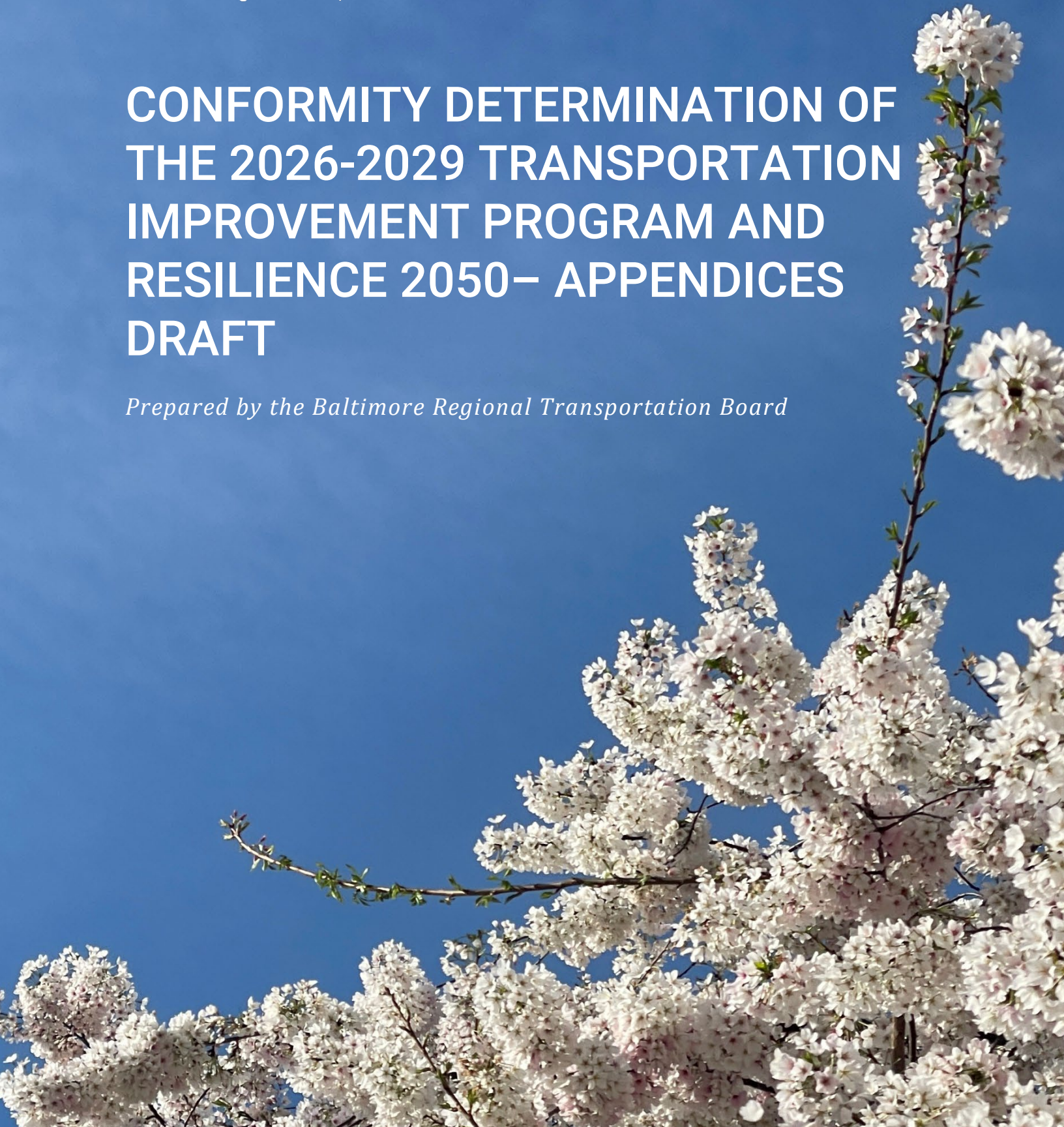




CONFORMITY DETERMINATION OF THE 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AND RESILIENCE 2050– APPENDICES DRAFT

Prepared by the Baltimore Regional Transportation Board



Appendix A: Conformity Requirement Checklist

Appendix A: Conformity Requirement Checklist

Section of 40 CFR Part 93	Requirement	BRTB's Response
§93.110	Is the conformity determination based upon the latest planning assumptions?	Yes
	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions in force at the time the conformity analysis began?	(a) Yes. The conformity determination uses the most current planning assumptions in force and approved by the Interagency Consultation Group (ICG) at the time the conformity analysis began. Vehicle fleet characteristics used reflect 2020 vehicle registration data for the Baltimore region.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(b) Yes. This conformity determination utilizes the most recent demographic and employment data; it uses Round 10 socioeconomic forecasts endorsed by the BRTB in June 2022. The travel demand model was validated to a 2019 base year.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. All existing and proposed transit systems and service for the planning horizon years have been included in the conformity analysis.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	(d) See above. In addition, the Maryland Transportation Authority has indicated that there are no plans to increase road or bridge tolls in the future.
	(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.	(e) Currently, there are no adopted TCMs in the corresponding SIPs.
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	(f) Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public and the ICG.

Appendix A: Conformity Requirement Checklist

Section of 40 CFR Part 93	Requirement	BRTB's Response
§93.111	Is the conformity determination based upon the latest emissions model?	No. EPA's latest emissions model, Motor Vehicle Emissions Simulator (MOVES) 5 was not used for this conformity determination. MOVES3 was used, which reflects what was used in the current SIP. EPA's announcement of the MOVES5 emissions model for SIPs and transportation conformity analyses in states other than California was effective December 11, 2024. This announcement started a two-year transportation conformity grace period that ends on December 11, 2026.
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the Conformity Rule or the state's conformity SIP?	Yes. Consultation procedures were followed in accordance with the Transportation Conformity Rule. Appropriate agencies were consulted. A scope of work was made available to FHWA, FTA and EPA.
§93.106(a) (1)	(1) Are the transportation plan horizon years correct?	Yes. The attainment years for the 1997, 2008, and 2015 ozone NAAQS are not within the timeframe of the TIP and Plan. The first modeled horizon year is 2026 , which is the attainment year and no more than 10 years from the base year of the SIP, and a year within 10 years of transportation demand model base year 2019. The second and third horizon years, 2035 , and 2045 are set so that there are no more than 10 years between horizon years. The fourth horizon year is 2050 , the date of full implementation of the Plan.
§93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. Round 10 socioeconomic forecasts are available in Appendix D of this document.
§93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed in Appendix C. It provides a listing of projects from the 2026-2029 TIP.

Appendix A: Conformity Requirement Checklist

§93.108	Is the transportation plan fiscally constrained?	Yes. The transportation plan is fiscally constrained. See Appendix I for documentation.
§93.113(b)	Are TCMs being implemented in a timely manner?	There are no transportation control measures in the SIP.
§93.118	For areas with SIP Budgets: Is the Transportation Plan, TIP, or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?	Yes. The TIP and the Plan result in fewer emissions than the established budgets for all pollutants in each applicable analysis year.

Appendix B: Interagency Consultation

The major steps of the Interagency Consultation Process regarding the Conformity Determination of the 2026-2029 Transportation Improvement Program took place at the following meetings:

- February 5, 2025 – Interagency Consultation Group – Review and approval of methodology/assumptions for conformity determination
- April 2, 2025 – Interagency Consultation Group – Review and approval of conformity status of projects
- May 14, 2025 - Interagency Consultation Group – results presented with support to release for public review
- May 15 - June 15, 2025 – Public Comment Period on the Conformity Determination and TIP
- July 1, 2025 – Technical Committee and Interagency Consultation Group review of public comments and emissions analysis and then recommendation to move the TIP and Conformity Determination to the BRTB for approval
- July 22, 2025 – BRTB Meeting – approval of the Conformity Determination and TIP

