Baltimore Region Transportation Improvement Program 2024-2027

Developed by the Baltimore Metropolitan Planning Organization

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I. INTRODUCTION

A. Summary

The Baltimore Region Transportation Improvement Program (TIP) documents the anticipated timing, cost, and rationale for federally-funded transportation improvements to be made in the Baltimore region[1] over the next four years. It is a program of specific projects, not a plan. In accordance with federal guidelines, the TIP is a translation of recommendations from the long-range transportation plan (LRTP), *Resilience 2050*, for the Baltimore region into a short-term program of improvements. This includes specific capacity improvements that have been identified in the LRTP, as well as system preservation projects and operational initiatives that are supported in the LRTP but have not been previously detailed. As such, the TIP ensures consistency between LRTP recommendations and project implementation in the region.

The TIP also serves as a multi-modal listing of transportation projects in the region for which federal funding requests are anticipated between fiscal years 2024-2027.[2]

Chapter II provides a summary of the key federal requirements for the TIP, followed by several sections detailing the requirements in key areas. Chapter III describes the relationship between the TIP and other transportation plans and programs in the region, its fulfillment of federal requirements, and its regional review function. Chapter IV explains the terms and symbols used in the project listings. Chapter V presents the financial plan supporting the projects in the four year program. It also details the amount and source of federal funds to be requested for the coming fiscal year, FY 2024.

Chapter VI includes environmental justice maps and detailed project listings. The detailed project listings include all federally funded and regionally significant projects. The projects are grouped first according to the local jurisdiction or state agency responsible for their implementation. Within those sections

[1] As shown in Exhibit I-1, the Baltimore region is composed of Baltimore City and the City of Annapolis and Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's counties. As a result of Census 2010, there are three federally recognized urbanized areas in the region. One includes the City of Baltimore and portions of Anne Arundel, Baltimore, Carroll, Howard and Queen Anne's County. The second includes Westminster in Carroll County. The third is Aberdeen – Havre de Grace – Bel Air in Harford County and portions of Cecil County.

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

they are then grouped by category in the following order: commuter rail capacity, commuter rail preservation, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit capacity, transit preservation, ports, and miscellaneous. A timetable for anticipated federal funding requests is presented for each project.

The 2024-2027 TIP programs a total of $4.24 billion. Federal funds account for $2.89 billion of this total, with matching funds accounting for the remaining $1.35 billion. In almost all cases, matching funds are provided by the local or state agency sponsoring the project. Rare circumstances where matching funds are provided by a private source or another local or state agency are noted in the project description in Chapter VI.

Exhibit I-1: The Baltimore Region

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

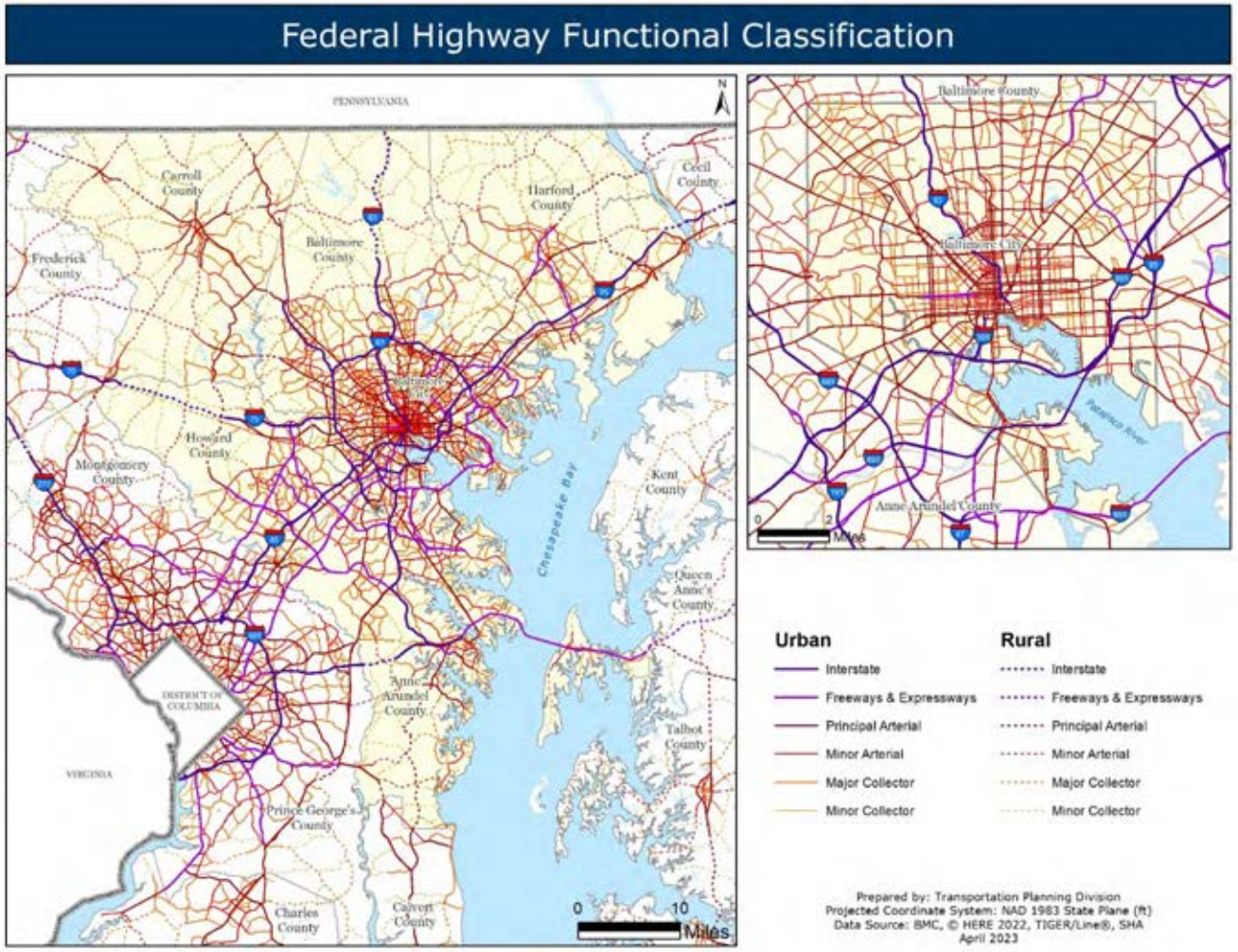
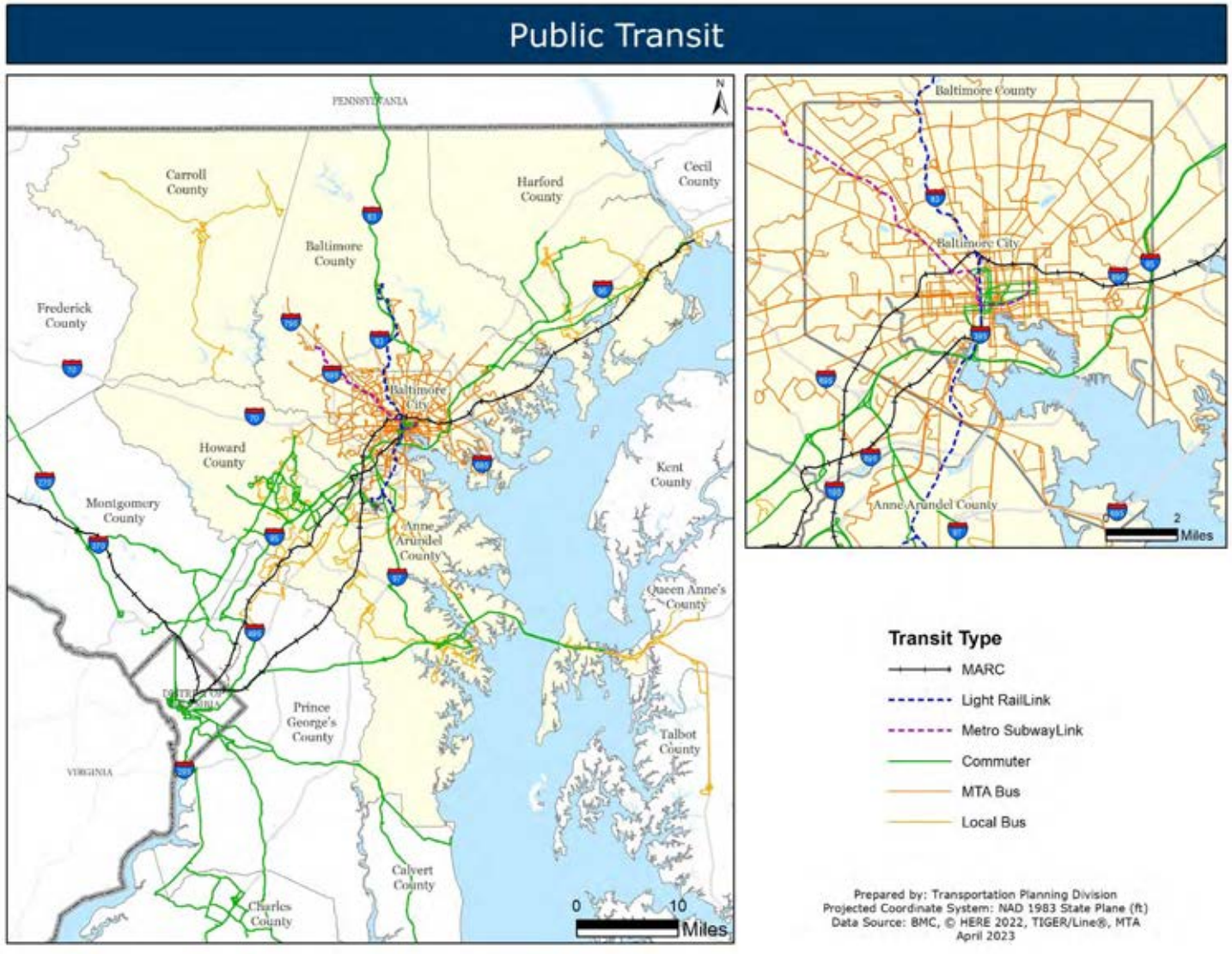


Exhibit I-3: The Baltimore Region – Transit



B. Metropolitan Planning Organization Self-Certification

At the time the metropolitan TIP, and the projects requesting funds in the coming fiscal year, are endorsed for funding out of the U. S. Department of Transportation (DOT), a Metropolitan Planning Organization (MPO) is required to certify that projects selected through the transportation planning process conform with all applicable federal laws and regulations. The Baltimore Regional Transportation Board (BRTB), in its capacity as the MPO for the Baltimore region, certifies under Resolution #24-01 that the transportation planning process is conducted in a manner that complies with the requirements of 23 USC 134, 49 USC 5303, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act. The certification requirement directs members of the BRTB to review the planning process that has been under way and ascertain that the requirements are being met. The review serves to maintain focus on essential activities. Members of the BRTB are listed in Appendix A of this document.

The BRTB's commitment to comply with applicable federal transportation planning requirements is evidenced by the following: ❶ the BRTB has a continuing, cooperative and comprehensive (3-C) transportation planning process that results in plans and programs consistent with the general land use and master plans of the local jurisdictions in the urbanized area; ❷ the BRTB has adopted a public participation process that fulfills the requirements and intent of public participation and outreach as defined in the Metropolitan Planning Regulations; ❸ the BRTB adopted a financially constrained long-range transportation plan, *Resilience 2050*, for the Baltimore region consistent with the metropolitan planning factors in the Fixing America's Surface Transportation (FAST) Act and subsequent Infrastructure Investment and Jobs Act (IIJA); ❹ the BRTB maintains a Congestion Management Process (CMP); ❺ the BRTB has determined that conformity (8-hour ozone) of *Resilience 2050* and the 2024-2027 TIP for the Baltimore region has been conducted under the U.S. Environmental Protection Agency's (EPA's) final rule as amended; and ❻ the BRTB adheres to the federal Disadvantaged Business Enterprises (DBE) requirements set forth in 49 CFR Part 26.

C. Consistency with *Resilience 2050*

In an effort to plan for future regional transportation needs and to comply with the intention of the FAST Act and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed *Resilience 2050: Adapting to the Challenges of Tomorrow*, the long-range transportation plan, in July 2023. The factors that guided development of *Resilience 2050* are listed in the Metropolitan Planning Regulations effective May 27, 2016. These regulations continue and strengthen the emphasis on performance-based planning and programming.

Resilience 2050 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

The BRTB has developed and adopted performance measures for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection was coordinated with the State and public transportation providers to ensure consistency. All required measures and targets were adopted in compliance with federal due dates. The measures and targets will guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

Section II.G summarizes the performance measures and targets as well as the anticipated impact of investments in the TIP on these performance measures and targets. Appendix B includes a table connecting TIP projects to *Resilience 2050* goals and performance measures.

In addition to performance measures and targets, *Resilience 2050* reports on forecasted regional growth in population, households and employment to the year 2050 and the projected travel demand resulting from this forecasted growth. It demonstrates how the existing and committed transportation network may struggle to accommodate future travel demand based on projected increases in congested VMT and vehicle hours of delay. The region may need to apply additional transportation demand management strategies to meet future performance targets related to regional mobility.

To address the projected demands on the transportation system, *Resilience 2050* includes a range of projects through the year 2050. It outlines a multimodal array of transportation improvements along with the requisite funding scenario needed to support the program. Non-motorized transportation alternatives are included, as well as intermodal and transportation demand management strategies. The transportation demand management strategies are particularly important to complement the infrastructure improvements and ensure the region meets the conformity requirements for transportation plans and programs by way of national air quality goals and objectives.

Resilience 2050 also discusses the impacts of workers that work from home. From 2010 to 2019 the share of the population working from home showed modest increases (3.9% in 2010 and 5.6% in 2019). However, in 2020 the pandemic resulted in a large increase of the population working from home at nearly 20%. There are variances based on demographic characteristics of workers and the industries in which they work. While the long-term impacts of remote workers is uncertain, consideration for future land use and transportation planning efforts are warranted.

The capacity projects in the 2024-2027 TIP "flow" from *Resilience 2050*, resulting in a prioritized subset of projects for implementation. In this way, long-range policy recommendations are translated into short-range transportation improvements.

II. FEDERAL REQUIREMENTS AND REGIONAL REVIEW FUNCTION

A. Requirements of the Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The requirements of the IIJA are consistent with the requirements of the FAST Act. Below is a discussion of key federal requirements that are in place regarding development of the TIP. Requirements of the IIJA include:

• Prioritized list of financially constrained improvements: The BRTB, in cooperation with state and local agencies and transit operators, have developed a prioritized and fiscally constrained TIP. Fiscal constraint means that the funds programmed in the 2024-2027 TIP are reasonably expected to be available over the timeframe covered by the TIP. Projects included in the FY 2024-2027 TIP have been cooperatively determined by members of the BRTB. The project selection process considered air quality implications and regional mobility enhancement prior to inclusion in the final TIP document.

Priority is reflected by the year in which a project is shown. Priorities and financial analysis are provided for all four years of the TIP. Financial reasonableness is evaluated on three fronts: ❶ MDOT ensures that federal funding requests during the TIP planning process are reasonable for our region; ❷ MDOT provides documentation of the state's capacity to meet the match requirements associated with state-sponsored projects in the TIP; and ❸ Local governments also provide documentation of the same financial reasonableness requirements to match the federal funds requested for locally sponsored projects.

• Flexing Funds: The TIP is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds. MDOT provides a "statement of concurrence" that consideration of this provision (flexing funds) has been utilized in the development of all state initiatives. Documentation of project prioritization, financial reasonableness and flexible funding is included in Appendix B.

• Financial Plan: IIJA requires that the TIP include a financial plan that demonstrates that the fiscal resources required to construct projects proposed in the TIP are reasonably expected to be available within the timeframe specified. The financial plan in Chapter V demonstrates that the region, through public and

private funding, is reasonably able to generate the projected resources needed to carry out the projects in the TIP.

• Illustrative Projects: Federal regulations for metropolitan transportation planning identify the concept of "illustrative projects" as an element of the planning process. These are projects included in a metropolitan transportation plan for illustrative purposes only. These projects could be included in the adopted transportation plan if additional funds beyond the reasonably anticipated financial resources identified in the plan become available. There is no requirement to select any project from an illustrative list of projects shown in a metropolitan plan at a future date when funding might become available. However, illustrative projects can be helpful in guiding transportation and land use planning efforts at both the regional and local levels. These illustrative projects can provide a resource from which the BRTB can select regional priorities should additional funding become available. A list of illustrative projects is included in Appendix J.

• Congestion Management Process: IIJA states that for "transportation management areas classified as nonattainment for ozone or carbon monoxide. . . , Federal funds may not be advanced in such area for any highway project that will result in a significant increase in the carrying capacity for single-occupant vehicles unless the project is addressed through a congestion management process (CMP)". CMP guidelines were adopted by the BRTB in October, 1997. As potential capacity projects enter the state planning process, the BRTB is invited to participate in interagency discussions. This process allows the BRTB to offer recommendations during the process to address congestion prior to building additional lane capacity. At three stages in this interagency process the BRTB adopts a resolution approving the analysis to date. The BRTB also conducts ongoing data collection and monitoring to assess conditions and ascertain the effectiveness of a range of strategies to relieve congestion. To support regional CMP work, the BRTB CMP Committee meets three times per year to identify and track regional congestion locations and causes and discuss potential approaches to address congestion.

• Public Involvement: The public must have an opportunity to review and comment on the TIP in the early stages of preparation with at least one public meeting. The BRTB updated formal public participation procedures governing metropolitan transportation planning activities in December 2022. These

guidelines reaffirmed a framework for public participation and information dissemination.

The BRTB offered members of the public, affected public agencies, private providers of transportation and other interested parties reasonable opportunities to comment on a draft list of projects.

The draft TIP was made available on the Baltimore Metropolitan Council (BMC) website. Public meetings were held in-person at each of the seven local jurisdictions for the public to provide comments on the draft TIP. A virtual public meeting was held on May 24, 2023 and a recorded version of the public meeting was posted on the BMC website. Opportunities to comment on the draft TIP were advertised on the BMC website and on BMC social media accounts, with outreach work undertaken by public involvement staff. In addition, the public will be able to address the BRTB at its June and July 2023 meetings. Written comments by mail, email, or social media will be accepted during the public review period. In addition, members of the public will be able to submit comments directly via an interactive TIP project map. A summary of all comments received, both verbal and written, BRTB responses, and the public participation notices are included in Appendix G of the final TIP document.

The public participation process for the TIP also meets the FTA public participation requirements for the MDOT Maryland Transit Administration's (MDOT MTA) program of projects. MDOT MTA, in lieu of a separate mandated public comment period for federal funding assistance under 49 USC Sections 5307, 5310, and 5311 has exercised its option to use the procedures of the BRTB's public involvement process for the 2024-2027 TIP to satisfy the public participation requirements associated with development of the MDOT MTA Program of Projects (POP).

- Listing of Obligated Projects: MPO's must publish an annual listing of projects for which federal funds have been obligated in the preceding year. The list must be consistent with projects identified in the TIP, with the intent of improving the transparency of transportation spending decisions.

The FY 2022 obligated listing will include all federal funds obligated in the Baltimore region from July 1, 2021 – June 30, 2022.[3]

- Performance-Based Planning and Programming (PBPP): The U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016 following the enactment of the FAST Act. These updated regulations continue and strengthen the emphasis on PBPP. The intent of PBPP is to aid MPOs in gauging progress relative to regionally established goals, strategies, and performance measures and targets. Federal rulemaking required MPOs to adopt a series of 25 performance measures and targets and to link investment priorities in the TIP and LRTP to the achievement of these performance measures and targets. Section II.G provides further details on PBPP.
- TIP Changes: The project schedules and funding breakdowns for projects in the TIP represent the best estimates by project sponsors at the time the TIP is developed. However, project schedules and funding can change. As a result, the TIP is frequently updated throughout the year through the TIP change process. There are two types of TIP changes. TIP amendments involve major changes to a project such as the addition or deletion of a project or a major change in project cost, timeline, or scope. Administrative modifications involve minor revisions to project costs, fund sources or project timelines.

The BRTB Public Participation Plan[4] details procedures for TIP amendments and administrative modifications. All amendments are presented to the BRTB Technical Committee and the BRTB for consideration and approval. In addition, any project that requires a new regional emissions analysis, such as roadway or transit capacity expansions, automatically triggers a 30-day public review and public meeting. Administrative modifications are reviewed and approved by the BRTB Executive Committee.

Appendix F lists all amendments and administrative modifications to the 2023-2026 TIP.

[3] The full obligated listing is available here: https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/22-25/2022_FederalAidObligations.pdf

[4] The BRTB Public Participation Plan is available here: https://baltometro.org/sites/default/files/bmc_documents/general/transportation/advisory/PPP2022.pdf

B. Environmental Justice

Environmental Justice (EJ) seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities. Specifically, EJ considers whether low-income and minority populations bear disproportionate impacts resulting from governmental decisions. Historically, EJ was borne out of civil rights and environmental complaints from low-income and minority communities. Concerns were raised, showing that these communities may suffer disproportionately from exposure to toxic chemicals and the siting of industrial plants and waste facilities.

In February 1994, President Clinton signed Executive Order 12898 entitled *Federal Action to Address Environmental Justice in Minority and Low-Income Populations*. In 1997, the U.S. Department of Transportation (DOT) issued an "Order to Address Environmental Justice in Minority Populations and Low-income Populations."

The DOT Order directs consideration of two groups: low-income persons and minorities.

FHWA and FTA allow recipients to establish their own definitions of low-income that are appropriate for the region, as long as they are at least as inclusive as the poverty guidelines set by the U.S. Department of Health and Human Services (HHS). The BRTB previously used the poverty level as its definition of low-income. However, the Public Advisory Committee criticized this definition as too low and recommended increasing it due to the region's cost of living. For example, the 2022 threshold for a four-person family with two children is just $27,750.

In response to this critique, BMC staff reviewed alternative definitions of low-income for use in Environmental Justice mapping and analysis, the Vulnerable Populations Index, and project scoring for the upcoming LRTP. Staff conducted a review of low-income definitions used by other Metropolitan Planning Organizations (MPO) as well as an analysis of ACS data. In addition to the population living below the national poverty level, the ACS also identifies the population that lives at or below higher percentages of the poverty level to account for the higher costs of living in some areas of the country. Many of the MPOs reviewed used a higher percentage of the poverty level as their definition of low-income.

After reviewing alternatives and practices used by other MPOs, BMC staff recommended 200% of the poverty level as the new definition for low-income populations. This increases the definition of low-income to approximately $27,750 for a one-adult family and to about $56,000 for a four-person family. This definition has several advantages. It captures a larger portion of economically insecure persons in the Baltimore region, as the poverty level is not a living wage for the Baltimore region. It is also a close approximation to 50% of Baltimore area AMI, an income level that is utilized for some HUD programs. Another advantage is that it is readily available from the ACS for incorporation into BMC products. Finally, it is also a good approximation of a family-supporting wage. This wage is derived from the Massachusetts Institute of Technology (MIT) living wage calculator and has been utilized in a number of BMC workforce development reports and analyses.

In December 2021, the Technical Committee agreed to move forward with 200% of the poverty level as the definition of low-income populations for use in future analyses.

Minorities are defined as a person belonging to any of the following groups:

- Person of origin in any of the black racial groups of Africa;
- Person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin;
- Person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- Person having origins in any of the original people of North America (American Indian, Alaskan Native) and who maintains cultural identification through tribal affiliation or community recognition; or
- Person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

The DOT Order applies to all policies, programs and other activities undertaken, funded or approved by the DOT, including metropolitan planning. There are three fundamental DOT environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

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

EJ Populations in the Baltimore Region

Low-income Populations

As stated previously, the BRTB defines low-income populations as the population below 200% of the poverty level. The primary source of data on low-income persons is the Census Bureau's American Community Survey (ACS). The Census Bureau uses a set of income thresholds that vary by size of family and number of children to determine poverty (and 200% of the poverty level). If a family's total income is less than the threshold for 200% of the poverty level, then that family and every individual in it is considered to have an income less than 200% of the poverty level. For example, the 2022 poverty threshold for a four-person family with two children is $27,750. This means that the 200% poverty threshold for a four-person family with two children is $55,500.

Table II-1 summarizes low-income population by jurisdiction. Population at or below 200% of the poverty line are not evenly distributed throughout the region, ranging from 12.7% of the population in Carroll and Howard Counties to 38.6% of the population in Baltimore City. In total, 21.4% of the population in the Baltimore region have incomes at or below 200% of the poverty line.

Table II-1. Low-Income Population by Jurisdiction

Jurisdiction	*Total Population	At or Below 200% of Poverty Line	
		Low Income Population	Share
Anne Arundel	584,064	79,309	14.0%
Baltimore City	592,211	220,112	38.6%
Baltimore Co	850,702	181,141	21.8%
Carroll	172,148	21,461	12.7%
Harford	259,162	41,009	15.9%
Howard	329,248	41,356	12.7%
Queen Anne's	49,702	7,224	14.7%
BRTB Region Total	**2,837,237**	**591,612**	**21.4%**

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates (Tables B03002 and C17002)
*Total Population for which poverty level is counted

Minority Populations

The ACS also serves as the primary data source for identifying minority populations. Minorities include individuals who are members of several population groups including Hispanic persons and non-Hispanic persons who are Black, American Indian or Alaskan Native, and Asian or Pacific Islander. Non-minorities are defined as those that are both white and non-Hispanic.

Table II-2 summarizes minority population by jurisdiction. As with low-income populations, minorities are not evenly distributed throughout the region. According to the latest 5-year estimates from the ACS, the share of minorities in BRTB jurisdictions ranges from 12.3% in Carroll County to 72.7% in Baltimore City. In total, minorities make up 44.7% of the Baltimore region population while white, non-Hispanics make up the remaining 55.3%. Exhibit II-1 at the end of this section summarizes minority individuals by Hispanic or Latino origin and race.

Table II-2. Minority Population by Jurisdiction

Jurisdiction	Minority Population	White, non-Hispanic Population	Minority Share	White, non-Hispanic Share
Anne Arundel	198,281	385,783	33.9	66.1
Baltimore City	430,251	161,960	72.7	27.3
Baltimore Co	379,804	470,898	44.6	55.4
Carroll	21,206	150,942	12.3	87.7
Harford	65,686	193,476	25.3	74.7
Howard	165,769	163,479	50.3	49.7
Queen Anne's	7,551	42,151	15.2	84.8
BRTB Region Total	**1,268,548**	**1,568,689**	**44.7**	**55.3**

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table B03002)

Mapping EJ Populations in the Baltimore Region

The BRTB uses Transportation Analysis Zones (TAZ) as a basis for identifying EJ areas. TAZs are a basic unit of geography used to predict travel behavior in the BRTB's travel demand model. They are constructed using census block information and are smaller than census tracts. Having established that TAZs will be the geographic unit of analysis, we need a way to identify EJ and non-EJ TAZs. This is done through the use of a regional threshold. A TAZ is identified as an EJ area if it has a concentration of low-income population (below 200% of poverty level) or minorities greater than their respective regional averages.

The percentage of low-income population (income below 200% of the poverty level) in the Baltimore region is 21.4%. Thus, TAZs with a concentration of low-income population greater than 21.4% are considered low-income TAZs for EJ purposes. Similarly, TAZs with a concentration of minorities greater than the regional average of 44.7% are considered minority TAZs for EJ purposes. Exhibits II-2 and II-3 show the low-income population and minority population, respectively, by TAZ. Exhibit II-4 shows all EJ TAZs, breaking EJ TAZs into those exceeding the regional average for low-income population, those exceeding the regional average for minority concentration, and those exceeding both regional averages.

Additional EJ maps are available in Section VI.A: Project and Environmental Justice Maps by Jurisdiction. These maps show the locations (by jurisdiction) of specific TIP projects in relation to EJ TAZs. When these and other transportation projects enter project planning, consideration of EJ is undertaken. These studies are conducted by the appropriate state agency (e.g. MDOT SHA, etc.) or a local jurisdiction during the project planning phase. Opportunities for public participation are central to these efforts.

The LRTP, *Resilience 2050*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Resilience 2050*, including all nonexempt projects in the TIP. These measures include accessibility to jobs and shopping, travel times for commuting and for other purposes, and proximity to key destinations such as supermarkets and hospitals. The BRTB continues to evaluate methods used by other MPOs as well as guidance issued by FHWA for additional environmental justice analysis of the TIP.

Exhibit II-1: BRTB Region Minority Populations by Race and Hispanic or Latino Origin

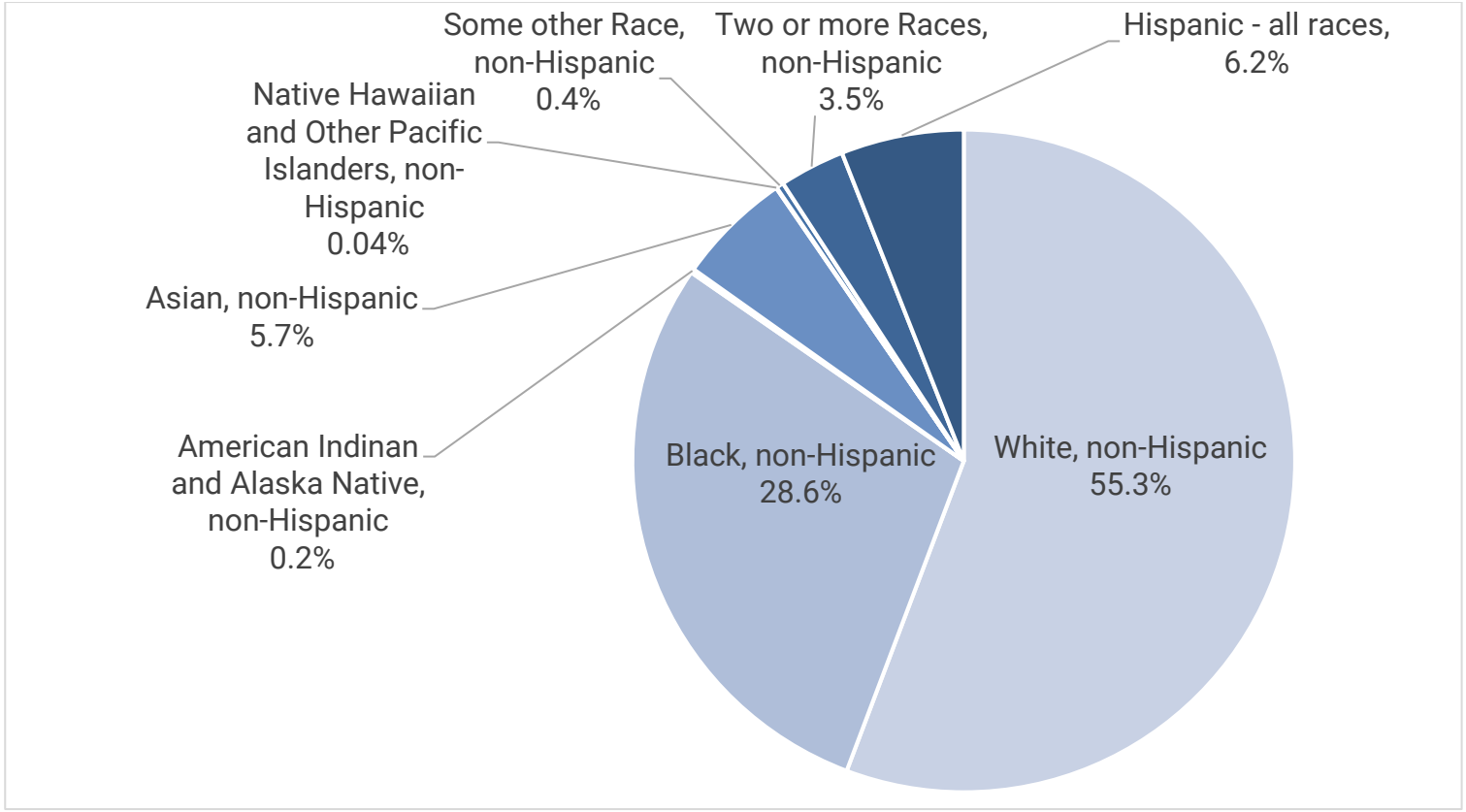


Exhibit II-2: Low Income Population by TAZ

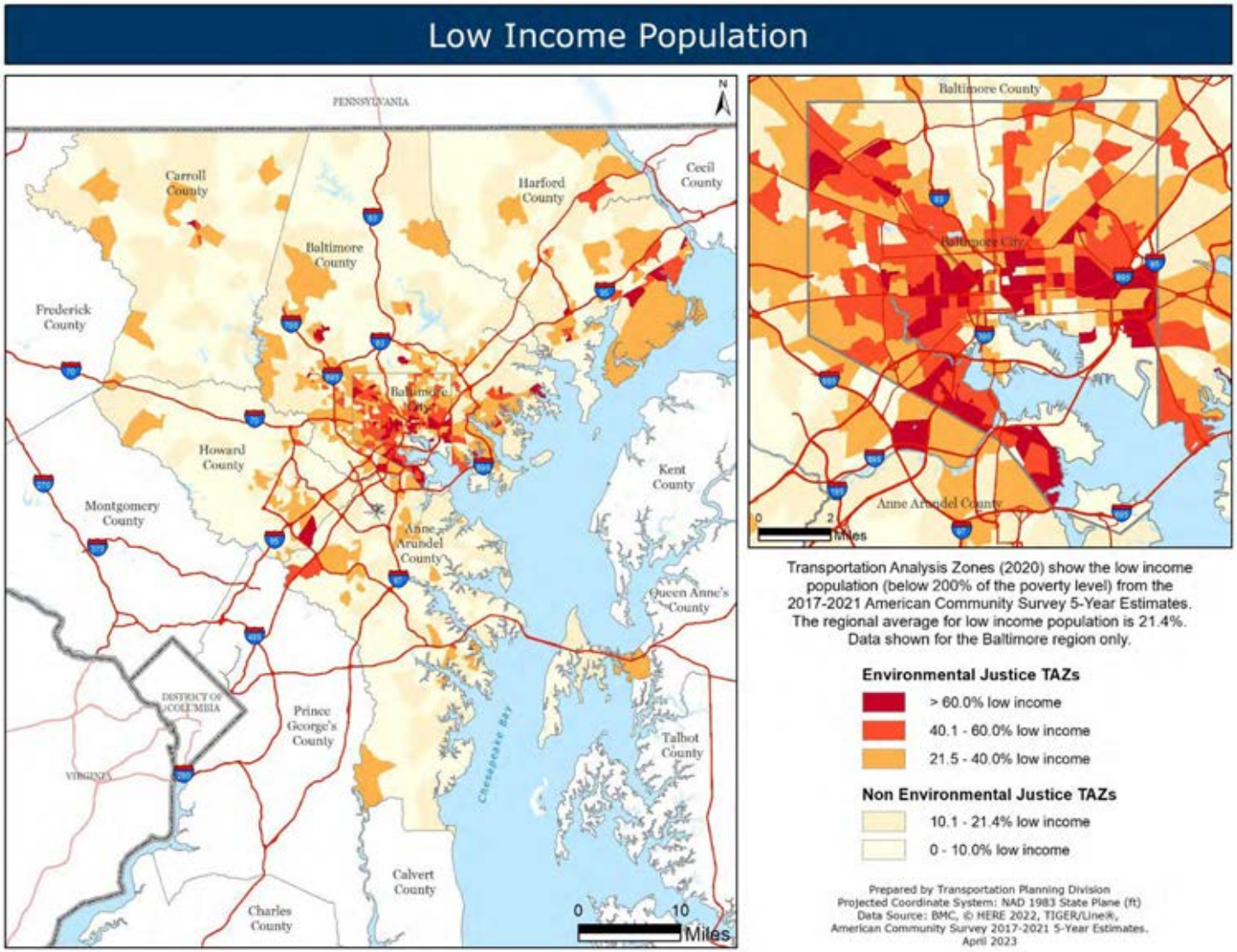


Exhibit II-3: Minority Population by TAZ

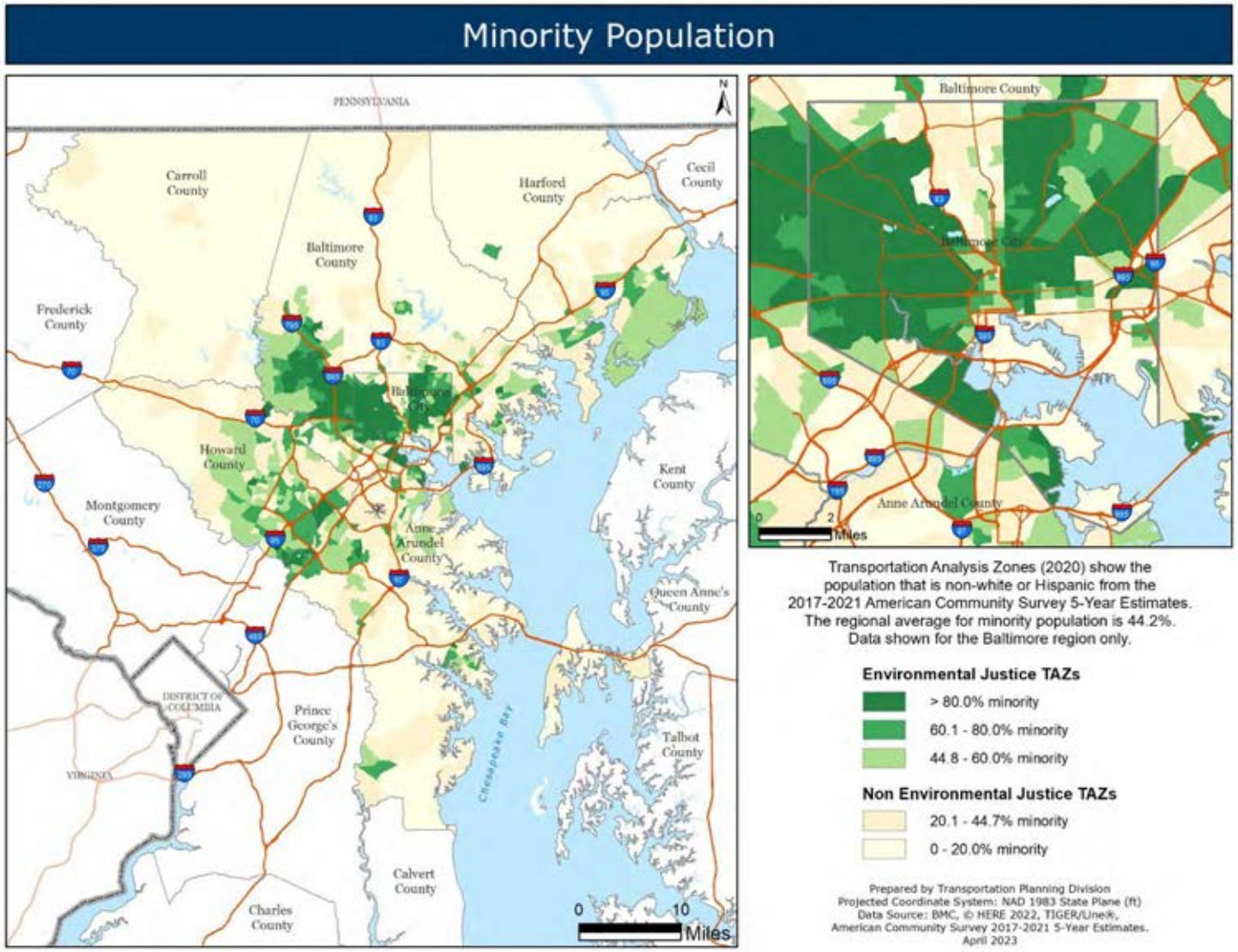
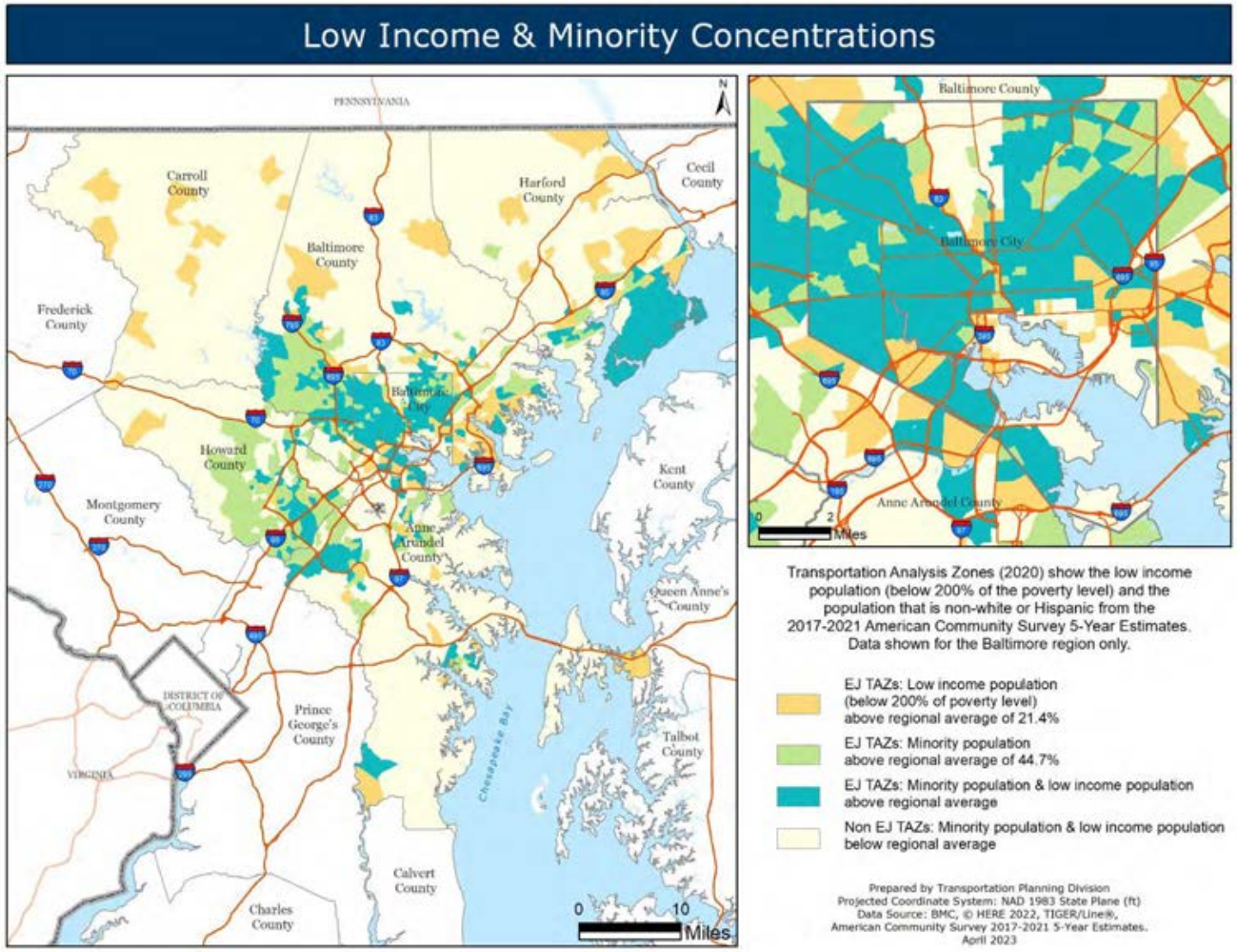


Exhibit II-4: Environmental Justice TAZs by Type



C. Coordinating Human Service Transportation

The FAST Act supported transportation initiatives for elderly and disabled populations through the FTA Section 5310 Capital Grant Program, or Enhanced Mobility of Seniors and People with Disabilities. Low-income populations are served through job access and reverse commute projects under FTA's Urbanized Area Formula Grants (Section 5307) and Formula Grants for Rural Areas (Section 5311) programs. While the FAST Act expired and was replaced by the Infrastructure Investment and Jobs Act in November 2021, some of the FAST Act funding is still in use within the current program cycles. The MDOT Maryland Transit Administration (MDOT MTA) is the administrator for all three programs, and consults with the BRTB on program implementation.

Grant recipients must certify that projects funded through these programs "are included in a locally developed, coordinated public transit-human services transportation plan". The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. The BRTB is responsible for working with MDOT MTA to facilitate the Coordinated Public Transit-Human Services Transportation Plan for the Baltimore Region. This regional plan includes the Cities of Baltimore and Annapolis, and Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties. The BRTB works with MTA to review applications and make recommendations for the Section 5310 program. The Coordinated Public Transit-Human Services Transportation Plan was last updated in December 2019. An update is expected to be prepared in 2024. Queen Anne's County is included in Coordinated Public Transit-Human Services Transportation Plan for the Upper Shore Region, which is on the same schedule.

The Maryland Job Access Reverse Commute Program (MD-JARC) was passed by the General Assembly in 2018. Modeled after the former FTA grant program of the same name, MD-JARC is designed to connect target populations with employment areas that have experienced significant growth in employment opportunities, by funding transportation services. Target populations reside in low-income areas, have limited or no access to a personal vehicle, and have limited access to fixed route transit service. Up to $400,000 each year will be available for grants, with 70 percent of the funds

for use in urbanized areas and 30 percent for rural areas. The minimum request is $10,000 and must be matched by a 25% local contribution.

Sample projects include 1) Extension of service hours on local fixed route systems, 2) Vanpool services, 3) Employer-provided transportation services, and 4) Demand Response / Deviated Fixed Route service. Baltimore Region projects must be endorsed by the BRTB to be considered. The BRTB last endorsed applications in January 2021. Applications are considered every two years.

D. Additional Programs for Seniors and Persons with Disabilities

In addition to administering the FTA Section 5310 and MD-JARC Programs, MDOT MTA provides paratransit service for the elderly and persons with disabilities. MDOT MTA also operates a fleet of buses that is fully accessible to the elderly and persons with disabilities. All new bus purchases are lift-equipped.

As part of their training program, bus drivers receive disability awareness/passenger assistance technique training for passengers with special needs. The needs of the elderly and disabled customers, those with hidden disabilities and blind, deaf and mentally disabled travelers are discussed. The training emphasizes Americans with Disabilities Act (ADA) service requirements and techniques for communicating with the elderly and people who are disabled. Drivers also learn how to operate lift equipment and assist riders who are disabled.

MDOT MTA operates Mobility and a Reduced Fare Program for the elderly and persons with disabilities. Mobility provides comparable ADA service for those who cannot use fixed-route bus service. The Reduced Fare Program provides a 50% discount for the elderly and persons with disabilities in accordance with requirements for recipients of federal operating assistance from FTA (49 CFR 609.23).

In addition to these programs, MDOT MTA initiated two programs: MDOT MTA Call-a-Ride Service and the Senior Rides Program.

MDOT MTA Call-a-Ride

The MDOT MTA Call-a-Ride Service is open to eligible MDOT MTA Mobility customers. This program offers program participants same day transportation options through a network of taxi and sedan providers. Participants in the program can use the service for any purpose and take it to anywhere within the service area of Mobility. There is a fee of $3.00 for each one way ride with a meter reading of $40 or less. MDOT MTA will pay the fare up to $40, and the participant is responsible for paying the balance of the fare that exceeds the $40 limit in cash. Participants may be accompanied by up to 3 people per trip if all passengers start and end the ride at the same location. A limited number of wheelchair accessible taxis and sedans are available to individuals with mobility impairments who use motorized or non-folding wheelchairs. A list of participating companies is available to users.

Senior Rides Program

Since FY 2006, MDOT MTA has awarded grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors. MDOT MTA offered approximately $187,000 in State funds in FY23, which must be matched by 25% local contributions. The projects must provide door-to-door transportation service, use primarily volunteer drivers, and have a dispatching system.

FY 2022 awards went to the following organizations in the Baltimore Region:

- Action in Maturity (AIM)
- Baltimore County Department of Aging
- Commissioners of St. Mary's Co., Department of Aging
- Comprehensive Housing Assistance, Inc.
- Getting There Ride Share (Grace Memorial Church in Deer Creek Parish-Wilson Ministries)
- Lifestyles of Maryland Foundation, Inc.
- Neighbor Ride
- Onley Homes for Life
- Partners in Care
- Worcester COA

E. Status of Projects from the 2023-2026 TIP and New Projects in the 2024-2027 TIP

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP, the 2023-2026 TIP, must be tracked and any significant delays in the planned implementation of these major projects must be explained. In order to meet this guideline, Table II-3 lists all projects from the 2023-2026 TIP by jurisdiction including the TIP ID, year of operation in the 2023-2026 TIP, year of operation in the 2024-2027 TIP (if any), and status of the project.

Table II-3 sometimes lists the year of operation in the 2024-2027 TIP as XX. This means the project is not in the new TIP either because funds have been received, the project is complete, the project is between funding stages, the project is on hold, or the project is not being pursued. The reason is noted in the project status. Ongoing means that this project continues year after year. NA means not applicable, usually used for a study where the year of operation has yet to be determined.

Table II-4 lists projects that are new to the 2024-2027 TIP. Additional details on these projects are available in Chapter VI.

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
Anne Arundel County				
Hanover Road Corridor Improvement	11-1801-42	TBD	2030	ROW Offers underway with anticipated completion in 2024. Design remains at 90%.
Furnace Avenue Bridge over Deep Run	11-1103-13	2026	2027	In Schematic Design. Anticipated ad in Fall 2025, NTP early 2026 and completion in early 2027.
Harwood Road Bridge over Stocketts Run	11-1208-13	2023	2023	Under Construction. Estimated completion in Fall 2023.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2024	2026	In Bid & Award process. NTP anticipated in 2023.
O'Connor Road Bridge over Deep Run	11-1403-13	2026	2026	In Design Development. NEPA approved in 2022, ad scheduled in 2024, NTP in 2025 and completion in 2026.
McKendree Road Culvert over Lyons Creek	11-1601-19	2024	2025	In Contract Document phase. Current schedule shows AD in 2023, NTP in 2024 and Acceptance in 2024/25.
Polling House Road Bridge over Rock Branch	11-1602-13	2026	2028	In Schematic Design. Current Schedule NEPA 2024, AD 2026, NTP 2026, Complete 2028
Hanover Road Bridge over Deep Run	11-2105-13	2026	2027	In Schematic Design. NEPA approval received. Scheduled for Ad & NTP in2025, Completion 2026
Conway Road Bridge over Little Patuxent River	11-2106-13	2027	2028	In Schematic Design. NEPA anticipated approval in 2023, ad in 2025, NTP in 2026 and completion in FY 2027.
Jacobs Road Bridge over Severn Run	11-2107-13	2027	2027	In Schematic Design. NEPA received in 2022. Ad and NTP anticipated in 2025. Completion in 2026.
Parole Transportation Center	11-2101-66	2025	2026	In Schematic Design. Current Schedule NEPA 2023, Ad 2024, NTP 2024, Complete 2025.
Baltimore City				
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Shifted $9 million from FY 2023 to FY 2024 for a Traffic Signal Reconstruction project. CCTV and Signal Rewiring Citywide and Fiber Optic and Copper Communications Citywide currently under design. Geometric Improvements at Multiple Intersections Project was advertised FY 2022. The first Traffic Signal Reconstruction project will advertise FY 2023. Traffic Signal Timing Optimization will receive NTP FY 2023.
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	2027	2027	Planning Complete. Project anticipated for engineering in FY 2023.
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11	2027	2027	Project is currently at 95% design stage. Anticipated Construction start Winter 2025. YOP is 2027. NEPA has been approved.
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	2028	2028	Design has not Started. Funding Type changed to "NHPP" from "STBG" because Frederick Avenue is on the NHS.

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
Communication Upgrades - Wireless	12-2304-07	2028	2028	Procurement will begin for work on FY 2024. Engineering anticipated to be completed in CY 2025.
Transportation Management Center Upgrade	12-1701-04	2027	2027	Signal construction at 28 locations, CCTV and rewiring, ITS deployment, and signal timing optimization work planned for FY 24-27.
Greenway Middle Branch Phase 2	12-2102-03	2025	2025	Engineering was not completed in 2022 per previous updates. Baltimore City is working through two tier evaluation before submitting for Request For Proposals. Will be completed with federally approved on-call consultant with an expecting 6-month delay.
Perring Parkway Ramp over Herring Run	12-1215-13	2025	2025	95% design stage, advertisement for construction in Fall 2023.
Sisson Street Bridge over CSX Railroad	12-1216-13	2024	2026	Design complete. Anticipate advertisement for construction in Winter 2024. Working on final construction/funding agreement with CSX before submitting to SHA.
Belair Road Complete Streets	12-1404-11	2026	2027	Phase I is complete. Phase II is at 65% Design Stage, Anticipated Construction start Phase II, Spring 2025, FY 2024 Engineering funds are for Preliminary Design for Phase III work.
Orleans Street Bridge over I-83 and City Streets	12-1601-13	2028	2028	Design has not started. Need the Federal Aid design contracts in order to have consultant selection process.
Remington Avenue Bridge over Stony Run	12-1602-13	2024	2024	Due to a design change the project the advertisement was pushed to Fall/Winter of 2023.
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	2026	2026	Design is expected to start in 2023. Need the Federal Aid design contracts in order to have consultant selection process.
I-83 Concrete Deck Mill and Resurface	12-1604-13	2026	2026	Engineering funds were authorized in FY 2020 but design has not yet begun. Construction advertisement anticipated in FY 2024.
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	2029	2029	Design is expected to start in 2023. Need the Federal Aid design contracts in order to have consultant selection process.
Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13	2031	2031	Design is nearly complete with the final submittal to SHA scheduled for the Summer of 2023. The project will be advertised upon proper funding. NEPA was approved, but will have to be re-evaluated prior to advertisement.
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	2027	2027	The project is currently at 95% Design Stage. Anticipated Construction start Winter 2024.

Table II-3: Status of Projects from the 2023-2026 TIP

		Year of Operation		
Project	**TIP ID**	**23-26 TIP**	**24-27 TIP**	**Project Status**
41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	2030	2030	Design has not started. Need the Federal Aid design contracts in order to have consultant selection process.
Citywide Asset Management	12-2003-19	Ongoing	Ongoing	A citywide ADA ramp analysis and an ADA self-compliance report were completed in FY 2021. BCDOT is finalizing its citywide GIS asset inventory. Programmed funds will be used for a pavement management system including the collection of pavement condition data and the creation of an optimized six-year maintenance and Capital Improvement Plan. BCDOT will utilize federal aid funding for eligible roads and local funding for the remaining roads of the network.
Brehms Lane over Herring Run	12-2005-13	2028	2028	Design is expected to start in 2023. Need the Federal Aid design contracts in order to have consultant selection process.
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	2025	2027	The project is currently at 65% Design Stage. Anticipated Construction start Spring 2025.
Hanover Street over CSX	12-2008-13	2027	XX	DOT has had an on-call contractor perform some needed rehabilitation to the bridge in an effort to extend its useful life. As such the project to replace this structure has been pushed off a few years.
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	2030	2030	Design has not started. Need the Federal Aid design contracts in order to have consultant selection process.
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	2025	2027	The project is currently at 65% Design Stage. Anticipated Construction start Spring 2025.
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	2027	2027	The project is currently at 30% Design Stage. Anticipated Construction start Fall 2025.
West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11	2026	2028	The project is currently at 30% design stage. Anticipated design completion in fall of 2024. Anticipated Construction Start Fall 2025. Limits changed to Magnolia Avenue to Potee Street.
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	2026	2027	Project currently at 95% Design Stage. Anticipated Construction start Fall 2024. Cost expected to be $0.85M lower as a result of updated construction costs.
Waterview Avenue over Ramp to 295	12-2015-13	2027	2027	Design is expected to start in 2023. Need the Federal Aid design contracts in order to have consultant selection process.

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
RAISE Transit Priority Project	12-2201-64	2025	2025	Funding agreement between BCDOT and MDOT MTA was signed and engineering began in FY 2022. The project is currently between the 30-60% design stage. Baltimore City is developing specific site elements.
Harford Road Bridge over CSX	12-2106-13	2024	XX	CSX will be providing all of the funding for this project. Design will be finished and advertised by CSX in 2023.
Capital Project Delivery Services	12-1901-99	Ongoing	Ongoing	BCDOT continues its design efforts for the project management tool, Oracle's Unifier. Following implementation, Unifier will be used to enhance project management capacity in BCDOT's workforce.
Baltimore County				
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2024	2024	Project redesign efforts are underway. Advertisement is not expected until Spring 2024 given DNR land acquisition requirements and finalization of design. MOU has been developed to allow right of entry to allow advancement of NEPA process and design.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2026	2026	Bridge design is approximately 95% complete. The County is working to acquire remaining requisite right of way for the project. CSX has preliminarily agreed to acquisitions needed.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2024	2024	Project is back in engineering production with an anticipated construction advertisement date of 4-2023. This advertisement date is contingent on clearing all utility and CSX coordination issues in a timely manner.
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	2028	XX	Engineering is planned to begin in FY2023 with construction beginning in FY2026.
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	2029	XX	Engineering is planned to begin in FY2023 with construction beginning in FY2027. First order of work will be to transfer bridge ownership from CSX to Baltimore County.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2026	2026	Typical section has been established and preliminary engineering for project is underway.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2027	2027	Preliminary engineering is underway, consultant TS&L submission anticipated in Summer 2023.
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13	2027	2027	Engineering is planned to begin in FY2023 with the NEPA/Section 106 review taking place during preliminary design. Construction is planned for FY2025. Due to size of structure, AMTRAK involvement and the need to

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
				construct the new bridge in stages a three year construction duration is anticipated.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program
Carroll County				
Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13	2022	XX	Under construction.
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	2025	2025	Design is continuing. PI Submission due March 2023, TS&L Submission anticipated June 2023. Design is expected to be complete by the end of FY 2024 in order to construct in FY 2025.
Babylon Road Bridge over Silver Run	14-1601-13	2026	XX	Revised TS&L Submitted in December 2022. New consultant proposal needed before continuing design.
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2029	2029	Administrative preliminary paperwork to be completed at a later date due to reorganization of priorities, with engineering planned to begin in FY 2025. Anticipated year of operation extended to 2029.
McKinstrys Mill Road Bridge over Sam's Creek	14-1603-13	2025	2025	Design is continuing. PI Submission due March 2023, TS&L Submission anticipated June 2023.
Hughes Shop Road Bridge over Bear Branch	14-1802-13	2025	2025	Design is continuing. PI Submission due March 2023, TS&L Submission anticipated June 2023.
Old Kays Mill Culvert over Beaver Run	14-2101-13	2028	2028	Preliminary engineering moved out to FY 2027 due to a reorganization of project priorities. Construction remains at FY 2029.
Brown Road Culvert over Roaring Run	14-2102-13	2026	2026	Planning for preliminary engineering will begin in FY 2024.
McKinstrys Mill Road over Little Pipe Creek	14-2103-13	2027	2027	Preliminary engineering will begin in FY 2026.
Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	2024	2024	Project was programmed with FHWA. Preliminary Engineering started. PI Submission due March 2023. TS&L Submission anticipated June 2023.
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	2024	2024	Project was programmed with FHWA. Preliminary Engineering started. PI Submission due March 2023. TS&L Submission anticipated June 2023.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program.
Harford County				
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2025	2026	Expected to be in operation in 2026. TSL/Foundation + NEPA Approved, currently working with consultant to

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
				finalize scope for final design. Construction anticipated in FY 2025.
Glenville Road Bridge #30 over Mill Brook	15-1601-13	2026	2026	Project is in the preliminary stage with anticipated construction advertisement in spring/summer of 2026 and completion in fall/winter of 2026
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	2026	2027	In the TIP and funded for construction in FY 2025 and FY 2026. Project nearing TS&L and NEPA Approval.
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	2026	2028	In the TIP and funded for construction in FY 2027. Year of operation delayed due to obtaining approvals. Ad anticipated summer 2027.
Madonna Road Bridge #113 over Deer Creek	15-2101-13	2026	XX	Construction funding is delayed and moved to the out years
St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	2028	2030	Engineering scheduled in FY 2025 and FY 2026. Preliminary design/NEPA to begin in 2025.
Stafford Road Bridge #162 over Buck Branch	15-2103-13	2027	2030	In the TIP with engineering funds in FY 24 and right of way funds in FY 25
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	2027	2028	In the TIP and funded for construction in FY 2027. Right of way funds in FY 2024
Moores Road Bridge #78 over a tributary of Gunpowder Falls	15-2201-13	2027	2030	In the TIP with engineering funds in FY 2024 and FY 2025. Construction scheduled for FY 2029
Hess Road Bridge #81 over Yellow Branch	15-2202-13	2029	2029	Design to begin in FY 2026
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
Howard County				
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2025	2030	All break out projects are complete. Ho. Co. wants to construct the remainder as a single project..
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	2024	2024	This is a developer project. Design continues and is beyond 60% and is expected to be complete in 2024.
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	River Road over Rockburn Branch is complete. All other projects are in various stages of design.
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	2025	2026	Design is currently at 15% completion. Advertisement anticipated in fall 2025 with spring 2026 construction start.
Maryland Port Administration				
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	2026	2026	The NEPA process is ongoing. Construction is anticipated to begin in FY 2023 and be complete in 2026.
Port of Baltimore Rail Capacity Modernization Project	30-2301-83	2026	2026	The CRISI grant was announced in June 2022 and the project is currently in the engineering and environmental approval phase.

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
Howard Street Tunnel	32-2101-83	2025	2025	This project is currently under construction with a target completion date of December 2025. General Funds unspent in FY2023 will be encumbered and utilized in FY2024 to meet Maryland's funding commitment to the project.
Masonville Cove Connector: Shared Use Path Design and Construction	32-2301-03	2025	2025	Design, R/W and Construction funded through a combination of FLAP and FLTP grants.
Maryland Transportation Authority				
I-95 Fort McHenry Tunnel: Port Covington Access	22-1901-45	2029	2029	Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for future INFRA Grant.
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	2027	2028	Engineering should be completed in the FY 2023 to FY 2024 timeframe. Construction is anticipated to begin in the FY 2025 timeframe, with project completion in 2027.
I-95 Express Toll Lane Northbound Extension	25-1801-41	2027	2027	Construction is ongoing and will be completed through more than two dozen individual construction contracts. To date, several construction contracts have been completed, several are underway, and more construction contracts are scheduled to begin this year. The entire Program is anticipated to be completed by the end of 2027.
I-95 Southbound Part-Time Shoulder Use	25-2101-41	2026	2027	Construction is ongoing and will be completed through more than two dozen individual construction contracts. To date, several construction contracts have been completed, several are underway, and more construction contracts are scheduled to begin this year. The entire Program is anticipated to be completed by the end of 2027.
MTA - Transit				
Urban Transit Systems – Capital Assistance	40-1602-05	Ongoing	Ongoing	Projects are ongoing and on schedule
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Ongoing	Ongoing	Project is ongoing. 25 Large Mobility Cutaway Vehicles delivered 12/30/2022. 64 of 67 2022 series Nova Buses accepted for revenue service, remaining 3 buses delivering by 4/30/2023. 2023 Nova Bus delivery beginning 9/15/2023.
Rural Transit Systems - Capital Assistance	40-9501-05	Ongoing	XX	No funding identified for this TIP cycle

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
Small Urban Transit Systems – Capital Assistance	40-9502-05	Ongoing	Ongoing	Projects are ongoing and on schedule
Ridesharing - Baltimore Region	40-9901-01	Ongoing	Ongoing	Projects are ongoing and on schedule
Small Urban Transit Systems – Operating Assistance	40-0104-61	Ongoing	Ongoing	Projects are ongoing and on schedule
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	2021	XX	Project closeout activities are taking place and project completion/closeout will be in June 2023. This project no longer requires funding and will not be included in the 24-27 TIP
Bus and Rail Preventive Maintenance	40-1204-64	Ongoing	Ongoing	Preservation projects ongoing
Seniors and Individuals with Disabilities	40-1502-69	Ongoing	Ongoing	Projects are ongoing and on schedule
Urban Transit Systems – Operating Assistance	40-1603-61	Ongoing	Ongoing	Projects are ongoing and on schedule
Agencywide System Preservation and Improvement	40-1801-64	Ongoing	Ongoing	Various projects ongoing. Particularly large project will consist of the replacement and modernization of 40 elevators.
Bus System Preservation and Improvement	40-1803-64	Ongoing	Ongoing	Project is ongoing. Boiler and other miscellaneous facility preservation improvement projects in the future. No funding programmed until FY 2023.
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Ongoing	Ongoing	Projects are ongoing. 39 of 53 Light Rail Vehicles accepted for revenue service. Projected delivery of final car is 5/17/2024. Metro Fleet & Train Control Replacement Program 6 of 78 railcars will go into revenue service 12/26/2024 with completion of project projected 12/20/2026.
Metro and Light Rail System Preservation and Improvement	40-1805-64	Ongoing	Ongoing	Various projects are ongoing
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and on schedule
Eastern Bus Facility	40-2301-65	2026	2026	Project Design development is ongoing with completion in June, 2023. Construction will begin July, 2023, after Design development. Expected duration of Construction will continue till project completion in 2028.
Zero Emission Infrastructure and Rolling Stock	40-2302-63	2026	2026	Battery electric bus procurement continues to advance and is on track for June/July 2023, procurement of 350 battery electric buses at the rate of 70 buses per year starting in 2025.
MTA - Commuter Rail				

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Projects are ongoing. 32 out of 63 multi-level vehicles have completed overhaul and are operating in revenue service and 3 out of 6 GP39 diesel locomotive overhauls are complete.
MARC Improvements	70-1502-54	Ongoing	Ongoing	MARC system capacity improvement projects are ongoing. Funds are split 50/50 between the Baltimore and Washington region TIPs as commuter rail funds can be used anywhere MARC runs. Brunswick and Camden line construction completed 2021. All MARC trains operating with Positive Train Control.
MARC Facilities	70-1503-55	Ongoing	Ongoing	Various projects ongoing. MARC Martin State Airport Improvements Construction completion scheduled 10/27/2024. Riverside Heavy Maintenance Facility commissioning near completion and Foreman's office awaiting final material delivery, scheduled to be operational 6/1/2023. MARC Odenton, Elkton, and Bayview stations are in Design. BWI Garage Facility End Work Order notice to proceed issued 11/9/22 with completion in 2023.
MDOT – Office of the Secretary				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	NA	XX	On August 25, 2021, FRA advised that the Maglev NEPA process was paused to review project elements and determine next steps. FRA will share the revised project schedule when it is determined.
State Highway Administration				
Areawide Transportation Alternatives Projects	60-9903-29	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing
Areawide Congestion Management	60-9504-04	Ongoing	Ongoing	Ongoing
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Ongoing	Ongoing	Ongoing
Areawide Resurfacing And Rehabilitation	60-9501-11	Ongoing	Ongoing	Ongoing
Areawide Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	Ongoing
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	Ongoing
Morgan State University Transportation Research Program	60-0702-99	Ongoing	Ongoing	Ongoing

Table II-3: Status of Projects from the 2023-2026 TIP

Project	TIP ID	Year of Operation 23-26 TIP	Year of Operation 24-27 TIP	Project Status
TSMO System 1	60-2301-41	2029	2029	Engineering ongoing. Ad anticipated Winter 2025/2026. US 40 Smart signal work will be the first project to be completed.
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	2025	2025	Construction ongoing with anticipated completion in Summer 2025.
MD 2: US 50 to Arnold Road	61-2301-41	2026	2026	Engineering ongoing
MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	61-2302-41	2026	2026	Engineering ongoing. 30% design completion expected in fall of 2023 with project advertising for construction in fall 2025.
MD 170: Norcross Lane to Wieker Road	61-2303-41	2025	2026	Engineering and right-of-way acquisition ongoing; utility work underway
MD 214: MD 468 to Camp Letts Road	61-2304-41	2026	2026	Engineering ongoing; right-of-way acquisition underway
I-97: US 50 to MD 32 TSMO	61-2305-41	2027	2027	Engineering ongoing. Construction anticipated in FY 2026
MD 173: Bridge Replacement over Rock Creek	61-2101-13	TBD	TBD	Engineering ongoing and working towards 60% Foundation Review milestone. Delays in construction funding due to extensive utility relocation.
I-795: Dolfield Boulevard Interchange	63-0803-46	2031	2031	Engineering ongoing and is approximately 10% complete. R/W acquisition scheduled to begin in fall 2024.
I-695: US 40 to MD 144	63-1601-41	2021	2021	Roadway improvements complete; noise barrier construction ongoing with anticipated completion in fall 2024.
I-695: I-70 to MD 43	63-1802-41	2024	2024	Construction ongoing with completion expected in fall 2024.
I-83: Bridge Replacement over Padonia Road	63-1701-13	2022	XX	Construction is complete
US 1: Bridge Replacement over CSX	63-1704-13	2022	XX	Construction is complete
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	2023	XX	Construction is complete
MD 151/MD 151B: Bridge Replacements	63-2001-13	2024	2024	Construction ongoing with anticipated completion in 2024. Utility work will continue into FY 2025
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	2025	2024	Utility relocation ongoing; bridge construction delayed due to complicated utility relocations
I-695: Reconstruction of Interchange at I-70	63-2201-12	2027	2027	This is a Design Build project with anticipated Request for Qualifications anticipated for summer 2023.
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	2024	2025	Construction ongoing with completion anticipated in fall 2024.
MD 32: 2nd Street to Main Street	64-2301-12	2026	2026	Engineering ongoing and is approximately 5% complete. Project tentatively scheduled to advertise in fall 2024.

Table II-3: Status of Projects from the 2023-2026 TIP

		Year of Operation		
Project	**TIP ID**	**23-26 TIP**	**24-27 TIP**	**Project Status**
MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	TBD	TBD	Planning ongoing with anticipated completion in fall 2024.
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	2024	2024	Construction underway with anticipated completion in fall 2024.
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	2026	2026	Engineering ongoing. 30% plans expected to be complete in 2023.
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	TBD	2026	Construction underway with anticipated completion in winter 2026
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	2026	2026	Engineering ongoing and is approximately 5% complete.
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	2022	2025	Roadway open to traffic; remaining funding needed for Type 1 noise abatement
US 29: Johns Hopkins Road to MD 32 Bicycle-Pedestrian Route	66-2301-25	TBD	XX	Funding for this project is now included in TIP project 66-1406-41
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	TBD	TBD	Planning ongoing with anticipated completion in fall 2024.

Table II-4: New Projects in the 2024-2027 TIP

Agency	Project	TIP ID	Project Category	Year of Operation
Anne Arundel	Culvert Invert Paving	11-2401-13	Highway Preservation	2025
Anne Arundel	Town Center Boulevard Bridge over Tributary of Severn Run	11-2402-13	Highway Preservation	2030
Anne Arundel	Patuxent Road Bridge over Little Patuxent River	11-2403-13	Highway Preservation	2030
Baltimore City	W. North Avenue Pedestrian Safety Improvements from Mt. Royal Avenue to Hilton Street	12-2401-03	Highway Preservation	2030
Baltimore City	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11	Highway Preservation	2030
Baltimore City	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	12-2403-11	Highway Preservation	2030
Baltimore City	Johnston Square Improvements	12-2404-11	Highway Preservation	2030
Baltimore City	Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	12-2405-11	Highway Preservation	2030
Harford County	Cullum Road Bridge #12	15-2401-13	Highway Preservation	2031
Harford County	Chestnut Hill Road Bridge #41	15-2402-13	Highway Preservation	2031
Harford County	Woodley Road Extension to MD 715	15-2403-14	Highway Capacity	2026
Harford County	Bridge Painting	15-2404-14	Highway Preservation	Ongoing
*Howard County	Marriottsville Road and I-70 Bridge Improvements	16-2101-41	Highway Capacity	2025
Howard County	Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	16-2301-03	Emission Reduction Strategy	2026
*MDOT SHA	US 29: Middle Patuxent River to Seneca Drive – Phase 2	66-1406-41	Roadway Widening	2030

*Projects appeared in previous TIPs but were not included in the 2023-2026 TIP due to lack of funding and are now requesting funds in the 2024-2027 TIP.

F. Conformity with Air Quality Planning

The Clean Air Act Amendments require careful evaluation of the conformity between transportation plans and programs against the applicable State Implementation Plan (SIP) for attaining air quality standards. The procedures for performing this evaluation have been documented and issued by the U.S. Environmental Protection Agency (EPA) in the final rule, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved under Title 23 USC or the Federal Transit Act", hereafter termed Final Rule.

The Baltimore region is designated as a moderate nonattainment area with regard to the 8-hour ozone National Ambient Air Quality Standard (NAAQS). The BRTB has conducted a comprehensive analysis of conformity for the 2024-2027 TIP with air quality goals as a pre-condition of its acceptance by federal funding agencies. The results of this work, as summarized below and in an accompanying report entitled *Conformity Determination of the 2024-2027 Transportation Improvement Program and Resilience 2050*, concluded that the region's transportation plan and program are in conformity with air quality goals.

The conformity determination referred to above is founded upon technical analyses of the impact on areawide emissions of air pollutants associated with building, or not building, projects contained in the TIP. These air quality analyses will be based upon Round 10 cooperative socio-economic forecasts, which was approved by the BRTB by Resolution #23-1 on July 15, 2022. All projects that serve as emission reduction strategies (ERS) in the TIP are identified as such by the ERS heading on the top right corner of the page. ERS-related projects are documented in the conformity determination report.

Many of the projects contained in the TIP involve non-capacity improvements such as bridge replacement, bridge rehabilitation, streetscaping, road reconstruction, road resurfacing, road rehabilitation, traffic engineering, safety projects, and bicycle and pedestrian facilities. These improvements do not alter the functional traffic capacity of the facilities being improved and are “exempt” from the requirement to determine conformity according to the Final Rule. Therefore they were not included in the travel demand model-based technical analysis.

Projects in the TIP that are not identified as exempt in the Final Rule are identified in the conformity document as “non-exempt.” They are not exempt from the requirement to determine conformity. These projects in the TIP typically involve capacity changes such as building a new roadway or adding lanes to an existing roadway. Non-exempt projects which are regionally significant were included in the travel demand model. Non-exempt, non-regionally significant projects were evaluated to determine whether they were suitable to be included in the travel demand model. Non-exempt, non-regionally significant projects which were not able to be evaluated in the travel demand model were reviewed through a manual quantitative analysis.

Upon completion of the travel demand forecasting task, the results were analyzed by the Maryland Department of Environment (MDE) to estimate the emission effects of the highway based transportation system. The results are portrayed in tons per day of NO_x and VOC for future horizon years.

Conformity determinations by the BRTB were made with input from the local jurisdictions and modal administrations. All projects were assessed by the Interagency Consultation Group (ICG) to determine conformity status for testing. Through coordination with the submitting agencies, the BRTB made a determination of conformity by testing projects in the model or performing quantitative analyses.

G. Performance Based Planning and Programming

The U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016 following the enactment of the FAST Act. These updated regulations continue and strengthen the emphasis on performance-based planning and programming. The intent of performance-based planning and programming is to aid MPOs in gauging progress relative to regionally established goals, strategies, performance measures, and performance targets.

- **Goals** are broad aspirations or guiding principles for the region (e.g. “Improve system safety”)
- **Strategies** are specific approaches or policies aiding the implementation of goals (e.g. “Eliminate hazardous or substandard conditions in high-crash locations and corridors”)
- **Performance Measures** are specific metrics the region can use to assess progress towards achieving a goal (e.g. “Decrease number of highway fatalities”)
- **Performance Targets** are specific levels to be reached within a certain time frame (e.g. “Decrease the number of highway fatalities to 121 by 2030”)

Federal rulemaking requires MPOs to adopt a series of 25 performance measures and targets and to link investment priorities in the TIP and LRTP to the achievement of these performance measures and targets. The BRTB coordinated target selection with the State and public transportation providers in the region to ensure consistency. All 25 of the federally mandated performance targets have been adopted by the BRTB.

Performance measures and targets cover several broad categories including transit asset management, transit safety, highway safety, traffic congestion, on-road mobile source emissions, pavement and bridge condition, and travel time reliability.

The following paragraphs summarize each of these performance measures and targets as well as the anticipated impact of investments in the TIP towards their achievement. The BRTB will continue to work to improve the methods utilized to analyze the linkage between TIP investments and regional progress towards performance measures and targets.

Transit Asset Management: Performance Measures and Targets

The Federal Transit Administration (FTA) defines two categories of public transit providers. Tier 1 providers include providers with 101 or more vehicles in revenue service during peak regular service or operators of rail fixed-guideway public transportation systems. Tier II providers include providers that do not operate rail fixed-guideway public transportation systems and have 100 or fewer vehicles in service during peak regular service.

MDOT MTA is a Tier 1 agency and Maryland's direct recipient of federal funds, while all Locally Operated Transit Systems (LOTS) in the Baltimore region are Tier II agencies. As sub-recipients of federal funds, MDOT MTA oversees the LOTS annual asset management requirements.

Tier I providers must develop and carry out an annual Transit Asset Management (TAM) plan, while Tier II providers may participate in a group TAM plan. The plan includes an asset management performance review and sets new targets to monitor and manage public transportation assets to improve safety and increase reliability and performance.

As the regional MPO, BRTB must adopt new baselines and targets on a four-year cycle when updating the Long Range Transportation Plan, the new cycle occurs in 2023. While the group Tier II TAM plan in Maryland is statewide, BRTB elects to adopt regional targets rather than statewide. Asset management FY 2022 baselines and FY 2023 targets adopted by BRTB are as follows.

1) Percentage of revenue vehicles within an asset class that have either met or exceeded their Useful Life Benchmarks (ULBs). Tables II-5 and II-6 summarize these targets.

Table II-5. MDOT MTA Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
AB - Articulated Bus	0%	18.5%
AO – Automobile	100%	100%
BU – Bus	22.2%	22.2%
CU – Cutaway	11.5%	3.1%
FB – Ferryboat	45.9%	39.2%
MV – Minivan	100%	100%
SUV - Sports Utility Vehicle	0%	0%
TB - Trolleybus	0%	0%
VN – Van	0%	0%

Table II-6. Baltimore Region Tier II Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
AB - Articulated Bus	0.0%	0.0%
AO – Automobile	57.1%	57.1%
BU – Bus	12.3%	23.0%
CU – Cutaway	36.5%	40.8%
FB – Ferryboat	75.0%	100%
MV – Minivan	28.6%	25.0%
SUV - Sports Utility Vehicle	0.0%	0%
TB - Trolleybus	0.0%	100.0%
VN – Van	11.1%	11.1%

2) Percentage of non-revenue vehicles that have either met or exceeded their ULBs. Tables II-7 and II-8 summarize these targets.

Table II-7. Tier I MDOT MTA Non-Revenue Vehicle Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
Automobiles	26.9%	24%
Trucks and other Rubber Tire Vehicles	14.6%	16.1%
Steel Wheel Vehicles	75%	75%

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

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
Automobiles	23.1%	23.1%
Trucks and other Rubber Tire Vehicles	23.1%	30.8%

3) Infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions. Table II-9 summarizes these targets; note that infrastructure does not apply to the Tier II LOTS.

Table II-9. Tier I MDOT MTA Infrastructure Performance & Targets

% of vehicles at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
CR - Commuter Rail	0.0%	0.0%
HR - Heavy Rail	1.4%	3.5%
LR - Light Rail	8.3%	6.5%

4) Facilities: Percentage within an asset class rated below condition 3 on a scale of 1-5 on the FTA Transit Economic Requirements Model (TERM) scale. Tables II-10 and II-11 summarize the facilities targets.

Table II-10. Tier I MDOT MTA Facilities Performance & Targets

% of facilities at or past their ULB		
Equipment Asset Class	2022 Performance	2023 Targets
Passenger / Parking Facilities	1.7%	1.7%
Administrative / Maintenance Facilities	5.3%	5.3%

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

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

The 2024-2027 TIP includes thirteen projects related to the purchase, maintenance and rehabilitation of transit assets. MDOT MTA is the project sponsor for all TAM related projects except for the Anne Arundel County sponsored Parole Transportation Center. Table II-12 summarizes these projects. The 2023-2026 TIP includes a total of over $972 million in TAM related investments. Federal sources such as CMAQ and FTA sections 5307, 5337, and 5339 account for $766.2 million of this total. Matching funds account for the remaining $205.9 million. This investment represents 22.9% of the $4.24 billion programmed in the 2024-2027 TIP.

Table II-12. 2024-2027 TIP Projects Related to Transit Asset Management

Project	TAM Target	Federal	Matching	Total TIP Funds
MARC Rolling Stock Overhauls and Replacement	Vehicles	$42,302	$10,574	$52,876
Bus and Paratransit Vehicle Overhaul and Replacement	Vehicles	$78,026	$19,505	$97,531
Metro and Light Rail Rolling Stock Overhauls and Replacement	Vehicles	$118,460	$34,396	$152,856
Bus and Rail Preventive Maintenance	Vehicles and Infrastructure	$156,412	$39,100	$195,512
MARC Improvements	Infrastructure	$44,623	$11,158	$55,781
MARC Facilities	Facilities	$15,183	$3,796	$18,979
Agencywide System Preservation and Improvement	Facilities and Infrastructure	$27,129	$6,781	$33,910
Metro and Light Rail System Preservation and Improvement	Facilities and Infrastructure	$71,095	$17,773	$88,868
Parole Transportation Center (Anne Arundel County)	Tier II Facilities	$3,000	$10,139	$13,139
Small Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	$1,120	$480	$1,600
Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	$2,132	$532	$2,664
Eastern Bus Facility	Tier II Facilities and Vehicles	$69,016	$17,254	$86,270
Zero Emission Infrastructure and Rolling Stock	Tier II Facilities and Vehicles	$137,703	$34,426	$172,129
Funding Total (in $1,000s)		**$766,201**	**$205,914**	**$972,115**

Transit Safety: Performance Measures and Targets

FTA requires every transit operator that is a direct recipient or sub-recipient of FTA grant funds to implement a Public Transportation Agency Safety Plan (PTASP). Issued in 2019, FTA' s final rule to establish and implement Safety Management Systems includes four performance measures for state departments of transportation, metropolitan planning organizations, and locally operated transit systems to use under the PTASP and National Public Transportation Safety Plan, including: 1) fatalities, 2) injuries, 3) safety events, and 4) system reliability.

The thresholds for reportable fatalities, injuries, and safety events are defined in the National Transit Database (NTD) Safety and Security Reporting Manual. Reportable major mechanical failures are defined in the NTD Glossary as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns."

Each operator is required to review their plans annually, and update as needed. An agency is required to submit updates to their MPO; the MPO then has 180 days to adopt the new targets. All statewide LOTS updated their plans and communicated those measures to BRTB in January 2023. MDOT MTA updated its plan and communicated those measures to BRTB in February 2023. Tables II-13 and II-14 summarize the FY 2023 updated targets.

Table II-13. Transit Safety Performance Measures & Targets – MDOT MTA

Mode of Transit Service	Number of Fatalities	Rate of Fatalities per 1M VRM	Number of Injuries	Rate of Injury per 1M VRM	Number of Safety Events	Rate of Safety Events per 1M VRM	Miles between Major Mechanical Failures
Local Bus	2	0.1	141	7.1	57	2.9	6,000
Light Rail	1	0.3	16	5.5	19	6.6	900
Metro Subway	1	0.2	42	9.3	8	1.9	6,000
Mobility	0	0.0	77	4.3	33	1.9	15,000
Commuter Bus	0	0.0	0	0.0	0	0.0	25,000

Table II-14. Transit Safety Performance Measures & Targets – Baltimore Region LOTS

Operator	Number of Fatalities	Rate of Fatalities per 100K VRM	Number of Injuries	Rate of Injury per 100K VRM	Number of Safety Events	Rate of Safety Events per 100K VRM	Miles between Major Mechanical Failures
Annapolis Transit							
Fixed Route	0	0	0	0	3	0.17	Not Available
Demand Response	0	0	0	0	0	0	Not Available
Anne Arundel OOT							
Fixed Route	0	0	1	0	2	0	25,000
Demand Response	0	0	1	0	1	0	75,000
Baltimore County							
Fixed Route	0	0	0	0	0	0	1st year of service
Demand Response	0	0	0	0	0	0	39,614
Carroll Transit							
Fixed Route	0	0	1	0.10	3	1.34	>170,000
Demand Response	0	0	1	0.20	5	1.30	>330,000
Charm City Circulator							
Fixed Route	0	0	<3	<0.5	<1	<0.22	>5,000
Harford Link							
Fixed Route	0	0	<5	<0.55	<15	<1.67	>43,142
Demand Response	0	0	<3	<0.85	<10	<3.33	>26,404
Queen Anne's County							
Fixed Route	0	0	0	0	0	0	0
Demand Response	0	0	0	0	0	0	0
RTA							
Fixed Route	0	0	20	1.5	1.5	1.5	6,000
Demand Response	0	0	3	0.25	0.40	0.40	6,000

The 2024-2027 TIP includes nine projects related to the transit safety performance measures and targets. MDOT MTA is the project sponsor for all of these projects aside from the RAISE Transit Priority Project (Baltimore City) and State Safety Oversight (MDOT Office of the Secretary). Table II-15 summarizes these projects. The 2024-2027 TIP includes a total of $576.6 million in transit safety related investments. Federal sources account for $452.8 million of this total. Matching funds account for the remaining $123.8 million. This

investment represents 13.6% of the $4.24 billion programmed in the 2024-2027 TIP.

