



*Baltimore Regional Transportation Board*

# Baltimore Region Transportation Improvement Program 2023-2026

Developed by the Baltimore Metropolitan Planning Organization

City of Annapolis • Anne Arundel County • Baltimore City • Baltimore County • Carroll County • Harford County • Howard County • Queen Anne's County • Annapolis Transit • MD Department of Transportation • MD Department of the Environment • MD Department of Planning • MD Transit Administration.



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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<sup>1</sup> 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), *Maximize2045*, 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.

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<sup>1</sup> 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.

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 2023-2026.<sup>2</sup>

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 2023.

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

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<sup>2</sup> The Baltimore Region TIP follows the Maryland state fiscal year: July 1 to June 30



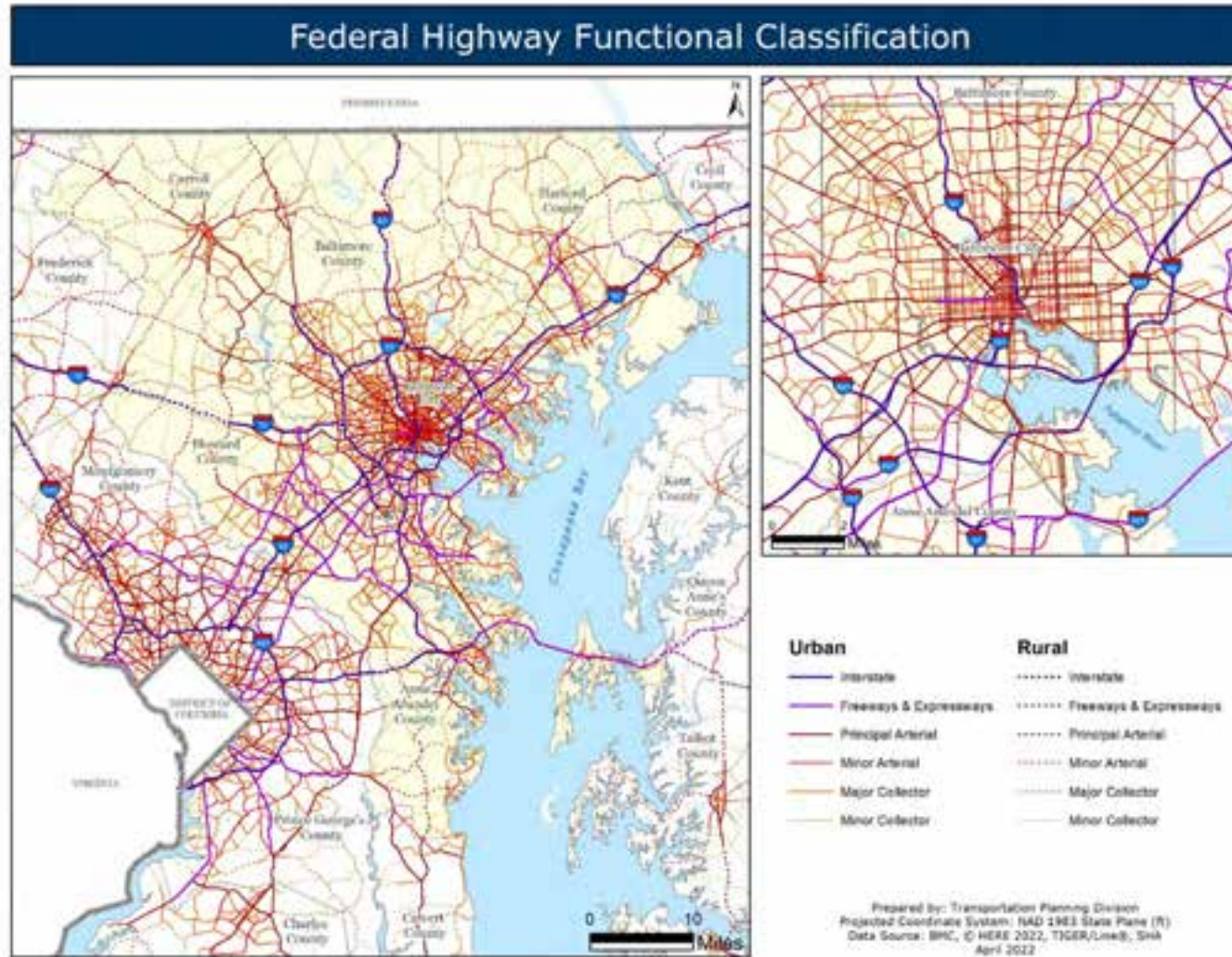
they are then grouped by category in the following order: commuter rail capacity, commuter rail preservation, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit capacity, transit preservation, ports, and miscellaneous. A timetable for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

The 2023-2026 TIP programs a total of \$4.25 billion. Federal funds account for \$2.59 billion of this total, with matching funds accounting for the remaining \$1.66 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

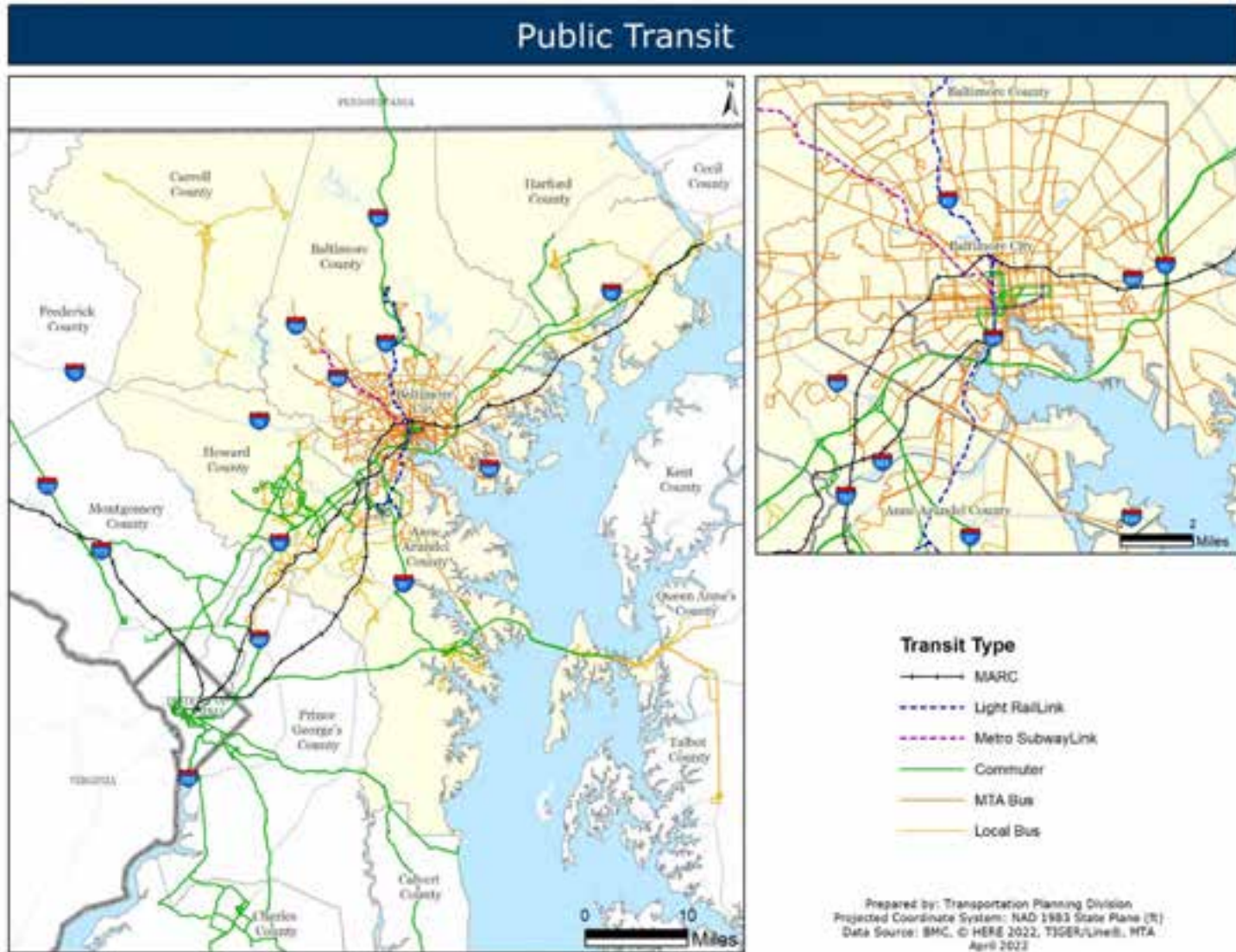


**Exhibit I-2: The Baltimore Region Federal Highway Functional Classification\***



\*See page 60 for a description of Federal Highway Functional Classifications

### 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 #23-04 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, *Maximize2045*, for the Baltimore region consistent with the metropolitan planning factors in the Fixing America's Surface Transportation (FAST) Act; ❹ the BRTB maintains a Congestion Management Process (CMP); ❺ the BRTB has determined that conformity (8-hour ozone) of *Maximize2045* and the 2023-2026 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 Maximize2045**

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 *Maximize2045: A Performance-Based Transportation Plan*, the long-range transportation plan, in July 2019. The factors that guided development of *Maximize2045* are listed in the Metropolitan Planning Regulations effective May 27, 2016. These regulations continue and strengthen the emphasis on performance-based planning and programming.

*Maximize2045* 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 *Maximize2045* goals and performance measures.

In addition to performance measures and targets, *Maximize2045* reports on forecasted regional growth in population, households and employment to the year 2045 and the projected travel demand resulting from this forecasted growth. It demonstrates how the existing and committed transportation network will likely 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, *Maximize2045* includes a range of projects through the year 2045. 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.

The capacity projects in the 2023-2026 TIP "flow" from *Maximize2045*, 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 2023-2026 TIP are reasonably expected to be available over the timeframe covered by the TIP. Projects included in the FY 2023-2026 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 June 2018. These

guidelines reaffirmed a framework for public participation and information dissemination.