Appendices C-1 and C-2 Conformity Status of Projects from the 2026-2029 TIP

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-1103-13	Anne Arundel County	Furnace Avenue Bridge over Deep Run	Exempt	2030	<p>This project will reconstruct the existing bridge to correct existing deficiencies, a substandard approach road and bridge deck geometry. Five foot shoulders are planned on both sides of the road. No sidewalks will be included as part of this project.</p> <p>Engineering funds, through NEPA, were first included in a previous TIP. FY 2026 and 2027 funds are to finish final design and program future construction.</p>
11-1402-13	Anne Arundel County	Magothy Bridge Road Bridge over Magothy River	Exempt	2025	<p>This project will replace the bridge deck and add shoulders to the bridge over the Magothy River. Five-foot sidewalks and seven-foot shoulders are planned on both sides of the road.</p> <p>Costs increased to \$8,318,000 due to change orders.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-1403-13	Anne Arundel County	O'Connor Road Bridge over Deep Run	Exempt	2027	<p>This project will replace the bridge over Deep Run at O'Connor Road. Three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds were first included in the FY 2014-2017 TIP. FY 2026 engineering funds are to complete the final design after NEPA approval.</p>
11-1601-19	Anne Arundel County	McKendree Road Culvert over Lyons Creek	Exempt	2026	<p>This project is to remove and replace the bridge on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. Three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds were first included in FY 2017. FY 2025 funds are for construction. This project was approved for 100% Federal Aid Bridge Program Funding for FY 2024 & 2025 up to \$1.5 million.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-1602-13	Anne Arundel County	Polling House Road Bridge over Rock Branch	Exempt	2028	<p>This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry. Three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds through NEPA approval were included in FY 2023.</p>
11-1801-42	Anne Arundel County	Hanover Road Corridor Improvement	Exempt	2030	<p>This project is to provide design and right-of-way acquisition of a section of Hanover Road on a new alignment between Ridge Road and New Ridge Road in Hanover.</p> <p>Engineering funds were programmed in FY 2017. The estimated total cost includes estimated funding to complete design and right-of-way acquisition of this project. No schedule or funding for construction has been determined.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-2101-66	Anne Arundel County	Parole Transportation Center	Exempt	2027	This project will provide a multi-modal transportation center in Parole. The facility will serve existing local and regional bus service, but will also be designed as an intermodal hub with possible future connectivity to modes such as bikeshare, carshare, and ridehailing services.
11-2105-13	Anne Arundel County	Hanover Road Bridge over Deep Run	Exempt	2027	This project will replace the existing bridge along Hanover Road over Deep Run due to its deteriorating condition. Shoulders and sidewalks will be provided on both sides.
11-2106-13	Anne Arundel County	Conway Road Bridge over Little Patuxent River	Exempt	2028	This project will replace the existing bridge along Conway Road over the Little Patuxent River due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering.
11-2107-13	Anne Arundel County	Jacobs Road Bridge over Severn Run	Exempt	2027	This project will replace the existing bridge along Jacobs Road over Severn Run due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering. Cost is projected to increase from \$3.815 M to \$4.521 M due to refined construction costs.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-2401-13	Anne Arundel County	Culvert Invert Paving	Exempt	2025	<p>This project will provide bridge repair/culvert invert paving for multiple county-owned metal pipe culverts identified through scheduled inspections.</p> <p>AA2013-Hospital Dr over Marley Creek AA3009-Oakwood Dr over Marley Creek AA4031-Duvall Hwy over trib to Stoney Creek AA5017-8th Ave NW over Sawmill Creek</p>
11-2403-13	Anne Arundel County	Patuxent Road Bridge over Little Patuxent River	Exempt	2030	<p>This project will rehabilitate the existing bridge located on Patuxent Rd over Little Patuxent River to replace the deteriorating bridge deck and perform repairs on the bridge superstructure and substructure.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-2404-13	Anne Arundel County	Governor's Bridge Road Bridge over Patuxent River	Exempt	2028	This project replaces the existing Governors Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince Georges County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-2501-05	Anne Arundel County	EV Charging Stations and Other Green Technology	Exempt	2027	Implement a transition program of fossil-fueled vehicles to hybrid/electric vehicles through engine conversion and replacement purchases. Study, design & construct the necessary infrastructure to support the County's electric/hybrid vehicle fleet, including charging stations, garage and fuel station renovations, purchase and installation of specialized maintenance/repair/safety equipment for vehicles and chargers/charging stations, and training.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-2502-55	Anne Arundel County	Odenton MARC TOD	Exempt	2028	Anne Arundel County is partnering with the Maryland Department of Transportation to develop a new approximately 1000+/- car structured parking garage with modern amenities (such as directional signage for open spaces) to be located on an existing surface area parking lot site (referred to as the 'West Lot') adjacent to the Odenton MARC train platform and Kiss & Ride located in Odenton, MD. The Project is intended to be the first phase of a multi-phase development approach to the larger transit-oriented development site/s surrounding the Odenton MARC train station.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
11-2503-39	Anne Arundel County	Vision Zero Pedestrian and Bicycle Count Program	Exempt	2025	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 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.
12-1215-13	Baltimore City	Perring Parkway Ramp and Hillen Road Bridge	Exempt	2029	This project includes replacement of the Perring Parkway ramp over Herring Run. Engineering for this project was originally authorized in FY 2016.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1216-13	Baltimore City	Sisson Street Bridge over CSX Railroad	Exempt	2033	<p>The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.</p> <p>Engineering funds for this project were authorized in FY 2019.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1218-07	Baltimore City	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	Exempt	Ongoing	<p>This project includes signal and traffic improvements citywide which may include but are not limited to: traffic signal system upgrades, ITS and system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacements and upgrades, communications equipment including fiber optic, copper and wireless, variable message signs, vehicular and pedestrian detector upgrades, intersection improvements, signs and marking. Projects included in this TIP ID are: 1) CCTV and signal rewiring citywide, 2) installation of fiber optic and copper communications citywide, 3) ITS deployment and upgrades citywide, 4) geometric improvements at multiple intersections, 5) traffic signal reconstruction, and 6) traffic signal timing optimization. Engineering and planning funds for the traffic signal timing optimization project were included in FY 2022.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1403-13	Baltimore City	Wilkins Avenue Bridge Over Gwynns Falls	Exempt	2030	<p>This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.</p> <p>Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.</p>
12-1404-11	Baltimore City	Belair Road Complete Streets	Exempt	2029	<p>Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2026 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. Phase I, which includes the intersection of Belair Road and Frankford Avenue, was completed in February 2021. The year of operation of 2029 reflects the completion of Phase II includes the intersection of Belair Road and Erdman Avenue node.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1601-13	Baltimore City	Orleans Street Bridge over I-83 and City Streets	Exempt	2037	This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk along the south side of the bridge will remain in place.
12-1602-13	Baltimore City	Remington Avenue Bridge over Stony Run	Exempt	2030	<p>This work will include but will not be limited to rehabilitating the deteriorating bridge so that it meets current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.</p> <p>Engineering for this project was authorized in FY 2016.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1603-13	Baltimore City	Moore's Run Bridge Replacements (formerly Radecke Avenue and Sinclair Lane over Moore's Run)	Exempt	2036	<p>This project includes replacement of the deteriorated bridge on Radecke Avenue with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering for this bridge was authorized in FY 2019. The project scope includes replacement of the Sinclair Lane bridge over Moore's Run. The existing bridge will be removed and replaced. Engineering funds for this bridge were authorized in FY 2021.</p> <p>The two bridges are in close proximity to each other and will advertise for construction as one project in FY 2027. This will result in less disruption to the community and a greater cost savings to Baltimore City.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1604-13	Baltimore City	I-83 Concrete Deck Mill and Resurface	Exempt	2032	<p>This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.</p> <p>Engineering funds for this project were authorized in FY 2020.</p>
12-1605-13	Baltimore City	Moravia Road Ramp Bridge over Pulaski Highway	Exempt	2032	<p>This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.</p>
12-1609-13	Baltimore City	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	Exempt	2026	<p>This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1701-04	Baltimore City	Transportation Management Center Upgrade	Exempt	2027	This project will upgrade the central computer system or Advance Traffic Management System (ATMS) along with field controllers and integrate the system with controllers and ITS devices to effectively and safely manage traffic. The system may include but is not limited to software, computer hardware, servers, switches and communications equipment. The current ATMS, known as an i2 System, is more than 15 years old, and has been discontinued by the vendor. Replacement with a new system requires a complete upgrade of hardware and software, replacement of field controllers, and installation of communications equipment for field devices. Rehabilitate and upgrade aging and deteriorated signal & ITS (Intelligent Transportation System) communication network.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-1801-13	Baltimore City	Monroe Street Ramp over CSX and Russell Street over CSX	Exempt	2031	<p>This project will replace the bridges carrying the Monroe Street ramp and Russell Street over CSX (sufficiency ratings of 47.8 and 41.2). This replacement includes full depth concrete pavement replacement as well as water, conduit, and BGE. The Monroe Street ramp bridge carries traffic from the southbound I-95 off ramp onto southbound MD 295. The Russell Street bridge carries traffic northbound and southbound into and out of Baltimore City to MD 295.</p> <p>Engineering funds for this project were authorized in FY 2012 under TIP ID #12-1030-13 (citywide bridge).</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2001-11	Baltimore City	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	Exempt	2028	<p>Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. In addition to roadway rehabilitation, a mixed use trail to accommodate bicycles and pedestrians will be included in the project.</p> <p>Estimated total cost revised from \$11.9M to \$12.9M based on updated construction cost estimates.</p> <p>Engineering funds for preliminary design were appropriated in FY 2021.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2002-13	Baltimore City	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	Exempt	2034	The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout. As of 2024, the bridge will be rehabilitated; this is reflected in the estimated total cost of \$19.55 million. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.
12-2003-19	Baltimore City	Citywide Asset Management	Exempt	Ongoing	This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. Local funds will be used for roads that are not federal-aid eligible. These activities will include, but are not limited to data collection, condition assessment, condition index rating for prioritization rankings, road treatments, licensing software and equipment required for risk-based asset management.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2005-13	Baltimore City	Brehms Lane over Herring Run	Exempt	2033	The 92-foot long bridge was originally built in 1963, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.
12-2007-11	Baltimore City	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	Exempt	2028	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021.
12-2008-13	Baltimore City	Hanover Street Over CSX	Exempt	2036	The 367-foot long bridge was originally built in 1900 and was rehabilitated in 1975, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2009-13	Baltimore City	Howard Street over I-83, CSX, Amtrak, and Jones Falls	Exempt	2040	The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of \$49.45 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2010-11	Baltimore City	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	Exempt	2028	Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2011-11	Baltimore City	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	Exempt	2029	<p>Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.</p> <p>Engineering funds for preliminary design were appropriated in FY 2021.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2012-11	Baltimore City	West Patapsco Avenue from Magnolia Avenue to Potee Street	Exempt	2029	<p>Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Existing travel lanes on the south side of the road will be converted to a shared use trail.</p> <p>Engineering funds for preliminary design were appropriated in previous Fiscal Year.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2013-11	Baltimore City	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	Exempt	2028	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. ADA compliant sidewalks will be added where there are no existing sidewalks. Engineering funds for preliminary design were appropriated in FY 2021.
12-2015-13	Baltimore City	Waterview Avenue over Ramp to 295	Exempt	2032	The 75-foot long bridge was originally built in 1950, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2102-03	Baltimore City	Greenway Middle Branch Phase 2	Exempt	2029	The Middle Branch Phase 2 project involves the 100% design of a 0.8 mile trail as part of the Baltimore Greenway Trails Network that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits. Engineering was funded with a FY 2019 discretionary grant through the Surface Transportation Block Grant program set-aside for Transportation Alternatives.
12-2301-39	Baltimore City	Northern Parkway at Falls Road Traffic Safety and Multimodal Facility Improvements	Exempt	2029	This project seeks to construct the following: 1.A protected multimodal facility and traffic-calming improvements on Falls Road between Northern Parkway and Coldspring Lane. 2.Provide geometric safety improvements at the intersection of Northern Parkway at Falls Road

