

APPENDIX A

COMMITTEE AND STAFF ROSTER

METROPOLITAN PLANNING ORGANIZATION STAFF

BALTIMORE METROPOLITAN COUNCIL

**Mike Kelly
Executive Director**

**Todd Lang
Director, Transportation Planning**

**Regina Aris
Assistant Director & Manager of Policy Development**

**Ndemazea Fonkem
TIP Project Manager**

CONTRIBUTORS OF INFORMATION

AGENCY	CONTACT PERSON
ANNAPOLIS	Kwaku Duah, Deputy Director, Department of Transportation
ANNE ARUNDEL COUNTY	Sam Snead, Director of Transportation
BALTIMORE CITY	Stuart Sirota, Interim Deputy Director, Planning
BALTIMORE COUNTY	Angelica Daniel, Chief, Bureau of Transportation
CARROLL COUNTY	Chris Letnaunchyn, Chief, Bureau of Engineering
HARFORD COUNTY	Alex Rawls, Senior Transportation Planner
HOWARD COUNTY	David Cookson, Deputy Administrator, Office of Transportation
QUEEN ANNE’S COUNTY	Steve Cohoon, Public Facilities Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek, Regional Planner
Maryland Transit Administration (Commuter Rail and Transit)	Erika Falk, Capital Program Analyst, Capital Programming Kisha Joyner, Acting Manager of Capital Programming
State Highway Administration	Tara Penders, Assistant Division Chief, Regional and Intermodal Planning Division (RIPD) Tavon Hawkins, Regional Planner, RIPD Benjamin Allen, Regional Planner, RIPD
Maryland Transportation Authority	Carl Chamberlin, Planning & Community Relations Manager

BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Gavin Buckley Mayor	Christopher Jakubiak, Director City Planning & Zoning
ANNE ARUNDEL COUNTY	Hon. Steuart Pittman (Vice Chair) County Executive	Sam Snead, Transportation Officer Office of Transportation Planning
CITY OF BALTIMORE	Hon. Brandon Scott Mayor	Veronica P. McBeth, Director Department of Transportation
BALTIMORE COUNTY	Hon. Katherine A. Klausmeier County Executive	Anthony Russell, Deputy Director Department of Public Works and Transportation
CARROLL COUNTY	Hon. Ed Rothstein County Commissioner	Mary Lane, Planning Manager Department of Planning
HARFORD COUNTY	Hon. Bob Cassilly County Executive	Alex Rawls, Senior Transportation Planner Department of Planning & Zoning
HOWARD COUNTY	Hon. Calvin Ball County Executive	Clarence (Trey) Dickerson III, Administrator Office of Transportation
QUEEN ANNE'S COUNTY	Hon. James Moran (Chair) County Commissioner	Steve Cohoon, Public Facilities Planner Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Paul J. Wiedefeld Secretary	Geoff Anderson, Chief Planning, Programming and Delivery
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Jason Quan, General Manager Regional Transportation Agency of Central Maryland	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Serena McIlwain Secretary	Chris Hoagland, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rebecca Flora Secretary	Bihui Xu, Manager Principal Planner
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Holly Arnold Administrator	Elizabeth Gordon, Director Planning and Programming

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Brian Ulrich, Transportation Planner
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BALTIMORE COUNTY	Angelica Daniel, Bureau Chief of Transportation
CARROLL COUNTY	Clare Stewart, Comprehensive Planner
HARFORD COUNTY	Samuel Kahl, Office of the Director
HOWARD COUNTY	David Cookson, Planning Manager
QUEEN ANNE'S COUNTY	Steve Cohoon, Public Facilities Planner
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Maryland Transportation Authority	Carl Chamberlin, Planning & Community Relations Manager
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Catherine Salarano, Natural Resources Planner
MARYLAND DEPARTMENT OF PLANNING	Brooks Phelps, Manager of Geospatial & Data Analysis

APPENDIX B

DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

Criteria for prioritizing projects in the TIP

Project sponsors must consider a range of criteria when submitting projects for consideration in the TIP. Sponsors ascertain the ability of projects to meet the following criteria which supports long-range plan goals. Additionally, capacity projects must come from the region's approved long-range transportation plan.