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

The draft TIP is made available on the Baltimore Metropolitan Council (BMC) website. A public meeting was held on July 26, 2022 for the public to comment on the draft TIP. This meeting was held virtually due to public health concerns presented by the Coronavirus (COVID-19). 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 was able to address the BRTB at its July and August 2022 meetings. Written comments by mail, email, or social media were accepted during the public review period. In addition, members of the public were 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 is 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 2023-2026 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

2021 obligated listing will include all federal funds obligated in the Baltimore region from July 1, 2020 – June 30, 2021.<sup>3</sup>

- 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

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<sup>3</sup> The full obligated listing is available here: [https://www.baltometro.org/sites/default/files/bmc\\_documents/general/transportation/tip/21-24/2021\\_FederalAidObligations.pdf](https://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/21-24/2021_FederalAidObligations.pdf)

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<sup>4</sup> 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 2022-2025 TIP.

<sup>4</sup> The BRTB Public Participation Plan is available here: [https://baltometro.org/sites/default/files/bmc\\_documents/general/transportation/advisory/PPP2018.pdf](https://baltometro.org/sites/default/files/bmc_documents/general/transportation/advisory/PPP2018.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 2021 threshold for a four-person family with two children is just \$27,479.

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 \$27,000 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 2021 poverty threshold for a four-person family with two children is \$27,479. This means that the 200% poverty threshold for a four-person family with two children is \$54,958.

Table 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 12.2% of the population in Howard County to 38.3% 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 1. Low-Income Population by Jurisdiction

Jurisdiction	*Total Population	At or Below 200% of Poverty Line	
		Low Income Population	Share
Anne Arundel	558,904	78,927	14.1%
Baltimore City	580,311	222,432	38.3%
Baltimore Co	807,679	176,281	21.8%
Carroll	164,625	21,501	13.1%
Harford	251,593	40,539	16.1%
Howard	319,424	38,853	12.2%
Queen Anne's	49,566	7,244	14.6%
<b>BRTB Region Total</b>	<b>2,732,102</b>	<b>585,777</b>	<b>21.4%</b>

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table 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 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 11.7% in Carroll County to 72.7% in Baltimore City. In total, minorities make up 44.2% of the Baltimore region population while white, non-Hispanics make up the remaining 55.8%. Exhibit II-1 at the end of this section summarizes minority individuals by Hispanic or Latino origin and race.

Table 2. Minority Population by Jurisdiction

Jurisdiction	Minority Population	White, non-Hispanic Population	Minority Share	White, non-Hispanic Share
Anne Arundel	189,554	385,867	32.9%	67.1%
Baltimore City	437,857	164,417	72.7%	27.3%
Baltimore Co	363,166	465,027	43.9%	56.1%
Carroll	19,621	148,612	11.7%	88.3%
Harford	62,662	191,074	24.7%	75.3%
Howard	159,004	163,403	49.3%	50.7%
Queen Anne's	7,313	42,850	14.6%	85.4%
<b>BRTB Region Total</b>	<b>1,239,177</b>	<b>1,561,250</b>	<b>44.2%</b>	<b>55.8%</b>

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.

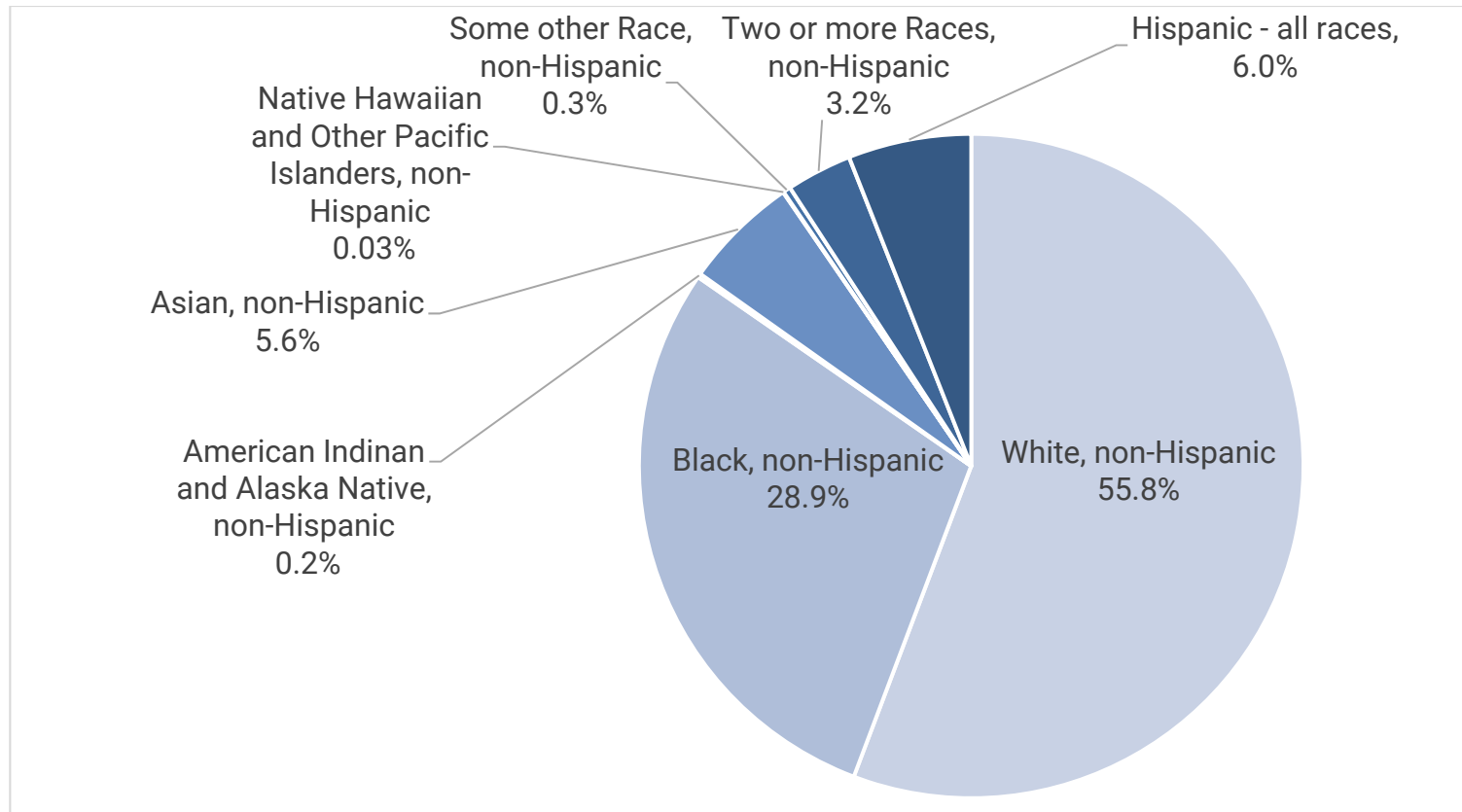
The percentage of low-income population (income below 200% of the poverty level) in the Baltimore region is 21.4%. Thus, TAZs with a concentration of low-income population greater than 21.4% are considered low-income TAZs for EJ purposes. Similarly, TAZs with a concentration of minorities greater than the regional average of 44.2% 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.

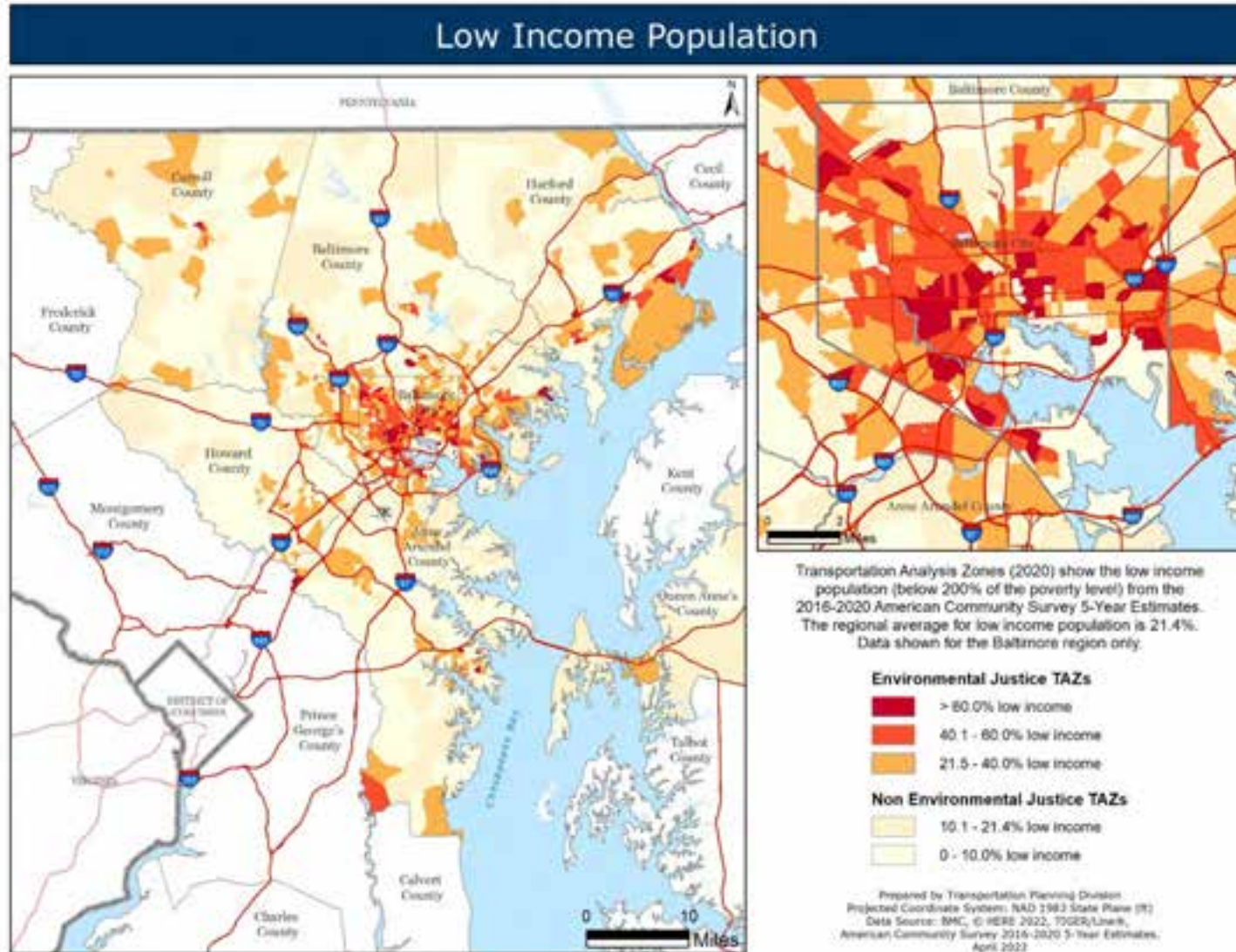
The LRTP, *Maximize2045*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Maximize2045*, including all nonexempt projects in the TIP. These measures include accessibility 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.