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2302-11	Baltimore City	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	Exempt	2028	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, curb and gutter replacement, sidewalk repair, streetlight fixture upgrade, new signage, and pavement marking. Estimated total cost revised from \$6.8M to \$11,050,000M to reflect estimated construction cost.
12-2303-25	Baltimore City	Frederick Avenue ADA Upgrades (Brunswick to S. Smallwood)	Exempt	2031	Upgrade ADA pedestrian facilities including curb ramps, sidewalks, removal of obstructions to provide compliant ADA access from Brunswick Street to S. Smallwood Street to the transit transfer stops along Frederick Ave. Four existing signalized intersections will be rebuilt from span wires to mast arms.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2401-03	Baltimore City	W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street	Exempt	2032	Pedestrian safety improvement work includes reconstruction of sidewalks, driveways, curb, gutter, pedestrian ramps, pedestrian signal APS/CPS, crosswalks (continental), pedestrian lighting in areas needed, and expanded tree pits with added tree to make this corridor ADA compliant and to create ADA compliant drainage systems at crosswalks. No capacity changes.
12-2402-11	Baltimore City	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	Exempt	2032	Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2403-11	Baltimore City	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	Exempt	2033	Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements.
12-2404-11	Baltimore City	Johnston Square Improvements	Exempt	2032	This project includes design and construction of roadway rehabilitation work of E. Preston Street and E. Biddle Street from Fallsway to N. Eden Street. Roadway rehabilitation, sidewalk improvements, street cycle track, removal/replacing sidewalks, curb and gutter, ADA ramps, driveways as necessary to make ADA compliant, pedestrian lighting/signal reconstruction as required, trees, tree pits, landscaping, flex posts, signing and pavement marking, enhanced crosswalks, pedestrian safety elements, street amenities, drainage improvements and stormwater management.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2405-11	Baltimore City	Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue	Exempt	2031	Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.
12-2406-03	Baltimore City	Baltimore Greenway Trails Network - Eastern Segment	Exempt	2028	This project involves the acquisition of the right-of-way for the Baltimore Greenway Trails Network: Eastern Segment. This segment will connect to some of East Baltimore's most popular destinations, by creating a linear park and shared use path on a former railroad right-of-way that weaves together multiple neighborhoods and developing pedestrian and bicycle infrastructure as a means of alternative transportation and option for healthy recreation.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2501-11	Baltimore City	Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	Exempt	2032	Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, landscaping, trees, new streetlights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections.
12-2502-11	Baltimore City	Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	Exempt	2031	Roadway rehabilitation work includes concrete roadway slab replacement, concrete Type I and Type II repairs, base repair, traffic signal replacement, signage, pavement markings, curb and gutter replacement, streetlight fixture upgrades, inlet cleaning, drainage improvements, landscaping, and trees.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2503-13	Baltimore City	Russell Street Viaduct Bridge Replacement	Exempt	2036	The existing 1,260-foot long bridge carries the Russell Street Viaduct over CSX & Ostend Street and was originally built in 1951 then reconstructed in 1981. The bridge continues to undergo severe deterioration that is now evident throughout the structure and now needs to be replaced. The existing bridge does not have sidewalks or pedestrian facilities. The new structure will include standard SHA and ADA compliant sidewalks.
12-2504-13	Baltimore City	Kelly Avenue Bridge Replacement	Exempt	2035	The existing 789-foot long bridge carries Kelly Avenue over I-83, MTA, and the Jones Falls and was originally built in 1925 then rehabilitated in 1979. The bridge continues to undergo severe deterioration that is now evident throughout the structure and now needs to be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2505-39	Baltimore City	2023 Pedestrian & Roadway Safety Improvements	Exempt	2026	This project will deploy a variety of safety treatments aimed at pedestrians, bicyclists, and vehicles at approximately 50 intersections Citywide. Treatments will include: concrete bumpouts and ADA ramps, upgraded crosswalks, rectangular rapid flashing beacons and HAWK signals for pedestrian crossings, flashing stop signs, retroreflective backplates on traffic signals, intersection geometry & operational safety improvements.
12-2506-39	Baltimore City	2022 Pedestrian & Roadway Safety Improvements	Exempt	2025	<p>The project involves the installation of High intensity Activated crossWalk (HAWK) and Rectangular Rapid Flashing Beacon (RRFB) complementary treatments at several intersections.</p> <p>MDOT SHA (via the Federal Highway Safety Improvement Program-HSIP) is providing 90% of funds for construction while the City of Baltimore is funding the design portion of the project and a 10% construction match.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2601-03	Baltimore City	Frederick Avenue Streetscape (Yale to Monastery)	Exempt	2031	Repair, restore and modernize aging infrastructure along a commercial and mixed-use adjacent land use section of Frederick Avenue. Two intersections will be reconstructed from span wires to mast arms.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2602-39	Baltimore City	Vision Zero Action Plan & Pilot	Exempt	2026	<p>The City of Baltimore was awarded two SS4A grants to create a comprehensive Vision Zero Action Plan and for demonstration projects to pilot the plan's recommendations. The expanded plan will include robust data-driven implementation priorities to improve safety on city roadways, along with concept designs for specific high-priority locations. The Action Plan will also include livability impact analysis to ensure compliance with the USDOT SS4A program and measurable performance metrics to track progress over time. The Vision Zero Action Plan will also provide the opportunity for effective positive public health messaging around transportation, including comprehensive communication strategies and engagement with the public.</p> <p>The \$9,920,000 SS4A grant awarded to the City of Baltimore will be used by the Department of Transportation to pilot the recommendations of the Vision Zero Action Plan. This will include approximately 10 miles of quickbuild projects, a Greenway Trails pop-up project, and one year of communications programming.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-2603-03	Baltimore City	Restoring Connections to Druid Hill Park	Exempt	2030	The Project builds from a Complete Streets Feasibility study completed in 2022, which developed concept-level designs. In March of 2024, BCDOT received \$6 million in Neighborhood Access and Equity funds from the U.S. Department of Transportation to complete preliminary engineering, environmental documentation, and public outreach to select a locally preferred alternative and reach 30% design.
12-2604-99	Baltimore City	West Baltimore United: A Plan to Reconnect Communities	Exempt	2040	The WBU project establishes a vision and goals for the corridor, as well as assesses existing conditions, opportunities, and constraints, including constructability, multimodal traffic circulation, market demand, and project financing. This project will advance planning elements beyond ideas collected in previous planning studies but will build on previous work to set the communities of West Baltimore on a path to a brighter future.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
12-9903-13	Baltimore City	Hawkins Point Bridge over CSX Railroad	Exempt	2031	<p>This project involves the following:</p> <ol style="list-style-type: none"> 1) Complete replacement of the bridge carrying Hawkins Point Road over CSX railroad tracks. 2) Complete replacement of .53 miles of Hawkins Point Road from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). This replacement includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will also be added to both sides of the roadway. 3) Addition of a 400 foot right turn lane at Ross Avenue for those accessing the US Coast Guard Yard. 4) Stormwater management and reforestation of two acres east of the bridge. <p>PE funds for this project were included in a previous TIP (FY 2011 and FY 2013).</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
13-0001-13	Baltimore County	Dogwood Road Bridge No. B-0072 Over Dogwood Run	Exempt	2028	<p>This project is for the total replacement of the existing bridge. The new structure will carry two traffic lanes and one 3 foot shoulder and one 6 foot shoulder. The year of operation has been delayed from 2024 to 2025 due to delays in right of way acquisition.</p> <p>Engineering funding was included in the FY 2013 TIP.</p>
13-1012-13	Baltimore County	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	Exempt	2028	<p>This project includes replacing the deck and superstructure, and rehabilitation of the overall structure. The existing bridge has two 5-foot wide sidewalks and two 6-foot shoulders. The new structure will continue to have 5-foot sidewalks and 6-foot shoulders.</p> <p>Engineering funds were included in FY 2013.</p>
13-1105-13	Baltimore County	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	Exempt	2028	<p>This project includes replacing the deck and superstructure and rehabilitation of the substructure. The existing structure carries 4 lanes of traffic and two 5-foot sidewalks. The proposed structure will maintain the same cross section.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
13-1108-13	Baltimore County	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	Exempt	2028	This project includes rehabilitation or replacement of the dual bridge carrying Peninsula Expressway over CSX railroad tracks. Both structures currently have 3 foot wide shoulders on both sides. The new structures will contain 4 foot inside shoulders and 10 foot outside shoulders. No sidewalks will be included.
13-1208-13	Baltimore County	Golden Ring Road Bridge No. B-0110 over Stemmers Run	Exempt	2028	This project includes replacement of the bridge carrying Golden Ring Road over Stemmers Run. The proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks will be evaluated during preliminary design.
13-1701-13	Baltimore County	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	Exempt	2028	This project includes rehabilitation of the bridge carrying Rossville Boulevard over Amtrak Railroad & Orems Road. The proposed bridge will have 5 foot wide sidewalks along both sides of the deck. Shoulder widths will be evaluated during preliminary design.
13-8901-14	Baltimore County	Bridge Inspection Program	Exempt	Ongoing	This project includes countywide inspection of all bridges as federally mandated as well as review of countywide bridge inspection reports.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
14-1103-13	Carroll County	Stone Chapel Road Bridge over Little Pipe Creek	Exempt	2027	<p>This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 33'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders.</p> <p>Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.</p>
14-1603-13	Carroll County	McKinstry's Mill Road Bridge over Sam's Creek	Exempt	2027	<p>This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The new bridge will be a single span, 38'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-4 1/8" to 3'-3 7/8".</p> <p>Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
14-1802-13	Carroll County	Hughes Shop Road Bridge over Bear Branch	Exempt	2027	<p>This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 51'-0" long, adjacent prestressed concrete slab bridge with two 9'-0" lanes and two 2'-4" shoulders.</p> <p>Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.</p>
14-2101-13	Carroll County	Old Kays Mill Road Culvert over Beaver Run	Exempt	2029	<p>This project includes replacement of a 3-cell riveted steel structure plate pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.</p>
14-2102-13	Carroll County	Brown Road Culvert over Roaring Run	Exempt	2029	<p>This project includes replacement of a 3-cell corrugated steel pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.</p> <p>Engineering funds were programmed in FY24.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
14-2103-13	Carroll County	McKinstry's Mill Road over Little Pipe Creek	Exempt	2027	This project includes replacement of a single span steel beam bridge. The replacement structure type, geometry, and lane use configuration will be determined during initial design.
14-2201-13	Carroll County	Patapsco Road Bridge over East Branch Patapsco River	Exempt	2027	<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>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
14-2202-13	Carroll County	Upper Beckleysville Road Bridge over Murphy Run	Exempt	2026	<p>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.</p> <p>Engineering for this project was funded in FY23.</p>
14-2501-13	Carroll County	Woodbine Road over South Branch Patapsco River	Exempt	2030	<p>This project includes replacement of the existing 2-span bridge. The new bridge will be a single span bridge (type TBD) with two travel lanes (one in each direction) and two shoulders. The replacement structure type, geometry, and lane use configuration will be determined during initial design.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
14-9401-14	Carroll County	Bridge Inspection Program	Exempt	Ongoing	<p>This project includes a field inspection of 135 county owned and maintained structures and completion and submittal of inspection reports to county and state agencies for each structure.</p> <p>The escalated total cost has been updated from \$1,390,000 to \$1,510,000 in 2023 to account for escalation and inflation. The escalated total cost has been updated from \$1,510,000 in 2024 to \$1,590,000 to account for escalation and inflation. The escalated total cost has been updated from \$1,590,000 to \$1,725,000 in 2025 to account for escalation and inflation.</p>
15-1001-13	Harford County	Abingdon Road Bridge #169 over CSX Railroad	Exempt	2027	<p>This project includes replacement of the bridge that carries Abingdon Road over the CSX Railroad tracks. A five foot sidewalk is planned on one side of the road. Five foot shoulders are planned on both sides of the bridge.</p> <p>Engineering funds through NEPA approval and structural approval were authorized in FY 2021.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
15-2001-13	Harford County	Grier Nursery Road Bridge #43 over Deer Creek	Exempt	2028	<p>This project includes replacement of the entire superstructure for the Grier Nursery Road bridge over Deer Creek. The bridge will not include sidewalks but will include shoulders (width TBD during engineering).</p> <p>Engineering funds through NEPA were authorized in fall 2020. FY 2024 engineering funds are for completion of final design to advertise.</p>
15-2002-13	Harford County	Hookers Mill Road Bridge #13 over Bynum Run	Exempt	2028	<p>This project includes replacement of the entire bridge that carries Hookers Mill Road over Bynum Run. The design is anticipated to include a 30-foot clear roadway consisting of two 11-foot travel lanes and two 4-foot shoulders. 5-foot sidewalks will be placed directly behind the curb on both sides of Hookers Mill Road. The bridge section will be evaluated during preliminary design to determine if a sidewalk will be placed on one or both sides of the bridge.</p> <p>Engineering funds were authorized in FY 2021. FY 2023 engineering funds are for the completion of final design.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
15-2102-13	Harford County	St. Clair Bridge Road Bridge #100 over Deer Creek	Exempt	2030	This project includes replacement of the deck of the bridge carrying St. Clair Bridge Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). Previous cost only included preliminary design. This cost includes design and construction costs.
15-2103-13	Harford County	Stafford Road Bridge #162 over Buck Branch	Exempt	2029	This project includes replacement of the deck of the bridge carrying Stafford Road over Buck Branch. The scope of work includes replacement of the superstructure as the superstructure is rated in fair condition. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The previous cost only included preliminary design. This cost includes design and construction costs. The estimated total cost has been updated to reflect the full scope of work.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
15-2104-13	Harford County	Trappe Church Road Bridge #161 over Hollands Branch	Exempt	2029	This project includes full replacement of the bridge carrying Trappe Church Road over Hollands Branch. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The Estimated Total Cost has increased \$700,000 as a result of the addition final design costs and to accurately reflect the County's Capital Improvement Program.
15-2201-13	Harford County	Moore's Road Bridge #78 over a tributary to Gunpowder Falls	Exempt	2029	This project includes replacement of the entire structure carrying Moore's Road over a tributary to Gunpowder Falls. The inclusion of sidewalks and shoulders will be determined during engineering. The project also includes realignment of the approach roadways for improved safety.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
15-2202-13	Harford County	Hess Road Bridge #81 over Yellow Branch	Exempt	2029	<p>This project includes replacement of bridge #81 carrying Hess Road over Yellow Branch. Shoulders will be included as part of the bridge replacement (width to be determined during preliminary engineering). Sidewalks will not be included on the bridge.</p> <p>The estimated total cost includes only the cost of engineering and will be updated when the scope of work is fully defined.</p>
15-2401-13	Harford County	Cullum Road Bridge #12 over Tributary of James Run	Exempt	2031	This project will be for the rehabilitation of the Cullum Road Bridge #12 over tributary to James Run. The project is to replace the bridge superstructure which currently consists of bituminous concrete filled corrugated metal deck supported with steel beams.
15-2404-14	Harford County	Bridge Painting	Exempt	Ongoing	This federal program provides funding to paint bridges in Harford County