Table II-15. 2024-2027 TIP Projects Related to Transit Safety

Project	Federal	Matching	Total TIP Funds
RAISE Transit Priority Project	$6,000	$7,620	$13,620
MARC Improvements	$44,623	$11,158	$55,781
MARC Rolling Stock Overhauls and Replacement	$42,302	$10,574	$52,876
Bus and Paratransit Vehicle Overhaul and Replacement	$78,026	$19,505	$97,531
Bus and Rail Preventive Maintenance	$156,412	$39,100	$195,512
Metro and Light Rail Rolling Stock Overhauls and Replacement	$118,460	$34,396	$152,856
Small Urban Transit Systems - Capital Assistance	$2,132	$532	$2,664
Urban Transit Systems - Capital Assistance	$3,196	$132	$3,328
State Safety Oversight (MDOT TSO)	$1,600	$800	$2,400
Funding Total (in $1,000s)	$452,751	$123,817	$576,568

Highway Safety: Performance Measures and Targets

The FHWA's final rule established five performance measures for state DOTs and MPOs to use to carry out the Highway Safety Improvement Program (HSIP). MDOT and the BRTB coordinated on a methodology using crash data to develop regional targets. The source for all fatality data is the most recently available NHTSA Fatality Analysis Reporting System (FARS) data. Serious injury data were obtained through the state's crash data system. Compliant with the final rule, the methodology uses 5-year rolling averages for each of the measures.

Table II-16 summarizes the five required highway safety performance measures and targets. The table reflects targets adopted by the BRTB in January 2022. The rightmost column in Table II-16 shows 2040 VZ/ZD goals. This refers to the state's and the region's continued commitment to the concept of "Vision Zero/Zero Deaths." While MDOT and the BRTB have adopted short-term yearly highway safety targets in accordance with regulatory guidance and advice from the FHWA, both organizations nonetheless maintain their long-term commitment to achieving zero deaths on the state's and the region's highways. Consistent with the state's Highway Safety Improvement Plan, the 2030 TZD targets are half the 2008 baseline targets.

Table II-16. Highway Safety Performance Measures & Targets

Measures related to funding under the Highway Safety Improvement Program (HSIP)					
Measure	2005-2009 Baseline	2020 Actual	2021 Actual	2019-2023 Target	2030 VZ/ZD Goal
Number of fatalities	244	248	227	212	202
Number of serious injuries	2,094	1,409	1,638	1,269	1,060
Fatality rate per 100 million VMT	0.94	1.06	0.87	0.79	0.73
Serious injury rate per 100 million VMT	8.06	6.04	6.30	4.66	3.75
Number of non-motorized (ped/bike) fatalities and serious injuries	290	331	365	338	281

Table II-17 summarizes the three MDOT State Highway Administration (MDOT SHA) projects programming HSIP funds. HSIP funds are programmed in three MDOT SHA areawide projects focusing on environmental improvements, resurfacing and rehabilitation, and safety and spot improvements. Areawide projects group together many smaller projects throughout the region that do not affect air quality, otherwise known as exempt projects. The complete project list is not available from MDOT SHA, but Appendix D lists known projects that MDOT SHA will pursue as a part of these areawide projects in FY 2024. The 2024-2027 TIP includes $98.7 million in federal HSIP funds along with $25.7 million in matching funds for a total of $124.4 million. This investment represents 2.9% of the $4.24 billion programmed in the 2024-2027 TIP.

Table II-17. 2024-2027 TIP Projects Programming HSIP Funds

Agency	**Project**	**HSIP Federal**	**HSIP Matching**	**Total TIP Funds**
MDOT SHA	Areawide Environmental Projects	$2,240	$560	$2,800
MDOT SHA	Areawide Resurfacing And Rehabilitation	$27,920	$6,480	$34,400
MDOT SHA	Areawide Safety And Spot Improvements	$68,520	$18,680	$87,200
Funding Total (in $1,000s)		**$98,680**	**$25,720**	**$124,400**

While the FHWA-required highway safety performance measures and targets are focused specifically on implementation of the HSIP, the 2024-2027 TIP includes many other projects identified by project sponsors as supporting the BRTB's highway safety goals. Examples include the provision of bicycle and pedestrian facilities along roadways as well as other cost effective safety countermeasures (e.g. rumble strips, signal phasing, etc.). These projects program a variety of funds including other federal sources, state funds, and local funds. Appendix B includes a complete table relating 2024-2027 TIP projects to LRTP goals and performance measures.

In addition to TIP investments, the BRTB has lead or participated in the development and completion of several major projects related to safety throughout the Baltimore region in recent years. Most notably among these are the development and implementation of local Strategic Highway Safety Plans (SHSP), the adoption of Complete Streets policies, and the staffing of pedestrian/bicycle coordinators in local Departments of Transportation or Public Works.

In addition, the BRTB is updating a Congestion Management Process, encouraging traffic incident management training for all first responders through the Traffic Incident Management for the Baltimore Region (TIMBR) committee, and promoting use of the MDOT SHA Transportation Systems Management and Operations (TSMO) Strategic Deployment Plan to ensure that safety is considered for all roadway projects. BMC is also supporting non-motorist safety projects including the Look Alive regional pedestrian and bicycle safety campaign and the promotion of Bike to Work Week which helps to raise awareness of the rules of the road for drivers, pedestrians, and cyclists, and also highlights the need for continued expansion of safe sidewalks, bike lanes and safe crossings.

Traffic Congestion and Emissions: Performance Measures and Targets

The Baltimore region is classified as a nonattainment area for the 8-hour ozone standard. As such, the region must work to ensure it maintains conformity with the state's air quality plan. The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides funding for transportation programs and projects that reduce air pollution and mitigate congestion in the transportation system in nonattainment areas.

The FHWA's final rule established three performance measures for state DOTs and MPOs to use to report on traffic congestion to carry out the CMAQ program. This final rule requires state DOTs and MPOs to coordinate and report on a single unified set of performance targets for each of the measures for the urbanized area. These measures are:

1) Annual hours of peak-hour excessive delay (PHED): This measure presents the annual hours of PHED that occur within an urbanized area on the National Highway System (NHS). The threshold for excessive delay is either 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, and is measured in 15-minute intervals. Peak travel hours are defined as 6-10 a.m. local time on weekday mornings and either

3-7 p.m. or 4-8 p.m. local time on weekday afternoons. For PHED, the targets were developed by using the existing PHED, calculated through the RITIS tool, and then projecting future delay. The year 2020 was omitted from these calculations to account for the atypical transportation patterns due to the COVID-19 pandemic.

2) calculations to account for the atypical transportation patterns due to the COVID-19 travel, calculated utilizing ACS 5-year data, and forecasting trend lines for the second performance period. Performance data for 2020 was omitted to account for the atypical transportation patterns due to the COVID-19 pandemic.

3) On-road mobile source emission reductions: This measure tracks the total emission reductions attributed to projects funded through the CMAQ program. Total emissions reductions are calculated by summing 2- and 4-year totals of emissions reductions of an applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with CMAQ funds. The applicable pollutants for 8-hour ozone are Volatile Organic Compounds (VOCs) and nitrogen oxides (NOx).

Table II-18 summarizes the current traffic congestion and emissions performance measures and targets for the first performance period. The BRTB adopted initial traffic congestion targets in May 2018 and the emissions target in June 2018, with an update approved in August 2022. BRTB is in coordination with MDOT to develop targets for the second performance period which are expected in 2024.

Table II-18. Traffic Congestion and Emissions Performance Targets

Measures related to funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program			
Measure	Baseline (Year)	2-year Targets	4-Year Targets
Annual per capita hours of peak-hour excessive delay (PHED)	20.2 hours (2017)	<25.3 hours	<25.5 hours
Percentage of non-SOV travel	25.1% (2016)	16.8%	16.8%
Reduction of VOC (kg/day)	12.825 (2014-2017)	0.87	6.64
Reduction of NOx (kg/day)	139.478 (2014-2017)	13.63	43.27

Table II-19 summarizes the TIP projects programming CMAQ funds. The 2024-2027 TIP includes $191.8 million in federal CMAQ funds along with $47.3 million in matching funds for a total of $239.1 million. This investment represents 5.6% of the $4.24 billion programmed in the 2024-2027 TIP.

MDOT MTA accounts for nearly 91.6% of CMAQ funds programmed in the TIP, with MDOT SHA accounting for the

remainder. MDOT MTA sponsored projects include two projects focused on the overhaul and replacement of bus, metro, and light rail vehicles as well as funding for ridesharing in the Baltimore region. MDOT SHA sponsored projects include two areawide projects focused on congestion management and safety and spot improvements. As mentioned previously, Appendix D lists known projects that MDOT SHA will pursue as a part of these areawide projects in FY 2024.

Table II-19. 2024-2027 TIP Projects Programming CMAQ Funds

Agency	Project	CMAQ Federal	CMAQ Matching	Total TIP Funds
MDOT MTA	Bus and Paratransit Vehicle Overhaul and Replacement	$38,347	$9,586	$47,933
MDOT MTA	Metro and Light Rail Rolling Stock Overhauls and Replacement	$29,071	$7,267	$36,338
MDOT MTA	Ridesharing - Baltimore Region	$2,672	$0	$2,672
MDOT MTA	Zero Emission Infrastructure and Rolling Stock	$105,581	$26,395	$131,976
MDOT SHA	Areawide Congestion Management	$5,760	$1,440	$7,200
MDOT SHA	Areawide Safety And Spot Improvements	$10,320	$2,580	$12,900
Funding Total (in $1,000s)		**$191,751**	**$47,268**	**$239,019**

Pavement and Bridge Condition: Performance Measures and Targets

The FHWA's final rule established six performance measures for state DOTs and MPOs to use to assess the performance of the NHS under the National Highway Performance Program (NHPP). These include four measures of pavement condition and two measures of bridge condition.

Pavement condition is based on a calculation using measures of international roughness index (IRI), cracking, and rutting or faulting. Bridge condition is based on National Bridge Inventory (NBI) condition ratings for the bridge deck, superstructure, substructure, and culvert. Pavement sections and bridges are assigned a rating of good, fair, or poor based on the worst score among the rated elements. For example, if the bridge deck is rated poor while the other elements are rated fair, the bridge condition will be rated poor.

The pavement and bridge condition targets adopted by the BRTB are based on projecting current conditions out to the target years, considering planned and programmed maintenance. However, the targets do not necessarily represent what the BRTB would like to accomplish with respect to pavement and bridge conditions. The results of this target

setting may be considered as a factor in redirecting funds if deemed appropriate.

Table II-20 summarizes the six required performance measures and targets for pavement and bridge condition. The BRTB adopted these measures and targets in October 2018.

Table II-20. Pavement and Bridge Condition Performance Measures & Targets

Measure	2-Year Targets	4-Year Targets
% of NHS interstate pavement in good condition (2024,2026)	45.3%	42.5%
% of NHS interstate pavement in poor condition (2024,2026)	4.6%	4.1%
% of NHS non-interstate pavement in good condition (2024,2026)	22.5%	21.7%
% of NHS non-interstate pavement in poor condition (2024,2026)	13.7%	15.4%
% of NHS bridges in good condition (2024,2026)	18.3%	18.6%
% of NHS bridges in poor condition (2024,2026)	3.0%	5.0%

Tables 17a and 17b summarizes funds programmed in the 2024-2027 TIP for projects related to pavement condition. Projects are categorized as interstate or non-interstate NHS for consistency with the required performance measures and targets. Project scopes vary and include many elements that do not affect pavement condition. As a result, only a small portion of the funds listed may be utilized to improve pavement condition. The year of operation for each project is listed in parenthesis after the project name.

In addition to the projects listed in Tables II-21 and II-22, MDOT SHA's areawide projects for resurfacing and rehabilitation, safety and spot improvements, and urban reconstruction include funds applicable to pavement condition, though not all of the funds will contribute to improved pavement condition and those that do may not be used on the NHS. Known projects that will be pursued under these areawide projects in FY 2024 are listed in Appendix D. These areawide TIP projects program $425.1 million in federal funds along with $163.9 million in matching funds for a total of $589.0 million. $327.0 million of the funds in these projects are programmed under the National Highway Performance Program, which is used on NHS facilities.

Table II-21. 2024-2027 TIP Projects Related to Pavement Condition

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
NHS Interstate Projects				
Baltimore City	Orleans Street Rehabilitation from Washington Street to Ellwood Avenue (2030)	$1,760	$440	$2,200
MDOT SHA	I-695: I-70 to MD 43 (2024)	$111,221	$69	$111,290
MDOT SHA	I-695: US 40 to MD 144 (2021)	$0	$5,117	$5,117
NHS Interstate Subtotal (In $1,000s)		**$112,981**	**$5,626**	**$118,607**

Table II-23 summarizes the funds programmed in the 2024-2027 TIP for bridge projects on the NHS. The programmed funds listed are for various project phases including engineering, right-of-way, and construction. The year of operation for each project is listed in parenthesis after the project name. The 2024-2027 TIP includes a total of $345.9 million in federal funds for these projects along with $27.4 million in matching funds for a total of $373.3 million. The reconstruction of the interchange at I-695 and I-70 accounts for 67.9% of this total.

Table II-22. 2024-2027 TIP Projects Related to Pavement Condition

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Non-Interstate NHS Projects				
Baltimore City	Johnston Square Improvements	$1,600	$400	$2,000
Baltimore City	Belair Road Complete Streets (2027)	$8,160	$140	$8,300
Baltimore City	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue (2027)	$8,800	$2,200	$11,000
Baltimore City	Freemont Avenue Rehabilitation from Lafayette Avenue to Presstman Street (2027)	$5,600	$1,400	$7,000
Baltimore City	Madison Street Rehabilitation from North Milton Avenue to Edison Highway (2027)	$6,800	$1,700	$8,500
Baltimore City	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue (2027)	$10,920	$2,730	$13,650
Baltimore City	Patapsco Ave. from Magnolia Avenue to Potee Street (2028)	$12,600	$3,150	$15,750
Baltimore City	Pennington Ave. Rehabilitation from Birch St. to East Ordnance Rd (2027)	$5,720	$1,430	$7,150
Baltimore City	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line (2027)	$4,000	$1,000	$5,000
MDOT SHA	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G (2026)	$4,962	$300	$5,262
MDOT SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements (2022)	$3,365	$177	$3,542
Non-Interstate NHS Subtotal (In $1,000s)		**$72,527**	**14,627**	**$87,154**
Interstate and Non-Interstate NHS Funding Total (In $1,000s)		**$183,748**	**$19,813**	**$203,561**

Table II-23. 2024-2027 TIP Bridge Projects on the NHS

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Baltimore City	Radecke Avenue and Sinclair Lane over Moores Run (2030)	$10,800	$2,700	$13,500
Baltimore City	I-83 Concrete Deck Mill and Resurface (2026)	$12,220	$3,055	$15,275
Baltimore City	Monroe Street Ramp over CSX and Russell Street over CSX (2031)	$23,520	$5,880	$29,400
Baltimore City	Moravia Road Ramp Bridge over Pulaski Highway (2029)	$600	$150	$750
Baltimore City	Perring Parkway Ramp over Herring Run (2025)	$4,080	$1,020	$5,100
MDOT SHA	MD 173: Bridge Replacement over Rock Creek (TBD)	$97	$24	$121
MDOT SHA	I-695: Reconstruction of Interchange at I-70 (2027)	$240,873	$12,700	$253,573
MDOT SHA	I-695: Bridge Replacement on Putty Hill Avenue (2024)	$8,664	$997	$10,241
MDOT SHA	US 1: Bridge Replacements at Tollgate Road and Winters Run (2026)	$15,247	$903	$16,150
MDOT SHA	I-95/I-695 Interchange Bridge Deck Replacement (2025)	$29,800	$0	$29,800
Funding Totals (in $1,000s)		**$345,901**	**$27,429**	**$373,330**

In addition to the projects listed in Tables II-21 and II-22, the TIP also includes a number of additional investments in bridges including:

- I-95 Express Toll Lanes Northbound Extension: This Maryland Transportation Authority project will add two express toll lanes on I-95 northbound from north of MD 43 to north of MD 24. The project includes the reconstruction of five overpasses over I-95 and the widening of several bridges along I-95 northbound. The project is anticipated to be complete in 2027.
- Areawide Bridge Replacement and Rehabilitation: This MDOT SHA TIP project programs funds for major upgrades and maintenance of structures on state highways. The project programs $213.8 million in federal funds along with $55.7 million in matching funds for a total of $269.5 million. These funds include both NHS and non-NHS structures. $154.2 million of the funds in this project are programmed under the National Highway Performance Program, which is used on NHS facilities.
- Local and state bridge projects not on the NHS: The TIP also includes 46 additional local and state sponsored non-NHS bridge rehabilitation and replacement projects. The 2024-2027 TIP includes $119.0 million in federal funds for these projects along with $57.2 million in matching funds for a total of $176.2 million.

Travel Time Reliability: Performance Measures and Targets

The FHWA's final rule established three performance measures for state DOTs and MPOs to use to assess the performance of the NHS under the National Highway Performance Program (NHPP). These include two measures related to Level of Travel Time Reliability (LOTTR) as well as a Truck Travel Time Reliability (TTTR) Index. The specific performance measures are:

1) Percentage of person-miles traveled on the Interstate System that are reliable

2) Percentage of person-miles traveled on the non-interstate NHS that are reliable

3) Ratio of Interstate System mileage indicating reliable truck travel times

Level of Travel Time Reliability (LOTTR) is defined as the ratio of travel times in the 80th percentile to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percent of person-miles traveled on the relevant portion of the NHS that are reliable. Segments are considered reliable if the 80th percentile travel time divided by the 50th percentile travel time is less than 1.5. Person-miles take into account the users of the NHS, including bus, auto, and truck occupancy levels.

The TTTR index is a measure comparing the time it takes trucks to travel segments of the NHS in congested conditions (as shown by the 95th percentile time) relative to the time it takes to make a trip in "normal" conditions (as shown by the 50th percentile time). For example, say the 95th percentile truck travel time is 56 minutes for a segment of the NHS that normally takes 30 minutes. This translates into a ratio of 56 minutes / 30 minutes, or 1.87.

Table II-24. Travel Time Reliability Performance Measures & Targets

Measures related to travel time reliability					
Performance Measure	2017 Baseline	2-year Targets* (2019)	4-Year Targets* (2021)	2-year Targets** (2023)	4-Year Targets** (2025)
LOTTR (Interstate) measure: % of person-miles traveled on the Interstate System that are reliable. Observed - Region	71.5% 74.1%	72.1% 71.6%	72.1% 88.4%	72.9%	72.9%
LOTTR (non-Interstate) measure: % of person-miles traveled on the non-Interstate NHS that are reliable. Observed - Region	82.0% 79.8%	N/A 78.9%	81.7% 91.3%	7.94%	79.4%
TTTR Index: Ratio of Interstate System mileage indicating reliable truck travel times. Observed - Region	1.87 2.08	1.87 2.03	1.88 1.64	2.06	2.06

* Set in 2018 using 2017 as baseline year – Region adopted statewide targets
** Regional targets are average of 2017 and 2019 observed values

Table II-24, shown above, summarizes the travel time reliability performance measures and targets. The BRTB adopted these targets in October 2018.

There are no federal funding sources tied directly to travel time reliability on Interstate and non-Interstate NHS facilities. However, a number of projects in the TIP have the potential to improve travel time reliability. Example projects include:

- Baltimore City's RAISE Transit Priority Project (TIP ID 12-2201-64), Traffic Signals and Intelligent Transportation System project (TIP ID 12-1218-07) and Communications Upgrades – Wireless (TIP ID 12-2304-07)
- MDOT SHA's implementation of hard shoulder running on I-695 during peak travel periods between I-70 and MD 43 (TIP ID 63-1802-41)
- MDOT SHA's Areawide Congestion Management project (TIP ID 60-9504-04)
- MDTA's I-95 Southbound Part-Time Shoulder Usage project (TIP ID 25-2101-41)
- MDTA's I-95 Express Toll Lanes Northbound Extension (TIP ID 25-1801-41)

In addition to investments in the TIP, BMC staff are working on the development of an analysis tool for congestion in the Baltimore region. This tool overlays project data from the TIP and *Resilience 2050*, the Baltimore region's top 25 bottlenecks, traffic speed data, and a travel time index. This tool will be useful in analyzing the effectiveness of transportation investments in mitigating congestion in the Baltimore region.[5]

[5] More information on the BRTB Congestion Management Process, including the Congestion Management Process Analysis Tool, is available here: https://www.baltometro.org/transportation/planning-areas/congestion-management-process

Future Performance Monitoring

In cooperation with MDOT and its modal agencies, as well as its other state agency partners, the BRTB will continue to monitor how investments in the TIP are influencing the performance of the region's transportation systems. This includes improving the methods utilized to analyze the anticipated effect of TIP investments towards achieving the performance targets discussed in this section. In addition, the BRTB will use the established targets to help in identifying strategies and in making investment decisions about programs and projects.

For more information on performance measures and targets, please see the System Performance Report in Chapter 5 of *Resilience 2050*.[6]

[6] More information on *Resilience 2050*, including the system performance report, is available here: https://www.baltometro.org/transportation/plans/long-range-transportation-plan/Resilience_2050

III. PROGRAM DEVELOPMENT

A. Integration with Federal, State and Local Programs

The projects contained in the 2024-2027 TIP flow from *Resilience 2050* with detailed information extracted from the capital programs of state and local agencies responsible for implementing transportation projects in the region. Project information was provided by these agencies from the 2024-2027 portions of their respective multi-year improvement programs.[7] For a surface transportation project to be eligible for inclusion in the State TIP (STIP), and thus to receive federal aid, it must first be listed in the TIP.

Because the TIP must reflect regional priorities and be consistent with recommendations contained in the LRTP, it is important that a "regional voice" be expressed in the preparation of individual agencies' capital programs. Meetings that take place as part of the effort to produce a short-range element begin to accomplish this. The meetings foster a more fully coordinated project selection process for the TIP, providing for sound technical analysis early in the programming process, full discussion among local and state agencies and avoidance of unrealistic over-programming.

[7] A list of contributing agencies can be found in Appendix A.

B. Federal Fund Sources for Surface Transportation Projects

Federal regulations require that certain highway and transit projects inside or serving the urbanized area be included in the TIP to gain federal approval. Projects proposed to be funded through the following programs in the current or following fiscal years must be included in the TIP:

- Better Utilizing Investments to Leverage Development (BUILD) grants
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Consolidated Rail Infrastructure and Safety Improvement Program
- Federal Lands Access Program
- Federal Lands Transportation Program
- FTA Capital and Operating – Sections 5307C, 5307 flexed from STBG, 5310, 5311, 5329, 5337, and 5339, 5339C
- Highway Safety Improvement Program
- Infrastructure for Rebuilding America (INFRA) grants
- National Highway Freight Program
- National Highway Performance Program
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Surface Transportation Block Grant Program
- Transportation Alternatives Program

The BRTB endorsement of the TIP is a DOT requirement and is an opportunity for the BRTB to support or oppose proposed projects in the above program categories.[8] Inclusion of these projects in the TIP indicates endorsement by the BRTB for federal funding of the proposed project phase(s).

[8] Endorsement of projects for planning or engineering does not imply any commitment of funds for later phases (right-of-way acquisition, construction).

IV. EXPLANATION OF TERMS AND SYMBOLS

The TIP covers a four year period. It includes projects for which federal funds are expected to be requested in Fiscal Years 2024, 2025, 2026 and 2027. The full project listing is contained in Chapter VI. A project index is included at the end of the document.

Projects in Chapter VI are listed first by sponsoring agency – The City of Annapolis, Baltimore City and the six counties in alphabetical order, the MDOT Office of the Secretary, and the MDOT modal administrations, included as the Maryland Transportation Authority (MDTA), the Maryland Port Administration (MPA), Maryland Transit Administration (MTA) MTA – Transit, MTA – Commuter Rail, and the State Highway Administration (MDOT SHA). Projects implemented by MDOT SHA are broken down further by county in alphabetical order. While a portion of Queen Anne's County is part of the Baltimore urbanized area, there are no local projects for Queen Anne's County in the 2024-2027 TIP.

Within these groups, projects are listed by category in the following order: commuter rail capacity, commuter rail preservation, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit capacity, transit preservation, ports and miscellaneous.

The project numbers (TIP ID) printed below each project name show the project's location and type according to the following codes: **AB-CCCC-DD**, where:

A Implementing Agency
- 0 - Other State Agencies
- 1 - Local Project
- 2 - Maryland Transportation Authority
- 3 - Maryland Port Administration
- 4 - Maryland Transit Administration (Transit)
- 5 - Maryland Aviation Administration
- 6 - State Highway Administration
- 7 - Maryland Transit Administration (Commuter Rail)
- 8 - Baltimore Metropolitan Council
- 9 - Office of the Secretary

B Location / Jurisdiction selected
- 0 - Regional
- 1 - Anne Arundel County
- 2 - Baltimore City
- 3 - Baltimore County
- 4 - Carroll County
- 5 - Harford County
- 6 - Howard County
- 7 - Queen Anne's County
- 8 - City of Annapolis

CCCC The first two digits display the fiscal year the project first appeared in the TIP; the last two digits are a unique count of the number of projects for that agency, jurisdiction, and fiscal year.

DD Project Type by Category:

EMISSION REDUCTION STRATEGY (ERS)
- 01 - Ridesharing
- 02 - Park-and-ride lots
- 03 - Bicycle/pedestrian facilities
- 04 - Traffic engineering
- 05 - Fleet improvement
- 06 - System expansion
- 07 - ITS
- 09 - Other (ERS)

HIGHWAY PRESERVATION
- 11 - Road resurfacing/rehabilitation
- 12 - Road reconstruction
- 13 - Bridge repair/deck replacement
- 14 - Bridge inspections
- 19 - Other

ENHANCEMENT PROGRAM
- 21 - Archaeology
- 22 - Acquisition/preservation of easements or sites
- 23 - Rehabilitation/operation of historic transportation structures/facilities
- 24 - Landscaping
- 25 - Bicycle/pedestrian facility
- 29 - Other

ENVIRONMENTAL/SAFETY
- 31 - Noise barriers
- 32 - Lighting, signs
- 33 - Wetland mitigation
- 34 - Scenic beautification, reforestation
- 38 - Environmental other
- 39 - Safety other

HIGHWAY CAPACITY
- 41 - Roadway widening
- 42 - New or extended roadways
- 43 - Bridge widening
- 44 - New bridge/elimination of at-grade crossing
- 45 - Interchange ramp added or widened
- 46 - New interchange

COMMUTER RAIL CAPACITY
- 57 - Commuter rail capacity expansion

COMMUTER RAIL PRESERVATION
- 51 - Operating assistance
- 52 - Operations support equipment
- 53 - Fleet improvement
- 54 - Preservation and improvements
- 55 - Rehabilitation of facilities
- 56 - New rail facilities
- 59 - Other

TRANSIT CAPACITY
- 67 - Transit capacity expansion

TRANSIT PRESERVATION

61 - Operating assistance
62 - Operations support equipment
63 - Fleet improvement
64 - Preservation and improvements
65 - Rehabilitation
66 - New bus facilities
69 - Other

AIRPORTS

71 - Facility maintenance
72 - Facility rehabilitation
73 - Facility expansion
79 - Other

PORTS

81 - Facility maintenance
82 - Facility rehabilitation
83 - Facility expansion
89 - Other

MISCELLANEOUS

99 - Miscellaneous

Conformity Status reflects one of two classifications: Exempt (for projects which are exempt from the requirement to determine conformity) or Not Exempt (for capacity type projects evaluated using the travel demand model or evaluated off-model) in accordance with meeting the Clean Air Act Amendments. Wherever possible, local Capital Improvement Program (**CIP**) or state Consolidated Transportation Program (**CTP**) page numbers are provided to assist in finding projects in their respective capital improvement or development programs.

Year of Operation indicates the calendar year the facility or service will be open to traffic or for public use. For road and bridge projects, the **Functional Class** of the existing facility as specified by the FHWA functional classification system is given. Functional classes are:

- Interstate
- Freeway
- Principal arterial
- Minor arterial
- Collectors, major or minor
- Local

The **Physical Data** line, which pertains to road and bridge projects, indicates the project length in **Miles** and the present/future number of **Lanes**. The **Estimated Total Cost** lists the entire cost of the project. This is useful as projects in the TIP are often long-term phased projects that began before or extend beyond the four fiscal years covered by the TIP.

Also included for road projects is an indication if the project is part of the **National Highway System**. The National Highway System Designation (NHS) was signed into law on November 28, 1995. The NHS designates key road segments that provide improved access to work and markets; to ports, airports, and rail stations; to our national parks; and to bordering countries. Principal contributions of the NHS are to facilitate sustainable economic growth by enhancing intermodal and highway system connections, improving productivity and efficiency of commercial vehicle operations, facilitating the movement of agricultural produce, advancing safety, alleviating congestion, supporting national defense, and improving system performance. Nationally, the total mileage is about 164,000 miles and includes the Interstate Highway System, as well as other roads important to the nation's economy, defense and mobility.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), Section 1104 expanded the NHS to include urban and rural principal arterials that were not included in the NHS before October 1, 2012.

The project **Description** and **Justification** provide a detailed project scope and reason(s) that the project should be funded over others. The **Connection to Long-Range Transportation Planning Goals** connects TIP projects to the long-range plans regional goals and strategies.

Funding Source indicates the source of federal aid. Project funding source(s) are designated in the funding table on the second page of the project summary. Federal funding sources are abbreviated as follows:

<u>Federal Highway Administration Funds:</u>

- BUILD Better Utilizing Investment to Leverage Development Grants
- CMAQ Congestion Mitigation and Air Quality
- CRISI Consolidated Rail Infrastructure and Safety Improvement
- FLAP Federal Lands Access Program
- FLTP Federal Lands Transportation Program
- FRA Federal Railroad Administration
- HSIP Highway Safety Improvement Program
- INFRA Infrastructure for Rebuilding America Grants
- NHFP National Highway Freight Program
- NHPP National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-system))
- RAISE Rebuilding American Infrastructure with Sustainability and Equity
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (including Safe Routes to School)

Federal Transit Administration Funds:

- 5307C Section 5307 Urbanized Area Formula Program (Funding for capital projects)
- 5307O Section 5307 Urbanized Area Formula Program (Funding for operating projects)
- 5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311O Section 5311 Non-urbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
- 5329 Section 5329 (State Safety Oversight)
- 5337 Section 5337 (State of Good Repair Formula Program)
- 5339F Section 5339 (Bus and Bus Facilities Formula Program)
- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)

Project costs in the funding tables represent anticipated funding requests during a particular year by project phase. **All figures are in thousands of dollars.** The abbreviations in the **Phase** column stand for the following:

- PL – Planning: Initial phase of project development where the need and feasibility of a project is documented and scoping is broad and involves the public.
- ENG – Engineering: Engineering projects include preliminary and final design. Engineering funds involving detailed environmental studies and engineering to obtain NEPA are under preliminary design. Design activities following preliminary design involve the preparation of final construction plans and are under final design.
- ROW – Right-of-Way: Funding to provide the necessary land for the project, or to protect corridors for future projects.
- CON – Construction: Funding to build the designed facility.
- OTH – Other[9]: This funding may include permits, inspections, utility costs, and other non-infrastructure costs or in the case of transit, the purchase of capital equipment.

The **Matching Funds** column indicates the state and/or local funds programmed to match the federal funding requested for that fiscal year. In all but a few cases, matching funds are provided by the agency or jurisdiction under which the project is listed.

[9] The 2024-2027 TIP includes $200 million for the Other phase including:

- MDOT MTA projects including bus and rail preventive maintenance, section 5310 grants, ridesharing, funding for LOTS agencies, and state safety oversight of light rail and metro ($129 million or 64.5% of total)
- MDOT SHA Areawide Congestion Management funds not involving construction such as CHART vehicle purchases ($46.6 million or 23.3% of total)
- Permits, inspection fees, and local bridge inspection programs ($12.6 million or 6.3% of total)
- Non-infrastructure funds for project delivery services and research ($.9 million or 0.45% of total)

V. THE FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the BRTB has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (FY 2024 through FY 2027).

Further, the 2024-2027 TIP is financially constrained by program and by year. The framework of both *Resilience 2050*, the regional long-range transportation plan (LRTP), and the 2024-2027 TIP meet this requirement. This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, the MPO members, MDOT, and state (MDOT MTA) and local transit operator(s) have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP reflect year of expenditure dollars, based on reasonable financial principles and information as described here.

The Maryland Department of Transportation (MDOT)'s 2023 - 2028 Consolidated Transportation Program (CTP) provides investment in the transportation system for all modes of transportation across the State. The CTP development process is instrumental to the development of the TIP. The transportation priorities guiding the CTP originate from the local jurisdictions that share their transportation priorities with the Transportation Secretary and at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law and requires the Transportation Secretary to visit with and present the draft CTP to elected officials from each county and the City of Baltimore. Meetings are held with local jurisdiction staff before the Tour meeting. These meetings give local staff an opportunity to coordinate priorities and to hear firsthand from MDOT staff the current status of the CTP and the revenue and investments that have changed since the previous year.

The draft CTP becomes the basis for development of the metropolitan TIP. The state and federal financial forecast that supports the TIP is based on a six-year Financial Plan

developed by MDOT that is updated semi-annually. The forecasted revenues and expenditures use the latest available economic estimates.

The TIP is based on conservative assumptions formulated from historical trends for projected funding. The TIP serves several purposes. It is the documentation of the intent to implement specific facilities and projects from the LRTP. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. The TIP also establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the Annual Element of the program.

Sections V.A through V.D discuss state and federal revenue sources and projections as well as general uses for those funds. Section V.E fulfills the FTA requirement to assess the financial capacity of applicants for certain FTA fund sources. Section V.F summarizes TIP funding in FY 2024 and for FY 2024-2027. It includes:

- A summary of FY 2024 federal fund requests by sponsoring agency and federal funds available by fund source.
- A project-by-project listing of FY 2024 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2024-2027 TIP by fiscal year, sponsoring agency, project category, phase, and fund source.

Further funding information can be found in Chapter VI and Appendix B. Chapter VI includes information on each project, including tables detailing programmed funds by source, year, and project phase. Appendix B includes letters that document availability of matching funds from project sponsors.

A. Revenue Projections

Total projected revenues amount to $36.0 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital, and debt payment expenses.

Pertinent details are as follows:

- Opening Balance: MDOT maintains a minimum fund of $200 million to accommodate working cash flow needs throughout the year.
- Motor Fuel Tax: This revenue is projected to be $8.5 billion over the six-year period. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon); a Consumer Price Index (CPI) component (estimated to average 8.3 cents per gallon over the program period) and a sales and use tax equivalent component (estimated to average 14.3 cents per gallon). Growth in motor fuel usage is expected to recover from the impact of the pandemic, although future growth rates are minimal, averaging 0.3%, and reflecting the growing role of electric and hybrid vehicles in Maryland's fleet, the increasing fuel efficiency of all vehicles, and slower growth in vehicle miles traveled.
- Motor Vehicle Titling Tax: This source is projected to yield $6.5 billion over the six-year period. The tax rate is set at 6% of fair market value of the vehicle, less an allowance for trade-in that is paid on the sale of all new and used vehicles as well as on new residents' vehicles. This revenue source follows the normal business cycles of auto sales with periods of growth and decline, and an underlying upward trend.
- Motor Vehicle Registration/Miscellaneous, and Other Fees: These fees are projected to generate $3.8 billion. This forecast assumes revenues will increase an average of 1.6 percent per year over the program period.
- Corporate Income Tax: Corporate Income Tax revenues are estimated to be $2.3 billion over the six-year period. Corporate Income Tax revenues are shared between the state's General Fund and the Transportation Trust Fund. The transportation share of corporate income tax revenues increases to 20 percent from 17.2 percent in fiscal year 2024. Chapter 240 of 2022 provides for a graduated increase over the six-year period in the share of the state's Corporate Income Tax dedicated to transportation. This additional

revenue offsets the impact of an increased investment in capital transportation grants provided to local jurisdictions.

- Federal Aid: This source is projected to contribute $9.4 billion for operating and capital programs, including $0.5 billion of federal COVID-19 relief funds. MDOT received funding directly from various federal relief legislation and received funds allocated to transportation from the state's Coronavirus Relief Fund. All federal relief funds are expected to be fully spent by the end of fiscal year 2024. The amount of Federal Aid for operating and capital programs increases to $9.4 billion from $8.0 billion in the FY 2022 – 2027 CTP as the result of additional federal funds available for the capital program from the Infrastructure Investment and Jobs Act of 2021. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- Operating Revenues: These revenues are projected to provide a six-year total of $2.80 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions ($1.8 billion over the six-year period); transit fares ($672 million); and fees for port terminal operations and rent ($318 million).
- Bond Proceeds: Bond issuances are estimated at $1.8 billion during the six-year period. State law limits MDOT's bonds outstanding to $4.5 billion and establishes an annual debt outstanding cap in the annual budget bill. Debt outstanding is projected to rise to $3.6 billion over the six-year period, which remains below the statutory cap. MDOT maintains credit ratings of AAA from Standard and Poor's, Aa1 from Moody's, and AA+ from Fitch Ratings.
- Other Sources: The remaining sources are projected to total $660 million during the six year period. These sources include General Fund revenues, reimbursements, earned interest, use of fund balance, and miscellaneous revenues.

B. Federal Aid Assumptions

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), which provides vital federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021 and provides authorization for federal fiscal years 2022 through 2027 (FFY 2022- FFY 2027). This Act is more expansive in scope than a traditional transportation authorization and much of the discretionary funding was both authorized and appropriated in the legislation. The traditional transportation funds are being distributed based on FFY 2022 appropriations.

Grants

In order to best leverage our state transportation dollars, MDOT continues to pursue all relevant federal discretionary grants to maximize transportation funding opportunities. In addition to formula funds, the IIJA provides a significant increase in federal funding for discretionary grants for transit, highways, airport, port, rail, freight and active transportation, in rural and urban areas. Many of these grant programs are annual over the five years covered by IIJA and focus on the following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. MDOT has pursued many grants already, including the following IIJA grant programs: the Airport Improvement Program (AIP) grant; the Port Infrastructure Development Program (PIDP) grant; the Bridge Investment Program (BIP) grant; the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant; the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant; the Bus and Bus Facilities grant, the Infrastructure for Rebuilding America (INFRA) grant; the National Infrastructure Project Assistance (MEGA) Program grant; and the Rural Surface Transportation Grant. We also continue working with our local and regional partners to support grant applications across the state. To date (December 2022), MDOT has been awarded a Penn Station RAISE grant, a Martin State Airport Station All Stations Access Program (ASAP) grant and awaits the awards from other competitive grant applications.

Federal Highway and Transit

Along with the relief and stimulus federal funds received by MDOT traditional federal funding comes from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit; multimodal freight; safety and security; system preservation; bike and pedestrian; congestion mitigation; climate change and electric vehicle infrastructure. The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the passage of the IIJA. MDOT expects to have $720.0 million in highway formula funding and $291.6 million in transit formula funding in FFY 2022 for MDOT projects. The Purple Line previously received a commitment from the Federal Transit Administration for New Starts funding totaling $900 million. The Purple Line also received an additional allocation of $106.2 million in New Starts funding from the American Rescue Plan Act (ARPA). Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an OA level of 91.3 percent for FFY22 and 90.0 percent FFY 23 through FFY27.

C. Where the Money Comes From

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the state's General Fund, which pays for most other state government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, rental vehicle sales tax, and operating revenues. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall and Martin State Airports. In addition to collecting revenue within the state, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation as part of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Act (BIL), in November 2021, which provides investment in transportation infrastructure through FFY 2027. In addition to these state-sourced revenues and federal aid, MDOT utilizes other capital funding sources to funds its capital program. These other capital funding sources include funding from the state's General Fund to support dedicated capital funds for WMATA and other projects, direct federal aid received by WMATA, local contributions, airport revenue bonds, airport passenger facility charge revenues, and airport rental car customer facility charge revenues. The Final FY 2023 – FY 2028 CTP totals $20.5 billion, including $17.5 billion from the Transportation Trust Fund and $3.0 billion from other capital funding sources. In total, MDOT's operating and capital spending from all fund sources is $39.4 billion over the six-year period. In addition, MDOT continually looks for opportunities to maximize its finances by leveraging alternative financing sources such as applying for competitive discretionary federal grants and entering into public-private partnerships.

D. Where the Money Goes

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of state transportation systems, administration, debt service, grants, and capital projects, as well as Maryland's portion of operating and capital subsidies for WMATA. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects, including capital grants to Maryland's counties and Baltimore City for local transportation needs. This document, MDOT's Final FY 2023 – FY 2028 CTP, is the six-year capital budget for all state transportation projects.

E. Documentation of Financial Capacity for Transit Activities

On January 30, 2002, the FTA issued circular C7008.1A. This circular states that FTA will assess the financial capacity of applicants for Sections 5307 and 5309 funding on the basis of overall current financial condition and future financial capability. In response to FTA's requirement, the TIP provides evidence of satisfactory financial capacity from agencies and local jurisdictions seeking Sections 5307 and 5309 funding. All transit projects are reflected under the MDOT MTA headings in Chapter VI. Documentation of local match for transit projects is provided in Appendix B.

The MDOT Maryland Transit Administration

The MDOT MTA derives financial capacity through Maryland's Transportation Trust Fund. The fund is credited with transportation-related receipts, including proceeds of motor vehicle titling and fuel taxes, a portion of the State's corporate income tax, use taxes on short-term vehicle rentals, registration, license and other fees for motor vehicles, bus and rail fares, port fees and airport revenues, together with bond and note proceeds, federal funds and other receipts. Capital expenditures are financed from net revenues of the Department, federal grants and the proceeds of sales of Consolidated Transportation Bonds.

City of Annapolis

Matching funds for the City's transit projects are provided by the City of Annapolis and the State of Maryland. The City's portion of the local match is provided through the Off-Street Parking Fund. Documentation and approval of the local funds are contained in the City of Annapolis operating Budget and Capital Improvement Program (CIP). The State portion of the match is provided through the Transportation Trust Fund.

Harford County

State and local matching funds have been committed for Harford County transit services. State funds are provided through the Transportation Trust Fund. Local funds are dedicated in the County Office of Economic Development budget.

Howard County

State and local matching funds have also been committed for Howard County transit services. Adequate matching funds in the form of bonds and local revenues are available to match TIP projects.

F. FY 2024 Federal-Aid Annual Element Listing and TIP Funding Summary

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2024 is provided in Table V-1. This list brings together information found in Chapter VI, the chapter containing individual project listings for each sponsoring agency. Projects in the Annual Element can also be identified in the individual project listings as those with dollar amounts in the FY 2024 columns.

Table V-1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2024 Annual Element and federal funds available by fund source. It shows that FY 2024 federal fund requests do not exceed federal funds anticipated to be available in FY 2024. MDOT provided FY 2024 federal fund apportionment figures for the Baltimore region. In doing so, MDOT assumed that federal funding levels would increase by the same amount as in previous years. These figures also assume that Baltimore City receives 5.5% of the State's share of federal funds, with the Baltimore region receiving 43.58% of the remaining 94.5% of federal funds for the State.

Table V-2 shows the projects in the FY 2024 Annual Element, the source of funds, the federal funds requested and the matching funds to be provided. Table V-3 shows total funds, both federal and matching, programmed for FY 2024 through FY 2027 by sponsoring agency.

Exhibits V-1 through V-7 graphically summarize the 2024-2027 TIP. Exhibit V-1 compares the total amount programmed in the 2021-2024, 2022-2025, 2023-2026, and 2024-2027 TIP documents. Exhibit V-2 displays 2024-2027 TIP funding by fiscal year. Exhibit V-3 summarizes federal and matching funds in the 2024-2027 TIP by sponsoring agency. Exhibits V-4 and V-5 summarize the number of projects and share of funding in the 2024-2027 TIP by project category. Exhibit V-6 displays the share of FY 2024 funds by project phase while Exhibit V-7 shows FY 2024 federal fund requests by funding source.

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

Summary of the FY 2024 Federal-Aid Annual Element (continued on next page)

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD	CMAQ	CRISI
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail	$3,643					$20,223				
MTA - Transit	$95,633	$2,440	$3,370	$238		$35,065	$642		$43,918	
Maryland Port Administration								$3,612		$11,850
Office of the Secretary					$400					
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Queen Anne's County										
SHA - Regional									$4,280	
Total Programmed	**$99,276**	**$2,440**	**$3,370**	**$238**	**$400**	**$55,288**	**$642**	**$3,612**	**$48,198**	**$11,850**
FY 2024 Appropriation*	$99,276	$9,638	$3,370	$238	$1,321	$96,777	$4,920	$3,612	$50,963	$11,850
Previous Funds Still Available*	$26,040								$49,881	
MDOTs Total Federal Apportionment for the Baltimore Region*	$125,316	$9,638	$3,370	$238	$1,321	$96,777	$4,920	$3,612	$100,844	$11,850

5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
5307F Section 5307 Flex (STBG funds flexed to Section 5307)
5307O Section 5307 Urbanized Area Formula Program (funding for operating projects)
5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
5311O Section 5311 Non-urbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
5329 Section 5329 State Safety Oversight
5337 Section 5337 State of Good Repair Formula Program
5339F Section 5339 Bus and Bus Facilities Formula Program
BUILD Better Utilizing Investments to Leverage Development Discretionary Grant Program

*Figures provided by MDOT

Summary of the FY 2024 Federal-Aid Annual Element (continued)

Sponsoring Agency	FLAP	FLTP	HSIP	INFRA	NHPPC	OTHER	RAISE	STBG	TAC	Total
Anne Arundel County								$11,923		**$11,923**
Baltimore City					$23,960		$6,000	$59,417		**$89,377**
Baltimore County								$35,660		**$35,660**
Carroll County								$1,883		**$1,883**
Harford County								$2,880		**$2,880**
Howard County								$5,171		**$5,171**
MTA - Commuter Rail										**$23,866**
MTA - Transit										**$181,306**
Maryland Port Administration	$393	$98		$56,879						**$72,832**
Office of the Secretary										**$400**
SHA - Anne Arundel County					$3,545			$15,763		**$19,308**
SHA - Baltimore County					$135,164			$4,010		**$139,174**
SHA - Carroll County					$270			$7,169		**$7,439**
SHA - Harford County					$2,941			$1,931		**$4,872**
SHA - Howard County					$967			$214		**$1,181**
SHA - Queen Anne's										**$0**
SHA - Regional			$32,940		$142,398	$45		$150,500	$7,320	**$337,483**
Total Programmed	**$393**	**$98**	**$32,940**	**$56,879**	**$309,245**	**$45**	**$6,000**	**$296,521**	**$7,320**	**$934,755**
FY 2024 Appropriation*	$393	$98	$16,653	$56,879	$160,878	$45	$6,000	$166,695	$23,143	**$712,649**
Previous Funds Still Available*			$29,232		$174,943			$182,247	$35,656	**$497,999**
MDOTs Total Federal Apportionment for the Baltimore Region*	$393	$98	$45,885	$56,879	$335,821	$45	$6,000	$348,942	$58,799	**$1,210,648**

CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)
FRA Federal Railroad Administration
HSIP Highway Safety Improvement Program
NHFP National Highway Freight Program
INFRA Infrastructure for Rebuilding America Discretionary Grant Program
NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
Other Other (includes National Summer Transportation Institute Program)
STBG Surface Transportation Block Grant Program
TAC Transportation Alternatives (including Safe Routes to School) – subset of STBG

*Figures provided by MDOT

Summary of the FY 2025 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD	CMAQ	CRISI
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail	$2,459					$21,562				
MTA - Transit	$79,986	$2,440		$238		$26,065	$5,087		$43,918	
Maryland Port Administration								$1,696		$3,830
Office of the Secretary					$400					
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional									$4,280	
Total Programmed	**$82,445**	**$2,440**	**$0**	**$238**	**$400**	**$47,627**	**$5,087**	**$1,696**	**$48,198**	**$3,830**

Summary of the FY 2025 Federal-Aid Annual Element (continued)

Sponsoring Agency	FLAP	FTLP	HSIP	INFRA	NHPPC	Other	STBG	TAC	Total
Anne Arundel County						$3,000	$8,135		**$11,135**
Baltimore City					$15,960		$58,940		**$74,900**
Baltimore County							$2,800		**$2,800**
Carroll County							$4,102		**$4,102**
Harford County							$17,710		**$17,710**
Howard County						$600	$2,680		**$3,280**
MTA - Commuter Rail									**$24,021**
MTA - Transit									**$157,734**
Maryland Port Administration	$549	$137		$50,747					**$56,959**
Office of the Secretary									**$400**
SHA - Anne Arundel County					$9,137		$17,173		**$26,310**
SHA - Baltimore County					$27,973		$50		**$28,023**
SHA - Carroll County					$4,452				**$4,452**
SHA - Harford County					$7,969		$1,938		**$9,907**
SHA - Howard County					$1,802				**$1,802**
SHA - Regional			$32,940		$142,102	$45	$141,300	$7,320	**$327,987**
Total Programmed	**$549**	**$137**	**$32,940**	**$50,747**	**$209,395**	**$3,645**	**$254,828**	**$7,320**	**$751,522**

Summary of the FY 2026 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD	CMAQ
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail	$2,620	$2,440	$3,370	$238		$24,061			
MTA - Transit	$98,957					$36,851	$5,301		$43,918
Maryland Port Administration								$752	
Office of the Secretary					$400				
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									$3,760
Total Programmed	**$101,577**	**$2,440**	**$3,370**	**$238**	**$400**	**$60,912**	**$5,301**	**$752**	**$47,678**

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

Sponsoring Agency	HSIP	INFRA	NHFP	NHPPC	OTHER	STBG	TAC	Total
Anne Arundel County						$390		**$390**
Baltimore City						$23,420		**$23,420**
Baltimore County						$7,040		**$7,040**
Carroll County						$1,158		**$1,158**
Harford County						$2,720		**$2,720**
Howard County					$600	$1,840		**$2,440**
MTA - Commuter Rail								**$26,681**
MTA - Transit								**$191,075**
Maryland Port Administration		$77,158						**$77,910**
Office of the Secretary								**$400**
SHA - Anne Arundel County				$13,720				**$19,576**
SHA - Baltimore County			$28,500	$133,757				**$162,257**
SHA - Carroll County				$1,500				**$1,500**
SHA - Harford County				$5,060				**$6,153**
SHA - Howard County				$796				**$796**
SHA - Regional	$16,400			$73,555				**$190,155**
Total Programmed	**$16,400**	**$77,158**	**$28,500**	**$228,388**	**$600**			**$713,281**

Summary of the FY 2027 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5311O	5329	5337	5339F	CMAQ
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	$4,324				$23,216		
MTA - Transit	$66,412	$2,440	$238		$38,341	$293	$43,918
Maryland Port Administration							
Office of the Secretary				$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							$3,760
Total Programmed	**$70,736**	**$2,440**	**$238**	**$400**	**$61,557**	**$293**	**$47,678**

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

Sponsoring Agency	HSIP	NHPPC	STBG	TAC	Total
Anne Arundel County					$0
Baltimore City					$0
Baltimore County					$0
Carroll County			$1,857		$1,857
Harford County			$6,360		$6,360
Howard County					$0
MTA - Commuter Rail					$27,540
MTA - Transit					$151,642
Maryland Port Administration					$0
Office of the Secretary					$400
SHA - Anne Arundel County		$18,137			$18,137
SHA - Baltimore County		$87,000			$87,000
SHA - Carroll County					$0
SHA - Harford County					$0
SHA - Howard County					$0
SHA - Regional	$16,400	$87,196	$85,280	$5,720	$198,356
Total Programmed	**$16,400**	**$192,333**	**$93,497**	**$5,720**	**$491,292**

Table 6: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Anne Arundel County - Anne Arundel County					
Furnace Avenue Bridge over Deep Run	11-1103-13	Bridge repair/deck replacement	STBG	505	126
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	1,200	450
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	2,050	513
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	800	520
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STBG	1,200	50
Polling House Road Bridge over Rock Branch	11-1602-13	Bridge repair/deck replacement	STBG	760	190
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	Other	0	11,600
Parole Transportation Center	11-2101-66	New bus facilities	STBG	0	1,200
Hanover Road Bridge over Deep Run	11-2105-13	Bridge repair/deck replacement	STBG	565	142
Conway Road Bridge over Little Patuxent River	11-2106-13	Bridge repair/deck replacement	STBG	1,500	375
Jacobs Road Bridge over Severn Run	11-2107-13	Bridge repair/deck replacement	STBG	1,095	267
Culvert Invert Paving	11-2401-13	Bridge repair/deck replacement	STBG	540	135
Town Center Boulevard Bridge over tributary of Severn Run	11-2402-13	Bridge repair/deck replacement	STBG	824	206
Patuxent Road Bridge over Little Patuxent River	11-2403-13	Bridge repair/deck replacement	STBG	884	221
Subtotal				11,923	15,995
Anne Arundel County - Regional					
Subtotal				0	0
Baltimore City -					
Subtotal				0	0

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Baltimore City - Baltimore City					
Perring Parkway Ramp over Herring Run	12-1215-13	Bridge repair/deck replacement	STBG	4,080	1,020
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	7,200	1,800
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	NHPPC	8,160	140
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	960	240
Remington Avenue Bridge over Stony Run	12-1602-13	Bridge repair/deck replacement	STBG	6,172	1,543
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	3,600	900
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STBG	12,220	3,055
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	600	150
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,000	1,500
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	Road resurfacing/rehabilitation	STBG	8,800	2,200
41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	Bridge repair/deck replacement	STBG	400	100
Brehms Lane over Herring Run	12-2005-13	Bridge repair/deck replacement	STBG	180	45
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	Road resurfacing/rehabilitation	STBG	5,600	1,400
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	Bridge repair/deck replacement	STBG	520	130
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	Road resurfacing/rehabilitation	NHPPC	6,800	1,700
West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11	Road resurfacing/rehabilitation	NHPPC	640	160
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	Road resurfacing/rehabilitation	NHPPC	5,720	1,430
Waterview Avenue over Ramp to 295	12-2015-13	Bridge repair/deck replacement	STBG	160	40

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Greenway Middle Branch Phase 2	12-2102-03	Bicycle/pedestrian facility	STBG	1,525	382
RAISE Transit Priority Project	12-2201-64	Preservation and improvements	RAISE	6,000	7,620
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	Bicycle/pedestrian facilities	NHPPC	1,040	260
Communication Upgrades - Wireless	12-2304-07	ITS	STBG	1,000	250
W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street	12-2401-03	Road resurfacing/rehabilitation	NHPPC	800	200
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11	Road resurfacing/rehabilitation	STBG	800	200
25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	12-2403-11	Road resurfacing/rehabilitation	STBG	800	200
Johnston Square Improvements	12-2404-11	Road resurfacing/rehabilitation	STBG	800	200
Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	12-2405-11	Road resurfacing/rehabilitation	NHPPC	800	200
Subtotal				89,377	27,065
Baltimore County - Baltimore County					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STBG	2,320	580
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STBG	11,200	2,800
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STBG	4,640	1,160
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	Bridge repair/deck replacement	STBG	14,400	3,600
Bridge Inspection Program	13-8901-14	Bridge inspections	STBG	3,100	0
Subtotal				35,660	8,140
Carroll County - Carroll County					
Brown Road Culvert over Roaring Run	14-2102-13	Bridge repair/deck replacement	STBG	424	106

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	Bridge repair/deck replacement	STBG	724	181
Bridge Inspection Program	14-9401-14	Bridge inspections	STBG	735	0
Subtotal				1,883	287
Harford County - Harford County					
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STBG	400	100
Glenville Road Bridge #30 over Mill Brook	15-1601-13	Bridge repair/deck replacement	STBG	320	80
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	Bridge repair/deck replacement	STBG	280	70
Madonna Road Bridge #113 over Deer Creek	15-2101-13	Bridge repair/deck replacement	STBG	240	60
Stafford Road Bridge #162 over Buck Branch	15-2103-13	Bridge repair/deck replacement	STBG	320	80
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	Bridge repair/deck replacement	STBG	200	100
Moores Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13	Bridge repair/deck replacement	STBG	320	80
Bridge Painting	15-2404-14	Other	STBG	1,000	500
Subtotal				3,080	1,070
Howard County - Howard County					
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	Other	0	931
			STBG	3,209	0
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	0
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	19,000
Marriottsville Road and I-70 Bridge Improvements	16-2101-41	Roadway widening	Other	0	20,375

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	Bridge repair/deck replacement	STBG	1,962	490
Subtotal				5,171	40,796
Howard County - Regional					
Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	16-2301-03	Bicycle/pedestrian facilities	Other	0	200
Subtotal				0	200
Maryland Port Administration - Baltimore City					
Port of Baltimore Rail Capacity Modernization Project	30-2301-83	Facility expansion	CRISI	11,850	5,050
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	56,879	0
Masonville Cove Connector: Shared Use Path Design and Construction	32-2301-03	Bicycle/pedestrian facility	FLAP	392	0
			FLTP	0	97
Subtotal				69,121	5,147
Maryland Port Administration - Regional					
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	Facility rehabilitation	BUILD	3,612	11,125
Subtotal				3,612	11,125
Maryland Transportation Authority - Baltimore City					
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	Other	Other	0	2,220
Subtotal				0	2,220
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	209,598

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	420
Subtotal				0	210,018
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5307C	1,090	272
			5337	10,267	2,566
MARC Improvements	70-1502-54	Preservation and improvements	5307C	1,718	430
			5337	7,439	1,860
MARC Facilities	70-1503-55	Rehabilitation of facilities	5307C	835	209
			5337	2,517	629
Subtotal				23,866	5,966
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	15,374	3,843
			5337	23,729	5,932
Seniors and Individuals with Disabilities	40-1502-69	Other	5310	3,370	1,310
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	533	133
			5339F	133	33
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	2,114	2,114
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	8,094	2,023

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	11,136	2,784
			5339F	349	87
			CMAQ	14,178	3,544
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	32,196	8,049
			CMAQ	29,071	7,267
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	8,735	2,183
			5337	11,336	2,834
Zero Emission Infrastructure and Rolling Stock	40-2302-63	Rehabilitation of facilities	5307C	19,403	0
			5307O	0	4,851
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	160	40
			5339F	160	40
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	668	0
Subtotal				181,303	47,631
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	400	200
Subtotal				400	200
SHA - Anne Arundel County					
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	Other	0	623

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	STBG	15,763	53
MD 173: Bridge Replacement over Rock Creek	61-2101-13	Bridge repair/deck replacement	NHPPC	97	24
MD 2: US 50 to Arnold Road	61-2301-41	Roadway widening	NHPPC	260	0
			Other	0	65
MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41	Roadway widening	NHPPC	148	0
			Other	0	37
MD 170: Norcross Lane to Wieker Road	61-2303-41	Roadway widening	NHPPC	760	190
MD 214: MD 468 to Camp Letts Road	61-2304-41	Roadway widening	NHPPC	480	120
I-97: US 50 to MD 32 TSMO	61-2305-41	Roadway widening	NHPPC	1,800	200
Subtotal				19,308	1,312
SHA - Baltimore County					
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	2,700	300
I-695: US 40 to MD 144	63-1601-41	Roadway widening	Other	0	4,840
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	111,221	69
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	STBG	4,010	1
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	9,128	1,113
I-695: Reconstruction of Interchange at I-70	63-2201-12	Road reconstruction	NHPPC	475	25
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	Bridge repair/deck replacement	NHPPC	11,640	0
Subtotal				139,174	6,348

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Carroll County					
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	Bridge repair/deck replacement	Other	0	11
			STBG	6,955	366
MD 32: 2nd Street to Main Street	64-2301-12	Road reconstruction	NHPPC	270	30
MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	Roadway widening	STBG	214	54
Subtotal				7,439	461
SHA - Harford County					
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STBG	1,931	140
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	Bridge repair/deck replacement	NHPPC	2,346	224
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	Noise barriers	NHPPC	595	168
Subtotal				4,872	532
SHA - Howard County					
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	NHPPC	200	50
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	767	41
			Other	0	365
Subtotal				967	456
SHA - Queen Anne's County					
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	Roadway widening	STBG	214	54
Subtotal				214	54

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Regional					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
TSMO System 1	60-2301-41	Roadway widening	NHPPC	1,210	90
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	36,040	10,360
			STBG	32,960	8,240
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	9,480	2,120
			NHPPC	72,720	18,680
			STBG	53,860	15,040
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,440	360
			NHPPC	5,880	1,470
			STBG	19,340	4,910
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	560	140
			NHPPC	4,080	1,220
			STBG	20,560	5,140
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,840	710
			HSIP	22,900	6,000
			NHPPC	21,440	6,360
			STBG	22,000	7,000
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	1,028	307

Table V-2: FY 2024 Annual Element (Funds in $1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Urban Reconstruction	60-9511-19	Other	STBG	1,780	430
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	7,320	1,830
Subtotal				337,483	90,407

Table V-3. Summary of FY 2024-2027 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	FY 2024 Federal Funds	FY 2024 Matching Funds	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 2024-2027 Federal Funds Total	FY 2024-2027 Matching Funds Total	Total
Anne Arundel County	$11,923	$16,495	$11,135	$11,863	$390	$78	$0	$0	$23,448	$28,436	**$51,884**
Baltimore City	$89,377	$27,065	$76,660	$24,415	$23,420	$5,330	$0	$0	$189,457	$56,810	**$246,267**
Baltimore County	$35,660	$8,140	$2,800	$700	$7,040	$960	$0	$0	$45,500	$9,800	**$55,300**
Carroll County	$1,883	$287	$4,102	$1,025	$1,158	$96	$1,858	$464	$9,000	$1,872	**$10,873**
Harford County	$2,880	$1,020	$17,710	$8,765	$2,720	$730	$6,360	$1,115	$29,670	$11,630	**$41,300**
Howard County	$5,171	$40,996	$2,680	$4,295	$1,840	$1,085	$0	$0	$9,691	$46,376	**$56,067**
Maryland Port Administration	$72,832	$16,175	$56,959	$17,329	$77,910	$3,520	$0	$0	$207,701	$37,024	**$244,725**
Maryland Transportation Authority	$0	$212,238	$0	$163,813	$0	$169,642	$0	$90,505	$0	$636,198	**$636,198**
MTA - Commuter Rail	$23,866	$5,967	$24,021	$6,006	$26,681	$6,671	$27,540	$6,885	$102,109	$25,530	**$127,639**
MTA - Transit	$181,306	$47,635	$157,734	$43,772	$191,075	$52,561	$151,643	$39,752	$681,757	$183,720	**$865,477**
Office of the Secretary	$400	$200	$400	$200	$400	$200	$400	$200	$1,600	$800	**$2,400**
SHA - Anne Arundel County	$19,308	$1,312	$26,310	$1,195	$19,576	$2,007	$18,137	$2,015	$83,331	$6,529	**$89,860**
SHA - Baltimore County	$139,174	$6,348	$28,023	$1,699	$162,257	$8,688	$87,000	$4,640	$416,454	$21,375	**$437,829**
SHA - Carroll County	$7,439	$461	$4,452	$240	$1,500	$79	$0	$0	$13,391	$780	**$14,171**
SHA - Harford County	$4,872	$532	$9,907	$551	$6,153	$324	$0	$0	$20,932	$1,407	**$22,339**
SHA - Howard County	$967	$456	$1,802	$95	$796	$41	$0	$0	$3,565	$592	**$4,157**
SHA - Queen Anne's County	$214	$54	$0	$0	$0	$0	$0	$0	$214	$54	**$268**
SHA - Regional	$337,483	$90,407	$327,987	$87,134	$190,155	$46,278	$198,356	$60,283	$1,053,981	$284,102	**$1,338,083**
Total	**$934,756**	**$475,788**	**$752,682**	**$373,098**	**$713,072**	**$298,290**	**$491,293**	**$205,859**	**$2,891,803**	**$1,353,034**	**$4,244,837**

Exhibit V-1. Comparison of the Total Amount Programmed in the 2021, 2022, 2023 and 2024 TIPs

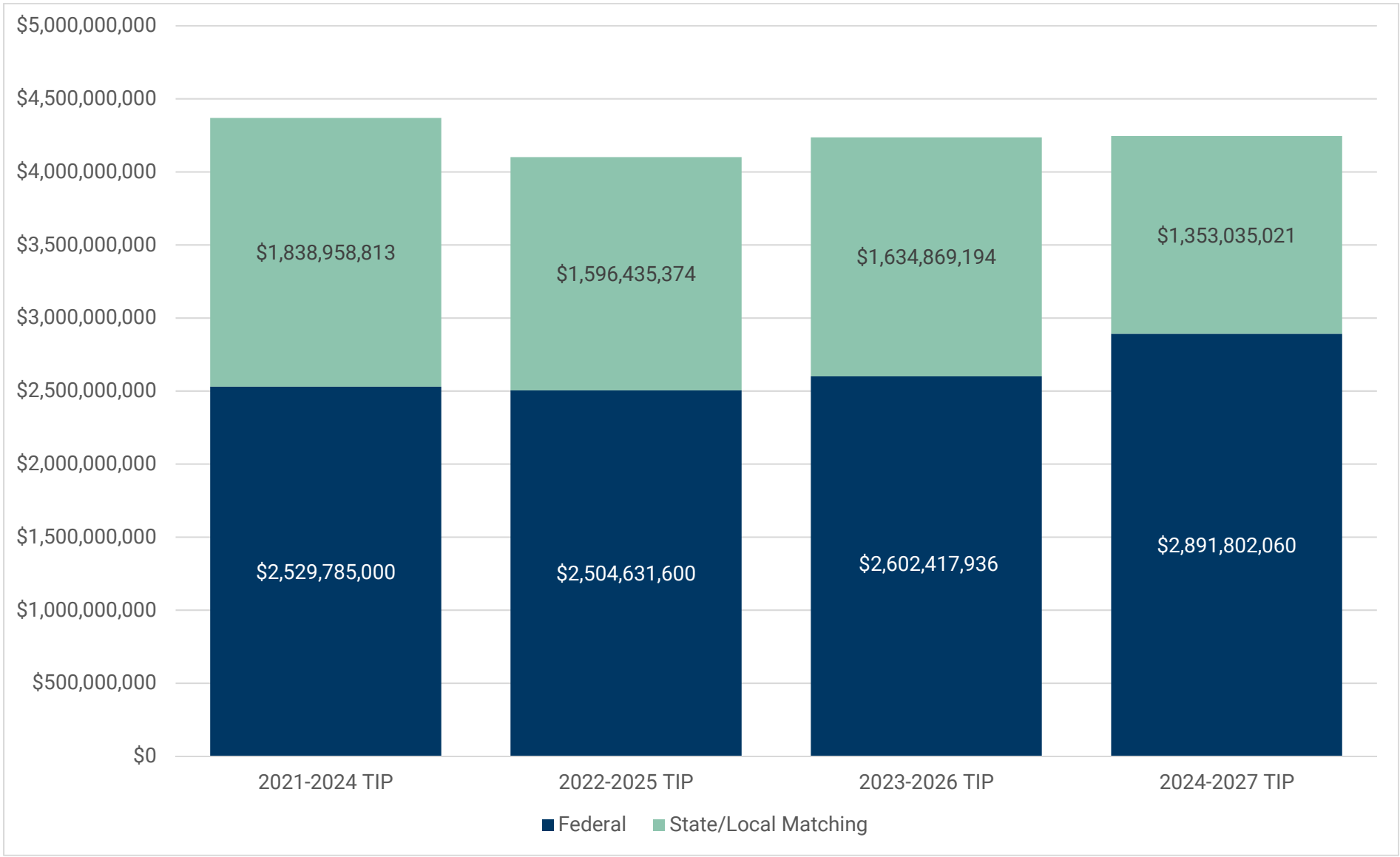


Exhibit V-2. FY 2024-2027 TIP Funding by Fiscal Year

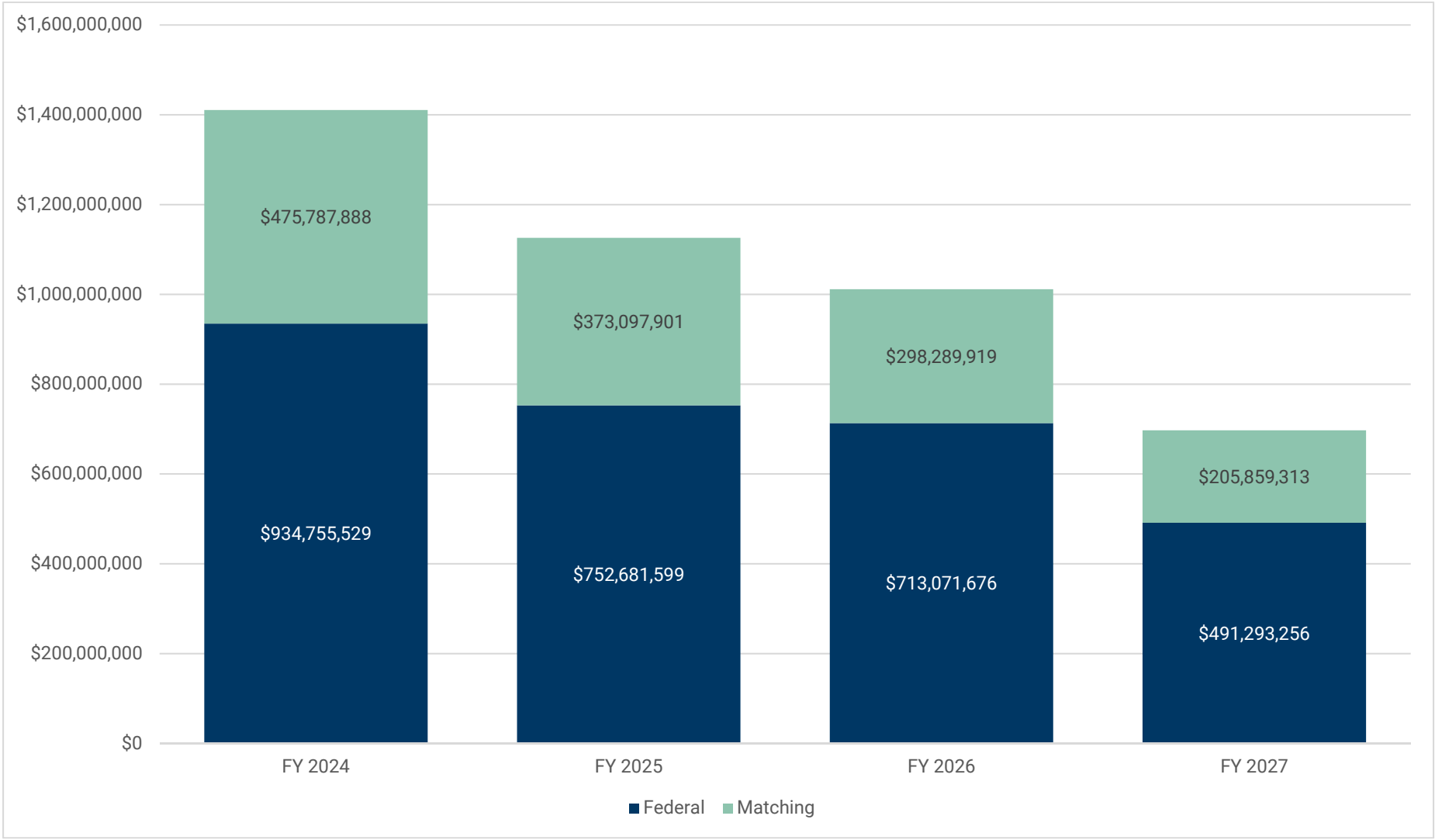


Exhibit V-3. FY 2024-2027 TIP Funding by Sponsoring Agency

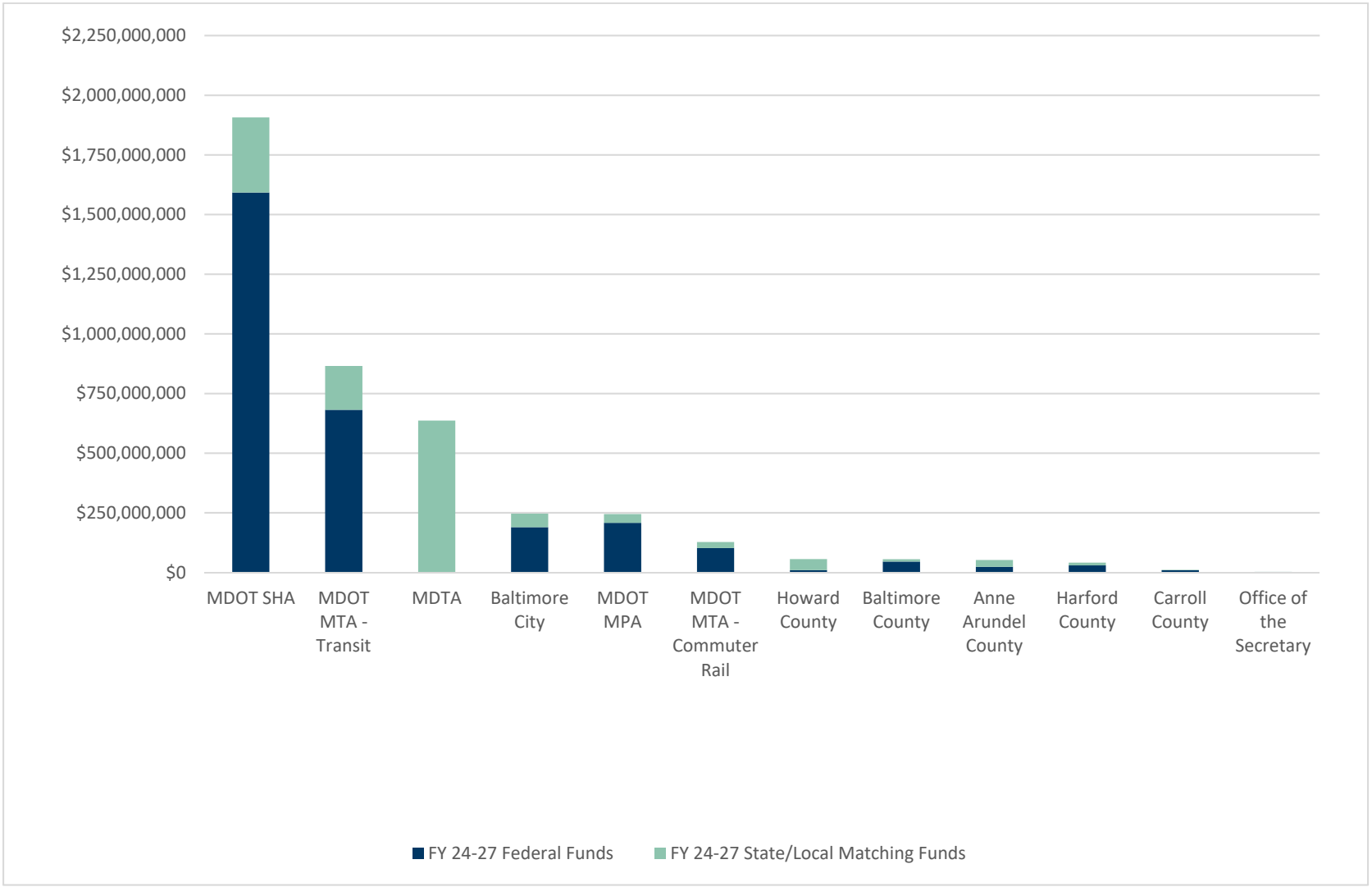


Exhibit V-4. FY 2024-2027 TIP Projects by Project Category

Project Category	Number of Projects
Highway Preservation	84
Highway Capacity	22
Transit Preservation	12
Emission Reduction Strategy	11
Environmental/Safety	5
Ports	3
Commuter Rail Preservation	3
Miscellaneous	2
Enhancement Program	1
Transit Capacity	0
Commuter Rail Capacity	0
Total	**143**

Exhibit V-5. Share of FY 2024-2027 TIP Funding by Project Category

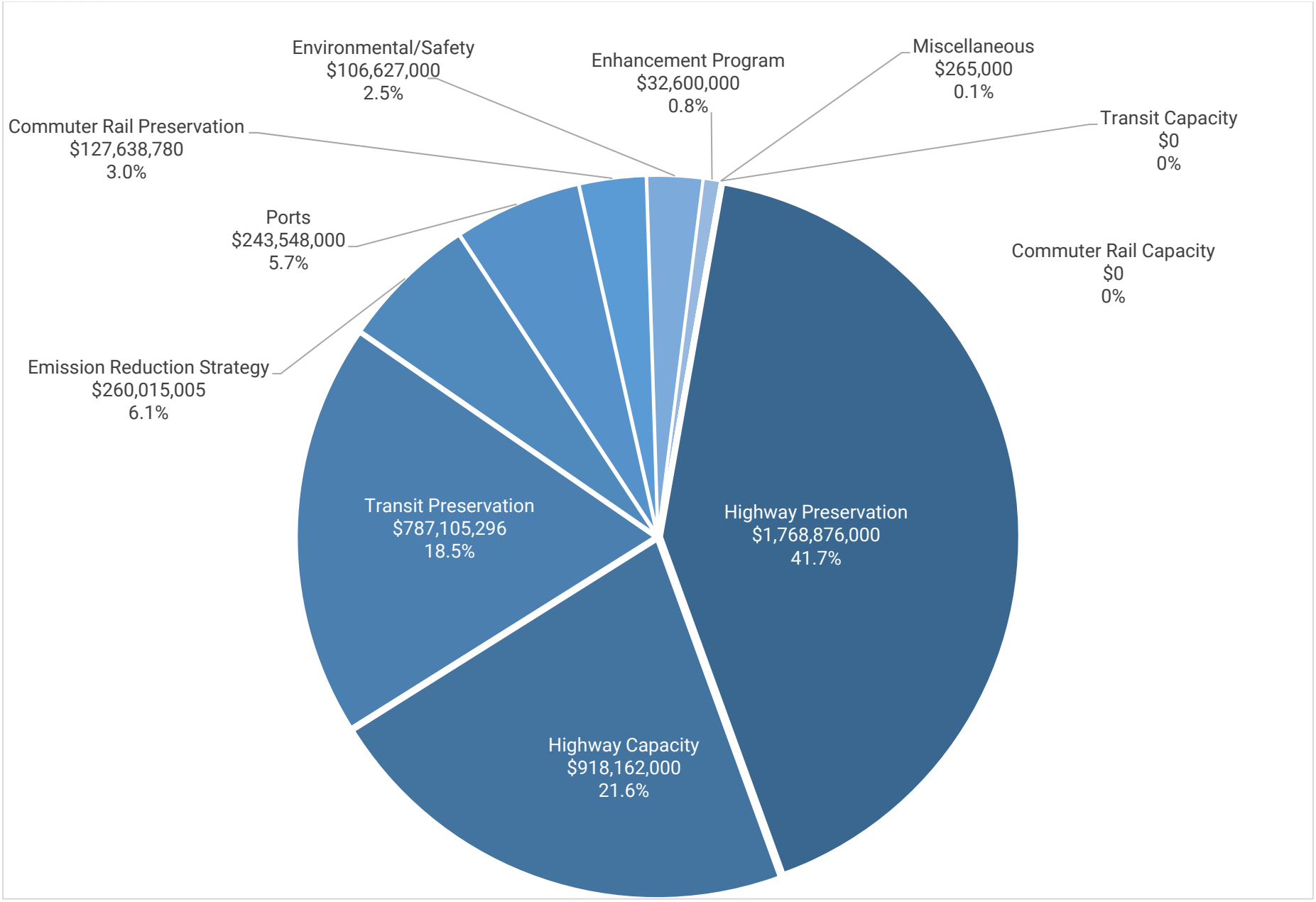


Exhibit V-6. Share of FY 2024 TIP Funding by Project Phase

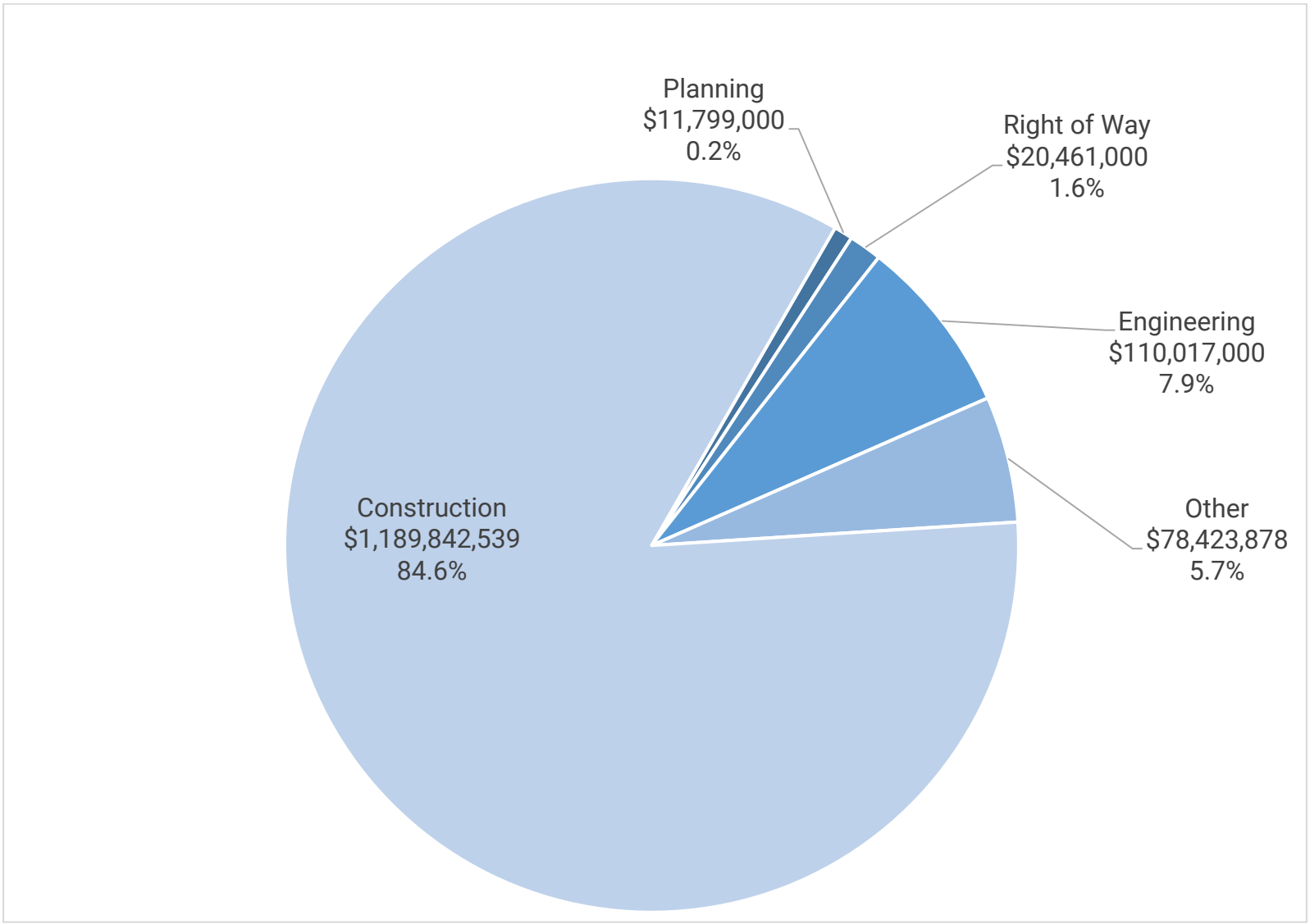
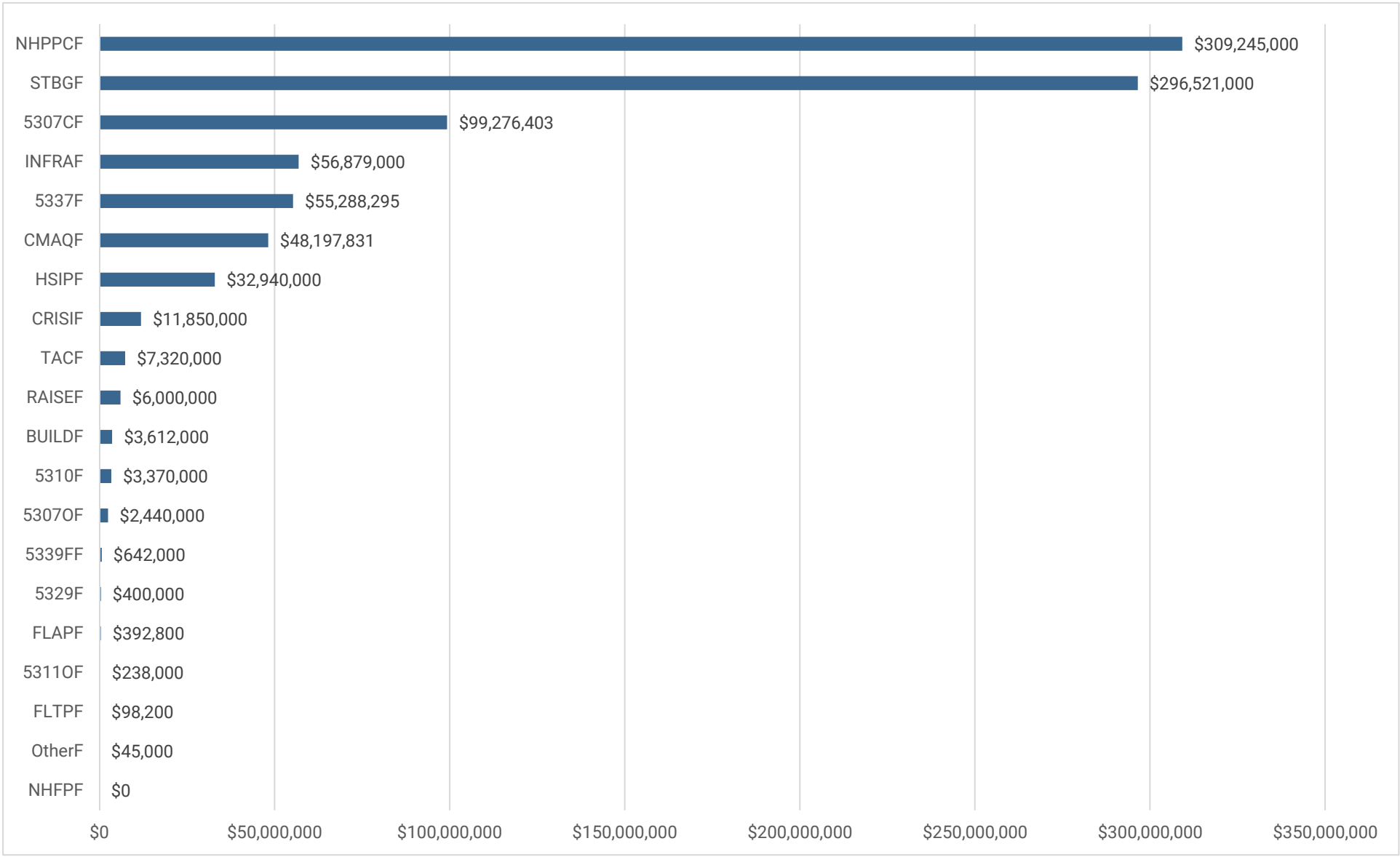


Exhibit V-7. FY 2024 Federal Fund Requests by Fund Source



VI. TIP PROJECT INFORMATION

A. Project and Environmental Justice Maps by Jurisdiction

The following maps show the locations of specific TIP projects in relation to Environmental Justice (EJ) TAZs. Each map shows where the population that is non-white or Hispanic is higher than the regional average of 44.7% and where the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Section II.B includes further discussion on EJ and the identification of EJ TAZs.