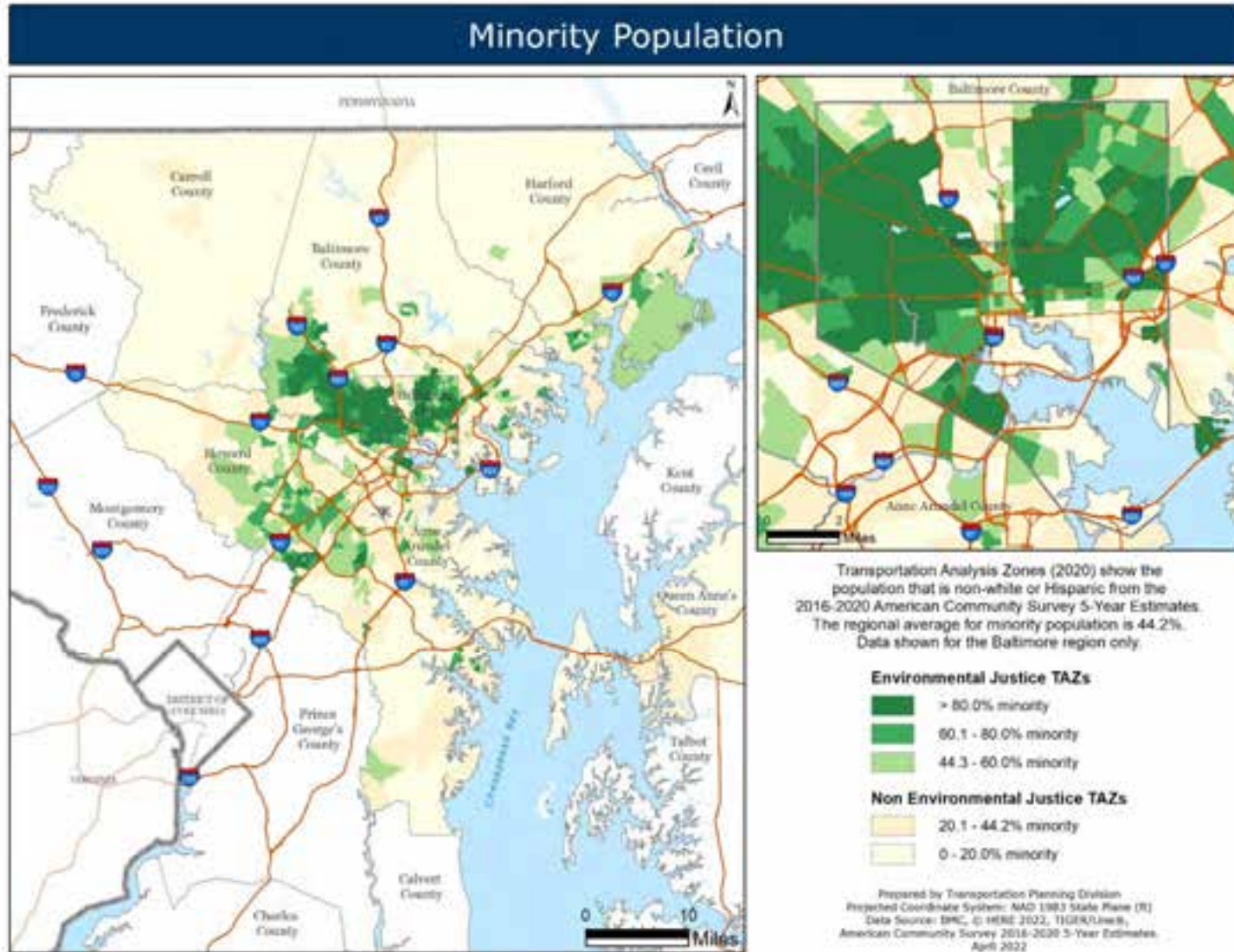
**Exhibit II-1: BRTB Region Minority Populations by Race and Hispanic or Latino Origin**



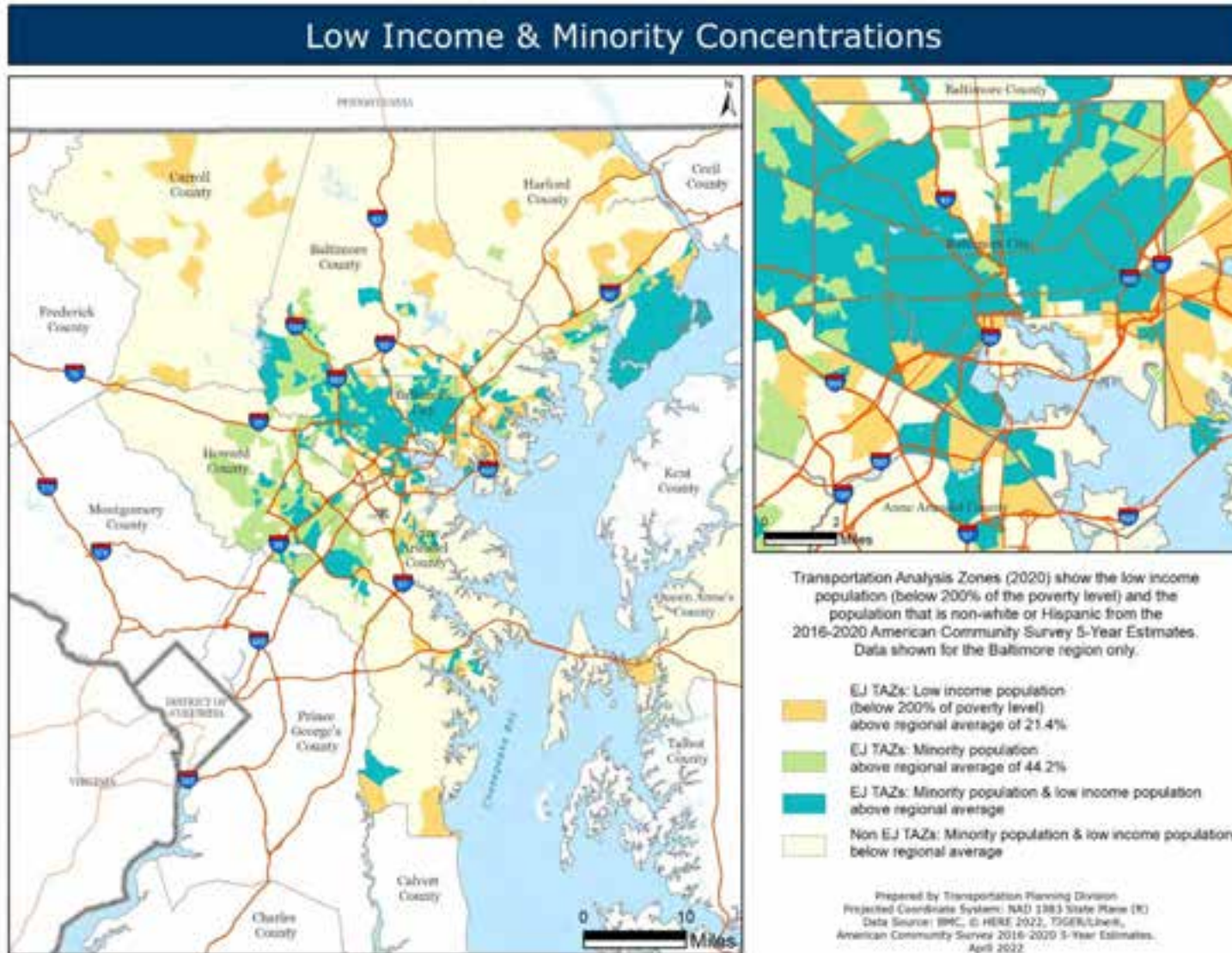
## Exhibit II-2: Low Income Population by TAZ



### 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 later in 2022. 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 has offered approximately \$180,000 in State funds each year to 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)
- Commissioners of St. Mary's County, Dept. of Aging
- Grace Memorial Church in Deer Creek Parish/Wilson Ministries (Getting There Ride Share)
- Lifestyles of Maryland
- Neighbor Ride
- Partners in Care Maryland
- Worcester Commission On Aging



**E. Status of Projects from the 2022-2025 TIP and New Projects in the 2023-2026 TIP**

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP, the 2022-2025 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-1 lists all projects from the 2022-2025 TIP by jurisdiction including the TIP ID, year of operation in the 2022-2025 TIP, year of operation in the 2023-2026 TIP (if any), and status of the project.

Table II-1 sometimes lists the year of operation in the 2023-2026 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-2 lists projects that are new to the 2023-2026 TIP. Additional details on these projects are available in Chapter VI.