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
15-2405-55	Harford County	Aberdeen Transit Oriented Development Station Square Project	Exempt	2030	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
15-2501-13	Harford County	Stafford Road Bridge #19 over Herring Run	Exempt	2031	The bridge is under-designed and needs upgraded beams and abutments to carry legal loads. Additionally, the abutment is deteriorated and needs to be reconstructed.
15-9411-14	Harford County	Bridge Inspection Program	Exempt	Ongoing	This federal program provides funding for the inspection of bridges in Harford County.
16-0436-13	Howard County	Bridge Repair and Deck Replacement	Exempt	Ongoing	This is an ongoing program to provide upgrades and maintenance of structures on Howard County Roadways. These are non-capacity improvements which may include but are not limited to bridge rehabilitation and replacement, painting, structural repairs, and general maintenance on various Howard County bridges.
16-2201-13	Howard County	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	Exempt	2029	This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge will be 40 feet wide with two 12-foot lanes and two 8-foot shoulders.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
16-2301-03	Howard County	Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	Exempt	2026	<p>The Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery project involves construction of a 1.5 mile segment of the overall Patapsco Regional Greenway trail. This 10-12 foot wide trail will be a combination of on-street facilities, hard surface trail, bridges and boardwalks.</p> <p>Final Engineering was funded using local Baltimore County funds as identified in an MOU between Howard and Baltimore Counties.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
16-2501-04	Howard County	Traffic Signal and Crosswalk Improvements	Exempt	2025	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
30-2101-82	Maryland Port Administration	Dundalk Marine Terminal Resiliency and Flood Mitigation	Exempt	2027	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.
30-2301-83	Maryland Port Administration	Port of Baltimore Rail Capacity Modernization Project	Exempt	2026	The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
30-2601-82	Maryland Port Administration	Dundalk Marine Terminal (DMT) Berth 11-13 Reconstruction	Exempt	2030	The Port of Baltimore is the nation's leading High & Heavy Roll On/Roll-Off RORO cargo destination. More than 35 percent of the cargo at the Dundalk Marine Terminal (DMT) is handled by Berths 11 to 13. A waterfront inspection concluded the deck portion of Berth 11 was in critical condition and was closed for safety. The Maryland Port Administration (MPA) will use a \$30,906,076 grant awarded under the Nationally Significant Multimodal Freight & Highway Projects program (INFRA) with a State match of \$20,604,050 to reconstruct 600 linear feet of DMT Berths 11-13. The bollards along Berth 11 can continue to be used for mooring due to being recently upgraded, and the Port temporarily reconfigured Berths 11-12 to retain the ability to service two vessels. Engineering for the project has been completed.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
32-2101-83	Maryland Port Administration	Howard Street Tunnel	Exempt	2027	The project consists of reconstructing the 126-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
32-2301-03	Maryland Port Administration	Masonville Cove Connector: Shared Use Path Design and Construction	Exempt	2027	This project includes design and construction of a shared use path along Frankfurst Avenue in Baltimore City. The trail is expected to span between Masonville Cove, which is the Nations first Urban Wildlife Refuge Partnership, and Hanover Street. At Hanover Street, the trail will link to the existing Gwynns Falls Trail and proposed Bay Brook Connector for over 20 miles of trail access. This project was identified as a part of the alternative multimodal transportation feasibility study which concluded in 2018 and was included in the 2017-2020 TIP utilizing FHWA Federal Lands Access Program Funds. As a part of the design process, stakeholder coordination, environmental coordination including National Environmental Policy Act, surveys, utility coordination, roadway design, traffic maintenance, and landscape design will be conducted. Right of way coordination will also be conducted along the planned trail.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
32-2501-81	Maryland Port Administration	Fairfield Masonville Stormwater Management Phase 1	Exempt	2027	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.
32-2602-89	Maryland Port Administration	Zero Emission Electric Locomotives for CSX Curtis Bay Facility	Exempt	2027	The Project will replace three older, non-regulated emission diesel-electric switching locomotives with three new battery electric locomotives and one battery charger at the Port of Baltimore.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
20-2401-44	Maryland Transportation Authority	I-695 Francis Scott Key Bridge - Key Bridge Rebuild	Exempt	2028	This project will replace the Francis Scott Key Bridge and approaches using a Progressive Design-Build procurement process. The project is expected to be funded from insurance and FHWA emergency relief proceeds. Regionally, the Key Bridge played a critical role in the transportation network, including the transport of goods to and from the Port of Baltimore, the nation's largest port facility for specialized cargo and passenger facilities, and nearby distribution centers such as Tradepoint Atlantic at Sparrows Point. On 12/21/24, Congress approved the full federal funding of the Key Bridge Replacement Project's eligible costs. This project's costs will be updated when more details are available. The MDTA will use toll revenue to fund the Key Bridge reconstruction, with potential reimbursement in the future.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
70-1501-53	MTA - Commuter Rail	MARC Rolling Stock Overhauls and Replacement	Exempt	Ongoing	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.
70-1502-54	MTA - Commuter Rail	MARC Improvements	Exempt	Ongoing	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed \$6.4 million in state dollars.
70-1503-55	MTA - Commuter Rail	MARC Facilities	Exempt	Ongoing	This is an ongoing project for improvements to various MARC facilities including MARC stations within the Baltimore region, Maintenance facilities (including the Riverside Maintenance Facility), and the MARC BWI parking garage.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-1204-64	MTA - Transit	Bus and Rail Preventive Maintenance	Exempt	Ongoing	This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.
40-1502-69	MTA - Transit	Seniors and Individuals with Disabilities	Exempt	Ongoing	This project provides capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.
40-1602-05	MTA - Transit	Urban Transit Systems - Capital Assistance	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-1603-61	MTA - Transit	Urban Transit Systems - Operating Assistance	Exempt	Ongoing	<p>This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p>
40-1801-64	MTA - Transit	Agencywide System Preservation and Improvement	Exempt	Ongoing	<p>This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, a system network migration and upgrade, system-wide escalators, and modernization of 40 elevators system wide.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-1802-05	MTA - Transit	Bus and Paratransit Vehicle Overhaul and Replacement	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-1803-64	MTA - Transit	Bus System Preservation and Improvement	Exempt	Ongoing	<p>This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. Project funding includes multiple projects at Bush Division and at Washington Boulevard.</p> <p>Commissioning/testing and operation of the electric vehicle service equipment (EVSE) and supporting infrastructure necessary to enable battery electric buses (BEBs) to be placed into revenue service.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-1804-63	MTA - Transit	Metro and Light Rail Rolling Stock Overhauls and Replacement	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-1805-64	MTA - Transit	Metro and Light Rail System Preservation and Improvement	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-2301-65	MTA - Transit	Eastern Bus Facility	Exempt	2032	The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. This facility would provide a single building with 110,000 square feet of combined maintenance, washing, fueling, and bus operations space. Major facility components include bus parking (190 buses), employee parking (216 spaces), battery electric bus charging infrastructure, solar energy collection system, administrative offices, conference rooms, training rooms, dispatch facilities, fuel lanes (2), wash lanes (2), vaulting, repair bays (16-18), general machine shop, parts storage, break room, restrooms/showers, fuel storage and storm water management.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-2302-63	MTA - Transit	Zero Emission Infrastructure and Rolling Stock	Exempt	2029	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. This project also includes the purchase of battery electric buses and hybrid electric buses.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-2501-67	MTA - Transit	Red Line	Exempt	2035	The Red Line is an east-west, high frequency, high-capacity transit line for the Baltimore Region. This project is an investment in communities access to jobs, education services, and opportunities. This major investment will create better, faster, east-west connections across the region through downtown Baltimore (terminating in Woodlawn to the West and Bayview to the east). The Red Line project has been shaped by over 10 years of work and extensive community engagement. Project work is currently focused on alternatives development, establishing coordination and priorities with jurisdictional and federal partners, and opening engagement/relationships with stakeholders, elected officials, and the public. This is a Project Labor Agreement candidate project.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-2504-63	MTA - Transit	Low Floor Light Rail Fleet Transition	Exempt	2035	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.
40-9204-61	MTA - Transit	Rural Transit Systems - Operating Assistance	Exempt	Ongoing	<p>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.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p>