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements FAST Act Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances 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	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
25 th Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X

41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				
Brehms Lane over Herring Run	X			X							X			X
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X
Hanover Street over CSX	X			X							X			X
Howard Street over I-83, CSX, Amtrak, and Jones Falls	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X
West Patapsco Avenue from Magnolia Ave to Potee Street	X	X		X	X	X		X	X		X	X		X
Pennington Ave Rehabilitation from Birch St to E 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
25 th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29 th Street	X			X	X						X			X
Johnston Square Improvements	X			X	X						X			X
Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	X			X	X						X			X
Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	X			X	X						X			X
Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	X			X	X						X			X

Russell Street Viaduct Bridge Replacement	X			X							X			X
Kelly Avenue Bridge Replacement	X			X							X			X
Hawkins Point Bridge over CSX Railroad	X			X							X			X
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
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Old Kays Mill Road Culvert over Beaver Run	X			X										X
Brown Road Culvert over Roaring Run	X			X										X
McKinstry's Mill Road over Little Pipe Creek	X			X										X
Patapsco Road Bridge over East Branch Patapsco River	X			X										X
Woodbine Road over South Branch Patapsco River	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Aberdeen Transit Oriented Development Station Square Project	X	X	X	X		X		X	X		X			X
Woodley Road Extension to MD 715	X					X								X
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Glennville Road Bridge #30 over Mill Brook	X			X										X
Grier Nursery Road Bridge #43 over Deer Creek	X			X										X
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: 2 nd 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Improve System Safety Improve Accessibility Increase Mobility 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2303-25	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Improve System Safety Improve Accessibility Increase Mobility 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-2505-39	2022 & 2023 Pedestrian & Roadway Safety Improvements	<ul style="list-style-type: none"> 11. Improves pedestrian safety & access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve System Safety Improve Accessibility Increase Mobility 	<ul style="list-style-type: none"> System Performance – Emissions
Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility 	<ul style="list-style-type: none"> 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	Moore's Run Bridge Replacements	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2001-11	25 th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2002-13	41 st Street over I-83, MTA Light Rail Tracks, and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2003-19	Citywide Asset Management	1. Preserves the regional transportation system 10. Implements transportation system management strategies	Promote Informed Decision Making 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	25 th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29 th Street	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

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	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2101-13	Old Kays Mill Road Culvert over Beaver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2102-13	Brown Road Culvert over Roaring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2103-13	McKinstry's Mill Road over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2501-13	Woodbine Road over South Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

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	Moore's Road Bridge #78 over Tributary to Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2202-13	Hess Road Bridge #81 over Yellow Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2401-13	Cullum Road Bridge #12 over Tributary to James Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-2402-13	Chestnut Hill Road Bridge #41 over Cabbage Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2404-14	Bridge Painting	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-2501-13	Stafford Road Bridge #19 over Herring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

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	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve System Safety Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment 	<ul style="list-style-type: none"> Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lanes Northbound Extension	<ul style="list-style-type: none"> 3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security 	<ul style="list-style-type: none"> Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	25-2101-41	I-95 Southbound Part-Time Shoulder Usage	<ul style="list-style-type: none"> 3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security 	<ul style="list-style-type: none"> Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Port Administration	30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation	<ul style="list-style-type: none"> 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances energy, and environmental efforts 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve System Security 	<ul style="list-style-type: none"> System Performance – Freight
Maryland Port Administration	32-2101-83	Howard Street Tunnel	<ul style="list-style-type: none"> 1. Preserves the regional transportation infrastructure 6. Provides accessibility and/or intermodal connectivity among major destination 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Port Administration	30-2301-83	Port of Baltimore Rail Capacity Modernization Project	2. Implements emission reduction measures 8. Enhances 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: 2 nd Street to Main Street	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short and long-term comprehensive plans 14. Enhances transportation safety	Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety System Performance – Congestion System Performance – Reliability
SHA: 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



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		3,629.4

FY 2026 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

(\$MILLIONS)

