 TIP will add the Maryland Equitable Charging Infrastructure Partnership project. This amendment will add $3.457M in CFI funds and $1.379M in private funds for planning, engineering, right-of-way, and construction in FY 2025-2028. The total estimated cost is $4.836 million.	This project will provide privately held EV Charging technology and infrastructure to the existing Alternative Fuel Corridors in the Baltimore Region.	BRTB Resolution #25-14: November 19, 2024
12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	Baltimore City	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.	This project includes replacement of the Perring Parkway ramp over Herring Run. Engineering for this project was originally authorized in FY 2016.	Admin Mod: December 3, 2024

12-2301-39	Northern Parkway at Falls Road Traffic Safety Multimodal Facility Improvements	Baltimore City	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.	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.	Admin Mod: December 3, 2024
25-1801-41	I-95 Express Toll Lanes Northbound Extension	Maryland Transportation Authority	This administrative modification alters the text of the project description to narrow project scope and remove "ramps from I-695 (WB & 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.	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.	Admin Mod: December 3, 2024
40-1801-64	Agencywide System Preservation and Improvement	MDOT MTA	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.	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.	Admin Mod: December 3, 2024

40-2302-63	Zero Emission Infrastructure and Rolling Stock	MDOT MTA	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.	The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate & maintain new electric charging infrastructure for both Kirk (100% bus fleet) & 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.	Admin Mod: December 3, 2024
70-1501-53	MARC Rolling Stock Overhauls and Replacement	MDOT MTA	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.	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.	Admin Mod: December 3, 2024
60-9501-11	Areawide Resurfacing and Rehabilitation	MDOT MTA	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.	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.	Admin Mod: December 3, 2024

60-9504-04	Areawide Congestion Management	MDOT MTA	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.	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.	Admin Mod: December 3, 2024
60-9506-38	Areawide Environmental Projects	MDOT MTA	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.	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.	Admin Mod: December 3, 2024
60-9508-19	Areawide Safety and Spot Improvements	MDOT MTA	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.	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.	Admin Mod: December 3, 2024
60-9511-19	Areawide Urban Reconstruction	MDOT MTA	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.	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.	Admin Mod: December 3, 2024

60-9903-29	Areawide Transportation Alternatives Projects	MDOT MTA	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.	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.	Admin Mod: December 3, 2024
60-2401-09	National Electric Vehicle Infrastructure (NEVI)	MDOT SHA	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.	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.	Admin Mod: December 3, 2024
65-2301-31	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	MDOT SHA	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.	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.	Admin Mod: December 3, 2024
23-2501-45	I-95 JFK Memorial Highway – I-695 Ramps	Maryland Transportation Authority	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.	Construction of two I-95 Section 100 Express Toll Lane Ramps from I-695 Eastbound and Westbound to I-95 Northbound Express Toll Lanes.	BRTB Resolution #25-17: December 17, 2024

40-1203-65	Kirk Bus Facility Replacement – Phase 1 & 2	MDOT MTA	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.	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. In addition to the matching funds listed, MTA has committed $1.207 million in state dollars.	BRTB Resolution #25-18: December 17, 2024
40-1804-63	Metro and Light Rail Rolling Stock Overhaul and Replacement	MDOT MTA	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.	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.	BRTB Resolution #25-18: December 17, 2024
40-1805-64	Metro and Light Rail System Preservation and Improvement	MDOT MTA	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.	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.	BRTB Resolution #25-18: December 17, 2024

40-9502-05	Small Urban Transit Systems – Capital Assistance	MDOT MTA	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.	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.	BRTB Resolution #25-18: December 17, 2024
40-1204-64	Bus and Rail Preventive Maintenance	MDOT MTA	This amendment will modify the project to add $16.76M ($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.	This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.	BRTB Resolution #25-18: December 17, 2024
40-2504-63	Low Floor Light Rail Fleet Transition	MDOT MTA	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.	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.	BRTB Resolution #25-18: December 17, 2024
73-2401-64	Martin Airport – All Stations Accessibility Program	MDOT MTA	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.	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.	BRTB Resolution #25-18: December 17, 2024
40-9901-01	Ridesharing – Baltimore Region	MDOT MTA	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.	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.	Admin Mod: December 31, 2024