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
40-9502-05	MTA - Transit	Small Urban Transit Systems - Capital Assistance	Exempt	Ongoing	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.
40-9901-01	MTA - Transit	Ridesharing - Baltimore Region	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
42-2402-64	MTA - Transit	Baltimore Penn Station Multimodal Investments	Exempt	2029	This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.
42-2403-64	MTA - Transit	Penn-Camden Connector	Exempt	2033	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
42-2501-65	MTA - Transit	Mondawmin Transit Hub	Exempt	2028	Mondawmin Hub provides a comprehensive package of station upgrades. Upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the stations 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and ultimately set the stage for transit-oriented development anchored by this station. The project will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore.
42-2502-03	MTA - Transit	Patapsco Avenue Pedestrian/Bicycle Bridge	Exempt	2030	The Patapsco Avenue Pedestrian/Bicycle Bridge project will provide a direct connection from the Cherry Hill neighborhood to the Patapsco Avenue Light Rail Station.
90-1401-39	Office of the Secretary	State Safety Oversight	Exempt	Ongoing	The Maryland Department of Transportation (MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTAs Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
00-2501-09	Other	Maryland Equitable Charging Infrastructure Partnership (MECIP)	Exempt	2027	The Maryland Clean Energy Center (MCEC) and multiple partners throughout Maryland are working in collaboration on a state-wide grant for the U.S. Department of Transportation, Federal Highway Administration's (FHWA) Charging and Fueling Infrastructure Discretionary Grant Opportunity (CFI). This project will provide privately held EV Charging technology and infrastructure to the existing Alternative Fuel Corridors in the Baltimore Region.
60-0702-99	SHA	Morgan State University Transportation Research Program	Exempt	Ongoing	Transportation research, education and technology transfer activities involving university faculty, staff and students.
60-2301-41	SHA	I-70: MD 32 to I-695	Exempt	2032	This project includes geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695. Unfunded phases include design (partial), right of way, utilities, and construction.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
60-2401-09	SHA	National Electric Vehicle Infrastructure (NEVI)	Exempt	2031	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.
60-2501-09	SHA	Areawide Carbon Reduction Program	Exempt	Ongoing	Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.
60-9310-13	SHA	Areawide Bridge Replacement And Rehabilitation	Exempt	Ongoing	This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
60-9501-11	SHA	Areawide Resurfacing And Rehabilitation	Exempt	Ongoing	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.
60-9504-04	SHA	Areawide Congestion Management	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
60-9506-38	SHA	Areawide Environmental Projects	Exempt	Ongoing	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.
60-9508-19	SHA	Areawide Safety And Spot Improvements	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
60-9511-19	SHA	Areawide Urban Reconstruction	Exempt	Ongoing	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.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
60-9903-29	SHA	Areawide Transportation Alternatives Projects	Exempt	Ongoing	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.
61-2101-13	SHA	MD 173: Bridge Replacement over Rock Creek	Exempt	2029	The project will replace bridge no. 0204600 over Rock Creek. The new bridge will maintain two 11' lanes along with 5' 5" bicycle compatible shoulders. Unfunded phases include construction.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
63-1706-13	SHA	US 40: Bridge Replacements over Little & Big Gunpowder Falls	Exempt	2023	This project will replace and widen the superstructure on bridge nos. 0303403 and 0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridge nos. 0303503 and 0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12' lanes on each bridge, as well as 4' inside shoulders and 10' outside shoulders to match the approach roadways.
63-2002-13	SHA	I-695: Bridge Replacement on Putty Hill Avenue	Exempt	2028	This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
63-2202-13	SHA	I-95/I-695 Interchange Bridge Deck Replacement	Exempt	2025	This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements.
64-2201-13	SHA	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	Exempt	2025	This project replaces Bridge No. 0602000 over the North Branch Patapsco River and Bridge No. 0604700 over the Maryland Midland Railroad. The bridges will carry two 12' lanes with 8' bicycle compatible shoulders.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
64-2301-12	SHA	MD 32: 2nd Street to Main Street	Exempt	2027	This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. Improvements include the extension of the northbound MD 32 right-turn lane to 2nd St., modifying the existing 2nd St. intersection to right-in/right-out, extension of the northbound left turn lane to Johnsville Rd and prohibition of left turns from Johnsville Rd, lengthening the auxiliary lanes between Freedom Ave. and Main St. and a traffic signal warrant analysis for the MD 32/Main St. intersection. Unfunded phases include construction.
64-2601-13	SHA	MD 26 over Liberty Reservoir	Exempt	2029	Bridge Deck Replacement of Bridge 0600100 and 0600200 over Liberty Reservoir
65-1601-12	SHA	MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G	Exempt	2025	MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900' south of Sharon Road to 1,700' north of Ferncliff Lane.

