February 6, 2026

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Dan Koenig
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests an amendment to the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) on behalf of The Maryland Transportation Authority (MDTA) to add new project to the FY 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP). This amendment was approved by the Baltimore Regional Transportation Board (BRTB) on February 5, 2026.

Project Name	**STIP #**	**Funding Source**	**FY25-FY28 Net Federal Change (in 000's)**
William Preston Lane, Jr. Memorial Bridge	20-2601-44	Toll Revenue	$0

The MDOT has assigned Control #25-89 for this amendment to the STIP, and the supporting documentation is attached.

The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.state.maryland.gov.

Sincerely,

Dan Janousek

Dan Janousek
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Keirnan, Strategic Planner, OPPPD, MDOT

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 20-2601-44

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s) Federal	State/Local	Total
William Preston Lane, Jr. Memorial Bridge	A	Non-Exempt	NEPA Teir II	$ -	$ -	$ -
	Administration	**Area/MPO**	**CTP Page**	**Net Funding Change (000s) Federal**	**State/Local**	**Total**
	MDTA	BRTB	MDTA-28 (2025 CTP)	$ -	$ 13,987	**$ 13,987**

Description This project is for the remainder of the Bay Crossing Study planning for the selected alternative.The project includes replacement of the existing Chesapeake Bay Bridge, increasing the Chesapeake Bay Bridge capacity, expanding U.S. 50/301 at the tie-ins to the Chesapeake Bay Bridge and removing the existing Chesapeake Bay Bridge. Funding for this project will come from 100% Toll Revenues during the plan years.

Justification The purpose of the project is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor. The project will address multiple transportation issues.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☑ A) Adds new individual projects to the current STIP
- ☐ B) Increase/decrease, scope change, advance, delay, or phase change
- ☐ C) Removes or deletes individual listed project from the STIP
- ☐ D) Other

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
Current (000s)	**Total**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
	Federal	$ -	$ -	$ -	$ -	$ -
	State/Local	$ -	$ -	$ -	$ -	$ -
Proposed (000s)	**Total**	**$ 6,987**	**$ 7,000**	**$ -**	**$ -**	**$ 13,987**
	Federal	$ -	$ -	$ -	$ -	$ -
	State/Local	$ 6,987	$ 7,000	$ -	$ -	$ 13,987
Change (000s)	**Total**	**$ 6,987**	**$ 7,000**	**$ -**	**$ -**	**$ 13,987**
	Federal	$ -	$ -	$ -	$ -	$ -
	State/Local	$ 6,987	$ 7,000	$ -	$ -	$ 13,987

PHASE DETAIL

Current

Phase	Funding	FY 2025 Federal	FY 2025 State/Local	FY 2026 Federal	FY 2026 State/Local	FY 2027 Federal	FY 2027 State/Local	FY 2028 Federal	FY 2028 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PP	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Proposed

Phase	Funding	FY 2025 Federal	FY 2025 State/Local	FY 2026 Federal	FY 2026 State/Local	FY 2027 Federal	FY 2027 State/Local	FY 2028 Federal	FY 2028 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PP	*State*	$ -	$ 6,987	$ -	$ 7,000	$ -	$ -	$ -	$ -	$ -	$ 13,987	$ 13,987
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ 6,987**	**$ -**	**$ 7,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 13,987**	**$ 13,987**

Change

Phase	Funding	FY 2025 Federal	FY 2025 State/Local	FY 2026 Federal	FY 2026 State/Local	FY 2027 Federal	FY 2027 State/Local	FY 2028 Federal	FY 2028 State/Local	TOTAL Federal	TOTAL State/Local	TOTAL Total
PP	*State*	$ -	$ 6,987	$ -	$ 7,000	$ -	$ -	$ -	$ -	$ -	$ 13,987	$ 13,987
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RW	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CO	*State*	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	Federal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total		**$ -**	**$ 6,987**	**$ -**	**$ 7,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 13,987**	**$ 13,987**

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		**Total Project Cost**	
Federal	$ -	Federal	$ -	Federal	$ -	Federal	$ -
State/Local	$ -	State/Local	$ 13,987	State/Local	$ 14,786,013	State/Local	$ 14,800,000
Total	**$ -**	**Total**	**$ 13,987**	**Total**	**$ -**	**Total**	**$ 13,987**

BALTIMORE METROPOLITAN COUNCIL

February 5, 2026

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one amendment to the *2026-2029 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on February 5, 2026. The documentation enclosed support changes to the *2026-2029 TIP* for one Maryland Transportation Authority (MDTA) project.