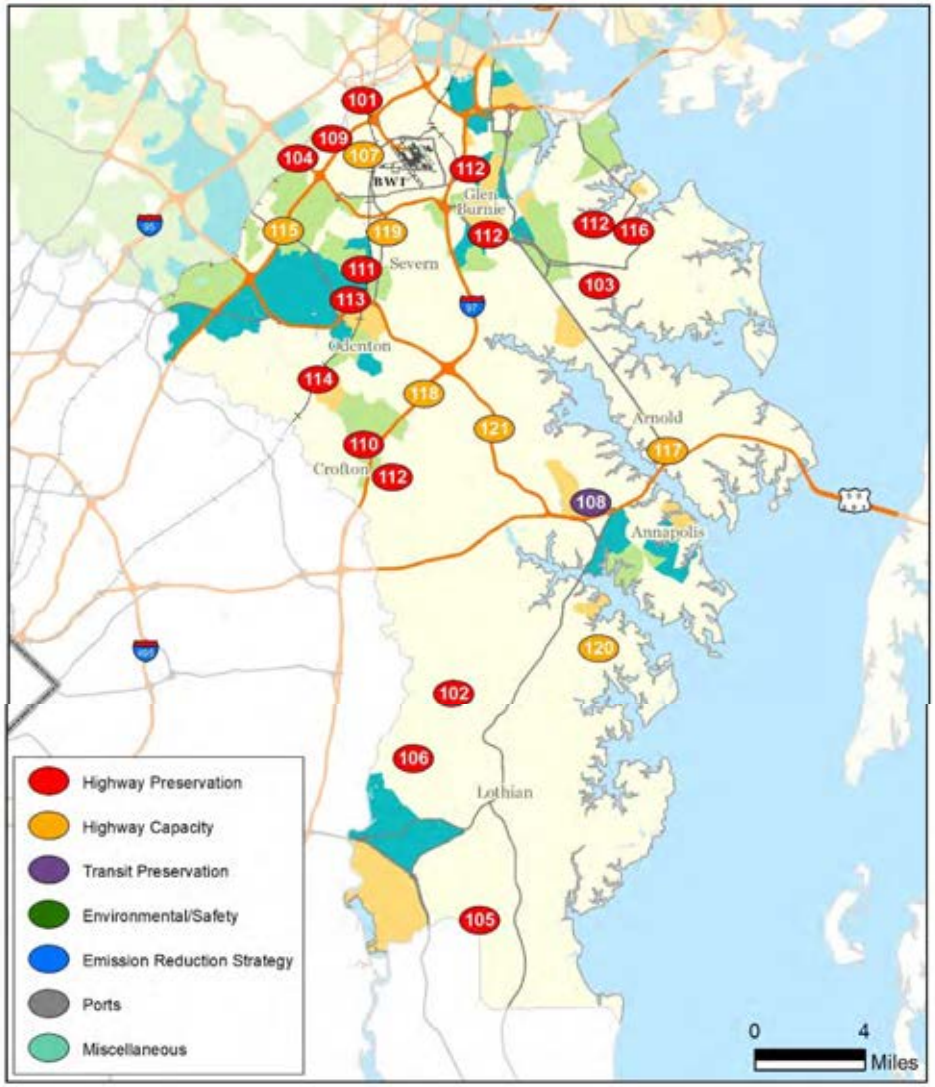
The long-range transportation plan, *Resilience 2050*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Resilience 2050*, including nonexempt projects in the TIP. These measures include accessibility to jobs and shopping, travel times for commuting and for other purposes, and proximity to key destinations such as supermarkets and hospitals.[10]

The project listings accompanying each map represent the TIP projects that can be shown through mapping techniques. There are numerous projects that cannot be mapped such as bus purchases and operating assistance. For more detailed project information, please refer to the annual element in section V.F or the full project listing following these maps in section VI.B. A project index is included at the end of the document.

[10] Further details on this EJ analysis can be found in Appendix C in *Resilience 2050*: https://baltometro.org/transportation/plans/long-range-transportation-plan/resilience2050

Exhibit VI-1: Projects in Relation to Low Income & Minority Concentrations

Anne Arundel County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Anne Arundel County		
101	Furnace Avenue Bridge over Deep Run	11-1103-13
102	Harwood Road Bridge over Stocketts Run	11-1208-13
103	Magothy Bridge Road Bridge over Magothy River	11-1402-13
104	O'Connor Road Bridge over Deep Run	11-1403-13
105	McKendree Road Culvert over Lyons Creek	11-1601-19
106	Polling House Road Bridge over Rock Branch	11-1602-13
107	Hanover Road Corridor Improvement	11-1801-42
108	Parole Transportation Center	11-2101-66
109	Hanover Road Bridge over Deep Run	11-2105-13
110	Conway Road Bridge over Little Patuxent River	11-2106-13
111	Jacobs Road Bridge over Severn Run	11-2107-13
112	Culvert Invert Paving	11-2401-13
113	Town Center Boulevard over tributary of Severn Run	11-2402-13
114	Patuxent Rd over Little Patuxent River	11-2403-13
Project Sponsor: MDOT State Highway Administration		
115	MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41
116	MD 173: Bridge Replacement over Rock Creek	61-2101-13
117	MD 2: US 50 to Arnold Road	61-2301-41
118	MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41
119	MD 170: Norcross Lane to Wieker Road	61-2303-41
120	MD 214: MD 468 to Camp Letts Road	61-2304-41
121	I-97: US 50 to MD 32 TSMO	61-2305-41

EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%

EJ TAZs: Minority population above regional average of 44.7%

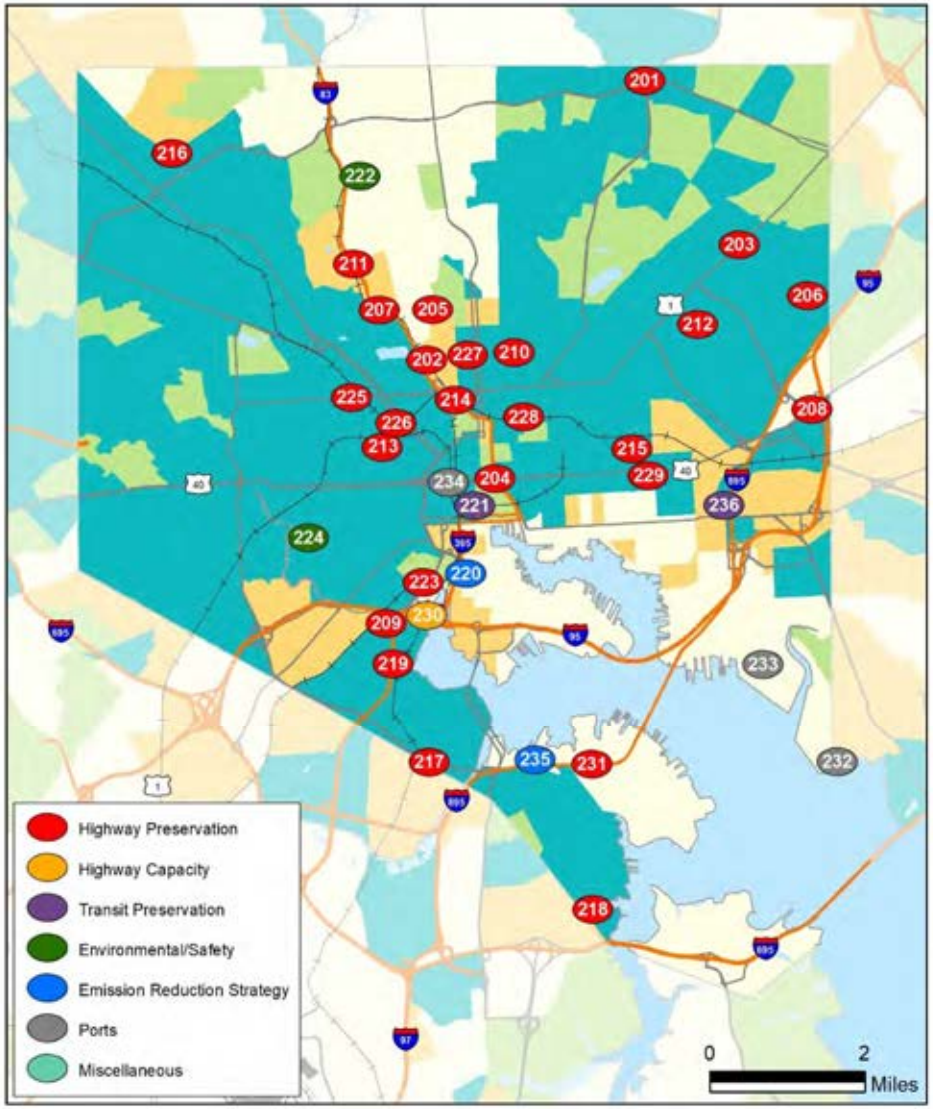
EJ TAZs: Minority population & low income population above regional average

Non EJ TAZs: Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 44.7% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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

Baltimore City Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Baltimore City		
201	Perring Parkway Ramp over Herring Run	12-1215-13
202	Sisson Street Bridge over CSX Railroad	12-1216-13
203	Belair Road Complete Streets	12-1404-11
204	Orleans Street Bridge over I-83 and City Streets	12-1601-13
205	Remington Avenue Bridge over Stony Run	12-1602-13
206	Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13
207	I-83 Concrete Deck Mill and Resurface	12-1604-13
208	Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13
209	Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13
210	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11
211	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13
212	Brehms Lane over Herring Run	12-2005-13
213	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11
214	Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13
215	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11
216	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11
217	West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11
218	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11
219	Waterview Avenue over Ramp to 295	12-2015-13
220	Greenway Middle Branch Phase 2	12-2102-03
221	RAISE Transit Priority Project	12-2201-64
222	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39
223	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11
224	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25
225	W North Avenue Pedestrian Safety Improvements from Mt Royal Ave to Hilton St	12-2401-03
226	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11
227	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Ave to 29th St	12-2403-11
228	Johnston Square Improvements	12-2404-11
229	Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	12-2405-11
Project Sponsor: Maryland Transportation Authority		
230	I-95 Fort McHenry Tunnel: Port Covington I-95 Access Study	22-1901-45
231	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19
Project Sponsor: Maryland Port Administration		
232	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82
233	Port of Baltimore Rail Capacity Modernization Project	30-2301-83
234	Howard Street Tunnel	32-2101-83
235	Masonville Cove Connector: Shared Used Path Design and Construction	32-2301-03
Project Sponsor: Maryland Transit Administration		
236	Eastern Bus Facility	40-2301-65

EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%

EJ TAZs: Minority population above regional average of 44.7%

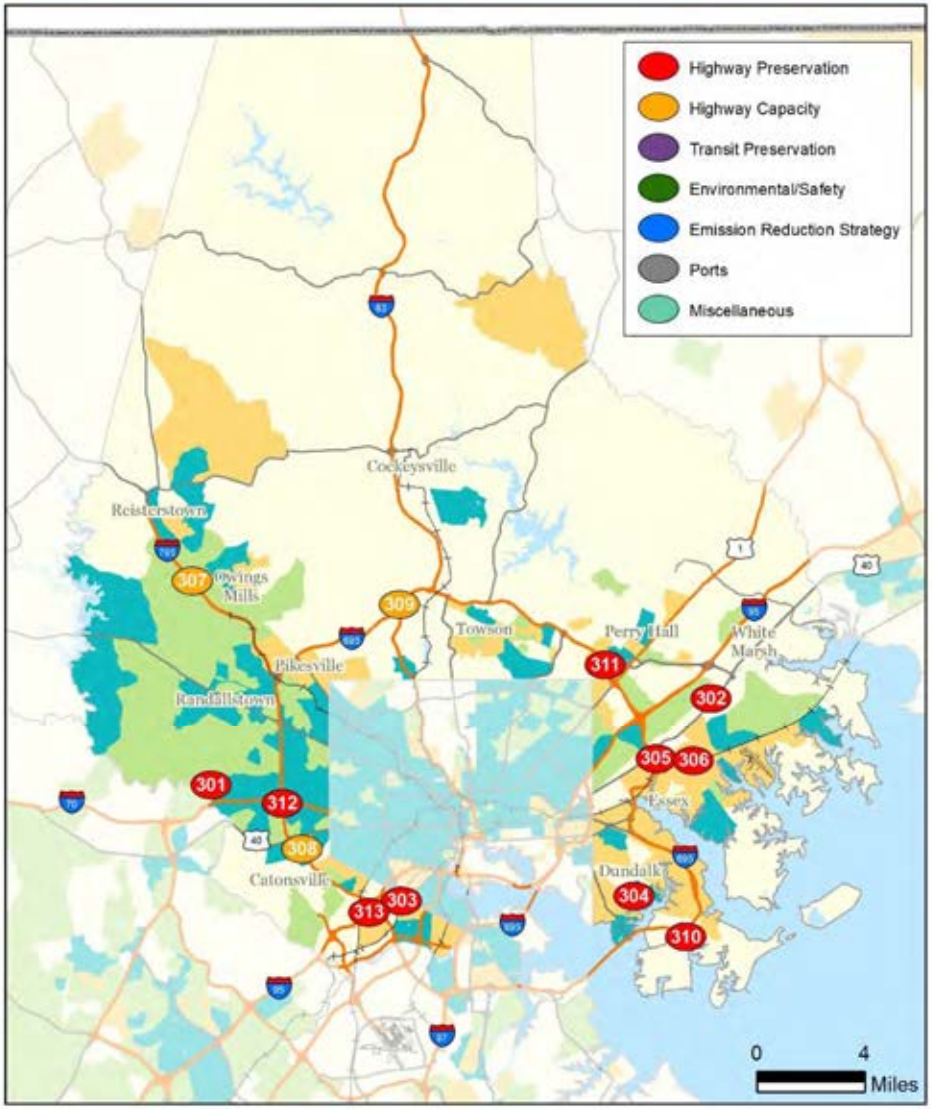
EJ TAZs: Minority population & low income population above regional average

Non EJ TAZs: Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 44.7% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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

Baltimore County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Baltimore County		
301	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13
302	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13
303	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13
304	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
305	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
306	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13
Project Sponsor: MDOT State Highway Administration		
307	I-795: Dolfield Boulevard Interchange	63-0803-46
308	I-695: US 40 to MD 144	63-1601-41
309	I-695: I-70 to MD 43	63-1802-41
310	MD 151/MD 151B: Bridge Replacements	63-2001-13
311	I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13
312	I-695: Reconstruction of Interchange at I-70	63-2201-12
313	I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13

EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%

EJ TAZs: Minority population above regional average of 44.7%

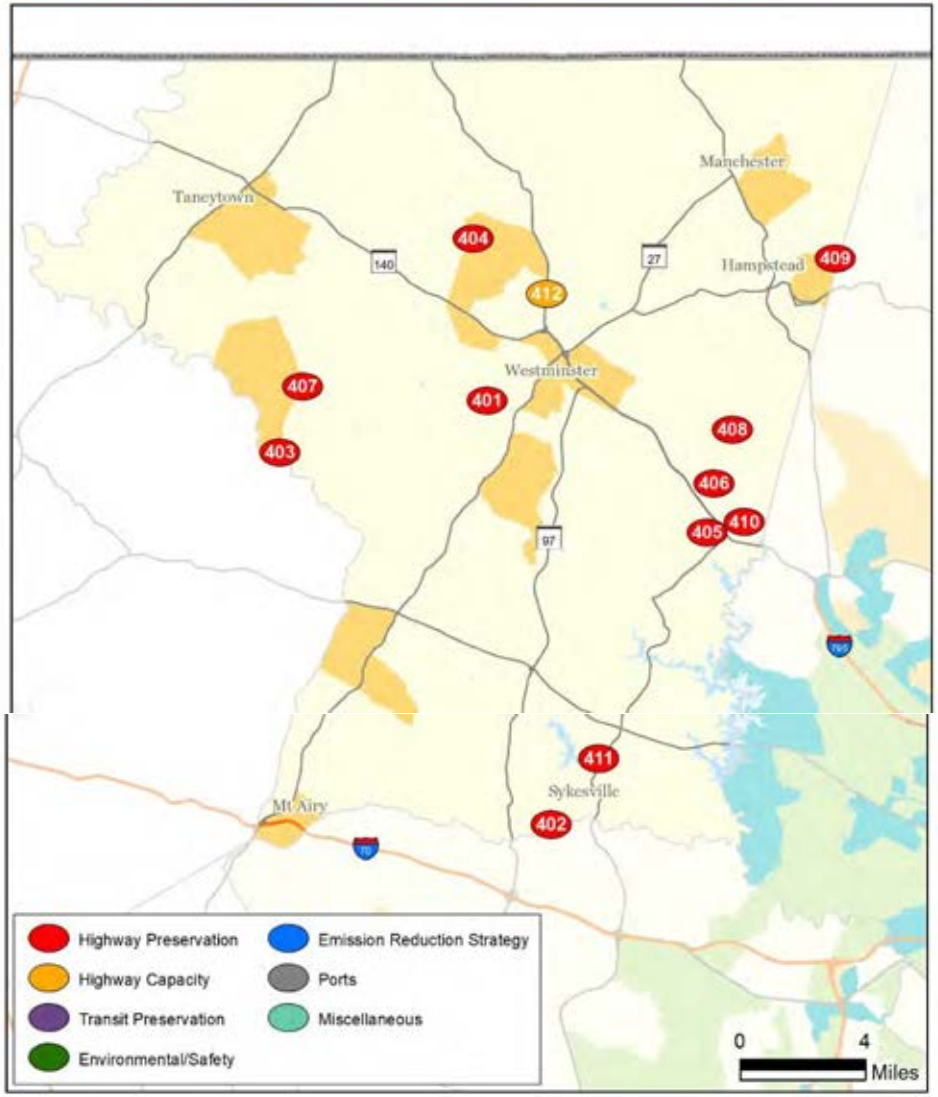
EJ TAZs: Minority population & low income population above regional average

Non EJ TAZs: Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 44.7% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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

Carroll County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Carroll County		
401	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13
402	Gaither Road Bridge over South Branch Patapsco River	14-1602-13
403	McKinstrys Mill Road Bridge over Sam's Creek	14-1603-13
404	Hughes Shop Road Bridge over Bear Branch	14-1802-13
405	Old Kays Mill Road Culvert over Beaver Run	14-2101-13
406	Brown Road Culvert over Roaring Run	14-2102-13
407	McKinstrys Mill Road over Little Pipe Creek	14-2103-13
408	Patapsco Road Bridge over East Branch Patapsco River	14-2201-13
409	Upper Beckleysville Road Bridge over Murphy Run	14-2202-13
Project Sponsor: MDOT State Highway Administration		
410	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13
411	MD 32: 2nd Street to Main Street	64-2301-12
412	MD 97: MD 140 to MD 496 Corridor Study	64-2302-41

EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%

EJ TAZs: Minority population above regional average of 44.7%

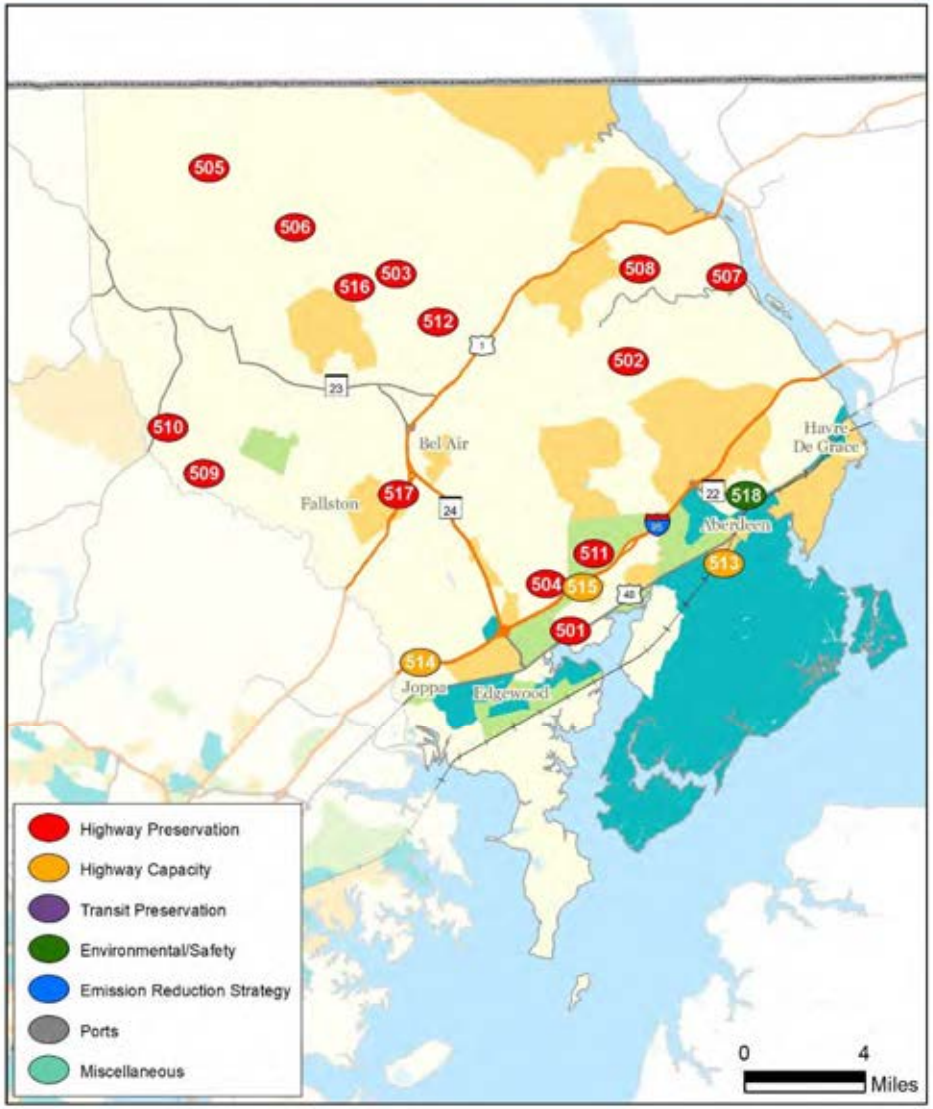
EJ TAZs: Minority population & low income population above regional average

Non EJ TAZs: Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 44.7% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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

Harford County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Harford County		
501	Abingdon Road Bridge #169 over CSX Railroad	15-1001-13
502	Glenville Road Bridge #30 over Mill Brook	15-1601-13
503	Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13
504	Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13
505	Madonna Road Bridge #113 over Deer Creek	15-2101-13
506	St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13
507	Stafford Road Bridge #162 over Buck Branch	15-2103-13
508	Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13
509	Moores Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13
510	Hess Road Bridge #81 over Yellow Branch	15-2202-13
511	Cullum Road Bridge #12 over Tributary of James Run	15-2401-13
512	Chesnut Hill Road Bridge #41	15-2402-13
513	Woodley Road Extension to MD 715	15-2403-14
Project Sponsor: Maryland Transportation Authority		
514	I-95 Express Toll Lanes Northbound Extension	25-1801-41
515	I-95 Southbound Part-Time Shoulder Usage	25-2101-41
Project Sponsor: MDOT State Highway Administration		
516	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12
517	US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13
518	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31

EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%

EJ TAZs: Minority population above regional average of 44.7%

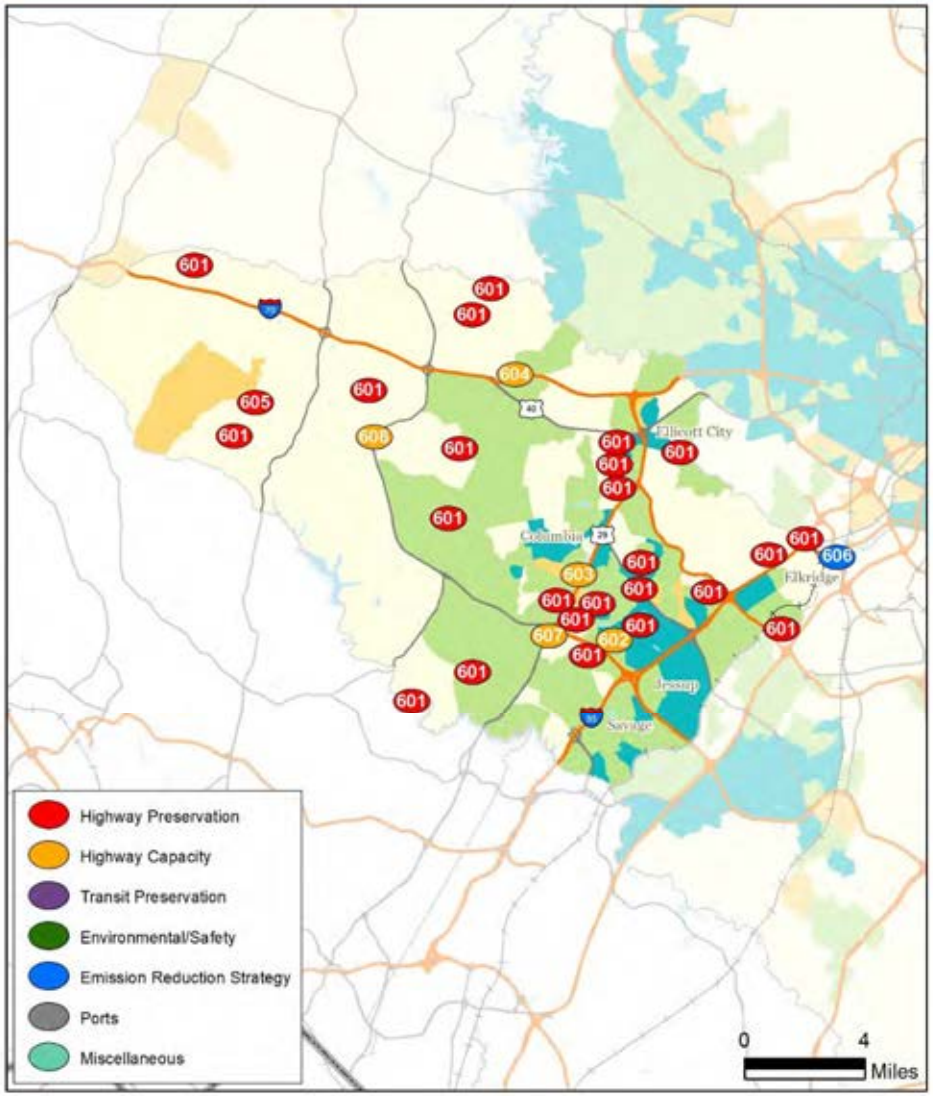
EJ TAZs: Minority population & low income population above regional average

Non EJ TAZs: Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 44.7% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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

Howard County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: Howard County		
601	Bridge Repair and Deck Replacement	16-0436-13
602	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41
603	US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42
604	Marriottsville Road and I-70 Bridge Improvements	16-2101-41
605	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13
606	Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	16-2301-03
Project Sponsor: MDOT State Highway Administration		
607	US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41
608	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41

EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%

EJ TAZs: Minority population above regional average of 44.7%

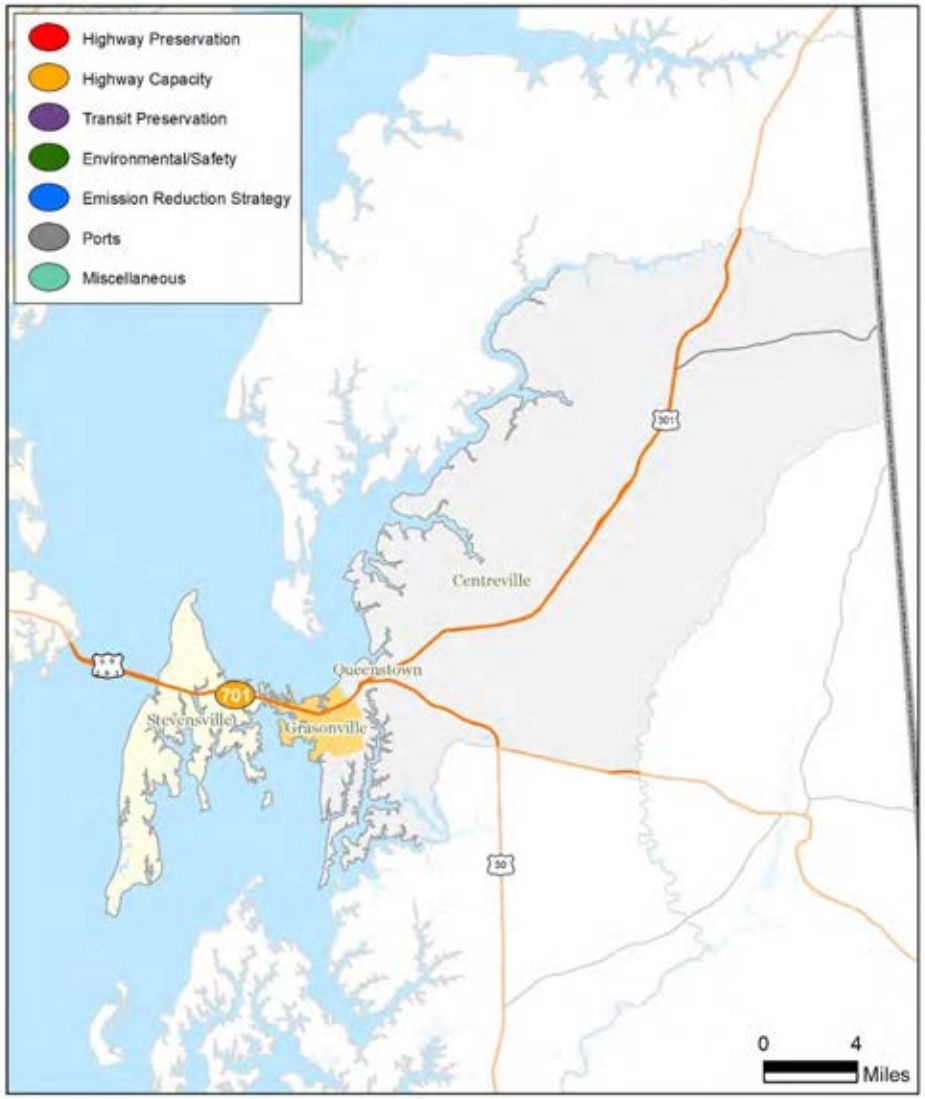
EJ TAZs: Minority population & low income population above regional average

Non EJ TAZs: Minority population & low income population below regional average

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 44.7% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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

Queen Anne's County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: MDOT State Highway Administration

701	MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41

EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%

EJ TAZs: Minority population above regional average of 44.7%

EJ TAZs: Minority population & low income population above regional average

Non EJ TAZs: Minority population & low income population below regional average

Outside of MPO boundary

Transportation Analysis Zones (2020) show where the population that is non-white or Hispanic is higher than the regional average of 44.7% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2017-2021 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGER/Line®, MTA, U.S. Census, American Community Survey.

B. Detailed Project Listing

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Hanover Road Corridor Improvement

TIP ID	11-1801-42	**Year of Operation**	2030
Agency	Anne Arundel County	**Project Type**	New or extended roadways
Project Category	Highway Capacity	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	0.7 miles
CIP or CTP ID(s)	H566700 (CIP) & AA372-11 (CTP)	**Est. Total Cost**	$25,700,000

Description:

This project is to provide design and right-of-way acquisition of a section of Hanover Road on a new alignment between Ridge Road and New Ridge Road in Hanover.

Engineering funds were programmed in FY 2017. The estimated total cost includes estimated funding to complete design and right-of-way acquisition of this project. No schedule or funding for construction has been determined.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.

Hanover Road Corridor Improvement

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$11,600	$0	$0	$0	$0	$0	$0	$11,600
Subtotal	**$0**	**$11,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$11,600**
Total	**$0**	**$11,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$11,600**

Furnace Avenue Bridge over Deep Run

TIP ID	11-1103-13	**Year of Operation**	2027
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H535200 (CIP)	**Est. Total Cost**	$5,280,000

Description:

This project will reconstruct the existing bridge to correct existing deficiencies, a substandard approach road and bridge deck geometry. Five foot shoulders are planned on both sides of the road. No sidewalks will be included as part of this project.

FY 2024 engineering funds will complete preliminary design through NEPA and FY 2025 engineering funds will complete final design.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Furnace Avenue Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$505	$126	$480	$120	$0	$0	$0	$0	$1,231
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$211	$0	$0	$0	$0	$211
Subtotal	**$505**	**$126**	**$480**	**$331**	**$0**	**$0**	**$0**	**$0**	**$1,442**
Total	**$505**	**$126**	**$480**	**$331**	**$0**	**$0**	**$0**	**$0**	**$1,442**

Harwood Road Bridge over Stocketts Run

TIP ID	11-1208-13	**Year of Operation**	2023
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H535100	**Est. Total Cost**	$3,430,000

Description:

This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road.

Engineering funds were included in the FY 2014-2017 TIP. FY 2024 funds are to complete construction.

Justification:

This project will correct existing bridge deficiencies, geometry, and substandard approach. The bridge is functionally obsolete, load restricted, and is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Harwood Road Bridge over Stocketts Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,000	$400	$0	$0	$0	$0	$0	$0	$1,400
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$200	$50	$0	$0	$0	$0	$0	$0	$250
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,200**	**$450**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,650**
Total	**$1,200**	**$450**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,650**

Magothy Bridge Road Bridge over Magothy River

TIP ID	11-1402-13	**Year of Operation**	2026
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H534900 (CIP)	**Est. Total Cost**	$6,251,000

Description:

This project will replace the bridge deck and add shoulders to the bridge over the Magothy River. Five foot sidewalks and seven foot shoulders are planned on both sides of the road.

Engineering funds were first included in a previous TIP. FY 2024 funds are to complete the construction phase.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Magothy Bridge Road Bridge over Magothy River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$2,000	$500	$2,900	$725	$0	$0	$0	$0	$6,125
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$50	$13	$50	$13	$0	$0	$0	$0	$126
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$2,050**	**$513**	**$2,950**	**$738**	**$0**	**$0**	**$0**	**$0**	**$6,251**
Total	**$2,050**	**$513**	**$2,950**	**$738**	**$0**	**$0**	**$0**	**$0**	**$6,251**

O'Connor Road Bridge over Deep Run

TIP ID	11-1403-13	**Year of Operation**	2026
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H561000 (CIP)	**Est. Total Cost**	$8,143,000

Description:

This project will replace the bridge over Deep Run at O'Connor Road. Three foot shoulders are planned on both sides of the road.

Engineering funds were first included in the FY 2014-2017 TIP. FY 2024 engineering funds are to complete the final design after NEPA approval.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

O'Connor Road Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$5,087	$1,589	$0	$0	$0	$0	$6,676
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$800	$200	$0	$0	$0	$0	$0	$0	$1,000
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$320	$0	$0	$0	$0	$0	$0	$320
Subtotal	**$800**	**$520**	**$5,087**	**$1,589**	**$0**	**$0**	**$0**	**$0**	**$7,996**
Total	**$800**	**$520**	**$5,087**	**$1,589**	**$0**	**$0**	**$0**	**$0**	**$7,996**

McKendree Road Culvert over Lyons Creek

TIP ID	11-1601-19	**Year of Operation**	2025
Agency	Anne Arundel County	**Project Type**	Other
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H566800	**Est. Total Cost**	$2,722,000

Description:

This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. Three foot shoulders are planned on both sides of the road.

Engineering funds were first included in FY 2017. FY 2024 funds are to complete final design and start construction. This project was approved for 100% Federal Aid Bridge Program Funding for FY 2024 & 2025.

Justification:

The existing culvert is structurally deficient and is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

McKendree Road Culvert over Lyons Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,000	$0	$692	$0	$0	$0	$0	$0	$1,692
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$200	$50	$50	$0	$0	$0	$0	$0	$300
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,200**	**$50**	**$742**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,992**
Total	**$1,200**	**$50**	**$742**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,992**

Polling House Road Bridge over Rock Branch

TIP ID	11-1602-13	**Year of Operation**	2028
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H561100 (CIP)	**Est. Total Cost**	$6,171,000

Description:

This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry. Three foot shoulders are planned on both sides of the road. The estimated total cost has increased from $2.875 million to $6.171 million as a result of preliminary engineering and construction increases.

Engineering funds through NEPA approval were included in FY 2023.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Polling House Road Bridge over Rock Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$760	$190	$300	$75	$0	$0	$0	$0	$1,325
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$50	$0	$0	$0	$0	$50
Subtotal	**$760**	**$190**	**$300**	**$125**	**$0**	**$0**	**$0**	**$0**	**$1,375**
Total	**$760**	**$190**	**$300**	**$125**	**$0**	**$0**	**$0**	**$0**	**$1,375**

Hanover Road Bridge over Deep Run

TIP ID	11-2105-13	**Year of Operation**	2027
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H580800 (CIP)	**Est. Total Cost**	$7,743,000

Description:

This project will replace the existing bridge along Hanover Road over Deep Run due to its deteriorating condition. Shoulders and sidewalks will be provided on both sides. Cost is projected to increase from $6.945 M to $7.743 M due to refined construction estimate.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Hanover Road Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$565	$142	$496	$124	$0	$0	$0	$0	$1,327
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$48	$0	$0	$0	$0	$48
Subtotal	**$565**	**$142**	**$496**	**$172**	**$0**	**$0**	**$0**	**$0**	**$1,375**
Total	**$565**	**$142**	**$496**	**$172**	**$0**	**$0**	**$0**	**$0**	**$1,375**

Conway Road Bridge over Little Patuxent River

TIP ID	11-2106-13	**Year of Operation**	2028
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Major Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H580900 (CIP)	**Est. Total Cost**	$23,005,000

Description:

This project will replace the existing bridge along Conway Road over the Little Patuxent River due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Conway Road Bridge over Little Patuxent River

(Funding in Thousands)

Surface Transportation Block Grant Program

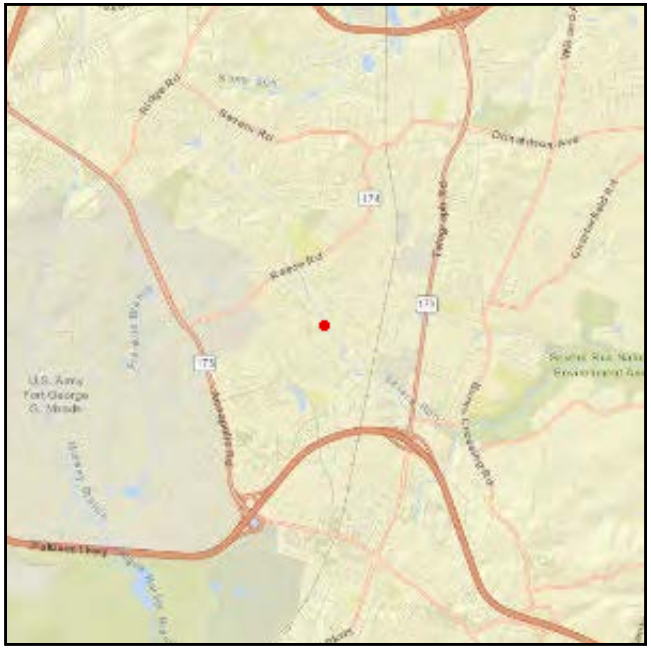
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,500	$375	$0	$0	$0	$0	$0	$0	$1,875
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,500**	**$375**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,875**
Total	**$1,500**	**$375**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,875**

Jacobs Road Bridge over Severn Run

TIP ID	11-2107-13	**Year of Operation**	2027
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H581000 (CIP)	**Est. Total Cost**	$3,815,000

Description:

This project will replace the existing bridge along Jacobs Road over Severn Run due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering. Cost is projected to decrease from $10.624 M to $3.815 M due to refined construction costs.



Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Jacobs Road Bridge over Severn Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,095	$219	$0	$0	$0	$0	$0	$0	$1,314
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$48	$0	$0	$0	$0	$0	$0	$48
Subtotal	**$1,095**	**$267**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,362**
Total	**$1,095**	**$267**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,362**

Culvert Invert Paving

TIP ID	11-2401-13	**Year of Operation**	2025
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	
CIP or CTP ID(s)	H001724	**Est. Total Cost**	$675,000

Description:

This project will provide culvert invert paving for five county-owned metal pipe culverts identified through scheduled inspections. (AA2013, AA3009, AA4031,AA5017 & AA5018)

Justification:

This project is needed to address the deteriorating conditions of the culvert inverts and increase their service life.

The project is eligible for 80% federal funding for both design and construction through the Federal Highway Bridge Program.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Culvert Invert Paving

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$540	$135	$0	$0	$0	$0	$0	$0	$675
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$540**	**$135**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$675**
Total	**$540**	**$135**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$675**

Town Center Boulevard Bridge over tributary of Severn Run

TIP ID	11-2402-13	**Year of Operation**	2030
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes
CIP or CTP ID(s)	H001824	**Est. Total Cost**	$1,030,000

Description:

This project will replace/rehabilitate the existing two-cell culvert located on Town Center Blvd over Tributary to Severn Run to address the deteriorating condition of the structure. The project is eligible for 80% federal funding for both design and construction through the Federal Highway Bridge Program. Construction funding will be applied to this project when the Design and ROW phases are complete, from project H581100, Bridge Construction Placeholder.

Justification:

Replacement of County infrastructure to extend service life. Bridge currently has a sufficiency rating of 56.0

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Town Center Boulevard Bridge over tributary of Severn Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$824	$206	$0	$0	$0	$0	$0	$0	$1,030
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$824**	**$206**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,030**
Total	**$824**	**$206**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,030**

Patuxent Road Bridge over Little Patuxent River

TIP ID	11-2403-13	**Year of Operation**	2030
Agency	Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Major Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H001924	**Est. Total Cost**	$1,105,000

Description:

This project will rehabilitate the existing bridge located on Patuxent Rd over Little Patuxent River to replace the deteriorating bridge deck and perform repairs on the bridge superstructure and substructure.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

Patuxent Road Bridge over Little Patuxent River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$884	$221	$0	$0	$0	$0	$0	$0	$1,105
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$884**	**$221**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,105**
Total	**$884**	**$221**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,105**

Parole Transportation Center

TIP ID	11-2101-66	**Year of Operation**	2026
Agency	Anne Arundel County	**Project Type**	New bus facilities
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	H581200 (CIP)	**Est. Total Cost**	$17,170,000

Description:

This project will provide a multi-modal transportation center in Parole at the Westfield Annapolis Mall. 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.

Cost increase from $15.574 million to $17.170 million is a result of increased preliminary engineering and construction costs.

Justification:

This facility is necessary to handle transfers between local and regional bus service and to allow more docking area to serve both. It will also provide additional amenities for waiting passengers. The project is recommended in the Anne Arundel County General Development Plan with specific recommendations from the recently completed UPWP feasibility study.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger

Parole Transportation Center

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$3,000	$0	$0	$0	$0	$0	$3,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$3,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,000**

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$1,000	$0	$8,889	$0	$0	$0	$0	$9,889
OTH	$0	$100	$0	$0	$0	$0	$0	$0	$100
ENG	$0	$100	$0	$50	$0	$0	$0	$0	$150
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,200**	**$0**	**$8,939**	**$0**	**$0**	**$0**	**$0**	**$10,139**

Total	**$0**	**$1,200**	**$3,000**	**$8,939**	**$0**	**$0**	**$0**	**$0**	**$13,139**

Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements

TIP ID	12-2301-39	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Bicycle/pedestrian facility
Project Category	Environmental/Safety	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	4 lanes to 3; 1.3 miles
CIP or CTP ID(s)	508-156	**Est. Total Cost**	$5,000,000

Description:

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

Justification:

Falls Road is identified as a Main Bike Route in Baltimore City's 2015 Bike Master Plan. This project would provide a protected facility to improve the safety and accessibility for people biking on Falls Road while encouraging slower traffic.

Northern Parkway at Falls road experiences a high number of crashes and is a high volume roadway. Geometric traffic safety improvements at this intersection are projected to decrease the incidence of traffic crashes.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers

Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$2,720	$680	$0	$0	$3,400
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$2,720**	**$680**	**$0**	**$0**	**$3,400**
Total	**$0**	**$0**	**$0**	**$0**	**$2,720**	**$680**	**$0**	**$0**	**$3,400**

Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)

TIP ID	12-2303-25	**Year of Operation**	2028
Agency	Baltimore City	**Project Type**	Bicycle/pedestrian facilities
Project Category	Environmental/Safety	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	4 lanes to 4 lanes; 0.66 miles
CIP or CTP ID(s)	508-157	**Est. Total Cost**	$13,000,000

Description:

Upgrade ADA pedestrian facilities including curb ramps, sidewalks, removal of obstructions to provide compliant ADA access from Brunswick Street to S. Pulaski Street to the transit transfer stops along Frederick Ave.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,040	$260	$0	$0	$0	$0	$0	$0	$1,300
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,040**	**$260**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,300**
Total	**$1,040**	**$260**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,300**

Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

TIP ID	12-1218-07	**Year of Operation**	Ongoing
Agency	Baltimore City	**Project Type**	ITS
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	512-077, 512-078, 512-080, 512-009	**Est. Total Cost**	$15,500,000

Description:

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.

Justification:

It is necessary to upgrade the aging infrastructure of traffic signals and ITS devices to reduce congestion and delays, distribute traffic volumes through the roadway network, and improve the safety of motorists and pedestrians.

Connection to Long-Range Transportation Planning Goals:

2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
4.D Increase Mobility -- Apply mobility-related management and operations techniques.
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$7,200	$1,800	$4,800	$1,200	$0	$0	$0	$0	$15,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$7,200**	**$1,800**	**$4,800**	**$1,200**	**$0**	**$0**	**$0**	**$0**	**$15,000**
Total	**$7,200**	**$1,800**	**$4,800**	**$1,200**	**$0**	**$0**	**$0**	**$0**	**$15,000**

Transportation Management Center Upgrade

TIP ID	12-1701-04	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Traffic engineering
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	512-005	**Est. Total Cost**	$12,500,000

Description:

This project will upgrade the central computer system or Advance Traffic Management System (ATMS) along with field controllers and integrate the system with controllers and ITS devices to effectively and safely manage traffic. The 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.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

4.D Increase Mobility -- Apply mobility-related management and operations techniques.
6.C Improve System Security -- Apply security-related management and operations techniques.

Transportation Management Center Upgrade

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$4,000	$1,000	$0	$0	$5,600	$1,400	$0	$0	$12,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$500	$0	$0	$0	$0	$0	$0	$500
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$4,000**	**$1,500**	**$0**	**$0**	**$5,600**	**$1,400**	**$0**	**$0**	**$12,500**
Total	**$4,000**	**$1,500**	**$0**	**$0**	**$5,600**	**$1,400**	**$0**	**$0**	**$12,500**

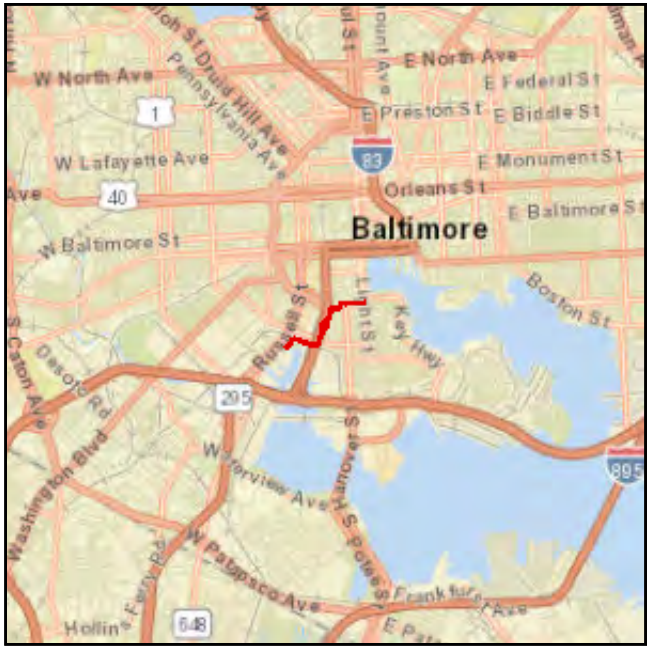
Greenway Middle Branch Phase 2

TIP ID	12-2102-03	**Year of Operation**	2025
Agency	Baltimore City	**Project Type**	Bicycle/pedestrian facility
Project Category	Emission Reduction Strategy	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	0.8 miles
CIP or CTP ID(s)	508-126	**Est. Total Cost**	$2,219,000

Description:

The Middle Branch Phase 2 project involves the construction of a 0.8 mile trail as part of the Baltimore Greenway Loop 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.



Justification:

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

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Greenway Middle Branch Phase 2

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,525	$382	$0	$0	$0	$0	$0	$0	$1,907
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,525**	**$382**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,907**
Total	**$1,525**	**$382**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,907**

Communication Upgrades - Wireless

TIP ID	12-2304-07	**Year of Operation**	2028
Agency	Baltimore City	**Project Type**	ITS
Project Category	Emission Reduction Strategy	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	512-017	**Est. Total Cost**	$12,500,000

Description:

Rehabilitate and upgrade aging and deteriorated signal & ITS (Intelligent Transportation System) communication network.

Justification:

The majority of the traffic signals in the city are not connected to the central server. This project seeks to provide wireless communications to the traffic signal network so that we can communicate with the individual signals, keep coordination, and make changes to signal operations remotely.

Connection to Long-Range Transportation Planning Goals:

2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.

Communication Upgrades - Wireless

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,000	$250	$0	$0	$0	$0	$0	$0	$1,250
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,000**	**$250**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,250**
Total	**$1,000**	**$250**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,250**

Perring Parkway Ramp over Herring Run

TIP ID	12-1215-13	**Year of Operation**	2025
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes
CIP or CTP ID(s)	506-760	**Est. Total Cost**	$11,070,000

Description:

This project includes replacement of the Perring Parkway ramp over Herring Run.

Engineering for this project was originally authorized in FY 2016.

Justification:

This deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 35.0.

The bridge is still in Poor Condition according to the 2022 Bridge Inspection Report. No new restrictions have been added.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Perring Parkway Ramp over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$4,080	$1,020	$0	$0	$0	$0	$0	$0	$5,100
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$4,080**	**$1,020**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,100**
Total	**$4,080**	**$1,020**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,100**

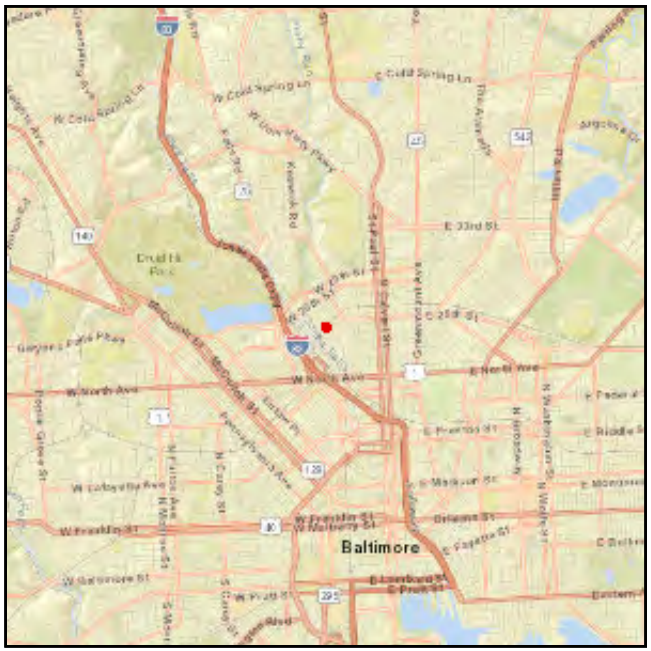
Sisson Street Bridge over CSX Railroad

TIP ID	12-1216-13	**Year of Operation**	2026
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 Lanes
CIP or CTP ID(s)	506-766	**Est. Total Cost**	$8,250,000

Description:

The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Engineering funds for this project were authorized in FY 2019.



Justification:

This deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 41.4. As a result, the bridge was closed to traffic in February 2022.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Sisson Street Bridge over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

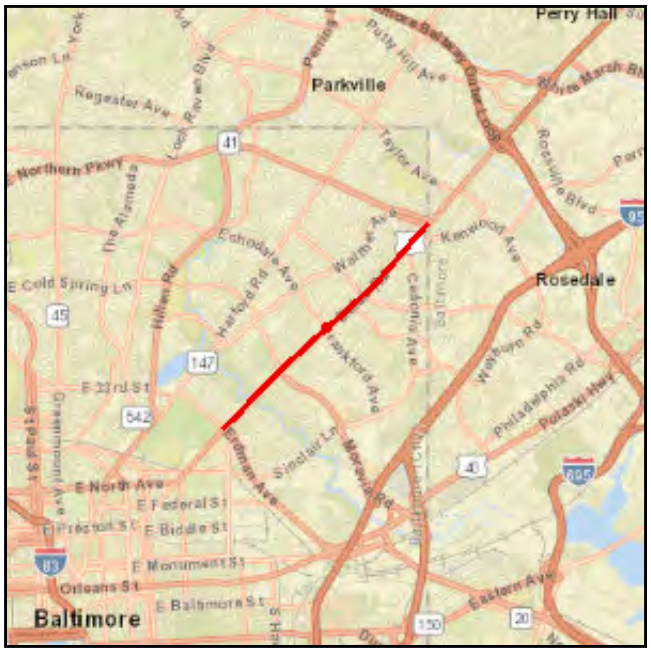
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$1,500	$6,000	$0	$0	$0	$0	$7,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$1,500**	**$6,000**	**$0**	**$0**	**$0**	**$0**	**$7,500**
Total	**$0**	**$0**	**$1,500**	**$6,000**	**$0**	**$0**	**$0**	**$0**	**$7,500**

Belair Road Complete Streets

TIP ID	12-1404-11	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes
CIP or CTP ID(s)	527-008	**Est. Total Cost**	$12,100,000

Description:

Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2022 engineering and FY 2024 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 2027 reflects the completion of Phase II. Phase III includes the intersection of Belair Road and Fleetwood Avenue. FY24 engineering funds are for preliminary design for Phase III work.



Justification:

Belair Road is a high-speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger

Belair Road Complete Streets

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

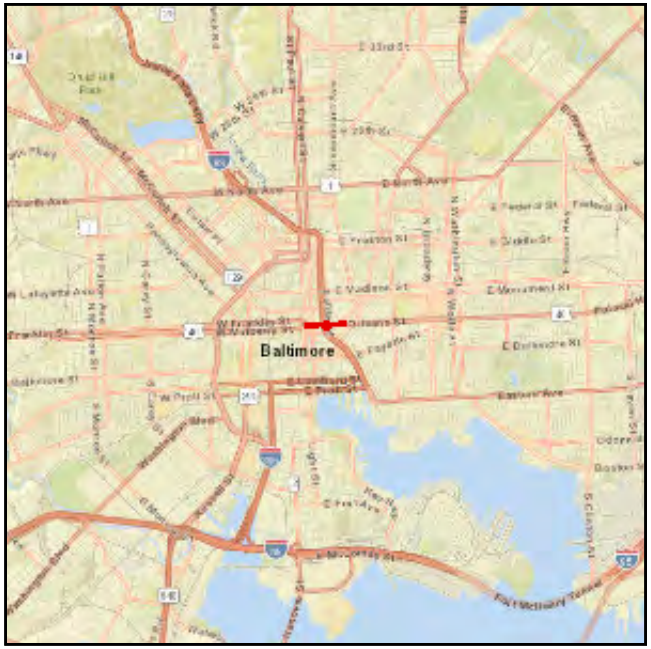
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$7,600	$0	$0	$0	$0	$0	$0	$0	$7,600
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$560	$140	$0	$0	$0	$0	$0	$0	$700
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$8,160**	**$140**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,300**
Total	**$8,160**	**$140**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,300**

Orleans Street Bridge over I-83 and City Streets

TIP ID	12-1601-13	**Year of Operation**	2028
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	6 to 6 lanes, 1728 feet
CIP or CTP ID(s)	506-006	**Est. Total Cost**	$8,000,000

Description:

This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk along the south side of the bridge will remain in place.



Justification:

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The existing bridge is in fair condition with a sufficiency rating of 63.5

Per the Bridge Inspection on 11/21/22, the bridge is now in Poor Condition and the sufficiency rating is 63.3.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Orleans Street Bridge over I-83 and City Streets

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$5,000	$500	$0	$0	$5,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$960	$240	$0	$0	$0	$0	$0	$0	$1,200
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$960**	**$240**	**$0**	**$0**	**$5,000**	**$500**	**$0**	**$0**	**$6,700**
Total	**$960**	**$240**	**$0**	**$0**	**$5,000**	**$500**	**$0**	**$0**	**$6,700**

Remington Avenue Bridge over Stony Run

TIP ID	12-1602-13	**Year of Operation**	2024
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	506-761	**Est. Total Cost**	$9,900,000

Description:

This work will include but will not be limited to rehabilitating the deteriorating bridge so that it meets current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Engineering for this project was authorized in FY 2016.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as undermining of the substructure. The existing bridge is in poor condition with a sufficiency rating of 15.3.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$6,172	$1,543	$0	$0	$0	$0	$0	$0	$7,715
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$6,172**	**$1,543**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,715**
Total	**$6,172**	**$1,543**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,715**

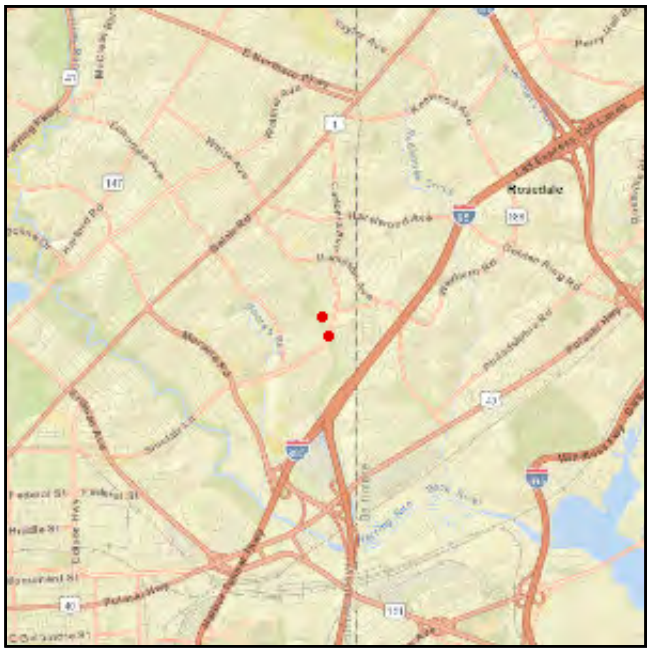
Radecke Avenue and Sinclair Lane over Moores Run

TIP ID	12-1603-13	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	506-762	**Est. Total Cost**	$14,500,000

Description:

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 has expanded to include rehabilitation of the Sinclair Lane bridge over Moores Run. The existing beams and deck will be removed and replaced. Engineering funds for this bridge were authorized in FY 2021.

The two bridges are in close proximity to each other and will advertise for construction as one project in FY 2024. This will result in less disruption to the community and a greater cost savings to Baltimore City.



Justification:

This project will correct the deteriorated condition of the bridges and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as severe corrosion of the steel beams. The Radecke Avenue bridge is in poor condition with a sufficiency rating of 68.5. The Sinclair Lane Bridge is in poor condition with a sufficiency rating of 82.0.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Radecke Avenue and Sinclair Lane over Moores Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$3,600	$900	$0	$0	$7,200	$1,800	$0	$0	$13,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3,600**	**$900**	**$0**	**$0**	**$7,200**	**$1,800**	**$0**	**$0**	**$13,500**
Total	**$3,600**	**$900**	**$0**	**$0**	**$7,200**	**$1,800**	**$0**	**$0**	**$13,500**

I-83 Concrete Deck Mill and Resurface

TIP ID	12-1604-13	**Year of Operation**	2026
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Interstate
Conformity Status	Exempt	**Physical Data**	6 to 6 lanes
CIP or CTP ID(s)	509-005	**Est. Total Cost**	$16,250,000

Description:

This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

Engineering funds for this project were authorized in FY 2020.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) of the concrete decks, causing numerous potholes.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

Surface Transportation Block Grant Program

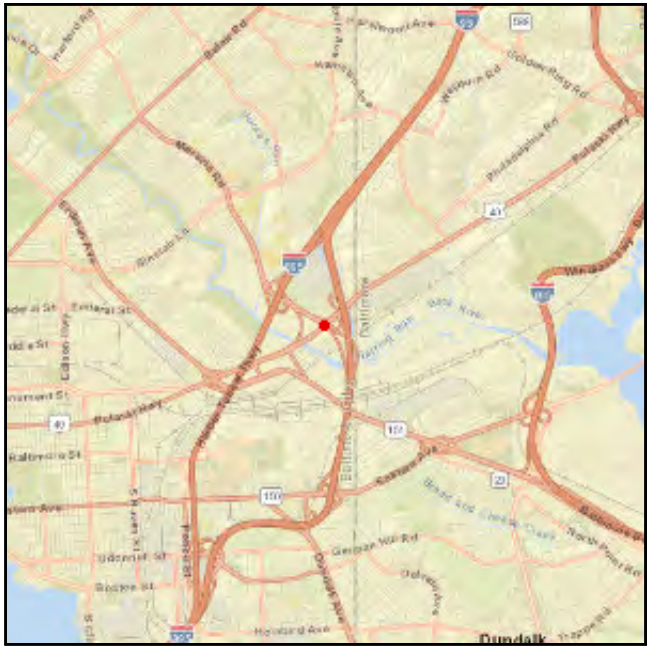
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$12,220	$3,055	$0	$0	$0	$0	$0	$0	$15,275
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$12,220**	**$3,055**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$15,275**
Total	**$12,220**	**$3,055**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$15,275**

Moravia Road Ramp Bridge over Pulaski Highway

TIP ID	12-1605-13	**Year of Operation**	2029
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes
CIP or CTP ID(s)	508-184	**Est. Total Cost**	$11,200,000

Description:

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



Justification:

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge exhibits continued deterioration
and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The existing bridge is in poor condition with a sufficiency rating of 65.8.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Moravia Road Ramp Bridge over Pulaski Highway

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$600	$150	$0	$0	$0	$0	$0	$0	$750
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$600**	**$150**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$750**
Total	**$600**	**$150**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$750**

Monroe Street Ramp over CSX and Russell Street over CSX

TIP ID	12-1801-13	**Year of Operation**	2031
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes, .53 miles
CIP or CTP ID(s)	507-003	**Est. Total Cost**	$31,400,000

Description:

This project will replace the bridges carrying the Monroe Street ramp and Russell Street over CSX (sufficiency ratings of 47.8 and 41.2). This replacement includes full depth concrete pavement replacement as well as water, conduit, and BGE. The Monroe Street ramp bridge carries traffic from the southbound I-95 off ramp onto southbound MD 295. The Russell Street bridge carries traffic northbound and southbound into and out of Baltimore City to MD 295.

Engineering funds for this project were authorized in FY 2012 under TIP ID #12-1030-13 (citywide bridge).

Justification:

The existing bridges are rated in poor condition and warrant replacement. The Monroe Street ramp bridge is geometrically inefficient and has resulted in numerous vehicle accidents. The Russell Street bridge carries over 46,000 vehicles per day and the structure is showing signs of deterioration. Both bridges carry vehicle traffic over CSX freight lines that connect the southeast United States with the northeast U.S. and the Maryland Ports of Baltimore.

As of 2023, both bridges are still in poor condition, with the foundations of the Russel Street bridge requiring corrective action in order to remain open to traffic.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Monroe Street Ramp over CSX and Russell Street over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$23,520	$5,880	$0	$0	$0	$0	$29,400
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$23,520**	**$5,880**	**$0**	**$0**	**$0**	**$0**	**$29,400**
Total	**$0**	**$0**	**$23,520**	**$5,880**	**$0**	**$0**	**$0**	**$0**	**$29,400**

25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

TIP ID	12-2001-11	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes, 2,050 ft
CIP or CTP ID(s)	508-044	**Est. Total Cost**	$12,900,000

Description:

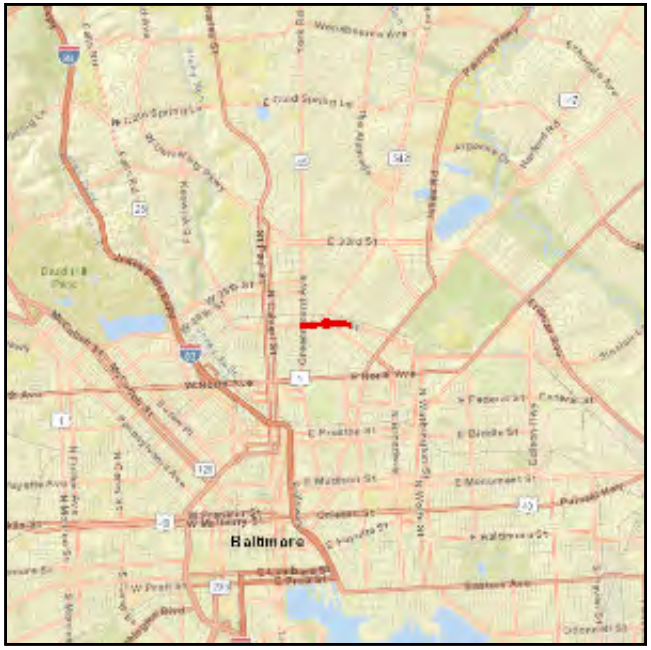
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. In addition to roadway rehabilitation, a mixed use trail to accommodate bicycles and pedestrians will be included in the project.

Estimated total cost revised from $11.9M to $12.9M based on updated construction cost estimates.

Engineering funds for preliminary design were appropriated in FY 2021.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along 25th Street and provide improved accommodations for pedestrians and cyclists.



Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.

25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$8,800	$2,200	$0	$0	$0	$0	$0	$0	$11,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$8,800**	**$2,200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$11,000**
Total	**$8,800**	**$2,200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$11,000**

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

TIP ID	12-2002-13	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes, 1,238 ft
CIP or CTP ID(s)	506-010	**Est. Total Cost**	$19,550,000

Description:

The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of $19.55 million assumes a bridge rehabilitation, which is substantially less expensive than a replacement. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

Justification:

The deteriorated bridge requires a rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in fair condition with a sufficiency rating of 48.7.

Per the Bridge Inspection on 8/5/22, the bridge is now in Poor Condition and the sufficiency rating is 65.7.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

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

(Funding in Thousands)

Surface Transportation Block Grant Program

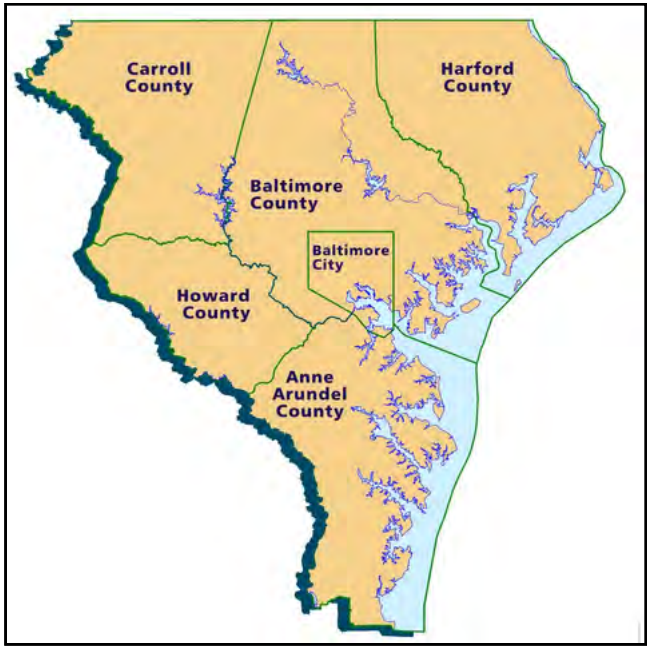
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$14,840	$3,710	$0	$0	$0	$0	$18,550
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$400	$100	$800	$200	$0	$0	$0	$0	$1,500
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$400**	**$100**	**$15,640**	**$3,910**	**$0**	**$0**	**$0**	**$0**	**$20,050**
Total	**$400**	**$100**	**$15,640**	**$3,910**	**$0**	**$0**	**$0**	**$0**	**$20,050**

Citywide Asset Management

TIP ID	12-2003-19	**Year of Operation**	Ongoing
Agency	Baltimore City	**Project Type**	Other
Project Category	Highway Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	527-056	**Est. Total Cost**	$2,200,000

Description:

This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. Local funds will be used for roads that are not federal-aid eligible. These activities will include, but are not limited to data collection, condition assessment, condition index rating for prioritization rankings, road treatments, licensing software and equipment required for risk-based asset management.



Justification:

The key drivers for the implementation of an asset management system are: (1) an aging infrastructure, (2) the need for service improvement at a reduced cost due to declining budgets and (3) an increased demand from the travelling public and communities.

Connection to Long-Range Transportation Planning Goals:

9. Promote Informed Decision Making

Citywide Asset Management

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$320	$680	$0	$0	$1,000
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$320**	**$680**	**$0**	**$0**	**$1,000**
Total	**$0**	**$0**	**$0**	**$0**	**$320**	**$680**	**$0**	**$0**	**$1,000**

Brehms Lane over Herring Run

TIP ID	12-2005-13	**Year of Operation**	2028
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes, 92 ft
CIP or CTP ID(s)	506-011	**Est. Total Cost**	$6,500,000

Description:

The 92-foot long bridge was originally built in 1963, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Project was last shown in the 2020-2023 TIP. Total cost has increased as a result of additional work required due to continued deterioration and increased material costs.

Justification:

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 46.3.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Brehms Lane over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$180	$45	$0	$0	$0	$0	$0	$0	$225
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$180**	**$45**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$225**
Total	**$180**	**$45**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$225**

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

TIP ID	12-2007-11	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Major Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes, 2500 ft
CIP or CTP ID(s)	508-051	**Est. Total Cost**	$8,023,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021. The estimated total cost has been revised from $9 million to $8.023 million to reflect the actual costs of preliminary design and proposed final design costs, and estimated construction costs.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$5,600	$1,400	$0	$0	$0	$0	$0	$0	$7,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$5,600**	**$1,400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,000**
Total	**$5,600**	**$1,400**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,000**

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

TIP ID	12-2009-13	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	5 to 5 lanes, 979 ft
CIP or CTP ID(s)	506-009	**Est. Total Cost**	$49,450,000

Description:

The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of $49.45 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

Justification:

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 44.6.

Per the Bridge Inspection on 3/19/22, the bridge has been classified in Fair Condition and has a sufficiency rating of 44.8.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

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

(Funding in Thousands)

Surface Transportation Block Grant Program

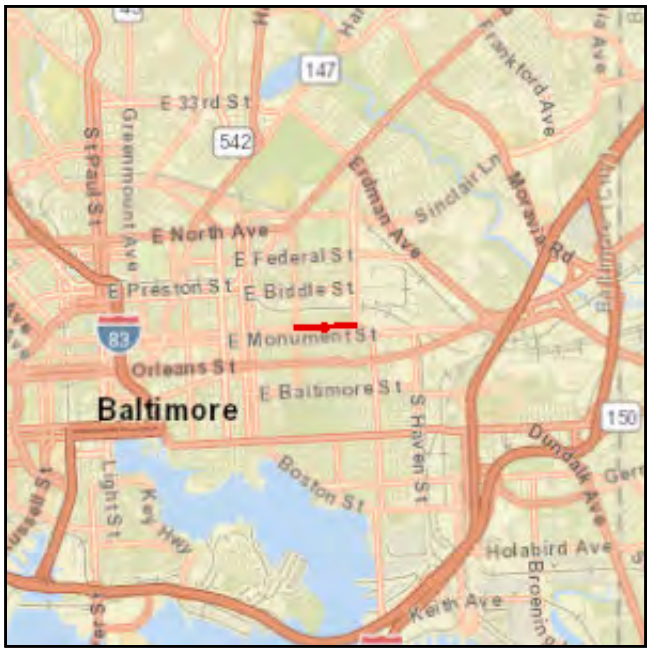
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$520	$130	$0	$0	$0	$0	$0	$0	$650
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$520**	**$130**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$650**
Total	**$520**	**$130**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$650**

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

TIP ID	12-2010-11	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes, 2700 ft
CIP or CTP ID(s)	508-053	**Est. Total Cost**	$9,904,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021.



Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along Madison Street and provide improved pedestrian accommodations through shorter crossings.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$6,800	$1,700	$0	$0	$0	$0	$0	$0	$8,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$6,800**	**$1,700**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,500**
Total	**$6,800**	**$1,700**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$8,500**

Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

TIP ID	12-2011-11	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes, 4100 ft
CIP or CTP ID(s)	508-046	**Est. Total Cost**	$15,050,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

Engineering funds for preliminary design were appropriated in FY 2021.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity. Pedestrian safety improvements will be included in the project.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$10,920	$2,730	$0	$0	$0	$0	$13,650
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$10,920**	**$2,730**	**$0**	**$0**	**$0**	**$0**	**$13,650**
Total	**$0**	**$0**	**$10,920**	**$2,730**	**$0**	**$0**	**$0**	**$0**	**$13,650**

West Patapsco Avenue from Magnolia Avenue to Potee Street

TIP ID	12-2012-11	**Year of Operation**	2028
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	6 to 4 lanes, 7,400 ft
CIP or CTP ID(s)	508-072	**Est. Total Cost**	$16,100,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Existing travel lanes on the south side of the road will be converted to a shared use trail.

Engineering funds for preliminary design were appropriated in FY 2021. FY 2024 engineering funds are to complete final design (rolled over from FY23).

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and bicycle access where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.

West Patapsco Avenue from Magnolia Avenue to Potee Street

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

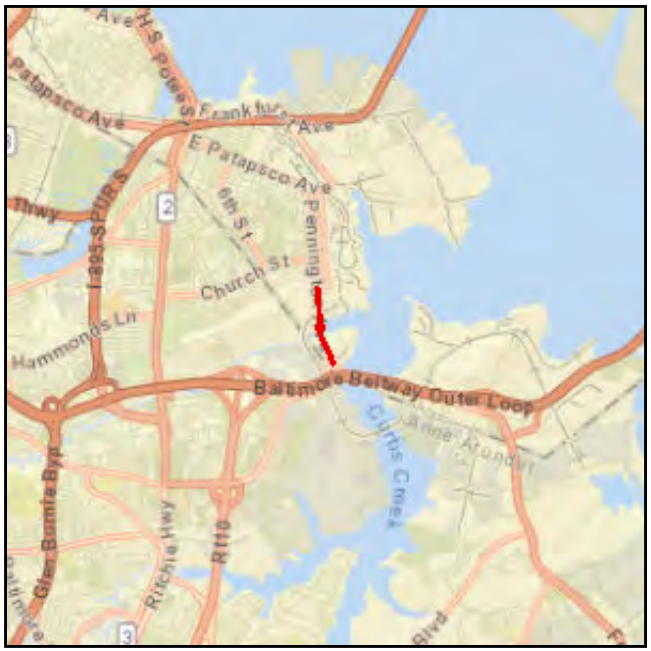
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$11,320	$2,830	$0	$0	$0	$0	$14,150
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$640	$160	$640	$160	$0	$0	$0	$0	$1,600
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$640**	**$160**	**$11,960**	**$2,990**	**$0**	**$0**	**$0**	**$0**	**$15,750**
Total	**$640**	**$160**	**$11,960**	**$2,990**	**$0**	**$0**	**$0**	**$0**	**$15,750**

Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

TIP ID	12-2013-11	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes, 3500 ft
CIP or CTP ID(s)	508-056	**Est. Total Cost**	$7,650,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. ADA compliant sidewalks will be added where there are no existing sidewalks. Engineering funds for preliminary design were appropriated in FY 2021. The total estimated cost has been revised from $8.5M to $7.65M to reflect updated construction cost estimates.



Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$5,720	$1,430	$0	$0	$0	$0	$0	$0	$7,150
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$5,720**	**$1,430**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,150**
Total	**$5,720**	**$1,430**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,150**

Waterview Avenue over Ramp to 295

TIP ID	12-2015-13	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes, 75 ft
CIP or CTP ID(s)	506-007	**Est. Total Cost**	$6,000,000

Description:

The 75-foot long bridge was originally built in 1950, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of $6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 53.2.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Waterview Avenue over Ramp to 295

(Funding in Thousands)

Surface Transportation Block Grant Program

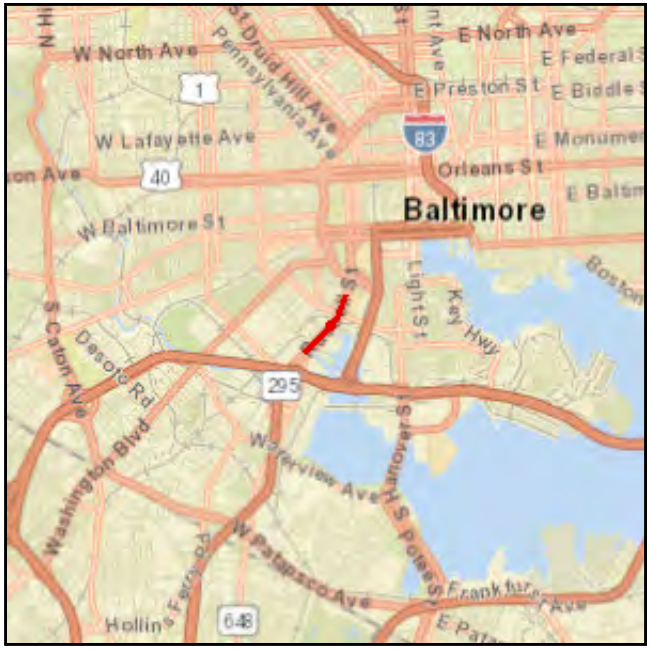
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$2,500	$250	$2,500	$250	$0	$0	$5,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$160	$40	$0	$0	$0	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$160**	**$40**	**$2,500**	**$250**	**$2,500**	**$250**	**$0**	**$0**	**$5,700**
Total	**$160**	**$40**	**$2,500**	**$250**	**$2,500**	**$250**	**$0**	**$0**	**$5,700**

Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line

TIP ID	12-2302-11	**Year of Operation**	2027
Agency	Baltimore City	**Project Type**	Facility rehabilitation
Project Category	Highway Preservation	**Functional Class**	Other Freeway & Expressways
Conformity Status	Exempt	**Physical Data**	6 lanes to 6 lanes, 2.1 miles
CIP or CTP ID(s)	508-164	**Est. Total Cost**	$5,400,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, curb and gutter replacement, sidewalk repair, streetlight fixture upgrade, new signage, and pavement marking.



Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. This work will improve road conditions along major routes leading to and from Baltimore, improving access and safety.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$4,000	$1,000	$0	$0	$0	$0	$5,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$4,000**	**$1,000**	**$0**	**$0**	**$0**	**$0**	**$5,000**
Total	**$0**	**$0**	**$4,000**	**$1,000**	**$0**	**$0**	**$0**	**$0**	**$5,000**

W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street

TIP ID	12-2401-03	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	2.6 miles
CIP or CTP ID(s)	508-162	**Est. Total Cost**	$11,000,000

Description:

Pedestrian safety improvement work includes reconstruction of sidewalks, driveways, curb, gutter, pedestrian ramps, pedestrian signal APS/CPS, crosswalks (continental), pedestrian lighting in areas needed, and expanded tree pits with added tree to make this corridor ADA compliant and to create ADA compliant drainage systems at crosswalks. No capacity changes.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

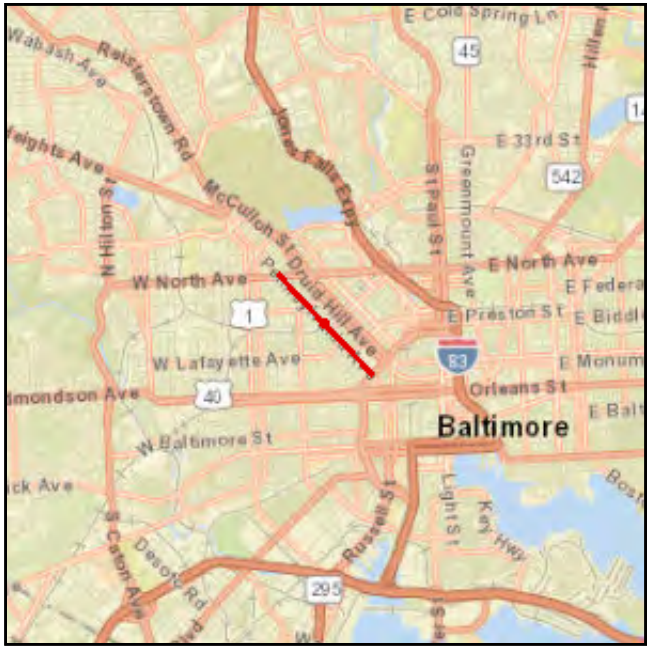
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$800	$200	$0	$0	$0	$0	$0	$0	$1,000
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**
Total	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**

Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard

TIP ID	12-2402-11	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	508-143	**Est. Total Cost**	$16,500,000

Description:

Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements.



Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all road users and increases maintenance activities. This work will improve roadway conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard

(Funding in Thousands)

Surface Transportation Block Grant Program

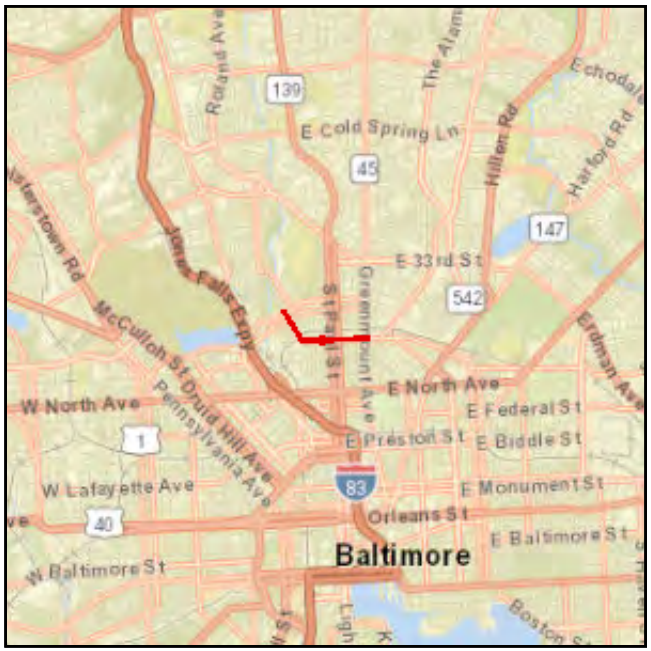
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$800	$200	$0	$0	$0	$0	$0	$0	$1,000
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**
Total	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**

25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street

TIP ID	12-2403-11	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes
CIP or CTP ID(s)	508-141	**Est. Total Cost**	$18,900,000

Description:

Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements.



Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all road users and increases maintenance activities. The work will improve conditions along 25th Street and provide improved accommodations to pedestrians and cyclists.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.

25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street

(Funding in Thousands)

Surface Transportation Block Grant Program

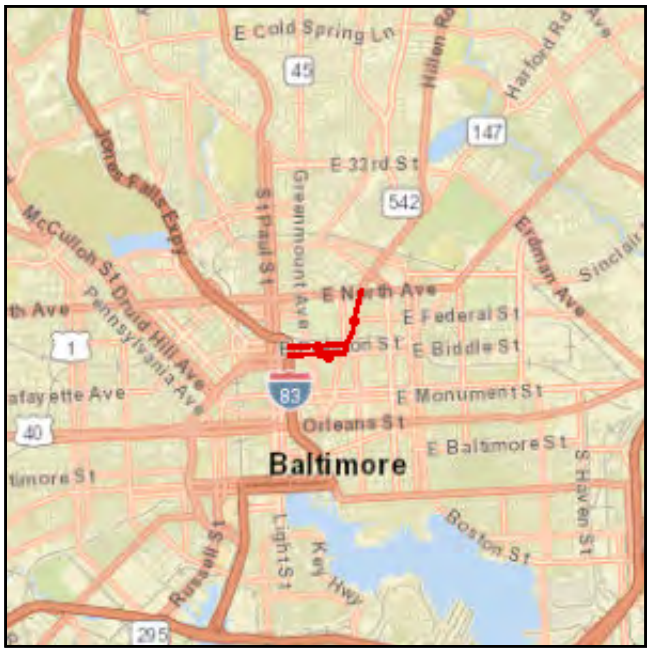
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$800	$200	$0	$0	$0	$0	$0	$0	$1,000
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**
Total	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000**

Johnston Square Improvements

TIP ID	12-2404-11	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes, 10,400 feet
CIP or CTP ID(s)	508-145	**Est. Total Cost**	$11,200,000

Description:

This project includes design and construction of roadway rehabilitation work of E. Preston Street and E. Biddle Street from Fallsway to N. Eden Street, Harford Avenue from E. Biddle Street to North Avenue and Valley Street from E. Chase Street to E. Biddle 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.