Appendix C-1: Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
65-2101-13	SHA	US 1: Bridge Replacements at Tollgate Road and Winters Run	Exempt	2028	The project will replace bridge no. 12066 over Tollgate Road and bridge no. 12065 over Winters Run along US 1 in Bel Air. The bridge over Tollgate Road will maintain three 12' lanes with a 10' 6" shoulder on each side of the roadway. The bridge over Winters Run will maintain two 12' lanes with a 10' shoulder on one side of the roadway and a 19' 6" shoulder on the other side.
65-2301-31	SHA	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	Exempt	2030	This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. Partial design and construction are unfunded.

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
13-0803-13	Baltimore County	Mohrs Lane Bridge No. B-0143 over CSX Railroad	Not Exempt	2028	<p>This project will construct a new bridge carrying Mohrs Lane over the CSX rail line. The proposed bridge will accommodate 3 lanes of traffic and two 8 foot shoulders. In addition, Mohrs Lane will be widened for approximately 900' on the west approach and 400' on the east approach. The previous bridge was a single lane timber structure owned and maintained by CSX. Due to its deteriorated condition, the previous bridge was closed to traffic in 2007 and removed in 2011.</p> <p>Engineering funds were included in FY 2013. This project has been delayed due to coordination issues with CSX and right of way acquisition.</p>
13-1107-13	Baltimore County	Piney Grove Road Bridge No. B-0140 over CSX railroad	Not Exempt	2029	<p>This project will replace the existing 44' long, 16' wide timber bridge carrying a single lane of traffic over CSX railroad tracks. There are no sidewalks on the approaches or existing bridge, but the need for sidewalks will be evaluated during preliminary design.</p> <p>CSX currently owns and maintains the bridge. The County is initiating the process to transfer ownership from CSX to Baltimore County.</p>
15-1601-13	Harford County	Glenville Road Bridge #30 over Mill Brook	Not Exempt	2028	<p>This project includes replacement of the bridge that carries Glenville Road over Mill Brook. Bridge will consist of 2-10 foot lanes and three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds through NEPA were authorized in FY 2021.</p>

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
15-2101-13	Harford County	Madonna Road Bridge #113 over Deer Creek	Not Exempt	2030	This project includes replacement of the entire bridge that carries Madonna Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering).
15-2402-13	Harford County	Chestnut Hill Road Bridge #41	Not Exempt	2031	This project will replace the existing bridge on Chestnut Hill Road over Cabbage Branch. The current structure is a single lane bridge is posted at 25,000 lbs for a single unit vehicle and 46,000 lbs for combination vehicles. The new bridge would eliminate posting and provide a new two lane bridge.
15-2403-14	Harford County	Woodley Road Extension to MD 715	Not Exempt	2027	This project will provide a connection from MD 715 to the existing terminus of Woodley Road. The proposed connection to MD 715 will provide a critical second access to the area. The majority of this road (approximately 11,100 feet) has already been constructed by the Eastgate development, leaving approximately 1,000 feet of road to complete the connection.
16-1410-41	Howard County	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	Not Exempt	2030	Project will design and implement multi-modal improvements from Broken Land Parkway to Oakland Mills Road, incorporating pathways, sidewalks, crosswalks, and appropriate vehicle capacity enhancements. A traffic study is being updated to guide design decisions and the final scope of the project, the study will consider the Howard County Complete Streets Policy, design manual, and local and regional growth. This project is funded through local funds (bonds, developer contributions, and excise tax-backed bonds). The estimated total cost have increased as a result of refining cost estimates and design updates, and are anticipated to change in response to the outcomes of the traffic study.

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
22-2201-19	Maryland Transportation Authority	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	Not Exempt	2029	The I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project includes the removal of the toll booths and relocation of an overhead gantry at the I-895/Baltimore Harbor Tunnel Toll Plaza. The project is removing the toll facility, which is currently 2 travel lanes in each direction that expands to 12 toll booth lanes. In the future, continue to be 2 lanes in each direction, plus 2 new CD lanes in each direction replacing the old 12 lane toll both sections, which is a significant reduction in lanes in this section. The project will provide two lanes of barrier-separated mainline through-traffic in each direction along I-895 between the K-Truss bridge and the Baltimore Harbor Tunnel. In addition, a two lane barrier-separated collector distributor road will be installed in each direction adjacent to the mainline traffic lane between the I-895 interchanges with Frankfurst Avenue and Childs Street. The proposed mainline I-895 modifications include replacing and raising the I-895 bridge over Frankfurst Avenue, replacing the I-895 bridge over Childs Street, and removing the I-895 bridge over the toll facility campus storage area. The project is funded with MDTA toll revenues. It also won \$80M federal grant. That \$80M is reimbursable back to MDTA.
23-2501-45	Maryland Transportation Authority	I-95 JFK Memorial Highway - I-695 Ramp	Not Exempt	2027	Construction of two I-95 Section 100 Express Toll Lane Ramps from I-695 Eastbound and Westbound to I-95 Northbound Express Toll Lanes.

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
25-1801-41	Maryland Transportation Authority	I-95 Express Toll Lanes Northbound Extension	Not Exempt	2027	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/bridges at Raphael Road (B-X70700), Bradshaw Road (B-X71700), Old Joppa Road (H-X73400), Clayton Road (H-X75100), and Abingdon Road (H-X78000); 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.
25-2101-41	Maryland Transportation Authority	I-95 John F. Kennedy Memorial Highway - I-95 Southbound Hard Shoulder Running	Not Exempt	2028	This project will provide part-time left shoulder use for approximately 5.4 miles on I-95 southbound from Maryland House to MD 24 in Harford County. It involves restriping I-95 and repaving the left shoulder lane to accommodate part-time left shoulder use. Installation of Intelligent Transportation System (ITS) devices to dynamically open and close the left shoulder lane based on traffic conditions is included.

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
61-1701-41	SHA	MD 175: Sellner Road/Race Road to McCarron Court	Not Exempt	2026	This project widens MD 175 from Sellner Road/Race Road to McCarron Court from two to six lanes, and reconfigures ramps in the NE and SW quadrants of the MD 295 interchange to create signalized left turns at MD 175. A shared use path on the south side of the road and bicycle compatible shoulders will extend from Race Road/Sellner Road to McCarron Court. The original project limits included the MD 175 segment from National Business Parkway to Sellner Road/Race Road. This segment was eliminated from the project to accommodate ongoing development in this area.
61-2301-41	SHA	MD 2: US 50 to Arnold Road	Not Exempt	2031	This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2. Construction is not currently funded. Anne Arundel County contributed \$330,000 for project design.

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
61-2302-41	SHA	MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	Not Exempt	2030	This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk and crosswalk improvements at the MD 3 and MD 175 intersection. This project was previously included in the FY 2022-2025 TIP as an Anne Arundel County project with TIP ID #11-2103-41. Unfunded phases include design (partial), right of way, utility, and construction. Anne Arundel County contributed \$411,000 for project design.
61-2303-41	SHA	MD 170: Norcross Lane to Wieker Road	Not Exempt	TBD	This project will provide additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, and a raised median to control left turn movements. This project also includes bicycle and pedestrian improvements, stormwater management facilities, road resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping. Unfunded phases include utilities and construction.
61-2305-41	SHA	I-97: US 50 to MD 32	Not Exempt	2031	This project includes widening I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US50/ US 301. Unfunded phases include design (partial funding) and construction.