- **William Preston Lane, Jr. Memorial Bridge: 20-2601-44**

This amendment was presented to the Technical Committee on January 6, 2026. The Interagency Consultation Group (ICG) has also reviewed this request and has determined this project to be exempt according to the conformity rule.

MDTA has affirmed that fiscal constraint for their program of projects remains intact.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #26-20 to support this change to the *2026-2029 TIP*.

BMC

If you have any questions, please feel free to call me.

Sincerely,

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Michelle Martin, MDOT
Ms. Kari Snyder, MDOT
Mr. Carl Chamberlain, MDTA
Ms. Heather Lowe, MDTA
Ms. Melissa Williams, MDTA
Ms. Nicole Condol, BMC
Mr. Zach Kaufman, BMC

BMC

Summary of FY 2026-2029 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
William Preston Lane, Jr. Memorial Bridge 20-2601-44	This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds $7,000,000 in Toll Revenue for Planning in FY 2026. This funding is necessary to complete planning efforts for the Bay Crossing Study. Although there are no federal funds included, the completion of a new structure is regionally significant and inclusion in the TIP is required. The estimated total cost is $17,600,000,000.	This project is for the remainder of the Bay Crossing Study. The project includes replacement of the existing Chesapeake Bay Bridge with two new four lane bridge spans; increasing the Chesapeake Bay Bridge capacity from five lanes to eight lanes; expanding U.S. 50/301 at the tie-ins to the Chesapeake Bay Bridge from six lanes to eight lanes; and removing the existing Chesapeake Bay Bridge. Funding for this project will come from 100% Toll Revenues during the plan years. **Conformity status:** Exempt	Amendment Resolution #26-20

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #26-20

AMENDMENT TO THE 2026-2029 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2026-2029 Transportation Improvement Program for the Baltimore region at its July 22, 2025 meeting, with federal approval received on October 8, 2025; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, the Maryland Transportation Authority (MDTA) has requested approval of one amendment to the 2026-2029 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDTA is requesting to add one new project to the FY 2026-2029 TIP. The William Preston Lane, Jr. Memorial Bridge will add $7.0 million in Planning funds in FY 2026. Project funding will be exclusively Toll Revenues. The estimated total project cost is $17.6 billion; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all federal requirements are met; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on January 6, 2026.

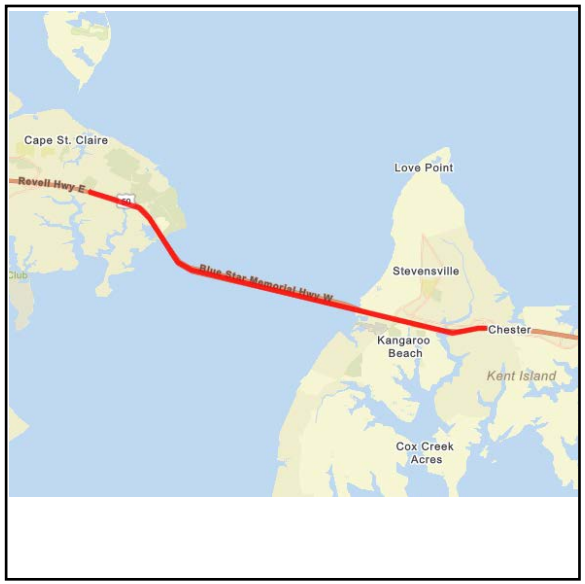
NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2026-2029 Transportation Improvement Program for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on February 5, 2026.

2/5/2026
Date

Clarence “Trey” Dickerson, Chair
Baltimore Regional Transportation Board

20-2601-44 William Preston Lane, Jr. Memorial Bridge



Agency
Maryland Transportation Authority

Conformity
Exempt

Length
7 miles

Year of Operation
2038, 2045

Functional Classification
Other Principal Arterial

Existing Lanes
5/6 lanes

Project Category
Highway Preservation

CIP/CTP ID
MDTA-28

Proposed Lanes
8 lanes

Project Type
New bridge/ elimination of at-grade crossing

Route/Road Name
US 50/US 301

Estimated Total Cost
$17,600,000,000

Description
This project is for the remainder of the Bay Crossing Study. The project includes replacement of the existing Chesapeake Bay Bridge with two new four-lane bridge spans; increasing the Chesapeake Bay Bridge capacity from five lanes to eight lanes; expanding U.S. 50/301 at the tie-ins to the Chesapeake Bay Bridge from six lanes to eight lanes; and removing the existing Chesapeake Bay Bridge. Funding for this project will come from 100% Toll Revenues during the plan years.