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
<b><u>Anne Arundel County</u></b>				
Hanover Road Corridor Improvement	11-1801-42	TBD	TBD	The project is at 90% design, with land acquisition in progress
Furnace Avenue Bridge over Deep Run	11-1103-13	TBD	TBD	In Schematic Design. Anticipated completion of NEPA 10/22. Anticipated Ad 6/24 with NTP 12/24 and completion 12/25.
Harwood Road Bridge over Stocketts Run	11-1208-13	2023	2023	Project Scheduled to Advertise in June 2023, and is on track.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2024	2024	Project is ready to advertise pending final permitting from the Coast Guard.
O'Connor Road Bridge over Deep Run	11-1403-13	2026	2026	In Schematic Design, NEPA phase underway with approval expected June 2022. Anticipated Ad date July 2024, NTP Jan. 2025 with completion in March 2026.
McKendree Road Culvert over Lyons Creek	11-1601-19	2023	2023	Started final design, Plats underway. Possible Design Change due to MDE hydraulic calculations, working with MDOT SHA to resolve.
Polling House Road Bridge over Rock Branch	11-1602-13	2026	2026	To accommodate potential stream restoration project, negotiating modification with consultant. NEPA approval expected Feb. 2023. Ad date January 2024, NTP July 2024 with construction completion in July 2025
Hanover Road Bridge over Deep Run	11-2105-13	2026	2026	In Schematic Design. Anticipated NEPA approval July 2023, Ad for construction June 2024, NTP Dec. 2024, completion Dec. 2025.
Conway Road Bridge over Little Patuxent River	11-2106-13	2027	2027	In Schematic Design. Surveys underway. NEPA approval expected in Nov. 2022, Ad for construction March 2025, NTP Sept. 2025, Completion Sept. 2026.
Jacobs Road Bridge over Severn Run	11-2107-13	2027	2027	In Schematic Design. 15% Design Review anticipated in Spring. NEPA approval expected Nov. 2022, Ad for construction March 2025, NTP Sept. 2025 with completion in Sept. 2026.
Parole Transportation Center	11-2101-66	2025	2025	In Schematic Design. NEPA - 9/22, AD - 7/23, NTP - 1/24, Construction Complete - 1/25
<b><u>Baltimore City</u></b>				
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Signal construction at 28 locations, CCTV and rewiring, ITS deployment, and signal timing optimization work planned for FY23-26

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
Transportation Management Center Upgrade	12-1701-04	2022	2025	Signal construction at 28 locations, CCTV and rewiring, ITS deployment, and signal timing optimization work planned for FY 23-26
Greenway Middle Branch Phase 2	12-2102-03	2025	2025	Construction delayed until FY24 due to engineering contract procurement delays.
Perring Parkway Ramp over Herring Run	12-1215-13	2023	2025	95% design stage, advertisement for construction in 2022. Year of operation delayed due to delays in advertisement for construction.
Sisson Street Bridge over CSX Railroad	12-1216-13	2024	2024	Design is complete,. CSX is no longer providing funding. Bridge closed in February 2022 due to deteriorated conditions. BCDOT to re-evaluate funding.
Wilkins Avenue Bridge over Gwynns Falls	12-1403-13	2025	XX	Design complete, advertising for construction in early 2022 with project completion in 2025
Belair Road Complete Streets	12-1404-11	2025	2026	Phase I is complete. Phase III funded for FY 2023; final phase II design funds were appropriated in FY 2022. Design is expected to be complete in 2023 with advertisement in FY 2024.
Remington Avenue Bridge over Stony Run	12-1602-13	2024	2024	95% Design Stage. Expecting to advertise for construction in 2022. Working on re-authorization of NEPA.
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	2025	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	2026	2029	Design is expected to start in 2023. Need the Federal Aid design contracts in order to have consultant selection process.
MLK Boulevard and Howard Street Intersection Improvements	12-1706-11	2023	XX	Project advertised for construction on Dec. 27, 2021. Contracts not yet awarded. Project completion in 2023.
25 <sup>th</sup> Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	2026	2027	Funds for final design appropriated in FY 2022 with engineering expected to be complete in FY 2023; estimated total cost has been revised due to changes in preliminary estimated cost. NEPA has been approved.
41 <sup>st</sup> Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	2030	2030	Design is expected to start in 2023. Need the Federal Aid design contracts in order to have consultant selection process.

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
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.
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	2025	2025	Funds appropriated for final design in FY 2022; Estimated total cost has been revised. Construction is expected to begin in FY 2024
Hanover Street over CSX	12-2008-13	2027	2027	Design is expected to start in 2023. 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	2025	Funds appropriated for final design in FY 2022; Estimated total cost has been revised as a result of material escalation. Construction to begin in fall of 2024.
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	2026	2027	Funds for final design in FY 2023 with design completion in FY 2024; Estimated total cost has been revised.
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	2026	2026	Funds for final design in FY 2023 with completion expected in FY 2024; Construction to begin in 2025. Estimated total cost has been revised.
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	2026	2026	Funds appropriated for final design in FY 2022 with completion in FY 2023; Estimated total cost has been revised. Construction will be advertised in FY 2024.
RAISE Transit Priority Project (Previously known as East-West Bus Corridor)	12-2201-64	2025	2025	Funding agreement between BCDOT and MDOT MTA was signed and engineering began in FY 2022. Advertisement anticipated in Spring 2024 with completion in fall of 2025.
Harford Road Bridge over CSX	12-2106-13	2024	2024	65% design stage. CSX is leading and funding design. Construction advertisement is anticipated in FY 2022.
Capital Project Delivery Services	12-1901-99	Ongoing	Ongoing	BCDOT continues its design efforts for the project management tool, Oracle's Unifier. Initial rollout is expected in FY 2022. Following implementation, Unifier will be used to enhance project management capacity in BCDOT's workforce.

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
<b><u>Baltimore County</u></b>				
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2024	2024	Project is in production. Re-coordination of NEPA/Section 106 review underway. County is engaging a design consultant for the redesign efforts due to change in stream alignment and updated design criteria. The cost of the redesign will be 100% County funded. Current schedule is to advertise in June 2023 with construction being completed in 2024. This schedule is contingent on clearing all environmental and right of way acquisitions.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2025	2026	Engineering is proceeding with a redesign necessitated by resolution of a drain issue with CSX. Engineering is anticipated to be completed in early 2023 and advertise for construction in July 2023. The ad date is contingent on clearing environmental and right of way constraints.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2024	2024	Project is in engineering production with an anticipated construction advertisement date of April 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 tentatively planned to begin in FY 2023 with construction beginning in FY 2026 but funding has not been identified.
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	2032	2029	Engineering is planned to begin in FY 2023 with construction beginning in FY 2027. Project requires transfer bridge ownership from CSX to Baltimore County.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2030	2026	Engineering has been moved up to begin in FY 2023. NEPA/Section 106 review to take place during preliminary design. This project has been advanced due to the current condition of the structure making it a higher priority project. Construction is anticipated in FY 2024.
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	2024	XX	This project has been removed from the program as it is being re-scoped as a maintenance/repair project fully funded by the County.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2027	2027	This project has been moved up in the program due to advanced deterioration that has resulted in the need to close the bridge to traffic. Engineering is to begin in FY 2022 and construction is planned for FY 2023.

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13	2031	XX	This project has been removed from the program. Due to structure type and location of defects, full replacement is not necessary. County to investigate repair options.
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13	2029	2027	Engineering is planned to begin in FY 2023 with the NEPA/Section 106 review taking place during preliminary design. Construction is planned for FY 2025. Due to size of structure, AMTRAK involvement and the need to construct the new bridge in stages, a three year construction duration is anticipated.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program
<b>Carroll County</b>				
Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13	2022	XX	Revised PS&E submitted July 2021, ROW Certification obtained January 2022, Authorization to Advertise received from FHWA on 3/1/22. Construction anticipated Summer/Fall 2022/Spring 2023 dependent on how quickly NTP for Construction can be issued.
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	2025	2025	Design is underway - Revised design study submitted December 2021 and February 2022. Need new proposal with MDOT SHA to progress design forward. Engineering funds allocated in 2022 are sufficient to progress the design. Anticipated schedule includes Preliminary Engineering through Environmental Clearance in FY 23 and Final Engineering will be completed in FY 24. Anticipated Construction in FY 25.
Babylon Road Bridge over Silver Run	14-1601-13	2026	XX	Project needs revisions made to Type, Size, and Location (TS&L) submission before it can be approved by MDOT SHA.
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.
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	2025	2025	Design Study was submitted in October 2021. Revised Design Study submitted December 2021. Will need new proposal with MDOT SHA to progress design forward in 2022.
Hughes Shop Road Bridge over Bear Branch	14-1802-13	2025	2025	Design Study submitted October 2021. Revised Design Study submitted December 2021. Will need new proposal with MDOT SHA to progress design forward in 2022.

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
Old Kays Mill Culvert over Beaver Run	14-2101-13	2028	2028	Administrative paperwork to be completed at a later date due to reorganization of project priorities. Holding action repairs may be needed. Preliminary engineering may be moved out to FY27, and Construction moved out to FY29.
Brown Road Culvert over Roaring Run	14-2102-13	2026	2026	Planning for preliminary engineering will begin in FY 2024.
McKinstry's Mill Road over Little Pipe Creek	14-2103-13	2027	2027	Administrative preliminary paperwork to be completed at a later date due to reorganization of projects based on priority. Planning for preliminary engineering will begin in FY26.
Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	2024	2024	Administrative preliminary paperwork to be completed. Preliminary Engineering work will begin in FY23. This was newly added to the TIP via amendment in FY22.
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	2024	2024	Administrative preliminary paperwork to be completed. Preliminary Engineering will begin in FY23. Project was newly added to the TIP via amendment in FY22.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program.
<b>Harford County</b>				
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2025	2025	Expected to be in operation in 2025. TSL/Foundation + NEPA Approved, currently working with consultant to finalize scope for final design. Construction anticipated in FY 24.
Stafford Road Bridge #24 over Deer Creek	15-1501-13	2023	XX	Project advertised for construction, with completion expected in May 2023. Construction will be scheduled so that the bridge is closed between Labor Day and Memorial Day to limit the impact to summer traffic in Susquehanna State Park.
Glenville Road Bridge #30 over Mill Brook	15-1601-13	2025	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	2025	2025	Project funded for construction in FY 2025. Working towards TSL/Foundation submission which is anticipated by August/September 2022. NEPA approval 2022/2023.
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	2024	2026	Funded for construction in FY25. Delayed due to design work approval. Design started in FY21. Project is in the preliminary stage. Anticipated advertisement in spring/summer of 2026 and completion in fall/winter of 2026.