Justification:

In order to promote a true Main Street Corridor, walkability is essential for pedestrian safety. Traffic safety improvements, sidewalk improvements, and street cycle tracks in this corridor will increase public safety and perception of the area as a safe and desirable place to shop, live and play.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Johnston Square Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

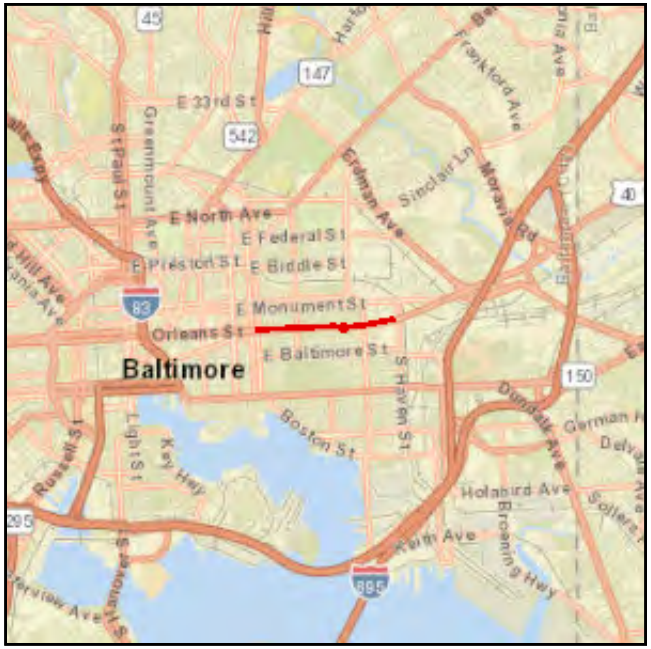
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$800	$200	$800	$200	$0	$0	$0	$0	$2,000
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$800**	**$200**	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$2,000**
Total	**$800**	**$200**	**$800**	**$200**	**$0**	**$0**	**$0**	**$0**	**$2,000**

Orleans Street Rehabilitation from Washington Street to Ellwood Avenue

TIP ID	12-2405-11	**Year of Operation**	2030
Agency	Baltimore City	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes, 4,500 feet
CIP or CTP ID(s)	508-144	**Est. Total Cost**	$11,500,000

Description:

Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.



Justification:

Roadways need to be repaired and maintained to halt the physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity. Pedestrian safety improvements are also included.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Orleans Street Rehabilitation from Washington Street to Ellwood Avenue

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$800	$200	$960	$240	$0	$0	$0	$0	$2,200
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$800**	**$200**	**$960**	**$240**	**$0**	**$0**	**$0**	**$0**	**$2,200**
Total	**$800**	**$200**	**$960**	**$240**	**$0**	**$0**	**$0**	**$0**	**$2,200**

RAISE Transit Priority Project

TIP ID	12-2201-64	**Year of Operation**	2025
Agency	Baltimore City	**Project Type**	Preservation and improvements
Project Category	Transit Preservation	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	10.5 miles of roadways, existing number of lanes maintained
CIP or CTP ID(s)	508-137	**Est. Total Cost**	$51,250,000

Description:

The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit to directly address existing challenges in the corridor, offering near-term investments to better connect people to jobs, education, amenities, and leisure activities while the region considers long-term options via the Regional Transit Plan. Planned strategies include dedicated bus lanes, peak only bus lanes, intersection queue jump for buses, transit signal priority, bus stop optimization, accessibility improvements, and bus bulbs. The corridor is currently served by multiple bus routes, including both the CityLink Blue and Orange. The state of Maryland is providing matching funds for this project.

Justification:

Improved bus service between East and West Baltimore will decrease emissions, encourage mode shift, and provide faster more reliable transit options.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.

RAISE Transit Priority Project

(Funding in Thousands)

Rebuilding American Infrastructure with Sustainability and Equity

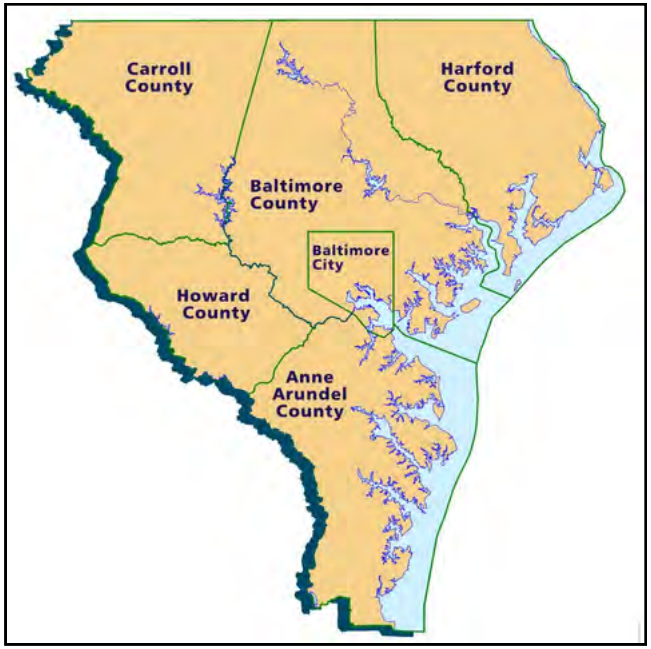
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$6,000	$7,620	$0	$0	$0	$0	$0	$0	$13,620
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$6,000**	**$7,620**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,620**
Total	**$6,000**	**$7,620**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,620**

Capital Project Delivery Services

TIP ID	12-1901-99	**Year of Operation**	Ongoing
Agency	Baltimore City	**Project Type**	Miscellaneous
Project Category	Miscellaneous	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	508-378	**Est. Total Cost**	$175,000

Description:

The purpose of this project is to provide the technological and project management improvements needed to support the design and construction phases of CIP projects. The TIP funding will be used for project delivery services of capital federal-aid roadway projects. This program was initiated in FY 2019.



Justification:

The project will provide continued support for the Agency Project Controls and Construction Management Tool (Unifier) and will establish a project management office within the office of the director.

Connection to Long-Range Transportation Planning Goals:

9. Promote Informed Decision Making

Capital Project Delivery Services

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$60	$15	$80	$20	$0	$0	$175
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$60**	**$15**	**$80**	**$20**	**$0**	**$0**	**$175**
Total	**$0**	**$0**	**$60**	**$15**	**$80**	**$20**	**$0**	**$0**	**$175**

Dogwood Road Bridge No. B-0072 Over Dogwood Run

TIP ID	13-0001-13	**Year of Operation**	2024
Agency	Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 Lanes
CIP or CTP ID(s)	207P230	**Est. Total Cost**	$3,225,000

Description:

This project is for the total replacement of the existing bridge. The new structure will carry two traffic lanes and one 3 foot shoulder and one 6 foot shoulder. The year of operation has been delayed from 2023 to 2024 due to delays in right of way acquisition.

Engineering funding was included in the FY 2013 TIP.

Justification:

Bridge No. B-0072 on Dogwood Road is a single span concrete arch structure in overall poor condition per National Bridge Inspection Standards (NBIS) criteria. The deck, superstructure, and substructure are all rated poor according to the NBIS Condition Ratings. The bridge is posted for a 15 ton weight limit and is currently on a yearly inspection cycle. The structure had deteriorated beyond reasonable rehabilitation and is at the end of its service life and in need of total replacement.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Dogwood Road Bridge No. B-0072 Over Dogwood Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$2,320	$580	$0	$0	$0	$0	$0	$0	$2,900
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$2,320**	**$580**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,900**
Total	**$2,320**	**$580**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,900**

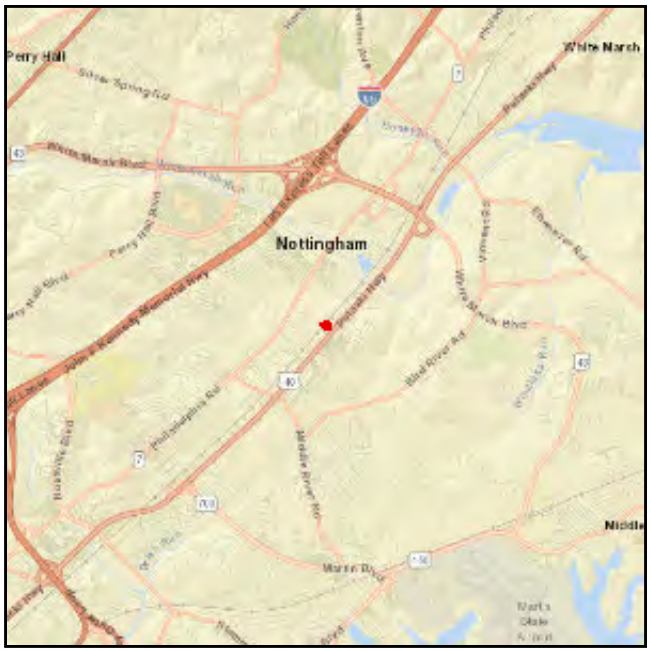
Mohrs Lane Bridge No. B-0143 over CSX Railroad

TIP ID	13-0803-13	**Year of Operation**	2026
Agency	Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Not Exempt	**Physical Data**	1 to 3 Lanes
CIP or CTP ID(s)	205P376	**Est. Total Cost**	$14,600,000

Description:

This project will construct a new bridge carrying Mohrs Lane over the CSX rail line. The proposed bridge will accommodate 3 lanes of traffic and two 8 foot shoulders. In addition, Mohrs Lane will be widened for approximately 900' on the west approach and 400' on the east approach. The previous bridge was a single lane timber structure owned and maintained by CSX. Due to its deteriorated condition, the previous bridge was closed to traffic in 2007 and removed in 2011.

Engineering funds were included in FY 2013. This project has been delayed due to coordination issues with CSX and right of way acquisition. The total project cost has increased by $1.7 million as a result of updated engineers estimate and increased bid item costs.



Justification:

This replacement project will re-establish a vital link between MD 7 and US 40 and eventually become part of the overall Campbell Boulevard corridor. This corridor is needed for existing and planned development in this area of eastern Baltimore County.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Mohrs Lane Bridge No. B-0143 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$11,200	$2,800	$0	$0	$0	$0	$0	$0	$14,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$11,200**	**$2,800**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$14,000**
Total	**$11,200**	**$2,800**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$14,000**

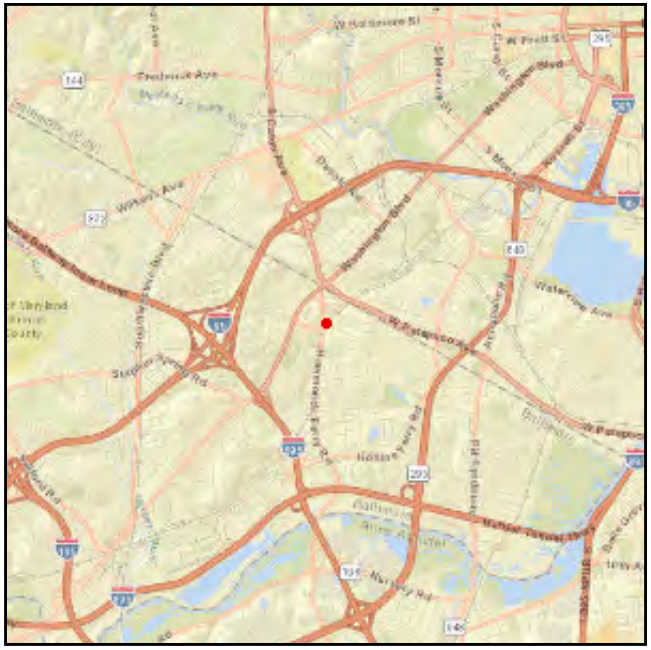
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad

TIP ID	13-1012-13	**Year of Operation**	2024
Agency	Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 Lanes
CIP or CTP ID(s)	207P280	**Est. Total Cost**	$6,300,000

Description:

This project includes replacing the deck and superstructure, and rehabilitation of the overall structure. The existing bridge has two 5-foot wide sidewalks and two 6-foot shoulders. The new structure will continue to have 5-foot sidewalks and 6-foot shoulders.

Engineering funds were included in FY 2013. Project cost increase of $800,000 is a result of updated engineers estimates and increased bid item costs.



Justification:

Bridge No. B-0100 on Hammonds Ferry Road is a two span, steel girder bridge in poor condition per National Bridge Inspection Standard (NBIS) criteria. Remedial repairs have been undertaken to the superstructure as temporary actions. Replacing the superstructure and deck and rehabilitating the substructure will remove the poor rating from the bridge and provide an estimated 50+ years of service life.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$4,640	$1,160	$0	$0	$0	$0	$0	$0	$5,800
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$4,640**	**$1,160**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,800**
Total	**$4,640**	**$1,160**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,800**

Peninsula Expressway Bridge No. B-0119 over CSX Railroad

TIP ID	13-1108-13	**Year of Operation**	2026
Agency	Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes
CIP or CTP ID(s)	207P278	**Est. Total Cost**	$19,000,000

Description:

This project includes rehabilitation or replacement of the dual bridge carrying Peninsula Expressway over CSX railroad tracks. Both structures currently have 3 foot wide shoulders on both sides. The new structures will contain 4 foot inside shoulders and 10 foot outside shoulders. No sidewalks will be included.

Justification:

Bridge No. B-0119 on Peninsula Expressway is a dual (one eastbound, one westbound), three span steel beam bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The deck, superstructure, and substructure are all rated poor according to the NBIS Condition Ratings. A pre-design study will be required to determine if the structures should be rehabilitated or totally replaced.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Peninsula Expressway Bridge No. B-0119 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$14,400	$3,600	$0	$0	$0	$0	$0	$0	$18,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$14,400**	**$3,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$18,000**
Total	**$14,400**	**$3,600**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$18,000**

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

TIP ID	13-1208-13	**Year of Operation**	2027
Agency	Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 Lanes
CIP or CTP ID(s)	207P002	**Est. Total Cost**	$4,200,000

Description:

This project includes replacement of the bridge carrying Golden Ring Road over Stemmers Run. The proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks will be evaluated during preliminary design. The anticipated cost of the project has been revised (3-2022) to reflect the currently anticipated scope of work (full replacement addressing local flooding issue).

Justification:

Bridge No. B-0110 on Golden Ring Road is a single span, concrete arch bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The superstructure is rated poor per the NBIS condition ratings. The bridge has been closed to traffic due to the deteriorated condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

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

(Funding in Thousands)

Surface Transportation Block Grant Program

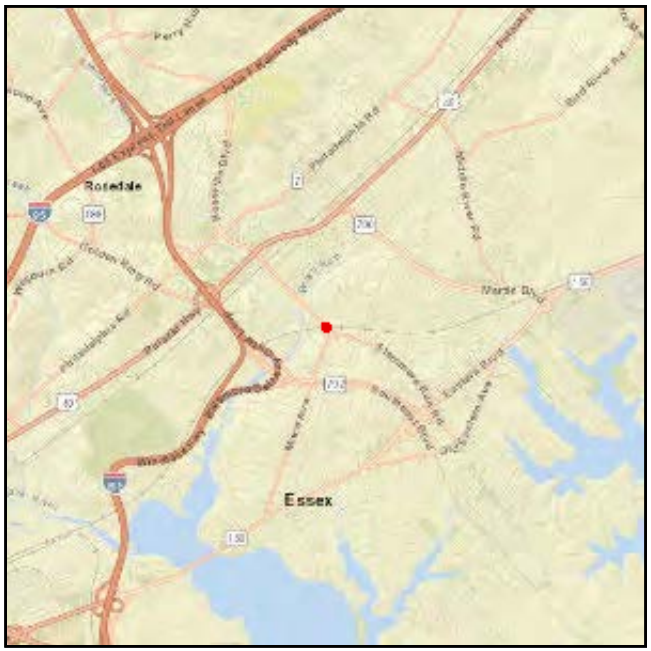
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$2,800	$700	$0	$0	$0	$0	$3,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$2,800**	**$700**	**$0**	**$0**	**$0**	**$0**	**$3,500**
Total	**$0**	**$0**	**$2,800**	**$700**	**$0**	**$0**	**$0**	**$0**	**$3,500**

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

TIP ID	13-1701-13	**Year of Operation**	2027
Agency	Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	4 to 4 lanes
CIP or CTP ID(s)	207P281	**Est. Total Cost**	$5,600,000

Description:

This project includes rehabilitation of the bridge carrying Rossville Boulevard over Amtrak Railroad & Orems Road. The proposed bridge will have 5 foot wide sidewalks along both sides of the deck. Shoulder widths will be evaluated during preliminary design.



Justification:

Bridge No. B-0132 on Rossville Boulevard is a four-span steel beam bridge in poor condition per National Bridge Inspection Standards (NBIS) criteria. The substructure is rated poor per NBIS condition ratings. A preliminary study will be necessary to determine if the existing bridge can be rehabilitated or if a total replacement is necessary.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$3,840	$960	$0	$0	$4,800
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$3,840**	**$960**	**$0**	**$0**	**$4,800**
Total	**$0**	**$0**	**$0**	**$0**	**$3,840**	**$960**	**$0**	**$0**	**$4,800**

Bridge Inspection Program

TIP ID	13-8901-14	**Year of Operation**	Ongoing
Agency	Baltimore County	**Project Type**	Bridge inspections
Project Category	Highway Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)		**Est. Total Cost**	$6,300,000

Description:

This project includes countywide inspection of all bridges as federally mandated as well as review of countywide bridge inspection reports.

Justification:

This is a federally mandated federal-aid program requiring routine inspection of all bridges over 20 feet every two years. Interim, post-flood and special inspections, scour evaluations, and load rating investigations are also part of this project.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
9. Promote Informed Decision Making

Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$3,100	$0	$0	$0	$3,200	$0	$0	$0	$6,300
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3,100**	**$0**	**$0**	**$0**	**$3,200**	**$0**	**$0**	**$0**	**$6,300**
Total	**$3,100**	**$0**	**$0**	**$0**	**$3,200**	**$0**	**$0**	**$0**	**$6,300**

Stone Chapel Road Bridge over Little Pipe Creek

TIP ID	14-1103-13	**Year of Operation**	2025
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$1,440,000

Description:

This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 27'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders.

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds are to complete final design.

Justification:

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Stone Chapel Road Bridge over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$712	$178	$0	$0	$0	$0	$890
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$712**	**$178**	**$0**	**$0**	**$0**	**$0**	**$890**
Total	**$0**	**$0**	**$712**	**$178**	**$0**	**$0**	**$0**	**$0**	**$890**

Gaither Road Bridge over South Branch Patapsco River

TIP ID	14-1602-13	**Year of Operation**	2029
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$2,464,000

Description:

This project includes rehabilitation of the existing bridge with a new superstructure (type TBD) to provide efficient access for local traffic and emergency service vehicles. The bridge geometry and lane configuration will be determined during initial design.

Justification:

The replacement of the superstructure will provide a long-term solution to the issues associated with an Acrow panel structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in satisfactory condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Gaither Road Bridge over South Branch Patapsco River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$371	$92	$0	$0	$0	$0	$463
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$371**	**$92**	**$0**	**$0**	**$0**	**$0**	**$463**
Total	**$0**	**$0**	**$371**	**$92**	**$0**	**$0**	**$0**	**$0**	**$463**

McKinstrys Mill Road Bridge over Sam's Creek

TIP ID	14-1603-13	**Year of Operation**	2025
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$1,465,000

Description:

This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The new bridge will be a single span, 36'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-6" to 3'-2".

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds will complete final design.

Justification:

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

McKinstrys Mill Road Bridge over Sam's Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$732	$183	$0	$0	$0	$0	$915
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$732**	**$183**	**$0**	**$0**	**$0**	**$0**	**$915**
Total	**$0**	**$0**	**$732**	**$183**	**$0**	**$0**	**$0**	**$0**	**$915**

Hughes Shop Road Bridge over Bear Branch

TIP ID	14-1802-13	**Year of Operation**	2025
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	1 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$2,079,000

Description:

This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 50'-0" long, adjacent prestressed concrete slab bridge with two 9'-0" lanes and two 2'-4" shoulders.

Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds will complete final design.

Justification:

The replacement of this structure will provide a new structure that eliminates the issues associated with the current structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Hughes Shop Road Bridge over Bear Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$1,223	$305	$0	$0	$0	$0	$1,528
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$1,223**	**$305**	**$0**	**$0**	**$0**	**$0**	**$1,528**
Total	**$0**	**$0**	**$1,223**	**$305**	**$0**	**$0**	**$0**	**$0**	**$1,528**

Old Kays Mill Road Culvert over Beaver Run

TIP ID	14-2101-13	**Year of Operation**	2029
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$2,411,000

Description:

This project includes replacement of a 3-cell riveted steel structure plate pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

The existing bridge is rated in poor condition. However, progression of defects continues. The original structure was constructed in 1974 and is nearing its life end. A replacement will address the condition issues and any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Old Kays Mill Road Culvert over Beaver Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$456	$114	$570
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$456**	**$114**	**$570**
Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$456**	**$114**	**$570**

Brown Road Culvert over Roaring Run

TIP ID	14-2102-13	**Year of Operation**	2026
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$2,282,000

Description:

This project includes replacement of a 3-cell corrugated steel pipe arch. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Brown Road Culvert over Roaring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$1,401	$350	$1,751
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$424	$106	$0	$0	$0	$0	$0	$0	$530
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$424**	**$106**	**$0**	**$0**	**$0**	**$0**	**$1,401**	**$350**	**$2,281**
Total	**$424**	**$106**	**$0**	**$0**	**$0**	**$0**	**$1,401**	**$350**	**$2,281**

McKinstrys Mill Road over Little Pipe Creek

TIP ID	14-2103-13	**Year of Operation**	2027
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$2,207,000

Description:

This project includes replacement of a single span steel beam bridge. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

McKinstrys Mill Road over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$383	$95	$0	$0	$478
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$383**	**$95**	**$0**	**$0**	**$478**
Total	**$0**	**$0**	**$0**	**$0**	**$383**	**$95**	**$0**	**$0**	**$478**

Patapsco Road Bridge over East Branch Patapsco River

TIP ID	14-2201-13	**Year of Operation**	2025
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$1,932,000

Description:

This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 10' travel lanes and two 4'-4" shoulders, which is slightly wider than the existing structure. The replacement structure type and geometry will be developed as the design progresses.

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.

Justification:

The existing bridge is rated in poor condition. This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Patapsco Road Bridge over East Branch Patapsco River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$1,063	$265	$0	$0	$0	$0	$1,328
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$1,063**	**$265**	**$0**	**$0**	**$0**	**$0**	**$1,328**
Total	**$0**	**$0**	**$1,063**	**$265**	**$0**	**$0**	**$0**	**$0**	**$1,328**

Upper Beckleysville Road Bridge over Murphy Run

TIP ID	14-2202-13	**Year of Operation**	2024
Agency	Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$1,485,000

Description:

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

Engineering for this project was funded in FY23.

Justification:

The existing bridge is rated in poor condition. This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Upper Beckleysville Road Bridge over Murphy Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$724	$181	$0	$0	$0	$0	$0	$0	$905
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$724**	**$181**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$905**
Total	**$724**	**$181**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$905**

Bridge Inspection Program

TIP ID	14-9401-14	**Year of Operation**	Ongoing
Agency	Carroll County	**Project Type**	Bridge inspections
Project Category	Highway Preservation	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)		**Est. Total Cost**	$1,510,000

Description:

This project includes a field inspection of 135 county owned and maintained structures and completion and submittal of inspection reports to county and state agencies for each structure.

The escalated total cost has been updated from $1,390,000 to $1,510,000 in 2023 to account for escalation and inflation.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
9. Promote Informed Decision Making

Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

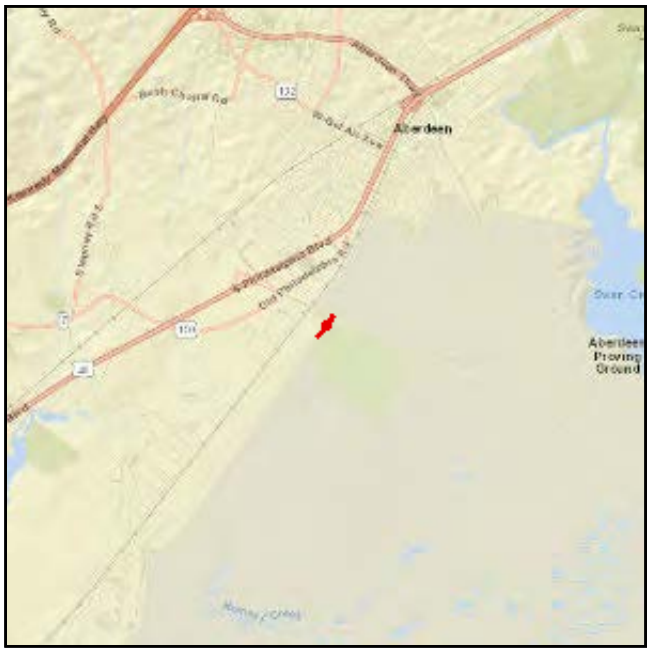
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$735	$0	$0	$0	$775	$0	$0	$0	$1,510
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$735**	**$0**	**$0**	**$0**	**$775**	**$0**	**$0**	**$0**	**$1,510**
Total	**$735**	**$0**	**$0**	**$0**	**$775**	**$0**	**$0**	**$0**	**$1,510**

Woodley Road Extension to MD 715

TIP ID	15-2403-14	**Year of Operation**	2026
Agency	Harford County	**Project Type**	New or extended roadways
Project Category	Highway Capacity	**Functional Class**	Minor Collector
Conformity Status	Not Exempt	**Physical Data**	0 to 2 lanes, 1000 feet
CIP or CTP ID(s)	H204523	**Est. Total Cost**	$12,250,000

Description:

This project will provide a connection from MD 715 to the existing terminus of Woodley Road. The proposed connection to MD 715 will provide a critical second access to the area. The majority of this road (approximately 11,100 feet) has already been constructed by the Eastgate development, leaving approximately 1,000 feet of road to complete the connection.



Justification:

Currently, the only connection into the Perryman peninsula, south of the Amtrak railroad is by way of the Chelsea Road bridge and MD 159. In the event of any emergencies along MD 159 or the Amtrak bridge, there will be no way of accessing the Sod Run Sewage Treatment Plant or the eight large warehouses in the area. Additionally, traffic volumes along MD 159 will continue to increase with ongoing development, further exasperating delays along the connections to US 40.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility

Woodley Road Extension to MD 715

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$6,000	$0	$0	$0	$0	$6,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$6,000**	**$0**	**$0**	**$0**	**$0**	**$6,000**

Woodley Road Extension to MD 715

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$5,000	$0	$0	$0	$0	$0	$5,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$5,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,000**
Total	**$0**	**$0**	**$5,000**	**$6,000**	**$0**	**$0**	**$0**	**$0**	**$11,000**

Abingdon Road Bridge #169 over CSX Railroad

TIP ID	15-1001-13	**Year of Operation**	2026
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H104501	**Est. Total Cost**	$8,750,000

Description:

This project includes replacement of the bridge that carries Abingdon Road over the CSX Railroad tracks. A five foot sidewalk is planned on one side of the road. Five foot shoulders are planned on both sides of the bridge.

Engineering funds through NEPA approval and structural approval were authorized in FY 2021. FY 2024 engineering funds are to complete final design.

Justification:

Replacement is necessary due to the bridge's multiple deficiencies that include substandard railings and curbs, a deteriorating deck and deteriorating beams. Per 2021 HOI, the bridge is considered to be in overall serious (3)/poor (4) condition, no additional restrictions have been added to the structure.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Abingdon Road Bridge #169 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$6,400	$1,600	$0	$0	$0	$0	$8,000
OTH	$0	$0	$120	$30	$0	$0	$0	$0	$150
ENG	$400	$100	$80	$20	$0	$0	$0	$0	$600
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$400**	**$100**	**$6,600**	**$1,650**	**$0**	**$0**	**$0**	**$0**	**$8,750**
Total	**$400**	**$100**	**$6,600**	**$1,650**	**$0**	**$0**	**$0**	**$0**	**$8,750**

Glenville Road Bridge #30 over Mill Brook

TIP ID	15-1601-13	**Year of Operation**	2026
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Not Exempt	**Physical Data**	1 to 2 lanes
CIP or CTP ID(s)	H164501	**Est. Total Cost**	$2,860,000

Description:

This project includes replacement of the bridge that carries Glenville Road over Mill Brook. Three foot shoulders are planned on both sides of the road.

Engineering funds through NEPA were authorized in FY 2021.

Justification:

The existing bridge is a single lane, steel beam, concrete deck structure. The existing concrete deck, exterior beams, and wingwalls are severely deteriorated and there is evidence of scour under the western abutment. The overall bridge rating is poor.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Glenville Road Bridge #30 over Mill Brook

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$1,480	$370	$0	$0	$0	$0	$1,850
OTH	$0	$0	$120	$30	$0	$0	$0	$0	$150
ENG	$320	$80	$0	$0	$0	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$320**	**$80**	**$1,600**	**$400**	**$0**	**$0**	**$0**	**$0**	**$2,400**
Total	**$320**	**$80**	**$1,600**	**$400**	**$0**	**$0**	**$0**	**$0**	**$2,400**

Grier Nursery Road Bridge #43 over Deer Creek

TIP ID	15-2001-13	**Year of Operation**	2027
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H204520	**Est. Total Cost**	$5,500,000

Description:

This project includes replacement of the entire superstructure for the Grier Nursery Road bridge over Deer Creek. The bridge will not include sidewalks but will include shoulders (width TBD during engineering).

Engineering funds through NEPA were authorized in fall 2020. FY 2023 engineering funds are for completion of final design.

Justification:

The deck is in poor condition. The project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Grier Nursery Road Bridge #43 over Deer Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$1,680	$420	$1,680	$420	$0	$0	$4,200
OTH	$0	$0	$120	$30	$120	$30	$0	$0	$300
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$1,800**	**$450**	**$1,800**	**$450**	**$0**	**$0**	**$4,500**
Total	**$0**	**$0**	**$1,800**	**$450**	**$1,800**	**$450**	**$0**	**$0**	**$4,500**

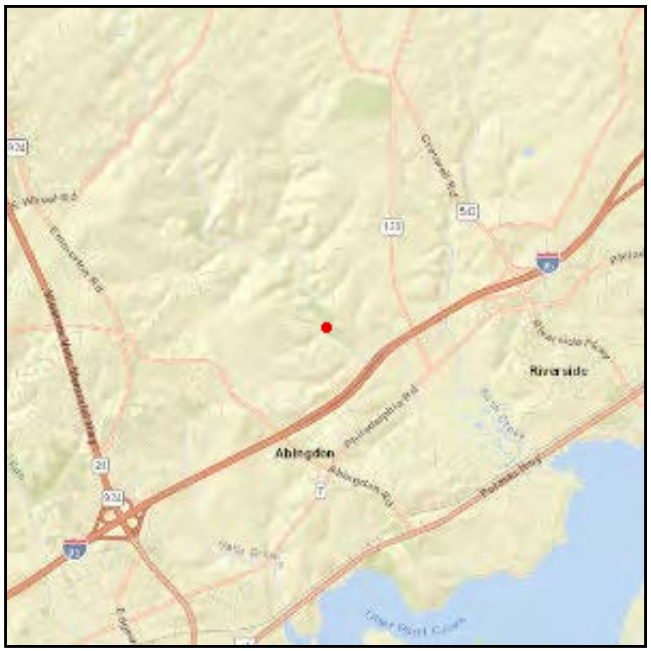
Hookers Mill Road Bridge #13 over Bynum Run

TIP ID	15-2002-13	**Year of Operation**	2028
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H204521	**Est. Total Cost**	$3,250,000

Description:

This project includes replacement of the entire bridge that carries Hookers Mill Road over Bynum Run. The design is anticipated to include a 30-foot clear roadway consisting of two 11-foot travel lanes and two 4-foot shoulders. 5-foot sidewalks will be placed directly behind the curb on both sides of Hookers Mill Road. The bridge section will be evaluated during preliminary design to determine if a sidewalk will be placed on one or both sides of the bridge.

Engineering funds were authorized in FY 2021. FY 2023 engineering funds are for the completion of final design.



Justification:

The beams, deck and abutments are deteriorated and need to be replaced. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The Current bridge is rated poor.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Hookers Mill Road Bridge #13 over Bynum Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$2,000	$500	$2,500
OTH	$0	$0	$0	$0	$0	$0	$120	$30	$150
ENG	$280	$70	$0	$0	$0	$0	$0	$0	$350
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$280**	**$70**	**$0**	**$0**	**$0**	**$0**	**$2,120**	**$530**	**$3,000**
Total	**$280**	**$70**	**$0**	**$0**	**$0**	**$0**	**$2,120**	**$530**	**$3,000**

Madonna Road Bridge #113 over Deer Creek

TIP ID	15-2101-13	**Year of Operation**	2029
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Not Exempt	**Physical Data**	1 to 2 lanes
CIP or CTP ID(s)	H214505	**Est. Total Cost**	$300,000

Description:

This project includes replacement of the entire bridge that carries Madonna Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering).

Engineering funds in FY 2022 are for preliminary engineering through the NEPA phase. FY 2023 engineering funds are for final design. Design has not started yet. Still waiting on the NTP.

Justification:

The beams, deck and abutments are deteriorated and need to be replaced. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The bridge is currently rated in fair condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Madonna Road Bridge #113 over Deer Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$240	$60	$0	$0	$0	$0	$0	$0	$300
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$240**	**$60**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$300**
Total	**$240**	**$60**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$300**

St. Clair Bridge Road Bridge #100 over Deer Creek

TIP ID	15-2102-13	**Year of Operation**	2030
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	HNE4509	**Est. Total Cost**	$2,725,000

Description:

This project includes replacement of the deck of the bridge carrying St. Clair Bridge Road over Deer Creek. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). Previous cost only included preliminary design. This cost includes design and construction costs. The estimated total cost has been updated to reflect the full scope of work.

Justification:

The bridge deck is rated in fair condition and posted 63k SUV/80k CUV. It is being replaced now to extend the useful life of the bridge and to avoid a full replacement. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

St. Clair Bridge Road Bridge #100 over Deer Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$320	$80	$320	$80	$0	$0	$800
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$25	$25
Subtotal	**$0**	**$0**	**$320**	**$80**	**$320**	**$80**	**$0**	**$25**	**$825**
Total	**$0**	**$0**	**$320**	**$80**	**$320**	**$80**	**$0**	**$25**	**$825**

Stafford Road Bridge #162 over Buck Branch

TIP ID	15-2103-13	**Year of Operation**	2030
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H234504	**Est. Total Cost**	$1,825,000

Description:

This project includes replacement of the deck of the bridge carrying Stafford Road over Buck Branch. The scope of work includes replacement of the superstructure as the superstructure is rated in fair condition. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The previous cost only included preliminary design. This cost includes design and construction costs. The estimated total cost has been updated to reflect the full scope of work.

Justification:

The deck is in poor condition and the superstructure is in fair condition. The bridge is posted 63k SUV/80k CUV. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Stafford Road Bridge #162 over Buck Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$320	$80	$0	$0	$0	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$25	$0	$0	$0	$0	$25
Subtotal	**$320**	**$80**	**$0**	**$25**	**$0**	**$0**	**$0**	**$0**	**$425**
Total	**$320**	**$80**	**$0**	**$25**	**$0**	**$0**	**$0**	**$0**	**$425**

Trappe Church Road Bridge #161 over Hollands Branch

TIP ID	15-2104-13	**Year of Operation**	2028
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	H224503	**Est. Total Cost**	$2,450,000

Description:

This project includes full replacement of the bridge carrying Trappe Church Road over Hollands Branch. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The Estimated Total Cost has increased $700,000 as a result of the addition final design costs and to accurately reflect the County's Capital Improvement Program.

Justification:

The deck, superstructure, and substructure are all in poor condition. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Trappe Church Road Bridge #161 over Hollands Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

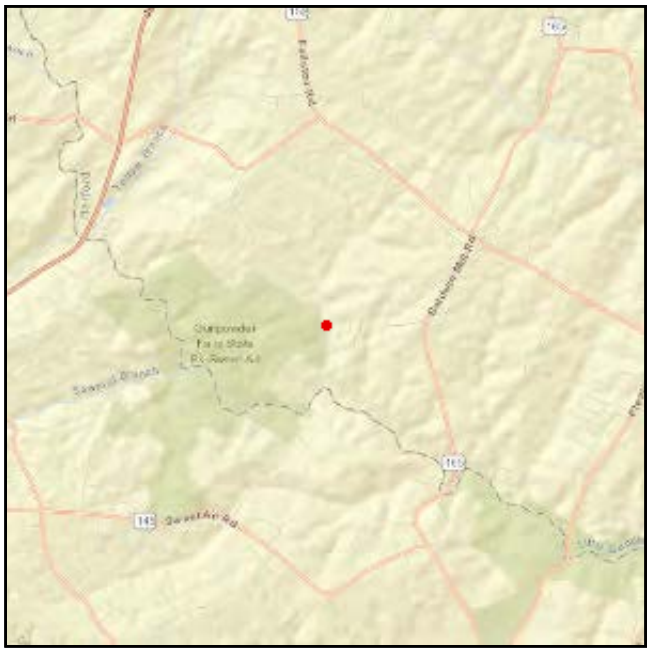
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$1,280	$320	$1,600
OTH	$0	$0	$0	$0	$0	$0	$120	$30	$150
ENG	$200	$50	$320	$80	$0	$0	$0	$0	$650
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$50	$0	$0	$0	$0	$0	$0	$50
Subtotal	**$200**	**$100**	**$320**	**$80**	**$0**	**$0**	**$1,400**	**$350**	**$2,450**
Total	**$200**	**$100**	**$320**	**$80**	**$0**	**$0**	**$1,400**	**$350**	**$2,450**

Moores Road Bridge #78 over a tributary to Gunpowder Falls

TIP ID	15-2201-13	**Year of Operation**	2028
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	HNE4507	**Est. Total Cost**	$2,500,000

Description:

This project includes replacement of the entire structure carrying Moores Road over a tributary to Gunpowder Falls. The inclusion of sidewalks and shoulders will be determined during engineering. The project also includes realignment of the approach roadways for improved safety.



Justification:

The existing bridge is situated on a sharp curve and is very narrow. The wingwalls, deck and beams are deteriorating. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The bridge is currently rated in fair condition and is posted 22k SUV/35k CUV

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Moores Road Bridge #78 over a tributary to Gunpowder Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$320	$80	$320	$80	$0	$0	$0	$0	$800
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$50	$0	$0	$50
Subtotal	**$320**	**$80**	**$320**	**$80**	**$0**	**$50**	**$0**	**$0**	**$850**
Total	**$320**	**$80**	**$320**	**$80**	**$0**	**$50**	**$0**	**$0**	**$850**

Hess Road Bridge #81 over Yellow Branch

TIP ID	15-2202-13	**Year of Operation**	2029
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Major Collector
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$800,000

Description:

This project includes replacement of bridge #81 carrying Hess Road over Yellow Branch. Shoulders will be included as part of the bridge replacement (width to be determined during preliminary engineering). Sidewalks will not be included on the bridge.

The estimated total cost includes only the cost of engineering and will be updated when the scope of work is fully defined.

Justification:

The existing bridge is narrow and has a deteriorated deck and beams. The current bridge is rated in fair condition and bridge is posted 51k SUV/80k CUV.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Hess Road Bridge #81 over Yellow Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

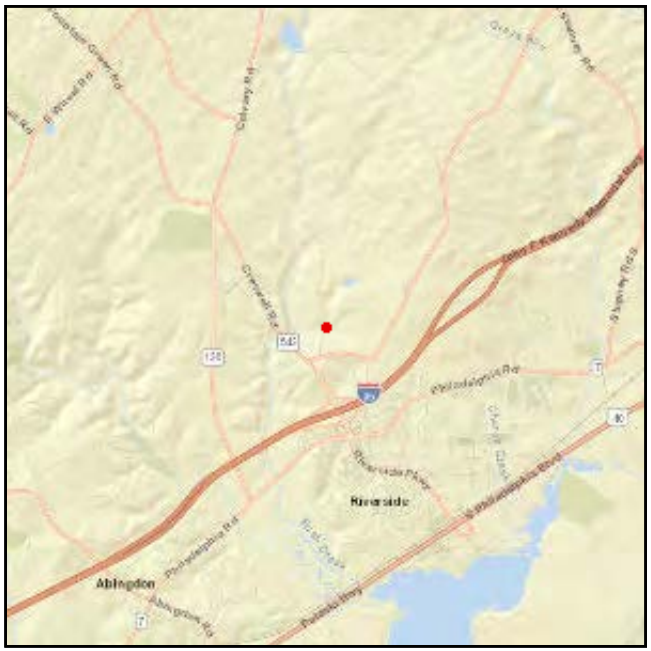
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$320	$80	$320	$80	$800
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$320**	**$80**	**$320**	**$80**	**$800**
Total	**$0**	**$0**	**$0**	**$0**	**$320**	**$80**	**$320**	**$80**	**$800**

Cullum Road Bridge #12 over Tributary of James Run

TIP ID	15-2401-13	**Year of Operation**	2031
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$700,000

Description:

This project will be for the rehabilitation of the Cullum Road Bridge #12 over tributary to James Run. The project is to replace the bridge superstructure which currently consists of bituminous concrete filled corrugated metal deck supported with steel beams.



Justification:

The project is necessary due to the deterioration of the bridge deck and steel beams, and is eligible for federal funding. This project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Cullum Road Bridge #12 over Tributary of James Run

(Funding in Thousands)

Surface Transportation Block Grant Program

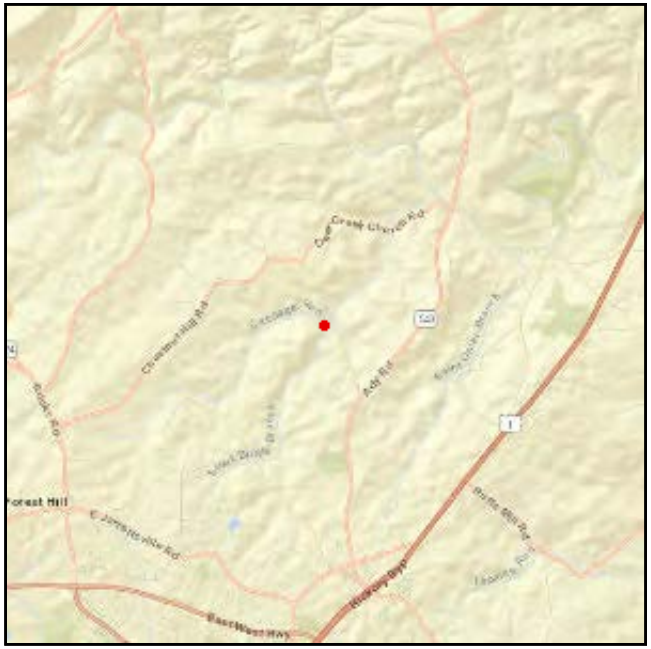
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$280	$70	$280	$70	$700
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$280**	**$70**	**$280**	**$70**	**$700**
Total	**$0**	**$0**	**$0**	**$0**	**$280**	**$70**	**$280**	**$70**	**$700**

Chesnut Hill Road Bridge #41

TIP ID	15-2402-13	**Year of Operation**	2031
Agency	Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Local
Conformity Status	Not Exempt	**Physical Data**	1 to 2 lanes
CIP or CTP ID(s)		**Est. Total Cost**	$300,000

Description:

This project will replace the existing bridge on Chesnut 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.



Justification:

This project is necessary due to the deterioration of the bridge deck and steel beams, and is eligible for federal funding. The project is consistent with the master planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Chesnut Hill Road Bridge #41

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$240	$60	$300
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$240**	**$60**	**$300**
Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$240**	**$60**	**$300**

Bridge Painting

TIP ID	15-2404-14	**Year of Operation**	Ongoing
Agency	Harford County	**Project Type**	Other
Project Category	Highway Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	H144501	**Est. Total Cost**	$1,500,000

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

Justification:

This preventative maintenance project will help to conserve future County resources by extending the life of the existing bridges and forestalling expensive replacement costs. This project is consistent with the Master Planing goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
9. Promote Informed Decision Making

Bridge Painting

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,000	$500	$0	$0	$0	$0	$0	$0	$1,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,000**	**$500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500**
Total	**$1,000**	**$500**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500**

Bridge Inspection Program

TIP ID	15-9411-14	**Year of Operation**	Ongoing
Agency	Harford County	**Project Type**	Bridge inspections
Project Category	Highway Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	H054501	**Est. Total Cost**	$3,750,000

Description:

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

Justification:

Federal law mandates the inspection of all bridges over 20 feet clear span on a two-year cycle. The bridge inspection data is analyzed to develop priorities for bridge repairs & replacements. As of 2020, Harford County inspects a total of 245 bridges. 158 bridges are longer than 20 feet and are inspected with federal funding.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
9. Promote Informed Decision Making

Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$1,750	$0	$0	$0	$2,000	$0	$3,750
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$1,750**	**$0**	**$0**	**$0**	**$2,000**	**$0**	**$3,750**
Total	**$0**	**$0**	**$1,750**	**$0**	**$0**	**$0**	**$2,000**	**$0**	**$3,750**

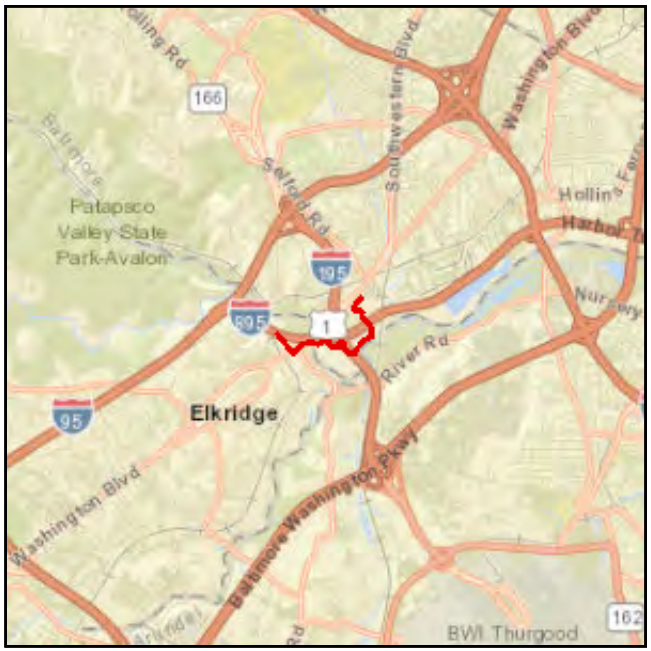
Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery

TIP ID	16-2301-03	**Year of Operation**	2026
Agency	Howard County	**Project Type**	Bicycle/pedestrian facilities
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	1.5 mile trail
CIP or CTP ID(s)		**Est. Total Cost**	$1,900,000

Description:

The Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery project involves construction of a 1.5 mile segment of the overall Patapsco Regional Greenway trail. This 10-12 foot wide trail will be a combination of on-street facilities, hard surface trail, bridges and boardwalks.

Final Engineering was funded using local Baltimore County funds as identified in an MOU between Howard and Baltimore Counties.



Justification:

This trail will provide a key connection as part of the Patapsco Regional Greenway system which is envisioned as a 40-mile shared-use path and trail running through the Patapsco Valley from Baltimore's Inner Harbor to Sykesville in Carroll County.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
4.F Increase Mobility -- Support a regional, long-distance bikeway network.

Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery

(Funding in Thousands)

Other

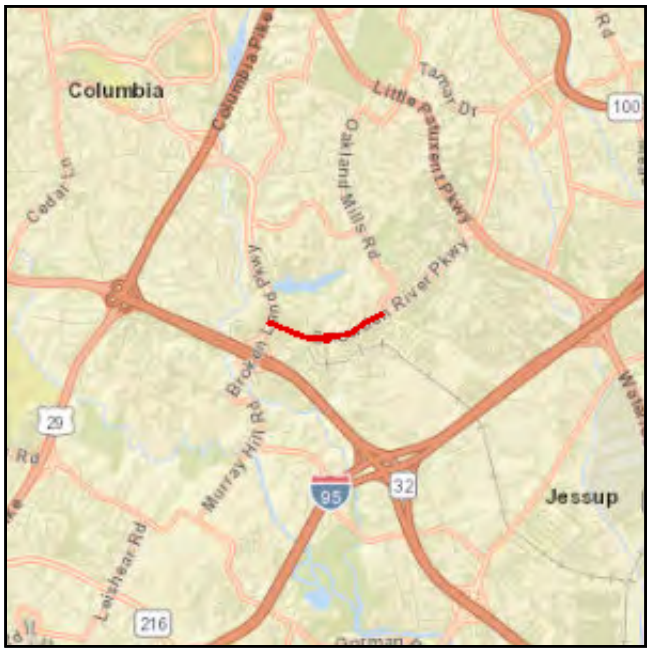
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$625	$0	$625	$0	$0	$1,250
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$200	$0	$0	$0	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$200**	**$0**	**$625**	**$0**	**$625**	**$0**	**$0**	**$1,450**
Total	**$0**	**$200**	**$0**	**$625**	**$0**	**$625**	**$0**	**$0**	**$1,450**

Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

TIP ID	16-1410-41	**Year of Operation**	2030
Agency	Howard County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Minor Arterial
Conformity Status	Not Exempt	**Physical Data**	4 to 6 lanes, 6300 feet
CIP or CTP ID(s)	J-4222	**Est. Total Cost**	$25,000,000

Description:

This project will design and widen Snowden River Parkway by adding a third lane in each direction and shared-use paths from Broken Land Parkway to Oakland Mills Road. The project will incorporate ten-foot-wide shared-use pathways to increase transportation alternatives to activity centers and public transit. This project is funded through local funds (bonds, developer contributions, and excise tax-backed bonds). Estimated Total Cost increased as a result of refining cost estimates as design progresses.



Justification:

This project will relieve congestion along the corridor, provide protected bicycle and pedestrian facilities to meet county standards as defined in the Howard County design manual.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
4. Increase Mobility

Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$2,750	$0	$0	$0	$0	$2,750
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$200	$0	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$50	$0	$0	$0	$0	$50
Subtotal	**$0**	**$0**	**$0**	**$3,000**	**$0**	**$0**	**$0**	**$0**	**$3,000**
Total	**$0**	**$0**	**$0**	**$3,000**	**$0**	**$0**	**$0**	**$0**	**$3,000**

US 29/Broken Land Parkway Interchange and North South Connector Road

TIP ID	16-1901-42	**Year of Operation**	2025
Agency	Howard County	**Project Type**	New or extended roadways
Project Category	Highway Capacity	**Functional Class**	Major Collector
Conformity Status	Not Exempt	**Physical Data**	3.1 miles of new lanes on ramps and new roadways
CIP or CTP ID(s)	CO-319	**Est. Total Cost**	$19,000,000

Description:

The project will provide new direct connections from the westbound US 29/Broken Land Parkway interchange ramp to a new road (Merriweather Drive) and to Little Patuxent Parkway. The project will also provide a direct connection from Merriweather Drive to Broken Land Parkway, including configuring the north and southbound US 29 ramps at Broken Land Parkway into a signalized intersection. The project will also remove an existing ramp from Broken Land Parkway to US 29 southbound.

The project will be funded locally through the recently approved tax increment financing (TIF) district.

Justification:

The new US 29/Broken Land Parkway north/south collector road connection to Little Patuxent Parkway is needed to increase vehicular and pedestrian mobility, address safety concerns, and provide adequate capacity to meet the future growth and development as outlined in Downtown Columbia. The project will address the future traffic demand along the Broken Land Parkway link from US 29 to downtown Columbia by providing an additional access and new central link to downtown Columbia for traffic from points southeast of Columbia and primarily for US 29 traffic to and from the south.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
6.F Improve System Security -- Increase system redundancy.
7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.

US 29/Broken Land Parkway Interchange and North South Connector Road

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$19,000	$0	$0	$0	$0	$0	$0	$19,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$19,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,000**
Total	**$0**	**$19,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,000**

Marriottsville Road and I-70 Bridge Improvements

TIP ID	16-2101-41	**Year of Operation**	2025
Agency	Howard County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Major Collector
Conformity Status	Not Exempt	**Physical Data**	1.5 miles, 2 to 4 lanes
CIP or CTP ID(s)	J-4205	**Est. Total Cost**	$23,375,000

Description:

This project is to design and widen Marriottsville Road from just south of US 40 to MD 99 from two to four lanes, including replacing the existing two lane bridge on Marriottsville Road over I-70 with a four lane section. The proposed bridge will also include six feet wide bicycle lanes and ADA compliant sidewalks on both sides of the proposed bridge. The project is divided into four phases:

*Phase I includes the widening of Marriottsville Road from I-70 to MD 99 (complete)
*Phase II includes improvements to the ramp for I-70 eastbound (complete)
*Phase III includes the widening of Marriottsville Road from US 40 to the I-70 bridge
*Phase IV includes the construction of the I-70 bridge

Justification:

Increasing traffic and new residential and commercial development necessitate the improvement of the roadway as well as the bridge.

Howard County and MDOT SHA executed an MOU for TMDL work in 2019. MDOT SHA is funding TMDL design and construction in the form of intermittent reimbursement to the county in the amounts of $200k and $630k, respectively. The remainder of the project is funded by Howard County.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
4. Increase Mobility

Marriottsville Road and I-70 Bridge Improvements

(Funding in Thousands)

Other

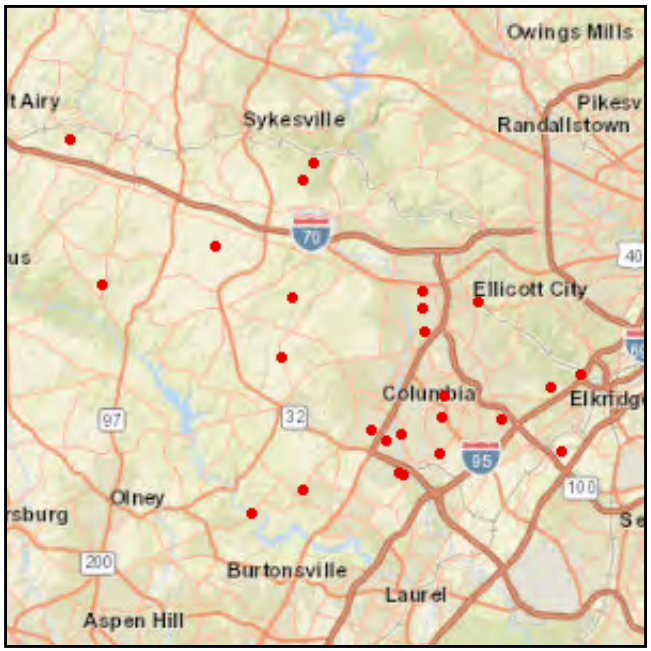
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$18,000	$0	$0	$0	$0	$0	$0	$18,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$2,375	$0	$0	$0	$0	$0	$0	$2,375
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$20,375**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$20,375**
Total	**$0**	**$20,375**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$20,375**

Bridge Repair and Deck Replacement

TIP ID	16-0436-13	**Year of Operation**	Ongoing
Agency	Howard County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	Varies
CIP or CTP ID(s)	Various projects	**Est. Total Cost**	$25,361,000

Description:

This is an ongoing program to provide upgrades and maintenance of structures on Howard County Roadways. These are non-capacity improvements which may include but are not limited to bridge rehabilitation and replacement, painting, structural repairs, and general maintenance on various Howard County bridges.



Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Bridge Repair and Deck Replacement

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$563	$0	$510	$0	$440	$0	$0	$1,513
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$368	$0	$160	$0	$20	$0	$0	$548
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$931**	**$0**	**$670**	**$0**	**$460**	**$0**	**$0**	**$2,061**

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$2,249	$0	$2,040	$0	$1,760	$0	$0	$0	$6,049
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$960	$0	$640	$0	$80	$0	$0	$0	$1,680
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3,209**	**$0**	**$2,680**	**$0**	**$1,840**	**$0**	**$0**	**$0**	**$7,729**

Total	**$3,209**	**$931**	**$2,680**	**$670**	**$1,840**	**$460**	**$0**	**$0**	**$9,790**

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

TIP ID	16-2201-13	**Year of Operation**	2026
Agency	Howard County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	B3857	**Est. Total Cost**	$2,852,528

Description:

This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge width, sidewalks and shoulders will be evaluated during engineering.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,562	$390	$0	$0	$0	$0	$0	$0	$1,952
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$400	$100	$0	$0	$0	$0	$0	$0	$500
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,962**	**$490**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,452**
Total	**$1,962**	**$490**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$2,452**

I-95 Fort McHenry Tunnel: Port Covington I-95 Access Study

TIP ID	22-1901-45	**Year of Operation**	2029
Agency	Maryland Transportation Authority	**Project Type**	Interchange ramp added or widened
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	7 miles, 8 lanes
CIP or CTP ID(s)	MDTA-9	**Est. Total Cost**	$495,000,000

Description:

MDTA and Baltimore City have developed a suite of improvements to I-95 ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the Port Covington peninsula in South Baltimore and to address traffic needs in the Port Covington area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway. The total project cost is estimated to be $495 million, with completion anticipated in 2029. The first phase of this project was MDTA's funding and oversight of the project's planning, with a NEPA study that is anticipated to be complete in 2023. Future planning efforts will be funded by a private developer. MDTA construction funding is anticipated in FY 2025 and would be MDTA's match for a potential future INFRA Grant.

Justification:

The improvements will support local and regional economic development in Baltimore and the region. They will improve connectivity to existing land uses along the I-95 corridor and major local roads, including Hanover Street, McComas Street, and Key Highway. The improvements will also increase access to planned development that is envisioned for the Port Covington peninsula, and as described in the Port Covington Master Plan, thereby increasing connectivity to planned residential development, businesses, waterways, parks, and new transit facilities on improved street grids.

Connection to Long-Range Transportation Planning Goals:

3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.
4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.

I-95 Fort McHenry Tunnel: Port Covington I-95 Access Study

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$5,500	$0	$0	$5,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,500**	**$0**	**$0**	**$5,500**
Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,500**	**$0**	**$0**	**$5,500**

I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

TIP ID	22-2201-19	**Year of Operation**	2028
Agency	Maryland Transportation Authority	**Project Type**	Other
Project Category	Highway Preservation	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	4 mainline lanes maintained, 4 new 0.7 mile CD lanes
CIP or CTP ID(s)	MDTA-31	**Est. Total Cost**	$102,000,000

Description:

The I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project includes the removal of the toll booths and installation of an overhead gantry at the I-895/Baltimore Harbor Tunnel Toll Plaza. 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.

Justification:

This project will improve travel speeds by eliminating vehicle queues and maintaining a consistent number of travel lanes on I-895 between the K-Truss bridge and the tunnel. It will also improve safety by reducing crash risk and MDTA employee exposure to traffic flows. The risk of bridge strikes and associated repairs will be reduced as well. Finally, fuel consumption and vehicle emissions will be reduced by providing more constant travel speeds.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

(Funding in Thousands)

Other

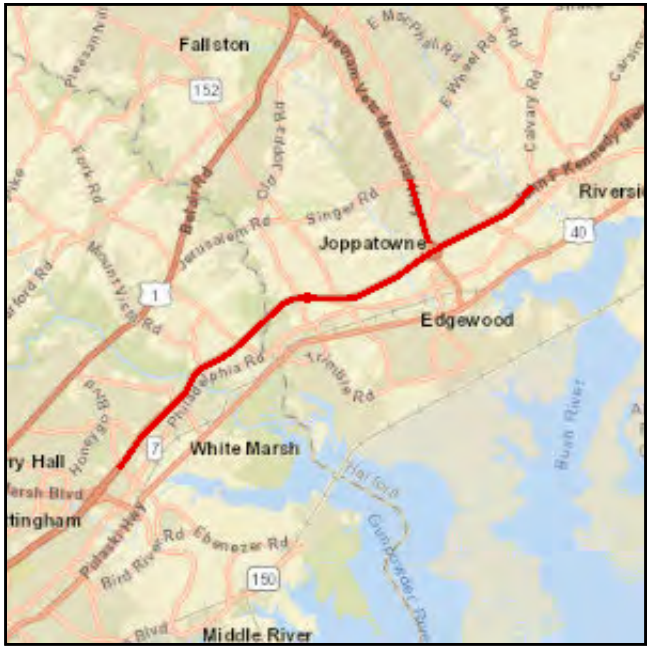
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$22,665	$0	$31,664	$0	$0	$54,329
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$2,220	$0	$0	$0	$0	$0	$0	$2,220
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$2,220**	**$0**	**$22,665**	**$0**	**$31,664**	**$0**	**$0**	**$56,549**
Total	**$0**	**$2,220**	**$0**	**$22,665**	**$0**	**$31,664**	**$0**	**$0**	**$56,549**

I-95 Express Toll Lanes Northbound Extension

TIP ID	25-1801-41	**Year of Operation**	2027
Agency	Maryland Transportation Authority	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	11.25 miles, 6 to 8 lanes
CIP or CTP ID(s)	MDTA-1	**Est. Total Cost**	$1,100,000,000

Description:

The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project is funded by MDTA toll revenues and includes 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; ramps from I-695 (WB & EB) to NB ETL; reconstruction of the overpasses at Raphel, Bradshaw, Old Joppa, Clayton, and Abingdon roads; construction of 5 noise walls; widening the I-95 northbound bridges over the Big and Little Gunpowder Falls and Winters Run; environmental mitigation; and additional safety improvements.



Justification:

The ETLs project will bring much needed traffic relief to one of the most congested portions of I-95 in Baltimore and Harford counties. Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. An Intelligent Transportation System (ITS) will allow MDTA to better operate the ETLs and general purpose lanes while addressing transportation safety along I-95. The construction of additional noise walls will address community needs.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
4. Increase Mobility
4.D Increase Mobility -- Apply mobility-related management and operations techniques.

I-95 Express Toll Lanes Northbound Extension

(Funding in Thousands)

Other

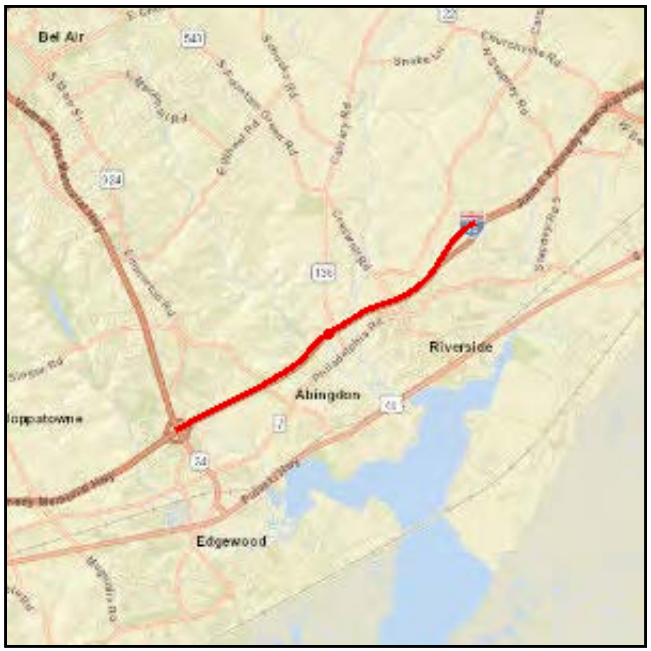
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$202,597	$0	$136,497	$0	$108,796	$0	$83,668	$531,558
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$6,251	$0	$2,403	$0	$1,204	$0	$0	$9,858
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$750	$0	$0	$0	$0	$0	$0	$750
Subtotal	**$0**	**$209,598**	**$0**	**$138,900**	**$0**	**$110,000**	**$0**	**$83,668**	**$542,166**
Total	**$0**	**$209,598**	**$0**	**$138,900**	**$0**	**$110,000**	**$0**	**$83,668**	**$542,166**

I-95 Southbound Part-Time Shoulder Usage

TIP ID	25-2101-41	**Year of Operation**	2027
Agency	Maryland Transportation Authority	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	3.9 miles, 3 lanes + Left Shoulder
CIP or CTP ID(s)	MDTA-5	**Est. Total Cost**	$32,300,000

Description:

This project will provide for the part-time use of the 12' left shoulder along I-95 southbound between the Maryland House Travel Plaza to north of the MD 24 overpass. It requires restriping I-95 southbound lanes and pavement improvements to the left shoulder lane for approximately 3.9 miles in Harford County. The project will also include the installation of intelligent transportation systems (ITS) devices to deploy a new ITS system, including lane-use control gantries, closed-circuit television cameras, traffic detectors, and dynamic message signs. It will allow for the left shoulder to be dynamically opened and closed based on traffic conditions. The project is funded by MDTA toll revenues. Project was delayed by one year due to decreased revenues resulting from the pandemic. Cost has increased as design has progressed.



Justification:

This project will address existing and recurring congestion and safety issues during summer weekends by providing additional capacity on a part-time, as needed basis along I-95 southbound between the Maryland House Travel Plaza and MD 24. It will improve safety by providing additional capacity to reduce congestion-related crashes, as well as reducing potential conflicts at the entrance ramp from Maryland House. This project is an interim phase of implementation of I-95 Section 200 and is the first phase of the I-95 Express Toll Lanes (ETL) Southbound Extension project. The phasing of the project will allow for maximum benefits to be provided in the interim, while minimizing impacts from future construction of the I-95 Express Toll Lanes (ETL) Southbound Extension project.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
4. Increase Mobility
4.D Increase Mobility -- Apply mobility-related management and operations techniques.

I-95 Southbound Part-Time Shoulder Usage

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$2,248	$0	$22,478	$0	$6,837	$31,563
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$420	$0	$0	$0	$0	$0	$0	$420
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$420**	**$0**	**$2,248**	**$0**	**$22,478**	**$0**	**$6,837**	**$31,983**
Total	**$0**	**$420**	**$0**	**$2,248**	**$0**	**$22,478**	**$0**	**$6,837**	**$31,983**

Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

TIP ID	30-2101-82	**Year of Operation**	2026
Agency	Maryland Port Administration	**Project Type**	Facility rehabilitation
Project Category	Ports	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	MPA-10	**Est. Total Cost**	$42,200,000

Description:

The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events.

Justification:

The project is part of a larger, long-term resiliency and flood mitigation program at MPA's terminals and is essential in maintaining the POB's competitiveness in the Automobile and Roll-On/Roll-Off heavy equipment marketplace. By making improvements to Dundalk Marine Terminal, the project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the POB's largest and most versatile general cargo facility.

Connection to Long-Range Transportation Planning Goals:

5.B Conserve and Enhance the Environment -- Reduce surface runoff.
6.G Improve System Security -- Plan for transportation-related effects of climate change.

Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

(Funding in Thousands)

Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$3,612	$11,125	$1,696	$6,945	$752	$3,520	$0	$0	$27,650
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3,612**	**$11,125**	**$1,696**	**$6,945**	**$752**	**$3,520**	**$0**	**$0**	**$27,650**
Total	**$3,612**	**$11,125**	**$1,696**	**$6,945**	**$752**	**$3,520**	**$0**	**$0**	**$27,650**

Port of Baltimore Rail Capacity Modernization Project

TIP ID	30-2301-83	**Year of Operation**	2026
Agency	Maryland Port Administration	**Project Type**	Facility expansion
Project Category	Ports	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	MPA-TBA	**Est. Total Cost**	$22,400,000

Description:

The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.

Justification:

The project is needed to modernize the ICTF's rail yard infrastructure to support increased demand for double stacked trains of containerized cargo once the Howard Street Tunnel Project is complete.

Connection to Long-Range Transportation Planning Goals:

7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.

Port of Baltimore Rail Capacity Modernization Project

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$11,850	$5,050	$3,830	$1,640	$0	$0	$0	$0	$22,370
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$11,850**	**$5,050**	**$3,830**	**$1,640**	**$0**	**$0**	**$0**	**$0**	**$22,370**
Total	**$11,850**	**$5,050**	**$3,830**	**$1,640**	**$0**	**$0**	**$0**	**$0**	**$22,370**

Masonville Cove Connector: Shared Use Path Design and Construction

TIP ID	32-2301-03	**Year of Operation**	2025
Agency	Maryland Port Administration	**Project Type**	Bicycle/pedestrian facility
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	2-mile trail
CIP or CTP ID(s)		**Est. Total Cost**	$1,681,900

Description:

This project includes design and construction of a shared use path along Frankfurst Avenue in Baltimore City. The trail is expected to span between Masonville Cove, which is the Nation's first Urban Wildlife Refuge Partnership, and Hanover Street. At Hanover Street, the trail will link to the existing Gwynns Falls Trail and proposed Bay Brook Connector for over 20 miles of trail access. This project was identified as a part of the alternative multimodal 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.

Justification:

Masonville Cove, which was designated as the Nation's first Urban Wildlife Refuge Partnership, reconnects communities to the water by providing public access to the shoreline, piers, and trails. However, the local community faces hurdles in safely accessing the site, which were explored through a 2019 outreach and education campaign. The addition of this trail will provide safe, convenient, and equitable access to Masonville Cove and the surrounding area. The establishment of this trail will connect to over 20 miles of existing and planned trails to provide access to local amenities including a regional hospital, neighborhoods, and light rail stations.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.

Masonville Cove Connector: Shared Use Path Design and Construction

(Funding in Thousands)

Federal Lands Access Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$542	$0	$0	$0	$0	$0	$542
OTH	$22	$0	$0	$0	$0	$0	$0	$0	$22
ENG	$252	$0	$0	$0	$0	$0	$0	$0	$252
PL	$6	$0	$6	$0	$0	$0	$0	$0	$12
ROW	$112	$0	$0	$0	$0	$0	$0	$0	$112
Subtotal	**$392**	**$0**	**$548**	**$0**	**$0**	**$0**	**$0**	**$0**	**$940**

Federal Lands Transportation Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$135	$0	$0	$0	$0	$135
OTH	$0	$5	$0	$0	$0	$0	$0	$0	$5
ENG	$0	$63	$0	$0	$0	$0	$0	$0	$63
PL	$0	$1	$0	$1	$0	$0	$0	$0	$2
ROW	$0	$28	$0	$0	$0	$0	$0	$0	$28
Subtotal	**$0**	**$97**	**$0**	**$136**	**$0**	**$0**	**$0**	**$0**	**$233**

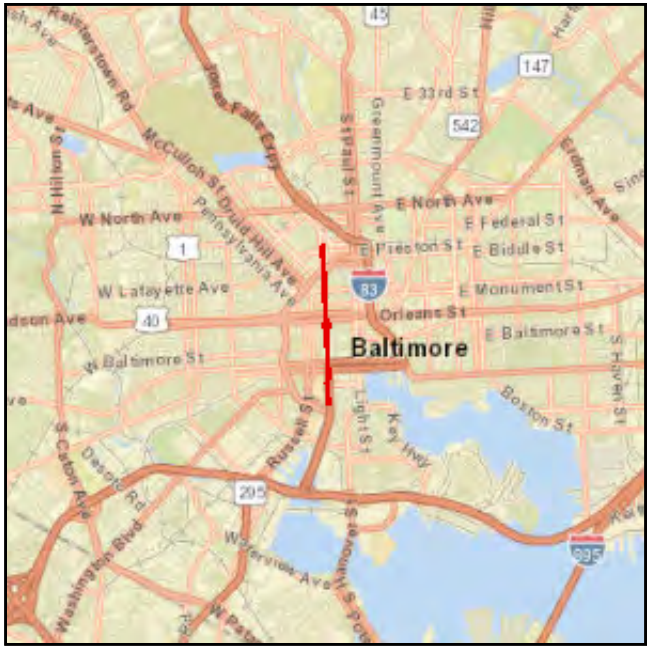
Total	**$392**	**$97**	**$548**	**$136**	**$0**	**$0**	**$0**	**$0**	**$1,173**

Howard Street Tunnel

TIP ID	32-2101-83	**Year of Operation**	2025
Agency	Maryland Port Administration	**Project Type**	Facility expansion
Project Category	Ports	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	1.7 miles
CIP or CTP ID(s)	MPA-13	**Est. Total Cost**	$466,000,000

Description:

The project consists of reconstructing the 126-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.



Justification:

The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore. The improved tunnel will allow the Port to attract more containers, resulting in additional jobs and economic growth for the region.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.

Howard Street Tunnel

(Funding in Thousands)

Infrastructure for Rebuilding America (INFRA) Discretionary Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$56,879	$0	$50,747	$8,744	$77,158	$0	$0	$0	$193,528
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$56,879**	**$0**	**$50,747**	**$8,744**	**$77,158**	**$0**	**$0**	**$0**	**$193,528**
Total	**$56,879**	**$0**	**$50,747**	**$8,744**	**$77,158**	**$0**	**$0**	**$0**	**$193,528**

Urban Transit Systems - Capital Assistance

TIP ID	40-1602-05	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Fleet improvement
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	N/A	**Est. Total Cost**	$3,328,000

Description:

Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include vehicle replacement along with continued preventive maintenance.

Justification:

Urban transit capital assistance will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$533	$133	$533	$133	$533	$133	$533	$133	$2,664
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$533**	**$133**	**$533**	**$133**	**$533**	**$133**	**$533**	**$133**	**$2,664**

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$133	$33	$133	$33	$133	$33	$133	$33	$664
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$133**	**$33**	**$133**	**$33**	**$133**	**$33**	**$133**	**$33**	**$664**

Total	**$666**	**$166**	**$666**	**$166**	**$666**	**$166**	**$666**	**$166**	**$3,328**

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID	40-1802-05	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Fleet improvement
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$97,531,000

Description:

This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MDOT MTA continuously receives deliveries of buses for MTA service. MDOT MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program which is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed

Justification:

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$11,136	$2,784	$14,643	$3,660	$4,957	$1,239	$3,800	$950	$43,169
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$11,136**	**$2,784**	**$14,643**	**$3,660**	**$4,957**	**$1,239**	**$3,800**	**$950**	**$43,169**

Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$349	$87	$4,794	$1,199	$0	$0	$0	$0	$6,429
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$349**	**$87**	**$4,794**	**$1,199**	**$0**	**$0**	**$0**	**$0**	**$6,429**

Congestion Mitigation and Air Quality

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$14,178	$3,544	$2,079	$520	$15,889	$3,972	$6,201	$1,550	$47,933
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$14,178**	**$3,544**	**$2,079**	**$520**	**$15,889**	**$3,972**	**$6,201**	**$1,550**	**$47,933**

Total	**$25,663**	**$6,415**	**$21,516**	**$5,379**	**$20,846**	**$5,211**	**$10,001**	**$2,500**	**$97,531**

Small Urban Transit Systems - Capital Assistance

TIP ID	40-9502-05	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Fleet improvement
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	NA	**Est. Total Cost**	$1,600,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System, Anne Arundel County, The City of Annapolis, and Howard County. Planned purchases include 2 small bus replacements, a mini van replacement, 2 heavy duty bus replacements, and continued preventative maintenance.

Justification:

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$160	$40	$200
OTH	$160	$40	$160	$40	$0	$200	$0	$0	$600
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$160**	**$40**	**$160**	**$40**	**$0**	**$200**	**$160**	**$40**	**$800**

Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$160	$40	$160	$40	$160	$40	$160	$40	$800
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$160**	**$40**	**$160**	**$40**	**$160**	**$40**	**$160**	**$40**	**$800**
Total	**$320**	**$80**	**$320**	**$80**	**$160**	**$240**	**$320**	**$80**	**$1,600**

Ridesharing - Baltimore Region

TIP ID	40-9901-01	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Ridesharing
Project Category	Emission Reduction Strategy	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$2,672,000

Description:

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, the Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Justification:

The Maryland Ridesharing Program promotes the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities to assist with the promotion and management of their Rideshare Program.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

Ridesharing - Baltimore Region

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$668	$0	$668	$0	$1,336
OTH	$668	$0	$668	$0	$0	$0	$0	$0	$1,336
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$668**	**$0**	**$668**	**$0**	**$668**	**$0**	**$668**	**$0**	**$2,672**
Total	**$668**	**$0**	**$668**	**$0**	**$668**	**$0**	**$668**	**$0**	**$2,672**

Small Urban Transit Systems - Operating Assistance

TIP ID	40-0104-61	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Operating assistance
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	NA	**Est. Total Cost**	$2,608,000

Description:

Operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Small urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Small Urban Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for operating projects)

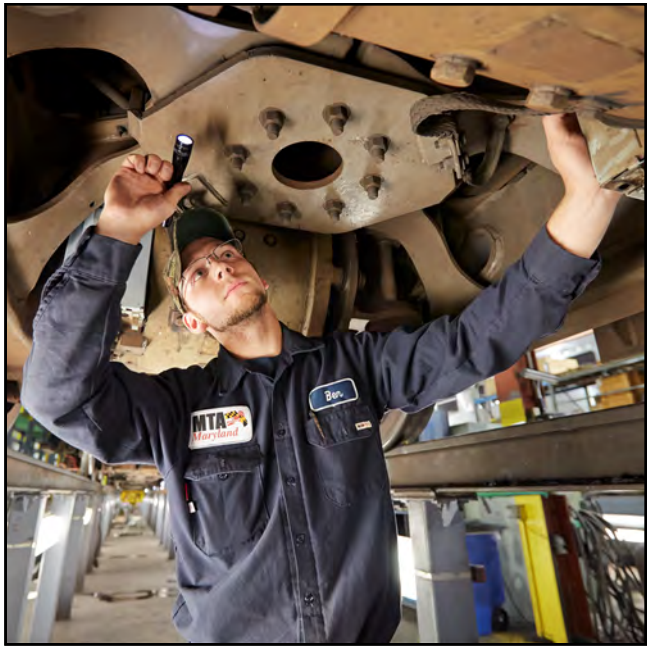
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$326	$326	$326	$326	$326	$326	$326	$326	$2,608
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$326**	**$326**	**$326**	**$326**	**$326**	**$326**	**$326**	**$326**	**$2,608**
Total	**$326**	**$326**	**$326**	**$326**	**$326**	**$326**	**$326**	**$326**	**$2,608**

Bus and Rail Preventive Maintenance

TIP ID	40-1204-64	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Preservation and improvements
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	MTA-25	**Est. Total Cost**	$195,512,000

Description:

This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.



Justification:

Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.

Bus and Rail Preventive Maintenance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$14,416	$3,604	$13,922	$3,480	$35,422
OTH	$15,374	$3,843	$14,900	$3,725	$0	$0	$0	$0	$37,842
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$15,374**	**$3,843**	**$14,900**	**$3,725**	**$14,416**	**$3,604**	**$13,922**	**$3,480**	**$73,264**

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$24,687	$6,171	$25,181	$6,295	$62,334
OTH	$23,729	$5,932	$24,203	$6,050	$0	$0	$0	$0	$59,914
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$23,729**	**$5,932**	**$24,203**	**$6,050**	**$24,687**	**$6,171**	**$25,181**	**$6,295**	**$122,248**

Total	**$39,103**	**$9,775**	**$39,103**	**$9,775**	**$39,103**	**$9,775**	**$39,103**	**$9,775**	**$195,512**

Seniors and Individuals with Disabilities

TIP ID	40-1502-69	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Other
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	N/A	**Est. Total Cost**	$9,360,000

Description:

This project provides capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.

Justification:

This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Connection to Long-Range Transportation Planning Goals:

3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
3.F Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan.

Seniors and Individuals with Disabilities

(Funding in Thousands)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$3,370	$1,310	$0	$0	$4,680
OTH	$3,370	$1,310	$0	$0	$0	$0	$0	$0	$4,680
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$3,370**	**$1,310**	**$0**	**$0**	**$3,370**	**$1,310**	**$0**	**$0**	**$9,360**
Total	**$3,370**	**$1,310**	**$0**	**$0**	**$3,370**	**$1,310**	**$0**	**$0**	**$9,360**

Urban Transit Systems - Operating Assistance

TIP ID	40-1603-61	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Operating assistance
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	N/A	**Est. Total Cost**	$16,912,000

Description:

This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Urban Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for operating projects)

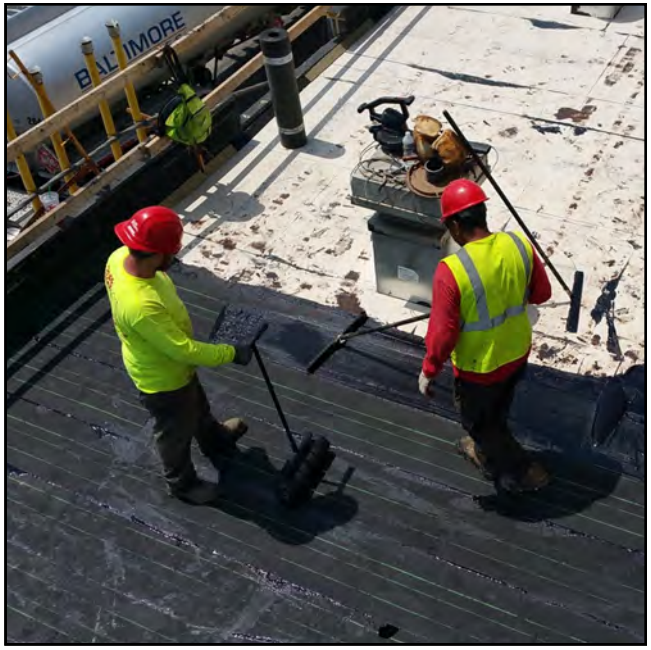
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$2,114	$2,114	$2,114	$2,114	$2,114	$2,114	$2,114	$2,114	$16,912
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$16,912**
Total	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$2,114**	**$16,912**

Agencywide System Preservation and Improvement

TIP ID	40-1801-64	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Preservation and improvements
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$33,910,000

Description:

This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, a system network migration and upgrade, system-wide escalators, and modernization of 40 elevators system-wide. In addition to the matching funds listed, MDOT MTA has committed $139 million in state dollars.



Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and assure the preservation of infrastructure agency-wide.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Agencywide System Preservation and Improvement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$8,094	$2,023	$12,120	$3,030	$0	$0	$6,915	$1,728	$33,910
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$8,094**	**$2,023**	**$12,120**	**$3,030**	**$0**	**$0**	**$6,915**	**$1,728**	**$33,910**
Total	**$8,094**	**$2,023**	**$12,120**	**$3,030**	**$0**	**$0**	**$6,915**	**$1,728**	**$33,910**

Metro and Light Rail Rolling Stock Overhauls and Replacement

TIP ID	40-1804-63	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Fleet improvement
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$152,856,000

Description:

Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/sub-systems to address obsolete parts, 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. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts 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. Delays were a result of Covid such as material delivery, sub-suppliers, internal Alstom impacts and plant shutdown. In addition to the matching funds listed, MTA has committed $106 million in state dollars.

Justification:

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$32,196	$8,049	$24,178	$6,044	$15,043	$6,045	$3,331	$833	$95,719
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$32,196**	**$8,049**	**$24,178**	**$6,044**	**$15,043**	**$6,045**	**$3,331**	**$833**	**$95,719**

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$10	$2,500	$12,163	$3,041	$2,468	$617	$20,799
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$10**	**$2,500**	**$12,163**	**$3,041**	**$2,468**	**$617**	**$20,799**

Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$29,071	$7,267	$0	$0	$0	$0	$0	$0	$36,338
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$29,071**	**$7,267**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$36,338**
Total	**$61,267**	**$15,316**	**$24,188**	**$8,544**	**$27,206**	**$9,086**	**$5,799**	**$1,450**	**$152,856**

Metro and Light Rail System Preservation and Improvement

TIP ID	40-1805-64	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Preservation and improvements
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$88,868,000

Description:

This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed $220 million in state dollars.

Justification:

The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro systems.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$8,735	$2,183	$13,450	$3,362	$0	$0	$25,031	$6,258	$59,019
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$8,735**	**$2,183**	**$13,450**	**$3,362**	**$0**	**$0**	**$25,031**	**$6,258**	**$59,019**

Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

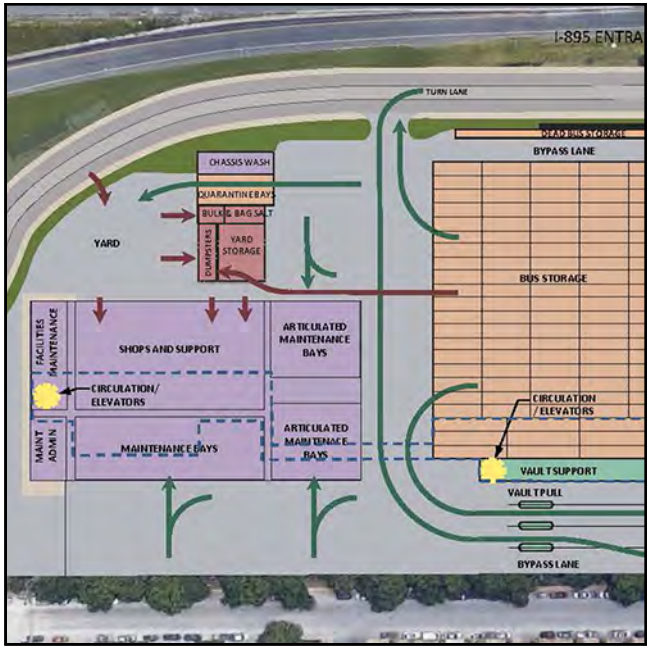
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$11,336	$2,834	$1,851	$463	$0	$0	$10,692	$2,673	$29,849
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$11,336**	**$2,834**	**$1,851**	**$463**	**$0**	**$0**	**$10,692**	**$2,673**	**$29,849**
Total	**$20,071**	**$5,017**	**$15,301**	**$3,825**	**$0**	**$0**	**$35,723**	**$8,931**	**$88,868**

Eastern Bus Facility

TIP ID	40-2301-65	**Year of Operation**	2026
Agency	MTA - Transit	**Project Type**	Rehabilitation of facilities
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	1547	**Est. Total Cost**	$162,270,184

Description:

The purpose of this project is to re-develop Eastern Bus Division as an electric bus division. Assuming a 190 bus fleet, construction would take >4 years. 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. Note: In addition to the matching funds listed, MDOT MTA has committed $106 million in state dollars.