Project Benefits
This project addresses existing and future transportation capacity needs and access across the Chesapeake Bay at the Chesapeake Bay Bridge approaches along U.S. 50/301. The project addresses multiple issues:

- The Bay Bridge has inadequate capacity for current and projected traffic volumes.
- Increases in congestion reduce regional mobility and reliability.
- The bridge does not meet current standards for design or traffic operations. Maintenance activities and incident management often result in closed lanes, creating substantial congestion.
- The existing Bay Bridge is a key constraint for the height of ships that can travel the Chesapeake Bay, including to the Port of Baltimore.

National Highway System
Yes

Connection to Long-Range Transportation Goals
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming; 3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries; 7.C Promote Prosperity and Economic Opportunity -- Concentrate transportation investments in state and local designated growth areas

Change Reason - This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds $7,000,000 in Toll Revenue for Planning in FY 2026. This funding is necessary to complete planning efforts for the Bay Crossing Study. Although there are no federal funds included, the completion of a new structure is regionally significant and inclusion in the TIP is required. The estimated total cost is $17,600,000,000.

Toll Revenue
(funding in thousands) - New

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

December 18, 2025

Mr. Todd Lang
Transportation Planning Director
ATTN: Ms. Nicole Condol
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for a new Maryland Transportation Authority (MDTA) Tproject.

20-2601-44	William Preston Lane, Jr. Memorial Bridge	This amendment reflects the addition of the **William Preston Lane, Jr. Memorial Bridge** for the remainder of the Bay Crossing Study planning for the selected alternative. The project includes replacement of the existing Chesapeake Bay Bridge with two new four-lane bridge spans; increasing the Chesapeake Bay Bridge capacity from five lanes to eight lanes; expanding U.S. 50/301 at the tie-ins to the Chesapeake Bay Bridge from six lanes to eight lanes; and removing the existing Chesapeake Bay Bridge. Funding for this project will come from 100% Toll Revenues during the plan years.

More details of the amendment are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

Dan Janousek

Dan Janousek
Regional Planner
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

Jurisdiction: Regional

William Preston Lane, Jr. Memorial Bridge

TIP Id #	20-2601-44	**Year of Operation**	2038, first span; 2045 second span
Agency	MDTA	**Project Type**	New bridge/elimination of at-grade crossing
Project Category	Highway Preservation	**Functional Class**	Principal Arterial
Conformity Status	Non-Exempt	**Physical Data**	5/6 lanes to 8 lanes; 7 miles
CIP/CTP Page#	MDTA-28 (2025 CTP)	**Estimated Total Cost**	$14.8 - $17.6 billion

Description	**Justification**
This project is for the remainder of the Bay Crossing Study planning for the selected alternative. The project includes replacement of the existing Chesapeake Bay Bridge with two new four-lane bridge spans; increasing the Chesapeake Bay Bridge capacity from five lanes to eight lanes; expanding U.S. 50/301 at the tie-ins to the Chesapeake Bay Bridge from six lanes to eight lanes; and removing the existing Chesapeake Bay Bridge. Funding for this project will come from 100% Toll Revenues during the plan years.	The purpose of the project is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor. The project will address multiple transportation issues: • The Bay Bridge has inadequate capacity for current and projected traffic volumes, particularly during summer weekends. • Increases in congestion reduce regional mobility and reliability, which is needed for accessing employment and recreation areas, moving commerce, and providing capacity for emergencies or evacuation events. • The bridge does not meet current standards for design or traffic operations. Maintenance activities and incident management often result in closed lanes, creating substantial congestion. • The existing Bay Bridge is a key constraint for the height of ships that can travel the Chesapeake Bay, including to the Port of Baltimore.

Fund Source: Toll Revenues

									Project Totals
Phase	**FY 2025 Federal Funds**	**FY 2025 Matching Funds**	**FY 2026 Federal Funds**	**FY 2026 Matching Funds**	**FY 2027 Federal Funds**	**FY 2027 Matching Funds**	**FY 2028 Federal Funds**	**FY 2028 Matching Funds**	**4-Year Total**
CON									
OTH									
ENG									
PP	$0	$6,987	$0	$7,000	$0				$13,987
ROW									
Totals	$0	$6,987	$0	$7,000	$0				$13,987

Status: Provide one or two sentences on current status of project, anticipated schedule, etc.

MDTA has recommended Alternative C ("6-8-6 South") as their Preferred Alternative. The project is in final stages of the NEPA planning study, expected to be completed in late 2026. The study will conclude with an MDTA and FHWA selected alternative that can be advanced to project design.

XY Coordinates for Mapping or a .jpeg/.png picture

Connection to LRTP Goals: Select up to 3 applicable goals from list below.