	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
<u>THE SECRETARY'S OFFICE (J01A01)</u>						
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
<u>Subtotal</u>	<u>806.9</u>	<u>220.9</u>	<u>338.9</u>	<u>0</u>	<u>0</u>	<u>1366.7</u>
<u>DEBT SERVICE (J01A04)</u>					<u>427.5</u>	<u>427.5</u>
<u>STATE HIGHWAY ADMINISTRATION (J02B01)</u>						
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
<u>Subtotal</u>	<u>384.7</u>	<u>976.8</u>	<u>23.6</u>	<u>518.1</u>	<u>0.0</u>	<u>1903.2</u>
<u>MARYLAND PORT ADMINISTRATION (J03D00)</u>						
Port Operations	58.9					58.9
Port Facilities and Cap Equip.		364.2	64.1			428.3
<u>Subtotal</u>	<u>58.9</u>	<u>364.2</u>	<u>64.1</u>	<u>0.0</u>	<u>0.0</u>	<u>487.2</u>

FY 2026 ALLOWANCE - SUMMARY BY BUDGET PROGRAM

(\$MILLIONS)

	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
<u>MOTOR VEHICLE ADMINISTRATION (J04E00)</u>						
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
<u>Subtotal</u>	<u>263.7</u>	<u>25.5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>289.2</u>
<u>MARYLAND TRANSIT ADMINISTRATION (J05H00)</u>						
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
<u>Subtotal</u>	<u>1317.5</u>	<u>753.8</u>	<u>21.5</u>	<u>0.0</u>	<u>0.0</u>	<u>2092.8</u>
<u>MARYLAND AVIATION ADMINISTRATION (J06I00)</u>						
Airport Operations	253.3					253.3
Facilities and Cap Equip.		125.0	197.1			322.1
Major IT Development						0.0
<u>Subtotal</u>	<u>253.3</u>	<u>125.0</u>	<u>197.1</u>	<u>0.0</u>	<u>0.0</u>	<u>575.4</u>
<u>DEPARTMENTAL TOTAL</u>	<u>3085.0</u>	<u>2466.2</u>	<u>645.2</u>	<u>518.1</u>	<u>427.5</u>	<u>7142.0</u>

DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY BY FISCAL YEAR
(\$ MILLIONS)

	CURRENT YEAR 2025	BUDGET YEAR 2026	PLANNING YEARS				SIX-YEAR TOTAL
			2027	2028	2029	2030	
<u>OPERATING PROGRAM</u>							
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	-	-	-	-	-	-	-
<u>CAPITAL PROGRAM</u>							
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				SIX-YEAR TOTAL
			2027	2028	2029	2030	
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	429.7	427.7	444.6	468.1	485.4	500.3	2,755.9
<u>DEPARTMENT TOTAL</u>	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)

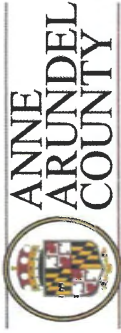
The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2025 - FY 2030 CTP/STIP:

	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029 - 2030</u>	<u>TOTAL</u>
<u>Maryland Transit Administration</u>						
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
<u>State Highway Administration</u>						
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			SIX - YEAR TOTAL
			2027	2028	2029 - 2030	
<u>Bridge Replacement and Rehabilitation</u>						
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
<u>Congestion Management</u>						
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
<u>Environmental Projects</u>						
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
<u>Resurfacing and Rehabilitation</u>						
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
<u>Safety and Spot Improvements</u>						
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
<u>Urban Reconstruction/Revitalization</u>						
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



M A R Y L A N D

County Executive Stuart L. Pittman

Office of Transportation
Anne Arundel County Maryland
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

Samuel D. Sneed
Director of Transportation

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,

A handwritten signature in blue ink, appearing to read "S. Sneed", followed by the printed name "Samuel Sneed, Director".

Samuel Sneed, 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



225 North Center Street Westminster, Maryland 21157
410-386-2400; 1-888-302-8978
MD Relay 711/800-735-2258

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.

Harford County Celebrates 250 Years ~ 1773-2023

410.638.3103 | 410.879.2000 | 220 South Main Street, Bel Air, Maryland 21014 | www.harfordcountymd.gov

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

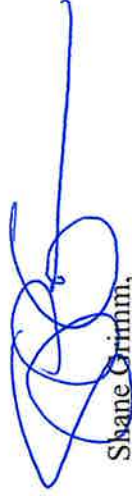
Todd Lang
Baltimore Metropolitan Council
April 4, 2025
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program require a match from Harford County. The match for the projects comes from funds already approved in the Fiscal Year 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,

A handwritten signature in blue ink, appearing to read "Shane Grimm", with a stylized, looping design.