Justification:

The current bus facility is very old and needs facility updates and increased capacity. The current asset rating is only a 3.
In addition, the Zero-Emissions Fleet Transition Study: Phase II recommends the Eastern Bus Division be expanded and redeveloped as 100% battery electric bus division to comply with the Greenhouse Gas Reduction Act. The GGRA requires half of MTA's vehicles to be zero emissions by 2030. To meet this goal, construction additional, substantial funding needs to be available starting 2023.

Connection to Long-Range Transportation Planning Goals:

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

Eastern Bus Facility

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$64,008	$16,002	$0	$0	$80,010
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$64,008**	**$16,002**	**$0**	**$0**	**$80,010**

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$5,008	$1,252	$0	$0	$6,260
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$5,008**	**$1,252**	**$0**	**$0**	**$6,260**

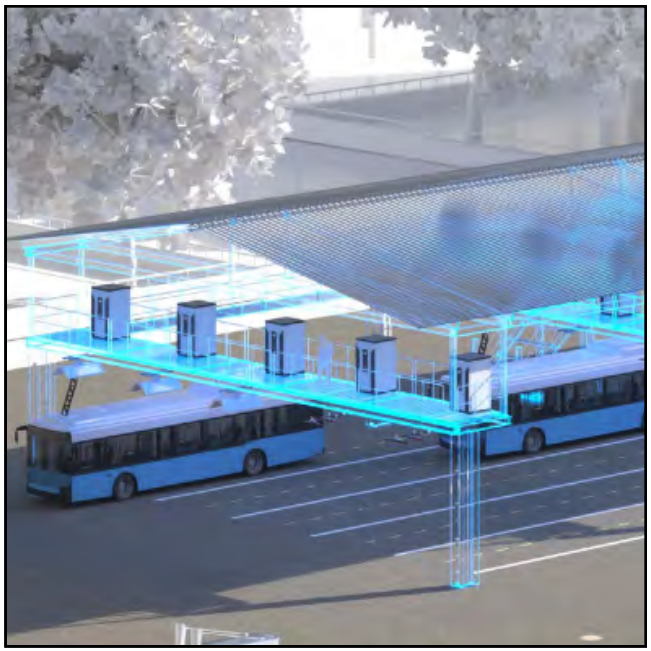
Total	**$0**	**$0**	**$0**	**$0**	**$69,016**	**$17,254**	**$0**	**$0**	**$86,270**

Zero Emission Infrastructure and Rolling Stock

TIP ID	40-2302-63	**Year of Operation**	2026
Agency	MTA - Transit	**Project Type**	Rehabilitation of facilities
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)		**Est. Total Cost**	$142,069,510

Description:

MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed $72.5 million in state dollars.



Justification:

The Maryland Transit Administration – Conversion to Zero–Emission Buses (Zero–Emission Bus Transition Act), Senate Bill SB0137, of the Maryland General Assembly, prohibits the Maryland Transit Administration (MTA), beginning in fiscal 2023, from entering into a contract to purchase buses that are not zero-emission buses (ZEBs) (as defined by the bill). The bill also requires MTA to submit a report each January 1st regarding the conversion of its bus fleet to zero-emission buses. The annual report submitted by MTA include: a schedule for converting MTA's transit bus fleet to zero-emission buses; an evaluation of the charging infrastructure needed for MTA to create and maintain a State transit bus fleet of zero-emission buses.

Connection to Long-Range Transportation Planning Goals:

5.C Conserve and Enhance the Environment -- Provide incentives for zero-emission vehicles.
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

Zero Emission Infrastructure and Rolling Stock

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$19,403	$0	$0	$0	$0	$0	$12,719	$3,180	$35,302
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$19,403**	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,719**	**$3,180**	**$35,302**

Section 5307 Urbanized Area Formula Program (funding for operating projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$4,851	$0	$0	$0	$0	$0	$0	$4,851
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$4,851**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,851**

Zero Emission Infrastructure and Rolling Stock

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$41,171	$10,293	$27,361	$6,840	$37,049	$9,262	$131,976
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$41,171**	**$10,293**	**$27,361**	**$6,840**	**$37,049**	**$9,262**	**$131,976**
Total	**$19,403**	**$4,851**	**$41,171**	**$10,293**	**$27,361**	**$6,840**	**$49,768**	**$12,442**	**$172,129**

Rural Transit Systems - Operating Assistance

TIP ID	40-9204-61	**Year of Operation**	Ongoing
Agency	MTA - Transit	**Project Type**	Operating assistance
Project Category	Transit Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	None	**Est. Total Cost**	$1,904,000

Description:

This project provides operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County Office of Aging) and Carroll Transit System.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Rural transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

Rural Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$238	$238	$238	$238	$952
OTH	$238	$238	$238	$238	$0	$0	$0	$0	$952
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$238**	**$238**	**$238**	**$238**	**$238**	**$238**	**$238**	**$238**	**$1,904**
Total	**$238**	**$238**	**$238**	**$238**	**$238**	**$238**	**$238**	**$238**	**$1,904**

MARC Rolling Stock Overhauls and Replacement

TIP ID	70-1501-53	**Year of Operation**	Ongoing
Agency	MTA - Commuter Rail	**Project Type**	Fleet improvement
Project Category	Commuter Rail Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$52,876,000

Description:

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year minor" and "20-year midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed $19.9 million in state dollars.

Justification:

Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.

MARC Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,090	$272	$1,256	$314	$1,820	$455	$4,324	$1,081	$10,612
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,090**	**$272**	**$1,256**	**$314**	**$1,820**	**$455**	**$4,324**	**$1,081**	**$10,612**

MARC Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$10,267	$2,566	$4,920	$1,230	$9,736	$2,434	$8,889	$2,222	$42,264
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$10,267**	**$2,566**	**$4,920**	**$1,230**	**$9,736**	**$2,434**	**$8,889**	**$2,222**	**$42,264**
Total	**$11,357**	**$2,838**	**$6,176**	**$1,544**	**$11,556**	**$2,889**	**$13,213**	**$3,303**	**$52,876**

MARC Improvements

TIP ID	70-1502-54	**Year of Operation**	Ongoing
Agency	MTA - Commuter Rail	**Project Type**	Preservation and improvements
Project Category	Commuter Rail Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$55,781,000

Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. In addition to the matching funds listed, MTA has committed $24 million in state dollars.

Justification:

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.

MARC Improvements

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,718	$430	$743	$186	$0	$0	$0	$0	$3,077
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,718**	**$430**	**$743**	**$186**	**$0**	**$0**	**$0**	**$0**	**$3,077**

MARC Improvements

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

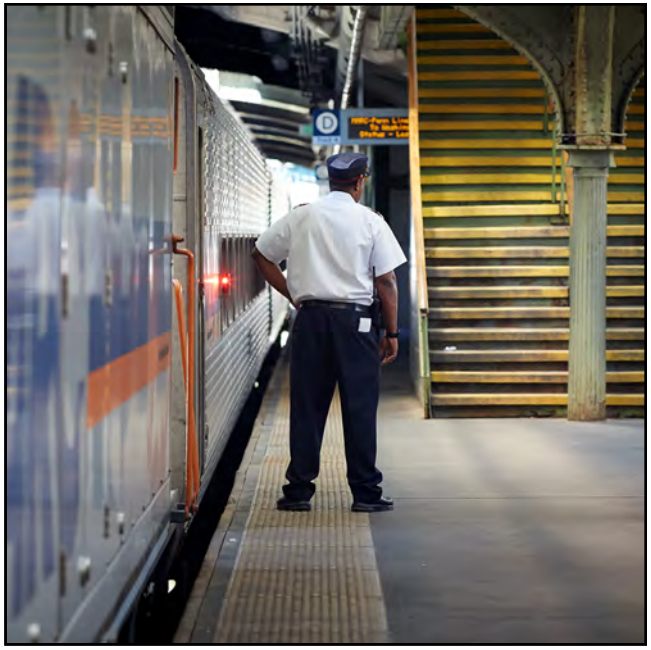
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$7,439	$1,860	$15,842	$3,961	$10,394	$2,599	$8,487	$2,122	$52,704
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$7,439**	**$1,860**	**$15,842**	**$3,961**	**$10,394**	**$2,599**	**$8,487**	**$2,122**	**$52,704**
Total	**$9,157**	**$2,290**	**$16,585**	**$4,147**	**$10,394**	**$2,599**	**$8,487**	**$2,122**	**$55,781**

MARC Facilities

TIP ID	70-1503-55	**Year of Operation**	Ongoing
Agency	MTA - Commuter Rail	**Project Type**	Rehabilitation of facilities
Project Category	Commuter Rail Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	Multiple	**Est. Total Cost**	$18,979,000

Description:

1) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks.
2) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed
3) Construction of Riverside Heavy Maintenance Facility.
4) Renovation of MARC's Odenton, Elkton, and Bayview Stations.
Note: In addition to the matching funds listed, MTA has committed $25.5 million in state dollars.



Justification:

1)MARC Martin State Airport Improvements: The Project will provide related utility infrastructure such as new storm water management facilities, new compressed air distribution system for entire facility, new domestic water distribution system to yard and shop, and additional ground power boxes to power trains during layover and reduce diesel engine idling.
2)MARC BWI Garage Facility: Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location. Typical repairs include concrete crack and spall repairs, cleaning and coating structural steel, repairing welded connections
3)Riverside Heavy Maintenance Facility: The building will provide four maintenance slots for locomotives undergoing heavy maintenance and repair which will free up maintenance slots in the existing shop for

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

MARC Facilities

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$835	$209	$460	$115	$800	$200	$0	$0	$2,619
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$835**	**$209**	**$460**	**$115**	**$800**	**$200**	**$0**	**$0**	**$2,619**

MARC Facilities

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

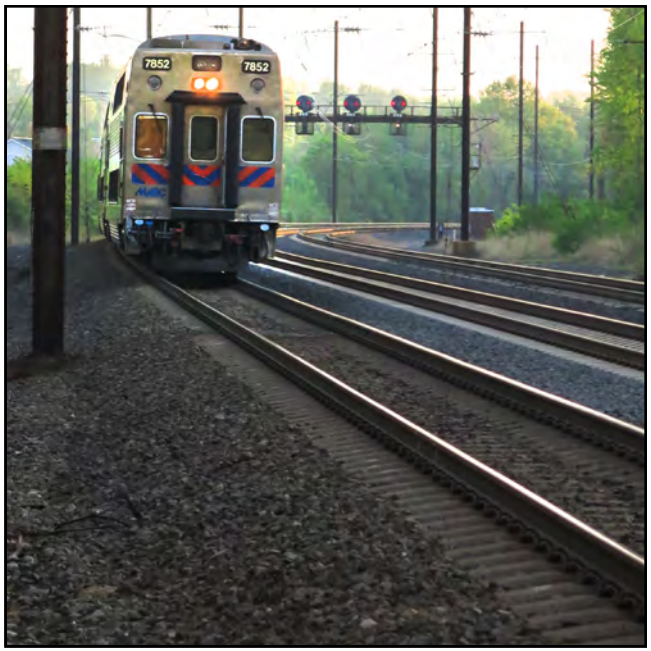
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$2,517	$629	$800	$200	$3,931	$983	$5,840	$1,460	$16,360
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$2,517**	**$629**	**$800**	**$200**	**$3,931**	**$983**	**$5,840**	**$1,460**	**$16,360**
Total	**$3,352**	**$838**	**$1,260**	**$315**	**$4,731**	**$1,183**	**$5,840**	**$1,460**	**$18,979**

State Safety Oversight

TIP ID	90-1401-39	**Year of Operation**	Ongoing
Agency	Office of the Secretary	**Project Type**	Other
Project Category	Environmental/Safety	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	A-9	**Est. Total Cost**	$2,400,000

Description:

The Maryland Department of Transportation (MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA's Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.



Justification:

To make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs and information sharing.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
1.D Improve System Safety -- Improve emergency response time.
9. Promote Informed Decision Making

State Safety Oversight

(Funding in Thousands)

Section 5329 (State Safety Oversight)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$400	$200	$400	$200	$400	$200	$400	$200	$2,400
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$400**	**$200**	**$400**	**$200**	**$400**	**$200**	**$400**	**$200**	**$2,400**
Total	**$400**	**$200**	**$400**	**$200**	**$400**	**$200**	**$400**	**$200**	**$2,400**

Areawide Transportation Alternatives Projects

TIP ID	60-9903-29	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Other
Project Category	Enhancement Program	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	N/A	**Est. Total Cost**	$32,600,000

Description:

This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects.

Justification:

Transportation enhancements are projects which add community and environmental value to the transportation system.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.

Areawide Transportation Alternatives Projects

(Funding in Thousands)

Transportation Alternatives (Transportation Enhancement, Safe Routes to School)

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$6,400	$1,600	$6,400	$1,600	$4,800	$1,200	$4,800	$1,200	$28,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$640	$160	$640	$160	$640	$160	$640	$160	$3,200
PL	$240	$60	$240	$60	$240	$60	$240	$60	$1,200
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$7,320**	**$1,830**	**$7,320**	**$1,830**	**$5,720**	**$1,430**	**$5,720**	**$1,430**	**$32,600**
Total	**$7,320**	**$1,830**	**$7,320**	**$1,830**	**$5,720**	**$1,430**	**$5,720**	**$1,430**	**$32,600**

Areawide Environmental Projects

TIP ID	60-9506-38	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Environmental other
Project Category	Environmental/Safety	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	A-20	**Est. Total Cost**	$98,600,000

Description:

This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities.

Justification:

Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
5.B Conserve and Enhance the Environment -- Reduce surface runoff.
5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.

Areawide Environmental Projects

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$400	$100	$400	$100	$400	$100	$400	$100	$2,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$80	$20	$80	$20	$80	$20	$80	$20	$400
PL	$40	$10	$40	$10	$40	$10	$40	$10	$200
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$560**	**$140**	**$560**	**$140**	**$560**	**$140**	**$560**	**$140**	**$2,800**

Areawide Environmental Projects

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,600	$400	$1,600	$400	$800	$200	$800	$200	$6,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$2,400	$800	$2,400	$800	$320	$80	$320	$80	$7,200
PL	$40	$10	$40	$10	$40	$10	$40	$10	$200
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$4,080**	**$1,220**	**$4,080**	**$1,220**	**$1,200**	**$300**	**$1,200**	**$300**	**$13,600**

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$19,200	$4,800	$19,200	$4,800	$12,000	$3,000	$12,000	$3,000	$78,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,200	$300	$1,200	$300	$160	$40	$160	$40	$3,400
PL	$80	$20	$80	$20	$80	$20	$80	$20	$400
ROW	$80	$20	$80	$20	$80	$20	$80	$20	$400
Subtotal	**$20,560**	**$5,140**	**$20,560**	**$5,140**	**$12,320**	**$3,080**	**$12,320**	**$3,080**	**$82,200**

Total	**$25,200**	**$6,500**	**$25,200**	**$6,500**	**$14,080**	**$3,520**	**$14,080**	**$3,520**	**$98,600**

Areawide Congestion Management

TIP ID	60-9504-04	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Traffic engineering
Project Category	Emission Reduction Strategy	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	A-21	**Est. Total Cost**	$113,000,000

Description:

This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Justification:

These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
4.D Increase Mobility -- Apply mobility-related management and operations techniques.
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

Areawide Congestion Management

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,200	$300	$1,200	$300	$1,200	$300	$1,200	$300	$6,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$160	$40	$160	$40	$160	$40	$160	$40	$800
PL	$40	$10	$40	$10	$40	$10	$40	$10	$200
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$1,440**	**$360**	**$1,440**	**$360**	**$1,440**	**$360**	**$1,440**	**$360**	**$7,200**

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$2,400	$600	$2,400	$600	$1,600	$400	$1,600	$400	$10,000
OTH	$2,400	$600	$2,400	$600	$800	$200	$800	$200	$8,000
ENG	$240	$60	$240	$60	$240	$60	$240	$60	$1,200
PL	$800	$200	$800	$200	$320	$80	$320	$80	$2,800
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$5,880**	**$1,470**	**$5,880**	**$1,470**	**$3,000**	**$750**	**$3,000**	**$750**	**$22,200**

Areawide Congestion Management

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$4,000	$1,000	$4,000	$1,000	$4,000	$1,000	$4,000	$1,000	$20,000
OTH	$8,000	$2,000	$8,000	$2,000	$5,600	$1,400	$5,600	$14,000	$46,600
ENG	$6,400	$1,600	$6,400	$1,600	$4,000	$1,000	$0	$1,000	$22,000
PL	$900	$300	$900	$300	$400	$100	$400	$100	$3,400
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$19,340**	**$4,910**	**$19,340**	**$4,910**	**$14,040**	**$3,510**	**$10,040**	**$16,110**	**$92,200**
Total	**$26,660**	**$6,740**	**$26,660**	**$6,740**	**$18,480**	**$4,620**	**$14,480**	**$17,220**	**$121,600**

TSMO System 1

TIP ID	60-2301-41	**Year of Operation**	2029
Agency	SHA - Regional	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	I-70: 11.7 miles, US 40: 10.5 miles, US 29: 3.5 miles
CIP or CTP ID(s)	AZ2321	**Est. Total Cost**	$76,687,000

Description:

This project is a combination of information technology and geometric improvements within TSMO System 1 including I-70 from I-695 to MD 32, US 29 from I-695 to I-70, and US 40 from MD 99 to MD 100.

Justification:

This project will improve safety and operations along I-70, US 29, and US 40.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
4. Increase Mobility
4.D Increase Mobility -- Apply mobility-related management and operations techniques.

TSMO System 1

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$2,784	$147	$8,550	$450	$22,174	$1,853	$35,958
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,210	$90	$450	$50	$450	$50	$450	$50	$2,800
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$79	$9	$95	$11	$194
Subtotal	**$1,210**	**$90**	**$3,234**	**$197**	**$9,079**	**$509**	**$22,719**	**$1,914**	**$38,952**
Total	**$1,210**	**$90**	**$3,234**	**$197**	**$9,079**	**$509**	**$22,719**	**$1,914**	**$38,952**

Areawide Bridge Replacement And Rehabilitation

TIP ID	60-9310-13	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	A-20	**Est. Total Cost**	$269,500,000

Description:

This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.

Justification:

Will preserve existing structures, increase safety, and improve highway beautification.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$32,000	$8,000	$30,000	$7,000	$24,000	$6,000	$24,000	$6,000	$137,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$3,400	$2,200	$3,400	$2,200	$1,600	$400	$1,600	$400	$15,200
PL	$320	$80	$160	$40	$160	$40	$160	$40	$1,000
ROW	$320	$80	$160	$40	$160	$40	$160	$40	$1,000
Subtotal	**$36,040**	**$10,360**	**$33,720**	**$9,280**	**$25,920**	**$6,480**	**$25,920**	**$6,480**	**$154,200**

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$24,000	$6,000	$16,000	$4,000	$12,000	$3,000	$12,000	$3,000	$80,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$8,000	$2,000	$8,000	$2,000	$4,800	$1,200	$4,800	$1,200	$32,000
PL	$480	$120	$240	$60	$240	$60	$240	$60	$1,500
ROW	$480	$120	$320	$80	$320	$80	$320	$80	$1,800
Subtotal	**$32,960**	**$8,240**	**$24,560**	**$6,140**	**$17,360**	**$4,340**	**$17,360**	**$4,340**	**$115,300**
Total	**$69,000**	**$18,600**	**$58,280**	**$15,420**	**$43,280**	**$10,820**	**$43,280**	**$10,820**	**$269,500**

Areawide Resurfacing And Rehabilitation

TIP ID	60-9501-11	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Road resurfacing/rehabilitation
Project Category	Highway Preservation	**Functional Class**	Varies
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	A-20	**Est. Total Cost**	$490,700,000

Description:

This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

Justification:

Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$9,000	$2,000	$9,000	$2,000	$4,000	$1,000	$4,000	$1,000	$32,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$400	$100	$400	$100	$400	$100	$400	$100	$2,000
PL	$40	$10	$40	$10	$40	$10	$40	$10	$200
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$9,480**	**$2,120**	**$9,480**	**$2,120**	**$4,480**	**$1,120**	**$4,480**	**$1,120**	**$34,400**

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$70,000	$18,000	$70,000	$18,000	$24,000	$6,000	$24,000	$6,000	$236,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$2,400	$600	$2,400	$600	$400	$100	$400	$100	$7,000
PL	$160	$40	$160	$40	$160	$40	$160	$40	$800
ROW	$160	$40	$160	$40	$160	$40	$160	$40	$800
Subtotal	**$72,720**	**$18,680**	**$72,720**	**$18,680**	**$24,720**	**$6,180**	**$24,720**	**$6,180**	**$244,600**

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$50,000	$14,000	$50,000	$14,000	$28,000	$7,000	$28,000	$7,000	$198,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$2,400	$600	$2,400	$600	$800	$200	$800	$200	$8,000
PL	$1,300	$400	$1,300	$400	$600	$150	$600	$150	$4,900
ROW	$160	$40	$160	$40	$160	$40	$160	$40	$800
Subtotal	**$53,860**	**$15,040**	**$53,860**	**$15,040**	**$29,560**	**$7,390**	**$29,560**	**$7,390**	**$211,700**

Total	**$136,060**	**$35,840**	**$136,060**	**$35,840**	**$58,760**	**$14,690**	**$58,760**	**$14,690**	**$490,700**

Areawide Safety And Spot Improvements

TIP ID	60-9508-19	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Other
Project Category	Highway Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	A-20	**Est. Total Cost**	$275,260,000

Description:

This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$2,000	$500	$2,000	$500	$2,000	$500	$2,000	$500	$10,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$400	$100	$400	$100	$80	$20	$80	$20	$1,200
PL	$400	$100	$400	$100	$200	$50	$200	$50	$1,500
ROW	$40	$10	$40	$10	$40	$10	$40	$10	$200
Subtotal	**$2,840**	**$710**	**$2,840**	**$710**	**$2,320**	**$580**	**$2,320**	**$580**	**$12,900**

Highway Safety Improvement Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$17,000	$3,400	$17,000	$3,400	$8,000	$2,000	$8,000	$2,000	$60,800
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$4,000	$2,000	$4,000	$2,000	$2,000	$1,000	$2,000	$1,000	$18,000
PL	$1,600	$400	$1,600	$400	$1,200	$300	$1,200	$300	$7,000
ROW	$300	$200	$300	$200	$160	$40	$160	$40	$1,400
Subtotal	**$22,900**	**$6,000**	**$22,900**	**$6,000**	**$11,360**	**$3,340**	**$11,360**	**$3,340**	**$87,200**

Areawide Safety And Spot Improvements

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$16,000	$4,000	$16,000	$4,000	$8,000	$2,000	$8,000	$2,000	$60,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$4,000	$2,000	$4,000	$2,000	$800	$200	$800	$200	$14,000
PL	$800	$200	$800	$200	$160	$40	$160	$40	$2,400
ROW	$640	$160	$640	$160	$640	$160	$640	$160	$3,200
Subtotal	**$21,440**	**$6,360**	**$21,440**	**$6,360**	**$9,600**	**$2,400**	**$9,600**	**$2,400**	**$79,600**

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$12,000	$3,000	$12,000	$3,000	$12,000	$3,000	$12,000	$3,000	$60,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$6,000	$3,000	$6,000	$3,000	$1,600	$400	$1,600	$400	$22,000
PL	$1,600	$400	$1,600	$400	$800	$200	$800	$200	$6,000
ROW	$2,400	$600	$1,600	$400	$1,600	$400	$160	$400	$7,560
Subtotal	**$22,000**	**$7,000**	**$21,200**	**$6,800**	**$16,000**	**$4,000**	**$14,560**	**$4,000**	**$95,560**

Total	**$69,180**	**$20,070**	**$68,380**	**$19,870**	**$39,280**	**$10,320**	**$37,840**	**$10,320**	**$275,260**

Areawide Urban Reconstruction

TIP ID	60-9511-19	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Other
Project Category	Highway Preservation	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	A-20	**Est. Total Cost**	$10,780

Description:

This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscapes, signs, and markings and lighting improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing delay, queuing and congestion. This will also enhance the surrounding environment and community.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Areawide Urban Reconstruction

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$20	$5	$20	$5	$20	$5	$20	$5	$100
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,000	$300	$1,000	$300	$8	$2	$8	$2	$2,620
PL	$4	$1	$4	$1	$4	$1	$5	$1	$21
ROW	$4	$1	$4	$1	$4	$1	$4	$1	$20
Subtotal	**$1,028**	**$307**	**$1,028**	**$307**	**$36**	**$9**	**$37**	**$9**	**$2,761**

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,200	$300	$1,200	$300	$1,200	$300	$1,200	$300	$6,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$240	$60	$240	$60	$80	$20	$80	$20	$800
PL	$40	$10	$40	$10	$40	$10	$40	$10	$200
ROW	$300	$60	$300	$60	$120	$30	$120	$30	$1,020
Subtotal	**$1,780**	**$430**	**$1,780**	**$430**	**$1,440**	**$360**	**$1,440**	**$360**	**$8,020**

Total	**$2,808**	**$737**	**$2,808**	**$737**	**$1,476**	**$369**	**$1,477**	**$369**	**$10,781**

Morgan State University Transportation Research Program

TIP ID	60-0702-99	**Year of Operation**	Ongoing
Agency	SHA - Regional	**Project Type**	Miscellaneous
Project Category	Miscellaneous	**Functional Class**	NA
Conformity Status	Exempt	**Physical Data**	NA
CIP or CTP ID(s)	NA	**Est. Total Cost**	$90,000

Description:

Transportation research, education and technology transfer activities involving university faculty, staff and students.

Justification:

The project will support research and solutions to real world transportation issues and meet state and federal transportation objectives.

Connection to Long-Range Transportation Planning Goals:

9. Promote Informed Decision Making

Morgan State University Transportation Research Program

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$45	$0	$45	$0	$0	$0	$0	$0	$90
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$45**	**$0**	**$45**	**$0**	**$0**	**$0**	**$0**	**$0**	**$90**
Total	**$45**	**$0**	**$45**	**$0**	**$0**	**$0**	**$0**	**$0**	**$90**

MD 175: Sellner Road/Race Road to McCarron Court

TIP ID	61-1701-41	**Year of Operation**	2025
Agency	SHA - Anne Arundel County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Minor Arterial
Conformity Status	Not Exempt	**Physical Data**	2 to 6 lanes, 0.7 miles
CIP or CTP ID(s)	AA4363	**Est. Total Cost**	$77,296,000

Description:

This project widens MD 175 from Sellner Road/Race Road to McCarron Court from two to six lanes, and reconfigures ramps in the NE and SW quadrants of the MD 295 interchange to create signalized left turns at MD 175. A shared use path on the south side of the road and bicycle compatible shoulders will extend from Race Road/Sellner Road to McCarron Court. The original project limits included the MD 175 segment from National Business Parkway to Sellner Road/Race Road. This segment was eliminated from the project to accommodate ongoing development in this area.

Justification:

This project will improve safety and operation along MD 175 and ease growing congestion related to the BRAC expansion at Fort Meade.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.

MD 175: Sellner Road/Race Road to McCarron Court

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$15,763	$53	$17,173	$58	$5,856	$19	$0	$0	$38,922
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$15,763**	**$53**	**$17,173**	**$58**	**$5,856**	**$19**	**$0**	**$0**	**$38,922**

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$623	$0	$122	$0	$464	$0	$0	$1,209
Subtotal	**$0**	**$623**	**$0**	**$122**	**$0**	**$464**	**$0**	**$0**	**$1,209**

Total	**$15,763**	**$676**	**$17,173**	**$180**	**$5,856**	**$483**	**$0**	**$0**	**$40,131**

MD 2: US 50 to Arnold Road

TIP ID	61-2301-41	**Year of Operation**	2026
Agency	SHA - Anne Arundel County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Other Principal Arterial
Conformity Status	Not Exempt	**Physical Data**	2 to 3 lanes, 1.25 miles
CIP or CTP ID(s)	AA9081	**Est. Total Cost**	$3,900,000

Description:

This project will provide a continuous third lane on northbound MD 2 from US 50 to Arnold Road and sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2. This project was previously included in the FY 2022-2025 TIP as an Anne Arundel County project with TIP ID #11-2102-41. The estimated total cost has been reduced to reflect the current project scope. Construction is not currently funded. Anne Arundel County contributed $200,000 for project design.

Justification:

This project will improve safety for vulnerable users and reduce congestion on MD 2.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
4. Increase Mobility

MD 2: US 50 to Arnold Road

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$260	$0	$0	$0	$0	$0	$0	$0	$260
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$260**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$260**

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$65	$0	$0	$0	$0	$0	$0	$65
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$65**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$65**

Total	**$260**	**$65**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$325**

MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97

TIP ID	61-2302-41	**Year of Operation**	2026
Agency	SHA - Anne Arundel County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Other Principal Arterial
Conformity Status	Not Exempt	**Physical Data**	4 to 6 lanes, 1.60 miles
CIP or CTP ID(s)	AA0371	**Est. Total Cost**	$23,500,000

Description:

This project will provide a continuous third lane on northbound MD 3 from St. Stephens Church Road to MD 175, a continuous third lane on southbound MD 3 from the MD 32 Ramp to Waugh Chapel Road/Riedel Road, a shared use path along MD 3 from MD 175 to Waugh Chapel/Riedel Road, 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. Construction is not currently funded. Anne Arundel County contributed $160,000 for project design.

Justification:

This project will improve safety for vulnerable users and improve operations along MD 3.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and

MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$148	$0	$0	$0	$0	$0	$0	$0	$148
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$148**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$148**

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$37	$0	$0	$0	$0	$0	$0	$37
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$37**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$37**

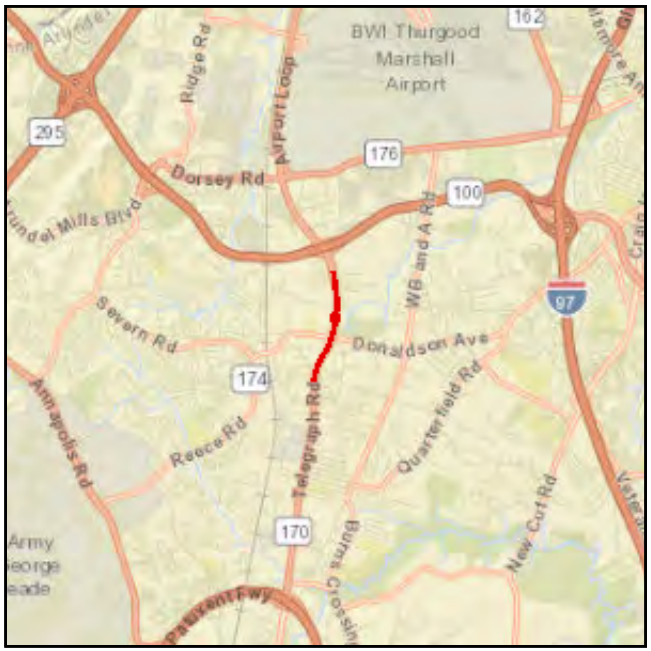
Total	**$148**	**$37**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$185**

MD 170: Norcross Lane to Wieker Road

TIP ID	61-2303-41	**Year of Operation**	2026
Agency	SHA - Anne Arundel County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Other Principal Arterial
Conformity Status	Not Exempt	**Physical Data**	2 to 4 lanes, 0.83 miles
CIP or CTP ID(s)	AA1951	**Est. Total Cost**	$17,900,000

Description:

This project will include widening of MD 170 from Norcross Lane to Wieker Road to provide an additional through lane in each direction and increased capacity at the MD 170/MD 174 intersection. The project will also include new sidewalk and bicycle compatible shoulders. Shoulder width will be determined during design. Construction funding in FY 2024 is for utility work. The remaining construction funding will be programmed at a later date.



Justification:

This project will improve safety and operations along MD 170 from Norcross Lane to Wieker Road, including the MD 170/MD 174 intersection.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.

MD 170: Norcross Lane to Wieker Road

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$400	$100	$0	$0	$0	$0	$0	$0	$500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$160	$40	$0	$0	$0	$0	$0	$0	$200
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$200	$50	$0	$0	$0	$0	$0	$0	$250
Subtotal	**$760**	**$190**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$950**
Total	**$760**	**$190**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$950**

MD 214: MD 468 to Camp Letts Road

TIP ID	61-2304-41	**Year of Operation**	2026
Agency	SHA - Anne Arundel County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Other Principal Arterial
Conformity Status	Not Exempt	**Physical Data**	2 to 4 lanes, 0.92 miles
CIP or CTP ID(s)	AA0391	**Est. Total Cost**	$19,300,000

Description:

This project will add an additional lane in each lane direction and improve intersections from MD 468 to Camp Letts Road. The project also includes bicycle and pedestrian improvements. Project will include a shared use path along MD 214. Sidewalk will be determined during design. This project was previously included in the FY 2022-2025 TIP as an Anne Arundel County project with TIP ID #11-2104-41. Anne Arundel County contributed $1.6 million for engineering. Construction funding will be programmed at a later date.

Justification:

The project will improve safety for vulnerable users, reliability, and operations.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
4. Increase Mobility

MD 214: MD 468 to Camp Letts Road

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

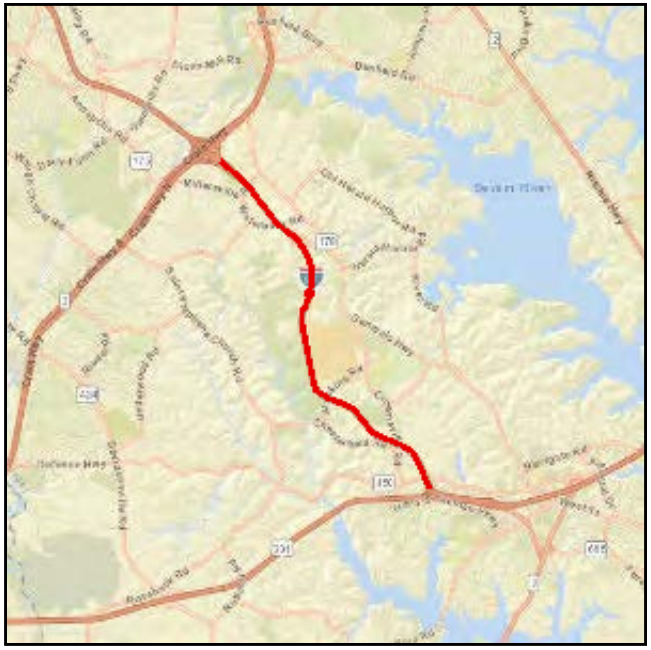
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$400	$100	$0	$0	$0	$0	$0	$0	$500
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$80	$20	$0	$0	$0	$0	$0	$0	$100
Subtotal	**$480**	**$120**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$600**
Total	**$480**	**$120**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$600**

I-97: US 50 to MD 32 TSMO

TIP ID	61-2305-41	**Year of Operation**	2027
Agency	SHA - Anne Arundel County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	7 miles, TSMO improvements TBD
CIP or CTP ID(s)	AA9451	**Est. Total Cost**	$49,448,000

Description:

This project is a combination of information technology and geometric improvements along the corridor. The project also includes extending the left entrance ramp from eastbound US 50 to northbound I-97 by 2,600 feet to address heavy merge movements.



Justification:

This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility

I-97: US 50 to MD 32 TSMO

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$8,687	$965	$13,720	$1,524	$18,137	$2,015	$45,048
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$1,800	$200	$450	$50	$0	$0	$0	$0	$2,500
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$1,800**	**$200**	**$9,137**	**$1,015**	**$13,720**	**$1,524**	**$18,137**	**$2,015**	**$47,548**
Total	**$1,800**	**$200**	**$9,137**	**$1,015**	**$13,720**	**$1,524**	**$18,137**	**$2,015**	**$47,548**

MD 173: Bridge Replacement over Rock Creek

TIP ID	61-2101-13	**Year of Operation**	TBD
Agency	SHA - Anne Arundel County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	AA323A	**Est. Total Cost**	$5,328,000

Description:

The project will replace bridge no. 0204600 over Rock Creek. The new bridge will maintain two 11' lanes along with 5' 5" bicycle compatible shoulders. Engineering began in 2015 using state only funds. Construction is not currently funded.

Justification:

The deteriorating bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

MD 173: Bridge Replacement over Rock Creek

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$97	$24	$0	$0	$0	$0	$0	$0	$121
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$97**	**$24**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$121**
Total	**$97**	**$24**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$121**

I-795: Dolfield Boulevard Interchange

TIP ID	63-0803-46	**Year of Operation**	2031
Agency	SHA - Baltimore County	**Project Type**	New interchange
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	Full Interchange
CIP or CTP ID(s)	BA4511	**Est. Total Cost**	$148,917,000

Description:

Construct an interchange at Dolfield Boulevard including widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. TSMO strategies, including part-time shoulder use, will be utilized.

Justification:

This project will provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility

I-795: Dolfield Boulevard Interchange

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$410	$45	$455
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$2,700	$300	$2,700	$300	$900	$100	$270	$30	$7,300
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$7,196	$800	$7,196	$800	$0	$0	$15,992
Subtotal	**$2,700**	**$300**	**$9,896**	**$1,100**	**$8,096**	**$900**	**$680**	**$75**	**$23,747**
Total	**$2,700**	**$300**	**$9,896**	**$1,100**	**$8,096**	**$900**	**$680**	**$75**	**$23,747**

I-695: US 40 to MD 144

TIP ID	63-1601-41	**Year of Operation**	2021
Agency	SHA - Baltimore County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	3 to 4 lanes, 1.2 miles
CIP or CTP ID(s)	BA7271	**Est. Total Cost**	$127,567,000

Description:

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 the noise barrier is underway and expected to be complete in 2024. Estimated Total Cost decreased as a result of lower costs for noise wall contract.

Justification:

This project will provide additional capacity and improve safety and operations on this segment of I-695.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
4. Increase Mobility

I-695: US 40 to MD 144

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$4,840	$0	$277	$0	$0	$0	$0	$5,117
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$4,840**	**$0**	**$277**	**$0**	**$0**	**$0**	**$0**	**$5,117**
Total	**$0**	**$4,840**	**$0**	**$277**	**$0**	**$0**	**$0**	**$0**	**$5,117**

I-695: I-70 to MD 43

TIP ID	63-1802-41	**Year of Operation**	2024
Agency	SHA - Baltimore County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	6 to 8 lanes, 19 miles
CIP or CTP ID(s)	BA0061	**Est. Total Cost**	$178,618,000

Description:

The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. This project primarily uses federal funding due to toll credits.

Justification:

This project will address capacity, safety, and operations concerns along I-695.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
4. Increase Mobility
4.D Increase Mobility -- Apply mobility-related management and operations techniques.

I-695: I-70 to MD 43

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

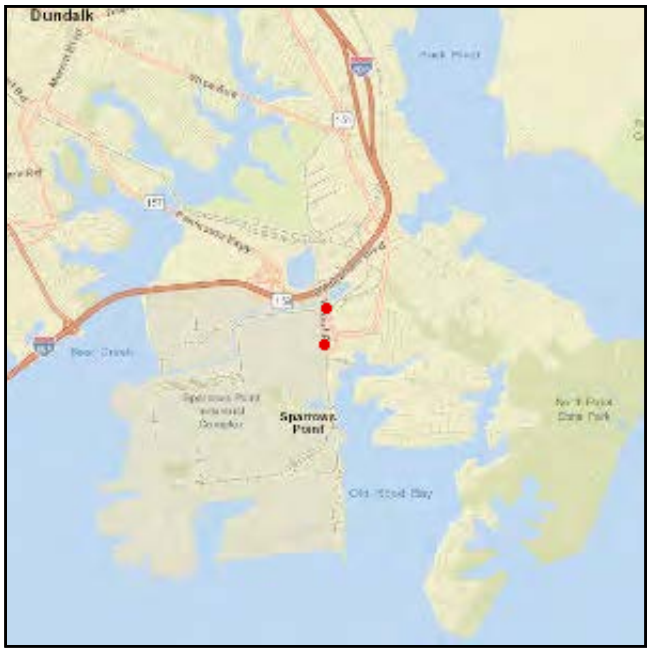
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$111,221	$69	$0	$0	$0	$0	$0	$0	$111,290
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$111,221**	**$69**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$111,290**
Total	**$111,221**	**$69**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$111,290**

MD 151/MD 151B: Bridge Replacements

TIP ID	63-2001-13	**Year of Operation**	2024
Agency	SHA - Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Minor Arterial
Conformity Status	Exempt	**Physical Data**	#0309900: 4 to 4; #0335100: 2 to 2; #0335000: 1 to 1
CIP or CTP ID(s)	BA8602	**Est. Total Cost**	$34,206,000

Description:

This project replaces bridge no. 0309900 on MD 151 and bridge nos. 0335100 and 0335000 on MD 151B. Bridge no. 0309900 will include an 8' outside shoulder and a 3' inside shoulder with a 5' sidewalk along the southbound roadway. Bridge no. 0335100 will include an 8' shoulder on both sides of the bridge with a 5' sidewalk along the northbound roadway. Bridge no. 0335000 will include a 5' outside shoulder and an 8' inside shoulder. No sidewalk is proposed for this bridge. Bridge work is anticipated to be completed in FY 2024. Utility work will continue into FY 2025.



Justification:

This project will replace two bridges built in 1954 and 1957 rated in poor condition and one bridge built in 1957 rated in fair condition. Baltimore County has identified the replacement of these bridges as important for the redevelopment of this area.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.

MD 151/MD 151B: Bridge Replacements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$4,010	$1	$50	$0	$0	$0	$0	$0	$4,061
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$4,010**	**$1**	**$50**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,061**
Total	**$4,010**	**$1**	**$50**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,061**

I-695: Bridge Replacement on Putty Hill Avenue

TIP ID	63-2002-13	**Year of Operation**	2024
Agency	SHA - Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Interstate
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	BA1451	**Est. Total Cost**	$20,529,000

Description:

This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge. The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).

The estimated total cost of this project has increased due to additional utility relocation costs.

Justification:

The existing bridge, built in 1961, is rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

I-695: Bridge Replacement on Putty Hill Avenue

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$8,664	$997	$0	$0	$0	$0	$0	$0	$9,661
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$464	$116	$0	$0	$0	$0	$0	$0	$580
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$9,128**	**$1,113**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,241**
Total	**$9,128**	**$1,113**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$10,241**

I-695: Reconstruction of Interchange at I-70

TIP ID	63-2201-12	**Year of Operation**	2027
Agency	SHA - Baltimore County	**Project Type**	Road reconstruction
Project Category	Highway Preservation	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	TBD
CIP or CTP ID(s)	BA0062	**Est. Total Cost**	$274,896,000

Description:

This project will reconstruct the interchange at I-695 and I-70 and replace the existing bridges within the interchange. The ultimate configuration will be determined through the design build process. The cost increase of approximately $72 million is due to the latest engineer's estimate. This project primarily uses federal funding due to toll credits.

Justification:

This project will address capacity, safety and operation of the I-695/I-70 interchange.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
4. Increase Mobility

I-695: Reconstruction of Interchange at I-70

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$28,500	$1,500	$0	$0	$30,000
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$28,500**	**$1,500**	**$0**	**$0**	**$30,000**

I-695: Reconstruction of Interchange at I-70

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$4,913	$259	$119,477	$6,288	$86,320	$4,565	$221,822
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$475	$25	$1,188	$63	$0	$0	$0	$0	$1,751
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$475**	**$25**	**$6,101**	**$322**	**$119,477**	**$6,288**	**$86,320**	**$4,565**	**$223,573**
Total	**$475**	**$25**	**$6,101**	**$322**	**$147,977**	**$7,788**	**$86,320**	**$4,565**	**$253,573**

I-95/I-695 Interchange Bridge Deck Replacement

TIP ID	63-2202-13	**Year of Operation**	2025
Agency	SHA - Baltimore County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Interstate
Conformity Status	Exempt	**Physical Data**	Varies
CIP or CTP ID(s)	BA3532	**Est. Total Cost**	$40,064,000

Description:

This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements. The use of 100% federal funding in FY 2024-2026 is enabled by toll credits.

Justification:

This project will address concrete bridge decks before they reach a deteriorated state and upgrade existing parapets to meet current safety criteria.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

I-95/I-695 Interchange Bridge Deck Replacement

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$11,449	$0	$11,817	$0	$6,184	$0	$0	$0	$29,450
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$191	$0	$159	$0	$0	$0	$0	$0	$350
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$11,640**	**$0**	**$11,976**	**$0**	**$6,184**	**$0**	**$0**	**$0**	**$29,800**
Total	**$11,640**	**$0**	**$11,976**	**$0**	**$6,184**	**$0**	**$0**	**$0**	**$29,800**

MD 97: MD 140 to MD 496 Corridor Study

TIP ID	64-2302-41	**Year of Operation**	TBD
Agency	SHA - Carroll County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	2.4 miles
CIP or CTP ID(s)	CL3771	**Est. Total Cost**	$500,000

Description:

Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496.

Justification:

This roadway provides direct access to the Carroll County Regional Airport, industrial parks, and growing economic development opportunities within the corridor.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.

MD 97: MD 140 to MD 496 Corridor Study

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$214	$54	$0	$0	$0	$0	$0	$0	$268
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$214**	**$54**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$268**
Total	**$214**	**$54**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$268**

MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

TIP ID	64-2201-13	**Year of Operation**	2024
Agency	SHA - Carroll County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	2 to 2 lanes
CIP or CTP ID(s)	CL1721	**Est. Total Cost**	$12,279,000

Description:

This project replaces bridge no. 06020 over the North Branch Patapsco River and bridge no. 06047 over the Maryland Midland Railroad. The bridges will carry two 12' lanes with 8' bicycle compatible shoulders.

Justification:

The existing bridges, constructed in 1965, are currently in fair condition but are at risk of becoming poor-rated in the near future.

Connection to Long-Range Transportation Planning Goals:

1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$6,955	$366	$0	$0	$0	$0	$0	$0	$7,321
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$6,955**	**$366**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,321**

MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

(Funding in Thousands)

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$11	$0	$0	$0	$0	$0	$0	$11
Subtotal	**$0**	**$11**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$11**
Total	**$6,955**	**$377**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,332**

MD 32: 2nd Street to Main Street

TIP ID	64-2301-12	**Year of Operation**	2026
Agency	SHA - Carroll County	**Project Type**	Road reconstruction
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	Lanes vary, 0.5 miles
CIP or CTP ID(s)	CL5031	**Est. Total Cost**	$7,774,000

Description:

This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street.

Justification:

This project will improve operations and safety along MD 32 from 2nd Street to Main Street.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
4. Increase Mobility

MD 32: 2nd Street to Main Street

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$4,362	$230	$1,500	$79	$0	$0	$6,171
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$270	$30	$90	$10	$0	$0	$0	$0	$400
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$270**	**$30**	**$4,452**	**$240**	**$1,500**	**$79**	**$0**	**$0**	**$6,571**
Total	**$270**	**$30**	**$4,452**	**$240**	**$1,500**	**$79**	**$0**	**$0**	**$6,571**

MD 22: MD 462 to Mount Royal Avenue Noise Abatement

TIP ID	65-2301-31	**Year of Operation**	2026
Agency	SHA - Harford County	**Project Type**	Noise barriers
Project Category	Environmental/Safety	**Functional Class**	Other Freeway & Expressways
Conformity Status	Exempt	**Physical Data**	0.4 Miles
CIP or CTP ID(s)	HA3488	**Est. Total Cost**	$5,686,000

Description:

This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. Construction funding will be programmed at a later date.

Justification:

This Type 1A noise abatement project is needed to mitigate the impacts associated with the BRAC improvement projects.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

MD 22: MD 462 to Mount Royal Avenue Noise Abatement

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$595	$168	$128	$36	$0	$0	$0	$0	$927
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$595**	**$168**	**$128**	**$36**	**$0**	**$0**	**$0**	**$0**	**$927**
Total	**$595**	**$168**	**$128**	**$36**	**$0**	**$0**	**$0**	**$0**	**$927**

MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

TIP ID	65-1601-12	**Year of Operation**	2026
Agency	SHA - Harford County	**Project Type**	Road reconstruction
Project Category	Highway Preservation	**Functional Class**	Major Collector
Conformity Status	Exempt	**Physical Data**	1.8 Miles
CIP or CTP ID(s)	HA3342	**Est. Total Cost**	$8,999,000

Description:

MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900' south of Sharon Road to 1,700' north of Ferncliff Lane.

Justification:

The purpose of this project is to improve road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,928	$139	$1,938	$102	$1,093	$58	$0	$0	$5,258
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$3	$1	$0	$0	$0	$0	$0	$0	$4
Subtotal	**$1,931**	**$140**	**$1,938**	**$102**	**$1,093**	**$58**	**$0**	**$0**	**$5,262**
Total	**$1,931**	**$140**	**$1,938**	**$102**	**$1,093**	**$58**	**$0**	**$0**	**$5,262**

US 1: Bridge Replacements at Tollgate Road and Winters Run

TIP ID	65-2101-13	**Year of Operation**	2026
Agency	SHA - Harford County	**Project Type**	Bridge repair/deck replacement
Project Category	Highway Preservation	**Functional Class**	Other Principal Arterial
Conformity Status	Exempt	**Physical Data**	Tollgate Road: 3 to 3 lanes; Winters Run: 2 to 2 lanes
CIP or CTP ID(s)	HA1051	**Est. Total Cost**	$18,094,000

Description:

The project will replace bridge no. 12066 over Tollgate Road and bridge no. 12065 over Winters Run along US 1 in Bel Air. The bridge over Tollgate Road will maintain three 12' lanes with a 10' 6" shoulder on each side of the roadway. The bridge over Winters Run will maintain two 12' lanes with a 10' shoulder on one side of the roadway and a 19' 6" shoulder on the other side.

Justification:

The existing bridges, built in 1963, are rated in poor condition.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

US 1: Bridge Replacements at Tollgate Road and Winters Run

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$1,837	$97	$7,841	$413	$5,060	$266	$0	$0	$15,514
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$509	$127	$0	$0	$0	$0	$0	$0	$636
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$2,346**	**$224**	**$7,841**	**$413**	**$5,060**	**$266**	**$0**	**$0**	**$16,150**
Total	**$2,346**	**$224**	**$7,841**	**$413**	**$5,060**	**$266**	**$0**	**$0**	**$16,150**

US 29: Middle Patuxent River to Seneca Drive - Phase 2

TIP ID	66-1406-41	**Year of Operation**	2030
Agency	SHA - Howard County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Other Freeway & Expressways
Conformity Status	Not Exempt	**Physical Data**	5 to 6 lanes; 1.7 miles
CIP or CTP ID(s)	HO3173	**Est. Total Cost**	$78,700,000

Description:

Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles), including intersection improvements at Rivers Edge Road. This project includes an east/west trail to connect the Rivers Edge Community to points west (TIP #66-2301-25 in the FY 2023-2026 TIP).

The estimated total cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been identified.

Justification:

This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes in each direction.

Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
4. Increase Mobility

US 29: Middle Patuxent River to Seneca Drive - Phase 2

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$200	$50	$0	$0	$0	$0	$0	$0	$250
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$200**	**$50**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$250**
Total	**$200**	**$50**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$250**

MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

TIP ID	66-1703-41	**Year of Operation**	2022
Agency	SHA - Howard County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Other Principal Arterial
Conformity Status	Not Exempt	**Physical Data**	2 to 4 Lanes, 6.6 Miles
CIP or CTP ID(s)	HO7563	**Est. Total Cost**	$133,580,000

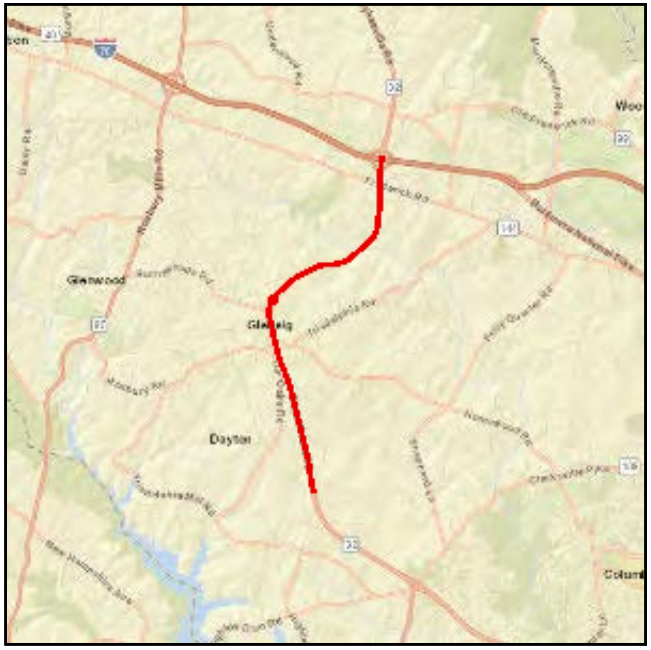
Description:

This project will widen MD 32 in both directions from a two-lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange. The project also includes replacement of the Triadelphia Road bridge over MD 32. This is Phase 2 of a design build project on MD 32 from MD 108 to I-70. Phase 1, MD 108 to Linden Church Road (TIP ID #66-1602-41) opened to traffic in 2019. Phase 2 opened to traffic in summer 2022. The remaining funding is needed for the construction of Type 1 noise abatement improvements for Phase 2.

The total cost of the project increased by approximately $7 million due to the addition of noise abatement improvements, maintenance of traffic, and other capital program costs.

Justification:

The project will address congestion and safety problems experienced as a result of increasing traffic volumes on the existing two lane roadway.



Connection to Long-Range Transportation Planning Goals:

1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
4. Increase Mobility
7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.

MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$767	$41	$1,802	$95	$796	$41	$0	$0	$3,542
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$767**	**$41**	**$1,802**	**$95**	**$796**	**$41**	**$0**	**$0**	**$3,542**

Other

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$365	$0	$0	$0	$0	$0	$0	$365
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$365**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$365**

Total	**$767**	**$406**	**$1,802**	**$95**	**$796**	**$41**	**$0**	**$0**	**$3,907**

MD 18B: Castle Marina Road to the Kent Narrows Corridor Study

TIP ID	67-2301-41	**Year of Operation**	TBD
Agency	SHA - Queen Anne's County	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Major Collector
Conformity Status	Exempt	**Physical Data**	2.5 Miles
CIP or CTP ID(s)	QA3061	**Est. Total Cost**	$500,000

Description:

Planning study to identify multi-modal transportation needs and develop conceptual capacity and multi-modal improvements on MD 18B (Main Street) from Castle Marina Road to the Kent Narrows.

Justification:

The roadway serves as an ad hoc route for regional traffic bypassing queues on US 50, resulting in increased demand on the local road network.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility

MD 18B: Castle Marina Road to the Kent Narrows Corridor Study

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$214	$54	$0	$0	$0	$0	$0	$0	$268
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$214**	**$54**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$268**
Total	**$214**	**$54**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$268**

APPENDIX A

COMMITTEE AND STAFF ROSTER

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APPENDIX B

DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

Criteria for prioritizing projects in the TIP

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

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements FAST Act Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances social, energy and environmental efforts.
9. Facilitates the use of transit and/or alternatives to the single occupant vehicle.
10. Implements transportation system management strategies so as to meet transportation needs by using existing facilities more efficiently.
11. Improves pedestrian safety and access for transportation.
12. Improves bicycle safety and access for transportation.
13. Permits timely advancement and continuity of transportation projects.
14. Enhances transportation safety.

FY 2024 – 2027 Transportation Improvement Program Prioritization

TIP project name / Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Hanover Road Bridge over Deep Run	X			X										X
Conway Road Bridge over Little Patuxent River	X			X										X
Jacobs Road Bridge over Severn Run	X			X										X
Culvert Invert Paving	X			X										X
Town Center Boulevard over Tributary of Severn Run	X			X										X
Patuxent Road Bridge over Little Patuxent River	X			X										X
Parole Transportation Center	X	X		X	X	X	X	X	X					
Baltimore City Projects														
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	X			X				X				X		X

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region
8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

Criteria for prioritizing projects in the TIP / TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	X			X				X		X	X			X
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X
Transportation Management Center Upgrade	X			X				X		X				
Communications Upgrade - Wireless	X									X				
Greenway Middle Branch Phase 2	X	X		X	X	X		X	X		X	X		X
Perring Parkway Ramp over Herring Run	X			X										X
Sisson Street Bridge over CSX Railroad	X			X							X			X
Belair Road Complete Streets	X	X		X	X	X		X	X		X	X		X
Orleans Street Bridge over I-83 and City Streets	X			X										X
Remington Avenue Bridge over Stony Run	X			X							X			X
Radecke Avenue and Sinclair Lane over Moore's Run	X			X							X			X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
Monroe Street Ramp over CSX and Russell Street over CSX	X			X							X			X
25th Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X
41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				
Brehms Lane over Herring Run	X			X							X			X
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X

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Criteria for prioritizing projects in the TIP / TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Howard Street over I-83, CSX, Amtrak, and Jones Falls	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X
West Patapsco Avenue from Magnolia Ave to Potee Street	X	X		X	X	X		X	X		X	X		X
Pennington Ave Rehabilitation from Birch St to E Ordnance Rd	X			X	X						X			X
Waterview Avenue over Ramp to 295	X			X							X			X
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	X			X	X						X			X
West North Avenue Pedestrian Safety Improvements from Mt. Royal Avenue to Hilton Street	X			X							X			X
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	X			X	X						X			X
25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	X			X	X						X			X
Johnston Square Improvements	X			X	X						X			X
Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	X			X	X						X			X
RAISE Transit Priority Project	X	X	X	X	X	X		X	X	X	X			X
Capital Project Delivery Services				X									X	
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X										X
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X							X			X

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Criteria for prioritizing projects in the TIP / TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X							X			X
Baltimore County Bridge Inspection Program	X			X										X
Carroll County Projects														
Stone Chapel Road over Little Pipe Creek	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstrys Mill Road Bridge over Sam's Creek	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Old Kays Mill Road Culvert over Beaver Run	X			X										X
Brown Road Culvert over Roaring Run	X			X										X
McKinstrys Mill Road over Little Pipe Creek	X			X										X
Patapsco Road Bridge over East Branch Patapsco River	X			X										X
Upper Beckleysville Road Bridge over Murphy Run	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
Woodley Road Extension to MD 715	X					X								X
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Glenville Road Bridge #30 over Mill Brook	X			X										X

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Grier Nursery Road Bridge #43 over Deer Creek	X			X										X
Hookers Mill Road Bridge #13 over Bynum Run	X			X							X			X
Madonna Road Bridge #113 over Deer Creek	X			X										X
St. Clair Bridge Road Bridge #100 over Deer Creek	X			X										X
Stafford Road Bridge #162 over Buck Branch	X			X										X
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X
Moores Road Bridge #78 over a tributary to Gunpowder Falls	X			X										X
Hess Road Bridge #81 over Yellow Branch	X			X										X
Cullum Road Bridge #12 over Tributary to James Run	X			X										X
Chestnut Hill Road Bridge #41 over Cabbage Branch	X			X										X
Bridge Painting	X													X
Harford County Bridge Inspection Program	X			X										X
Howard County Projects														
Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	X	X		X	X	X		X			X	X		X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X	X	X		X	X		X	X		X
US 29/Broken Land Parkway Interchange and North South Connector Road	X		X	X		X					X			X
Marriottsville Road and I-70 Bridge Improvements	X		X	X		X						X		X
Howard County Bridge Repairs and Deck Replacement	X			X										X

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Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	X			X										X
Maryland Transportation Authority Projects														
I-95 Fort McHenry Tunnel: Port Covington Access	X		X	X		X	X							X
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	X	X	X	X						X				X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X				X
I-95 Southbound Part-Time Shoulder Usage	X		X	X			X			X				X
Maryland Port Administration Projects														
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements				X				X						
Port of Baltimore Rail Capacity Modernization Project		X						X						X
Masonville Cove Connector: Shared Use Path Design and Construction	X	X		X	X	X		X			X	X		X
Howard Street Tunnel	X			X		X	X							X
Maryland Transit Administration Projects														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing – Baltimore Region		X	X	X				X	X					
Small Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Bus and Rail Preventive Maintenance	X			X		X			X					X

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Criteria for prioritizing projects in the TIP / TIP project name	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X
Metro and Light Rail System Preservation and Improvement	X			X		X		X	X					X
Eastern Bus Facility	X	X		X				X	X					X
Zero Emission Infrastructure and Rolling Stock	X	X		X				X	X					X
Rural Transit Systems – Operating Assistance		X		X		X		X	X					
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X	X	X					X
MARC Improvements	X	X		X	X	X	X	X	X					X
MARC Facilities	X			X		X	X	X	X					X
Office of the Secretary Projects														
State Safety Oversight				X										X
SHA Projects – Regional														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X	X	X	X		X	X		X
Areawide Environmental Projects	X	X		X	X			X			X	X		
Areawide Congestion Management	X	X	X	X				X		X				X
TSMO System 1	X			X						X				X
Areawide Bridge Replacement and Rehabilitation	X			X										X

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TIP project name / Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Areawide Resurfacing and Rehabilitation	X			X							X			X
Areawide Safety and Spot Improvements	X		X	X							X	X		X
Areawide Urban Reconstruction	X		X	X							X	X		X
Morgan State University Transportation Research Program				X				X					X	
SHA Projects – Anne Arundel County														
MD 175: Sellner Road/Race Road to McCarron Court	X		X	X	X	X					X	X		X
MD 2: US 50 to Arnold Road	X		X	X	X	X					X	X		X
MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	X		X	X	X	X					X	X		X
MD 214: MD 468 to Camp Letts Road	X		X	X	X	X					X	X		X
MD 170: Norcross Lane to Wieker Road	X		X	X	X	X					X	X		X
I-97: US 50 to MD 32 TSMO	X		X	X						X				X
MD 173: Bridge Replacement over Rock Creek	X			X								X		X
SHA Projects – Baltimore County														
I-795: Dolfield Boulevard Interchange	X		X	X										X
I-695: US 40 to MD 144	X		X	X										X
I-695: I-70 to MD 43	X		X	X						X				X
MD 151/MD 151B: Bridge Replacements	X			X										X
I-695: Bridge Replacement on Putty Hill Avenue	X			X							X	X		X
I-695: Reconstruction of Interchange at I-70	X		X	X										X

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I-95/I-695 Interchange Bridge Deck Replacement	X			X										X
SHA Projects – Carroll County														
MD 97: MD 140 to MD 496 Corridor Study	X		X	X		X	X							X
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	X			X								X		X
MD 32: 2nd Street to Main Street	X		X	X										X
SHA Projects – Harford County														
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	X			X				X						
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	X			X										X
US 1: Bridge Replacement at Tollgate Road and Winters Run	X			X								X		X
SHA Projects – Howard County														
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
SHA Projects – Queen Anne's County														
MD 18B: Castle Marina Road to the Kent Narrow: Corridor Study	X		X	X		X	X							X

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Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Agency	**TIP ID**	**Project Name**	**TIP Evaluation Criteria** Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	**LRTP Goals**	**LRTP Performance Measures / Targets** To conserve space, a list of adopted performance measures and targets follows this table.
Anne Arundel County	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas	Increase Mobility[1] Promote Prosperity and Economic Opportunity[2]	System Performance – Congestion
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1601-19	McKendree Road Culvert over Lyons Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2105-13	Hanover Road Bridge over Deep Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2106-13	Conway Road Bridge over Little Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

[1] Increase Mobility: Help people and freight to move reliably and efficiently.
[2] Promote Prosperity and Economic Opportunity: Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Anne Arundel County	11-2107-13	Jacobs Road Bridge over Severn Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2401-13	Culvert Invert Paving	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2402-13	Town Center Boulevard Bridge over Tributary to Severn Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	1-2403-13	Patuxent Road Bridge over Little Patuxent River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Anne Arundel County	11-2101-66	Parole Transportation Center	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment[3] Improve Accessibility[4] Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Emissions Transit Asset Management
Baltimore City	12-2301-39	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy and environmental efforts 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions

[3] Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.
[4] Improve Accessibility: Help people of all ages and abilities to access specific destinations.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2303-25	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve System Safety Improve Accessibility Increase Mobility	Highway Safety System Performance – Congestion System Performance – Emissions
Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 8. Enhances social, energy and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Transit Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability
Baltimore City	12-1701-04	Transportation Management Center Upgrade	1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies	Increase Mobility Improve System Security[5]	System Performance – Congestion System Performance – Reliability
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions

[5] Improve System Security: Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and man-made disasters.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2304-07	Communications Upgrades – Wireless	1. Preserves the regional transportation system 8. Enhances social, energy, or environmental efforts 10. Implements transportation system management strategies	Increase Mobility Improve System Security	System Performance – Congestion System Performance – Reliability
Baltimore City	12-1215-13	Perring Parkway Ramp over Herring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1404-11	Belair Road Complete Streets	2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 9. Facilitates transit and/or alternatives to the single occupant vehicle 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1603-13	Radecke Avenue and Sinclair Lane over Moores Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore City	12-2001-11	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2002-13	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2003-19	Citywide Asset Management	1. Preserves the regional transportation system 10. Implements transportation system management strategies	Promote Informed Decision Making[6]	No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2005-13	Brehms Lane over Herring Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

[6] Promote Informed Decision Making: Ensure that adopted transportation policies and performance measures guide the regional decision making process.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2009-13	Howard Street over I-83, CSX, Amtrak and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2011-11	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2012-11	West Patapsco Avenue from Magnolia Avenue to Potee Street	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2013-11	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2015-13	Waterview Avenue over Ramp to 295	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2302-11	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2401-03	West North Avenue Pedestrian Safety Improvements from Mt. Royal Avenue to Hilton Street	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
Baltimore City	12-2402-11	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2403-11	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore City	12-2404-11	Johnston Square Improvements	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2405-11	Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	1. Preserves the regional transportation system 4. Consistent with applicable short- and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2201-64	RAISE Transit Priority Project	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single occupant vehicle 14. Enhances transportation safety	Improve Accessibility Improve System Safety Increase Mobility Promote Prosperity and Economic Activity	System Performance – Congestion System Performance – Emissions Transit Safety
Baltimore City	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision making	No performance measures specifically addressing project delivery
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Baltimore County	13-1701-13	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1603-13	McKinstrys Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2101-13	Old Kays Mill Road Culvert over Beaver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Carroll County	14-2102-13	Brown Road Culvert over Roaring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2103-13	McKinstrys Mill Road over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2202-13	Upper Beckleysville Road Bridge over Murphy Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-2403-14	Woodley Road Extension to MD 715	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety	Highway Safety System Performance – Congestion
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-1601-13	Glenville Road Bridge #30 over Mill Brook	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2001-13	Grier Nursery Road Bridge #43 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Harford County	15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-2101-13	Madonna Road Bridge #113 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2102-13	St. Clair Bridge Road Bridge #100 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2103-13	Stafford Road Bridge #162 over Buck Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2104-13	Trappe Church Road Bridge #161 over Hollands Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2201-13	Moores Road Bridge #78 over Tributary to Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2202-13	Hess Road Bridge #81 over Yellow Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2404-14	Bridge Painting	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Harford County	15-2401-13	Cullum Road Bridge #12 over Tributary to James Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Harford County	15-2402-13	Chestnut Hill Road Bridge #41 over Cabbage Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Howard County	16-2301-03	Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-1901-42	US 29/Broken Land Parkway Interchange and North South Connector Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Howard County	16-2101-41	Marriottsville Road and I-70 Bridge Improvements	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Howard County	16-2201-13	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Maryland Transportation Authority	22-1901-45	I-95 Fort McHenry Tunnel: Port Covington Access	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region	Improve Accessibility Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability
Maryland Transportation Authority	22-2201-19	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvement	1. Preserves the regional transportation system 2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lanes Northbound Extension	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Transportation Authority	25-2101-41	I-95 Southbound Part-Time Shoulder Usage	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
Maryland Port Administration	30-2101-82	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment Improve System Security	System Performance – Freight
Maryland Port Administration	32-2301-03	Masonville Cove Connector: Shared Use Path Design and Construction	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
Maryland Port Administration	32-2101-83	Howard Street Tunnel	1. Preserves the regional transportation infrastructure 6. Provides accessibility and/or intermodal connectivity among major destination 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
Maryland Port Administration	30-2301-83	Port of Baltimore Rail Capacity Modernization Project	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Performance – Freight
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	6. Provides accessibility and/or intermodal connectivity among major destinations 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility	System Performance – Congestion System Performance – Emissions
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Transit	40-2301-65	Eastern Bus Facility	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Performance – Emissions Transit Asset Management
MTA - Transit	40-2302-63	Zero Emission Infrastructure and Rolling Stock	1. Preserves the regional transportation system 2. Implements emission reduction measures 4. Consistent with applicable short- and long-term comprehensive plans 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 14. Enhances transportation safety	Conserve and Enhance the Environment	System Performance – Emissions Transit Asset Management

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
MTA - Transit	40-9204-61	Rural Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Congestion System Performance – Emissions Transit Safety
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single occupant vehicle	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1502-54	MARC Improvements	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
MTA - Commuter Rail	70-1503-55	MARC Facilities	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Performance – Congestion System Performance – Emissions Transit Asset Management Transit Safety
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	Transit Safety

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9506-38	Areawide Environmental Projects	2. Implements emission reduction measures 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Conserve and Enhance the Environment Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9504-04	Areawide Congestion Management	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 10. Implements transportation system management strategies 14. Enhances transportation safety	Conserve and Enhance the Environment Improve System Safety Increase Mobility Promote Informed Decision Making	Highway Safety System Performance – Congestion System Performance – Emissions System Performance – Reliability System Performance – Freight
SHA Areawide	60-2301-41	TSMO System 1	1. Preserves the regional transportation system 4. Consistent with applicable short and long-term comprehensive plans 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Increase Mobility Increase Mobility - Apply mobility related management and operations techniques	Highway Safety System Performance – Congestion
SHA: Areawide	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9511-19	Areawide Urban Reconstruction	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition
SHA: Areawide	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders[7] Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA: Anne Arundel County	61-1701-41	MD 175: Sellner Road/Race Road to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Anne Arundel County	61-2301-41	MD 2: US 50 to Arnold Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure[8] Improve System Safety[9] Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2302-41	MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion

[7] Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.
[8] Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
[9] Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Anne Arundel County	61-2303-41	MD 170: Norcross Lane to Wieker Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2304-41	MD 214: MD 468 to east of Loch Haven Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2305-41	I-97: US 50 to MD 32 TSMO	1. Preserves the regional transportation system 4. Consistent with applicable short and long-term comprehensive plans 10. Implements transportation system management strategies 14. Enhances transportation safety	Improve System Safety Increase Mobility Increase Mobility - Apply mobility related management and operations techniques	Highway Safety System Performance – Congestion
SHA: Anne Arundel County	61-2101-13	MD 173: Bridge Replacement over Rock Creek	1. Preserves the regional transportation system 12. Improve bicycle safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Baltimore County	63-1601-41	I-695: US 40 to MD 144	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Baltimore County	63-1802-41	I-695: I-70 to MD 43	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-2001-13	MD 151/MD 151B: Bridge Replacements	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Prosperity and Economic Opportunity	Bridge Condition
SHA: Baltimore County	63-2002-13	I-695: Bridge Replacement on Putty Hill Avenue	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Baltimore County	63-2201-12	I-695: Reconstruction of Interchange at I-70	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore Count	63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Carroll County	64-2302-41	MD 97: MD 140 to MD 496 Corridor Study	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short and long-term comprehensive plans 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Improve System Safety Increase Mobility	Highway Safety System Performance – Congestion System Performance – Reliability
SHA: Carroll County	64-2301-13	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Carroll County	64-2301-41	MD 32: 2nd Street to Main Street	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short and long-term comprehensive plans 14. Enhances transportation safety	Increase Mobility Promote Prosperity and Economic Opportunity	Highway Safety System Performance – Congestion System Performance – Reliability
SHA: Harford County	65-2301-31	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	1. Preserves the regional transportation system 4. Consistent with applicable short and long-term comprehensive plans 8. Enhances social, energy and environmental efforts	Improve and Maintain Existing Infrastructure	No performance measures specifically addressing Noise Abatement
SHA: Harford County	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Harford County	65-2101-13	US 1: Bridge Replacements at Tollgate Road and Winters Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Howard County	66-1406-41	US 29: Middle Patuxent River to Seneca Drive – Phase 2	1. Preserves the regional transportation system 4. Consistent with applicable short and long-term comprehensive plans 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve System Safety – improve safety conditions for pedestrians and bicyclists	Highway Safety System Performance – Congestion System Performance - Emissions
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Queen Anne's County	67-2301-41	MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 4. Consistent with applicable short and long-term comprehensive plans 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 14. Enhances transportation safety	Increase Mobility	Highway Safety System Performance – Congestion

Long-Range Transportation Plan Performance Measures and Targets	
Highway Safety	• Number of fatalities • Rate of fatalities per 100 million vehicle miles traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
Pavement Condition	• % of pavement on the interstate National Highway System (NHS) in good condition • % of pavement on the interstate NHS in poor condition • % of pavement on the non-interstate NHS in good condition • % of pavement on the non-interstate NHS in poor condition
Bridge Condition	• % of NHS bridges by deck area classified as in good condition • % of NHS bridges by deck area classified as in poor condition
System Performance – Congestion	• Annual hours of peak-hour excessive delay (PHED) per capita • % of non-SOV (single-occupancy vehicle) travel
System Performance – Emissions	• Total emissions reductions: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [*Note: the BRTB region is in nonattainment only with respect to ozone*]
System Performance – Travel Time Reliability	• % of person-miles traveled on the interstate system that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable
System Performance – Freight	• % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
Transit Asset Management	• % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs) • % of revenue vehicles within an asset class that have either met or exceeded their ULBs • Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions • % of facilities within an asset class rated below condition 3 on the Transit Economic Requirements Model (TERM) scale. Condition 3 on the TERM scale is Adequate.
Transit Safety	• Number of reportable fatalities and rate per total vehicle revenue miles • Number of reportable injuries and rate per total vehicle revenue miles • Number of reportable safety events and rate per total vehicle revenue miles • Mean distance between major mechanical failures

MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

April 27, 2023

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 2024-2027 Transportation Improvement Program (TIP) contains all of 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.

At this time, it is expected that all the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1284 or via email at tbyrne@mdot.maryland.gov.

Sincerely,

Tyson Byrne
Manager of Regional Planning
Office of Planning and Capital Programming

Enclosures

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for inclusion in the FY 2024-2027 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 2024-2027 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
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
($ MILLIONS)

	CURRENT YEAR 2023	BUDGET YEAR 2024	Planning Years 2025	2026	2027	2028	SIX-YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office AD	77.1	53.9	18.0	15.2	14.7	9.8	188.8
Motor Vehicle Administration	34.7	35.2	17.8	10.0	9.5	9.4	116.6
Maryland Aviation Administration D	277.8	312.5	236.6	151.5	94.3	103.6	1,176.4
Maryland Port Administration	214.1	404.5	323.5	234.3	118.9	113.8	1,409.2
Maryland Transit Administration D	830.0	735.5	761.0	777.7	714.8	598.8	4,417.8
Washington Metropolitan Area Transit ACD	462.3	469.4	474.1	482.0	489.7	496.9	2,874.4
State Highway Administration B	1,377.1	1,627.4	1,637.4	1,940.6	1,924.1	1,817.3	10,323.9
TOTAL CAPITAL	**3,273.2**	**3,638.4**	**3,466.4**	**3,611.4**	**3,366.0**	**3,149.6**	**20,507.1**
Special Funds	1,291.0	1,641.4	1,503.9	1,632.1	1,651.4	1,635.0	9,354.8
Federal Funds	1,336.1	1,405.5	1,353.8	1,522.0	1,382.4	1,194.0	8,193.9
Other Funds F	646.1	591.6	610.7	457.3	332.2	320.6	2,958.4
OPERATING PROGRAM							
The Secretary's Office A	104.5	112.7	115.4	118.2	121.0	123.9	695.7
Motor Vehicle Administration	220.0	230.4	236.0	241.6	247.4	253.2	1,428.6
Maryland Aviation Administration	210.8	227.6	233.1	238.7	244.4	250.4	1,405.0
Maryland Port Administration	51.1	53.6	54.9	56.2	57.6	59.0	332.4
Maryland Transit Administration	990.7	1,045.4	1,070.5	1,096.2	1,160.0	1,203.0	6,565.8
Washington Metropolitan Area Transit	462.1	466.9	480.9	495.4	510.2	525.5	2,941.0
State Highway Administration	334.3	358.9	367.4	376.3	385.2	394.5	2,216.6
TOTAL OPERATING	**2,373.5**	**2,495.5**	**2,558.2**	**2,622.6**	**2,725.8**	**2,809.5**	**15,585.1**
Special Funds	1,913.1	2,233.9	2,447.9	2,512.3	2,615.5	2,699.2	14,421.9
Federal Funds	460.4	261.6	110.3	110.3	110.3	110.3	1,163.2
Other Funds							

	CURRENT YEAR 2023	BUDGET YEAR 2024	Planning Years 2025	2026	2027	2028	SIX - YEAR TOTAL
DEBT SERVICE REQUIREMENTS							
Special Funds	480.5	428.7	440.5	437.1	461.9	488.1	2,736.8
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
DEPARTMENTAL TOTAL	**6,127.2**	**6,562.6**	**6,467.1**	**6,671.1**	**6,553.7**	**6,447.2**	**38,829.0**
Special Funds	3,684.6	4,304.0	4,392.3	4,581.5	4,728.8	4,822.3	26,513.5
Federal Funds	1,796.5	1,667.1	1,464.1	1,632.3	1,492.7	1,304.3	9,357.1
Other Funds	646.1	591.6	610.7	457.3	332.2	320.6	2,958.4

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, MTA, and WMATA.

E - Debt Service for County Bonds is not included in FY 25-28.

F - 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 2023 - FY 2028 CTP/STIP:

	2023	2024	2025	2026	2027 - 2028	TOTAL
Maryland Transit Administration						
New Starts, Fixed Gudeway, Modernization and Bus	318.4	229.7	234.6	240.8	496.1	1,519.7
Elderly and Persons with Disabilites	5.6	5.7	5.9	6.0	12.4	35.6
Rural Area Formula	8.9	9.2	9.4	9.6	19.8	56.9
Subtotal (MTA)	333.0	244.6	249.8	256.4	528.3	1,612.1
State Highway Administration						
Surface Transportation Block Grant	186.7	190.4	194.3	198.1	396.3	1,165.8
Highway Safety Improvement Program	41.4	42.1	43.0	43.9	87.9	258.4
National Highway Peformance Program	383.8	391.5	399.3	407.3	814.6	2,396.4
(PROTECT) Program	18.9	19.3	19.7	20.1	40.2	118.2
Carbon Reduction Program	16.6	17.0	17.3	17.7	35.3	104.0
National Highway Freight Program	19.1	19.5	19.9	20.3	40.6	119.5
Metropolitan Planning	8.4	8.6	8.7	8.9	17.8	52.4
Railway-Highway Crossings - HSIP set-aside	2.1	2.3	2.3	2.3	4.5	13.4
Congestion Mitigation/Air Quality	8.9	10.0	11.1	12.2	24.4	66.6
Subtotal (SHA)	686.0	700.7	715.6	730.8	1,461.6	4,294.6
Grand Total	**1,019.0**	**945.3**	**965.4**	**987.2**	**1,989.8**	**5,906.7**

Baltimore Region Expansion Revenue Forecast: 2028-2050 (Millions of Dollars)

Percent of Statewide Expansion Funds for Surface Expansion, 1981-2021: 84.9%

Percent of Statewide Surface Expansion Funds for the Baltimore region, 1981-2021: 36.1%

Year	Statewide Expansion Funds	Statewide Surface Percentage (84.9%)	Statewide Private Funds	Total Statewide Surface Expansion Funds	Baltimore Region Expansion Funds (36.1%)
2028	$701	$595	$24	$619	$224
2029	$735	$624	$24	$648	$234
2030	$771	$655	$24	$679	$245
2031	$810	$688	$25	$713	$257
2032	$851	$722	$25	$747	$270
2033	$893	$758	$25	$783	$283
2034	$938	$796	$25	$821	$297
2035	$985	$836	$25	$861	$311
2036	$1,087	$923	$25	$948	$342
2037	$1,200	$1,019	$25	$1,044	$377
2038	$1,320	$1,121	$25	$1,146	$414
2039	$1,446	$1,228	$25	$1,253	$452
2040	$1,581	$1,342	$25	$1,367	$494
2041	$1,725	$1,464	$25	$1,489	$538
2042	$1,877	$1,593	$25	$1,618	$585
2043	$2,039	$1,731	$25	$1,756	$634
2044	$2,212	$1,878	$25	$1,903	$687
2045	$2,392	$2,031	$25	$2,056	$742
2046	$2,585	$2,194	$25	$2,219	$802
2047	$2,789	$2,368	$25	$2,393	$864
2048	$3,006	$2,552	$25	$2,577	$931
2049	$3,237	$2,748	$25	$2,773	$1,002
2050	$3,483	$2,957	$25	$2,982	$1,077
Total 2028-2050	**$38,663**	**$32,823**	**$572**	**$33,395**	**$12,062**

Baltimore Region State and Federal Operating, System Preservation and Expansion Revenue Forecast: 2028-2050 (Millions of Dollars)

Year	Operating	System Preservation	Expansion	Totals
2028	$987	$591	$224	$1,802
2029	$1,028	$619	$234	$1,881
2030	$1,071	$649	$245	$1,965
2031	$1,116	$682	$257	$2,055
2032	$1,161	$717	$270	$2,148
2033	$1,209	$752	$283	$2,244
2034	$1,259	$790	$297	$2,346
2035	$1,312	$829	$311	$2,452
2036	$1,367	$851	$342	$2,560
2037	$1,425	$872	$377	$2,674
2038	$1,484	$894	$414	$2,792
2039	$1,547	$916	$452	$2,915
2040	$1,613	$939	$494	$3,046
2041	$1,681	$962	$538	$3,181
2042	$1,752	$987	$585	$3,324
2043	$1,827	$1,011	$634	$3,472
2044	$1,904	$1,036	$687	$3,627
2045	$1,986	$1,062	$742	$3,790
2046	$2,070	$1,089	$802	$3,961
2047	$2,159	$1,116	$864	$4,139
2048	$2,252	$1,144	$931	$4,327
2049	$2,348	$1,173	$1,002	$4,523
2050	$2,449	$1,202	$1,077	$4,728
Total 2028-2050	**$37,007**	**$20,883**	**$12,062**	**$69,952**

LRTP State and Federal Financial Forecast Comparison: Funds by Category

***Resilience 2050* Regional Revenue Forecasts by Federal Funding Program (Millions of Dollars)**

	FHWA							FTA			Totals		Baltimore Region Expansion and System Preservation Revenues
	NHPP	STBG	HSIP	CMAQ	NHFP	CRP	PROTECT	S5307	S5337	S5339	Highways	Transit	
2028	$203	$99	$22	$28	$10	$9	$10	$89	$38	$6	$381	$133	$815
2029	$212	$103	$23	$30	$11	$9	$10	$94	$40	$6	$398	$140	$853
2030	$223	$108	$24	$31	$11	$10	$11	$98	$42	$6	$418	$146	$894
2031	$234	$114	$25	$33	$12	$10	$12	$103	$44	$7	$440	$154	$939
2032	$246	$120	$26	$34	$12	$11	$12	$108	$46	$7	$461	$161	$987
2033	$258	$125	$28	$36	$13	$11	$13	$114	$49	$7	$484	$170	$1,035
2034	$271	$132	$29	$38	$13	$12	$13	$119	$51	$8	$508	$178	$1,087
2035	$284	$138	$30	$40	$14	$12	$14	$125	$53	$8	$532	$186	$1,140
2036	$297	$145	$32	$42	$15	$13	$15	$131	$56	$8	$559	$195	$1,193
2037	$311	$151	$33	$44	$16	$13	$15	$137	$59	$9	$583	$205	$1,249
2038	$326	$159	$35	$46	$16	$14	$16	$144	$61	$9	$612	$214	$1,308
2039	$341	$166	$37	$48	$17	$15	$17	$150	$64	$10	$641	$224	$1,368
2040	$357	$174	$38	$50	$18	$15	$18	$157	$67	$10	$670	$234	$1,433
2041	$374	$182	$40	$52	$19	$16	$18	$165	$70	$11	$701	$246	$1,500
2042	$392	$191	$42	$55	$20	$17	$19	$172	$74	$11	$736	$257	$1,572
2043	$410	$199	$44	$57	$20	$18	$20	$180	$77	$12	$768	$269	$1,645
2044	$429	$209	$46	$60	$21	$19	$21	$189	$81	$12	$805	$282	$1,723
2045	$449	$219	$48	$63	$22	$19	$22	$198	$85	$13	$842	$296	$1,804
2046	$471	$229	$51	$66	$23	$20	$23	$207	$89	$13	$883	$309	$1,891
2047	$493	$240	$53	$69	$25	$21	$24	$217	$93	$14	$925	$324	$1,980
2048	$517	$251	$56	$72	$26	$22	$25	$228	$97	$15	$969	$340	$2,075
2049	$542	$264	$58	$76	$27	$24	$27	$239	$102	$15	$1,018	$356	$2,175
2050	$568	$276	$61	$79	$28	$25	$28	$250	$107	$16	$1,065	$373	$2,279
	$8,208	**$3,994**	**$881**	**$1,149**	**$409**	**$355**	**$403**	**$3,614**	**$1,545**	**$233**	**$15,399**	**$5,392**	**$32,945**

FY 2028-2050 Estimated Federal Revenues **$20,791**

ANNE ARUNDEL COUNTY
MARYLAND

County Executive Steuart L. Pittman

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

Samuel D. Snead
Director of Transportation

March 28, 2023

Mr. Todd Lang, Director of Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2024-2027 Transportation Improvement Program (TIP).