1.A Improve System Safety -- Improve roadway and transit safety through performance-based planning and programming
1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities.
1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies
1.D Improve System Safety -- Eliminate hazardous conditions in high crash locations for all modes using best practices and proven countermeasures
1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities
1.F Improve System Safety -- Support research into understanding the causes of bicycle and pedestrian crashes and injuries to develop countermeasures
1.G Improve System Safety -- Provide education to all modes of travelers on safe travel techniques using various outreach methods
2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming
2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles
2.D Improve and Maintain the Existing Infrastructure -- Research & Invest in measures that will reduce emissions of transit rolling stock and infrastructure
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities

2.G Improve and Maintain the Existing Infrastructure -- Encourage local jurisdictions to develop comprehensive asset management programs
3.A Improve Accessibility -- Increase transportation options and equity for all segments of the population
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders
3.C Improve Accessibility -- Leverage Transportation and other funds to provide affordable accessibility options
3.D Improve Accessibility --Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit
3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan
3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries
3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users
3.H Improve Accessibility -- Support policies that enable year-round access to pedestrian, bicycle and transit facilities
3.I Improve Accessibility -- Improve frequency, reliability and operating hours of existing transit facilities
4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming
4.B Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP)
4.C Increase Mobility -- Analyze congestion causes and mitigation strategies

4.D Increase Mobility -- Consider how all modes of transportation can work together to address system capacity needs
4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement
4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management
4.G Increase Mobility -- Reduce effects of non-recurring incidents through information sharing and responding and management of incidents
4.H Increase Mobility -- Develop and support a regional long-distance bikeway network that includes consistent guide signage
5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming
5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards
5.C Implement Environmentally Responsible Transportation Solutions -- Reduce Surface Runoff
5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system
5.E Implement Environmentally Responsible Transportation Solutions -- Reduce greenhouse gas emissions according to state and local plans
5.F Implement Environmentally Responsible Transportation Solutions -- Preserve and protect natural and cultural resources
5.G Implement Environmentally Responsible Transportation Solutions -- Incorporate resilience in transportation planning & address climate change hazards
5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage electric & alternative fuel vehicles and infrastructure
6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles
6.B Improve System Security -- Coordinate responses to large-scale incidents, including evacuation routes and procedures
6.C Improve System Security -- Review evacuation routes and ID bottlenecks
6.D Improve System Security -- Improve system security through traffic and transit system management and operations approaches
6.E Improve System Security -- ID policies and procedures for information sharing to respond to transportation emergencies
6.F Improve System Security -- Identify funding sources to help implement regional security priorities

6.G Improve System Security -- Incorporate options for multimodal mobility and strategies for system management for moving people during emergencies
6.H Improve System Security -- Plan for transportation-related effects of climate change
7.A Promote Prosperity and Economic Opportunity -- Coordinate land use decisions and transportation planning with cost of transportation
7.B Promote Prosperity and Economic Opportunity -- Consider affordable housing and economic development in determining long-range priorities
7.C Promote Prosperity and Economic Opportunity -- Concentrate transportation investments in state and local designated growth areas
7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth
7.E Promote Prosperity and Economic Opportunity -- Coordinate with communities to provide context-sensitive infrastructure
7.F Promote Prosperity and Economic Opportunity -- Consider prior inequities for future transportation investments
7.G Promote Prosperity and Economic Opportunity -- Invest in upgrading transportation assets and facilities that promote tourism
8.A Foster Participation and Cooperation among all Stakeholders -- Coordinate planning across all modes with all stakeholders
8.B Foster Participation and Cooperation among all Stakeholders -- Provide timely notice of key decisions and planning efforts through engagement
8.C Foster Participation and Cooperation among all Stakeholders -- Increase coordination and communication with underserved communities

8.D Foster Participation and Cooperation among all Stakeholders -- Prioritize environmental justice areas through active engagement
8.E Foster Participation and Cooperation among all Stakeholders -- Coordination to identify funding opportunities
8.F Foster Participation and Cooperation among all Stakeholders -- Develop best practices for design, policy and engagement strategies
8.G Foster Participation and Cooperation among all Stakeholders -- Use performance measures to improve planning process
9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets
9.B Promote Informed Decision Making -- Develop assessments of demographic, travel, land use, environmental for use in plans and programs
9.C Promote Informed Decision Making -- Increase understanding of trade-offs involved in transportation alternatives
9.D Promote Informed Decision Making -- Consider impacts of emerging technology when planning new or improved transportation facilities
9.E Promote Informed Decision Making -- Improve information systems for travelers
9.F Promote Informed Decision Making -- Pursue a comprehensive approach to advancing equity