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
Madonna Road Bridge #113 over Deer Creek	15-2101-13	2025	2026	Funded for construction in FY 26. Design has not started yet. Waiting on the approvals and the NTP. Anticipated constructions advertisement and completion in 2026.
St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	2028	2028	Preliminary design/NEPA to begin in 2025.
Stafford Road Bridge #162 over Buck Branch	15-2103-13	2027	2027	Preliminary design/NEPA to begin in 2023.
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	2027	2027	Funded for construction in FY 2026. Design has not started yet. Working on project scope, man-hours and submission for the approvals. The consultant has not been assigned yet on this project.
Moores Road Bridge #78 over a tributary of Gunpowder Falls	15-2201-13	2027	2027	Engineering to begin in FY 24.
Hess Road Bridge #81 over Yellow Branch	15-2202-13	2029	2029	Design to begin in FY 2025
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
<b>Howard County</b>				
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2025	2025	Two break out intersection projects have been completed, construction of sidewalk between Berger Rd and Lincoln Tech entrance and land acquisition of EB right turn lane into Minstrel are underway
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	2023	2024	This is a developer project. The project is at 60% design and is expected to be complete in 2024
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	All projects are in design or construction phases
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	2024	2024	Design consultant selected to develop 30% plans including NEPA. Final design expected to be complete by Dec. 2023 with anticipated ad in spring 2024
<b>Maryland Port Administration</b>				
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.
Howard Street Tunnel	32-2101-83	2025	2025	Pre-construction activities are ongoing. The Environmental Assessment for NEPA approval was issued on Feb. 26, 2021. Construction is anticipated to begin in FY 2022 after agreements are signed with FRA and CSX. Construction completion delayed to early 2025 as a result of delays in obtaining NEPA approval.



**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
<b><u>Maryland Transportation Authority</u></b>				
I-95 Fort McHenry Tunnel: Port Covington Access	22-1901-45	2029	2029	Planning is underway and planning funding is shown for MDTA's oversight of the planning phase which is being funded by a private developer. Construction schedule to be determined.
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	2027	2027	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	The I-95 ETL Northbound Extension (part of Section 200) is being developed in two phases. Phase I has a total of 9 projects. Six projects are complete, two are currently under construction and construction is expected to start in summer 2022 for the last project. Phase 2 has a total of 15 projects. Four are complete, four are under construction, one is in the procurement stage and the remaining 6 are in design.
I-95 Southbound Part-Time Shoulder Use	25-2101-41	2025	2026	Engineering resumed in October 2020. Engineering will be completed in FY 2023 timeframe. Year of Operation changed to 2026.
<b><u>MTA - Transit</u></b>				
MDOT MTA Transportation Alternatives Program Grants	40-2104-29	Ongoing	XX	Engineering for Belair Road and Garrison Boulevard Transit Priority Initiatives and the Patapsco bike/ped bridge began 2021 with completion 11/2022. No additional funds are being requested at this time.
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. FY 2022
Rural Transit Systems - Capital Assistance	40-9501-05	Ongoing	Ongoing	Projects are ongoing and on schedule
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	2021	Building became operational June 2021. Completion of punch list work and commissioning ongoing including warranty period to remain in affect 2 years after opening, anticipated to remain active for warranty period till June 2023

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 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
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	29 of 53 Light Rail Vehicles accepted for revenue service. Projected delivery of final car is 1/31/2024.
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
<b><u>MTA - Commuter Rail</u></b>				
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Nineteen overhauled cars have been delivered to MTA and are operating in revenue service. Nine cars are at the contractor's facility in various stages of overhaul
MARC Improvements	70-1502-54	Ongoing	Ongoing	Funds for this project are split 50/50 between the Baltimore and Washington region TIPs as commuter rail funds can be used anywhere MARC runs. Construction on the Brunswick and Camden lines began late 2019. MARC Positive Train Control (PTC) is ready to begin testing on the Penn Line pending Amtrak readiness. The MARC Penn-Camden Connector has completed design. Partial procurement scheduled and funded in FY 2025.
MARC Facilities	70-1503-55	Ongoing	Ongoing	Various projects ongoing
<b><u>MDOT – Office of the Secretary</u></b>				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	NA	NA	Planning activities are underway. The Draft Environmental Impact Statement and Draft Section 4(f) Evaluation were released for public comment in January 2021.
<b><u>State Highway Administration</u></b>				
Areawide Transportation Alternatives Projects	60-9903-29	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
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
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	2024	2025	Project advertised 2/17./22 NTP 4/25/22 Construction anticipated to begin in spring 2022
MD 173: Bridge Replacement over Rock Creek	61-2101-13	TBD	TBD	Engineering ongoing; construction not currently funded
I-695: US 40 to MD 144	63-1601-41	2021	2021	Road construction completed in summer 2021; noise barrier construction to begin in 2022
I-695: I-70 to MD 43	63-1802-41	2024	2024	Construction underway. Estimated completion fall 2024
I-83: Bridge Replacement over Padonia Road	63-1701-13	2022	2022	Construction to be complete in July 2022
US 1: Bridge Replacement over CSX	63-1704-13	2022	2022	Construction ongoing with completion anticipated in fall 2022
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	2022	2023	Construction ongoing with completion anticipated in early 2023. Project delayed due to water infiltration work.
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	2023	2025	Utility relocation ongoing; bridge construction delayed due to complicated utility relocation
I-695: Reconstruction of Interchange at I-70	63-2201-12	2027	2027	Engineering, public involvement and NEPA activities underway. Advertisement for Construction anticipated in Summer 2023
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	2024	2024	Engineering ongoing with construction to begin in summer 2022
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	2024	2024	Engineering and right-of-way acquisition underway; initiated as part of areawide project. Anticipated project completion in winter 2-23/2024.
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	TBD	TBD	Engineering ongoing with approximately 75% design complete.
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	2025	2026	Engineering ongoing with 30% design complete. Advertisement date delayed due to design funding.
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	2022	2022	Construction ongoing, with completion anticipated in fall 2022

**Table II-1: Status of Projects from the 2022-2025 TIP**

Project	TIP ID	Year of Operation		Project Status
		22-25 TIP	23-26 TIP	
MD 835C Sidewalk: Cockey Lane to Old Love Point Road	67-2101-03	TBD	XX	Engineering Complete. Project is not yet funded for construction.

**Table II-2: New Projects in the 2023-2026 TIP**

Agency	Project	TIP ID	Project Category	Year of Operation
Baltimore City	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	Environmental/Safety	2027
Baltimore City	Russell Street Pavement Rehabilitation from Russell Street	12-2302-11	Highway Preservation	2027
Baltimore City	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	Environmental/Safety	2028
Baltimore City	Communication Upgrades – Wireless	12-2304-07	Emission Reduction Strategy	2028
Baltimore City	Orleans Street Bridge over I-83 and City Streets*	12-1601-13	Highway Preservation	2028
Baltimore City	Brehms Lane over Herring Run*	12-2005-13	Highway Preservation	2028
Baltimore City	Howard Street over I-83, CSX, Amtrak, and Jones Falls*	12-2009-13	Highway Preservation	2030
Baltimore City	Waterview Avenue over Ramp to 295*	12-2015-13	Highway Preservation	2027
Baltimore City	Pavement Management System*	12-1206-99	Miscellaneous	2026
MDOT – Maryland Port Administration	Port of Baltimore Rail Capacity Modernization Project	30-2301-83	Ports	2026
MDOT – Maryland State Highway Administration	MD 2: US 50 to Arnold Road	61-2301-41	Highway Capacity	TBD
MDOT – Maryland State Highway Administration	MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	61-2302-41	Highway Capacity	TBD
MDOT – Maryland State Highway Administration	MD 170: Norcross Lane to Wieker Road	61-2303-41	Highway Capacity	TBD
MDOT – Maryland State Highway Administration	MD 214: MD 468 to Camp Letts Road	61-2304-41	Highway Capacity	TBD
MDOT – Maryland Transit Administration	Eastern Bus Facility	40-2301-65	Rehabilitation of Facilities	2026
MDOT – Maryland Transit Administration	Zero Emission Infrastructure and Rolling Stock	40-2302-63	Rehabilitation of Facilities	2026

\*Projects appeared in previous TIPs but were not included in the 2022-2025 TIP due to lack of funding and are now requesting funds in the 2023-2026 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 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 2023-2026 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 2023-2026 Transportation Improvement Program and Maximize 2045*, 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 are 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<sub>x</sub> 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 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

FTA’s final rule on transit asset management (TAM) requires transit agencies receiving FTA funding to develop asset management plans and monitor performance for public transportation assets, including: vehicles, facilities, equipment, and other infrastructure. The BRTB adopted the four required transit asset management targets in June 2017, with an update in February 2019:

1) Percentage of revenue vehicles within an asset class that have either met or exceeded their Useful Life Benchmarks (ULBs). Table 1 summarizes these targets.