Anne Arundel County, subject to appropriation by the County Council, provides the necessary matching operating and capital funds for the Federal transportation related programs in Anne Arundel County. Traditionally, the source of these funds are an appropriation from the General Revenue of Anne Arundel County. The General Revenue funds provide matching funds to Federal and State funds, which support the Federal Aid Bridge Program. Anne Arundel County funds provide resources to plan and construct highways, sidewalks, and other various transportation facilities.

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2024-2027 TIP projects are financially reasonable at the current time of the letter. If you have any questions, please contact me at (410) 222-3294.

Sincerely,

Samuel Snead, Director

cc: Pete Baron, Director, Government Relations
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator

CITY OF BALTIMORE
BRANDON M. SCOTT, Mayor

DEPARTMENT OF TRANSPORTATION
Corren Johnson, Interim Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

March 30, 2023

Mr. Todd Lang
Transportation Planning Director
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang,

This letter provides the "Statement of Financial Reasonableness" for Baltimore City's Transportation Program (TIP) funding request for FY 2024 to FY 2027.

The FY 2024-2029 Six-year Capital Improvement Program was approved by the Baltimore City Planning Commission on March 16, 2023 and by the Board of Finance on March 27, 2023. The capital budget for FY 2024-2029 provides sufficient local matching funds for federal-funded transportation-related projects, as well as for local projects, all of which are contained in the FY 2024-2027 Baltimore City TIP. Prior appropriations combined with projected Highway User Revenue and private or grant funds will be sufficient to cover Baltimore City's matching share for federal aid requested through the Baltimore Metropolitan Council.

Please feel free to contact Mr. Theo Ngongang, Deputy Director, at (410) 396-6802 or via email at Theo.Ngongang@baltimorecity.gov should you have any questions or concerns regarding the information provided herein.

Respectfully,

Corren Johnson

Corren Johnson
Interim Director

Cc: Mr. Theo Ngongang, Deputy Director, BCDOT
Ms. Veobia Akilo, Chief of Staff, BCDOT
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dhirendra Sinha, Chief of Fiscal Services, BCDOT

JOHN A. OLSZEWSKI, JR.
County Executive

D'Andrea L. Walker
Director of Public Works and Transportation

April 13, 2023

Mr. Todd Lang, Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Re: 2024-2027 Transportation Improvement Program
Baltimore County Financial Commitment

Dear Mr. Todd Lang: Todd

Baltimore County's portion of the 2024-2027 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for the County's TIP projects. A summary of the approved operating budget and sources of revenue can be found on the County's website at:

https://resources.baltimorecountymd.gov/Documents/Budget/24budget/2024submittedcapitalbudgetsupportingdetail.pdf

As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category.

Should you have any questions please contact Ms. Angelica Daniel of our Transportation Bureau at telephone 410-887-3554 or via email at adaniel@baltimorecountymd.gov.

Sincerely,

D'Andrea L. Walker, Director
Department of Public Works and
Transportation

Lynda D. Eisenberg, AICP
Director
Department of Planning

410-386-5145, fax 410-386-2836
Toll-free 1-888-302-8978
MD Relay service 7-1-1/800-735-2258

Carroll County Government
225 North Center Street
Westminster, Maryland 21157
email: ccplanning@carrollcountymd.gov

April 13, 2023

Todd Lang, Director of Transportation Planning
Baltimore Metropolitan Council
Offices at McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Re: Letter of Financial Commitment for the FY 2024-2027 Transportation Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2024-2027 TIP comprises nine (9) projects to replace or rehabilitate County-maintained bridges, culverts and roads as well as a bridge inspection program for County-owned and maintained structures. All of these bridge and culvert projects, including the bridge inspection program, are included in the **Recommended** FY 2024-2029 county CIP and eight (8) of which are in the **Adopted** FY 2023-2028 CIP.

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Christopher Letnaunchyn at (410) 386-2169 (cletnaunchyn@carrollcountymd.gov).

Sincerely,

Lynda D. Eisenberg

Lynda D. Eisenberg, Director
Department of Planning

cc: Bryan Bokey, Director, Department of Public Works
Doug Brown, Deputy Director, Department of Public Works
Chris Letnaunchyn, Chief, Bureau, Bureau of Engineering
Clare Stewart, Comprehensive Planner, Department of Planning

Robert G. Cassilly
Harford County Executive

Robert S. McCord
Director of Administration

Shane P. Grimm, AICP
Director of Planning & Zoning

April 7, 2023

Todd Lang
Director, Transportation Division
Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

RE: Harford County's 2024-2027 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2024-2027 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects and do not impact regional emissions or require a local carbon monoxide impact analysis. The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; three projects involve modifying single-lane bridges to allow for two-way traffic. Allowing vehicles to travel across these bridges from either side without waiting eliminates idling and reduces carbon monoxide emissions.

Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority ranking will be on a year-to-year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

Financial Reasonableness

All projects in the Transportation Improvement Program require a match from Harford County. The match for the projects comes from funds already approved in the Fiscal Year 2022 Harford County Capital Budget under Highway Capital Projects. Other traditional funding sources for land acquisition, engineering and construction of Bridge Replacement and Restoration projects in the Harford County Capital Budget includes the Highway General Fund Revenue and Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (410) 638-3103, extension 1372.

Sincerely,

Shane Grimm,
Director of Planning and Zoning

AR/

cc: The Honorable Bob Cassilly, Harford County Executive
Joseph J. Siemek, Director, Department of Public Works
Gary Blazinsky, Administrator, Harford LINK
Moe Davenport, Deputy Director, Department of Planning and Zoning
Joel Gallihue, Long-Range Planning Chief, Department of Planning and Zoning
Alex Rawls, Transportation Planner, Department of Planning and Zoning

Howard County Office of Transportation
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

bgartner@howardcountymd.gov
FAX 410-313-1655
TDD 410-313-2323

March 1, 2023

Mr. Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council Office @ McHenry Row
1500 Whetstone way, Suite 300
Baltimore, MD 21230

Dear Mr. Lang,

This letter provides documentation to satisfy the financial reasonableness requirement of the Transportation Improvement Program (TIP) process.

Howard County's project submissions for the FY 2024-2027 TIP are for multiple Bridge Repair and Deck Replacement projects and regionally significant projects throughout the county.

The Regionally Significant Projects include:

- Route 29 - Broken Land Parkway interchange and North South Connector Road (CO-319)
- Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road (J-4222)

The County has committed adequate matching funds in the form of bonds and local revenues to match state and federal funding commitments, including projects Howard County will fund independently.

The anticipated availability of these local matching funds is documented in the:

- Fiscal Year 2024 Howard County Spending Affordability Advisory Committee Report
- Project pages from the proposed FY 2024 Capital Budget
- Howard County bills and resolutions, CB70-2016 and CR105-2016, that a created a Development District in Downtown Columbia as a special taxing district for the development of public improvements.
- Agreement between Howard County and the State of Maryland for the Broken Land Parkway interchange and North South Connector Road project.

These documents will be provided via electronic mail correspondence for you review. If you have any questions, please contact David Cookson at (410) 313-3842 or (202) 812-1300.

Sincerely,

Bruce Gartner,
Administrator

Cc: Brandee Ganz, Chief Administrative Officer
Angela Cabellon, Chief of Staff
Arthur Shapiro Director, Howard County Department of Public Works
Amy Gowan, Planning Director Howard County Department of Planning and Zoning
David Cookson, Planning Manager, Howard Office of Transportation.

APPENDIX C

SELF-CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-2

APPROVING THE SELF-CERTIFICATION REVIEW OF THE BALTIMORE REGIONAL TRANSPORTATION BOARD

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized 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; and representatives of the Maryland Departments of Transportation, the Environment, Planning, the Maryland Transit Administration, as well as Annapolis Transit; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination-General);
5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);
6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.)* and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);

8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),

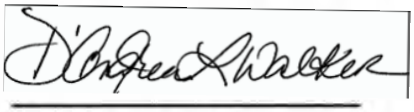
9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and

10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities); and

NOW, THEREFORE, BE IT RESOLVED the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

WE HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 25, 2023 meeting.

7-25-2023
Date



D'Andrea Walker, Chair
Baltimore Regional Transportation Board

7/6/2023
Date

For Paul J. Wiedefeld, Secretary
Maryland Department of Transportation

Attachment 1

BALTIMORE REGIONAL TRANSPORTATION BOARD
2023 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS

BACKGROUND

Baltimore Regional Transportation Board

Under the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") signed into law on November 15, 2021, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation,
- conducting transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services,
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process, and
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Annapolis Transit. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA) Maryland Division Office, the Federal Transit Administration (FTA) Region 3 Office, the Maryland Department of Transportation (MDOT), member jurisdictions, locally operated transit service providers, and the public.

Baltimore Metropolitan Council

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff develops the regional transportation plans and programs for the BRTB. The staff also supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. Another BMC staff responsibility is maintaining a database of building permits issued throughout the region.

The Maryland Department of Transportation has a standing Memorandum of Understanding (MOU) with the BMC that delineates responsibilities in support of the regional transportation

planning process. This agreement, initiated in 1992 with the re-designation of the BRTB and reauthorized in 2004 and amended in 2014 and 2020, stipulates that MDOT will apply for federal transportation planning grants from both FHWA and FTA to support the UPWP as well as provide a portion of the nonfederal matching funds required. The 2020 update to the MOU incorporates recent changes in federal transportation law and added Queen Anne's County as a voting member of the BRTB. In addition, MDOT formally represents all State-affiliated transportation modes and authorities on the BRTB.

The BMC also serves as the host agency for other important regional functions and programs. These include the Baltimore Urban Area Homeland Security Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

BRTB Subcommittees and Advisory Groups

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Congestion Management Process Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

The BRTB also has a group of over 50 members who serve on the Transportation CORE (Community Outreach and Regional Engagement). The group was established in 2022 in an effort to reach a more widespread audience of key stakeholders to gather feedback and consultation.

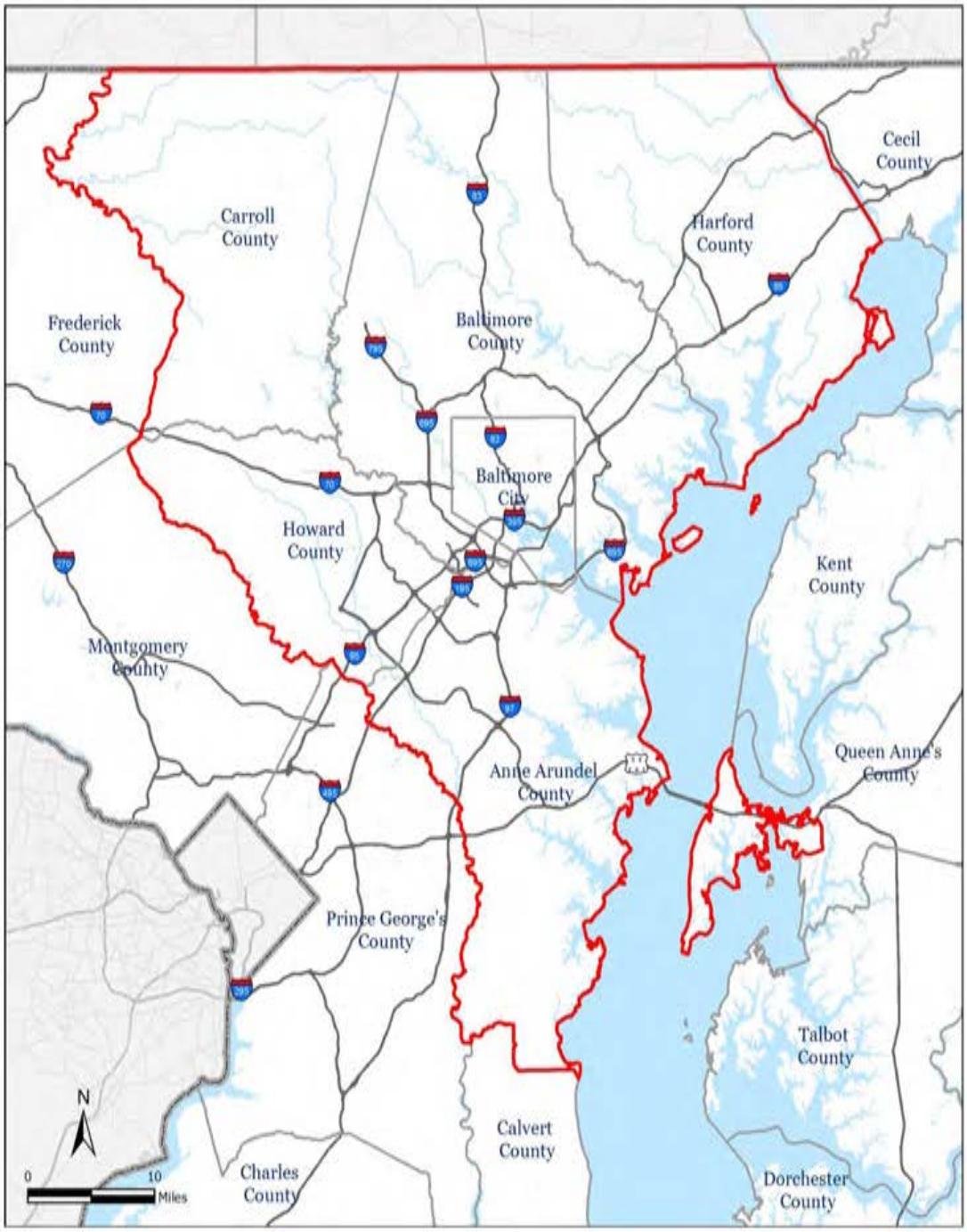
Baltimore Region Urbanized Area

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 on the next page for the geographic location of each participating local jurisdiction).

The MPA is part of the 2010 U.S. Census Bureau's Baltimore – Columbia – Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Bel Air South – Bel Air North Urbanized Area, and the Westminster – Eldersburg Urbanized Area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

Figure 1- Baltimore Metropolitan Planning Area



TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

Continued under the IIJA, federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate ten specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of nine regional goals for the surface transportation system. These goals were adopted in FY 2022 to support the LRTP process for Resilience 2050:

- **Improve Accessibility** - Identify and support multimodal options and systems that promote equity, are resilient and sustainable, and enable all individuals to reach their destinations safely and seamlessly.
- **Increase Mobility** – Help people and freight to move reliably, equitably, efficiently, and seamlessly.
- **Improve System Safety** - Reduce the number of crashes, injuries, and fatalities experienced by all users of the transportation system toward meeting Zero Deaths Maryland.
- **Improve and Maintain the Existing Infrastructure** - Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- **Implement Environmentally Responsible Transportation Solutions -** Pass on to future generations the healthiest natural and human environment possible.
- **Improve System Security** - Provide a secure traveling environment for everyone; improve the region's ability to respond to natural and human-caused disasters.
- **Promote Prosperity and Economic Opportunity** - Support the vitality of communities and businesses, opportunities for workers, and the movement of goods and services within and through the region.

- **Foster Participation and Cooperation among All Stakeholders** - Enable all interested and affected parties to participate and cooperate to find workable solutions.
- **Promote Informed Decision Making** - Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

The Infrastructure Investment and Jobs Act's (IIJA) and previous surface transportation legislation placed a major emphasis on managing and measuring the performance of the surface transportation system. The IIJA maintains this commitment. The national Federal Aid Highway Program performance goals established by Congress for highway systems are:

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System
- System Reliability – Improve the efficiency of the surface transportation system
- Freight Movement And Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FTA Performance Management Measures / National Standards

Earlier legislation required the FTA to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds is required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and sub-recipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients.

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning, the BRTB coordinated with MDOT SHA and MDOT MTA to develop performance measures and targets.

These will enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The BRTB coordinated with the State and public transportation providers to adopt regional performance targets. In some cases, the BRTB adopted the statewide targets, and in other cases the BRTB adopted different regional targets to reflect regional concerns, per the process described in federal regulations.

The BRTB has adopted all 25 of the federally mandated performance measures and targets. These include:

- Four transit asset management measures and targets (adopted most recently in March 2023): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- Four transit safety measures and targets (adopted most recently in March 2023): (1) the number of reportable fatalities and the rate per total vehicle revenue miles (VRM) by mode, (2) the total number of reportable injuries and the rate per total VRM by mode, (3) the total number of reportable safety events and the rate per total VRM by mode, and (4) the mean distance between major mechanical failures by mode
- Five highway safety measures and targets (adopted most recently in January 2023): (1) number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and serious injuries – pedestrian and bicycle
- Two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; (adopted most recently in August 2022): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- One measure and target to assess on-road mobile source emissions (applies to projects with CMAQ funding) (adopted most recently in August 2022): total 2-year and 4-year cumulative reported emissions reductions of each criteria pollutant and applicable precursors for which the area is designated nonattainment or maintenance. The BRTB region is in nonattainment with respect to 8-hour ozone. The applicable pollutants for 8-hour ozone are Volatile Organic Compounds and nitrogen oxides.
- Four measures and targets to assess pavement condition (adopted most recently in March 2023): (1) percentage of NHS interstate pavement in good condition, (2) percentage of NHS interstate pavement in poor condition, (3) percentage of NHS non-interstate pavement in good condition – state/local, and (4) percentage of NHS non-interstate pavement in poor condition – state/local
- Two measures and targets to assess bridge condition (adopted most recently in March 2023): (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition

- Two measures and targets to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR)) (adopted most recently in March 2023): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- One measure and target to assess freight movement on the interstate system (adopted most recently in March 2023): ratio of interstate system mileage indicating reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

Chapter 5, Regional Performance Measures & Targets and System Performance Report, of *Resilience 2050* provides additional information on these adopted performance measures and targets. BMC will continue to work with MDOT SHA and MDOT MTA to update performance targets in accordance with federal requirements and to refine the processes for gathering data for performance measures. All of the measures and targets will be used to guide the Maryland Department of Transportation and the BRTB in carrying out the requirements of the applicable FHWA and FTA laws and regulations.

AIR QUALITY CONFORMITY

According to 42 U.S.C. 7506 (c)(1): "No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title." The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region's air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, "conformity" means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a "nonattainment" area for the 2015 8-hour ozone NAAQS. On April 13, 2022, EPA posted a proposed rule in the Federal Register proposing to determine the Baltimore region failed to attain the 2015 ozone standard by the attainment date of August 3, 2021, with a design value of 72 ppb. Because the region failed to attain by the attainment date, the Baltimore region was reclassified to "moderate" nonattainment upon the effective date of the final reclassification notice.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

The IIJA requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the IIJA Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple "add on" to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.
- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

Other Examples of the BRTB's Commitment to Public Involvement
All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes and recordings of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features of the public involvement program include:

- in early 2021, BMC signed a three year contract with publicinput.com to provide new ways for the public to engage in the process, including custom emails for each project, voicemail messaging, the opportunity to text comments or complete surveys, and more.
- notification of new comment periods and events posted on BMC website (over 6,500 followers on social media; emails to nearly 5,000 interested parties and a mailing list of over 2,000 for *B'more Involved*)
- publication of *B'more Involved* e-newsletter, distributed to over 2,100 subscribers and cross posted on Facebook and Twitter.
- in mid-2022, staff recruited over 50 people to serve on a virtual group called Transportation CORE (Community Outreach and Regional Engagement).
- In late 2022, the BRTB updated the Public Participation Plan which includes content from the new USDOT document: *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*.
- In 2023, staff updated its list of interested parties to include civil rights organizations.

TITLE VI / ENVIRONMENTAL JUSTICE / LIMITED ENGLISH PROFICIENCY

As an MPO, the BRTB is required to convene its members and provide opportunities for engagement for stakeholder organizations, interested parties and citizens in order to conduct a

cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a sub-recipient of federal financial assistance via MDOT, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term "programs or activities" to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On May 25, 2019, the Baltimore Regional Transportation Board approved, via BRTB Resolution #19-22, its Title VI Program, followed with an annual report. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. Recent updates include:

- Over the past year, no Title VI complaints have been filed.
- Staff continue to work to increase knowledge and understanding of Title VI, environmental justice, and equity through an internal equity working group to share information, discuss emerging issues, and collaborate on ways in which we can apply an equity lens to the work of the BMC and BRTB.
- Staff also participate in a national MPO Equity Working Group.
- In the FY 2023 UPWP, the BRTB approved a task to fund an Equity Scan which is close to wrapping up.
- For the DBE program, the BRTB has reviewed past participation and adopted the goal of 26.2 percent for FY 2024. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.
- Another FY 2023 UPWP task is a study on Fees, Fares, and Fines and equity in the region. This RFP is being released in July 2023.

Environmental Justice

Environmental Justice seeks to ensure that the benefits and burdens of transportation investments are shared as equitably as possible among all affected communities.

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low Income Populations," addresses this issue. This Executive Order and its accompanying memorandum reinforce the requirements of Title VI that focus federal attention on environmental and human health conditions in minority and low-income communities.

Significant content on environmental justice was updated for Resilience 2050 and is presented on page 15.

Limited English Proficiency Plan

In accordance with "U.S. Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficiency Persons," BMC staff conducted a four-factor analysis to determine the "reasonable steps" the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

- BMC staff prepared an Executive Summary in Spanish for the long-range transportation plan, Resilience 2050 and translated in full: the 2022 Public Participation Plan, the 2023 Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the "About the BRTB" brochure.
- the BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- as a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In June 2023, the BRTB approved an updated Limited English Proficiency Plan for the Baltimore region (Resolution #23-23).

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The IIJA requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation program

Unified Planning Work Program – UPWP

The UPWP is the basis for the work scope for transportation planning in the Baltimore region. Every two years, the MPO begins developing the program in November and FHWA/FTA approves it by June. The BRTB approved the FY 2024 - 2025 UPWP in April 2023.

The UPWP identifies the planning activities with supporting budget to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project-level budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding for FY 2024 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is $10,710,000.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee. Additionally, there is a voting transit representative on the BRTB.

The BRTB has been timely in its submittal of the draft and final report for approval. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of- expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Resilience 2050: Adapting to the Challenges of Tomorrow* at its July 2023 meeting. Federal agency approval should occur in late summer or fall of 2023. The Executive Summary is available in Spanish.

Regional Goals, Strategies, and Performance Measures/Targets

The BRTB adopted updated regional goals and strategies in November 2021 in preparation for *Resilience 2050*, including a 35-day public comment period. The public comment period included multiple ways to comment by email, voicemail, text, fax and an online survey. BMC staff and the vice-chair of the BRTB recorded a presentation summarizing the goals and strategies. BMC staff also presented the goals and strategies to six different BRTB subcommittees throughout September 2021. More than 165 comments were received from more than 30 participants. Staff reviewed all the comments, drafted responses, and revised the goals and strategies based on public comment prior to BRTB approval in November 2021. Key elements include:

- The *Resilience 2050* goals retain the strategies intended to strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism;
- Acknowledge the need to consider and promote, where applicable, emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming; and

- Revise and add implementation strategies to reflect public comments focusing on improving safety for transit and pedestrians, equity and environmental justice, promoting reliable and timely transit service, and shifting to sustainable modes.

The BRTB has also adopted all 25 of the federally mandated performance measures and targets. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

Evaluation of Candidate Projects / Fiscal Constraint of Resilience 2050

In preparation for the evaluation of candidate projects, BMC staff reviewed and updated the project evaluation criteria in summer 2021. In general, the recommended updates are as follows:

- Shift the amount of points devoted to the existing goals, particularly for transit projects.
- Add scoring criteria for transit projects where it had previously been absent in the areas of complete streets accessibility, safety, and security.
- Reduce the points allocated to economic prosperity from 10 to 5 so that the point allocation for safety can be increased to 10 to reflect its importance as a regional goal.
- Clarify definitions and the allocation of points where they had previously been unclear. BMC staff also sought to make the scoring process less subjective by suggesting more quantitative methods focusing on how each project contributes to creating a complete transportation system.
- Update the scoring criteria to integrate impacts to Environmental Justice populations.

After a series of presentations and review by the Technical Committee, BMC staff presented a resolution regarding endorsement of the project scoring methodology for *Resilience 2050* in November 2021. The BRTB unanimously approved the updated project scoring methodology at its meeting on November 30.

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied the BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

The BRTB coordinated with MDOT on a forecast of federal and state revenues anticipated to be available for *Resilience 2050*. In addition, *Resilience 2050* is the first LRTP to establish and include a consistent methodology for a local funding forecast. BMC staff worked with a consultant and local jurisdictions in 2022 to develop a local funding projection tool that can also be adapted to generate local funding forecasts for future LRTPs. The BRTB adopted the financial forecast for *Resilience 2050* in January 2023.

MDOT SHA and MDOT MTA provided current dollar cost estimates for candidate projects. BMC staff applied an inflation factor, consistent with MDOT methodology, to these estimates to determine year of expenditure (YOE) cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that the YOE estimated costs did not exceed anticipated state and federal revenues provided by MDOT. The local financial forecast was not considered to be available for the projects submitted for *Resilience 2050* since projects are

anticipated to primarily use revenues identified in the state and federal forecast from MDOT. In this way, *Resilience 2050* demonstrated fiscal constraint, in accordance with federal requirements.

Resilience 2050 Environmental Justice Analysis

BMC staff added additional performance measures related to accessibility and mobility as part of the EJ analysis for the prior LRTP, *Maximize2045*. These updates were based on information received at an Environmental Justice workshop attended by BMC staff. Staff replicated this EJ analysis for *Resilience 2050*. The analysis compared the potential impacts on EJ and non-EJ Transportation Analysis Zones (TAZs) for two scenarios: (1) 2050 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2024-2027 time frame and (2) 2050 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Resilience 2050* Preferred Alternative. Staff analyzed the potential impacts on EJ and non-EJ TAZs for the following measures by both auto and transit:

- average number of jobs accessible
- average number of shopping opportunities accessible
- average commute time
- average travel time for shopping purposes
- average travel time to closest hospital
- percent of population close to a supermarket
- percent of population close to a hospital
- percent of population close to a college or university

The EJ analysis of *Resilience 2050* showed that the surface transportation investments in the preferred alternative should not have disproportionate effects on persons living in EJ TAZs.

Resilience 2050 Public Outreach and Engagement

Throughout the 2-year process to develop *Resilience 2050*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Resilience 2050* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process. New to the process this cycle is the use of PublicInput.com along with a monthly series of white papers on LRTP topics including climate change and resilience, emerging technologies, demographic trends, active transportation and transit, the financial forecast and the project scoring methodology.

The BRTB made the draft *Resilience 2050* available to the public for review and comment for a 35-day period from May 17 through June 20, 2023. Staff held public open house meetings in each jurisdiction and an online virtual meeting to present information and accept input/comments. The BRTB also posted the draft *Resilience 2050* online along with a map of projects and advertised in 13 outlets, including print, radio and digital platforms. The BRTB addressed public comments in preparing the final version of *Resilience 2050*.

Full summary of Resilience 2050 Activities

The BRTB approved a resolution adopting *Resilience 2050* in July 2023. The following activities have been completed:

- Launching public facing websites for *Resilience 2050* on the BMC website and on Public Input. Updates were made throughout plan development.
- Holding a public comment period for the regional goals and strategies (summarized above). The BRTB approved updated goals and strategies for *Resilience 2050* in November 2021.
- Updating the project evaluation criteria (summarized above). The BRTB approved the updated project scoring methodology in November 2021.
- Updating the project submittal form to reflect updates to the project scoring methodology. BMC staff held a call for projects from April 4, 2022 – June 15, 2022. Local agencies and MDOT MTA submitted projects by the deadline, followed by BMC review and mapping of candidate projects.
- Round 10 Socioeconomic Forecast: BMC staff worked with the Cooperative Forecasting Group throughout FY 2022 to develop the data inputs necessary for their Round 10 forecasts. Jurisdictions submitted draft Round 10 forecasts in January 2022, followed by review of the forecasts in February, and development of model inputs in March and April. The BRTB adopted a resolution on the Round 10 forecasts in July 2022.
- Financial Forecasts: In November 2021, BMC requested an updated financial forecast through 2050 due to the passage of the Infrastructure Investment and Jobs Act. BMC staff received an updated financial forecast in October 2022. BMC also worked with a consultant team at Kimley-Horn throughout FY 2022 on a local financial forecast. The local financial forecast identifies funds used by local jurisdictions to support operation, system preservation and expansion of transportation infrastructure and their process for predicting future revenues. The consultant team finalized and presented the tool to forecast local transportation revenues for *Resilience 2050* and future LRTPs in October 2022. The BRTB adopted the financial forecast for *Resilience 2050* in January 2023.
- Launching and promoting a series of white papers covering a variety of LRTP topics. The *Resilience 2050* white papers were intended to break key LRTP topics into more digestible chunks and to encourage further public engagement surrounding the LRTP during the development of *Resilience 2050*. BMC staff created a Public Input website for the white papers in January 2022. Eleven white papers were released and promoted monthly from February 2022 through February 2023 covering a variety of topics.
- Creating materials to support the scoring of candidate projects and cost estimation including interactive maps displaying candidate projects along with a variety of additional layers including environmental and cultural resources and Environmental Justice TAZs.
- Drafting and presenting a proposed preferred alternative to the Technical Committee and BRTB. The preferred alternative includes 36 transit projects, 56 roadway projects and $250 million in set-aside funding intended to improve air quality due to the Baltimore region's nonattainment status. Strategies for use of these set-aside funds include TSMO, Complete Streets, Transportation Emission Reduction Measures (TERMS), and a list of priority active transportation projects developed by the BRTB Bicycle and Pedestrian Advisory Group in 2022.
- Finalizing and laying out chapters for *Resilience 2050*.
- Preparing public involvement materials and advertisements for the public comment period, releasing a draft of *Resilience 2050* in May 2023, holding 8 public meetings (one virtual and seven in-person), responding to comments, and preparing the final *Resilience 2050* document.

FY 2024-2027 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2024-2027 TIP. This included review by BMC staff for consistency with *Resilience 2050*, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB also worked with its subcommittees to review the proposed list of projects. Based on results of this review, the proposed projects were selected for inclusion in the TIP.

Projects identified in the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The total amount programmed in the 2024-2027 TIP is approximately $4.24 billion. Federal funds account for $2.89 billion of this total, with local and state matching funds accounting for the remaining $1.35 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the LRTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved LRTP and must have been considered in the congestion management process for the region.

FY 2024-2027 TIP Financial Considerations

As noted, the 2024-2027 TIP uses current and available revenue sources listed in the 2023-2028 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the Infrastructure Investment and Jobs Act (IIJA).

FY 2024-2027 TIP and Performance-Based Planning and Programming

As required by Federal rulemaking for performance measures, established under MAP-21 and subsequently reinforced by the IIJA , the 2024-2027 TIP includes a summary of the 25 federally mandated performance measures and targets as well as a discussion of the anticipated impact of investments in the TIP towards their achievement.

FY 2024-2027 TIP Public Outreach and Engagement

The public review period for the draft FY 2024-2027 TIP was part and parcel of the comment period for *Resilience 2050* and the Conformity Determination of both the TIP and LRTP. Goals of this process were to inform the public and encourage feedback, share highlights of proposed TIP projects, and promote an interactive TIP map showing the locations of projects and featuring a tool the public could use to submit comments. Aside from online comment tools, methods through which the public could comment included email, mail, Text, voicemail, and Twitter.

Air Quality Conformity – Resilience 2050 and FY 2024-2027 TIP

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2024-2027 TIP is the RFP SIP for 8-hour ozone (determined to be adequate in 2016).

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2023, 2025, 2035, 2045, and 2050. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Resilience 2050* and the FY 2024-2027 TIP are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2024 is 26.2% (approved through Resolution #23-20). Specifically, the BRTB is using the goal of MDOT as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

On Wednesday, October 12, 2022, the BMC's Baltimore Regional Cooperative Purchasing Committee (BRCPC) co-hosted the 13th Annual Meet the Primes event. This virtual procurement outreach event connected small and minority owned businesses (MBE/SBE) to prime contract bidders. The event welcomed over 489 small and minority business participants and 127 exhibitors.

Meet the Primes utilized virtual training and presentation sessions to provide information to attendees. Participants reviewed updates in the financial systems for solicitations, submitting bids and obtaining purchase orders for new and existing vendors, as well as hosted discussions for potential vendors to learn about the various business resources, including the BRCPC.

Small business representatives also met with select government agencies and prime companies during pre-scheduled one-to-one introductory meetings. These meetings presented opportunities for attendees to present their products and services directly to the procurement officials, buyers and decision makers who may be interested in their offerings.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee complies with the lead entity's minority business enterprise procedures and goals while still allowing for flexibility for entities that choose to participate in these contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

Equal Employment Opportunity

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Policy and Procedure Manual (PPM). The new PPM went into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

> In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.
>
> BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

AMERICANS WITH DISABILITIES ACT

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- all public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- all public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- all documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- the BMC website is accessible to, and usable by, individuals with vision impairments.
- the telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- a list of resources for auxiliary aids and services has been developed and is maintained.
- the new social engagement platform, PublicInput.com offers live transcription as well as transcription on saved recordings.

The planning process utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MDOT MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

The BMC undertook an ADA Self-Evaluation and the associated Transition Plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on a regular basis, the BMC completed a review of the interior of the offices. Several areas were noted where improvements needed to be made to maintain a fully compliant space, these adjustments have been completed. The exterior was reviewed by the development company and a significant upgrade was completed.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of LRTP and TIP projects for pedestrian accommodations. Staff also completed a class in FY 2022 offered by the National Aging and Disability Transportation Center. Relevant modules covered creating accessible documents, developing effective surveys, using data to enhance services, and meeting the needs of your community.

OLDER AMERICANS ACT

The BRTB acknowledges that older adults are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly is posted on the BMC web site: www.baltometro.org.

TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a number of travel options for people with disabilities, the elderly, and/or others with special mobility needs.

Coordinated Public Transit – Human Services Transportation Plan
The BRTB collaborated with MDOT MTA in developing the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. The Plan was last updated in December 2019. An update is expected to be prepared later in 2022. This plan met the Fixing America's Surface Transportation (FAST) Act federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and Formula Grants for Rural Areas (Section 5311) programs. The MDOT Maryland Transit Administration (MDOT MTA) is the administrator for these programs, and consults with the BRTB on program implementation.

The BRTB approved the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan* in December 2019 through Resolution #20-9.

MDOT MTA
MobilityLink is a specialized, curb-to-curb shared ride service for service available to people, who because of a disability are functionally unable to get to a bus stop, wait unassisted at a stop or station or board or ride a bus or train by themselves. MDOT MTA's Call-a-Ride Service offers program participants same day transportation options through a network of taxi and sedan providers. Under the Senior Rides Program, MDOT MTA awards grants to qualified applicants statewide to encourage and facilitate the development of volunteer transportation services for low-income and moderate-income seniors.

Nonprofit Providers
Nonprofit providers operate throughout the region, mainly under two MDOT MTA-administered grant programs. Maryland Senior Rides Program offers grants to non-profit organizations to encourage and facilitate the development of volunteer transportation services for low-income to moderate income seniors. FTA's 5310 program, administered by MDOT MTA, provides formula funding to states to assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Annapolis
Annapolis Transit offers low fare service to residents and visitors who are unable to use the regular fixed-route buses, subject to eligibility. The paratransit service area consists of any location within 3/4 of a mile of any fixed-route service operated by Annapolis Transit.

Anne Arundel County
The Anne Arundel County Office of Transportation provides two types of free service throughout Anne Arundel County. Complementary para-transit service is designed to be "comparable to" (similar to) fixed route bus service, operating in the same areas and during the same days and hours. General Paratransit is available to eligible customers who have a disability that prevents them from making some or all of their trips on fixed route services, by offering a shared-ride, origin-to-destination service. The service is provided with lift-equipped vehicles, or it may be provided by an accessible taxi that has been scheduled through the Anne Arundel County Department of Aging and Disabilities office as part of the Taxi Voucher program.

Baltimore City
Baltimore City Commission on Aging and Retirement Education (C.A.R.E.) provides free 24-hour, general purpose, curb-to-curb taxi service for residents who are 60 years of age or older and persons with disabilities.

Baltimore County
CountyRide is a fare-based demand-response transportation system for trips supporting adults 60 years of age or older, persons with disabilities and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

Carroll County
Carroll County Trailblazer offers nine fare-based deviated fixed routes within Carroll County. All Trailblazer routes may be deviated up to ¾ mile for riders, including visitors, with or without disabilities. Carroll Transit System, operated by Ride With Us, also offers a door-to-door demand-response service to locations within Carroll County.

Harford County
In addition to the seven Harford Transit LINK fixed routes, Harford Transit also provides reduced fares for general transit and demand-response paratransit service to the persons over 60, and persons with disabilities who reside in the County and are unable to ride the general fixed-route service.

Regional Transportation Agency of Central Maryland (RTA)
RTA is managed by First Transit and overseen by the Howard County Office of Transportation. RTA operates fare-based fixed bus routes in Howard County, Anne Arundel County, Prince George's County and the City of Laurel. RTA Mobility offers curb-to-curb, shared ride transportation service for passengers who are unable to ride the fixed route transit system due to a disability or age. RTA Mobility provides two types of service: ADA and General Paratransit.

Queen Anne's County
Queen Anne's County Ride offers fare-based service operated by the Department of Aging with three weekday deviated fixed routes (also up to ¾ mile), including service to Annapolis. Door-to-door, demand response services are also available to individuals with disabilities who are not served by or who cannot use the deviated fixed route bus services.

REHABILITATION ACT

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

APPENDIX D

MDOT SHA AREAWIDE PROJECTS

KNOWN FY 2024 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2023-2028 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County	WB&A Trail	Patuxent River	Bicycle/pedestrian bridge
Anne Arundel County	South Shore Trail, Phase 2	Annapolis Road to Bonheur Drive	Trail construction
Baltimore City	Various	Inner Harbor	Crosswalks and bicycle wayfinding enhancements
Baltimore County	North Point Road	Edgemere Elementary to Sparrows Point Middle/High School	Safe Routes to School sidewalk
Carroll County	Washington Road	Washington Lane to Kate Wagner Road	Safe Routes to School sidewalk
Harford County	Ma & Pa Connector Trail, Segment 3	North Avenue to Blake's Venture Park	Trail construction
Howard County	Patuxent Branch Trail	Old Guilford Road to Vollmerhausen Road	Trail paving
Areawide Environmental Projects (60-9506-38)			
Regional	Various	Various	Landscape installation
Regional	Various	Various	TMDL stream restoration
Anne Arundel county	Harry S. Truman Park and Ride Lot	N/A	Pond restoration and drainage improvements
Areawide Congestion Management Projects (60-9504-04)			
Anne Arundel County	MD 450	Huntwood Road and Pebble Brook Court	Installation of Non-Invasive Road Weather Information System
Regional	N/A	N/A	CHART Systems Network Engineering and System Connectivity
Regional	N/A	N/A	CHART Systems Development - software upgrades

Areawide Safety and Spot Improvement (60-9508-19)			
Baltimore County	MD 139	At MD 134	Geometric improvements
Carroll County	MD 27	West of MD 140 to Hahn Road	Shared use path
Carroll County	MD 140	At Mayberry Road	Geometric improvements
Harford County	MD 24	At MD 755	Geometric improvements
Howard County	US 1	Crestmount Road to Cedar Avenue	Sidewalk improvements
Regional	Various	Various	Traffic barrier upgrades
Regional	Various	Various	Safety and operational improvements
Regional	Various	Various	Traffic signal and lighting upgrades
Regional	Various	Various	Sidewalk/ADA upgrades
Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Anne Arundel County	MD 468	Small structure #02016X0 over Lerch Creek	Small structure replacement
Baltimore County	MD 144	Dungarrie Road to Dunmore Road	Retaining wall
Regional	Various	Various	Bridge cleaning and painting
Regional	Various	Various	Preservation and minor rehabilitation of fixed bridges, culverts, and retaining walls
Regional	Various	Various	Bridge inspection

Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Anne Arundel County	MD 2	South River Bridge to MD 214	Safety and resurfacing
Anne Arundel County	MD 100	Howard County Line to MD 170	Safety and resurfacing
Baltimore County	MD 542	South of Taylor Avenue to Joppa Road	Safety and resurfacing
Baltimore County	MD 140	Stocksdale Avenue to East Pleasant Hill Road	Safety and resurfacing with Baltimore County waterline replacement
Carroll County	MD 851	Main Street to Warfield Road	Drainage improvements and roadway reconstruction
Harford County	US 1 Business	Moores Mill Road to US 1 Bypass	Safety and resurfacing
Regional	Various	Various	High friction surface treatment
Regional	Various	Various	Joint and crack sealing
Regional	Various	Various	Line striping
Regional	Various	Various	Patching and resurfacing
Regional	Various	Various	Sidewalk/ADA upgrades
Regional	Various	Various	Traffic barrier upgrades

APPENDIX E

PROJECTS BETWEEN FUNDING STAGES OR ON HOLD AND INFORMATIONAL PROJECTS

Projects Between Funding Stages or On Hold

Project Id	Project Title	Jurisdiction	Year of Operation last time in TIP	Project Category	Project Type
11-1802-19	Mountain Road Corridor Revitalization – Phase I	Anne Arundel County	TBD	Highway Preservation	Other
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1201-99	Baltimore City Locked Gate IAPA	Baltimore City	2021	Miscellaneous	Miscellaneous
12-1206-99	Pavement Management System	Baltimore City	2020	Miscellaneous	Miscellaneous
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1414-11	Citywide System Preservation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1419-13	Hanover Street Bridge Multimodal Corridor	Baltimore City	NA	Highway Preservation	Bridge repair/deck replacement
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
12-2006-99	Citywide Transportation Plan	Baltimore City	2021	Miscellaneous	Miscellaneous
13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	Baltimore County	2028	Highway Preservation	Bridge repair/deck replacement
13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX Railroad	Baltimore County	2029	Highway Preservation	Bridge repair/deck replacement
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
14-1601-13	Babylon Road Bridge over Silver Run	Carroll County	2026	Highway Preservation	Bridge repair/deck replacement
15-1402-42	Bata Boulevard Access Road	Harford County	2023	Highway Capacity	New or extended roadways
15-2101-13	Madonna Road Bridge #113 over Deer Creek	Harford County	2026	Highway Preservation	Bridge repair/deck replacement
16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	Howard County	2024	Highway Capacity	Roadway Widening
16-1405-41	Guilford Road: US 1 to Dorsey Run Road	Howard County	2024	Highway Capacity	Roadway Widening
16-1407-46	MD 175 at Oakland Mills Road Interchange	Howard County	2023	Highway Capacity	New Interchange
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
16-2001-67	Bus Rapid Transit	Howard County	NA	Transit Capacity	Transit capacity expansion
90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV)	Office of the Secretary	NA	Miscellaneous	Miscellaneous
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	NA	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	NA	Commuter Rail	Other
61-0105-41	MD 3: US 50 to MD 32, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
61-0605-41	MD 175: MD 295 to MD 170	MDOT SHA	2025	Highway Capacity	Roadway Widening
61-1403-41	MD 198: MD 295 to MD 32	MDOT SHA	2034	Highway Capacity	Roadway Widening
63-0802-41	MD 140: Painters Mill Road to Owings Mill Boulevard Phase 2	MDOT SHA	2025	Highway Capacity	Roadway Widening
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	MDOT SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29 Corridor Study	MDOT SHA	NA	Highway Capacity	Roadway Widening
66-1801-41	I-95: Active Traffic Management	MDOT SHA	NA	Highway Capacity	Roadway Widening
67-2101-03	MD 835C: Cockey Lane to Old Love Point Road	MDOT SHA	NA	Emission Reduction Strategy	Bicycle/Pedestrian Facilities

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: Fiscal Year (FY) 2023– FY 2026 Transportation Improvement Program (TIP)

Date: 01/04/2023

From: Mr. Kurt Dowden
Chief of Business Operations

KURT A DOWDEN Digitally signed by KURT A DOWDEN Date: 2023.01.04 15:08:22 -05'00'

In Reply Refer To: HFPP-15

To: Division Administrator

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2023 – FY 2026 Transportation Improvement Program (TIP) to describe those transportation projects that will be primarily implemented within the boundaries of the Federal Land Management Agency (FLMA) units located in your state. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

The attached spreadsheet contains an overall list of the projects in your State that are currently programmed to be funded through the Federal Lands Transportation Program (FLTP), the Federal Lands Access Program (FLAP), or funds directly managed by the various FLMA partners. This list will soon be placed on the EFLHD website (https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm) to provide an easily accessible reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's FY 2023 – FY 2026 TIP to your State Department of Transportation for inclusion (preferably as an appendix) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO) for inclusion into their respective Transportation Improvement Programs (TIPs). If you have any questions or comments regarding the contents of this EFLHD TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or Lewis.Grimm@dot.gov.

Attachment

cc:
State Transportation Planner

FY2023-FY2026 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 12/13/2022

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Maryland													
MD ERFO NPS CHOH 2019-1(1) Repair storm damage on Great Falls Entrance Road & at Swains Lock Parking Area	2023	MD	Montgomery	Chesapeake & Ohio Canal NHP	Repair storm damage on Great Falls Entrance Road & at Swains Lock Parking Area	Spot	ERFO	$1,352,608	Title 23	EFL	In Design	MD-08	NPS-National Capital Region
MD FLAP MPA MSNCO(2) Masonville Cove Pedestrian Improvements	2023	MD	Baltimore	Masonville Cove Urban Wildlife Refuge	Masonville Cove access improvements	Trail	FLAP - EFL	$625,000	Title 23	State	Construction	MD-02	FWS-5-NE
MD NP CATO 10(5) 11(2) ETC Park Central Road and Deerfield Road	2023	MD	Frederick	CATO	Improve the pavement condition of Park Central and Foxville Deerfield Roads to a serviceable level, safety along the routes, & drainage	3R	FLTP - NPS	$5,686,980	Title 23	EFL	Construction	MD-06	NPS-NCR
MD NP CHOH 22185 1 Byron Bridge stair	2023	MD	Washington	Chesapeake and Ohio Canal National Historical Park	Improve accessibility at the Byron Bridge through the construction of an access stair	BR	FLTP - NPS	$600,000	Title 23	NPS	Construction	MD-06	NPS-NCR
MD NP NACE 300(1) 301(1) Marshal Hall Roads	2023	MD	Prince George's	National Capital Parks East	Reconstruct Marshal Hall Access road and convert marshal hall loop road to a trail.	4R	FLTP - NPS	$800,000	Title 23	EFL	Construction	MD-05	NPS-NCR
MD SP NASA 2(1) Rehabilitate Goddard SFC Bridge over B-W Parkway.	2023	MD	Prince Georges	NASA Goddard Space Flight Center	Rehabilitate Goddard SFC Bridge over B-W Parkway.	BR3R	Reimbursable Authority - Federal Agreements	$4,800,000	Other	EFL	Construction	MD-04	NASA
MD FLTP NP SUIT 254778 Suitland Parkway Trail Feasibility study and NEPA	2024	MD	Prince Georges	SUIT	Suitland Parkway Trail Feasibility study and NEPA	Study	FLTP - NPS	$1,400,000	Title 23	NPS	In design	MD-04	NPS-NCR
MD FTNP ASIS 312015 Rte 10 Bayberry Rd MP 0-3.6 Pvt Pres	2024	MD	Worcester	ASIS	Rte 10 Bayberry Rd MP 0-3.6 Pvt Pres	1R	FLTP - NPS	$2,000,000	Title 23	NPS	In design	MD-01	NPS-NER
MD NP BAWA 501(1) ROUTE 201 ACCESS RAMP BRIDGE - NORTHBOUND & BW PARKWAY ACCESS RAMP	2024	MD	Prince Georges	BAWA	ROUTE 201 ACCESS RAMP BRIDGE - NORTHBOUND & BW PARKWAY ACCESS RAMP	BR3R	FLTP - NPS	$2,900,000	Title 23	EFL	In design	MD-04	NPS-NCR
MD NP CHOH 235(2) 242(1) ETC CHOH Tunnels (Four Locks, Fletcher's Boathouse, McCoys Ferry)	2024	MD	Washington and Montgomery	Chesapeake and Ohio Canal NHP (CHOH)	Rehabilitate three tunnels and approaches.	Tunnel	FLTP - NPS	$2,325,000	Title 23	EFL	In design	MD-06, MD-08	NPS-NCR
MD NP CHOH BRG(1) Repair or Replace 9 Pedestrian Bridges	2024	MD	Various	CHOH	Repair or Replace 9 Pedestrian Bridges	3R	FLTP - NPS	$1,407,410	Title 23	EFL	In design	Various	NPS-NCR
NP BAWA 1(12), 2(12) Bridge Railing and Capstone	2024	MD	Anne Arundel, Prince George's	BAWA	Bridge Railing and Capstone Replacement Structure Nos. 35.30-0018, 0041, & 0211	BR3R	FLTP - NPS	$3,850,000	Title 23	EFL	In design	MD-04	NPS-NCR
VA FTNP ASIS BRG(1) Rehab of Assateague Channel and Sheepshead	2024	MD	Worcester	ASIS	Rehab of Assateague Channel and Sheepshead	BR3R	FLTP - NPS	$696,000	Title 23	EFL	In design	MD-01	NPS-NER
MD NP FOWA 10(2) Rehabilitate Fort Washington Roads and Parking	2025	MD	Prince George's	Fort Washington (FOWA)	Rehabilitate Fort Washington Roads and Parking	3R	FLTP - NPS	$1,500,000	Title 23	EFL	In design	MD-05	NPS-NCR
MD NP GWMP 224(1) Cabin John Creek Bridge, Cabin John Overpass @ Ericsson Road, Carderock Access Bridge	2025	MD	Montgomery	GWMP	Cabin John Creek Bridge, Cabin John Overpass @ Ericsson Road, Carderock Access Bridge	BR3R	FLTP - NPS	$2,400,000	Title 23	EFL	Planned	MD-08	NPS-NCR
MD NP SUIT TBD Rehabilitate Suitland Parkway and Safety/Guardrail Improvements	2025	MD	Prince George's	NACE	Rehabilitate Suitland Parkway and Safety/Guardrail Improvements	3R	FLTP - NPS	$18,600,000	Title 23	EFL	Planned	MD-04	NPS-NCR
MD NP BAWA TBD(2) Rehabilitate B-W Parkway Mainline	2026	MD	Prince Georges	BAWA	Rehabilitate B-W Parkway Mainline	3R	FLTP - NPS	$10,000,000	Title 23	EFL	Planned	MD-02, MD-04	NPS-NCR

Approval signature is shown on first page packet only. The listing reflects all newly identified and programmed and/or modified projects as of November 05, 2022.

APPENDIX F

FY 2023-2026 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2023 – 2026 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1204-64	Bus and Rail Preventive Maintenance	MDOT MTA	This administrative modification increases Section 5337 funds by $1,514,000 ($1,211,000 federal/$303,000 matching) in FY 2023. This increase in funds will be used to provide continued capital assistance for regular preventive maintenance on the transit system. The increase in funds from the Federal Transit Administration is a result of the Infrastructure Investment and Jobs Act. The Estimated Total Cost of this project increases from $195,512,000 million to $197,027,000 million.	This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort. **Conformity Status:** Exempt	Admin Mod: 10/07/2022
13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	Baltimore County	This administrative modification adds $600,000 ($480,000 federal STBG/ $120,000 matching) to the engineering phase in FY 2023. This is not a new phase as engineering funds in the same amount were included in FY 2022 of the 2022-2025 TIP. This change is required due to delays in the approval of federal aid initiation documents and selection of an engineering service provider. The project is now at the stage of providing a notice to proceed to the consultant. Total funding in the TIP increases from $3.5 million to $4.1 million.	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. The anticipated cost of the project has been revised (3-2022) to reflect the currently anticipated scope of work (full replacement addressing local flooding issue). **Conformity Status:** Exempt	Admin Mod: 11/18/2022

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	MDOT SHA	This amendment increases Engineering funds in FY 2023 by $67,000 ($67,000 federal/$0 matching). This amendment also adds $5,804,000 in Construction funds in FY 2023 - FY 2026 ($5,438,000 federal/$366,000 matching) and $165,000 in Right of Way funds in FY 2023 ($130,000 federal/$35,000 matching). This additional funding is necessary to complete final design, acquire necessary right of way and complete construction. The total estimated cost of the project increases from $8.4 million to $9.0 million.	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. The estimated total cost includes previous expenditures as well as funding to complete construction of this project. A 5% overhead increase has been added to federal funding flows for each project phase. **Conformity Status**: Exempt	Resolution #23-8: 11/22/2022
60-2301-41	TSMO System 1	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. This project will include $234,000 in state funds for project planning in FY 2023. Additionally, $1.501 million in NHPP funds ($1.388 federal/$113,000 matching) and $499,000 in STBG funds ($462,000 federal/$37,000 matching) are included in FY 2023 and FY 2024 for engineering. The project is only funded up to 30% design completion and will provide a combination of IT and geometric improvements along portions of I-70, US 29 and US 40 in Howard and Baltimore Counties. The total estimated cost of the project is $76.688 million.	This project is a combination of information technology and geometric improvements within TSMO System 1 including I-70 from I-695 to MD 32, US 29 from I-695 to I-70, and US 40 from MD 99 to MD 100. Funding for this project will take design to the 30% milestone. **Conformity Status**: Exempt	Resolution #23-10 12/20/2022
61-2305-41	I-97: US 50 to MD 32 TSMO	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. This project will include $3.9 million in NHPP funds ($3.51 million federal/$390,000 matching) in FY 2023 and FY 2024 for engineering. The project is only funded up to 30% design completion and will provide a combination of IT and geometric improvements including extension of the left entrance ramp from EB US 50 to NB I-97. The total estimated cost of the project is $49.448 million.	This project is a combination of information technology and geometric improvements along the corridor. The project also includes extending the left entrance ramp from eastbound US 50 to northbound I-97 by 2,600 feet to address heavy merge movements. Funding for this project will take design to the 30% milestone. **Conformity Status**: Exempt	Resolution #23-10 12/20/2022

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
63-0803-46	I-795: Dolfield Boulevard Interchange	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. This project was in previous TIPs but has been on hold. $5.0 million ($2.918 million federal/$2.082 million matching) in NHPP funds is being added in FY 2023 and FY 2024 for engineering. This project will add a full interchange at I-795 and Dolfield Blvd and widen I-795 from 4 to 6 lanes from Owings Mills Blvd. to Franklin Blvd. The total estimated cost of the project is $148.907 million.	Construct an interchange at Dolfield Boulevard including widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. TSMO strategies, including part-time shoulder use, will be utilized. Funding for this project will take design to the 30% milestone. **Conformity Status**: Exempt	Resolution #23-10 12/20/2022
64-2301-12	MD 32: 2nd Street to Main Street	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. $900,000 ($810,000 federal/$90,000 matching) in NHPP funds are being added in FY 2023 through FY 2025 for engineering. This project will provide safety improvements by upgrading intersection geometry, extending turn lanes, and modifying access along MD 32. The total estimated cost of the project is $7.322 million.	This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. **Conformity Status:** Exempt	Resolution #23-10 12/20/2022
64-2302-41	MD 97: MD 140 to MD 496 Corridor Study	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. $500,000 ($400,000 federal/$100,000 matching) in STBG funds are being added in FY 2023 for project planning. This project will identify multi-modal transportation needs, including safety and capacity improvements. The total estimated cost of the project will be determined upon completion of the study.	Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496. **Conformity Status**: Exempt	Resolution #23-10 12/20/2022

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
65-2301-31	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. $1.59 million ($1.272 million federal/$318,000 matching) in NHPP funds are being added in FY 2023 for engineering. This project will extend the existing noise barriers on both sides of MD 22 to mitigate impacts resulting from BRAC improvements. The total estimated cost of the project is $5.686 million.	**Project Description** This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. **Conformity Status**: Exempt	Resolution #23-10 12/20/2022
66-2301-25	US 29: Johns Hopkins Road to MD 32 Bicycle-Pedestrian Route	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. $0.5 million of state/matching NHPP funds are being added in FY 2023 for engineering. This study will collect data in order to recommend a preferred east/west alternative trail alignment between the Rivers Edge community, Clarksville Hunt community and the Johns Hopkins Library Services Center. The total estimated cost of the study is $0.5 million.	A feasibility study to collect sufficient data to recommend a preferred east to west trail alignment between the Rivers Edge Community, Clarksville Hunt Community, and the Johns Hopkins Library Services Center. This project is related to the US 29, Phase 2 project (HO3173) **Conformity Status**: Exempt	Resolution #23-10 12/20/2022
67-2301-41	MD 18B: Castle Marina Road to the Kent Narrow	MDOT SHA	This amendment adds a new project to the FY 2023-2026 TIP. $0.5 million ($0.4 million federal/$0.1 million matching) in STBG funds are being added in FY 2023 for project planning. This project will identify multi-modal transportation needs and develop conceptual improvements for future funding. The total estimated cost of the project is $0.5 million.	Planning study to identify multi-modal transportation needs and develop conceptual capacity and multi-modal improvements on MD 18B (Main Street) from Castle Marina Road to the Kent Narrows. **Conformity Status**: Exempt	Resolution #23-10 12/27/2022
60-9511-19	Areawide Urban Reconstruction	MDOT SHA	This Administrative Modification shifts $1,900,000 ($1,520,000 federal/$380,000 matching) of STBG construction funds in FY 2023-2025 to NHPP planning funds in FY 2023-2025. This shift in funds is necessary to accommodate higher than anticipated design cost using NHPP funding for projects committed in the FY 2023-2026 TIP. The total estimated cost of this project remains $9.305 million.	This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscapes, signs, and markings and lighting improvements. **Conformity Status**: Exempt	Admin Mod: 1/09/2023

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
16-0436-13	Bridge Repair and Deck Replacement	Howard County	This amendment updates the project scope to include 10 additional "Poor" rated bridges. Individual bridges are no longer listed in the project description. Please see the attached for a list of structures included in this amendment. The 2023-2026 TIP must include these projects so that the federal funds can be requested for engineering and construction of the projects. Funding for engineering increases $2.15 million ($1.72 million federal/$430,000 matching) in FY 2023-2026. Funding for construction increases $5.2 million ($4.16 million federal/$1.04 million matching) in FY 2023-2026. The total estimated cost of the project increases from $18,011,000 million to $25,361,000.	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. **Conformity Status**: Exempt	Resolution #23-14 2/28/2023
66-1703-41	MD 32: Linden Church Road to I-70	MDOT SHA	This administrative modification increases NHPP funding for Construction by $19.0 million ($17.8 million federal/$1.2 million match) in FY 2023 - FY 2026. Additionally, $954,000 in matching NHPP funds for Engineering has been added in FY 2023 - 2024. $4.52 million of this funding is necessary to accommodate the addition of noise abatement improvements. $2.68 million is necessary to account for approved change orders during construction. The remaining $11.8 million is a shift of funds from previous years based on actual expenditures. Therefore, the overall Estimated Total Cost of this project increases $7.2 million (the cost of the noise abatement and change orders) from $126,381,000 to $133,580,000. All other roadway work was completed in 2022 and is open to traffic.	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 which had TIP ID #66-1405-41 in previous TIPs. Phase 1, MD 108 to Linden Church Road (TIP ID #66-1602-41) is complete and opened to traffic in 2019. Phase 2 roadway improvements were completed in fall 2022. The remaining funds will complete utility relocation and right-of-way acquisition and for the design and construction of noise abatement improvements. **Conformity Status:** Not Exempt	Admin Mod: 3/10/2023

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
16-2301-03	Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	Howard County	This amendment adds a new project to the FY 2023-2026 TIP. The Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery project must be added to the TIP in order to obtain NEPA approval. The Elkridge to Guinness Open Gate Brewery is a 1.5 mile segment of the overall 40 mile Patapsco Regional Greenway. Funding for Engineering in FY 2023-2024 is being provided by Baltimore County in the amount $500,000. Construction funds in FY 2025-2026 is being provided by Howard County. The estimated total project cost is $1,900,000.	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. **Conformity Status:** Exempt	Resolution #23-21 5/23/2023
32-2301-03	Masonville Cove Connector: Shared-Use Path Design and Construction	MDOT MPA	This amendment adds a new project to the FY 2023-2026 TIP that includes $630,000 of engineering funds in FY 2023-2024 ($504,000 federal/$126,000 matching), $677,000 of construction funds in FY 2023 ($542,000 federal/$135,000 matching), $140,000 of right of way funds in FY 2024 ($112,000 federal/$28,000 matching), $21,000 of planning funds ($18,000 federal/$3,000 matching) and $54,000 of "other" funds ($44,000 federal/$10,000 matching). Funding will be used to design and construct a shared-use path along Frankfurst Avenue between Masonville Cove and Hanover Street. The total project cost is $1,681,900.	This project includes design and construction of a shared use path along Frankfurst Avenue in Baltimore City. The trail is expected to span between Masonville Cove, which is the Nation's first Urban Wildlife Refuge Partnership, and Hanover Street. At Hanover Street, the trail will link to the existing Gwynns Falls Trail and proposed Bay Brook Connector for over 20 miles of trail access. This project was identified as a part of the alternative multimodal 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. **Conformity Status:** Exempt	Resolution #23-22 5/23/2023

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
15-2104-13	Trappe Church Road Bridge #161 over Hollands Branch	Harford County	This administrative modification increases STBG funds for Engineering in FY 2024 by $250,000 ($200,000 federal/$50,000 matching). The increased funds will be used to complete preliminary engineering and to accurately reflect the County Capital Improvement Program Budget. The Estimated Total Cost of this project increases $250,000 from $2,050,000 to $2,300,000.	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 previous estimated total cost of $300,000 included engineering only. It has been updated to reflect the full scope of work for the project. **Conformity Status:** Exempt	Admin Mod: 6/12/2023
11-1402-13	Magothy Bridge Road Bridge over Magothy River	Anne Arundel County	This administrative modification shifts STBG funds for Construction in from FY 2023 to FY 2024 and FY 2025 and increases construction funding by $982,000 ($1,530,000 federal/-$548,000 matching). Funding for Engineering shifts from FY 2023 to FY 2024 and FY 2025 ($100,000 federal/$26,000 matching). The increased funds are necessary to accurately reflect funding based on bids received. MDOT SHA requires the amount of funding programmed to reflect the amount of award. This administrative modification also shifts the year of operation from 2024 to 2025. The Estimated Total Cost of this project increases $983,000 from $5,268,000 to $6,251,000.	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. Engineering funds were first included in a previous TIP. FY 2024 funds are to complete the construction phase. **Conformity Status:** Exempt	Admin Mod: 7/11/2023

APPENDIX G

PUBLIC PARTICIPATION

Public Comment Period Promotion Overview

Paid promotion for the *2024—2027 Transportation Improvement Program, Resilience 2050* long-range transportation plan and associated *Air Quality Conformity Determination* included a total of $10,314.78 across 13 print, radio and digital outlets, including:

1. The Baltimore Sun (print)
2. The Columbia Flier (print)
3. The Towson Times (print)
4. The Harford Aegis (print)
5. Latin Opinion Baltimore (print, in Spanish)
6. 88.1 WYPR (radio)
7. Magic 95.9 Radio One (radio)
8. The Baltimore Sun (digital)
9. Latin Opinion Baltimore (digital, in Spanish)
10. Maryland Public Television (digital)
11. Baltimore magazine (digital)
12. Facebook (digital)
13. Instagram (digital)

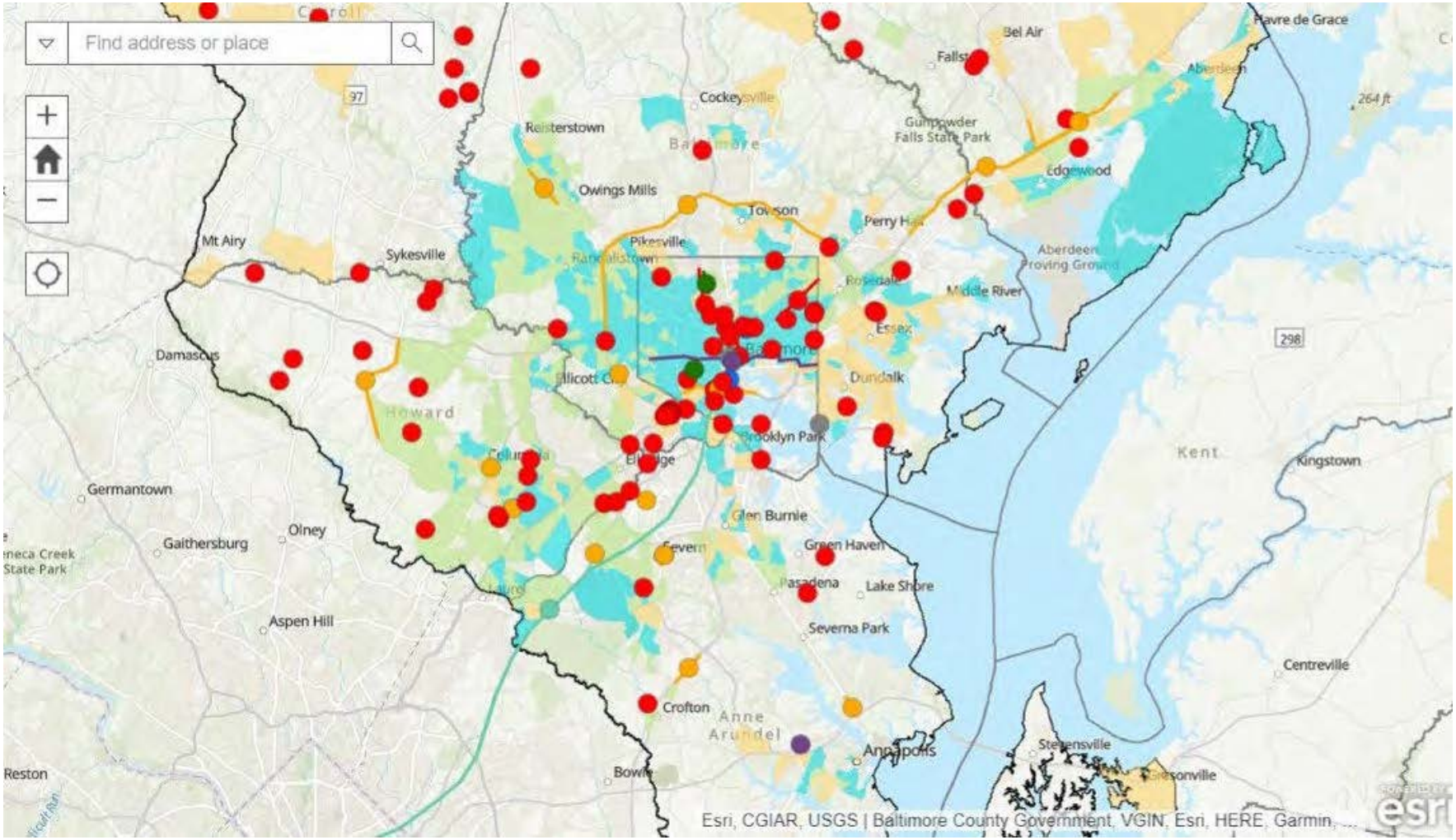
Reporting from digital ads reflects a minimum of more than 166,000 impressions from digital alone. Combining audience data across outlets and modes suggests a potential reach of more than a million impressions during the comment period.

Reporting from social media shows that 75 related posts across BMC's Twitter, Instagram, Facebook and LinkedIn generated more than 9,200 impressions and 310 engagements.

In addition to sponsored content in *Baltimore* magazine and an op-ed in *The Baltimore Sun* from the BRTB and BMC Board Chairs, earned media during the comment period included coverage from *Maryland Matters*, WYPR's *On The Record*, *Railway Age*, *Construction Equipment Guide*, *Planetizen* and *WBAL*.

Example of a print ad placement (1/8 page in the 5/21 *Baltimore Sun*):

Examples of digital ad placements:


Find address or place
Bel Air
Havre de Grace
Cockeysville
Reisterstown
Gunpowder Falls State Park
Edgewood
Owings Mills
Towson
Perry Hall
Mt Airy
Sykesville
Pikesville
Aberdeen Proving Ground
Middle River
Essex
Damascus
Dundalk
Howard
Brooklyn Park
Kent
Kingstown
Germantown
Glen Burnie
Gaithersburg
Olney
Green Haven
Pasadena
Lake Shore
Severna Park
Aspen Hill
Centreville
Crofton
Anne Arundel
Annapolis
Stevensville
Reston
Esri, CGIAR, USGS | Baltimore County Government, VGIN, Esri, HERE, Garmin, ...

BALTIMORE METROPOLITAN COUNCIL

FOR IMMEDIATE RELEASE
LEER EN ESPAÑOL

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BRTB SEEKING COMMENTS ON DRAFT RESILIENCE 2050 TRANSPORTATION PLANS

BALTIMORE, MD (Wednesday, May 17, 2023) – The Baltimore Regional Transportation Board (BRTB) is drafting plans for $74 billion of investments in the region's transportation system. A public comment period on the draft *Resilience 2050* long-range transportation plan, *2024-2027 Transportation Improvement Program* and *Air Quality Conformity Determination* will close on June 20, and include opportunities online and in-person to learn more and weigh in.

Mike Kelly, executive director of Baltimore Metropolitan Council, a planning organization which supports and staffs the BRTB, thanks the local and state partners who manage the region's transportation system. Through the BRTB, these agencies collaborated to shape the goals and priorities of the *Resilience 2050* plans and programs.

"This is a very exciting moment," Kelly says. "These plans can help shape our region for decades, and we're grateful to work with people who are dedicated to supporting the health and resilience of our communities."

With a projected population growth of 12.6 percent by 2050, the region's transportation system – including roads and bridges, transit, sidewalks, bicycle and shared-use paths – will face factors such as increased demand, changing user needs and climate impacts. The investments detailed in the *Resilience 2050* long-range plan would help us meet those challenges within the limits of anticipated funding. The projects in the *2024-2027 Transportation Improvement Program* have committed funding for project phases ranging from planning to construction. Both plans are now available for public review and comment.

To dig into the plans, learn more about potential projects near you and share your thoughts, please go to **publicinput.com/Resilience2050**.

A press release announcing the launch of the comment period got 44 opens and 4 clicks from 112 deliveries to a list of media contacts in the region.

We received most feedback through our PublicInput project page, which netted over 4,800 views. Nearly 170 participants, including individuals representing wider organizations or coalitions, shared 125 comments. We also hosted a virtual meeting as well as in-person meetings in Westminster, Bel Air, Glen Burnie, Towson, Stevensville, Baltimore and Ellicott City to discuss the plans in more depth, answer questions and engage in discussion on the drafts.

Analysis of the comments reflects positive sentiment toward investments in transit, bicycle and pedestrian infrastructure, and negative sentiment toward investments in roadways. Another significant object of negative sentiment is air quality and climate change, often connected directly to implications of roadway expenditure. Few if any comments reflect positive sentiment toward roadway spending, or negative sentiment toward transit.

To manage the review and response to comments, BMC staff grouped them into 9 categories. These categories are broad, so a variety of comments may be grouped under an individual heading. Between BRTB members, several other committees and BMC staff, we have thoroughly reviewed and responded to all comments submitted. The full set of comments was shared with all BRTB, Technical Committee, and Interagency Consultation Group members and are also located on the PublicInput.com site.

Let us say up front that we are very appreciative of the effort so many individuals and organizations have gone through to review materials and send in comments. This is informative for all of our members and does have an impact on the planning process. As is customary for the BRTB, we share all comments and responses with everyone who commented as well as on the BMC website and include them in the final TIP, *Resilience 2050* and Conformity Determination documents.

Active Transportation	pages 1 – 7
Air Quality	pages 7 - 10
Emerging Technology	pages 10 - 15
Induced Demand	pages 15 - 18
Less Highway	pages 18 - 46
Multiple Topics	pages 46 - 67
Other Topics	pages 67 - 70
Project Specific	pages 70 - 74
Transit	pages 74 - 85

ACTIVE TRANSPORTATION (10 comments)

1. Anonymous

I am disappointed to see that many of the pedestrian and bicycle upgrades in Harford County are dependent on road widening projects. Could the pedestrian and bicycle improvements be made independently of the road widening projects, allowing an alternative to driving and potentially alleviating the need for widening the roads at all?

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The funding for the necessary road projects cannot be reallocated to bicycle and pedestrian projects, however pedestrian and bicycle improvements can be made independently of road widening with other funding sources. Examples of this include the MA & PA trail and a recent study of a separated path for US 40.

Thank you again for your comment.

2. **Anonymous**

   Expand funding for more bicycle infrastructure! Having safe routes encourages bicycle transportation, and reduces needs more continued road expansion.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. In recent years, the Baltimore Regional Transportation Board has made important progress in planning and building a range of bicycle facilities, but there is much more to do. We welcome your support for these improvements. More of these improvements are on the way and new funding and policies from the Infrastructure Investment and Jobs Act (IIJA) has provided support in these areas.

   Though most of the projects in *Resilience 2050* are large-scale roadway and transit projects, it also includes significant investments in bicycle and pedestrian infrastructure. Nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities as part of their project scope. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7).

   And we encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

   Thank you again for your comment.

3. **Anonymous**

   I reviewed the Executive Summary and scanned the Baltimore Region Transportation Improvement Program DRAFT 2024-2027. These are great projects that will very likely contribute to increased Physical Activity (walking, biking and e-scooter riding) in Baltimore and ultimately combat Chronic Diseases (obesity, hypertension, diabetes and mental illnesses).

   I have not looked up the routes listed in the document. Nevertheless, I hope that one or more projects will focus on improving transportation access and frequency to Parks and Recreational Centers for the youth and adult populations.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We appreciate your support for the projects in *Resilience 2050* and the *2024-2027 TIP*. As you note, there is a connection between increased physical activity and public health. Research has shown that bicycling and walking can assist in people meeting recommended levels of physical activity and potentially improve public health due to the health benefits of increased physical activity. A well-connected and comfortable active transportation network can also increase access to recreational areas and parks. Also, replacing a vehicle trip with biking, walking or scooting reduces greenhouse gas emissions that contribute to poor air quality. However, walking and bicycling rates are impacted by the presence or lack of sidewalks and other pedestrian infrastructure, bicycle lanes, shared-use paths and bicycle boulevards.

In recent years, the Baltimore Regional Transportation Board has made important progress in planning and building a range of bicycle facilities, but there is much more to do. We welcome your support for these improvements. More of these improvements are on the way and new funding and policies from the Infrastructure Investment and Jobs Act (IIJA) has provided support in these areas.

We encourage you to be involved in the Vision for a Regional Bicycle Network project, which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

4. **Brigitte Carty**

On behalf of the Lower Susquehanna Heritage Greenway, I am writing to express our support for Susquehanna River Bicycle and Pedestrian Bridge project to create a fully accessible pedestrian and bicycle bridge, independent of the proposed Amtrak Bridge over the Lower Susquehanna River between Havre de Grace and Perryville.

Importantly, the Susquehanna River Bicycle and Pedestrian Bridge project will create pedestrian access for people of all physical abilities where there currently is none, and it will drastically increase safety for cyclists who currently must endure high-stress conditions without any traffic separation, only fit for the most fearless and experienced cyclists, over the Hatem Bridge and Conowingo Dam Bridge. A new bicycle and pedestrian bridge would also expand reliable, affordable, and healthy mobility options to residents and visitors alike to access economic, social, and recreation opportunities. People will be able to travel without a vehicle between Havre de Grace, Perryville, and Aberdeen via multimodal transfers by bus and the MARC Penn Line with first/last mile connections across the river to get to and from destinations, furthering the state's sustainable transportation and development goals, while attracting investments into each town's downtown as part of the region's fast-growing outdoor recreation economy.

This project would become a national destination unto itself, showcasing incredible views of both Havre de Grace's and Perryville's waterfronts with its natural and historic scenery, where the Susquehanna River meets the Chesapeake Bay. More broadly, a dedicated crossing for people of all ages and abilities on walking, biking, and rolling would finally resolve one of the most challenging gaps for nine major regional and national trails and routes: the Lower Susquehanna Heritage Greenway, Mason Dixon Trail, September 11th National Memorial Trail, East Coast Greenway, US Bicycle Route 201, Washington-Rochambeau Revolutionary Route, Star-Spangled Banner National Historic Trail, and Captain John Smith Chesapeake National Historic Trail, all while connecting to Susquehanna State Park trails. Finally, the crossing would align with the proposed creation of a Chesapeake National Recreation Area, linking the region to its wealth of cultural, historical, and natural resources.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. As you noted, on behalf of the Lower Susquehanna Heritage Greenway, access to public transit is important and can be enhanced by improving first-mile/last-mile active transportation connections such as sidewalks and bike lanes. Creating local and regional active transportation networks with connections to transit has the potential to increase bicycling and walking rates in the region and will expand the reach of each

mode. Improving last-mile connectivity will also increase equity by improving access to employment and core services for residents with low incomes, individuals with disabilities, children and older adults.

The Concept Plan for Bicycle and Pedestrian Improvements along US 40 includes a recommendation for future studies to explore bicycle and pedestrian crossing opportunities across the Susquehanna River to improve regional connectivity and for connectivity of other area bicycle and pedestrian routes (i.e. the East Coast Greenway, U.S. Bicycle Route (USBR) 201, Lower Susquehanna Heritage Greenway Trail, North Park Loop (Joe K Trail), Mason Dixon Trail System, and Lafayette Trail).

Thank you again for your comment.

5. **Wyn Dobbs**

I support many of the goals of this project, but I see strikingly little devotion to improving the cycling infrastructure of this space, which is unfortunate given cycling infrastructure is cheap, helps reduce air pollution and contributes to the health of the individuals cycling.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. It is accurate that most of the big-ticket projects in the long-range transportation plan, *Resilience 2050*, and the short-range Transportation Improvement Program (TIP) are highway and transit focused. There are multiple fund sources for bike and pedestrian projects, not all of which are federal funds. Only projects seeking federal funds are included in the TIP, and the Plan only includes projects anticipated to receive federal funds in the future. The scopes of nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7).

In recent years, we have increased regional planning funds dedicated to 30% design for a range of bicycle facilities to make progress on a number of projects. However, due to our funding structure, the Baltimore Regional Transportation Board cannot use planning funds beyond 30% design. The BRTB and member jurisdictions have made important progress in planning and building a range of bicycle facilities, but there is much more to do. We welcome your support for these improvements. More of these improvements are on the way and new funding and policies from the Infrastructure Investment and Jobs Act (IIJA) has provided support in these areas.

And we encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

6. **Diane K**

   Please consider additional active transportation projects in the northeast region of the Baltimore Metropolitan Area like the US 40 Bike Ped Concept Plan to reimagine Route 40 as a multimodal transportation corridor with rail, transit, and bikeway options -- specifically between Havre de Grace and Aberdeen but potentially a farther reaching concept. Please also consider the opportunity for a bike/pedestrian crossing of the Susquehanna River between Havre de Grace and Perryville for connecting the East Coast Greenway, the September 11th National Memorial Trail, and US Bikeway 201 through northeastern Maryland. This is particularly relevant with regard the mega-regional project of the Susquehanna River Rail Bridge project where the 1906 Amtrak bridge is being replaced with 2 new bridges. A separate bike/pedestrian bridge has been explored for 2 decades in this region and it would be a lost opportunity not the consider a river crossing at this time. Both US 40 and the Amtrak rail line are in close proximity (within a half a mile of each other) and bisect Havre de Grace and Perryville. Lastly, it is great to see the MARC service connection to WILMAPCO supported in this document to provide regional rail and commuter gap service between MARC and SEPTA systems. Re-thinking active transportation and rail systems in this heavily traveled Northeast Corridor is appreciated and timely.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Thanks for your support of the Concept Plan for Bicycle and Pedestrian Improvements along US 40, which was completed in spring 2023. The plan explored a shared-use path (an off-road path separated from motor vehicle traffic by an open space or barrier and intended for use by bicyclists, pedestrians, and other non-motorized users) along US 40 between the train station in the City of Aberdeen and Erie Street in the City of Havre de Grace, which currently has intermittent sidewalks and lacks dedicated bicycle infrastructure.

   The Concept Plan for Bicycle and Pedestrian Improvements along US 40 includes a recommendation for future studies to explore bicycle and pedestrian crossing opportunities across the Susquehanna River to improve regional connectivity and for connectivity of other area bicycle and pedestrian routes (i.e. the East Coast Greenway, U.S. Bicycle Route (USBR) 201, Lower Susquehanna Heritage Greenway Trail, North Park Loop (Joe K Trail), Mason Dixon Trail System, and Lafayette Trail).

   In recent years, BMC and member jurisdictions have made important progress in planning and building a range of bicycle facilities, but there is much more to do. We welcome your support for these improvements. More of these improvements are on the way and new funding and policies from the Infrastructure Investment and Jobs Act (IIJA) has provided support in these areas.

   Thank you again for your comment.

7. **Robert Krasnansky**

   I would like help to get the Catonsville Short Line Trail Pedestrian Overpass over 695 added to the long term plan.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Unfortunately, this project idea would need to be better developed and be sponsored as a candidate project by a BRTB member agency to be considered at this time. To advance this project concept it is important to work with a project sponsor such as Baltimore County Department of Public Works and Transportation. Baltimore County DPW&T is finalizing the Baltimore County Bicycle and Pedestrian Master Plan which will provide important updates to the County's existing Eastern and Western Pedestrian and Bicycle Access Plans, which were developed more than 15 years ago.

On a regional level, we encourage you to be involved in the Vision for a Regional Bicycle Network project, which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

8. **Jennifer S**

Investments in reliable public transit that connects the city is key to a sustainable Baltimore. Bike lanes should also be prioritized as an alternative to automobile infrastructure. Many of the neighborhoods are small and could be traveled by bike, lessening traffic and a need for road expansions; however, the city currently is not designed for bike transit including a lack of parking options for bikes in many areas of the city.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that access to public transit is important and can be enhanced by improving first-mile/last-mile active transportation connections such as sidewalks and bike lanes. Creating local and regional active transportation networks with connections to transit has the potential to increase bicycling and walking rates in the region and will expand the reach of each mode. Improving last-mile connectivity will also increase equity by improving access to employment and core services for residents with low incomes, individuals with disabilities, children and older adults.

Resilience 2050 includes over $3.8 billion in funding for two major transit corridors, the East-West and North-South Transit Corridors. It also includes funds for eleven transit hubs throughout Baltimore City, among other transit investments. Nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities as part of their project scope. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7).

Baltimore City accepts bicycle parking rack requests from the property owner of a location and from the general public through the Bicycle Parking Rack Request Form. Property owners who submit a request will be contacted by the City within 30 days and the location will be added to the queue for installation if the location is determined to be suitable. A request submitted by the general public will alert the Baltimore City Department of Transportation to the need for bicycle parking in the area. However, approval by the property owner adjacent to the location is needed. You can learn more here: https://transportation.baltimorecity.gov/bikerackrequestform

Also, MDOT Maryland Transit Administration is adding bike racks at 29 Local Bus, Light Rail, Metro Subway, MARC Train and Park-and-Ride locations around the state as part of its $43 million Fast Forward: Customer Experience Enhancement Project. Once completed, bike racks will be available at every rail station in the MTA system. Learn more here.

Thank you again for your comment.

9. **Tim S**

   My family and I support expanded bike lanes. Also, extending the Jones Falls Trail northward to Lake Roland and beyond - possibly to the Ashland trailhead for the NCR trail.

   Mass Transit is hugely important as well, although I have no idea how to successfully implement it. I always failed at that part of SimCity.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that both improving active transportation infrastructure and access to public transit are vital components of the transportation network. In addition, transit and bicycling infrastructure can work together. Creating local and regional active transportation networks with connections to transit has the potential to increase bicycling and walking rates in the region and will expand the reach of each mode. Improving last-mile connectivity will also increase equity by improving access to employment and core services for residents with low incomes, individuals with disabilities, children and older adults.

   Resilience 2050 includes over $4.8 billion in funding for transit expansion projects throughout the region. These projects include two major transit corridors, the East-West and North-South Transit Corridors, seventeen transit hubs throughout the region and several new express bus and BRT routes, among others. In addition, nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities as part of their project scope. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7). One of these projects includes additional Torrey C. Brown/NCR Trail connections in Baltimore County.

   In recent years, we have increased regional planning funds dedicated to 30% design for a range of bicycle facilities to make progress on a number of projects. However, due to our funding structure, the Baltimore Regional Transportation Board cannot use planning funds beyond 30% design. The BRTB and member jurisdictions have also made important progress in planning and building a range of bicycle facilities, but there is much more to do. We welcome your support for these improvements. More of these improvements are on the way and new funding and policies from the Infrastructure Investment and Jobs Act (IIJA) has provided support in these areas.

   And we encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

   Thank you again for your comment.