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
63-0803-46	SHA	I-795: Dolfield Boulevard Interchange	Not Exempt	2032	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. Unfunded phases include right of way (partial), utilities, and construction.
63-1601-41	SHA	I-695: US 40 to MD 144	Not Exempt	2021	This project will widen the I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from south of Shady Nook Avenue to US 40 as part of this project. The roadway opened to traffic in summer 2021. Construction of a separate \$9.0 million noise barrier is underway and anticipated to be complete in April 2025.
63-1802-41	SHA	I-695: I-70 to MD 43	Not Exempt	2028	The work on I-695 is a Transportation System Management and Operations (TSMO) project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.

Appendix C-2: Non Exempt Projects in the 2026-2029 TIP

ID	Agency	Title	Conformity	Year Open to Service	Description
63-2201-12	SHA	I-695 at I-70 Bridge Repair	Not Exempt	2030	Project to focus on state of good repair needs of the bridges within the I-695/I-70 interchange area.
66-1703-41	SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	Not Exempt	2022	This project will widen MD 32 in both directions from a two-lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange. The project also includes replacement of the Triadelphia Road bridge over MD 32. This is Phase 2 of a design build project on MD 32 from MD 108 to I-70. Phase 1, MD 108 to Linden Church Road (TIP ID #66-1602-41) opened to traffic in 2019. Phase 2 opened to traffic in summer 2022. The remaining funding is needed for the construction of Type 1 noise abatement improvements for Phase 2, which are to extend from south of West Ivory Road to North of River Valley Chase.

Appendix D: Round 10 Cooperative Forecasts

Round 10 Population

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	CHANGE				PERCENT CHANGE			
								2020-2030	2030-2040	2040-2050	2020-2050	2020-2030	2030-2040	2040-2050	2020-2050
Anne Arundel County	592,695	621,687	646,214	664,214	677,424	687,119	694,235	53,519	31,210	16,811	101,540	9.0%	4.8%	2.5%	17.1%
Baltimore City	585,708	594,526	596,393	596,916	599,216	603,436	609,776	10,685	2,823	10,560	24,068	1.8%	0.5%	1.8%	4.1%
Baltimore County	854,523	868,112	876,726	894,541	909,000	920,275	934,521	22,203	32,275	25,520	79,998	2.6%	3.7%	2.8%	9.4%
Carroll County	172,891	176,399	179,140	181,580	183,956	186,253	188,357	6,249	4,816	4,401	15,466	3.6%	2.7%	2.4%	8.9%
Harford County	260,924	270,059	277,819	285,759	293,569	301,252	308,810	16,895	15,750	15,241	47,886	6.5%	5.7%	5.2%	18.4%
Howard County	332,317	349,697	363,987	380,016	393,641	404,607	414,820	31,670	29,654	21,179	82,503	9.5%	8.1%	5.4%	24.8%
Queen Anne's County	49,874	52,712	54,935	56,000	56,667	56,883	57,032	5,061	1,732	365	7,158	10.1%	3.2%	0.6%	14.4%
Baltimore Region	2,848,932	2,933,192	2,995,213	3,059,026	3,113,473	3,159,824	3,207,550	146,281	118,260	94,077	358,618	5.1%	3.9%	3.0%	12.6%

Round 10 Households

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	CHANGE				PERCENT CHANGE			
								2020-2030	2030-2040	2040-2050	2020-2050	2020-2030	2030-2040	2040-2050	2020-2050
Anne Arundel County	219,971	228,528	236,781	244,935	251,583	256,061	260,349	16,810	14,802	8,766	40,378	7.6%	6.3%	3.5%	18.4%
Baltimore City	251,479	258,233	260,583	262,036	264,323	267,459	271,532	9,104	3,740	7,209	20,053	3.6%	1.4%	2.7%	8.0%
Baltimore County	329,955	334,975	338,408	345,501	351,261	355,753	361,428	8,453	12,853	10,167	31,473	2.6%	3.8%	2.9%	9.5%
Carroll County	63,050	64,455	65,595	66,670	67,701	68,709	69,704	2,545	2,106	2,003	6,654	4.0%	3.2%	3.0%	10.6%
Harford County	98,282	101,919	105,719	109,519	113,319	117,119	120,919	7,437	7,600	7,600	22,637	7.6%	7.2%	6.7%	23.0%
Howard County	118,781	126,599	133,334	141,148	147,881	153,953	159,721	14,553	14,547	11,840	40,940	12.3%	10.9%	8.0%	34.5%
Queen Anne's County	19,240	20,355	21,223	21,636	21,892	21,975	22,033	1,983	669	141	2,793	10.3%	3.2%	0.6%	14.5%
Baltimore Region	1,100,758	1,135,064	1,161,643	1,191,444	1,217,960	1,241,029	1,265,686	60,885	56,317	47,727	164,928	5.5%	4.8%	3.9%	15.0%

Round 10 Employment

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	CHANGE				PERCENT CHANGE			
								2020-2030	2030-2040	2040-2050	2020-2050	2020-2030	2030-2040	2040-2050	2020-2050
Anne Arundel County	340,555	375,489	389,833	404,256	419,012	434,725	451,505	49,278	29,179	32,493	110,950	14.5%	7.5%	7.8%	32.6%
Baltimore City	365,047	377,443	396,188	413,808	430,379	446,685	450,996	31,141	34,191	20,617	85,949	8.5%	8.6%	4.8%	23.5%
Baltimore County	398,693	411,260	425,058	428,306	434,620	441,159	444,251	26,365	9,562	9,631	45,558	6.6%	2.2%	2.2%	11.4%
Carroll County	62,814	64,313	65,821	67,319	68,809	70,290	71,789	3,006	2,988	2,979	8,974	4.8%	4.5%	4.3%	14.3%
Harford County	100,748	110,606	120,560	130,808	141,273	151,868	162,499	19,812	20,712	21,226	61,751	19.7%	17.2%	15.0%	61.3%
Howard County	185,600	193,976	203,284	217,619	231,970	238,935	245,600	17,684	28,686	13,630	60,000	9.5%	14.1%	5.9%	32.3%
Queen Anne's County	16,562	16,775	17,125	17,250	17,375	17,525	17,700	563	250	325	1,138	3.4%	1.5%	1.9%	6.9%
Baltimore Region	1,470,019	1,549,862	1,617,869	1,679,367	1,743,438	1,801,187	1,844,339	147,850	125,568	100,902	374,320	10.1%	7.8%	5.8%	25.5%

Note: This data was submitted by CFG membership. The final revisions were submitted on April 1, 2022.

Note: The Population figure for Anne Arundel County for year 2020 deviates from the decennial Census figure. It appears that the Naval Academy was omitted from the Group Quarters population count in the 2020 Decennial Census. An estimated GQ population has been added to the appropriate TAZ, and is included here in the county and regional totals.

Note: Anne Arundel County data includes the City of Annapolis.

Source: Local jurisdictions; Cooperative Forecasting Group.

*Appendix E: Excerpt- Baltimore Metropolitan
Council InSITE Activity Based Travel Model:
Model Validation Report*

Excerpt – Approval of InSITE Activity Based Travel Model

Documentation of InSITE enhancements and [2019 validation](#). The 2019 validated InSITE model will be used in the 2026 to 2029 mobile source emission analysis, long-range transportation plan project evaluation and other regional corridor studies. The original InSITE model was estimated using the 2008 Household Travel Survey and validated to 2012.

The original InSITE model geography was modified to incorporate the recently developed 2020 Transportation Analysis Zone (TAZ) boundaries. BMC staff in cooperation with the Cooperative Forecasting Group adjusted, combined, and added TAZs based on 2020 Tiger Line File and 2020 Census PL 94-171 block population and household counts. The model geography was expanded to cover Queen Anne's County, Maryland as well as Adams and York Counties, Pennsylvania. The expanded model contains over 3,000 TAZs with a 2020 base year population of 6.4 million.

Cambridge Systematics, developer of InSITE, incorporated model enhancements in order to improve runtime. The Cambridge Systematics Activity-Based Model (ABM) software, TourCast was modified to adopt a multi-threaded approach to take advantage of multiple server cores and applying a 25% synthetic population sampling approach.

The Cambridge Systematics team analyzed and summarized the 2019 Maryland Household travel survey travel patterns, choices, and behavior. Survey summary statistics were used to adjust InSITE model component parameters. The calibrated InSITE model components capture the change in travel behavior observed between 2008 (model estimation year) and 2019 observed conditions.

The consultant team used other independent data sources to validate InSITE network travel. A Location-Based Services (LBS) data set was purchased in order to validate distribution patterns, time-of day, and trip lengths. Classified counts and On-Board Transit Survey was used to validate network loadings.