Table 1. MDOT MTA Revenue Vehicle Performance Targets

% of vehicles at or past their ULB				
Mode	Asset Class	2017 Target	2018 Target	2019 Target
Bus	bus (40-ft)	4.7%	4.7%	0.0%
Bus	bus (60-ft)	0.0%	0.0%	0.0%
Light Rail	light rail vehicle	0.0%	0.0%	0.0%
Metro	heavy rail vehicle	88.9%	88.9%	88.9%
MARC	locomotive	0.0%	0.0%	0.0%
MARC	passenger coach	0.0%	0.0%	0.0%
Mobility	cutaway bus	0.0%	0.0%	0.0%
Mobility	vans	0.0%	0.0%	0.0%
Mobility	automobile	4.4%	4.4%	4.4%

2) Percentage of non-revenue vehicles that have either met or exceeded their ULBs. Table 2 summarizes these targets.

Table 2. MDOT MTA Non-Revenue Vehicle Performance Targets

% of vehicles at or past their ULB			
Asset Class	2017 Target	2018 Target	2019 Target
Steel wheel vehicles	61.1%	61.1%	61.1%
Other rubber tire vehicles	54.4%	54.4%	54.4%

3) Infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions. Table 3 summarizes these targets.

Table 3. MDOT MTA Guideway Performance Targets

% of guideway under performance restriction			
Mode	2017 Target	2018 Target	2019 Target
MARC	3.5%	3.5%	3.5%
Metro	3.5%	3.5%	3.5%
Light Rail	5.8%	5.8%	5.8%

4) Facilities: Percentage within an asset class rated below condition 3 on the FTA Transit Economic Requirements Model (TERM) scale. Table 4 summarizes the TERM scale and Table 5 summarizes the facilities targets.



Table 4. FTA Transit Economic Requirements Model (TERM) Scale

<b>General Condition Assessment Rating Scale</b>		
Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty
4	Good	Good condition, but no longer new, may have some slightly defective or deteriorated component(s), but is overall functional
3	Adequate	Moderately deteriorated or defective components but has not exceeded useful life
2	Marginal	Defective or deteriorated component(s) in need of replacement; exceeded useful life
1	Poor	Critically damaged component(s) or in need of immediate repair; well past useful life

Table 5. MDOT MTA Facilities Performance Targets

<b>% of facilities rated below condition 3 on the TERM scale *</b>			
Asset Class	2017 Target	2018 Target	2019 Target
administrative facility	21%	21%	21%
maintenance facility	65%	65%	50%
passenger facility	17%	17%	17%
parking lot	58%	58%	50%

In addition to the TAM targets for MDOT MTA listed above, there are separate performance targets for Tier II agencies. Tier II agencies include Locally Operated Transit Systems (LOTS) in the Baltimore region. MDOT MTA is a Tier 1 agency and Maryland’s direct recipient of federal funds. Tier 1 providers are those transit operators with 101 or more vehicles in revenue service during peak regular service or operators of rail fixed-guideway public transportation systems. MDOT MTA is also

overseeing asset management for 22 sub-recipients (two Tier I agencies and 20 Tier II agencies). Tier II providers are those transit operators that do not operate rail fixed-guideway public transportation systems and have 100 or fewer vehicles in service during peak regular service. Table 6 summarizes Tier II targets.

Table 6. Tier II Performance Targets

<b>% of vehicles at or past their ULB</b>		
Asset Class	Current Performance	2019 Target
bus	40.7%	40.7%
cutaway bus	52.3%	52.3%
automobile	66.7%	66.7%
van	85.4%	85.4%
trucks and other rubber tire vehicles	50.0%	50.0%
administrative facility	40.9%	40.9%
combined administrative/maintenance facility	11.1%	11.1%
maintenance facility	21.1%	21.1%
passenger/parking	25.0%	25.0%

The 2023-2026 TIP includes sixteen 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 7 summarizes these projects. The 2023-2026 TIP includes a total of \$1.038 billion in TAM related investments. Federal sources such as CMAQ and FTA

sections 5307, 5337, and 5339 account for \$818.3 million of this total. Matching funds account for the remaining \$220.0 million. This investment represents 24.4% of the \$4.26 billion programmed in the 2023-2026 TIP.

Table 7. 2023-2026 TIP Projects Related to Transit Asset Management

Project	TAM Target	Federal	Matching	Total TIP Funds
MARC Rolling Stock Overhauls and Replacement	Vehicles	\$32,548	\$8,135	\$40,683
Bus and Paratransit Vehicle Overhaul and Replacement	Vehicles	\$100,962	\$25,235	\$126,197
Metro and Light Rail Rolling Stock Overhauls and Replacement	Vehicles	\$190,337	\$47,582	\$237,919
Bus and Rail Preventive Maintenance	Vehicles and Infrastructure	\$156,412	\$39,100	\$195,512
MARC Improvements	Infrastructure	\$62,271	\$15,565	\$77,836
MARC Facilities	Facilities	\$55,535	\$13,882	\$69,417
Bus System Preservation and Improvement	Facilities	\$4,221	\$1,053	\$5,274
Kirk Bus Facility Replacement - Phase 1 & 2	Facilities	\$1,769	\$442	\$2,211
Agencywide System Preservation and Improvement	Facilities and Infrastructure	\$28,555	\$7,138	\$35,693
Metro and Light Rail System Preservation and Improvement	Facilities and Infrastructure	\$40,880	\$10,218	\$51,098
Parole Transportation Center (Anne Arundel County)	Tier II Facilities	\$0	\$15,487	\$15,487
Rural Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$1,011	\$252	\$1,263
Small Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$1,556	\$389	\$1,945
Urban Transit Systems - Capital Assistance	Tier II Facilities and Vehicles	\$2,725	\$680	\$3,405
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	\$70,454	\$17,612	\$88,066
<b>Funding Total (in \$1,000s)</b>		<b>\$818,252</b>	<b>\$220,024</b>	<b>\$1,038,276</b>

### Transit Safety: Performance Measures and Targets

FTA’s final rule requires transit agencies to develop four transit safety performance measures and targets. MDOT, regional LOTS and the BRTB coordinated on a methodology to develop measures to be tracked annually. The BRTB adopted the four required transit asset management targets in January 2021. The adopted performance measures include:

- 1) Fatalities: The total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode
- 2) Injuries: The total number of reportable injuries and the rate per total VRM by mode
- 3) Safety Events: The total number of reportable events and the rate per total VRM by mode
- 4) System Reliability: The mean distance between major mechanical failures by mode

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.”

Tables 8 and 9 summarize the required transit safety performance measures and targets for MDOT MTA and the regional LOTS. Targets for these measures can be found in columns two, four, six and eight respectively. Fatalities, injuries, and safety events also include performance measures for the rate per total VRM by mode. These targets are listed in columns three, five, and seven respectively. System Reliability is shown in column eight.

Table 8. Transit Safety Performance Measures and Targets – MDOT MTA

<b>Mode of Transit Service</b>	<b>Fatalities</b>	<b>Fatalities (per 1 million VRM)</b>	<b>Injuries</b>	<b>Injuries (per 1 million VRM)</b>	<b>Safety Events</b>	<b>Safety Events (per 1 million VRM)</b>	<b>System Reliability (VRM/Failures)</b>
Local Bus	3	0.1	184	8.7	143	6.8	5,727
Light Rail	1	0.3	15	5.1	15	5.1	1,383
Metro Subway	1	0.2	37	8.1	38	8.3	2,820
Mobility	0	0.0	107	4.8	90	4.1	14,000
Commuter Bus	0	0.0	0	0.0	0	0.0	14,975

Table 9. Transit Safety Performance Measures and Targets - LOTS

Performance Measure	Fatalities	Fatalities (per 1 million VRM)	Injuries	Injuries (per 1 million VRM)	Safety Events	Safety Events (per 1 million VRM)	System Reliability (VRM/Failures)
<b>Annapolis Transit</b>							
Demand Response (Paratransit)	0	0	0	0	0	0	NA
Fixed Route	0	0	0	0	0.6	0.1	NA
<b>Baltimore County</b>							
Demand Response (Paratransit)	0	0	0	0	0	0	39,614 miles between failures
<b>Carroll Transit</b>							
Demand Response	0	0	1	0.15	15	2.30	>265,000
Fixed Route	0	0	1	0.53	5	2.66	>82,000
<b>Queen Anne's County</b>							
Demand Response	0	0	0	0	0	0	95%
Fixed Route	0	0	0	0	0	0	95%
<b>Anne Arundel OOT</b>							
Demand Response	0	0	2	0	2	0	25,000
Fixed Route	0	0	1	0	1	0	75,000
<b>Harford Link</b>							
Demand Response		0		0.25		<5	98%
Fixed Route		0		1		<10	98%
Deviated Fixed Route		0		0.5		0	98%
<b>Charm City Circulator</b>							
Fixed Route	0	0	0	0	4 or fewer	1.0	5,000 miles between breakdowns
<b>RTA (Howard)</b>							
Fixed Route	0	0	20	1.5	20	1.5	Miles bw failures 6,000
Demand Response (Paratransit)	0	0	3	0.25	5	0.40	6,000
Demand Taxi	0	0	0	0	0	0	0

The 2023-2026 TIP includes ten projects related to the transit safety performance measures and targets. MDOT MTA is the project sponsor for all of these projects aside from the East-West Bus Corridor (Baltimore City) and State Safety Oversight

(MDOT Office of the Secretary). Table 10 summarizes these projects. The 2023-2026 TIP includes a total of \$698.76 million in transit safety related investments. Federal sources account for \$558.7 million of this total. Matching funds account for the

remaining \$140.1 million. This investment represents 17.3% of the \$4.26 billion programmed in the 2023-2026 TIP.