10. **Steve Wagner**

    Proposed bike and walking along US40 (Pulaski Hwy) Aberdeen to HdG. Currently bikers and walkers are already using this route, day and night, with minimal separation from car traffic. A separation between vehicular traffic and the bike & sidewalk path would be a significant safety improvement.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. As you noted, there is currently a lack of sidewalks or other pedestrian infrastructure along the majority of US 40 between the train station in the City of Aberdeen and Erie Street in the City of Havre de Grace. This section also lacks dedicated bicycle infrastructure. The concept plan for a shared-use path (an off-road path separated from motor vehicle traffic by an open space or barrier and intended for use by bicyclists, pedestrians, and other non-motorized users) was completed in spring 2023. Funding has not yet been identified for future phases of design and construction of the project. However, the project will be eligible to apply for a variety of state and federal funding programs that could fund future phases of the project.

Thank you again for your comment.

AIR QUALITY (8 comments)

1. **Dave Arndt**

   We need to electrify everything. Especially trucks, trains and ships. Let's restructure the toll fees on trucks so diesel & gas trucks pay 3x what electric trucks have to pay.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The BRTB works mainly on surface transportation, which doesn't include freight trains and ships. At the State level, there are many regulations and legislation proposed to improve car and truck efficiency and reduce emissions. The Advanced Clean Cars II regulation will require manufacturers to sell 100% zero emission vehicles by 2035. The Advanced Clean Truck rule requires that manufacturers who produce a certain class truck sell zero-emission trucks as an increasing percentage of their Maryland sales up to 2035. To respond to your second point about toll fees, the BRTB does not play a role in toll collection or revenue. The Maryland Transportation Authority (MDTA) facilitates toll collection and toll revenue.

   Thank you again for your comment.

2. **Will Fedder**

   How can $7b dollars in highway expansion not worsen air quality, relatively to not doing so?

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The LRTP shows the transportation investments prioritized and funded through the entire Baltimore Region up until 2050. The emissions for the invested projects are modeled, based on a variety of factors. The modeling results show that the projects in the plan do not exceed the National Ambient Air Quality Standards (NAAQS) for pollutants that cause ozone pollution. This happens because of more stringent emission regulations for car manufacturers in the State, and more efficient vehicles. At the State level, there are many regulations and legislation proposed to improve car and truck efficiency and reduce emissions. The Advanced Clean Cars II regulation will require manufacturers to sell 100% zero emission vehicles by 2035. The Advanced Clean Truck rule requires that manufacturers who produce a certain class truck sell zero-emission trucks as an increasing percentage of their Maryland sales up to 2035.

   Thank you again for your comment.

3. **Patrick Ireland**
   I don't think the highway expansion projects would benefit air quality. Bigger roads means more cars and more pollution. Even the move to electric cars would not be quick enough to mitigate this. The only real solution to improve air quality is to shift to more and better public transit.
   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act requires Metropolitan Planning Organizations for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA). The Baltimore Regional Transportation Board does not model emissions for specific projects, but as a region, the emission analysis results are showing pollution levels below the federally approved allowable limits, or budgets. Also, *Resilience 2050* shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts.
   Thank you again for your comment.

4. **Hal Alan Long**
   The urgency of zero carbon by 2050 does not come through with these plans. Transportation is a major factor. There are recommendations for EV buses, and some improvements to mass transport, and some bike lane additions and improvements. But I doubt it is serious enough to get anywhere close to the carbon reduction we will need in the transportation sector.
   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Implementing programs and plans to reduce carbon emissions takes coordination and effort among many agencies and groups. The conformity determination document is a federally required document under the Clean Air Act, to show that the transportation plans and programs in nonattainment areas, like the Baltimore region, do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). The conformity determination report documents criteria pollutants, which doesn't include carbon dioxide. Fortunately, our partners at the state level, including MDE and MDOT are working to decrease emissions. Related to transportation, there are many regulations and legislation proposed to improve car and truck efficiency and reduce emissions. The Advanced Clean Cars II regulation will require manufacturers to sell 100% zero emission vehicles by 2035. The Advanced Clean Truck rule requires that manufacturers who produce a certain class truck sell zero-emission trucks as an increasing percentage of their Maryland sales up to 2035.
   Thank you again for your comment.

5. **Quinlan M**
   The current realities around climate change require decisive action. These plans do not adequately address air quality in the region. Additionally, current increases in wildfires demonstrate that air quality could become a massive concern very soon. Addressing climate through increased public transit, rail transit, and active transportation is needed to help offset changes in air quality due to climate by reducing Maryland VMT and thereby vehicle emissions.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act, as amended in 1990, requires MPOs for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA). Regarding your comment about wildfire smoke, we agree that this is a concern. Climate change is exacerbating conditions for wildfires, and increasing particulate matter pollution. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, *Resilience 2050* shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts.

Thank you again for your comment.

6. **Andrew S**

I have multiple people in my household who fall in the 'sensitive groups' category, and this year's wildfire smoke has made everyday life more challenging for us. But to be honest, we were struggling with the air here before this summer. Consequently, our priority is to see this TIP aim well above its modest goals related to developing projects that realize significant emissions reductions. Electrification facilities, such as upgrading the bus depot on Eastern Avenue in Baltimore City, are excellent investments to that end. So, too, are projects that embed street trees and other 'green' infrastructure that reduces ambient particulate matter into bricks-and-mortar transportation project costs. Greenway construction that offers safe, viable alternatives to motorized transportation is a welcome inclusion too, although details in this plan are much too sparse to take seriously. Our view is that these kinds of projects occupy far too little of the planned investments in the next 5 years. Please step back from this proposal and look forward with a clearer sense of what is needed to address current, but especially future, levels of air pollution and get those projects started sooner than 5+ years from now.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that wildfire smoke is a concern. Climate change is exacerbating conditions for wildfires, and increasing particulate matter pollution. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, *Resilience 2050* shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality. Greenhouse gas emission reductions are proposed for different sectors including buildings, energy, and transportation. The Advanced Clean Cars II regulation will require manufacturers in Maryland to sell 100% zero emission vehicles by 2035. There are some promising regulations happening now and on the horizon to help improve air quality in Maryland.

Thank you again for your comment.

7. **Sharon Smith**

   Always concerned about air quality. Studies show higher incidence of Asthma in urban cities which often have larger minority populations.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The Baltimore region is in nonattainment for the 2015 ozone federal standard. We are aware that high levels of ozone pollution impact vulnerable populations, mostly the elderly and children. Fortunately, there are regulations in place or underway to improve air quality for all Marylanders. The Maryland Department of Environment (MDE) has adopted new regulations for cleaner cars and trucks. The air quality in the Baltimore region is improving. Based on the 2023 Clean Air Report from MDE, all monitors are measuring pollution levels below the National Ambient Air Quality Standards. Learn more here: https://mde.maryland.gov/programs/air/Pages/AirQualityReports.aspx.

   Thank you again for your comment.

8. **Will**

   If I can follow up RE: air quality & highway widenings, many folks question the predictive power of these travel demand models due to the phenomenon of "induced demand", where vehicle miles traveled increases to offset the travel time savings. Is there empirical evidence that MDOT SHA highway widenings have improved air quality?

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The Air Quality conformity determination report documents regional emissions, not project-level emissions. Also, the model provides outputs for the precursors of ozone, which are NOx and VOCs, because the Baltimore Region is in nonattainment for ozone. The emission results show that VOC and NOx pollution levels decrease in every horizon test year up to 2050. This is attributed to the stringent regulations in place or proposed in Maryland, to help make cars more efficient and less polluting.

   We believe this comment was asked during the virtual public meeting where BMC staff said that some highway capacity can improve traffic flow, thus reducing emissions from idling. This is one piece of a complicated network and not a blanket solution.

   Thank you again for your comment.

EMERGING TECHNOLOGY (3 comments)

1. **Anonymous**

   nice to see planning but things may change by 2050 with AI and remote work. Most 75% drive alone per census and that will never change. 40 years of work and I rode Mass Transit 3 years out of 40. the rest was driving. I work remote and save 40 hours of time a month. Better to pay a company to have remote work. BTW 695 backs up even on weekends more lanes as planed but when 2025 ? 2027.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. You're certainly right that many factors and trends will affect the regional transportation network and travel patterns by 2050, including AI and remote work.

The impacts of these trends remains uncertain, but the BRTB continually monitors these and other trends to monitor potential risks and impacts and identify actions to take.

While the specific rates of adoption of remote work may be uncertain, it is clear that working from home is more than a short-lived response to a public health crisis. Chapter 2 of *Resilience 2050* discusses the potential impacts of remote work. We also released a white paper discussing a variety of demographic trends, including remote work, in more detail. Chapter 3 of *Resilience 2050* discusses additional factors and trends, including a variety of emerging technologies, some of which relate to or utilize AI. Emerging technologies discussed include Mobility on Demand (MOD), micromobility, advanced driver assistance systems and Connected and Automated Vehicles (CAV), Truck Platooning and Personal Delivery Devices. We also released a white paper discussing these emerging technologies in more detail. See www.Resilience2050.com for the *Resilience 2050* document and www.publicinput.com/Resilience2050whitepapers to read the white papers.

Regarding I-695, the short-range 2024-2027 Transportation Improvement Program (TIP) includes two large-scale beltway projects. The first will utilize the inside shoulder to create a new travel lane on the inner and outer loops during daily peak travel periods from I-70 to MD 43 (western and northern portions of I-695), a distance of 19 miles. The project is anticipated to be complete in 2024. The second project reconstructs the interchange at I-695 and I-70. This project is anticipated to be complete in 2027. You can view these and other projects in the 2024-2027 TIP at https://baltometro.org/transportation/plans/short-range-transportation-improvement-plan/2024-2027-TIP.

Thank you again for your comment.

2. **Joel Hurewitz**

The Baltimore Regional Transportation Board's (BRTB) draft Resilience 2050 Plan needs to include urban air mobility (UAM) and electric vertical takeoff and landing (eVTOL) air taxis. The Plan states on page 37:

Emerging Technologies and Resilience 2050 *Technologies are constantly changing and there remains a significant amount of uncertainty surrounding the impact of emerging technologies. As use of these emerging technologies becomes more widespread, we will continue to monitor potential risks and impacts and identify actions to take. Understanding the potential and consequences of technologies is important to help to ensure the region harnesses the positive effects of technology and avoids or minimizes potential negative effects. We must be prepared to face rapid advances and implementation issues while continuing to make investment decisions and develop programs and projects that support a safe, efficient, accessible, equitable and environmentally responsible transportation system for all users.*

Our specific actions will include:

• *Tracking technology development and deployment within the region, nationally and internationally to understand and plan to take full advantage of the benefits and minimize disadvantages from new and emerging technologies*

• Investigating how to use newly available data to enhance transportation planning

• Working with stakeholders, especially elected officials and the public, to manage expectations and perceptions, minimize future problems and leverage opportunities

• Building technical, institutional and policy capacity, and including new partners as necessary

• Working to monitor deployment throughout the region to ensure equitable distribution of the benefits technology can offer

https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/long-range/2050/Resilience2050_Full.pdf

While the Plan has a short discussion about drones, there is no discussion about UAM. This was generally confirmed during discussion with the staff at the Howard County public meeting on June 15, 2023. If BRTB were to follow its own statements on emerging technologies, it would include UAM and eVTOL technologies. Additionally, tracking the regional, national and international developments of UAM would include noticing that

- Blade Air Mobility Inc. and Beta Technologies, in February 2023 flight-tested eVTOLs in the New York City area; https://fortune.com/2023/02/14/flying-taxi-companies-beta-blade-test-flights-nyc/
- United Airlines announced plans to start eVTOL air taxi service with Archer Aviation in 2025 between the downtown Vertiport Chicago and O'Hare International Airport; https://arstechnica.com/cars/2023/03/united-airlines-reveals-first-evtol-passenger-route-starting-in-2025/
- on June 14, 2023, United Airlines announced plans to start air taxi service with Eve Air Mobility in San Francisco in 2026; https://eveairmobility.com/united-airlines-and-eve-air-mobility-collaborating-to-bring-first-electric-commuter-flights-to-san-francisco/
- Delta Airlines announced plans to provide home-to-airport services with Joby Aviation beginning in New York and Los Angeles; https://news.delta.com/delta-joby-aviation-partner-pioneer-home-airport-transportation-customers
- eVTOL manufacturers including Archer, Eve, and Joby are exhibiting at the Paris Airshow; https://www.ainonline.com/aviation-news/advanced-air-mobility/2023-06-19/future-fliers-flock-paris
- eVTOL service is planned for the 2024 Paris Olympics; https://www.futureflight.aero/news-article/2022-11-10/vertiport-testbed-opens-paris-air-mobility-development-project
- the State sponsored Maryland Technology Development Corporation (TEDCO), with its office in Columbia, invested in Lusby, Maryland based eVTOL developer Hop Flyt; https://www.tedcomd.com/tedco-backed-hop-flyt-inc-raises-15m-series.
- in August 2023, the Baltimore Convention Center is hosting the first Federal Aviation Administration (FAA) Advanced Air Mobility Summit; "*Sessions and workshops will focus on how air taxis and electric vertical take-off, and landing (eVTOL) aircraft will change the future of aviation*." https://www.faa.gov/newsroom/mark-your-calendar-2023-faa-drone-symposium-and-advanced-air-mobility-summit

The FAA also published proposed rules on June 14, 2023 which include eVTOLs:

Powered-lift will also be utilized to support the deployment of advanced air mobility (AAM) operations. AAM is an umbrella term for an air transportation system that moves people and cargo using revolutionary new aircraft. *These aircraft are often referred to as air taxis or electric Vertical Takeoff and Landing (eVTOL) aircraft.* Congress has recently directed the Department of Transportation to establish an

advanced air mobility working group to plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system through the Advanced Air Mobility Coordination and Leadership Act. This rulemaking is an important step in facilitating the integration of powered lift and AAM into the [National Airspace System].

38946 Federal Register / Vol. 88, No. 114 / Wednesday, June 14, 2023 / Proposed Rules Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes. https://www.govinfo.gov/content/pkg/FR-2023-06-14/pdf/2023-11497.pdf

Furthermore, the FAA released its Urban Air Mobility (UAM) Version 2.0 Concept of Operations April 26, 2023. Therein, it it states how local governments and metropolitan planning organizations should prepare:

1.2.3. *Vertiport Considerations*

State and local governments are being encouraged to actively plan for UAM infrastructure to ensure transportation equity, market choice, and accommodation of demand for their communities. The vertiports and vertistops should be sited to ensure proper room for growth based on FAA evaluated forecasts and be properly linked to surface transportation (when possible), especially if the facility primarily supports cargo operations. Local governments should also have zoning protections in place to protect airspace in and around vertiports and vertistops.

Metropolitan planning organizations, including state and local governments, may incorporate UAM infrastructure planning into larger transportation and utility planning efforts to ensure seamless coverage and capacity. Community engagement and strategic connectivity to larger transportation planning efforts is key to ensuring UAM provides maximum benefits.

Concept of Operations p. 2,
https://www.faa.gov/sites/faa.gov/files/Urban%20Air%20Mobility%20%28UAM%29%20Concept%20of%20Operations%202.0_0.pdf

See also "Federal guidelines for eVTOL operations encourage cities to plan for infrastructure" May 16, 2023,
https://www.smartcitiesdive.com/news/federal-faa-gudielines-air-taxi-urban-air-mobility-eVTOL-aircraft/650399/

Other jurisdictions have done UAM planning. "[T]he Texas Transportation Commission [established] the Urban Air Mobility Advisory Committee 'to assess current state law and any potential changes to state law that are needed to facilitate the development of urban air mobility operations and infrastructure in this state'." Additionally, one of its functions is to:

• Direct the State to work with municipalities to provide technical assistance to local governments in adapting and integrating urban air mobility/advanced air mobility in their communities.

Report and Recommendations of the Urban Air Mobility Advisory Committee, Executive Summary,
https://ftp.txdot.gov/pub/txdot/avn/uam-report-executive-summary.pdf

The City of Los Angeles published a UAM report after the release of the FAA's Urban Air Mobility Concept of Operations v1.0, June 26, 2020, which includes:

MULTIMODAL CONNECTIVITY

** * * Connections with Ground Transportation: Vertiport locations should be well-connected with existing and future ground transportation, medical centers, and fulfillment locations. Locations within close proximity to high capacity transit systems, such as Metro Rail and Bus, Metrolink, and Amtrak, should be prioritized.*

LAND USE COMPATIBILITY

Current and Potential Land Uses: *Vertiport locations should consider what types of land uses may support UAM demand, such as major retail centers, stadiums and arenas, major tourist attractions, higher education campuses, offices, and major transportation facilities.* Certain types of land use may be more incompatible with vertiports, such as K-12 schools, and other sensitive uses.

Zoning: DCP can consider which current zoning or new zoning may be needed to allow for vertiport development.

Los Angeles Department of Transportation Urban Air Mobility Policy Framework Considerations September 13, 2021, p. 27. https://ladot.lacity.org/sites/default/files/documents/ladot-uam-policy-framework-considerations.pdf

Therefore, the BRTB should do as Texas and Los Angeles have done and follow its own statements on emerging technologies and include UAM in Resilience 2050 Plan. Furthermore, the BRTB and the local governments should take action to include future UAM technologies as part of land use and zoning planning and include future development for UAM in appropriate transit projects; this should include in particular Howard County's Columbia Transit Center which is planned for a location--similar to the land uses enumerated by Los Angeles--near the Mall in Columbia and the Merriweather Post Pavilion.

If you build it, UAM might come. On the other hand, if development is made incompatible with UAM, it might never be a transit option.
Sincerely

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. You raise important issues regarding this topic not included in our draft. Although we were not aware of the FAA regulation, the FAA is indeed encouraging State and local governments to actively plan for UAM infrastructure to ensure transportation equity, market choice and accommodation of demand for their communities. The BRTB will add language to Chapter 3 to include these concepts and the importance of working with the FAA to gain an understanding of where vertiports and vertistops could be sited to ensure proper room for growth and how these systems link to our surface transportation network for both passenger and cargo operations.

Thank you again for your comment.

3. **Gregory Shafer**

The section in Chapter 3 on automated and CAV vehicles fails to recognize that this technology is advancing quickly and will require infrastructure to fully implement. The region will fall behind other areas in realizing the benefits of this technology, if preparations including infrastructure investment are not made early. This is a huge change in transportation modality and will require innovative thought on how to implement and ensure that it's equitably implemented.

I was particularly concerned by the statement that automated vehicles are not anticipated to be available until late in the planning period. This timing is critical to having the infrastructure ready and there is NO basis for the statement on timing. Due to the impact that this technology will have on the transportation system, there is a huge potential for wasted funds on infrastructure that becomes outdated. Therefore, a study should be undertaken by BRTB to anticipate when the technology will be available and what investments will be most promising.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. A comprehensive review on recent advances of CAV technology published in the Journal of Traffic and Transportation Engineering discusses the challenges and uncertainties associated with the implementation of CAVs, including inter-CAV communications, security of CAVs, intersection control for CAVs, collision-free navigation of CAVs, and pedestrian detection and protection. Another study published in Transportation Research Record evaluates the effectiveness of CAVs in a large-scale network by considering both vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communication technologies. The study found that the application of CAVs reduced travel time rate significantly compared with the base condition even with a low market penetration level.

Additionally, and illustrating the difficulty of implementation, there are significant concerns about the vulnerability of CAVs to cyber-attacks. A study published in Accident Analysis & Prevention discusses the many vulnerabilities and uncertainties in CAVs in terms of cyber-attacks. These challenges and uncertainties suggest that it may take longer for CAV technology to be widely adopted and significant in the region.

While we will acknowledge technology is advancing quickly and breakthroughs occur daily it is equally important to note that CAV technologies are vast and evolving and public funds must be used judiciously. The Baltimore Regional Transportation Board (BRTB) recently produced a document entitled *"Connected and Automated Vehicle (CAV) Planning Guide: Recommended Actions for Local Agencies to Prepare for CAVs"* (or the CAV Planning Guide). This guide outlines the potential benefits and challenges of connected and automated vehicles and recommends local, regional and state agency actions to guide CAV implementation to support local and regional goals. The accompanying User Guide for CAV Planning provides a structure that local and regional staff can use to implement the recommended actions over the next 1-2 years. The document and user guide will be available on the BMC website by early August 2023. The BRTB will continue to evaluate the timing and infrastructure investments that make sense for the region. The BRTB is committed to ensuring that the region is prepared for this change in transportation modality while also being responsible with public funds.

Thank you again for your comment.

INDUCED DEMAND (5 comments)

1. **Micah Dezort**

The sheer number of projects whose scope includes widening roads is astounding. Claiming these projects have the potential to reduce congestion is disingenuous and is counter productive to the health and safety of this region. The use of traffic models is a technique that is outdated and assumes that car use is a guaranteed fact of life. This plan should be making genuine attempts to reduce the car dependence of the area.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.

Thank you again for your comment.

2. **Reid K**

PLEASE take induced demand into consideration and STOP expanding existing roads. Focus instead on expanding public transportation options and improving facilities for pedestrians and cyclists.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.

We agree that improving active transportation infrastructure and access to public transit are vital components of the transportation network. *Resilience 2050* includes over $4.8 billion in funding for transit expansion projects throughout the region. These projects include two major transit corridors, the East-West and North-South Transit Corridors, seventeen transit hubs throughout the region and several new express bus and BRT routes, among others. In addition, nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities as part of their project scope. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7).

And we encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

3. **James Pizzurro**

   It's my understanding that your modeling for road and highway projects doesn't consider any of the effects of induced demand, and thus roadway widening projects, for example, get points under your scoring rubric for "reducing emissions." Your organization plays an important role in shaping the long-term future of transportation in our region through the prioritization of transportation projects, so it's nothing short of tragic and embarrassing that you do not properly account for all the ways some of these projects further incentivize driving over other modes of transportation, subjecting more people to soul-sucking traffic and congestion more often, and worsening people's quality of life while also further polluting our air. It is critical that you revisit the way such projects are evaluated to properly account for the disproportionate amount of damage they cause. Please lead Baltimore on a path to true sustainability and resiliency; do not be complacent in its further degradation.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.

   Thank you again for your comment.

4. **Melanie**

   The council is aware that induced demand is a well recognized effect of high speed roads, and that road widening with the purpose of improving level of service will only provide short term relief to congestion, and ultimately will lead to higher numbers of cars on the road adding more pollution with a return to similar idling times?

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.

   Thank you again for your comment.

5. **Nick Snider**

It has been mentioned that the current plans to not have any indication or mention of induced demand, however I feel that is an important point to note and question.

Overall: Roadway expansion should be among the lowest priorities, with a focus more on public transit and sustainable growth in ways that align to regulations such as the City of Baltimore's "Complete Streets" and other similar policies that require a re-examination of existing roads, highways, and car-centric avenues to modernize and be more pedestrian, transit, and alternative transportation option friendly, and encourage safety through decreased speeds to align to Vision Zero aspirations.

Maryland has the opportunity to lead the way in becoming a transit-forward state to reduce reliance on cars and increase equity and the ability for residents and visitors to get around without needing automobiles. Our plans should reflect these aspirations and goals.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.

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And we encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

LESS HIGHWAY, MORE TRANSIT, BIKE, PEDESTRIAN (33 comments)

1. **Anonymous**

   As an extremely car-centric city, Baltimore is way behind. We need more and better bike and pedestrian infrastructure and improved rapid transit (subway and light rail). Dedicated bus lanes do not cut it. In general, de-prioritizing car culture is necessary for making Baltimore a 21st century city.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. In addition, Baltimore City is committed to growing a multi-modal transportation network that includes a wide array of bicycle and pedestrian facilities, transit-oriented development and enhancements to transit infrastructure. Baltimore City has been actively planning, designing and constructing protected bike lanes and multi-use paths with the goal of creating a multimodal network that serves all road users per the City's Complete Streets Manual. This network will expand over time as the City continues to pursue funding for implementation.

   Supporting transit is evidenced by the Baltimore Regional Transit Governance and Funding Workgroup, established July 2022 by BMC's Board of Directors with the objective of preparing recommendations regarding the management of transit in the Baltimore region.

   The Workgroup held four meetings from September to December 2022 and based their work on the BRTB's extensive 2021 analysis of this issue. The Workgroup considered the alternatives from the original study, and compared peer state and regional transit entities.

   Each meeting was open to interested groups and individuals and included opportunities to provide comments both virtually and in-person. Prior to the creation of the final report, members of the public were invited to comment on a set of draft-final recommendations.

   The Workgroup ultimately developed consensus around a set of five recommendations for timely action by our local governments, the Maryland General Assembly and the Moore-Miller administration. Out of that work, the MD General Assembly in the 2023 legislative session approved HB0794/ SB0504 - Baltimore Regional Transit Commission. This new Commission is expected to begin work in October 2023.

   Thank you again for your comment.

2. **Anonymous**

   We need to address car congestion not by expanding roads (which only leads to more drivers and then more traffic) but rather by expanding other forms of non-car transportation — light rail, subway, reliable and frequent buses.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active

port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

3. **Anonymous**

This once again reflects no community feedback and drives us on expanded highways straight into a climate crisis. We need extreme investments in public transportation in lieu of road widening.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

4. **Anonymous**

Please stop expanding the roads. Just build reliable mass transit it'll take people of the roads and make people less reliant on cars. If you want to see where widening highways leads look at Los Angeles. It's the poster child of sprawl. Denser walkable cities are the way forward not bigger highways.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

5. **Anonymous**

Better and more reliable public transit over highway widening should be the emphasis. More quality light rail options (think Amsterdam) over busses would be a huge opportunity to increase ridership and make getting around Baltimore City much easier. Regional light rail transit from downtown centers would also be huge.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

6. **Anonymous**

I believe more mass transit should be the focus for the future. Population growth will only continue and highways can only expand so much.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

7. **Dave Arndt**

No more road expansion. Create bike lanes. Let's remove greenhouse gases caused by transportation.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that alternatives to driving, such as transit and bike lanes, are critical to the region's transportation system. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

In addition, nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities as part of their project scope. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7).

We encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

8. **Dave Arndt**

We need to move away from a car centric model and think mass transit, walking, bikes and scooters. Plus we need to concentrate on making mass transit reliable, today many people would like to use the bus system for work, however they can not because it is not dependable.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Regarding transit reliability, there are several ongoing MDOT MTA bus projects to increase bus reliability, speed and passenger safety throughout the core bus system. Potential targeted investments to the roadway that prioritize transit riders include curb-extensions at bus stops, transit signal priority, dedicated bus lanes, queue jumps, and more. Current corridor efforts include the RAISE Transit Priority Project (CMS to Fox Ridge), Garrison Boulevard, and the Belair Rd Gay St corridor.

MTA's Fast Forward Program is investing $43 million in our core service area by accelerating projects that create a transit system that is more reliable, accessible, and easier to use. Investments include bus stops and shelters, wayfinding, real-time information signs, and dedicated bus lanes. Three pilot dedicated bus lanes were installed on York Road, Harford Avenue, Charles/Light Street to bring quick improvements to riders.

We also encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active

transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

9. **Spencer B**

I very much support creating a protected bike lane along Falls Road. It is frustrating that the one that is there cuts off and the existing road, Clipper Mill Road, is incredibly dangerous to bike on. It would also be great to expand the number of protected bike lanes throughout the city.

I would like Baltimore City to focus on expanding public transportation, pedestrian zones, and bike lanes instead of roadways. We need to move forward in a more sustainable and accessible direction.

The light rail is great but needs to be expanded to accommodate more areas and people.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. Regarding bicycle infrastructure, Baltimore City is committed to increasing the viability of sustainable transportation alternatives by continually growing its network of protected bike facilities, which can help reduce dependence on driving. This network will expand over time as the City continues to pursue funding for implementation.

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Thank you again for your comment.

10. Yuki C

I am disappointed in how many of the transit projects are pushed 25 years out. Baltimore is already struggling to keep up with its neighbors let alone the nation, and widening highways, especially without accounting for induced demand, is not the future.

We need to be on top of more rail and bus projects to be able to compete in the next part of the 21st century. Baltimore has the bones to make transit work, the streetcar system of long ago and more modern plans like the 2002 rail plan are proof that the potential is there, we just need to act on it. This region will never keep up without it.

We don't need to become Texas with highways, we need to become something better.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

11. Henry Cook

I have read through the *Resilience 2050* document and I find it to be a very long, very detailed document that is utterly demoralizing for anyone that wishes to address the emerging impacts of climate change in a resilient manner. I view this overall document is a dramatic missed opportunity to talk about resilient adaptations that our region must undertake to mitigate and begin to turn around carbon-induced climate change. After embarking on a year-long white paper effort to study what transportation should look like by 2050, BRTB

has determined that the majority of spending must go not only to automobile-centered transportation, but also calls for more and more increased capacity to further sprawl.

Furthering my disappointment, BRTB fails to meaningfully engage with well-documented causes of congestion and sprawl, such as excessive parking requirements and exclusionary zoning.

BRTB has hyped up how this long range plan has significantly more transit spending programmed than past plans, but it is still a focus on enormous capital projects that will take decades to realize. While we wait decades for a large capital investment in public transportation, we will burn piles of cash on "highway capacity expansion" that is wasteful, counter-productive, and only adds to our automobile dependence. Somehow, a plan called "*Resilience 2050*" includes Technical Scoring that awards points for Greenhouse Gas Emission Inducing Projects! (Ref Appendix B, Table 2, page 10, where "A majority of emissions inducing components = 1 point"). A responsible long range plan would subtract points for projects that induce greenhouse gas emissions or are projected to increase VMT.

Although I unfortunately acted too late to make the co-sign period with the Strong Towns Baltimore letter, I definitely support the comments included in that document. Michael Scepaniak and company have done a more thorough job than I could given the short time period and the exceptionally long document.

In closing, this plan would have been progressive and forward-looking a decade ago, but in 2023 we have so many other examples of truly forward-looking global cities that are changing their transportation system away from failed private vehicle priorities, this plan is simply not enough to keep our region competitive. We must do better and stop wasting precious capital funding on highway expansion!

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

12. Anna Ellis

This looks to be more of the same - mostly highway expansion. For the last 60+ years, we have built and/or widened highways, and yet traffic keeps getting worse. We need transit as an alternative to driving.

I see in Table 7 of the executive summary that there is a planned mid-life overhaul of light rail vehicles planned for 2028-2039. There has been a mid-life light rail overhaul going on for at least the last 5 years. Also, Table 9 shows a planned replacement of light rail vehicles in 2040-2050. My understanding was that the process to replace light rail vehicles is in the early stages, not almost 20 years away.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Regarding your comments on the mid-life overhaul and replacement of light rail vehicles, the timelines included in *Resilience 2050* reflect those originally submitted by MDOT MTA during the call for projects in 2022. MDOT MTA is continuing work on the mid-life overhaul and plans to complete it as soon as 2024, with warranty work continuing through at least 2027. Thus, it is possible that the overhaul will be complete prior to the 2028-2039 time period. A new fleet of light rail vehicles could begin coming online as soon as 2030, depending on funding availability. While new vehicles could begin coming online prior to the 2040-2050 time period, the timeframe

listed reflects completion of the conversion to low-floor rail vehicles. Completion of the fleet replacement with low-floor rail vehicles will require significant additional funding including station retrofits, modifying maintenance facilities and amending standard operating practices. Future LRTP updates will incorporate adjustments to the anticipated timeline for replacing the light rail vehicle fleet as the project progresses.

Thank you again for your comment.

13. Matt Francis

In reviewing the goals of the *Resilience 2050*, they are admirable objectives to achieve, but I am left concerned that mistakes that we as a society have made in the past will be repeated. The priority above all else should be to maintain and expand public transport and pedestrian/cycling infrastructure.

In addressing the Zero Deaths Maryland objective, the only way to achieve this is to reduce car usage as cars are the primary cause of vehicular and pedestrian deaths on our streets. Including items like road and freeway expansion in the long term plans of the Baltimore area does not reflect the goal of having zero deaths on our roads. Increasing the number of lanes on roads will encourage speeding and dangerous driving as many studies have demonstrably shown.

Increasing the number of lanes does not solve the problem of traffic either. It creates an induced demand where people take more car trips and feel okay living in even more remote locations. The increased lane is quickly absorbed and the traffic problem still persists. The only way to decrease traffic is to increase the abundance of alternative methods of travel. This is a two fold benefit as it pulls cars off the road and prevents the need to expand our road infrastructure further.

Reducing car dependency is also key to achieving the regions goal to provide a more environmentally sustainable society. The highways that have destroyed large swaths of the Baltimore area have allowed severe sprawl to damage our city and cause large amounts of pollution and environmental harm. The reliance on cars has also had secondary effects on our health by encouraging a lack of physical movement (no walking or biking) along with the direct air pollution that cause severe health issues.

The average American now spends approximately $10,000 a year on their automobile. From an equity standpoint, this cost is the largest burden on the poor and disenfranchised (and increasingly on the middle class) in our society as the car centric infrastructure Baltimore has built over the past 70 years forces people to pay this cost in order to participate in the economy thereby continuing the cycle of poverty. If people were able to walk, bike or take public transport this can help break that cycle and the money originally spent on cars would be able to be used in the local economy to a greater degree lifting the region as a whole.

I do appreciate that there is increased focus on biking, walking and public transport infrastructure in this plan which will increase the quality of life for the citizens of the Baltimore metropolitan area. To reiterate my original fear it seems that whenever these types of improvements are put forth they get scrapped or reduced in scope due to demands that larger and larger roads and highways are provided regardless of the harm these roads cause economically and socially. One more lane will not fix our traffic problem, EV cars will not fix our climate problem and in order to achieve Zero Deaths we must provide safer and greener forms of travel.

Thank you for your consideration. I look forward to seeing how *Resilience 2050* is implemented in the years to come.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Regarding induced demand, current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.

Transportation Demand Management (TDM) strategies focus on understanding how people make their transportation decisions and influencing people's behavior to use existing infrastructure in more efficient ways, working to reduce single occupancy vehicle trips and

getting people to use transit, ridesharing, walking, biking, and telework. State and federal funding supports transit, guaranteed ride home, rideshare services, as well as commuter tax credits through employers.

Thank you again for your comment.

14. **Bakari H**

Why is there very little going to transit? This will not make Maryland competitive with any other state if you don't expand your transit system.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

15. **Bakari H**

Put more transit in here. Maryland needs to start future-proofing its transportation system and that includes transit. Not roads.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have

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Thank you again for your comment.

16. David Highfield

As well as highway safety and bridge repair, I believe that prosperity, economic opportunity, and public service could be better accomplished by expanding Baltimore Metro and/or Light Rail into Carroll County (Finksburg area) and having it extend and connect directly to BWI Airport and Rail Station.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The policy of Carroll County, through the adopted plans and Board of County Commissioners' resolutions, has always been to provide transit services only within the County. There are currently no plans to expand this type of service outside of the County. The most recent Transit Development Plan (TDP), which provides a plan for public transportation improvements in the County over a five year period, reinforced this policy.

Thank you again for your comment.

17. David House

I appreciate the effort that has gone into this planning document and on collecting public comment. However I take issue with some of the outlined plans and goals. First, any highway expansion in this region is a waste of money. We have all the roads we could ever need and then some. The only way to ease congestion in this region is to increase options for public transit, cycling and walking. If we really want to address air quality in this region, more capacity for cars is not the way to go.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

18. Tim Hreha

Maximize investment in protected bike lanes and multi-use paths to create a city-wide network that connects with existing surrounding infrastructure. Minimize investment in automobile infrastructure.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Regarding bicycle infrastructure, Baltimore City has been actively planning, designing and constructing protected bike lanes and multi-use paths with the goal of creating a multimodal network that serves all road users per the City's Complete Streets Manual. This network will expand over time as the City continues to pursue funding for implementation.

We also encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

19. Patrick Ireland

Generally I am disappointed by majority of the projects focused road expansion and road capacity increase. That does not seem to be the best way to reduce congestion and travel time, nor would it improve environmental impacts. With the additional noise and air pollution related to the increased volume of traffic (wider roads means more and higher speed traffic), this is not a sustainable solution. More focus should be put on public transit project expansion and improvement. Reducing the number of trips needed to be taken by car is the real only long term sustainable solution.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

20. Nathan Kalasky

Resilience 2050 is a step in the right direction, with an unprecedented amount of funding allotted to transit projects across the region, but still allocates billions of dollars to suburban road construction and expansion. This is antithetical to the region's sustainability goals. The current preferred alternative suggests stagnant transit modeshare while VMT will increase by 19%. Reducing vehicle miles traveled and increasing the transit mode share substantially need to be prioritized in the plan. The Minnesota Department of Transportation's 2050 plan reduces VMT per capita by 20%, which is projected to save the state $91bn over 30 years. The Baltimore region should embrace a similar goal. The region cannot afford to keep subsidizing unsustainable suburban sprawl, and a system preservation and transit first approach is the path forward.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Regarding a VMT reduction goal, neither the BRTB nor MDOT have a stated VMT goal. However, local and state partners are working toward slowing VMT growth or reducing it by means of Transportation Demand Management (TDM) strategies. TDM focuses on understanding how people make their transportation decisions and influencing people's behavior to use existing infrastructure in more efficient ways, working to reduce single occupancy vehicle trips and getting people to use transit, ridesharing, walking, biking, and telework. State and federal funding supports transit, guaranteed ride home, rideshare services, as well as commuter tax credits through employers.

Thank you again for your comment.

21. John L

Give me other options besides sitting in soul-crushing traffic on a newly-widened highway or road, please. Devote real resources and manpower to helping us decouple from the automobile-centric patterns of sprawling, soulless, inefficient development. Walking is transportation, so is biking- fund projects that make our neighborhoods better and healthier places to work and live.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have

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Also, we encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

22. John L

I appreciate the heady words devoted to some admirable (non-automobile centric) goals within this plan, but I am afraid that we will once again surrender to the siren song of highway widening and induced demand when it comes time to make decisions and move out with action. Please, commit to decoupling our region from the dead end road of car-centric development with real action when it matters, otherwise we will continue to lose out in the competition for new residents and jobs to other regions with real transit networks.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Regarding induced demand, current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas.

Thank you again for your comment.

23. Quinlan M

The disparity in TIP funding between MDOT SHA and MDOT MTA is hard to believe. Similar to the LRTP, the TIP is misaligning priorities with the challenges and needs faced by the state in the future. Environmental concerns, active transportation concerns, equity concerns--these are all underrepresented. Mass transit projects are underrepresented. Highway capacity projects are over-represented. Additionally, the Red Line project has been identified as a specific priority of the Moore administration. The 2024-2027 TIP needs to reflect projections for the Red Line project and its federal funding needs.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

Regarding the inclusion of the Red Line project in the TIP, *Resilience 2050*, the long-range transportation plan, includes funding for the East-West Transit Corridor. This project is now being referred to as the Red Line by MDOT and MTA. A Red Line website has been created to share progress with the public. The TIP can only include projects that have been allocated federal funding over the next four fiscal years in a capital budget such as the MDOT Consolidated Transportation Program. Inclusion in the LRTP allows the Red Line to move forward with planning and NEPA. When the Red Line is allocated federal funding it will be added to the TIP via amendment or in the next annual update of the document. The LRTP also includes $2 billion in funding for an additional early opportunity corridor, the North-South Transit Corridor.

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Thank you again for your comment.

24. Quinlan M

Mass rail transit is significantly underrepresented in the LRTP, *Resilience 2050*. In reviewing *Resilience 2050* it appears that the primary vision for transit in the baltimore region for the next 30 years is buses, benches and signs... Please reallocate greater portions of funding to transit expansion projects, identified early opportunity regional transit corridors, the creation of transit hubs, transit system preservation projects, and increased funding for LOTS, which provide crucial services to local communities.

Additionally, the revived Red Line project needs to be included in this plan before it is approved. Given our climate and conservation crisis, equity needs, and changing societal values, we don't have time for the vision of a lagging document. We need *Resilience 2050* to meet the moment right now and be responsive to Maryland's present priorities. The BRTB is aware of Governor Moore's transportation priorities and should not willfully exclude a projection for the Red Line transit expansion project within this current document.

Additionally, please reconsider the preponderance of highway widening projects in this plan. VMT has been increasing in Maryland over time, and this plan directly encourages a continued rise in that statistic do to an overabundance of highway widening projects.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a benefit to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

Funding for the Red Line is included in *Resilience 2050* under the East-West Transit Corridor project (see project ID 9 in Chapter 7). Given the Governor's recent announcement, the final document will include a note stating that the East-West Transit Corridor is now known as the Red Line. *Resilience 2050* also includes funds for another major Early Opportunity Corridor, the North-South Transit Corridor. *Resilience 2050* includes a total of over $3.8 billion in funding for these two major transit corridors. As you note, the LRTP also includes funds for seventeen transit hubs throughout the Baltimore region, among other transit investments. *Resilience 2050* is a living document that can be amended to reflect updated project information (estimated cost, scope, etc.) as projects move forward in the planning process. Identifying projects in the LRTP allows projects to progress through required National Environmental Policy Act (NEPA) planning efforts that will determine details on the projects.

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Thank you again for your comment.

25. Daniel Paschall, East Coast Greenway Alliance

Please prioritize sustainable transportation investments over roadway expansion with new transit investment and first-/last-mile bike and pedestrian connections. In particular please prioritize the advancement of the Regional Bicycle and Pedestrian Priorities along the East Coast Greenway, namely the South Shore Trail, the Torrey C. Brown/NCR Trail Connections to the Jones Falls Trail, the MA & PA Trail Connection between Towson and Bel Air, the Baltimore Greenway Trail Network, and completing the gaps along the East Coast

Greenway between the BWI Trail and South Baltimore's Middle Branch Trail on both sides of the Patapsco River, filling the gaps between the B&A Trail and downtown Annapolis, the WEE Trail, and the South Shore Trail, and creating off-road biking and walking connections in Harford County between Bel Air, Havre de Grace, and the US-40 corridor to expand on the US-40 sidepath plan between HDG and Aberdeen. Finally, please prioritize the advancement of a bike and pedestrian crossing of the Susquehanna River between Havre de Grace and Perryville along the Lower Susquehanna Heritage Greenway, the East Coast Greenway, and the September 11th National Memorial Trail.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*.

Regarding the advancement of regional bicycle and pedestrian priority projects (included in the $250 million in set-aside funding detailed in Chapter 7), we encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

26. Charlie Smith

I appreciate you opening the most recent TIP and *Resilience 2050* plan to comment.

By ignoring additional transit capacity, the TIP in its current form does a huge disservice to the region. Transit capacity, or the lack thereof, consistently cooked up as a roadblock to growth in the Baltimore region. Major employers and events pass us over due to a lack of transit capacity.

While *Resilience 2050* includes funding for transit capacity, adding even more funds for road capacity will only make our roads worse. More roads will attract more drivers - and more traffic, adding to congestion and pollution. Better transit options and funding are critical to actually changing this environment.

And while *Resilience 2050* does include over $4 billion in potential transit capacity projects, that is outweighed by over $7 billion in new roads and highways. According the plan's own modeling of the outcomes of this sort of spending plan, this will only make our region's transportation outcomes worse: more driving, more time spent in traffic and no increase in transit ridership.

Baltimore and its region is desperate for transit leadership. Please don't pass the buck to yet another generation. Let's get this done.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active

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Regarding the lack of transit in the TIP, MTA is leading multiple efforts to expand the current transit system. The Regional Transit Plan, published in 2020, identified thirty corridors to be studied. Each corridor has or is projected to have sufficient ridership demand to support all-day, frequent transit and would require additional infrastructure investment to fully support successful transit. Additional study is needed to determine mode, specific route or alignment, levels of service and station locations. Investments may include dedicated right-of-way, signal priority, shelters or stations and other customer amenities. Additionally, in certain corridors, transit supportive land use patterns controlled by local jurisdictions would play a critical role to make future transit successful. Currently, MTA is advancing the Red Line, which will provide an essential east-west connection from Woodlawn to Bayview with the potential for expansion to eastern Baltimore County. The North-South Corridor Study is evaluating existing and future transit demand between Towson and Downtown Baltimore. Baltimore Metropolitan Council is leading a pilot feasibility study for mid-opportunities corridors like BWI Airport to Columbia Town Center. As projects move forward and are allocated federal funds, they will be amended into the TIP or added as part of the next annual update of the TIP.

The short- and long-range transportation plans also both support state of good repair for transit. In addition to the match to federal money, Maryland devotes a considerable amount of state money to transit that is not reflected in these documents. State funds support both MTA and locally operated transit systems.

Thank you again for your comment.

27. Sharon Smith

The plan appears to be very comprehensive and inclusive. I agree that road expansions should be secondary to transit expansion.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project

scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

28. **Nick Snider, Ross Medico, Kim Dulay, Ramie Mays, Phil Sherer, Charles McManus, Amy Sheridan, Logan Shertz, Brian O'Malley, Ian Fitzpatrick, Jeenly Louis, Brandy Savarese, Billy Humphrey, Alex Walinskas, Jo'Elie Louis**

Dear BRTB Members: Thank you for the opportunity to comment on the 2024 - 2027 Transportation Improvement Program (TIP) and the region's long-range plan, *Resilience 2050*.

Unfortunately, both plans are woefully inadequate for meeting the region's transportation, economic, and environmental challenges and will, in fact, exacerbate them. The TIP proposes to spend over $900 million to widen roads and highways, while spending nothing on additional transit or commuter rail capacity. And while *Resilience 2050* does include over $4 billion in potential transit capacity projects, that is outweighed by over $7 billion in new roads and highways. According the plan's own modeling of the outcomes of this sort of spending plan, this will only make our region's transportation outcomes worse: more driving, more time spent in traffic and no increase in transit ridership.

There are many worthy projects the BRTB could be funding instead of widening highways, including:

- Increase the number of bus stops that comply with the Americans with Disabilities Act (currently only about 19% do)
- Make transit faster and more reliable in the eleven Early Opportunity Corridors identified in the 2020 Central Maryland Regional Transit Plan

- Make transit safer and more reliable by funding the backlog of state of good repair needs at the MTA that are listed in the MTA Capital Needs Inventory
- Fund the backlog of road and highway state of good repair needs before building more expansions

Our region deserves better. We've been splurging on spreading asphalt for too long while our transit, biking, and walking infrastructure lags behind. We need real leadership to step up and change our transportation trajectory. Please re-balance the spending priorities in these plans so that highway capacity projects are minimized and investments in transit, biking, and walking are maximized.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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The Workgroup held four meetings from September to December 2022 and based their work on the BRTB's extensive 2021 analysis of this issue. The Workgroup considered the alternatives from the original study, and compared peer state and regional transit entities.

Each meeting was open to interested groups and individuals and included opportunities to provide comments both virtually and in-person. Prior to the creation of the final report, members of the public were invited to comment on a set of draft-final recommendations.

The Workgroup ultimately developed consensus around a set of five recommendations for timely action by our local governments, the Maryland General Assembly and the Moore-Miller administration. Out of that work, the MD General Assembly in the 2023 legislative session approved HB0794/ SB0504 - Baltimore Regional Transit Commission. This new Commission is expected to begin work in October 2023.

The short- and long-range transportation plans both support asset management (for roads) and a state of good repair (for transit). In addition to the match to federal money, Maryland devotes a considerable amount of state money to transit that is not reflected in these documents. State funds support both MTA and locally operated transit systems.

Thank you again for your comments.

29. willy

I disapprove on any roadway lane expansion since it will only create more car traffic congestion even more. I rather use that money in maintaining the roads we have now and definitely more on public transportation in Maryland/ DMV area. We must wean ourselves from car dependence and create a more options people can get around. I prefer Project 44 for a light rail infrastructure connecting Towson to the Baltimore city (hoping it can stop at Penn Station) and the West East, Project 9.

While I do commute to Annapolis from Towson, again I disapprove of road expansion in Project 48. It's worse now for the few pedestrians and cyclists now and it'll be more deadlier if it widens for more traffic and higher speeds potentially causing more accidents. It'll be worst for the residents and businesses there since basically a 6 lane highway will cut through it. We do need better public transportation options going to Annapolis though and can potentially bring in more people and thus commerce into the capital.

While Project 29 BRT is a good idea but I feel making improvements to the light rail/ metro line there would be better investment in the long term. At least improving more frequency and time reliability on MARC train should be considered.

TL,DR Basically more public transport, walking and bike paths. And no more road expansions.

But the major roadblocks (pun intended) is the land use and stigma associated with transit and cycling/walking. And there should be marketing to more affluent people to try public transit. Perhaps at first promoting routes to fun local events happening or something to get the idea that you don't need a car for every trip or something.

In short, "A developed country is not a place where the poor have cars. It's where the rich use public transportation."— Gustavo Petro. And we know the wealthy have more influence, so we need them to get on board in public transit

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Transportation Demand Management (TDM) strategies focus on understanding how people make their transportation decisions and influencing people's behavior to use existing infrastructure in more efficient ways, working to reduce single occupancy vehicle trips and getting people to use transit, ridesharing, walking, biking, and telework. State and federal funding supports transit, guaranteed ride home, rideshare services, as well as commuter tax credits through employers.

Thank you again for your comment.

30. **willy**

No more road expansions. More public transportation!

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

31. Willy Wong

I don't approve of any roadway expansion unless its adding more bike and walking paths and public transit. More roads creates more traffic. I do hope one day instead of cars people have other options of transport.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Regarding bike and walking paths, nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities as part of their project scope. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7).

We encourage you to be involved in the Vision for a Regional Bicycle Network project which will begin in fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities that was developed in spring 2022. The Vision for a Regional Bicycle Network project will also go into more depth on the benefits of active transportation and potential funding sources for bicycle and multiuse projects.

Thank you again for your comment.

32. Willy Wong

It seems to be more focus on roadway expansion. I'd rather see public transit have more funding.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that a good transit system is critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

33. Eyob Worku

I'm concerned about how much road widening and interchange construction is included when improving car access is so antithetical to the listed goals of *Resilience 2050*.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that alternatives to driving such as a good transit system are critical to the region. There are a number of significant items relating to transit in *Resilience 2050*. Regarding project scoring, transit projects became eligible for more total points than highway projects. Additional criteria were added to transit scoring that allows for more robust projects to receive higher scores. Ultimately, all transit projects that were submitted for consideration have been included in the Preferred Alternative. While additional transit and reliable transit will be a boon to many riders, highways are also a necessary component of a good transportation network that supports people and freight. This region benefits from the large and active port of Baltimore as well as access to I-95. The highways that feed into I-95 also allow for the efficient movement of goods and services to businesses throughout the region – and beyond.

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Thank you again for your comment.

MULTIPLE TOPICS (3 SETS OF COMMENTS) BRTB RESPONSES ARE SPREAD THROUGHOUT EACH SET OF COMMENTS DUE TO THE RANGE OF ISSUES SUBMITTED

1. **CMTA Coalition Letter, Signed by: Baltimore County Progressive Democrats Club, Baltimore MARC Riders, Bikemore, Cedar Lane Environmental Justice Ministry Bethesda, Central Maryland Transportation Alliance, Climate Reality Greater Maryland, Coalition for Smarter Growth, Downtown Residents Advocacy Network (Baltimore), Elders Climate Action Maryland, Fix Maryland Rail, Greater Baltimore Group of the Sierra Club, Indivisible Howard County MD Climate Action, Maryland Sierra Club, Our Revolution Baltimore City/County, Policy Foundation of Maryland, St. Vincent de Paul Green Team, Transit Choices**

   Thank you very much for the opportunity to comment on the draft long-range transportation plan, *Resilience 2050*, as well as the draft short-range Transportation Improvement Program (TIP). As stakeholders in the Baltimore region, many of our organizations have been commenting on previous TIPs and, despite not seeing any changes in the spending priorities of the region, we continue to believe it is crucial to offer constructive feedback and to hold regional leadership accountable for their votes to approve these plans.

   2024 - 2027 TIP

   In line with comments from previous years, we once again object to the lopsided spending priorities in this year's TIP. For the third year in a row, our region's TIP has zero dollars programmed for transit capacity or commuter rail capacity. Meanwhile, also for the third year in a row, highway capacity projects exceed $900 million. Year after year, new highway capacity projects get added into the TIP's project pipeline and the result is that every single year we add new lane miles to our road network. Historically, the results are dismal. For example, according to a Central Maryland Transportation Alliance analysis of data from the Texas Transportation Institute, the region increased highway lane miles by 76% from 1982 and 2011. During that time, the region's population grew from 1.7 million to 2.5 million – a 48% increase. Freeway expansion far outpaced population growth so we had more lane miles per person, but congestion got worse. Congested lane miles increased from 31% to 58% and the annual hours of delay per auto commuter more than quadrupled – from nine hours a year to 41 hours a year.

   Trying to widen our way out of congestion is a proven failed strategy. As stated in previous comment letters, the region is in a deep transportation hole and the first thing we need to do is put down the shovel and stop adding new road and highway expansion projects to the TIP. Once again, we ask the BRTB to remove from the Draft TIP, the three highway capacity and road widening projects listed in

"Table II-2: New Projects in the 2024-2027 TIP". Prioritizing highway capacity projects over investment in transit, biking, walking, and ADA compliance is a policy choice that the BRTB continues to make despite having options to change course. The massive Infrastructure Investment and Jobs Act (IIJA) provides a once-in-a-generation opportunity to transform transportation in Maryland in the right direction. Federal guidance on how to implement the IIJA allows states to transfer up to 50% of certain formula funds traditionally thought of as highway formulas to programs that allow for spending on uses such as transit, biking, pedestrian infrastructure, and vehicle electrification. Specifically, states are allowed to spend funds from the two largest formulas, the Surface

Transportation Block Grant (STBG) and National Highway Performance Program (NHPP), on transit, biking and pedestrian infrastructure. However, the state of Maryland treats them as highway formulas, spending over 97% on roads and highways, much of it on new capacity. Looking at our region in particular, according to the draft TIP, we're expecting over $600 million in STBG and NHPP funds for FY 24. Of those funds, zero dollars are being flexed to transit or commuter rail and just $2.5 million are being flexed to bicycle or pedestrian projects – that's flexing less than 0.5%, well below the already anemic statewide amount.

BRTB Response: MTA is leading multiple efforts to expand the current transit system. The Regional Transit Plan, published in 2020, identified thirty corridors to be studied. Each corridor has or is projected to have sufficient ridership demand to support all-day, frequent transit and would require additional infrastructure investment to fully support successful transit. Additional study is needed to determine mode, specific route or alignment, levels of service and station locations. Investments may include dedicated right-of-way, signal priority, shelters or stations, and other customer amenities. Currently, MTA is advancing the Red Line which will provide an essential east-west connection from Woodlawn to Bayview with the potential for expansion to eastern Baltimore County. The North-South Corridor Study is evaluating existing and future transit demand between Towson and Downtown Baltimore. Baltimore Metropolitan Council is leading a pilot feasibility study for mid-opportunities corridors like BWI Airport to Columbia Town Center.

MTA's Fast Forward Program is investing $43 million in our core service area by accelerating projects that create a transit system that is more reliable, accessible, and easier to use. Investments include, Bus Stops and Shelters, Wayfinding, Real-Time Information Signs, and dedicated bus lanes. Three pilot dedicated bus lanes were installed on York Road, Harford Avenue, Charles/Light Street to bring quick improvements to riders.

Resilience 2050

Similar to the TIP, the draft long-range transportation plan, *Resilience 2050*, falls well short of improving transportation outcomes for the region. We do note that *Resilience 2050* includes significant transit capacity projects such as the East-West transit corridor, the North-South transit corridor, and US 29 Bus Rapid Transit – totalling over $4 billion. However, the plan also calls for almost $7 billion in roadway expansion projects, which would completely swamp any progress made on the transit expansions. As mentioned above in our TIP comments, the region has been spending zero dollars on transit capacity year after year while continually adding new lane miles. The region's transit system is so far behind at this point that we need to be spending disproportionately more on transit capacity than road capacity to make up for lost ground. Remember that the region hasn't added any real transit capacity since the mid-90s, while it's been adding road capacity every single year.

The modeled results of *Resilience 2050* indicate that the focus on expanding roadway capacity will not improve transportation outcomes for the residents of this region. Appendix C, Table 2 shows the quantified results for congestion and other performance measures. According to the model, building out the plan in *Resilience 2050* will result in the following:

- People will drive more. An increase in average daily weekday vehicle miles traveled per person (going from 24.1 VMT/capita to 25.3 VMT/capita)
- People will spend twice as much time stuck in traffic. An increase in average daily weekday hours of delay per person (going from about 9 minutes of delay per day to 18 minutes of delay per day)
- Transit will continue to languish as an option. Zero increase in the share of population riding transit (staying at 3.6%)

Additionally, *Resilience 2050* plans for our roadway conditions to deteriorate in the near term. Our current baseline is that 52% of our interstate highways are in good condition. By 2026 that number is expected to fall to 43%. Our current baseline of non-interstate pavement in good condition is 24%. By 2026, that number falls to 22%. (Source: *Resilience 2050*, Chapter 5, Table 15). In essence, taking the TIP and *Resilience 2050* together, the BRTB has proposed spending $74 billion to maintain the status quo for transit ridership, while forcing people to drive farther in worse traffic on crumbling roads. We can and must do better. At minimum, please remove the new highway capacity projects being added to this year's TIP and increase spending on system preservation and new capacity for transit, biking and pedestrians.

BRTB response: The BRTB shares your desire to focus on improving the transit system in the Baltimore region. As such, the Board adopted every candidate transit project that was submitted for consideration in *Resilience 2050*. The Board is also expanding planning efforts around other transit projects that could translate into new candidate projects for future plan updates.

We also support MDOT's Commuter Choice program that offers financial support for rideshare coordinators in each jurisdiction, a statewide Guaranteed Ride Home program and other programs such as the incenTrip mobile app. On the pedestrian side consider Walktober. October in Maryland becomes WALKTOBER, a month where the Maryland Department of Transportation (MDOT) and other partnering agencies promote and host events and webinars spotlighting Maryland pedestrians' safety, health and commuting options in current walk programs and Initiatives.

Thank you for your comment and for participating in the planning process for *Resilience 2050*.

2. **Robert Reuter**

You have a 346 page document but no where does it say how to comment. Had to go to a sub page on your advertisement flier.

This document falls under the category of "if you can't dazzle them with your brilliance, bury them in redundant numbers and useless facts. This document is a textbook case of that.

Before I even comment on the facts when I could dig them out some examples of how you have managed to hide the facts.

- All sorts of beautiful photos of mostly non highway transportation, you had more photos of bikes than you had projects for

them, same for light rail and commuter rail.

- Even when you presented transit projects they weren't really for the actual user, and mostly suburban commuter buses, buses, buses and more buses. But only a few photos of buses.
- Statistical data that ends mostly in 2020 the middle of the pandemic, I am sure more data has come in the 3 years since then to make the charts and data more reflective of reality.

BUT THE WELL HIDDEN MEAT OF THE DOCUMENT:

- Almost 2/3 of the money goes towards highways and what little is set aside for other projects often is used for highways or pavement projects.
- you have over a dozen transit hubs, People don't want hubs that is for the convince of the transit operator not the rider. Passengers want to be on something that is moving not transferring from vehicle to vehicle. Eliminate all the funding for transit hubs. Put in some transit shelters but little else in needed.
- Bus Rapid Transit is nothing more than a bus with lipstick, it is still a bus. And it takes 8 buses to equal one light rail train (400people on Light rail 50 on the bus.) and BRT is not really "rapid" it is just in the name. A bus last 12 years a light rail vehicle 40 yrs so to equal one light rail train oven it's lifetime one would need at least 32busus (and drivers) the buses alone would be over 30million dollars at today's prices and of course the price would go up. A 3 car light rail train would cost less than that and give a smoother ride and draw more passengers.
- There are several levels of bus rapid transit, you can't get gold standards with bronze level funding, Every report shows that to achieve gold level BRT standards one would have to spend the same or more than one would spend on light rail. To get decent East-West service by bus across downtown Baltimore one would need to COMPLETELY take over one of the East-West streets thru downtown Baltimore, or dig a bus tunnel which would need to be larger in diameter than a light rail tunnel. So again more expensive.

Of course this would not happen because no bus rapid transit line in the USA carries the volume of people that routinely ride light rail. BRT is penny wise but pound foolish. Oh and the "flexibility" of BRT argument is actually an argument against BRT as people don't want their transit to move. Part of the reason that "the LINK" was losing 3% of it's ridership per year before the pandemic. The only people that made out well with bus flexibility are used car dealers. I know several regular bus riders that after the change squired a used car, to the detriment of the environment.

- The document says that Baltimore will acquire 350 battery electric buses in the plan, but they have yet to even test in service their first battery Electric bus.What about the rest of the fleet?
- And this acquiring battery electric buses goes exactly the opposite of what MDOT is doing with MARC buying Diesel buses that run on an electrified railroad, Nothing more polluting than a diesel train under electric wires.
- MARC is a gem that is ignored in this document. Yes in the next 25years you will fix up a few stations. But that is all. Nothing

on the Brunswick line or Camden line just fix up a few stations on the Penn line.

- A long advanced plan to extend the current subway from Johns Hopkins hospital to Ashland street and then East to a terminal at a station with the MARC Bayview station and station of the Red Line light Rail system. Making for a major transit hub. And a park and ride or rail terminal could be built on the contaminated steel plant site just West of Bayview
- Not one word about the long planned extension of Marc Penn line Service to Elkton and Newark DE. This natural connection with SEPTA would allow full commuter service all the way from DC to New Haven CT. Why not.
- The document keeps referring to the Cromwell/Glen Burnie station on the light rail line, the line is a mile short of Glen Burnie with a 66ft wide right of way waiting for the light rail to go to Glen Burnie, but not a word is this document about finishing the light rail line we already have into it's natural destination downtown Glen Burnie.
- Why does this document propose cheap BRT for the purple line extension from New Carrollton to Dorsey. It is a long known fact that as much as 50% of potential ridership is lost with a forced transfer.
- And while the deconstruction of the highway to nowhere is long overdue it would also destroy the natural Right of Way for any potential East-West rail line either subway or light rail. And there is no mention of where the route 40 traffic that cunnertly uses the highway to nowhere would go. This traffic will not vanish with the removal of the roadway.
- Bikes and cars do not mix well. Will more and more lanes be removed along with the parking so more bike ways can be constructed, on will bikes be forced to mingle with traffic, possibly with severe consequences. And making lanes narrower does not help it just makes for more fender benders in the tighter traffic.
- Most of the highway projects are in the rural or semi rural areas of the state surrounding Baltimore metro area, this takes for farmland and woodlands out of useful service, and of course many thousands of mature trees.

BRTB Response: Details about our public meetings to discuss the *Resilience 2050* plans in more detail are listed on the second of three tabs on our *Resilience 2050* PublicInput project page, 'Public Meetings.' In addition to in-person meetings with each of our jurisdictional partners at various times on weekday evenings throughout the comment period, we hosted a virtual meeting on Wednesday, May 24 at 12 p.m. We apologize if you missed us, and encourage you to view a recording of the meeting available on our YouTube channel (@BaltoMetroCo). Also, in our print ads we weren't able to include more details beyond the address of each meeting due to space and budget limitations. Going forward, we will more carefully consider ways to share more detailed information about how to access in-person meetings.

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- Even when you presented transit projects they weren't really for the actual user, and mostly suburban commuter buses, buses, buses and more buses. But only a few photos of buses.

BRTB Response: MTA is leading multiple projects that focus on improving service, particularly for core bus. For instance, MTA's Fast Forward Program is investing $43 million in our core service area by accelerating projects that create a transit system that is more reliable, accessible, and easier to use. Investments include bus stops and shelters, wayfinding, real-time information signs and dedicated bus lanes. The goal of these investments is to improve the customer experience and improve reliability across the system.

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BRTB Response: Transit hubs were identified in the Central Maryland Regional Transit Plan (RTP) as an important feature of the transit network. Transit is most effective when it works as a robust network, allowing riders to transfer between lines to take full advantage of the system. Transit hubs are important for both transit passengers and transit operators. Well-situated and well-designed transit hubs can significantly improve transferring from one system, mode or vehicle to another. Additionally, having layover space and operator rest and relief space in the right places in the network is crucial to effectively and efficiently route and schedule service, eve for one seat rides.

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BRTB Response: Through the Regional Transit Plan studies MTA is investigating both Light Rail and Bus Rapid Transit as potential options for transit expansion. Both Bus Rapid Transit and Light Rail have various trade-offs in their capital and operating characteristics. These trade-offs will be evaluated as the Regional Transit Plan studies move forward.

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- The document says that Baltimore will acquire 350 battery electric buses in the plan, but they have yet to even test in service their first battery Electric bus. What about the rest of the fleet?

BRTB Response: The Maryland Greenhouse Gas Reduction Act Reauthorization set a 40 percent reduction target for statewide emissions by 2030 from 2006 levels. MTA subsequently established a goal to convert 50 percent of its Core Bus fleet in Greater Baltimore to zero emission buses (ZEBs) by 2030. This goal was also included in the 2020 Greater Baltimore Regional Transportation Plan (CMRTP), along with a longer-term goal to convert 95 percent of the Core Bus fleet to zero-emission buses by 2045. The passage of Senate Bill 137 in 2021 and of Senate Bill 67 in 2022 prohibited MTA from entering into new procurements for non-ZEBs beginning in fiscal year 2023. Phase II of the Zero Emission Bus Transition to a 95% zero-emission fleet by 2045 is included in the *Resilience 2050* preferred alternative and is detailed on page 26 of Chapter 7.

In 2022, MTA ordered its first seven zero-emission buses which will be delivered and put into service this year. Utility upgrades have been completed to power vehicle chargers at the Kirk Bus Division and implementation of a training plan has begun across the Administration. Additionally, MTA advanced engineering and operational planning for the ZEB transition by issuing a Request for Proposal (RFPs) for a new multiyear zero-emission bus contract, a bus depot, support chargers, and an electrification partner to install and support chargers. For the Eastern Division, which will be reconstructed into one of the first bus divisions purpose-built for BEBs in the U.S. MTA is advancing design and applying for federal grant opportunities to upgrade this critical bus division.

- And this acquiring battery electric buses goes exactly the opposite of what MDOT is doing with MARC buying Diesel buses that run on an electrified railroad, Nothing more polluting than a diesel train under electric wires.

BRTB Response: The MARC system includes both diesel and electric locomotives. The expected useful life of MARC locomotives ranges from 20 to 30 years. MTA will replace MARC locomotives as they reach their useful life. Currently the Camden and Brunswick Lines are not electrified requiring diesel locomotives from an operational perspective. With the upgrades to the Frederick Douglas Tunnel only electric locomotives will be used on the Penn Line after the construction of this critical asset.

- MARC is a gem that is ignored in this document. Yes in the next 25years you will fix up a few stations. But that is all. Nothing on the Brunswick line or Camden line just fix up a few stations on the Penn line.

BRTB Response: MTA recently released the Brunswick Line Study Technical Report that provides markets for increased ridership, potential future service enhancements on the Brunswick Line. MTA coordinates with host railroads for investments and service enhancements. MTA will continue to advocate for improvements to the host rail road right of ways to improve MARC service.

- A long advanced plan to extend the current subway from Johns Hopkins hospital to Ashland street and then East to a terminal at a station with the MARC Bayview station and station of the Red Line light Rail system. Making for a major transit hub. And a park and ride or rail terminal could be built on the contaminated steel plant site just West of Bayview.

BRTB Response: MTA is currently working on 30% Design for a new Bayview MARC Station in East Baltimore. The design of this station prioritizes multimodal connections, making it future-ready for a robust transit hub.

- Not one word about the long planned extension of Marc Penn line Service to Elkton and Newark DE. This natural connection with SEPTA would allow full commuter service all the way from DC to New Haven CT. Why not.

BRTB Response: MARC-SEPTA connection is outside the jurisdiction of this planning document. The project is included in the long range transportation plan for the Wilmington Area Planning Council (WILMAPCO). However, the importance of the project along with BRTB support is noted on page 35 of Chapter 7. The BRTB continues to support this project, but it is not included in the *Resilience 2050* preferred alternative to avoid double counting the project with the WILMAPCO LRTP. MTA is working on expanding the MARC service to Newark and/or Wilmington. The agency is actively engaged with its partners in Delaware and host railroads to identify the steps needed to implement a pilot service between Perryville and Newark, DE.

At the June 2023 meeting of the BRTB, MDOT MTA gave a presentation on progress to date with the MARC-SEPTA connection as well as the MARC-VRE connection to the south.

- The document keeps referring to the Cromwell/Glen Burnie station on the light rail line, the line is a mile short of Glen Burnie with a 66ft wide right of way waiting for the light rail to go to Glen Burnie, but not a word is this document about finishing the light rail line we already have into it's natural destination downtown Glen Burnie.

BRTB Response: The Cromwell/Glen Burnie light rail station was opened in 1993. This was part of an extension of the original line, and was never intended to extend to downtown Glen Burnie. Further extension into downtown Glen Burnie is not mentioned in the Central Maryland Regional Transit Plan, and is not currently being considered.

- Why does this document propose cheap BRT for the purple line extension from New Carrollton to Dorsey. It is a long known fact that as much as 50% of potential ridership is lost with a forced transfer.

BRTB Response: Two transit expansion projects in *Resilience 2050* connect to purple line stations. The first, submitted by Anne Arundel County, is a new express bus service between Parole and New Carrollton. The second, submitted by Howard County, is a new BRT line along US 1 from the Dorsey MARC Station to the College Park Purple Line Station. The BRTB supports the importance of these regional transit links and to more closely linking the Baltimore and Washington regions via transit access. While future considerations for these connections could include rail, or some other form of higher capacity transit, in the next 25 years we anticipate express bus service and/or BRT as being the most likely to get implemented within the fiscal constraints of this plan. If we were to allocate the amount of resources required towards a rail connection for these corridors in *Resilience 2050*, numerous other projects would have to be eliminated from the plan to stay within the anticipated revenues as shown in the *Resilience 2050* Financial Plan (Chapter 6). Should the proposed services be provided as planned in *Resilience 2050*, the ridership for these routes could provide justification for further service enhancements including increased frequency and potentially upgrades to a higher frequency mass transit option. Anne Arundel and

Howard Counties will continue to advocate for the expansion of regional transit services to the Maryland Department of Transportation for inclusion in the annual Consolidated Transportation Program.

- And while the deconstruction of the highway to nowhere is long overdue it would also destroy the natural Right of Way for any potential East-West rail line either subway or light rail. And there is no mention of where the route 40 traffic that currently uses the highway to nowhere would go. This traffic will not vanish with the removal of the roadway.

BRTB Response: MTA is working with Baltimore City DOT on the Reconnecting Communities grant. Right of Way for transit is a priority for both agencies. The Red Line project team will work in collaboration with projects being led by partner agencies including The Reconnecting Communities\West Baltimore United planning study which will evaluate approaches to accommodating both transit and private vehicle travel through the study area.

- Bikes and cars do not mix well. Will more and more lanes be removed along with the parking so more bike ways can be constructed, on will bikes be forced to mingle with traffic, possibly with severe consequences. And making lanes narrower does not help it just makes for more fender benders in the tighter traffic.

BRTB Response: The Maryland Department of Transportation (MDOT) and local partners are committed to improving safety and multimodal accessibility for all users on its network. The *Context-Driven: Access and Mobility for All Users Guide* is a planning and design resource offering guidelines centered on establishing safe and effective multi-modal transportation systems. This guidance includes evaluating the feasibility of implementing proven safety countermeasures and innovative treatments, such as protected bicycle facilities, where feasible.

- Most of the highway projects are in the rural or semi rural areas of the state surrounding Baltimore metro area, this takes for farmland and woodlands out of useful service, and of course many thousands of mature trees.

BRTB Response: In many cases the State Highway Administration or local jurisdiction have sufficient Right-of-Way to accommodate a lane widening. Regardless, there are requirements related to environmental impacts that would preclude any project from carelessly taking trees, let alone thousands of trees.

Thank you again for your comments.

3. **Strong Towns Baltimore**: **Michael Scepaniak, Co-president, Cockeysville; David House, Co-president, Beechfield; Zachary Blanchard, President, Federal Hill Neighborhood Association; Danielle Bjorndalen, Beechfield; Nick Snider, Remington; Sarah Story, Westgate; Joshua Spokes, Woodberry; Alex Grube, South Baltimore; Tevis Tsai, Parkville; Omar Hamza, Madison Park; Shaun Lehmann, Ellicott City; Patrick Ireland, Towson; Charlie Smith, Towson; Ann Greenbaum, Towson; Tristan Stefanovic, Belvedere/Chinquapin; John Locke, Catonsville; James Pizzurro, Towson; Carson Drew, Old Goucher; Yuki Clarke, Woodbourne-McCabe/Govans; Josh Kelley, Baltimore; Mariel Acosta, Highlandtown; Nathan Kalasky, Glen Burnie; Melanie Scheirer, Mt Clare; Josh Poland, Federal Hill; Joshua Black, Butchers Hill; Brandy Savarese, Reservoir Hill; Chris Guinnup, Hampden; Michael Martin, Catonsville; Alisa Williams, Greenmount West; Thomas Dutkiewicz, Bolton Hill; Bleakney Matthew, Riverside**
Separately supported: Adam Jones, Jay Louis

   Just as the Baltimore Regional Transportation Board (BRTB) obviously spent significant time and effort putting together Resilience 2050, the latest long-range transportation plan (LRTP) for the Baltimore metropolitan region, we have spent significant time and effort reading and analyzing it. We feel fortunate that our region is represented by such a professional and capable organization, who we can count on to create and circulate such top-notch plans.

   As an organization which seeks to de-emphasize automobile-centric land use and development practices, we take the comment opportunity provided by the BRTB seriously. Given our aims, we see much to applaud in this LRTP, including the following:

   - The advantage given to transit projects in the scoring process.
   - All of the 36 transit projects submitted for consideration have been selected for inclusion in the preferred alternative.
   - The inclusion of major transit expansion and preservation projects such as the East-West Transit Corridor, the North-South Transit Corridor, and a transition to low-floor Light Rail Vehicles.
   - Approximately “70 percent of the Resilience 2050 projects include pedestrian and bicycle facilities”.

   With that being said, we also see many elements in the LRTP that give us pause and we feel merit reconsideration by the BRTB.

   More Project Details

   Despite the length of the plan document, it somehow fails to provide adequate detail regarding each individual project included in the preferred alternative.

   We’d like to see a concise rationale provided for each project. Without that, we are left to guess what each project seeks to accomplish.

   While the document clearly explains the components that factor into the technical score from a methodology standpoint, the document does not provide a breakdown of those itemized component scores for each specific project. Lacking those itemized amounts, we are left scratching our heads in trying to determine how a project such as US 1 from the Baltimore County Line to MD 175 (37 points) managed a technical score that is higher than the East-West Transit Corridor (35 points) and US 1 Corridor Bus Rapid Transit (33 points).

   We’d like to see the policy scores assigned by each jurisdiction (BRTB member) to their submitted projects, so the priorities of each BRTB member are made clear.

No Highway Expansions

While the content of the plan document seems to place a majority of its focus on transit and active transportation, the actual preferred alternative seems to remain focused on roadways. In this way, the document comes across as somewhat of a marketing brochure, with 59% of the relevant document photographs (36 of 61) depicting the former, but 58% of the project dollars ($18.8B of $32.5B) earmarked for the latter.

That 58% includes 47 expansion projects, of which 34 call for additional automobile lanes. While we acknowledge that we aren't privy to the rationale behind each project, based on what we can surmise, we find nearly all of these roadway expansions to be poor choices.

Most of these expansions (with the exception of the I-695 at Broening Highway Interchange) appear to be in low density, automobile centric suburbs with exclusionary zoning in place that will prevent them from ever evolving beyond their initial state. With their development potential capped, their present and future productivity yield is likewise capped. Adding the liability of maintaining these additional lane miles (upwards of 250 lane miles, by our estimate) into perpetuity - in support of such low-return development - is fiscally irresponsible.

The plan seems to make the argument that highway expansions in these areas are necessary to improve connections of currently disconnected areas. However, our elected leaders (and BRTB members), both past and present, have willfully steered **substantial** automobile-centric greenfield development into areas of our region with **insubstantial** automobile-centric infrastructure. Circling back around after the fact and declaring that these "disconnected" areas require expensive automobile infrastructure expansions is a flawed and self-perpetuating chain of logic which needs to stop. We can't afford to continue with it.

One helpful graph that the plan document needs to add is one that plots the population growth forecast for the Baltimore region against the growth of system preservation costs in the Baltimore region (which would be based on historical growth). For the former, the plan document (under "Forecast Population, Household, and Employment Growth for the Baltimore Region") forecasts a **12.6% increase in population** from 2020-2050. For the latter, we have to do our own math.

Based on the dollar amounts provided in the "Baltimore Region State and Federal Operating, System Preservation and Expansion Revenue Forecast: 2028-2050" table in the plan document, we calculate a 103% increase in expenditures. However, when adjusting for the constant 4% rate of inflation that the plan document assumes, we get a number that is nominally higher than the $1,202 number provided in the table. This would seem to imply that the forecast assumes a **reduction** in (inflation-adjusted) system preservation costs between now and 2050. Is this reasonable?

In BRTB Resolution #23-13, MDOT provided historical Operating & Capital Expenditures - Statewide. In 1981, system preservation costs were $111M. In 2022, they were $1,931M. Over this 41 year period, the average inflation rate was 2.91%. Adjusted for inflation, that $111M equates to $363M. Yet $1,931M is many multiples more than $363M - **432% more**.

Please forgive us for any misunderstandings or math errors here. We'd much prefer to see the BRTB perform and provide these calculations. Specifically, we'd like to see the plan document provide the historical rate of increase (or decrease) in system preservation costs for the Baltimore region, extrapolate that out to 2050, and then compare that against the forecasted population growth rate. If the BRTB feels that this historic trend of cost increases will not continue into the future, the plan document should explain why. Lacking

that, we are left wondering how the BRTB feels that they can justify adding on even more infrastructure liabilities to serve low-density developments. How do they foresee the tax base covering the resultant escalating system preservation costs?

The BRTB members (our county executives) pushing for these roadway expansions need to, instead, enable denser development in already well-connected areas via zoning reforms and transit.

Shaping Socioeconomic Changes

We find the socioeconomic forecasting portion of the plan document to be very frustrating. This entire section of the document takes a tone that implies transportation and land use decisions follow predetermined and unalterable trends which the BRTB is powerless to resist. Some examples:

- "Will migrants' residential location choices continue the region's sprawling residential pattern and increase demand for automobile infrastructure improvements? Or will migrants' residential location choices cluster in densely populated urban neighborhoods served more by non-automobile modes such as transit, walking and biking?"
- "The population of the Baltimore region is aging, mirroring national trends. A variety of factors are contributing to the demographic shift, including the large size of the aging "baby-boomer" generation, advances in science and medicine resulting in longer lifespans and changes in fertility rates largely due to differences in family formation preferences (many are having fewer children, later in-life)."
- "Understanding the age structure of the population can help planners anticipate demand for age-specific services… and make adjustments to the transportation system in order to better accommodate a changing age distribution."
- "Will WFH [(work from home)] increase sprawl? What are the implications to future land use?"

The BRTB members are not powerless observers to demographic and socioeconomic changes. Rather, such changes are strongly shaped by choices made by the BRTB in the LRTP. Through the transportation and land use decisions they make, the elected leaders comprising the BRTB are not simply making adjustments to accommodate predetermined forces, they are proactively shaping them.

If migrants choose to embrace the "sprawling residential pattern" and if WFH increases sprawl, it will be because that is the pattern powerful governmental forces (which are in control of transportation and land use policies) have been enabling and favoring since the end of World War II. If the Baltimore region continues to age in lock step with the nation, it will be partly because housing is unaffordable to younger residents, which is largely due to land use policies that dictate exclusionary zoning and expensive accommodations for automobiles.

Again, **the BRTB members are not powerless observers** or pawns to forecasted changes and shifts. They shape and induce them. They need to take responsibility for that role and plan and build accordingly. For the BRTB members to absolve themselves of all responsibility for who chooses to live in the Baltimore region, where in the Baltimore region they choose to live, and how they choose to move about the Baltimore region, is unacceptable.

Safety

It is clear that safety has become a major focus of the LRTP, what with the BRTB opting to double the technical points for safety in Resilience 2050 (as compared to the previous LRTP). However, the plan document demonstrates a lack of will on the part of government leaders to make decisions and sacrifices that will truly move the needle with regard to safety, at least when it comes to non-motorists.

The Look Alive campaign with Signal Woman and the law enforcement training seminar referenced in the plan document are continuations of a well-established practice of placing nearly all blame for crashes on drivers and road users, without placing any responsibility at the feet of roadway engineers. The Context-Driven Guide and Toolkit developed by the MDOT SHA is a nice step toward rectifying this, but the jury is still out on how effective it will prove to be in changing a culture that provides significant room for error on the part of drivers, but almost no similar affordances for non-drivers, especially when it comes at the expense of negatively impacting vehicular flow.

In comparison to the well-recognized and well-regarded Safe System Approach, MDOT SHA's home-grown Context-Driven Guide and Toolkit feels very watered-down and lacking in conviction. It is our hope that, sooner rather than later, the engineering professionals at the MDOT SHA will come to accept their outsized influence and responsibility when it comes to the safety of vulnerable road users and fully embrace the Safe System Approach.

In 2019, Maryland enacted a Vision Zero law that states the following: "THE GOAL OF VISION ZERO IS TO HAVE ZERO VEHICLE–RELATED DEATHS OR SERIOUS INJURIES ON STATE HIGHWAYS ROADWAYS BY THE YEAR 2030."

And yet, for simply the Baltimore region alone, the plan document's target for "Number of Non-motorized Fatalities and Serious Injuries by 2030" is 281. MDOT (and, by extension, the BRTB) has completely failed to provide any set of projections or identify any sort of corrective measures that track to a 0 by 2030. In lieu of this, both parties have, instead, chosen to set their sights on "realistic" targets. We are left to conclude that MDOT has not put together a plan over the course of the past 3+ years to achieve Vision Zero. This is not acceptable.

What we get, instead, is the plan document calling for "research into better understanding the causes of bicycle and pedestrian crashes and injuries". There is no mystery here. The causes are interactions between fast-moving automobiles and everyone else. Given this, there is a rather simple solution readily available: slower roadway speeds. Unfortunately, it is a solution that exposes the BRTB's biases.

A pedestrian's odds of dying when struck by an automobile traveling at 40 MPH is 3-5x higher than at 30 MPH. At a rudimentary level, implementing slower speeds can take the form of lower posted speed limits on all non-highways. Over time, engineers could then work to implement road treatments that affect lower design speeds. (This is where embracing the Safe System Approach comes into play.)

We have to wonder how many projects in the LRTP preferred alternative incorporate slower roadway speeds. We speculate that the answer is "none". And we'll venture to guess that the reason why is "congestion". However, in the section(s) of the plan document focused on the BRTB's Congestion Management Process (CMP), the goal cited frequently is "improve travel time reliability" (as opposed to "travel time", period). If we take this to heart, we see no reason why slower speeds should prove so difficult for the BRTB to embrace. Yet, it would appear they are.

One of the goals listed in the plan document's executive summary is to "enable all individuals to reach their destinations safely and seamlessly". Nowhere in this goal does it say "fast". But, it seems clear that speed is an unspoken and assumed goal, at least for individuals driving automobiles.

This focus on minimizing automobile congestion (and maximizing vehicle speed/flow) comes at the expense of non-motorist safety and convenience in myriad ways. A couple obvious examples are roadway designs opting against including crosswalks that will interrupt the flow of traffic - and intersections with broad, open corners and slip lanes that drivers can take at speed.

A similar bias would appear to be in place when it comes to safety, where the safety of individuals driving automobiles takes precedence over the safety of individuals outside of those automobiles. In short, geometries that make the transportation system **safe** for motorists frequently make it **unsafe** for non-motorists. Think wide lanes on straight, level roadways with unobstructed clear zones to the sides. Contrast this with the geometries of a roadway that are more favorable to the safety of non-motorists (think narrow, complex, and twisty). The thing is, these alternative geometries result in slower **design speeds**, which is safest for **everyone**.

We would hope that it goes without saying that adding lanes to such a roadway already biased toward the safety and comfort of motorists only makes that roadway even less safe for non-motorists. This remains the case even if those additional lanes are accompanied by complete streets elements.

In the LRTP, where the preferred alternative roadway projects are listed, for 34 of the 47 Roadway Expansion Projects (72%), the project description calls for widening to accommodate additional lane miles. In contrast, those project descriptions mention bicycle and pedestrian improvements and accommodations (sometimes qualified by "within project limits"), only at the end. As such, these complete streets elements seem to come across as add-ons and secondary.

When we commented on this at a recent CMP meeting, we were told that, while lane additions are the most expensive component of these projects, they are not necessarily the priority. While we would like to believe that, we find it very hard to do so. Even if the claim is true, including complete streets treatments in these projects will have minimal positive impact for non-motorists. The benefits yielded by isolated segments of bicycle lanes, especially when not protected from automobile traffic, are easily negated by additional lanes of traffic.

One of the goals listed in the plan document is to "invest in high quality, safe, sustainable and comfortable bicycle and pedestrian facilities, with an emphasis on facilities that are separate from vehicular traffic". We applaud this. However, we would like to see the preferred alternative projects explicitly commit to separated or protected facilities - via inclusion of such wording in their descriptions. Given the plan document's frequent mentions of safety for non-motorists, we don't feel that this is asking for too much. And given that Baltimore County, in particular, has yet to build **any** on-road protected bicycle infrastructure, we feel that we have reason to be skeptical.

Induced Demand

We find it noteworthy that the plan document, in general, and the Congestion Management section, specifically, makes no mention of or acknowledgement of induced demand. When applied to transportation, "induced demand" refers to the idea that increasing roadway capacity encourages more people to drive, thus failing (over the long run) to reduce congestion.