60-2501-09	Areawide Carbon Reduction Program	MDOT SHA	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.	Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.	BRTB Resolution #25-20: January 14, 2025
43-2501-64	Reisterstown Plaza Metro Station – Multimodal Access	MDOT MTA	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.	The project is a Preliminary Design & Environmental (PD&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.	BRTB Resolution #25-21: January 14, 2025
14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	Carroll County	This administrative modification shifts remaining engineering funds ($439,000 federal/$14,000 local) to FY 2025. These funds were originally programmed in FY 2023 and FY 2024. As a result of IIJA legislation, funding for the FY 2024 increase in engineering is now 100% federally funded, and local match is the remainder of programmed funds. There is no change in total engineering funding. The estimated total cost remains at $2.54 million.	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 and subsequently increased in FY 2024.	Admin Mod: March 7, 2025
15-2103-13	Stafford Road Bridge #162 over Buck Branch	Harford County	This administrative modification adds $100,000 in STBG funds ($80,000 federal/$20,000 local match) in FY 2025 for engineering. This funding increase is necessary for consultant final design and to advertise the project proposal. The estimated total project cost stays $1.825 million.	This project includes full replacement 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 2-3' shoulders on each side of the roadway. 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. Engineering funds through NEPA were authorized in FY2023. FY 2025 funds are for final design through advertisement.	Admin Mod: March 7, 2025

61-2303-41	MD 170: Norcross Lane to Wieker Road	MDOT SHA	This administrative modification adds $1.728M ($1.611M federal/$0.117M state match) in NHPP funds for planning and engineering in FYs 2025-2028. This change updates the design and right-of-way acquisition schedule. The increase in cost will reflect funding increases proposed with the project and revised cost estimates. The total project cost increases to $20.141M.	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.	Admin Mod: March 7, 2025
11-2504-99	Anne Arundel County Ferry Project	Anne Arundel County	This amendment will add a new project to the FY 2025-2028 TIP, the Anne Arundel County Ferry Project. This amendment will add $4.869M in 5307(h) funds ($3.895M federal/$0.974M local match) for procurement and construction in FY 2025. Funding for this project is necessary to add additional routes between Baltimore City, Annapolis, and Matapeake Park. The total estimated cost for the project is $4,869,000.	This project would establish a new passenger ferry service connecting the City of Annapolis, the City of Baltimore, and Matapeake Park. a) Procurement of up to two passenger electric ferry vessels b) Landing improvements c) Charging Infrastructure	BRTB Resolution #25-23: March 25, 2025
18-2401-99	Annapolis Electric Passenger Ferry Pilot Program	Annapolis	This amendment will shift $1.2M in 5307(h) funds ($1.02M federal/$0.18M local match) for construction from FY 2024 to FY 2025, the correct year of obligation. These funds reflect a FY 2022 Passenger Ferry grant awarded to the City of Annapolis. The total estimated project cost remains $3.5 million.	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. The program consists of the following: (a) Procurement of up to two (2) battery electric passenger ferry vessels (b) Landing improvements (c) Charging infrastructure	BRTB Resolution #25-23: March 25, 2025
40-1602-05	Urban Transit Systems – Capital Assistance	MDOT MTA	This amendment will modify the project to add $1.763M in 5339 funds ($1.498M federal/$0.265M state matching) for vehicle purchases, adding grant funds to the anticipated year of obligation. This funding will provide assistance for the purchase of vehicles, equipment, and facilities for Harford County. The estimated total cost increases to $5.091M.	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.	BRTB Resolution #25-23: March 25, 2025
40-9501-05	Rural Transit Systems – Capital Assistance	MDOT MTA	This amendment will add a project to the FY 2025-2028 TIP that had previously appeared in prior TIPs, the Rural Transit Systems - Capital Assistance project. The amendment will add $5.08M in 5311O funds ($4.064M federal/$0.508 state match/$0.508 local match) for construction in FYs 2025-2028. Local match will be split equally between Baltimore and Carroll County. Funds are necessary to complete planned purchases for bus replacements. The estimated total cost for the project is $5.08 million.	Capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County and Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). The planned purchases are heavy duty and small bus replacements as well as expansions to small cutaway and medium buses.	BRTB Resolution #25-23: March 25, 2025

20-2502-13	Curtis Creek Drawbridge Deck Rehabilitation and Resiliency	Maryland Transportation Authority	This amendment will add a new project to the FY 2025-2028 TIP, the Curtis Creek Drawbridge Deck Rehabilitation and Resiliency project. This amendment will add $18.948M in INFRA funds ($11.448M federal/$7.5M state match) for engineering and construction in FY 2025-2028. The total estimated cost for the project is $19.5 million.	The Curtis Creek Drawbridge Deck Rehabilitation and Resiliency project is part of the MDTA's ongoing efforts to ensure the safety and continued operation of the two drawbridges that carry the Inner and Outer Loops of I-695 over Curtis Creek. The project includes: • Establishment of maintenance of traffic operations • Replacement of portions of the concrete decks and parapets • Repair and strengthening of the steel cantilever girders • Removal and replacement of lower-level lights and traffic signals This project will be completed in two primary stages in order to maintain traffic on I-695. In each stage, one bridge will be closed and one lane of traffic in each direction will be maintained on the parallel bridge.	BRTB Resolution #25-24: March 25, 2025
40-0104-61	Small Urban Transit Systems – Operating Assistance	MDOT MTA	This administrative modification will update the project description to accurately reflect which small urban transit systems receive assistance under the program. The funding remains unchanged with this administrative change. The estimated total cost stays $2.608M.	Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll Transit System. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.	Admin Mod: April 1, 2025
40-1602-05	Urban Transit Systems – Capital Assistance	MDOT MTA	This administrative modification will modify the project to add $84,000 in 5339 funds ($67,000 federal/$17,000 state matching) and $334,000 in 5307 funds ($267,000 federal/$67,000 state matching). This funding will provide operation assistance for Harford County. The estimated total cost increases to $5.642M.	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.	Admin Mod: April 1, 2025