Table 10. 2023-2026 TIP Projects Related to Transit Safety

Project	Federal	Matching	Total TIP Funds
RAISE Transit Priority Project (Formerly East-West Bus Corridor)	\$22,000	\$28,000	\$50,000
MARC Improvements	\$62,271	\$15,565	\$77,836
MARC Rolling Stock Overhauls and Replacement	\$32,548	\$8,135	\$40,683
Bus and Paratransit Vehicle Overhaul and Replacement	\$100,962	\$25,235	\$126,197
Bus and Rail Preventive Maintenance	\$156,412	\$39,100	\$195,512
Metro and Light Rail Rolling Stock Overhauls and Replacement	\$190,337	\$47,582	\$237,919
Rural Transit Systems - Capital Assistance	\$1,011	\$252	\$1,263
Small Urban Transit Systems - Capital Assistance	\$1,556	\$389	\$1,945
Urban Transit Systems - Capital Assistance	\$2,725	\$680	\$3,405
State Safety Oversight (MDOT TSO)	\$1,600	\$800	\$2,400
<b>Funding Total (in \$1,000s)</b>	<b>\$571,422</b>	<b>\$165,738</b>	<b>\$737,160</b>

### 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 11 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 11 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 11. Highway Safety Performance Measures and Targets

Measures related to funding under the Highway Safety Improvement Program (HSIP)					
Measure	2005-2009 Baseline	2019 Actual	2020 Actual	2018-2022 Target	2040 VZ/ZD Goal
Number of fatalities	244	208	248	208	194
Number of serious injuries	2,094	1,509	1,409	1,166	882
Fatality rate per 100 million VMT	0.94	0.75	1.06	0.75	0.67
Serious injury rate per 100 million VMT	8.06	5.42	6.04	4.23	3.04
Number of non-motorized (ped/bike) fatalities and serious injuries	290	342	331	333	272

Table 12 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 2023. The 2023-20256 TIP includes \$77.52 million in federal HSIP funds along with \$19.38 million in matching funds for a total of \$96.9 million. This investment represents 2.3% of the \$4.25 billion programmed in the 2023-2026 TIP.

Table 12. 2023-2026 TIP Projects Programming HSIP Funds

Agency	Project	HSIP Federal	HSIP Matching	Total TIP Funds
MDOT SHA	Areawide Environmental Projects	\$2,320	\$580	\$2,900
MDOT SHA	Areawide Resurfacing And Rehabilitation	\$17,280	\$4,320	\$21,600
MDOT SHA	Areawide Safety And Spot Improvements	\$57,920	\$14,480	\$72,400
<b>Funding Total (in \$1,000s)</b>		<b>\$77,520</b>	<b>\$19,380</b>	<b>\$96,900</b>

While the FHWA-required highway safety performance measures and targets are focused specifically on implementation of the HSIP, the 2023-2026 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 2023-2026 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.

2) Percentage of non-single-occupancy vehicle (SOV) travel: This measure is the percentage of non-SOV vehicles traveling within an urbanized area, calculated using American Community Survey (ACS) commuting (journey to work) data from the U.S. Census Bureau.

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 13 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 October 2020. BRTB is in coordination with MDOT to develop targets for the second performance period which are expected in October 2022.

Table 13. Traffic Congestion and Emissions Performance Targets

<b>Measures related to funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) Program</b>			
Measure	Baseline (Year)	2-year Targets (2018-2019)	4-Year Targets (2018-2021)
Annual per capita hours of peak-hour excessive delay (PHED)	20.2 hours (2017)	<21.8 hours	<22.6 hours
Percentage of non-SOV travel	25.1% (2016)	24.8%	24.8%
Reduction of VOC (kg/day)	12.825 (2014-2017)	6.74	8.13
Reduction of NOx (kg/day)	139.478 (2014-2017)	88.91	124.00

Table 14 summarizes the TIP projects programming CMAQ funds. The 2023-2026 TIP includes \$308.5 million in federal CMAQ funds along with \$76.6 million in matching funds for a total of \$385.2 million. This investment represents 9.1% of the \$4.25 billion programmed in the 2023-2026 TIP.

MDOT MTA accounts for nearly 94.5% 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 2023.

Table 14. 2023-2026 TIP Projects Programming CMAQ Funds

Agency	Project	CMAQ Federal	CMAQ Matching	Total TIP Funds
MDOT MTA	Bus and Paratransit Vehicle Overhaul and Replacement	\$100,962	\$25,235	\$126,197
MDOT MTA	Metro and Light Rail Rolling Stock Overhauls and Replacement	\$190,337	\$47,582	\$237,919
MDOT MTA	Ridesharing - Baltimore Region	\$2,004	\$0	\$2,004
MDOT SHA	Areawide Congestion Management	\$5,760	\$1,440	\$7,200
MDOT SHA	Areawide Safety And Spot Improvements	\$9,480	\$2,370	\$11,850
<b>Funding Total (in \$1,000s)</b>		<b>\$308,543</b>	<b>\$76,627</b>	<b>\$385,170</b>

### 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 15 summarizes the six required performance measures and targets for pavement and bridge condition. The BRTB adopted these measures and targets in October 2018.

Table 15. Pavement and Bridge Condition Performance Measures and Targets

Measure	Baseline	2-Year Targets (2018-2019)	4-Year Targets (2018-2021)
% of NHS interstate pavement in good condition (2016 baseline)	63.8%	60.0%	60.0%
% of NHS interstate pavement in poor condition (2016 baseline)	0.4%	2.0%	2.0%
% of NHS non-interstate pavement in good condition (2016 baseline)	29.7%	30.0%	30.0%
% of NHS non-interstate pavement in poor condition (2016 baseline)	8.6%	7.0%	8.0%
% of NHS bridges by deck area in good condition (2017 baseline)	29.7%	20.0%	20.0%
% of NHS bridges by deck area in poor condition (2017 baseline)	5.0%	3.0%	5.0%

Table 16 summarizes funds programmed in the 2023-2026 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 Table 16, 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 2023 are listed in Appendix D. These areawide TIP projects program \$471.2 million in federal funds along with \$108.8 million in matching funds for a total of \$589 million. \$229 million of the funds in these projects are programmed under the National Highway Performance Program, which is used on NHS facilities.

Table 16. 2023-2026 TIP Projects Related to Pavement Condition

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
<b>NHS Interstate Projects</b>				
MDOT SHA	I-695: I-70 to MD 43 (2024)	\$141,144	\$172	\$141,316
MDOT SHA	I-695: US 40 to MD 144 (2021)	\$0	\$15,426	\$15,426
<b>NHS Interstate Subtotal (In \$1,000s)</b>		<b>\$141,144</b>	<b>\$15,598</b>	<b>\$156,742</b>
Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
<b>Non-Interstate NHS Projects</b>				
Baltimore City	Belair Road Complete Streets (2026)	\$6,640	\$1,660	\$8,300
Baltimore City	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	\$8,000	\$2,000	\$10,000
Baltimore City	Freemont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	\$5,600	\$1,400	\$7,000
Baltimore City	Madison Street Rehabilitation from North Milton Avenue to Edison Highway (2025)	\$6,800	\$1,700	\$8,500
Baltimore City	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue (2027)	\$11,560	\$2,890	\$14,450
Baltimore City	Patapsco Ave. from Magnolia Ave. to Patapsco River Bridge (2026)	\$11,960	\$2,990	\$14,950
Baltimore City	Pennington Ave. Rehabilitation from Birch St. to East Ordnance Rd (2026)	\$9,400	\$1,600	\$8,000
Baltimore City	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	\$4,320	\$1,080	\$5,400
MDOT SHA	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	\$429	\$0	\$429
MDOT SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements (2022)	\$1,684	\$837	\$2,521
<b>Non-Interstate NHS Subtotal (In \$1,000s)</b>		<b>\$66,393</b>	<b>13,157</b>	<b>\$79,550</b>
<b>Interstate and Non-Interstate NHS Funding Total (In \$1,000s)</b>		<b>\$207,537</b>	<b>\$28,755</b>	<b>\$236,292</b>

Table 17 summarizes the funds programmed in the 2023-2026 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 2023-2026 TIP includes a total of \$281.35 million in federal funds for these projects along with \$26.16 million in matching funds for a total of \$307.51 million. The reconstruction of the interchange at I-695 and I-70 accounts for 58.6% of this total.

Table 17. 2023-2026 TIP Bridge Projects on the NHS

Agency	Project Name (Year of Operation)	Federal	Matching	Total TIP Funds
Baltimore City	Hanover Street over CSX (2027)	\$735	\$185	\$920
Baltimore City	Harford Road Bridge over CSX (2024)	\$9,000	\$3,500	\$12,500
Baltimore City	I-83 Concrete Deck Mill and Resurface (2026)	\$10,720	\$2,680	\$13,400
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)	\$960	\$240	\$1,200
Baltimore City	Perring Parkway Ramp over Herring Run (2025)	\$8,000	\$2,000	\$10,000
MDOT SHA	MD 173: Bridge Replacement over Rock Creek (TBD)	\$263	\$87	\$350
MDOT SHA	I-695: Reconstruction of Interchange at I-70 (2027)	\$171,550	\$8,647	\$180,197
MDOT SHA	I-83: Bridge Replacement over Padonia Road (2022)	\$141	\$0	\$141
MDOT SHA	US 1: Bridge Replacement over CSX (2022)	\$2,509	\$40	\$2,549
MDOT SHA	US 40: Bridge Replacements over Little & Big Gunpowder Falls (2023)	\$154	\$0	\$154
MDOT SHA	I-695: Bridge Replacement on Putty Hill Avenue	\$8,891	\$555	\$9,446
MDOT SHA	US 1: Bridge Replacements at Tollgate Road and Winters Run (2026)	\$13,811	\$850	\$14,661
MDOT SHA	I-95/I-695 Interchange Bridge Deck Replacement (2024)	\$31,100	\$1,499	\$32,599
<b>Funding Totals (in \$1,000s)</b>		<b>\$281,354</b>	<b>\$26,163</b>	<b>\$307,517</b>

In addition to the projects listed in Table 17, 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 \$195.3 million in federal funds along with \$4.8 million in matching funds for a total of \$244.1 million. These funds include both NHS and non-NHS structures. \$139.4 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 2023-2026 TIP includes \$145.8 million in federal funds for these projects along with \$38.2 million in matching funds for a total of \$184.0 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 80<sup>th</sup> percentile to a “normal” travel time (50<sup>th</sup> 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 80<sup>th</sup> percentile travel time divided by the 50<sup>th</sup> 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 95<sup>th</sup> percentile time) relative to the time it takes to make a trip in “normal” conditions (as shown by the 50<sup>th</sup> percentile time). For example, say the 95<sup>th</sup> 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 18 summarizes the travel time reliability performance measures and targets. The BRTB adopted these targets in October 2018.