Given that so much of the preferred alternative is focused on roadway expansion, and that the phenomenon of induced demand is (we believe) well-known and well-proven, it seems to us that this disconnect needs to be addressed. Granted, the content of the Congestion Management section speaks primarily to non-expansion strategies. A simple scan of the "Likely Congestion Management Strategies" table yields repeated mentions of non-expansion strategies that we favor (such as public/active transportation). But, that same table also makes frequent mention of "Roadway changes (new lanes)".

Is the BRTB membership somehow of the opinion that induced demand is a discredited and meritless concept? Regardless, we'd like to see it addressed and an explanation provided as to how the preferred alternative will **not** induce additional demand for future roadway expansions. If the BRTB were to fully embrace the exercise, they could go further and provide an analysis of how expanding and improving transit and active transportation infrastructure goes on to induce more demand for those modes of travel, as well.

Low Standards for Transit

The "Analysis of Preferred Alternative - Environmental Justice" section in Appendix C is particularly frustrating. The conclusion of this section leads with the statement that "The measures analyzed indicate that the surface transportation investments in Resilience 2050 should not have disproportionate impacts on EJ TAZs." This is not an adequate goal. With this, the BRTB is essentially saying that they are not making things worse for EJ TAZs. We feel that the goal should, instead, be to have disproportionately **positive** impacts on EJ TAZs. There is a long history of inequity to recover from and compensate for. As such, moving forward in equal measure from an unequal baseline is unacceptable.

In "Table 15 - Full Results: Environmental Justice Analysis", we see most of the metrics color-coded green to signify improvement. However, the story being told here is very misleading.

With some deeper analysis, the finding we see here is that, for every metric but one (9 out of 10), the preferred alternative yields improvements that are greater (or declines that are lesser) for Non-EJ TAZs than EJ TAZs. And, as we have already mentioned, the baselines for both cohorts have inequitable starting points. How are these results not disproportionate? More explanation needs to be provided.

Overall, the evaluation of potential effects of the preferred alternative suffers from two basic flaws:

1. Very low standards for public transportation and its riders.
2. An overwhelming bias in favor of automobile-centric transportation.

The two lead metrics in Table 15 are as follows:

1. Average number of jobs accessible by auto within 30 minutes
2. Average number of jobs accessible by transit (walk access) within 60 minutes

Why is the baseline time frame for accessibility by automobile **30 minutes**, and yet **60 minutes** by transit? That's twice as long. Does the BRTB believe that transit riders value their time any less than motorists? We find that unlikely. What seems more plausible to us is that the BRTB simply has lower standards for public transportation than it does for automobile-centric transportation. These numbers should be equivalent - 30 minutes for both.

Worse still, the plan document explains that, for transit, the time calculations "include time estimates for walking to a transit stop, wait times, transfer times (walking and waiting), and walking from the final transit stop to the destination." As much as we appreciate and value the sophistication of this formula, it is inadequate.

As most any rider of public transit in the Baltimore region will tell you, the system is rife with late-arriving and no-show buses and trains. As best they can, transit riders do their best to anticipate these service deficiencies and allocate buffer time accordingly. As such, the time calculation formula used in the plan document should factor in such metrics as headway adherence and schedule adherence, as provided by ARIES for Transit (or similar).

The "Average travel time in minutes for shopping purposes" metric is worth highlighting here, in particular. The preferred alternative will shorten travel times by transit and lengthen them by automobile. This is good. However, the resultant times (for EJ TAZs) are 9.67 minutes by automobile and 39.29 minutes via transit. If anything, shopping trips via transit should be **quicker** than by automobile. Carrying bulky purchases home via public transit simply isn't feasible. As such, shopping via that mode requires more frequent trips.

To the credit of the plan document, it does clearly state these imbalances:

- "Auto access to jobs within 30 minutes exceeds transit access to jobs within 60 minutes across all TAZs. For example, in the 2050 PA scenario, auto access is more than two times greater than transit access in EJ TAZs and more than three times greater in non-EJ TAZs."
- "Auto access to shopping opportunities exceeds that for transit regardless of TAZ type or scenario."
- "Average transit commute times are significantly longer than those for auto regardless of TAZ type."
- "As with commute times, the average travel time for shopping purposes is much longer by transit as compared to auto. Transit times are approximately four times longer than those for auto across both TAZs and scenarios."
- "As we saw with average commute and shopping travel times, average travel times to the closest hospital are longer for transit than they are for auto. As compared to auto, transit times are about four times higher for EJ TAZs and more than two times higher for non-EJ TAZs across both scenarios."
- "However, transit access is once again significantly less than that for auto travel."
- "Similar to the other closeness measures, the TAZ percentages for transit are significantly less than those for auto."
- "Auto access and mobility are uniformly better than that for transit."

We acknowledge and appreciate this transparency. However, the plan document seems to make a concerted effort to bury these lackluster results that the preferred alternative will yield. Instead, the plan document overstates the benefits of the preferred alternative for both transit riders and EJ TAZs.

The bottom line is that, with the preferred alternative, transit travel times will remain 2-4x higher than automobile travel times. The upper threshold for a one-person household defined by the BRTB as "low-income" is $29,000. Given the financial burdens of purchasing and owning an automobile, this result yielded by the preferred alternative is unacceptable.

Not Moving the Needle

This LRTP features some progressive changes from plans of the past, including the following:

- Transit projects are awarded extra points in the scoring process.
- All projects are awarded extra points for safety improvements.
- Impacts to Environmental Justice communities are analyzed at-length.
- From purely a content perspective, active transportation is given significant focus.

Unfortunately, despite these changes and efforts, the preferred alternative proposed by the LRTP will not move the needle in a significant way with regard to any of these dimensions.

The plan document seems to make much of the $8.9B the preferred alternative targets toward transit system preservation and the $4.8B it targets toward transit expansion. However, these amounts are eclipsed by the $11.9B targeted toward roadway preservation and $6.9B targeted toward roadway expansion.

Sadly (in our minds), the results are predictably disappointing.

As shown in "Figure 2 – Daily Trips in the Baltimore Region by Travel Mode" in Appendix C, the preferred alternative does **not** result in anything even remotely resembling a significant shift away from trips taken in single occupancy vehicles. The bars in the graph are level.

As shown in "Table 2 - 2019, 2050 Existing + Committed and 2050 Preferred Alternative Performance Measures" in Appendix C, the preferred alternative does **not** result in anything even remotely resembling a significant increase in transit ridership - and the average weekday mode share for transit remains **completely unchanged between 2019 and 2050** (at 3.63%). This is unacceptable.

We fully understand that our transportation system is large and complex and that change takes time. But, the preferred alternative proposed by the BRTB essentially yields **no changes to the bottom line over the course of the next 26 years**. This is unacceptable.

The construction of our automobile-centric transportation system began in earnest in 1956 (with the signing of the Federal-Aid Highway Act). That was **67 years** ago. Given that time frame, we don't believe that moving the needle in a different direction over the course of the next **26 years** is an impossible task. In fact, given historical precedent, we see it as being completely doable.

Consider that, from 1947 to 1963 (a span of only 16 years), Baltimore streetcar ridership declined 100%, from pervasive to extinct. It was policy changes pursued by past governmental, institutional, and commercial interests that brought about tectonic shifts such as these to the Baltimore region's transportation system and built environment. Those forces remain in place in our region, although they take different forms these days. The BRTB is a manifestation of one of those forces.

The BRTB has it within their power to effect such changes to today's transportation system. Unfortunately, given the plan document, we aren't seeing a willingness among the BRTB members to do so. They are essentially choosing to maintain the status quo.

Closing

We understand that these comments are lengthy. However, the document/plan on which we are commenting is, itself, very lengthy. We hope that you take our comments to heart and appreciate the effort we have put into them. We believe they reflect the respect we have for the effort that the BRTB has placed in the LRTP and the plan document.

We understand that we have brought up a large number of points that we have requested be addressed and questions we would like to see answered. In order to make doing so easier, we have listed them below (16 items below).

Thank you very much for your efforts on behalf of the Baltimore region and the people who live here and care so much about its future. We appreciate the opportunity to comment and look forward to reading your reply.

We understand that we have brought up a large number of points that we have requested be addressed and questions we would like to see answered. In order to make doing so easier, we have listed them below.

BRTB: Thank you for the time you and Strong Towns Baltimore put into reviewing and developing thoughtful comments on the planning process for *Resilience 2050*.

1. Provide a concise rationale for each project.

   BRTB Response: Thank you for the comment from Strong Towns Baltimore and for participating in the planning process for *Resilience 2050*. The BRTB always struggles between trying to provide detailed and digestible information. The current draft plan is 346 pages long and we look for other ways to concisely tell the story of the plan. We have heard that the public responds best to graphic information and the BRTB has chosen to provide an interactive project map and ESRI Story Map in response. Many of these projects are envisioned to be planned, engineered and constructed 10 or 20 years from now and have not progressed through required National Environmental Policy Act (NEPA) planning efforts that will determine details on the projects. Candidate projects submitted for consideration into *Resilience 2050* have gone through various levels of local development and review such as inclusion in local comprehensive plans and transportation plans. Locally sponsored projects have more details provided in each jurisdiction's Annual Priority Letter.

   We strive to provide enough detail for public vetting, recognizing that project details are not finalized until the completion of NEPA. Projects being identified in a regional long range plan does allow for projects to progress through NEPA.

2. Provide a breakdown of itemized (technical) component scores for each project.

   BRTB Response: The project scoring sheet is now online and will be included in Appendix B.

3. Provide the policy scores assigned by each jurisdiction to their submitted projects.

   BRTB Response: The project scoring sheet is now online and will be included in Appendix B.

4. Provide a graph that plots the population growth forecast for the Baltimore region against the growth of system preservation costs in the Baltimore region.

BRTB Response: It is true that system preservation and operations costs have increased, far outpacing population growth in the region. As such, system expansion funds have decreased to ensure that we adequately maintain and operate our current transportation system. This also translates into reduced funding for system expansion from previous Long Range Plans. This strain on Maryland's transportation trust fund was recognized by the General Assembly this past session. 2023 Senate Bill 024 establishes a Maryland Commission on Transportation Revenue and Infrastructure Needs. The Commission will review among other items: 1) Revenue trends, 2) Trends in operating and capital expenditures, and how existing resources have constrained programming, and 3) Methods other states are funding transportation needs.

The Commission is scheduled to provide an interim report on or before January 1, 2024.

5. Explain how the BRTB expects the Baltimore region's tax base to cover the projected 103% increase in system preservation costs, given that the region's population is only projected to grow 12.6%.

   BRTB Response: See response to comment #4.

6. Provide the historical rate of increase (or decrease) in system preservation costs for the Baltimore region, extrapolate that out to 2050, and then compare that against the forecasted population growth rate of 12.6%. Provide an explanation as to a) why the historic trend of cost increases will not continue into the future or b) how the BRTB expects the Baltimore region's tax base to cover the projected escalating increases in system preservation costs.

   BRTB Response: See response to comment #4.

7. Rework the socioeconomic forecasting section of the plan document to acknowledge that such changes are shaped and induced by the BRTB.

   BRTB Response: The socioeconomic forecasts are based upon locally adopted Comprehensive Plans and zoning regulations that are governed under the State of Maryland Land Use Article, as well as socioeconomic and development trends, market conditions and other local growth-related policies. The BRTB adopted Resolution #23-1 in June 2022 that guides the transportation investments in *Resilience 2050*. Local Comprehensive plans do regularly get updated and economic development conditions are changing, resulting in updates to forecasts that will be reflected in plan updates and amendments.

8. Provide MDOT's/BRTB's plan for achieving Vision Zero by 2030, as enacted by law.

   BRTB Response: The Maryland Department of Transportation is implementing a statewide Strategic Highway Safety Plan (SHSP) (https://zerodeathsmd.gov/highway-safety-office/strategic-highway-safety-plan/) utilizing a Zero Deaths approach. That plan is developed by a variety of safety stakeholders and governed by an Executive Council composed of the Secretary of the MDOT, the MDOT MVA Administrator, the MDOT SHA Administrator, the Secretary of the Maryland Department of State Police (Superintendent), the Executive Director of the Maryland Institute for Emergency Medical Services Systems, the Chief of Police of the Maryland Transportation Authority, and the Deputy Secretary of Maryland's Department of Health and Mental Hygiene.

During the development of the Maryland SHSP, a vision of zero was identified to comply with the Maryland Vision Zero law and a target-setting methodology using five-year rolling averages and exponential trends was adopted to comply with federal reporting requirements.

All traffic safety documents in the state of Maryland conform to the same target-setting methodology, including the SHSP, the MDOT Transportation Plan (MTP), the MHSO Highway Safety Plan (HSP), the MDOT SHA Highway Safety Improvement Plan (HSIP), MDOT SHA's Commercial Vehicle Safety Plan (CVSP), and the Traffic Records Coordinating Committee's (TRCC) Traffic Records Strategic Plan (TRSP). Additionally, all planning documents developed by the MHSO staff and all State-level reporting to the Governor use the SHSP Emphasis Area fatality and serious injury target-setting methodology.

Per federal statute, the BRTB may adopt the State's safety targets or develop independent metrics. Since 2018, the BRTB has adopted the State's target-setting methodology, for consistency with safety performance reporting with partner agencies, and applied that to region-specific crash, serious injury, and fatality figures.

To improve safety in the Baltimore region, each of the seven jurisdictions has begun developing or implementing a Local SHSP. The structure, goals, and targets of each Local SHSP are determined by a multi-disciplinary team of local partners and are not required to conform to the State approach.

Speed on the roadway network is a major safety concern and the BRTB is adopting the Safe System Approach (SSA) by implementing a range of projects that address all five principles of the SSA. Those include the Look Alive campaign with Signal woman and the law enforcement training seminars that address the behavioral aspect, because research has shown that lowering speed limits on roadways does not translate into lower travel speeds with education, enforcement and engineering support. The BRTB also supports the implementation of Local SHSPs, all of which contain a speeding Emphasis Area, and local agency efforts to change speed limit policy and education, enforcement, and engineering improvements.

9. For roadway projects that call for bicycle accommodations, modify the project description to commit to separated or protected facilities (where such commitment exists).

   BRTB Response: Many of these projects are envisioned to be planned, engineered and constructed 10 or 20 years from now and have not progressed through required National Environmental Policy Act (NEPA) planning efforts that will determine details on the projects. We strive to provide enough detail for public vetting, recognizing that project details are not finalized until the completion of NEPA. Projects being identified in a regional long-range transportation plan does allow for projects to progress through NEPA. The Maryland Department of Transportation (MDOT) is committed to improving safety and multimodal accessibility for all users on its network. The *Context-Driven: Access and Mobility for All Users Guide* is a planning and design resource offering guidelines centered on establishing safe and effective multi-modal transportation systems. This guidance includes evaluating the feasibility of implementing proven safety countermeasures and innovative treatments, such as protected bicycle facilities, where feasible. Currently, MDOT is investigating opportunities to further align its regulations, policies and capital investments with its Context Guide principles and Vision Zero goals that create a safer transportation network for vulnerable road users.

10. Provide an explanation as to how the preferred alternative will not induce additional demand for future roadway expansions.

BRTB response: Current regional scale travel forecasting models are able to simulate some, but not all, elements of induced demand. Our model does recognize that when a roadway is improved, speeds will increase. This will result in more vehicles being attracted to this facility that may result in longer travel distances. The model also has a mode choice module that will look at alternate modes and may shift trips to/from transit or highways depending on the mode (highway or transit) travel time. These effects will show up in the Vehicle Miles Traveled (VMT) figures in Appendix C of *Resilience 2050*. Increased travel time reliability that induces additional household trip making is not captured in travel models. However, model household behavior trip rates are adjusted with the collection of observed data. Our modeling team continues to review national best practices and will try to include any modeling advancements that may improve our model in these areas. Thank you again for your comment.

11. Set a goal for the LRTP to have disproportionately positive impacts on EJ TAZs.

    BRTB Response: As mentioned previously, the regional long-range transportation plan is updated every four years and this is a good suggestion for the consideration of the next round of goals (goals and strategies for *Resilience 2050* were adopted via Resolution #22-6 in November 2021). In addition, the BRTB is near completion of an equity scan project. This project seeks to identify strategies to improve the integration of equity into BRTB policies and programs, with a focus on four key transportation planning documents. Several of the recommendations in the upcoming final report will relate to the LRTP, including project prioritization and analysis tools, and the BRTB will work to implement these recommendations in the next LRTP.

12. Explain how the preferred alternative does not have disproportionate impacts on EJ TAZs, given that, for 9 out of 10 metrics, the preferred alternative yields improvements that are greater (or declines that are lesser) for Non-EJ TAZs than EJ TAZs.

    BRTB Response: Sometimes percentage changes mask absolute number improvements for EJ Travel Analysis Zones (TAZs). For example, as shown in Table 7 of Appendix C, implementation of the projects in *Resilience 2050* is projected to increase the average number of jobs accessible by transit within 60 minutes by 43,780 (229,012-185,232) in EJ TAZs (a 23.6% change). The number of new accessible jobs by transit in Non-EJ TAZs is projected to increase by only 19,501 (91,978-72,477) (a 26.9% change). Absolute improvements for EJ TAZs are larger for 8 of the 12 measures (excluding the three auto proximity measures where EJ access is already near 100% and the average travel time for shopping purposes by auto measure, where EJ and non-EJ TAZs see near identical absolute increases).

13. Set the baseline time frames for accessibility by both automobile and transit to be the same - 30 minutes.

    BRTB Response: Reporting metrics by differing travel times for highway versus transit is a common practice in regional transportation planning across the nation. As reported by the US Census Bureau, 2019 American Community Survey, the 2019 Average Travel Time to Work by Means of Travel for drive alone is 26.4 minutes and 46.6 minutes for bus. Setting the transit bar too low may not paint an accurate picture of normal travel times. We can explore reducing the transit travel time in future updates to the long range transportation plan.

14. Modify the public transit time calculation formula to factor in such metrics as headway adherence and schedule adherence.

    BRTB Response: Unfortunately the regional travel demand model does not have the capability to adjust to match these factors with projections going out to 2050.

15. Highlight the fact that, with the preferred alternative, transit travel times will remain 2-4x higher than automobile travel times.

    BRTB Response: Unfortunately as mentioned previously, transit travel times are significantly higher nationwide versus highway travel times.

16. Propose a preferred alternative that results in the following:

    A significant shift away from trips taken in single occupancy vehicles.

    A significant increase in transit ridership.

    A significant increase in the average weekday mode share for transit.

    BRTB response: The BRTB shares your desire to focus on improving the transit system in the Baltimore region. As such, the Board adopted every candidate transit project that was submitted for consideration in *Resilience 2050*. The Board is also expanding planning efforts around other transit projects that could translate into new candidate projects for future plan updates.

    We also support MDOT's Commuter Choice program that offers financial support for rideshare coordinators in each jurisdiction, a statewide Guaranteed Ride Home program and other programs such as the incenTrip mobile app. On the pedestrian side consider Walktober. October in Maryland becomes WALKTOBER, a month where the Maryland Department of Transportation (MDOT) and other partnering agencies promote and host events and webinars spotlighting Maryland pedestrians' safety, health and commuting options in current walk programs and Initiatives.

    The Maryland Department of Transportation, the Maryland Department of Planning, the Maryland Department of Health, MDOT State Highway Administration, Maryland Highway Safety Office, Maryland Department of Natural Resources, America Walks, and AARP annually share a series of informational resources and free webinars for pedestrians throughout the month of October. The weekly webinars are tailored to interest pedestrian enthusiasts, advocates, planners, and residents.

    In closing, thank you again for your comments.

OTHER TOPICS (5 comments)

1. **Anonymous**

(1) Timeline - Every time I see projects like this, the projections are that things will be built and usable by like 2030, 2040, etc. I have lived in Baltimore 10 years, and have biked, walked or taken the bus through all of it. I don't want a better bike lane system when I am 50. I want it yesterday. The slowness of all these types of projects are their death knell, as opposition builds faster than infrastructure does, and the high cost and long timeline become reasons not to do this type of work. No leaders want to sign on, absorb all the blow back about costs, headaches, etc., and then let someone 4 election cycles later take credit for a ribbon cutting, meanwhile every political challenger runs on infrastructure opposition.

(2) Lack of Faith - How are we supposed to have faith in this project when all that ever seems to get built is more roadway, and at best mass transit gets some fancy map, a repainted bus, but little actual improvement. Seeing any money dedicated to roads is disheartening. The debacle with the Tiding's Bridge "bike" lane shows how hopeless these efforts often art. I will have in these

projects when someone from the state comes out and tells people "no more roads, cars are not the priority, deal with the streets and traffic you have." In the end these projects get watered down once a few people complain about difficulty driving, losing traffic lanes, or even 1 parking spot disappearing.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We agree that the slow pace of infrastructure projects can be frustrating. It can be disheartening to see timelines of years or decades before meaningful changes are implemented. The reality is that planning, designing and constructing major transportation infrastructure projects takes time. Key steps such as public involvement, addressing community concerns and environmental reviews are complex and time consuming, but are also vital to project success. While progress can be slow, we have to consider each phase carefully to ensure projects are effective and sustainable.

Opposition and cost are also common challenges for infrastructure projects. The projects in *Resilience 2050,* while broadly scoped at this stage, will require significant investments to implement. As projects move from the conceptual to the implementation phase, they enter the short-range Transportation Improvement Program, which details projects utilizing federal funds over the next four years. This process can take time, and opposition to projects as well as securing funding to move a project forward are often challenges. However, these elements make it even more crucial to spend significant time and effort throughout the planning and implementation process to address concerns and communicate the value of projects.

We think that *Resilience 2050* represents a step in the right direction for transit, bicycle and pedestrian investments. *Resilience 2050* includes over $4.8 billion in funding for transit expansion projects throughout the region. These projects include two major transit corridors, the East-West and North-South Transit Corridors, seventeen transit hubs throughout the region and several new express bus and BRT routes, among others. In addition, nearly 3/4 of the projects in *Resilience 2050* include bicycle and pedestrian facilities as part of their project scope. *Resilience 2050* also includes $250 million in funding set-aside for strategies improving air quality in the Baltimore region. Sixteen regional bicycle and pedestrian priority projects are included in *Resilience 2050* as part of this set-aside funding (see page 30 of Chapter 7).

And we encourage you to continue to be involved in the planning process for future BRTB products. An upcoming project you may be interested in is the Vision for a Regional Bicycle Network, beginning in summer/fall 2023. The regional bicycle network project will include extensive public engagement and the opportunity to update the list of top regional active transportation priorities developed in spring 2022.

Thank you again for your comment.

2. **Jim E**

Important to get this Right…but very challenging !! Relieve congestion, improve infrastructure, safety, mass transit without increasing taxes! ?? We GET what we pay for! Entertainment/Escapism “more important” to most citizens (vs. paying taxes for maintenance & improvement investments)?!

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The significant challenges you raise regarding congestion, maintenance, safety and transit emphasize the importance of long-range planning.

Identifying regional goals and evaluating projects based on those goals helps to ensure that future transportation investments yield a safe, accessible and equitable transportation system. It's also important to reevaluate plans. The long-range transportation plan is a living document that can be amended and is updated every four years.

While we work hard on public outreach materials and gathering public input, it can be a challenge to engage people in the long-range planning process. This makes it even more crucial to spend time and effort communicating how long-range projects with timelines of years or decades can yield meaningful benefits for transportation. We encourage you to continue to engage with and comment on future BRTB plans.

Regarding taxes, financial trends over the last several LRTPs have shown increases in system preservation and operations costs. As such, system expansion funds have decreased to ensure that we adequately maintain and operate our current transportation system. This strain on Maryland's transportation trust fund was recognized by the General Assembly this past session. The 2023 Senate Bill 024 establishes a Maryland Commission on Transportation Revenue and Infrastructure Needs. The Commission will review, among other items: 1) Revenue trends, 2) Trends in operating and capital expenditures, and how existing resources have constrained programming, and 3) Methods other states are using to fund transportation needs. The Commission is scheduled to provide an interim report on or before January 1, 2024.

Thank you again for your comment.

3. **Paul Emmart**

   Where is the registration link for the outreach meetings? No one has the time to go to in person meetings at dinner time. If you intended this, then please state it! Otherwise the outreach will result in a poor showing.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Details about our public meetings to discuss the *Resilience 2050* plans in more detail are listed on the second of three tabs on our *Resilience 2050* PublicInput project page, 'Public Meetings.' In addition to in-person meetings with each of our jurisdictional partners at various times on weekday evenings throughout the comment period, we hosted a virtual meeting on Wednesday, May 24 at 12 p.m. We apologize if you missed us, and encourage you to view a recording of the meeting available on our YouTube channel (@BaltoMetroCo).

   Thank you again for your comment.

4. **Bill Marker**

   Comment one. I saw the note in Sunday's paper and went have a second comment I wanna make, but getting to the meeting was very problematic. There is nothing on the ad that says how'd to get to the meeting. It just says join for a virtual meeting on May 24th at 12:00 PM And then I tried doing the QR code and that just led me the information. I'm not sure how I, what I finally kicked in to get to it, but the, the ad is very deficient, I would say. I had to get to the meeting. And two, I have a procedural concern that I live in the Barry Circle, part of big town, a mile west of the Harbor in Baltimore. Two, I have a procedural concern that could affect substantive. I saw there's a meeting in each county, but counties at different sizes. I'm afraid that could give over representation and the results to smaller counties. So I would suggest that meetings should be probably each state senate district would essentially be giving a me equal meeting per

population. I just, I think that, and certainly not all of Baltimore City can make it down easily. Make it to gay Street. You're all about transportation. So, you know, so I am, those are my comments. Thank you.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We're glad that you saw our print ad, and apologize that we weren't able to include more details beyond the address of each meeting due to space and budget limitations. Going forward, we will more carefully consider ways to share more detailed information about how to access in-person meetings. Regarding the number of meetings, we are limited by the duration of the comment period and the bandwidth of our staff. However, we will consider how we can continue to make our opportunities for public involvement more accessible, particularly as we navigate a return to in-person programs. We would welcome the opportunity to work with any elected officials, community groups or other organizations looking to help us engage more of our community members in our transportation planning efforts.

Thank you again for your comment.

5. **Melanie**

The BRTB plans have finely detailed road widening projects and hugely ambiguous language about anything else from micromobility to transit infrastructure. The lack of any detail on what these goals are for transit, while having highly detailed goals for the expansion of personal car level of service, indicate priorities counter to the interests of Marylanders facing climate catastrophe and ongoing upkeep shortfalls on the already overbuilt and oversprawled road system. Who made these decisions that will actively hurt Marylanders for generations to come?

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The BRTB always struggles between trying to provide detailed versus digestible information. The current draft plan is 346 pages long and we look for other ways to concisely tell the story of the plan. We have heard that the public responds best to graphic information and the BRTB has chosen to provide an interactive project map and ESRI Story Map in response.

Many of these projects are envisioned to be planned, engineered and constructed 10 or 20 years from now and have not progressed through required National Environmental Policy Act (NEPA) planning efforts that will determine details on the projects. In the case of new transit service, we provide as much detail as available while recognizing that details such as the specific route, stations, frequency, and even mode (in some cases such as the East-West and North-South transit corridors) will not be known without further planning. Most details are not yet known for roadway projects, though most roadway projects involve expansion of already existing facilities. Candidate projects submitted for consideration into *Resilience 2050* have gone through various levels of local development and review. Locally sponsored projects have more details provided in each jurisdiction's Annual Priority Letter.

We strive to provide enough detail for public vetting, recognizing that project details are not finalized until the completion of NEPA. Projects being identified in a regional long range transportation plan does allow for projects to progress through NEPA.

Thank you again for your comment.

PROJECT SPECIFIC (8 comments)

1. **Rivers Edge neighborhood - Anonymous**

   Please connect Rivers Edge neighborhood (intersection of MD 29 and MD 32) to the Columbia walking and biking trail network via Holiday Hills Park.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. A new pathway connection is being studied by the Maryland Department of Transportation. This project is in the early stages, but the overall goal is to investigate the opportunity for a bicycle and pedestrian path between the Rivers Edge Community, Clarksville Hunt Community, and the Johns Hopkins Library Services Center.

   Thank you again for your comment.

2. **MD 295/I-695** - **Anonymous**

   Perhaps it's outside of the scope of this project but I'd like to suggest studying and correcting the I-295/I-695 interchange on the south side of Baltimore. The number of vehicles that fail to negotiate the on/off ramps is ridiculously high.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We appreciate your inquiry regarding safety concerns at the I-695 interchange with MD 295 in Anne Arundel County. MDOT State Highway Administration is currently reviewing the interchange geometry of the ramps and will consider potential improvements upon completion of the review, anticipated in fall 2023.

   Thank you again for your comment.

3. **MD 161 and MD 155** – **Anonymous**

   Remove current stop sign configuration and install a roundabout at intersection of Rt. 161 and Rt. 155 in Harford County. The current volume of traffic causes numerous instances of individuals not observing/adhering to the stop sign. This subsequently causes dangerous navigation of the intersection.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We appreciate your inquiry regarding intersection safety concerns along MD 155 (Level Road) at MD 161 (Darlington Road) located in Harford County. MDOT State Highway Administration is currently conducting a review of this location and will consider potential improvements upon completion of the review, anticipated in August 2023.

   Thank you again for your comment.

4. **Support for several projects** - **Joel Binkley**

   I live outside Annapolis not far from where the new Parole Transit Center is being constructed. I frequently drive the roads around Parole, US 50/301, I-97, and MD 178/General's Highway. I strongly support the following elements of the *Resilience 2050* Plan:

Widening I-97 north of US 50. There is constant congestion on northbound I-97 in the afternoons where traffic existing US 50 and MD 665 condense down to two lanes of northbound traffic on I-97. I would be surprised if traffic numbers warrant a full interchange at Crownsville/MD 178 but I wouldn't be opposed.

"Express bus" services from Annapolis/Parole to New Carrollton, Fort Meade/Columbia, and Glen Burnie. More of these bus services in all directions from Annapolis will help regional transportation, ideally when combined with HOV or Bus only lanes on major highways.

Completing the missing segments of the South Shore Trail through Crownsville and Parole. I would strongly advise a connection to Rolling Knolls Elementary school via Epping Forest road to allow more youth the opportunity to bike to school.

Improvements to MD 214 including intersection improvements at Riva Road and MD 424.

Please go even further and plan for future rail transit connections between New Carrollton and Annapolis (extend the orange line). Preserve the median of US 50 for a potential rail line as was constructed in Northern Virginia with the silver line. If it makes sense feasibly to extend a light rail line south of Washington DC to Waldorf (see SMRT plan) it surely make sense to connect Maryland's capital to the Metro system via New Carrollton.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. We appreciate the support of the improvements to I-97, MD 214, expansion of regional express bus and completion of the South Shore Trail as proposed in *Resilience 2050*.

Regarding the extension of rail between Annapolis and New Carrollton, we support the importance of a regional transit link between Annapolis and Washington, DC. This connection is also identified as a regional transit corridor in the Regional Transit Plan for Central Maryland and regionally significant transit connection in the draft Statewide Transit Plan. While future considerations for this connection could include rail, or some other form of higher capacity transit, in the next 25 years we anticipate express bus service as being the most likely to get implemented within the fiscal constraints of this plan. If we were to allocate the amount of resources required towards a rail connection for this corridor in *Resilience 2050*, numerous other projects would have to be eliminated from the plan to stay within the anticipated revenues as shown in the *Resilience 2050* Financial Plan (Chapter 6). It is our preference to provide express bus service at a high enough frequency to provide an attractive alternative to single occupancy vehicular travel. Should that service be provided as planned in *Resilience 2050*, the ridership for that route will provide justification for further enhancements of that service including increased frequency and potentially an upgrade to BRT or rail, or other high frequency mass transit options. Anne Arundel County will continue to advocate for the expansion of regional transit services, including in the annual priority letter to the Maryland Department of Transportation for inclusion in the annual Consolidated Transportation Program.

Regarding the recommended connection of the South Shore Trail to Rolling Knolls Elementary School, Epping Forest Road has been identified as a secondary bicycle network connection in the County's newly adopted pedestrian and bicycle master plan, *Walk and Roll Anne Arundel!* (shown on the Region 6 map on page 50). Whether the connection from Rolling Knolls Elementary to the South Shore Trail happens as part of the trail construction or as a separate project by the County in keeping with the investment priority of providing Safe Routes to School from the County's transportation master plan, *Move Anne Arundel!*, would be determined during the design of Phase III of the South Shore Trail which will include public involvement at that time.

Thank you again for your comment.

5. **Interchange** - **Jim E**

   I 70/ I 695 connection — reduce outrageous congestion!! Maybe by improving Public Transit! ☺

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The BRTB's 2024-2027 Transportation Improvement Program (TIP) include a project to replace bridges and all ramps at the I-695 and I-70 interchange. This $275 million MDOT State Highway Administration project will improve operations at the interchange. Construction is anticipated to begin in spring 2025 and be completed in fall 2028.

   Regarding public transportation, *Resilience 2050* includes over $4.8 billion in funding for transit expansion projects throughout the region. These projects include two major transit corridors, the East-West and North-South Transit Corridors, seventeen transit hubs throughout the region and several new express bus and BRT routes, among others.

   Thank you again for your comment.

6. **More Transit** - **David Highfield**

   Mass transit could be helpful if extended into Carroll County.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The policy of Carroll County, through the adopted plans and Board of County Commissioners' resolutions, has always been to provide transit services only within the County. There are currently no plans to expand this type of service outside of the County. The most recent Transit Development Plan (TDP), which provides a plan for public transportation improvements in the County over a five year period, reinforced this policy.

   Thank you again for your comment.

7. **No to Broening Highway Interchange** - **Turner Station Conservation Teams Inc. (Gloria Nelson, President)**

   On behalf of our beloved community, Turner Station Conservation Teams Inc. (TSCT) is opposed to the I-695 Broening Highway interchange and its threats to our community's integrity, public health and natural environment. Turner Station is a waterfront community surrounded by heavy industry and suffering from the collapse and toxic legacy of Bethlehem Steel, its primary industrial employer. TSCT diligently works to revitalize our historic African American community of approximately 3000 residents, a majority minority population with low income above the regional average. We face infrastructure issues, housing challenges, flooding, poor air

and water quality, a lack of green infrastructure, etc. With the assistance of several partners, we are finally making progress in our struggle against a history of environmental injustice.

The I-695 at Broening Highway Interchange is an unprecedented challenge for our community. It's so ironic that BRTB's theme is "*Resilience 2050*: Adapting to the Challenges of Tomorrow". We are working with The Nature Conservancy and our Board recently completed a TSCT Vision Strategy Session to revisit our vision, mission and strategies to create a more resilient community organization to adapt to the challenges of tomorrow. Now it is clear that our present and future greatest challenge is facing us - an interchange at our back door at I-695, Exit 44.

We're aware that Congressman Dutch Ruppersburger obtained 1.5 million dollars for planning a full interchange to support Trade Point Atlantic's increased growth and traffic. We also noted that we're now discussing a partial interchange. Does that mean that our ground zero community's quality of life and health consequences will be only partially impacted when our ailing residents are studied in the future? Is the economic success of Trade Point Atlantic more consequential than the health and safety of our vulnerable residents?

Turner Station is the largest historic African American community in Baltimore County and a poster child for inequity. Your decision will make a strong statement about how Baltimore County and the State of Maryland plans to adapt to the challenges of tomorrow. We look forward to working together for the best possible outcome for the community of Turner Station.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. This comment, in full, will be entered into the record of *Resilience 2050* and re-shared with Baltimore County when the upcoming feasibility study begins. A feasibility study is a detailed analysis that considers all of the critical aspects of a proposed project in order to determine the likelihood of it succeeding. The study is designed to help decision-makers determine whether or not a proposed project or investment should be pursued. There will be an opportunity for Turner Station to weigh in at that time, which is before a decision is made to move forward.

Thank you again for your comment.

8. **Snowden River Parkway** - **James Wilkinson**

21: Widening of Snowden River Parkway from four to six lanes from Broken Land Parkway to Oakland Mills Road. Agree this is a congested road, I have concerns about impacts to residences and forest buffers on north side of Snowden Rover Parkway and access to businesses also on north side of Snowden River Parkway. A widened roadway will increase noise levels to residences from increased traffic and removal of forest. Currently we are experiencing noise issues from modified car exhaust systems and motorcycles on Columbia's streets. How will noise levels be addressed? I also would appreciate more information on transit options and ideas to divert heavy truck traffic away from this area of Snowden River Parkway. Thank you.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. This project's goal is to deliver improvements along the corridor to address both congestion and safety with staged projects at intersections to address car congestion as well as new sidewalks and pathways along the corridor. While there might be some short sections, primarily at intersections, where the road will be widened from the curb, a significant portion of the project will use the existing medians to add capacity. Additionally, these types of projects also include street trees, which will address some of your noise concerns. This corridor is also served by two Central Maryland RTA routes and MDOT Maryland Transit Administration commuter bus stops at the two Park-and-

Ride lots; access to these lots is also being improved with a new pathway from Broken Land Parkway and Snowden River Parkway. We understand your concerns about heavy truck traffic. However, Snowden River Parkway provides critical truck access to the numerous business located in the industrial parks on the south side of Snowden River Parkway and this road will continue to serve this role. Regarding your concerns about noise from motorcycles and cars, this is a vehicle regulation issue that would be best addressed by the Howard County Police Department who have the authority to issue tickets to drivers whose vehicles violate state and federal vehicle noise standards.

Thank you again for your comment.

TRANSIT (23 comments)

1. **Anonymous**

   Expanding reliable, fixed-rail transit is key to Baltimore's future. Currently its difficult to get around the city without a car besides using unreliable buses which get stuck in traffic. What fixed rail transit does exist (metro and light rail) doesn't go many places people want to go and doesn't link well to other modes of transit.

   BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA is leading multiple efforts to expand the current transit system. The Regional Transit Plan, published in 2020, identified thirty corridors to be studied. Each corridor has or is projected to have sufficient ridership demand to support all-day, frequent transit and would require additional infrastructure investment to fully support successful transit. Additional study is needed to determine mode, specific route or alignment, levels of service and station locations. Investments may include dedicated right-of-way, signal priority, shelters or stations, and other customer amenities. Currently, MTA is advancing the Red Line which will provide an essential east-west connection from Woodlawn to Bayview with the potential for expansion to eastern Baltimore County. The North-South Corridor Study is evaluating existing and future transit demand between Towson and Downtown Baltimore. Baltimore Metropolitan Council is leading a pilot feasibility study for mid-opportunities corridors like BWI Airport to Columbia Town Center.

   Thank you again for your comment.

2. **Anonymous**

   Around the year 2000 we were presented with a transit system for Baltimore. In it were the continuation of the Green Line (Metro) and the Blue Line (Light Rail). What was standing out most about these two lines was that they did not connect. When the public was planning the Red Line, again there was no connection with either existing lines. The public converted the proposed bus line that was to be the Red Line to a light rail line that would be grade separated at various points, primarily through the CBD, utilizing Charles Center as a hub. (Charles Center was designed to handle a north-south and an east-west metro line).

   Then, in 2000, the public input took the B&O Museum, Camden Yard, and M&T Bank Stadium into mind when planning the route. Include University of Maryland into the mix and tie into the Metro line and the cost of running might be reduced, and we get direct connection of the two lines.

There was no thought in this latest plan to extend the green line to the MARC Line. This was presented back in 2000 and would provide access for those living along the MARC line to Johns Hopkins. The Green Line, then, was proposed to extend to Morgan State. Is that in the master plan?

Overall, we should be looking at destinations not only at Johns Hopkins Bayview but also Trade Point Atlantic. We should also be looking at existing lines to expand development at stations. Plus, we should be looking at the overall rail network of the region to see which lines can be utilized as Metro/light rail lines.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The green line was identified as part of the 2002 Baltimore Regional Rail System Plan; however, the project was not moved forward for cost-effectiveness reasons. More recently, MTA and its regional partners created the Central Maryland Regional Transit Plan, establishing a vision for transit over the next 25 years. This plan identified Regional Transit Corridors demonstrating demand for major investments in high-quality transit options. Two corridors were identified for Early Opportunity Corridor Studies: The East-West and North-South corridors, both the East-West and North-South transit corridors are included in *Resilience 2050*. The East-West Feasibility Study findings reaffirmed the need for transit along the Red Line preferred alternative alignment, as well as demonstrating the need and strong support for other areas that were studied. As a result, MTA will look at expansions from Bayview to Eastern Baltimore County as part of the Eastern Baltimore County Access Study.

Thank you again for your comment.

3. **Anonymous**

The lack of a true vision for a more regional transit network that centers on existing infrastructure in town centers is truly disappointing in the face of a climate crisis that world has to confront over the next 30 years. The focus of more than 60% of the funding in this plan is either expansion or improvements of roads that will encourage people to use cars more, which will increase greenhouse gas emissions and result in poor land use. The Baltimore Metropolitan Council needs to seriously consider how transportation will look in 30 years in the face of a changing climate and financial reality. Cars force municipalities to use land in an inefficient way that costs more for the build-out and maintenance of infrastructure and services. We need to re-think the car-dependent system that this plan continues.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The Central Maryland Regional Transit Plan, developed by the Maryland Transit Administration, serves as a guiding document for transit projects for the next 25 years. This plan, completed in 2020 is scheduled for an update in the next few years. This plan focuses not only on regional service but also local service around town centers. A number of local transit agencies do provide transit in town centers, and MDOT MTA connects to a number of those local transit services. Transit agencies are continuing to develop additional circulator services that should reduce car trips.

Thank you again for your comment.

4. **Anonymous**

If you want this city's population to ever rebound, you're gonna have to get serious about investing in mass rapid transit. A light rail that is not only reliable but it not concentrated in the wealthiest and most gentrified part of the city. A city where everyone can theoretically

get around comfortably, quickly, and affordably without a car. Otherwise there's no hope of the city ever rebounding again. No matter how "affordable" the housing stock is.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA is leading multiple efforts to expand the current transit system. The Regional Transit Plan, published in 2020, identified thirty corridors to be studied. Each corridor has or is projected to have sufficient ridership demand to support all-day, frequent transit and would require additional infrastructure investment to fully support successful transit. Additional study is needed to determine mode, specific route or alignment, levels of service and station locations. Investments may include dedicated right-of-way, signal priority, shelters or stations, and other customer amenities. Currently, MTA is advancing the Red Line which will provide an essential east-west connection from Woodlawn to Bayview with the potential for expansion to eastern Baltimore County. The North-South Corridor Study is evaluating existing and future transit demand between Towson and Downtown Baltimore. Baltimore Metropolitan Council is leading a pilot feasibility study for mid-opportunities corridors like BWI Airport to Columbia Town Center.

Thank you again for your comment.

5. **Anonymous**

I just want transit to be reliable and be easily tracked on a phone app. Currently neither are happening. Canceled busses and late busses are main reasons why more people don't ride. I'd love for busses to come more often than once an hour so if one does get canceled you can get the next one instead of having your whole day ruined.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA has several initiatives underway to improve our on-time performance and reduce cut runs. Recent operator hiring initiatives have included a one day hiring event, social media promotion, and events with partner agencies like the Baltimore City Mayor's Office. In addition to hiring additional bus operators MTA is working on infrastructure improvements to make buses faster and more reliable. MTA has grown our dedicated bus lane network significantly through projects like North Avenue Rising and the addition of three bus lane pilot corridors on York Road, Harford Avenue, and Charles/Light Streets. Additionally, MTA has ongoing efforts to steadily improve the reliability of real time data both as reported to apps like Transit App, and to increase the number of real time information signs at busy stops.

Thank you again for your comment.

6. **Jon Foster**

We need better rapid transit in popular places and we need it FAST. Not in 20 years, not in 10 years. Planning and implementation need to be much much faster. Otherwise, things will have changed by the time the FEIS is finalized and it won't make sense. Also, we must put investment into our marginalized communities, and stop looking at transit as a revenue source and more like the public good it is (like other publicly paid things -- roads, fire fighters/police, etc.). So let's open two subway/light rail lines with grade separation, through popular places that go to destinations that are underserved and let nature do the rest!

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA is leading multiple efforts to expand the current transit system. The Regional Transit Plan, published in 2020, identified thirty corridors to be studied. Each corridor has or is projected to have sufficient ridership demand to support all-day, frequent transit and would require additional

infrastructure investment to fully support successful transit. Additional study is needed to determine mode, specific route or alignment, levels of service and station locations. Investments may include dedicated right-of-way, signal priority, shelters or stations, and other customer amenities. Currently, MTA is advancing the Red Line which will provide an essential east-west connection from Woodlawn to Bayview with the potential for expansion to eastern Baltimore County. The North-South Corridor Study is evaluating existing and future transit demand between Towson and Downtown Baltimore. Baltimore Metropolitan Council is leading a pilot feasibility study for mid-opportunities corridors like BWI Airport to Columbia Town Center.

While these larger investments proceed through the planning process MTA is leading multiple projects that focus on improving service today, particularly for core bus. For instance, MTA's Fast Forward Program is investing $43 million in our core service area by accelerating projects that create a transit system that is more reliable, accessible, and easier to use. Investments include, Bus Stops and Shelters, Wayfinding, Real-Time Information Signs, and dedicated bus lanes. The goal of these investments is to improve the customer experience and improve reliability across the system.

Thank you again for your comment.

7. **Greater Washington Partnership - Kathy Hollinger CEO**

The Greater Washington Partnership (the Partnership) commends you and your team for the **Resilience 2050: Adapting to the Challenges of Tomorrow** (Resilience 2050) long-range transportation plan and the **Draft 2024-2027 Transportation Improvement Program** (draft TIP). These two plans detail the next 30 years of transportation priorities and investments in the Baltimore region which will shape the long-term economic health, vibrancy, and competitiveness of the region.

The Partnership is a first-of-its-kind nonprofit alliance of the region's leading employers in Maryland, Virginia, and Washington, DC. In 2018, the Partnership released the Blueprint for Regional Mobility, an action-oriented strategy to transform our region's transportation system into an asset that ensures our global competitiveness, expands access to opportunity, and removes barriers to mobility from Baltimore to Richmond.

The Partnership is also committed to Baltimore's Transit Future, a collaborative effort with the Greater Baltimore Committee to ensure that the region has a world-class public transit system to create shared economic prosperity and catalyze inclusive growth. Already, more than 70 Greater Baltimore businesses and institutions have rallied their support behind a shared strategy to invest in the region's transit system to drive inclusive economic growth across the region.

As you finalize the two draft plans, I encourage you to consider the following comments:

- **The Partnership applauds the inclusion of transit projects like the East-West Transit Corridor and the North-South Transit Corridor for their capacity to spur transformational and inclusive economic development**. In conjunction with other transit and regional rail projects like a new Aberdeen MARC Station, a Bus Rapid Transit corridor on US 1, and the Light Rail and MARC rolling stock fleet overhauls, the Baltimore region can advance a pipeline of transit investments to bolster economic competitiveness by connecting residents to more job, healthcare, and educational opportunities, while creating high-quality jobs and workforce development opportunities.

- **A robust, multi-modal transportation network will be critical to achieving the goals laid out in *Resilience 2050*, including goals to improve accessibility, mobility, system safety, and promote prosperity and economic opportunity**. By providing frequent and reliable alternative modes of transportation, the Baltimore region can advance economic opportunity while building a transportation system that is safer, more resilient, and more equitable. Investments into transit, pedestrian, and cycling infrastructure as well as the roadway maintenance and improvement projects detailed in *Resilience 2050* will create jobs and spur inclusive economic growth across the region.

Sustained investment to transform the transportation network into a globally competitive asset will be critical to the region's long-term economic health and vibrancy. Transformative projects, such as the East-West "Red Line" transit corridor, will define regional mobility and access for the next generation. We encourage the Baltimore Regional Transportation Board to continue to prioritize innovative infrastructure projects that can bolster economic competitiveness and create a more connected and inclusive region.

I thank you for the consideration of the Partnership's comments and our shared goal of making this region, from Baltimore to Richmond, the best place to live, work, and build a business.

BRTB response: Thank you for your comments and for participating in the planning process for *Resilience 2050*. We thank you for the Partnership's support for the wide range of transit and multi-modal projects selected for inclusion in *Resilience 2050*. We do believe the goals that were adopted will lead to a robust and sustainable transportation network that allows economic opportunity to all in the region.

Thank you again for your comments.

8. **Mark Gregory**

Please include transit line row acquisition for coordinated national interconnectivity. We need coast to coast and Country to Country high speed access.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The BRTB and BMC staff participate in conversations about national connectivity including the Federal Railroad Administrations Long-Distance Service Study and has also had briefings on proposed AMTRAK improvements in and beyond the region. The BRTB continues to monitor and prepare for the proposed future expansions.

Thank you again for your comment.

9. **Marietta Hassan**

I live in Baltimore county Maryland Reisterstown to be exact. If I wanted to go Towson using public transportation; I would HAVE to go all the way downtown Baltimore to catch a train that would take me back up to where I started, then back Towson. About a forty-five minute train ride, which would only take less than twenty minutes by car.

Commuters would save much expenses, wear and tear on car.

Fans from Carroll County would not have to drive into the city for Orioles or Raven games (can you imagine how much parking this would free up). Shopping could be more convenient from Lexington Market and other shops.

Merchants would have better chance of improving new customer base and being more diverse.

I can not believe no one has explored this. You have brought the inner city into the county, now you must expand, giving customers and residents the freedom to move about and travel shop outside their local jurisdictions.

Commute, explore, diversify.

Pennsylvania is not that far away. You have subway/light rails traveling to DC and suburbs, why not to PA. Thank you for taking the time to read.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Regarding your feedback on public transportation within the Baltimore region, MDOT Maryland Transit Administration, in partnership with Baltimore City and Baltimore County, spent last year identifying a range of options to improve existing and future transit between Towson and Downtown Baltimore with the North-South Corridor Study. Several options are now being reviewed for feasibility and will be narrowed down to 3-4 alternatives that will be explored in more detail. While this study is in preliminary stages, it represents a step forward in delivering major transportation investment to the region.

Thank you again for your comment.

10. **Patrick Ireland**

As someone that lives along this corridor, I would like to see the north south corridor transit project moved from 2040-2050 expenditure to an earlier time frame (maybe 2028). To me this would have a huge beneficial impact on a growing area of the city and county over the numerous roadway expansion projects planned in its stead.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA, with its regional partners, is working to advance the RTP North-South corridor study. This study is wrapping up the feasibility phase with next steps including an Alternatives Analysis to prepare for future design phases. A construction timeline is dependent upon successful selection of an alternative, completion of design, and development of a financial plan.

Thank you again for your comment.

11. **Gerald Johnson**

We need more transit system in Baltimore city and Baltimore County also when MTA going to upgrade the light rail system extension also and the subway line two

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. In 2020, MTA and its regional partners created the Central Maryland Regional Transit Plan, establishing a vision for mobility over the next 25 years. This plan identified Regional Transit Corridors demonstrating demand for major investments in high-quality transit options. The East-West

Corridor and the North-South Corridor from Towson to Downtown Baltimore City were identified as early opportunity corridors and are being studied further to identify the best transit modes and alignments that will benefit the communities they connect.

Thank you again for your comment.

12. Jay Louis

More resources need to be allocated toward transit expansion. Relative to peer cities against which we are competing, Baltimore City's ongoing shrinkage indicates a lack of demand for what this city has to offer. Uncoincidentally, the city is not growing, in large part because (regardless of the reasons) the transportation infrastructure needed to support growth and economic competitiveness has not been invested in. For too long, the prevailing mindset in this region has seemingly been that transit is simply a means of moving people from point A to point B. However, transit expansion is also a means of directing growth and realigning a region's urban form; leading cities around the world continue to demonstrate this. Does Greater Baltimore truly desire to be such a leading city and region?

Baltimore would easily grow by much more than a total of 4.1% through 2050, if city and state leaders are willing to do the difficult work of committing to becoming a tremendously more micromobility & transit-connected city than we currently are. A recent Live Baltimore study projected that 5,000 - 7,000 households would rent or buy new or significantly renovated homes each year over a five year period, if such homes were added to the city’s housing stock. How much more could we do in 30 years by investing in transit and facilitating the creation of new infill housing opportunities? What's needed is: 1) full-throated support for the idea that Baltimore will be a city where car-ownership is an afterthought, and 2) unwavering focus on building the corresponding infrastructure that brings this idea to life. In particular, Baltimore should be in pursuit of more fully grade-separated rail transit that provides a "turn up and go" level of service to the region, with light metro as the designated technology (not to be confused with light rail).

Looking at the state of our transit system today, one of my greatest concerns is that the world is passing Baltimore by; but Baltimore/Maryland is not learning from the world, even as we claim a desire to build a "world-class" transit system. With the right public policy and investments, Baltimore City can be a global commercial hub in the making. As such, we should aspire to forward-looking, global-standard transit service and technology, around which significant densification and growth can be directed. Surface-running light rail is backwards-looking technology that we should not be in a rush to further embrace if that can be avoided. By contrast, light metro allows for faster, automated, high frequency service, at low operating costs that could never be achieved with light rail. Running a rail transit service at relatively low cost would then allow us to save our precious few operating dollars to develop as extensive and frequent a bus system as possible. In thirty years, Baltimore's population density has the potential to be at or above the 10,000/square mile mark, perhaps comparable to where Washington, DC and Philadelphia are today (11,000 - 12,000/square mile). At that point surface-running light rail on downtown streets would be unprecedented for any high-density major city along the northeast corridor.

Understandably, the pursuit of fully grade-separated rail transit will not be cheap. But again, we must strive to learn from what we see in the world around us in order to deliver high capacity transit infrastructure at reasonable costs. Maybe that means importing light metro to Baltimore via public-private partnership with a proven entity like CDPQ Infra, the builder of Montreal's new RER regional light metro system. Or maybe we can follow modular and prefabricated construction methods used in Madrid, Spain and Qingdao, China that have allowed for major time and cost savings in subway building.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA is leading multiple efforts to expand the current transit system. The Regional Transit Plan, published in 2020, identified thirty corridors to be studied. Each corridor has or is projected to have sufficient ridership demand to support all-day, frequent transit and would require additional infrastructure investment to fully support successful transit. Additional study is needed to determine mode, specific route or alignment, levels of service and station locations. Investments may include dedicated right-of-way, signal priority, shelters or stations, and other customer amenities. The creation of a better network will increase ridership by providing better, more convenient access to more destinations. Currently, MTA is advancing the Red Line which will provide an essential east-west connection from Woodlawn to Bayview with the potential for expansion to eastern Baltimore County. The North-South Corridor Study is evaluating existing and future transit demand between Towson and Downtown Baltimore. Baltimore Metropolitan Council is leading a pilot feasibility study for mid-opportunities corridors like BWI Airport to Columbia Town Center.

Thank you again for your comment.

13. **Earl Lowe**

for subway Reisterstown road station should become a transit hub. More shopping and businesses in that area

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. In 2021 the Maryland Department of Transportation awarded for entering into an exclusive negotiating privilege an agreement with Wabash Development Partners to develop approximately 25 acres of unimproved land and surfaced parking lots. This is an ideal space for Transit-Oriented Development (TOD) which could include additional shopping and business amenities.

Thank you again for your comment.

14. **Maggie**

By making much needed updates to Baltimore's public transit, people will have access to more of the city and thus benefiting the economy. In my observations since moving from DC to Baltimore in the last five years, people do not choose to take public transit. I have encountered first hand how unreliable, indirect, and unsafe the system is due to decades of neglect. Improvements should focus on making transit a reliable, efficient, and safe option for everyone. This could consist of having designated more bus lanes to help buses move through traffic. Currently, takings bus can be up to 3x the commuting time. Invest in options to connect the main hubs tourists like to go to for example Federal Hill to Waterfront to Canton. Currently it's quicker to walk or take the water connector then rely on any direct route that connects the city. Finally, investing in the light rail that connects the stadiums to the county as well as Hamden to the city can improve movement to different areas. Baltimore is unique in how small it is compared to other cities yet everything requires a car to access. Tourists, commuters, and everyday people are having to drive to access areas of Baltimore when there are so many underutilized resources to improve movement throughout the city. Finally, a point to add that even with these updates there needs to be a focus on changing public perspective around public transit in Baltimore. From my experiences, information is hard to find on schedules as well as access points. These create barriers in addition to the safety concerns that people already have as a stigma when visiting Baltimore. You cannot just have those who have no access to vehicles using transit. It needs to be supported by the city and

people as a whole to have the continuous funds coming in to support the infrastructure. I feel confident that this initiative will provide at least dialogue around how to improve our city and bring life/ tourism back to Baltimore.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. There are several ongoing bus projects to increase bus reliability, speed and passenger safety throughout the core bus system. Potential targeted investments to the roadway that prioritize transit riders include curb-extensions at bus stops, transit signal priority, dedicated bus lanes, queue jumps, and more. Current corridor efforts include the RAISE Transit Priority Project (CMS to Fox Ridge), Garrison Boulevard, and the Belair Rd Gay St corridor.

MTA's Fast Forward Program is investing $43 million in our core service area by accelerating projects that create a transit system that is more reliable, accessible, and easier to use. Investments include, Bus Stops and Shelters, Wayfinding, Real-Time Information Signs, and dedicated bus lanes. Three pilot dedicated bus lanes were installed on York Road, Harford Avenue, Charles/Light Street to bring quick improvements to riders.

Thank you again for your comment.

15. **Melanie**

MTA MARC put out a long term vision for expanding regional rail in Maryland, mostly centered on the existing Penn and Camden corridors, all the way back in 2007, but there is nothing in this budget about furthering that plan. Is that because MTA never submitted those plans to the BMC? Because none of those plans ever came to fruition. But expanding regional rail can much better serve the prosperity of Maryland than widening roads.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA has been working on various projects and programs to improve, enhance, and expand the MARC service on all three lines. As MARC does not own the rail right of way or tracks it operates its service on, expansion of the service must be coordinated and approved by host railroads. More recently, MTA is working on extending the service into Virginia and Delaware. Several other critical projects are underway, such as replacement of the old B&P Tunnel, a new MARC West Baltimore Station, redevelopment and restoration of Penn Station and increasing service levels.

Thank you again for your comment.

16. **Eric Rockel**

I am writing concerning the Long-Range Roadway and Transit Projects, 2028-2050. I am the vice president of an umbrella group of community associations in the Lutherville/Timonium/Cockeysville area, known as the Greater Timonium Community Council. Our residents heard about project #44, the North-South Transit Corridor, from the MTA at one of our meetings in the fall of 2022. The members are dead-set against extending a transit line along York Road north of I-695. In the Central Maryland Regional Transit plan completed in 2020, that plan did not show the transit line to Towson being extended north of the Beltway with this North-South project. The feelings against this add-on leg to the North-South corridor was so pervasive that we circulated petitions, both on-line and by paper, that resulted in 3500 persons signing up against this leg north of the Beltway. BMC can expect major opposition if it supports the part

north of I-695. We have made the County Executive, John Olszewski, aware on multiple occasions of our opposition, and I would hope that he conveys our feelings to the BMC.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. In 2020, MTA and its regional partners created the Central Maryland Regional Transit Plan, establishing a vision for mobility over the next 25 years. This plan identified Regional Transit Corridors demonstrating demand for major investments in high-quality transit options. The East-West Corridor from Bayview to Ellicott City and the North-South Corridor from Towson to Downtown Baltimore City were identified as early opportunity corridors and are being studied further to identify the best transit modes and alignments that will benefit the communities they connect. The feasibility study was extended to Lutherville to investigate the potential benefits of connecting to the existing Light Rail system. Whether this segment of the corridor is even considered in the next phase of the project, the alternatives analysis phase, remains to be determined. Extensive planning and technical evaluations remain to be conducted along with further opportunities for the public to provide comment on these studies as they advance before a specific mode and alignment is determined as preferred option to be pursued by MTA and regional partners.

Thank you again for your comment.

17. **Eric Rockel**

    On the long range plan, project #44 - the North South Corridor - should not include the leg of transit from Towson to Lutherville. Residents north of I-695 are strongly opposed to extending light rail in the right of way of York Road.

    BRTB response: See response to #16.

18. **Spencer B, supported by willy**

    By improving public transit and bike lanes, we will not need as much parking in Baltimore and can utilize lots for green projects. Making Baltimore greener will greatly improve air quality and provide more outdoor space for communities to utilize.

    BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Baltimore City prioritizes transit and active mobility users in transportation infrastructure projects. The City is committed to increasing the viability of sustainable transportation alternatives by continually growing its network of protected bike facilities and dedicated bus lanes, and generally prioritizing initiatives that reduce dependence on parking and driving. The City is also proactively working to downsize impervious surfaces in places where excess road width is found to contribute to speeding and reckless driving. This typically results in the creation of additional pedestrian, bicycle and green space in the public right-of-way.

    Thank you again for your comment.

19. **Transit Choices – Robin Budish, Director**

    We hope this message finds you well. Transit Choices would like to make the comments below on the MDOT/MTP Long-Range Transit Plan as requested by Shane Sarver on behalf of the BMC. We would appreciate your thoughts on what would be the most effective way for us to give feedback.

1. Making Penn Station a rail hub - for this to happen, we need to better link the light rail stop at Mt. Royal with Penn Station. As it is now a person who wants to take the light rail to Penn Station has to get off at the Mt. Royal Station and walk 3.5 blocks to Penn Station with whatever luggage they are carrying. In rain, cold weather, and after dark this walk is unpleasant and even scary. In the original planning for the light rail a trestle was built across Interstate 83 to accommodate light rail trains going directly into Penn Station. Because of the rush to get the light rail completed before Camden Yards opened, this connection was never completed. In reviewing the options now we feel that the best way to make this link would be to run an automated shuttle every 4 minutes between Penn Station and the Mt Royal stop. To bring the light rail into Penn Station directly would add another 5 minutes to an already too slow connection between Hunt Valley and downtown. To further make Penn Station a transportation hub we feel that there needs to be a Marc train stop at Bayview. Coupled with a fare change that would allow short commutes, riders could then use the Marc train to go from the West Baltimore stop to Bayview in East Baltimore, a major employment center. We know options are under discussion to run Marc trains as far as Delaware, or for there to be a Marc train shuttle between BWI and Martin Marrietta. Either of these would create an opportunity for an East-West rail connection in Baltimore. This would not be a replacement for the Red Line but a stop-gap measure that could be built in the interim both relatively inexpensively and in a short-range time frame. Then we would have a true rail hub at Penn Station.

2. Our water transit system in the harbor needs to be expanded both in time and distance. Future water transit should run to the middle Patapsco branch and connect Port Covington (Baltimore Peninsula) and Cherry Hill to the Inner Harbor. The schedule should include weekends as well as weekdays. Ideally the water taxi system and Harbor Connector could be merged into one system with a different fare structure for tourists and commuters. This would enable us to promote the water transit system in a coherent fashion to both residents and commuters alike. Presently, having two separate systems is confusing to riders and makes marketing the systems problematic. Water transit is an important part of Baltimore's overall public transit system.

We would also recommend that both support and funding for transit projects not be disproportionately weighted in favor of highway expansion projects.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. MTA has been awarded a $6 million federal grant from the U.S. Department of Transportation's (USDOT) 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program and a $3.6 million federal Earmark designation. The grant will assist the $12 million Building Baltimore Penn Station Connections project to improve access in and around Baltimore's Penn Station. This collaborative effort will enhance transportation connections for transit riders, motorists, bicyclists and pedestrians and expand access to the local disadvantaged community, more than 20% of which lacks access to a car. MTA is planning to improve the pedestrian connection to Mt Royal Light Rail station as a part of the Penn Station project. This project will complement investments by other public and private partners to modernize and redevelop Baltimore Penn Station.

MTA is also currently working towards a 30% design milestone for a MARC Bayview station which works to extend rail access to a major medical facility and job center in Baltimore City and creating another transit east-west connection.

Thank you again for your comment.

20. Susan Wierman

I am concerned about the idea of light rail on York Road between Towson and Baltimore. Light rail is not like a local street car. It is designed to provide long distance connections between parking areas and highly concentrated destinations. A light rail on York Road would not serve the people along the route; it would mainly those close to large parking areas. Furthermore, York Road is not wide enough to accommodate both rail and passenger car traffic. A light rail line would limit access via personal vehicle for communities that front on York Road. Fixed rail systems are very expensive and must have substantial demand to provide reasonable cost: benefit ratios. Smaller, more frequent vehicles would provide better service to affected neighborhoods and encourage greater patronage. I don't think a light rail system on York Road is a good investment, and I don't think it would benefit people living along the route.

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. While light rail was a mode considered for the North-South corridor in the feasibility study, there are additional options that are being considered as well. Extensive planning and technical evaluations remain to be conducted along with further opportunities for the public to provide comment on these studies as they advance before a specific mode is determined as preferred option to be pursued by MTA and regional partners. The next step in this process will be an alternatives analysis, which will consider things like vehicle size/type and operational characteristics, in addition to mode and alignment.

Thank you again for your comment.

21. Will

I noticed that for the RTP corridors project, you get the average cost by taking the average of 7 proposals for each corridor. For each there were 4 Bus, 2 light rail, and 1 heavy rail alternative analyzed. But this results in numbers too high for BRT, but too low for rail projects like the Red Line. How will this affect federal funding?

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The Long-Range Transportation Plan (LRTP) is a living document that is updated every four years. In addition, the LRTP can be amended if the scope of a project changes prior to the adoption of the next LRTP. When MDOT MTA moves forward with a selected alternative for either the East-West or North-South Transit Corridors, the selected scope and estimated cost will either be amended into *Resilience 2050* or included in the next update of the LRTP. Depending on the cost of the selected alternative, this could mean that some projects may need to be removed from the LRTP to ensure that the document remains fiscally constrained.

Thank you again for your comment.

22. Willy

We must focus on electrified railways. Also don't even think about EV buses; waste of valuable resources and literally crush the roads it'll drive on. Just build a light rail or even trolley buses if that's cheaper alternative?

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. The Maryland Greenhouse Gas Reduction Act Reauthorization set a 40 percent reduction target for statewide emissions by 2030 from 2006 levels. MTA subsequently established a goal to convert 50 percent of its Core Bus fleet in Greater Baltimore to zero emission buses (ZEBs) by

2030. This goal was also included in the 2020 Central Maryland Regional Transportation Plan (CMRTP), along with a longer-term goal to convert 95 percent of the Core Bus fleet to zero-emission buses by 2045. The passage of Senate Bill 137 in 2021 and of Senate Bill 67 in 2022 prohibited MTA from entering into new procurements for non-ZEBs (ie, diesel buses) beginning in fiscal year 2023.

Through the Red Line project and the RTP North-South Corridor study, MTA is also investigating potential new Light Rail or Bus Rapid Transit alignments to expand the MTA premium transit network.

Thank you again for your comment.

23. Willy Wong

Don't feel any transit in Baltimore County connect to places people want to go

BRTB response: Thank you for your comment and for participating in the planning process for *Resilience 2050*. Both MDOT MTA and Baltimore County provide transit and are planning additional transit in the county. It would be helpful to know what destinations you believe should be connected.

Thank you again for your comment.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-1

APPROVAL OF *RESILIENCE 2050: ADAPTING TO THE CHALLENGES OF TOMORROW (RESILIENCE 2050), 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)* AND THE ASSOCIATED *CONFORMITY DETERMINATION OF RESILIENCE 2050 AND TIP*

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized 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 Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Infrastructure and Investment Jobs Act (IIJA) to complete a long-range transportation plan and transportation improvement program at least every four years for the Baltimore region; and

WHEREAS, the Baltimore Regional Transportation Board has coordinated with Baltimore Metropolitan Council staff to ensure its compliance with IIJA requirements and documented in the Metropolitan Transportation Planning regulations (May 27, 2016 *Federal Register*); and

WHEREAS, development of the long-range transportation plan results from a continuous, cooperative and comprehensive planning process and considers and integrates as appropriate the federal planning factors documented in the Metropolitan Transportation Planning regulations; and

WHEREAS, the FY 2024-2027 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using available revenue sources; and

WHEREAS, the Baltimore Regional Transportation Board, in accordance with IIJA, developed a list of highway and transit projects, as well as a set-aside for transportation system management and operations, complete streets – bicycle and pedestrian, and transportation emission reduction measures for the Baltimore region, referred to as the Preferred Alternative; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency's Transportation Conformity Rule to conduct analyses to ensure that the region's transportation plans and programs conform with the State Implementation Plan (SIP); and

WHEREAS, the conformity analysis as reported in the "Conformity Determination of *Resilience 2050* and the 2024 - 2027 Transportation Improvement Program," dated May 2023, provides the basis for a finding of conformity to 8-hour ozone National Ambient Air Quality Standards (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emission budgets as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008 and 2015. (Attachment 1: Tables 1 and 2); and

WHEREAS, opportunities for public comment were provided – including a 35-day public comment period, seven public meetings (one held in each jurisdiction), a virtual public meeting, and regularly scheduled meetings of the Baltimore Regional Transportation Board, Interagency Consultation Group and Technical Committee – with respect to the Draft *Resilience 2050, 2024 – 2027 TIP* - and the methodology and results of the conformity analysis – and these comments were duly considered by the Metropolitan Planning Organization in this deliberation process; and

WHEREAS, a range of outreach strategies was employed to share information about *Resilience 2050*, the 2024 – 2027 TIP and the Conformity Determination supported by opportunities for public comment, including seven public meetings, one virtual meeting, and informational on-demand multimedia presentations. A 35-day review was offered and numerous public comments were considered by the BRTB.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves *Resilience 2050: Adapting to the Challenges of Tomorrow* (*Resilience 2050),* the *2024 – 2027 Transportation Improvement Program (TIP)* and the associated *Conformity Determination of Resilience 2050 and the TIP*.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 25, 2023 meeting.

7-25-23
_____
Date

_____
D'Andrea Walker, Chair
Baltimore Regional Transportation Board

Table 1. VOC Emissions Test Results (average summer weekday, tons/day)

	2023	2025	2035	2045	2050
Total Emissions	16.986	15.232	10.047	9.261	9.259
Conformity Budget[1]	40.2	40.2	40.2	40.2	40.2
Conformity Result	**PASS**	**PASS**	**PASS**	**PASS**	**PASS**

[1] 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

Table 2. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2023	2025	2035	2045	2050
Total Emissions	30.551	25.433	17.586	17.514	18.132
Conformity Budget[1]	93.5	93.5	93.5	93.5	93.5
Conformity Result	**PASS**	**PASS**	**PASS**	**PASS**	**PASS**

[1] 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

APPENDIX I

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Continuing, cooperative and comprehensive	MDOT	Maryland Department of Transportation
ACS	American Community Survey	MDTA	Maryland Transportation Authority
ADA	Americans with Disabilities Act of 1990	MPA	Maryland Port Administration
BMC	Baltimore Metropolitan Council	MPO	Metropolitan Planning Organization
BRTB	Baltimore Regional Transportation Board	MTA	Maryland Transit Administration
CAAA	Clean Air Act Amendments of 1990	NAAQS	National Ambient Air Quality Standards
CFR	Congressional Federal Register	NBI	National Bridge Inventory
CIP	Capital Improvement Program	NEPA	National Environmental Policy Act
CMAQ	Congestion Mitigation and Air Quality	NHPP	National Highway Performance Program
CMP	Congestion Management Process	NHS	National Highway System
CTP	Consolidated Transportation Program	NOx	Oxides of Nitrogen
DBE	Disadvantaged Business Enterprise	NPMRDS	National Performance Management Research Data Set
DOT	Department of Transportation	OA	Obligation Authority
EJ	Environmental Justice	PAC	Public Advisory Committee
EPA	Environmental Protection Agency	PBPP	Performance Based Planning and Programming
ERS	Emission Reduction Strategy	PHED	Peak-hour Excessive Delay
FARS	Fatality Analysis Reporting System	PM2.5	Particles smaller than 2.5 micrometers
FAST	Fixing America's Surface Transportation	POP	Program of Projects
FHTF	Federal Highway Trust Fund	RIPD	Regional and Intermodal Planning Division
FHWA	Federal Highway Administration	ROW	Right-of-Way
FTA	Federal Transit Administration	SHA	State Highway Administration
HHS	U.S. Department of Health & Human Services	SIP	State Implementation Plan
HSIP	Highway Safety Improvement Program	STIP	State Transportation Improvement Program
ICG	Interagency Consultation Group	SOV	Single Occupancy Vehicle
IIJA	Infrastructure Investment and Jobs Act	TAM	Transit Asset Management
IRI	International Roughness Index	TAZ	Transportation Analysis Zone
ITS	Intelligent Transportation Systems	TERM	Transit Economic Requirements Model
LOTTR	Level of Travel Time Reliability	TIP	Transportation Improvement Program
LRTP	Long-range Transportation Plan	TTTR	Truck Travel Time Reliability
M&O	Management and Operations	TZD	Toward Zero Deaths
MAA	Maryland Aviation Administration	ULB	Useful Life Benchmarks
MAP-21	Moving Ahead for Progress in the 21st Century	USC	United States Code
MARC	Maryland Commuter Rail	VOC	Volatile Organic Compounds
MD-JARC	Maryland Job Access Reverse Commute Program	WMATA	Washington Metropolitan Area Transit Authority
MDE	Maryland Department of the Environment		

APPENDIX J

PROPOSED CONGRESSIONALLY DESIGNATED PROJECTS

City of Annapolis	
PROJECT NAME	**REQUESTED AMOUNT**
Annapolis City Dock Resilience	$4,000,000
Anne Arundel County	
PROJECT NAME	**REQUESTED AMOUNT**
Crownsville Hospital Memorial Park Trails and Open Space	$4,000,000
MD 214 Construction	$5,000,000
Transit Operations Facility	$5,000,000
Baltimore City	
PROJECT NAME	**REQUESTED AMOUNT**
Patapsco Avenue Light Rail Station and Bus Hub	$5,000,000
Baltimore Franklin-Mulberry Corridor – Reconnecting Communities	$500,000
Leveraging Neighborhood Equity Enhancement Deployment (Sidewalk & Curb ramp reconstruction)	$3,000,000
Baltimore County	
PROJECT NAME	**REQUESTED AMOUNT**
Electric Charging Vehicle Infrastructure	$600,000
Carroll County	
PROJECT NAME	**REQUESTED AMOUNT**
Wakefield Valley Trail System	$3,700,000
Harford County	
PROJECT NAME	**REQUESTED AMOUNT**
Aberdeen Activity Center Playground, Multi-purpose field and Walking Trail Improvements	$945,000
Susquehanna River Bicycle and Pedestrian Bridge Concept Plan	$522,000
Howard County	
PROJECT NAME	**REQUESTED AMOUNT**
Ellicott City North Tunnel	$10,000,000
Dobbin Road Shared Use Pathway	$1,500,000
Rt. 29 Bus Stations for Flash Service Extension	$750,000
Queen Anne's County	
PROJECT NAME	**REQUESTED AMOUNT**
Thompson Creek Connector Road & Trail Extension	$1,770,000
US 50/301 Pedestrian and Bicycle Overpass, Stevensville	$2,990,000

Maryland Department of Transportation – Maryland Aviation Administration	
PROJECT NAME	**REQUESTED AMOUNT**
N/A	
Maryland Department of Transportation – Maryland Transportation Authority	
PROJECT NAME	**REQUESTED AMOUNT**
N/A	
Maryland Department of Transportation – Maryland Transit Administration	
PROJECT NAME	**REQUESTED AMOUNT**
N/A	
Maryland Department of Transportation – Maryland State Highway Administration	
PROJECT NAME	**REQUESTED AMOUNT**
Patapsco Pedestrian/Bicycle Bridge – Phase 1	$5,000,000

These projects could be included in the adopted transportation plan if additional funds beyond the reasonably anticipated financial resources identified in the plan become available.

Anne Arundel County

11-1801-42 - Hanover Road Corridor Improvement 108
11-1103-13 - Furnace Avenue Bridge over Deep Run 110
11-1208-13 - Harwood Road Bridge over Stocketts Run 112
11-1402-13 - Magothy Bridge Road Bridge over Magothy River 114
11-1403-13 - O'Connor Road Bridge over Deep Run 116
11-1601-19 - McKendree Road Culvert over Lyons Creek 118
11-1602-13 - Polling House Road Bridge over Rock Branch 120
11-2105-13 - Hanover Road Bridge over Deep Run 122
11-2106-13 - Conway Road Bridge over Little Patuxent River 124
11-2107-13 - Jacobs Road Bridge over Severn Run 126
11-2401-13 - Culvert Invert Paving 128
11-2402-13 - Town Center Boulevard Bridge over tributary of Severn Run 130
11-2403-13 - Patuxent Road Bridge over Little Patuxent River 132
11-2101-66 - Parole Transportation Center 134

Baltimore City

12-2301-39 - Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements 136
12-2303-25 - Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski) 138
12-1218-07 - Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements 140
12-1701-04 - Transportation Management Center Upgrade 142
12-2102-03 - Greenway Middle Branch Phase 2 144
12-2304-07 - Communication Upgrades - Wireless 146
12-1215-13 - Perring Parkway Ramp over Herring Run 148

12-1216-13 - Sisson Street Bridge over CSX Railroad 150
12-1404-11 - Belair Road Complete Streets 152
12-1601-13 - Orleans Street Bridge over I-83 and City Streets 154
12-1602-13 - Remington Avenue Bridge over Stony Run 156
12-1603-13 - Radecke Avenue and Sinclair Lane over Moores Run 158
12-1604-13 - I-83 Concrete Deck Mill and Resurface 160
12-1605-13 - Moravia Road Ramp Bridge over Pulaski Highway 162
12-1801-13 - Monroe Street Ramp over CSX and Russell Street over CSX 164
12-2001-11 - 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue 166
12-2002-13 - 41st Street over I-83, MTA Light Rail Tracks, and Jones Falls 168
12-2003-19 - Citywide Asset Management 170
12-2005-13 - Brehms Lane over Herring Run 172
12-2007-11 - Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street 174
12-2009-13 - Howard Street over I-83, CSX, Amtrak, and Jones Falls 176
12-2010-11 - Madison Street Rehabilitation from North Milton Avenue to Edison Highway 178
12-2011-11 - Park Heights Avenue from West Rogers Avenue to Strathmore Avenue 180
12-2012-11 - West Patapsco Avenue from Magnolia Avenue to Potee Street 182
12-2013-11 - Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road 184
12-2015-13 - Waterview Avenue over Ramp to 295 186
12-2302-11 - Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line 188
12-2401-03 - W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street 190
12-2402-11 - Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard 192
12-2403-11 - 25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street 194

12-2404-11 - Johnston Square Improvements 196
12-2405-11 - Orleans Street Rehabilitation from Washington Street to Ellwood Avenue 198
12-2201-64 - RAISE Transit Priority Project 200
12-1901-99 - Capital Project Delivery Services 202
Baltimore County
13-0001-13 - Dogwood Road Bridge No. B-0072 Over Dogwood Run 204
13-0803-13 - Mohrs Lane Bridge No. B-0143 over CSX Railroad 206
13-1012-13 - Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad 208
13-1108-13 - Peninsula Expressway Bridge No. B-0119 over CSX Railroad 210
13-1208-13 - Golden Ring Road Bridge No. B-0110 over Stemmers Run 212
13-1701-13 - Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road 214
13-8901-14 - Bridge Inspection Program 216
Carroll County
14-1103-13 - Stone Chapel Road Bridge over Little Pipe Creek 218
14-1602-13 - Gaither Road Bridge over South Branch Patapsco River 220
14-1603-13 - McKinstrys Mill Road Bridge over Sam's Creek 222
14-1802-13 - Hughes Shop Road Bridge over Bear Branch 224
14-2101-13 - Old Kays Mill Road Culvert over Beaver Run 226
14-2102-13 - Brown Road Culvert over Roaring Run 228
14-2103-13 - McKinstrys Mill Road over Little Pipe Creek 230
14-2201-13 - Patapsco Road Bridge over East Branch Patapsco River 232
14-2202-13 - Upper Beckleysville Road Bridge over Murphy Run 234
14-9401-14 - Bridge Inspection Program 236

Harford County

15-2403-14 - Woodley Road Extension to MD 715 238
15-1001-13 - Abingdon Road Bridge #169 over CSX Railroad 241
15-1601-13 - Glenville Road Bridge #30 over Mill Brook 243
15-2001-13 - Grier Nursery Road Bridge #43 over Deer Creek 245
15-2002-13 - Hookers Mill Road Bridge #13 over Bynum Run 247
15-2101-13 - Madonna Road Bridge #113 over Deer Creek 249
15-2102-13 - St. Clair Bridge Road Bridge #100 over Deer Creek 251
15-2103-13 - Stafford Road Bridge #162 over Buck Branch 253
15-2104-13 - Trappe Church Road Bridge #161 over Hollands Branch 255
15-2201-13 - Moores Road Bridge #78 over a tributary to Gunpowder Falls 257
15-2202-13 - Hess Road Bridge #81 over Yellow Branch 259
15-2401-13 - Cullum Road Bridge #12 over Tributary of James Run 261
15-2402-13 - Chesnut Hill Road Bridge #41 263
15-2404-14 - Bridge Painting 265
15-9411-14 - Bridge Inspection Program 267

Howard County

16-2301-03 - Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery 269
16-1410-41 - Snowden River Parkway: Broken Land Parkway to Oakland Mills Road 271
16-1901-42 - US 29/Broken Land Parkway Interchange and North South Connector Road 273
16-2101-41 - Marriottsville Road and I-70 Bridge Improvements 275
16-0436-13 - Bridge Repair and Deck Replacement 277
16-2201-13 - Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek 279

Maryland Transportation Authority

22-1901-45 - I-95 Fort McHenry Tunnel: Port Covington I-95 Access Study 281

22-2201-19 - I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements 283

25-1801-41 - I-95 Express Toll Lanes Northbound Extension 285

25-2101-41 - I-95 Southbound Part-Time Shoulder Usage 287

Maryland Port Administration

30-2101-82 - Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements 289

30-2301-83 - Port of Baltimore Rail Capacity Modernization Project 291

32-2301-03 - Masonville Cove Connector: Shared Use Path Design and Construction 293

32-2101-83 - Howard Street Tunnel 295

MTA - Transit

40-1602-05 - Urban Transit Systems - Capital Assistance 297

40-1802-05 - Bus and Paratransit Vehicle Overhaul and Replacement 299

40-9502-05 - Small Urban Transit Systems - Capital Assistance 302

40-9901-01 - Ridesharing - Baltimore Region 305

40-0104-61 - Small Urban Transit Systems - Operating Assistance 307

40-1204-64 - Bus and Rail Preventive Maintenance 309

40-1502-69 - Seniors and Individuals with Disabilities 311

40-1603-61 - Urban Transit Systems - Operating Assistance 313

40-1801-64 - Agencywide System Preservation and Improvement 315

40-1804-63 - Metro and Light Rail Rolling Stock Overhauls and Replacement 317

40-1805-64 - Metro and Light Rail System Preservation and Improvement 320

40-2301-65 - Eastern Bus Facility 323

40-2302-63 - Zero Emission Infrastructure and Rolling Stock 325
40-9204-61 - Rural Transit Systems - Operating Assistance 328
MTA - Commuter Rail
70-1501-53 - MARC Rolling Stock Overhauls and Replacement 330
70-1502-54 - MARC Improvements 333
70-1503-55 - MARC Facilities 336
Office of the Secretary
90-1401-39 - State Safety Oversight 339
SHA - Regional
60-9903-29 - Areawide Transportation Alternatives Projects 341
60-9506-38 - Areawide Environmental Projects 343
60-9504-04 - Areawide Congestion Management 346
60-2301-41 - TSMO System 1 349
60-9310-13 - Areawide Bridge Replacement And Rehabilitation 351
60-9501-11 - Areawide Resurfacing And Rehabilitation 354
60-9508-19 - Areawide Safety And Spot Improvements 357
60-9511-19 - Areawide Urban Reconstruction 360
60-0702-99 - Morgan State University Transportation Research Program 362
SHA - Anne Arundel County
61-1701-41 - MD 175: Sellner Road/Race Road to McCarron Court 364
61-2301-41 - MD 2: US 50 to Arnold Road 366
61-2302-41 - MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97 368
61-2303-41 - MD 170: Norcross Lane to Wieker Road 370

61-2304-41 - MD 214: MD 468 to Camp Letts Road 372
61-2305-41 - I-97: US 50 to MD 32 TSMO 374
61-2101-13 - MD 173: Bridge Replacement over Rock Creek 376
SHA - Baltimore County
63-0803-46 - I-795: Dolfield Boulevard Interchange 378
63-1601-41 - I-695: US 40 to MD 144 380
63-1802-41 - I-695: I-70 to MD 43 382
63-2001-13 - MD 151/MD 151B: Bridge Replacements 384
63-2002-13 - I-695: Bridge Replacement on Putty Hill Avenue 386
63-2201-12 - I-695: Reconstruction of Interchange at I-70 388
63-2202-13 - I-95/I-695 Interchange Bridge Deck Replacement 391
SHA - Carroll County
64-2302-41 - MD 97: MD 140 to MD 496 Corridor Study 393
64-2201-13 - MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad 395
64-2301-12 - MD 32: 2nd Street to Main Street 398
SHA - Harford County
65-2301-31 - MD 22: MD 462 to Mount Royal Avenue Noise Abatement 400
65-1601-12 - MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G 402
65-2101-13 - US 1: Bridge Replacements at Tollgate Road and Winters Run 404
SHA - Howard County
66-1406-41 - US 29: Middle Patuxent River to Seneca Drive - Phase 2 406
66-1703-41 - MD 32: Linden Church Road to I-70, Capacity & Safety Improvements 408
SHA - Queen Anne's County
67-2301-41 - MD 18B: Castle Marina Road to the Kent Narrows Corridor Study 410