63-0803-46	I-795: Dolfield Boulevard Interchange	MDOT SHA	This administrative modification adds $1.806M ($1.666M federal/$0.14M state match) in NHPP funds for right-of-way and engineering in FYs 2025-2028. This change updates the design and right-of-way acquisition schedule. It is an existing project that has been modeled for air quality previously, and approved by the ICG and BRTB in the previous TIP. There are no major scope changes. The increase in cost will reflect funding increases proposed with the project and revised cost estimates. The total project cost is $146.92M.	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 Dolfied 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.	Admin Mod: April 1, 2025
40-9204-61	Rural Transit Systems – Operating Assistance	MDOT MTA	This amendment will modify the FY 2025-2028 TIP to add $1.566M in 5311 funds ($0.783M federal/$0.783M local match) for transit system operations. This funding support transit operations in Carroll and Baltimore counties. The description was also modified to clarify that Baltimore County funds go to Baltimore County Department of Public Works and Transportation. The total estimated cost increases from $1.904M to $3.470M.	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.	BRTB Resolution #25-27: April 25, 2025
14-2202-13	Upper Beckleysville Road Bridge over Murphy Run	Carroll County	This amendment will add the Upper Beckleysville Road Bridge over Murphy Run project, which appeared in previous TIPs, to the FY 2025-2028 TIP. This amendment will add $231,000 in STBG funds for engineering ($0.185M federal/$0.046M local) in FY 2025 and $1,000,000 in STBG funds for construction ($1.0M federal) in FY 2026 to complete final engineering and allow the County to advertise. The project was awarded 100% federal funding for construction. The estimated total cost of the project is $1.811M.	This project includes replacement of the existing 1-span bridge. The new bridge will be a single span bridge (type TBD) with two 12'+/- travel lanes. The replacement structure type, geometry, and lane use configuration will be determined during initial design. Engineering for this project was funded in FY 2023. Redundant funds are shown in FY 2025 and FY 2026 to ensure funds are available for use for emergency effort.	BRTB Resolution #25-28: April 25, 2025

40-9502-05	Small Urban Transit Systems – Capital Assistance	MDOT MTA	This administrative modification adds $1.2M ($0.96M federal 5339(c) funds/$0.24M state match) for capital purchases in FY 2025. This change will also update the project description to reflect a Howard County 5339 discretionary grant to purchase two expansion buses. The estimated total cost increases from $4.967M to $6.167M.	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, 8 small cutaway bus expansions, 3 minivan expansions, 3 heavy duty bus replacements, and continued preventative maintenance. Project also includes a Howard County 5339 Discretionary grant to purchase two expansion buses.	Admin Mod: May 9, 2025
40-9901-01	Ridesharing – Baltimore Region	MDOT MTA	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 from $3.285M to $4.063.	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.	Admin Mod: May 9, 2025
42-2403-64	Penn-Camden Connector	MDOT MTA	This administrative modification adds $264K ($211K federal 5337 funds/$53K state match) for engineering in FY 2025. Funds will go toward the design of a connection track between the Northeast Corridor and the CSX-owned MARC Camden line. The estimated total cost remains $232.9M.	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.	Admin Mod: May 9, 2025
60-9506-38	Areawide Environmental Projects	MDOT SHA	This administrative modification adds $1.7 million ($1.36M federal STBG funds/$0.34M state) in FY 2025 and FY 2026 for planning and right-of-way. This funding increase is necessary to accommodate committed environmental projects. The total estimated cost increases from $90.4M to $92.1M.	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.	Admin Mod: May 9, 2025