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,

Clarence 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	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
Pavement Condition	<ul style="list-style-type: none"> • % of pavement on the interstate National Highway System (NHS) in good condition • % of pavement on the interstate NHS in poor condition • % of pavement on the non-interstate NHS in good condition • % of pavement on the non-interstate NHS in poor condition
Bridge Condition	<ul style="list-style-type: none"> • % of NHS bridges by deck area classified as in good condition • % of NHS bridges by deck area classified as in poor condition
System Performance – Congestion	<ul style="list-style-type: none"> • Annual hours of peak-hour excessive delay (PHED) per capita • % of non-SOV (single-occupancy vehicle) travel
System Performance – Emissions	<ul style="list-style-type: none"> • Total emissions reductions: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [<i>Note: the BRTB region is in nonattainment only with respect to ozone</i>]
System Performance – Travel Time Reliability	<ul style="list-style-type: none"> • % of person-miles traveled on the interstate system that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable
System Performance – Freight	<ul style="list-style-type: none"> • % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
Transit Asset Management	<ul style="list-style-type: none"> • % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs) • % of revenue vehicles within an asset class that have either met or exceeded their ULBs • Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions • % of facilities within an asset class rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. Condition 3 on the TERM scale is Adequate.
Transit Safety	<ul style="list-style-type: none"> • Number of reportable fatalities and rate per total vehicle revenue miles • Number of reportable injuries and rate per total vehicle revenue miles • Number of reportable safety events and rate per total vehicle revenue miles • Mean distance between major mechanical failures

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 (FLTIP) 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**
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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	ELMA REGION
Maryland													
MD FLTP NP CHOH 336822	2025	MD	Various	Chesapeake & Ohio Canal	NCR Pavement and Bridge Preservation Program (Chesapeake 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 3100-0625(1)	2025	MD	Washington	Chesapeake & Ohio Canal	Repair Polly Pond Bridge	BR	FLTP - NPS	\$700,000.00	Title 23	EFL	Construction	MD-06	NPS-NCR
MD NP CHOH BRG(1)	2028	MD	Various	Chesapeake & Ohio Canal	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	\$7,009,000.00	Title 23	EFL	In Design	Various	NPS-NCR
MD NP FOMC TBD	2026	MD	Baltimore	Fort McHenry National Monument and Historic Shrine	Wallace Road Rehab	3R	FLTP - NPS	\$500,000.00	Title 23	NPS	In Design	MD-07	NPS-NER
MD NP FOWA 10(2)	2027	MD	Prince George's	Fort Washington Park	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	\$1,100,000.00	Title 23	EFL	In Design	MD-05	NPS-NCR
MD NP FOWA 342624	2029	MD	Prince George's	Fort Washington Park	Preserve Pavement at Fort Washington Park	1R	FLTP - NPS	\$850,000.00	Title 23	NPS	Planned	MD-04	NPS-NCR
MD NP GWMP 6(2)	2026	MD	Montgomery County	George Washington Memorial Parkway	Clara Barton Cantilevered Bridge	BR1R	FLTP - NPS	\$19,000,000.00	Title 23	EFL	In Design	MD-08	NPS-NCR
MD NP MONO TBD(1)	2028	MD	Frederick	Monocacy National Battlefield	Preserve Pavement and Bridges at Monocacy National Battlefield	BR3R	FLTP - NPS	\$217,853.00	Title 23	NPS	Planned	MD-06	NPS-NCR
MD NP SUIT 254778	2025	MD	Prince George's	Suitland Parkway	Suitland Parkway Trail	Trail	FLTP - NPS	\$700,000.00	Title 23	NPS	Construction	MD-04	NPS-NCR
NP BAWA 1(12), 2(12)	2025	MD	Anne Arundel, Prince George's	Baltimore Washington National Parkway	Bridge Railing and Capstone	BR3R	FLTP - NPS	\$2,980,000.00	Title 23	EFL	Construction	MD-04	NPS-NCR

APPENDIX F

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.	<p>The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events. Improvements will continue through FY 2027.</p> <p>Engineering has been completed. The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from backing up surface water and flooding low level areas on the terminals; and installing a new 10-foot x 5-foot concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events.</p>	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.	<p>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.</p> <p>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.</p>	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.	<p>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:</p> <ul style="list-style-type: none"> • 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 <p>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.</p>	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 Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	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



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 855-925-2801 with 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. Usuarios 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