Appendix F: HPMS Adjustment Factors

HPMS Adjustment Factors by Jurisdiction

		<i>Interstate</i>	<i>Freeway</i>	<i>Principal Arterial</i>	<i>Minor Arterial</i>	<i>Collector</i>
Urban	Baltimore City	0.9693	0.8178	0.8909	1.0142	2.0899
	Anne Arundel	0.8727	1.1647	1.0477	1.4026	1.9715
	Baltimore	0.9391	1.2627	1.1032	1.7500	1.9891
	Carroll	0.7039	0.7039	1.2678	1.5987	1.8115
	Harford	0.9570	1.4634	1.6894	1.7584	2.8248
	Howard	0.8605	1.0166	1.0366	1.3837	1.1099
Rural	Baltimore City	0.9693		0.8909	1.0142	2.0899
	Anne Arundel	0.5590		0.7708	0.6813	1.1005
	Baltimore	0.5582		0.6498	0.5887	0.9220
	Carroll	0.7039		0.4477	0.8216	0.7149
	Harford	0.7612		1.0113	1.0817	1.3346
	Howard	0.6397		1.2248	0.5034	0.9201

Local to Non-local Ratios by Jurisdiction

<i>Jurisdiction</i>	<i>Urban</i>	<i>Rural</i>
Baltimore City	0.0731	0.0731
Anne Arundel	0.0732	0.2530
Baltimore	0.0733	0.2520
Carroll	0.0722	0.2287
Harford	0.0731	0.2370
Howard	0.0733	0.2655

Appendix G: Resolutions

The following resolutions will be added to the final report:

BRTB Resolution #22-15 Approval of Technical Process for Baltimore Regional Travel Demand Model Update

BRTB Resolution #23-1 Approving the Round 10 Cooperative Forecast

DRAFT BRTB Resolution #26-2 Approval of the Baltimore Region 2026-2029 Transportation Improvement Program (TIP) and the associated Conformity Determination of the 2026-2029 TIP and Resilience 2050

Appendix H: Public Participation

The full Appendix H will be available in the final report.



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.

###

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 I: MDOT Updated Revenue Projections – August 2022

Financially Constrained Long Range Plan

Year 2022 to 2050 Update

For The

Baltimore Metropolitan Area

Prepared by

Maryland Department of Transportation

August 2022

DOCUMENTATION OF ASSUMPTIONS

Date: August 2022

Subject: Methodology and Assumptions used to derive the
2022 – 2050 Constrained Long-range Plan (CLRP)

Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2021 figures are actual expenditures from historical records. FY 2022 to FY 2027 are from the FY 2022-2027 Transportation Trust Fund (TTF) Financial Plan and the Final FY 2022-2027 Consolidated Transportation Plan (CTP).
- The federal funds received directly by the Washington Metropolitan Area Transit Authority (WMATA) are **not** included in this exercise.
- FY 2028 to FY 2050 projections of state funds use a historical annual average growth rate of 5.0%. Federal fund projections for the same period are based on an average growth rate of 3.0% for highway and 2.33% for transit program funds.

Operating Expenditures:

- FY 1981 to FY 2021 figures are actual expenditures from historical records. Expenditures for FY 2022 to FY 2027 are the operating budget projections contained in the FY 2022-2027 TTF Financial Plan. For the 2020 and prior CLRP updates, operating budget projections were taken from the financial plan published in January that supports the Final CTP. For the current 2022 CLRP update, operating budget projections were again based on the financial plan published in January that supports the Final CTP, with updates for actions taken during the legislative session.
- FY 2028 to FY 2050 projections are derived by inflating the previous year with an estimate for the percentage change in the Consumer Price Index for All Urban Consumers (CPI-U) plus 2%. CPI-U is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms. To account for the additional operating costs associated with new capital expansions, 2% is added to the forecasted rate.
- For the Purple Line Light Rail Transit project, the operating and maintenance portion of availability payments from the April 2022 project forecast were included as part of the operating budget projections.

Capital - System Preservation:

- Department records were used to determine the split between system preservation and expansion for FY 1981 to FY 2021. Amounts for FY 2022 to FY 2027 are from the Final FY 2022-2027 CTP.
- For the period FY 2028 – FY 2050, an annual growth rate of 2.5% is assumed for systems preservation projects, not to exceed 70% of the total program.
- For the period FY 2028 to FY 2050, it is assumed that the State's General Fund will fund Maryland's share of the new dedicated capital funding for WMATA (\$167 million annually).

Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and system preservation expenditures from the total program expenditures for each year.

Baltimore Area – Percentage of Capital Expansion:

- Total capital figures from FY 1981 to present were split into surface and non-surface. Surface included highway (State Highway Administration (SHA)) and transit (Maryland Transit Administration (MTA) and WMATA) costs. Non-surface included expenses for the Maryland Port Administration, Maryland Aviation Administration, Motor Vehicle Administration and the Secretary's Office.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in the Baltimore Region was derived by: adding location specific SHA and MTA project expenditures in the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard County projects); one-half of the areawide MTA projects that service the DC/Baltimore Region and approximately 35% (historical average) of SHA area-wide project expenditures.
- These Baltimore specific figures were used to derive estimates of Baltimore surface expansion. These figures, when used with the above-mentioned projections, produce the estimates shown for Baltimore as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

MDOT Operating & Capital Expenditures - Statewide
History, Program & Forecast
(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	352	167	519	246	765
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	260	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	760	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	497	1,606
1996	784	391	1,175	465	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	762	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,396	724	2,120	701	2,821
2008	1,488	766	2,254	680	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	957	2,540	275	2,815
2011	1,548	908	2,456	325	2,781
2012	1,572	1,096	2,668	366	3,034
2013	1,638	1,154	2,792	416	3,208
2014	1,843	1,324	3,167	477	3,644
2015	1,859	1,438	3,297	603	3,900
2016	1,917	1,389	3,306	806	4,112
2017	1,948	1,217	3,165	1,341	4,506
2018	2,048	1,147	3,195	1,264	4,459
2019	2,128	1,117	3,245	1,196	4,441
2020	2,173	1,593	3,766	1,200	4,966
2021	2,179	1,389	3,568	985	4,553
2022	2,208	1,931	4,139	1,147	5,286
2023	2,396	2,045	4,441	631	5,072
2024	2,418	1,907	4,325	515	4,840
2025	2,469	1,775	4,244	447	4,691
2026	2,518	1,816	4,334	455	4,789
2027	2,609	1,887	4,496	465	4,962
2028	2,734	1,637	4,371	701	5,072
2029	2,849	1,715	4,564	735	5,299
2030	2,968	1,799	4,767	771	5,538
2031	3,091	1,890	4,981	810	5,791
2032	3,217	1,985	5,202	851	6,053
2033	3,350	2,084	5,434	893	6,327
2034	3,488	2,188	5,676	938	6,614
2035	3,633	2,297	5,930	985	6,915
2036	3,787	2,357	6,144	1,087	7,231
2037	3,946	2,416	6,362	1,200	7,562
2038	4,112	2,476	6,588	1,320	7,908
2039	4,286	2,538	6,824	1,446	8,270
2040	4,467	2,601	7,068	1,581	8,649
2041	4,656	2,666	7,322	1,725	9,047
2042	4,853	2,733	7,586	1,877	9,463
2043	5,060	2,801	7,861	2,039	9,900
2044	5,275	2,871	8,146	2,212	10,358
2045	5,500	2,943	8,443	2,392	10,835
2046	5,735	3,017	8,752	2,585	11,337
2047	5,981	3,092	9,073	2,789	11,862
2048	6,238	3,169	9,407	3,006	12,413
2049	6,504	3,249	9,753	3,237	12,990
2050	6,783	3,330	10,113	3,483	13,596

BALTIMORE METROPOLITAN AREA

Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement:	
1981 - 2021	84.9%

Baltimore Enhancement % of Surface Enhancement:	
1981 - 2021	36.1%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Balto. Expansion Funds
2020	1,200					161
2021	985					121
2022	1,147					152
2023	631					215
2024	515					199
2025	447					146
2026	455					244
2027	465					103
2028	701	595	24	619	224	224
2029	735	624	24	648	234	234
2030	771	655	24	679	245	245
2031	810	688	25	713	257	257
2032	851	722	25	747	270	270
2033	893	758	25	783	283	283
2034	938	796	25	821	297	297
2035	985	836	25	861	311	311
2036	1,087	923	25	948	342	342
2037	1,200	1,019	25	1,044	377	377
2038	1,320	1,121	25	1,146	414	414
2039	1,446	1,228	25	1,253	452	452
2040	1,581	1,342	25	1,367	494	494
2041	1,725	1,464	25	1,489	538	538
2042	1,877	1,593	25	1,618	585	585
2043	2,039	1,731	25	1,756	634	634
2044	2,212	1,878	25	1,903	687	687
2045	2,392	2,031	25	2,056	742	742
2046	2,585	2,194	25	2,219	802	802
2047	2,789	2,368	25	2,393	864	864
2048	3,006	2,552	25	2,577	931	931
2049	3,237	2,748	25	2,773	1,002	1,002
2050	3,483	2,957	25	2,982	1,077	1,077
Total '28-'50	38,663	32,821	572	33,393	12,062	12,062
Total '20-'50	44,509					13,403

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)

	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<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