60-9903-29	Areawide Transportation Alternatives Projects	MDOT SHA	This administrative modification adds $2.0 million in TAP funds ($1.6M federal/$0.4M 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 from $39.6M to $41.6M.	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.	Admin Mod: May 9, 2025
40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	MDOT MTA	This amendment will modify the project to add $52.387M in CMAQ funding ($44.85M federal/$7.537M state match) for construction in FY 2025, the year of obligation. Funds will support bus and mobility replacements by the MDOT MTA. The total estimated cost increases to $228.768M.	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 vehicles 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.	BRTB Resolution #25-29: May 27, 2025

40-2302-63	Zero Emission Infrastructure and Rolling Stock	MDOT MTA	This amendment will modify the project to add $22.228M in CRP funds ($18.893M federal/$3.335M state match) and $393,000 in federal CMAQ funds for construction in FY 2025. The funding increase accounts for the addition of a Carbon Reduction grant for the purchase of battery electric buses and supporting the Bus Electrification program. The estimated total cost increases to $114.07M.	The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate & maintain new electric charging infrastructure for both Kirk (100% bus fleet) & Northwest (50% bus fleet) bus depots. The selected Contractor will provide turn-key design, installation, implementation, commissioning, operations and mgt. for civil works; provide services so that the BEBs at both Kirk & Northwest Depots are fully charged at their scheduled AM pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, & managing energy use such that MTA can manage the BEBs in an efficient, cost-effective manner. MTA needs to conduct a pilot program to show 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.	BRTB Resolution #25-29: May 27, 2025
40-2505-99	Francis Scott Key Bridge Transit Incentives	MDOT MTA	This amendment to the FY 2025-2028 TIP will add a new project, the Francis Scott Key Bridge Transit Incentives project. This amendment will add $1.250M in CMAQ funds ($1M federal/$0.25M state match) in FY 2025 for transit benefits offered to employers and individuals through the MTA FareShare program. The total estimated cost is $1.25 million.	A pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.	BRTB Resolution #25-29: May 27, 2025
70-1503-55	MARC Facilities	MDOT MTA	This amendment will modify the project to add $35M in 5337 funds ($28M federal/$7M state match) for construction in FY 2025. The description was also updated to reflect the scope of work. Funding will support improvements and equipment for MARC maintenance facilities. The estimated total cost increases to $100.964 million.	This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair.	BRTB Resolution #25-29: May 27, 2025

APPENDIX G

PUBLIC PARTICIPATION

Additional materials from the public comment period, including comment responses, will be included in the final document

BALTIMORE METROPOLITAN COUNCIL

BRTB SHARES DRAFT TRANSPORTATION IMPROVEMENT PROGRAM FOR 2026-2029

BALTIMORE, MD (Thursday, May 15, 2025) – The Baltimore Regional Transportation Board (BRTB) has released the draft for the Transportation Improvement Program (TIP) for 2026-2029. A comment period on the draft closes June 15.

The Transportation Improvement Program (TIP) is a short-range document that includes proposals for bicycle, pedestrian, transit, bridge, highway and freight projects with specific funding over the course of four years. This year's iteration of the TIP includes 172 projects for the Baltimore region, with an estimated budget of $6.2 billion.

Key projects for the program include the rebuilding of the Francis Scott Key Bridge, Odenton MARC Transit Oriented Development in Anne Arundel County, two segments of the Baltimore Greenway Trails Network in Baltimore City, the Aberdeen Transit Oriented Development Station Square project in Harford County, and the Maryland Transit Administration's Red Line project across the Baltimore region.

The 2026-2029 TIP includes more than $3.6 billion for highway preservation and expansion, $1.59 billion for transit and commuter rail preservation and expansion, $361 million for the Port and $394 million for emissions reductions, safety improvements and other spending. Support from US DOT accounts for about $3.2 billion of this funding, with state and local agencies providing $1.08 billion and toll revenues covering $1.89 billion.

"Boosting connectivity across modes of travel, increasing safety for all users, and improving environmental outcomes 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 draft TIP is accompanied by 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 2026-2029 TIP and associated Air Quality Conformity Determination via yourregionyourvoice.org/BRTB-TIP.

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.

Ways to comment include:

- Online via a short survey at yourregionyourvoice.org/BRTB-TIP
- Sending an email to BRTB-TIP@publicinput.com
- Texting 855-925-2801with keyword “BRTB-TIP”
- Leaving a voicemail toll-free via 855-925-2801x11470
- Reaching @BaltoMetroCo on social media with #BRTBListens

The BRTB will vote on the TIP and Air Quality Determination documents on Tuesday, July 22, 2025.

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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. Usarios de Relay MD marquen 7-1-1. Si se necesita información de Título VI en español, llame al 410-732-0500.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

The signed BRTB resolutions for the 2026-2029 TIP and associated conformity determination will be included in the final document

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
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
IIJA	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
LRTP	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

A complete list of Proposed Congressionally Designated Projects will be included in the final document