Table 18. Travel Time Reliability Performance Measures and Targets

<b>Measures related to travel time reliability</b>			
Measure	2017 Baseline	2-year Targets (2018-2019)	4-Year Targets (2018-2021)
LOTTR (Interstate) measure: Percentage of person-miles traveled on the Interstate System that are reliable	71.5%	72.1%	72.1%
LOTTR (non-Interstate) measure: Percentage of person-miles traveled on the non-Interstate NHS that are reliable	82.0%	not applicable *	81.7%
TTTR Index: Ratio of Interstate System mileage indicating reliable truck travel times	1.87	1.87	1.88

\* For the first performance period only, FHWA does not require state DOTs and MPOs to set a 2-year target for the LOTTR non-interstate measure

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 Traffic Signals and Intelligent Transportation System project (TIP ID 12-1218-07)

- MDOT SHA’s implementation of hard shoulder running on I-695 during peak travel periods between I-70 and MD 43 (TIP ID 63-1802-41)
- MDOT SHA’s Areawide Congestion Management project (TIP ID 60-9504-04)
- MDTA’s I-95 Southbound Part-Time Shoulder Usage project (TIP ID 25-2101-41)
- MDTA’s I-95 Express Toll Lanes Northbound Extension (TIP ID 25-1801-41)

In addition to investments in the TIP, BMC staff are working on the development of an analysis tool for congestion in the Baltimore region. This tool overlays project data from the TIP and *Maximize2045*, 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.<sup>5</sup>

<sup>5</sup> 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 *Maximize2045*.<sup>6</sup>

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<sup>6</sup> More information on *Maximize2045*, including the system performance report, is available here:

<https://www.baltometro.org/transportation/plans/long-range-transportation-plan/maximize2045>

### III. PROGRAM DEVELOPMENT

#### A. Integration with Federal, State and Local Programs

The projects contained in the 2023-2026 TIP flow from *Maximize2045* 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 2023-2026 portions of their respective multi-year improvement programs.<sup>7</sup> 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.

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<sup>7</sup> 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:

- 1702 High Priority Projects
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- FTA Capital and Operating – Sections 5307, 5307 flexed from STBG, 5310, 5311, 5329, 5337, and 5339, 5339C
- Better Utilizing Investments to Leverage Development (BUILD) grants
- 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.<sup>8</sup> Inclusion of these projects in the TIP indicates endorsement by the BRTB for federal funding of the proposed project phase(s).

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<sup>8</sup> 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 2023, 2024, 2025, and 2026. 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 now a part of the Baltimore urbanized area, there are no local projects for Queen Anne’s County in the 2023-2026 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.

As called for in 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 deserves funding

over others. The **Connection to Long-Range Transportation Planning Goals** connects TIP projects to the long-range plan goals and strategies that the project helps the region to achieve.

**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. Funding sources are abbreviated as follows:

Federal Highway Administration Funds:

- 1702 Section 1702 High Priority Project
- BUILD Better Utilizing Investment to Leverage Development Grants
- CMAQ Congestion Mitigation and Air Quality
- HSIP Highway Safety Improvement Program
- INFRA Infrastructure for Rebuilding America Grants
- NHPP National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-system))
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (including Safe Routes to School)
- FRA Federal Railroad Administration

Federal Transit Administration Funds:

- 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)
- 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<sup>9</sup>: 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.

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<sup>9</sup> The 2023-2026 TIP includes \$226.5 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 (\$180.3 million or 80% of total)
- MDOT SHA Areawide Congestion Management funds not involving construction such as CHART vehicle purchases (\$34.0 million or 15.1% of total)
- Permits, inspection fees, and local bridge inspection programs (\$11.3 million or 5.0% of total)
- Non-infrastructure funds for project delivery services and research (\$.9 million or 0.4% 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 2023 through FY 2026).

Further, the 2023-2026 TIP is financially constrained by program and by year. The framework of both *Maximize2045*, the regional long-range transportation plan (LRTP), and the 2023-2026 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 2022 - 2027 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 2023 and for FY 2023-2026. It includes:

- A summary of FY 2023 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2023 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2023-2026 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

In developing the CTP and establishing funding levels, MDOT must account for State and local economic growth, fluctuations in State transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provides funding that enables MDOT to address important capital and operating needs including congestion relief, safety improvements, and transit availability, as well as maintaining the competitiveness of the Port of Baltimore and BWI Marshall Airport.

The economic challenges and uncertainty surrounding the COVID-19 global pandemic impacted virtually all MDOT operations and revenues. At the worst point, traffic volumes on Maryland roads, ridership across all MDOT MTA services, and passenger traffic at BWI Marshall Airport were all severely down. As more people become vaccinated and businesses return to more normal operations, MDOT has seen revenues gradually recover. In anticipation of that recovery, estimated state revenues for this Final FY 2022 – FY 2027 CTP are \$2.5 billion higher than the estimates for

the previous Final CTP. Total projected revenues amount to \$32.2 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 increased its minimum fund balance policy to \$200 million in FY 2022 to accommodate working cash flow needs throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$7.1 billion during the six-year period. As of July 1, 2021, the motor fuel tax rates were 36.1 cents per gallon gasoline and 36.85 cents per gallon diesel fuel, which is a 0.2 cents per gallon decline from the previous tax rate. The Consumer Price Index (CPI) effect is estimated to average 5.3 cents per gallon during the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2021 is 9.0 cents per gallon. The rate is estimated to average 10.3 cents per gallon during the program period. This revenue estimate is up \$460 million from the estimate in the previous Final CTP, reflecting the anticipated recovery from the impacts of COVID-19.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$6.3 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. During the six-year planning period, vehicle sales, which declined at the peak of the global pandemic, are projected to recover and follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle. Although the timing of revenues from this source has been delayed due to MDOT MVA branch closures and later re-opening by appointment, the overall revenue estimate remains essentially the same during the six-year period.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.8 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.

- **Federal Aid:** This source is projected to contribute \$8.0 billion for operating and capital programs. This amount does

not include \$714.7 received directly by WMATA. The majority of federal aid is capital; although COVID-19 relief and recovery funds are more than doubling funds programmed for operating assistance in the six-year program. 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 \$2.6 billion, with \$742 million from MDOT MTA, \$328 million from MDOT MPA, and \$1.5 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which are indexed to inflation. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- **Bond Proceeds:** It is projected that \$1.7 billion of Consolidated Transportation Bonds will be sold in the six-year period. The level of bonds issued during the six-year period is determined by capital funding needs. This level of

bonds is affordable within the financial parameters used by MDOT.

- Other Sources: The remaining sources are projected to provide \$746 million. These sources include investment income, reimbursements, the use of fund balances, and other 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 November 15, 2021 and provides authorization for federal fiscal years 2022 through 2027 (FFY 2022- FFY 2027). This Act is more than the usual transportation authorization and much of the discretionary funding was both authorized and appropriated in the Act. The traditional transportation funding still needs FFY 2022 appropriations before it can be utilized.

### **Federal Stimulus Funding**

In addition to federal relief funds provided directly to MTA, SHA, and MAA, MDOT received \$500 million in American Rescue Plan Act of 2021 (ARPA) funding through the state of Maryland. This funding was leveraged to preserve capital projects in the program as well as enable additional high priority projects to move forward. A majority of these funds were directed to critical system preservation needs. The MDOT SHA utilized funding to ensure that the MDOT SHA bridge and highway assets remain in a state of good repair.

In addition to two major bridge preservation projects, a portion of these funds was applied to multiple highway resurfacing projects statewide, to include the use of diamond grinding, a preventative maintenance solution, as well as high friction surface treatment, which provides the highest skid resistance of any treatment used in the highway industry. These funds also enabled ongoing extensive resurfacing work being performed on the MDOT state highway network throughout at least five different counties over the next several years. The MDOT MTA was also able to preserve funding for state of good repair needs for bus, Metro, MARC and Light Rail facilities and systems as well as enable investments in a Zero Emission Bus fleet, dedicated bus lanes, safe access to bus stops, shelters and an investment in ADA goals. The MDOT MVA was able to preserve funding for critical preservation needs related to branch office buildings as well as Customer Connect upgrades.

The MDOT was able to restore funding to high priority projects impacted by budget constraints resulting from the COVID-19 global pandemic. The MDOT MAA was able to preserve funding for critical infrastructure projects such as

the Airline Maintenance Facility Infrastructure as well as the North Cargo Fuel Tank Expansion. The MDOT MPA utilized funds to preserve ongoing projects contributing to the preservation of the 50-foot channel system into the Port of Baltimore, to include the expansion of the Masonville Dredged Material Containment Facility (DMCF). The COVID-19 global pandemic significantly impacted the Transportation Trust Fund revenues, and by effectively leveraging ARPA funds, MDOT was able to continue to provide critical services and invest in critical infrastructure needs.

### **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; 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 \$731.8 million in highway formula funding and \$291.6 million

in transit formula funding in FFY 2022 for MDOT projects. This is dependent on the passage of an FFY 2022 appropriations bill. The Purple Line 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 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. Since FFY04, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2019 was 90.1 percent, in FFY20 was 90.6 percent and in FFY21 was 88.9 percent. This CTP assumes an OA level of 90 percent for FFY22 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, operating revenues, and corporate income taxes. 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 provided investment in transportation infrastructure through FFY27. There is

appropriation legislation still pending in the House and Senate that will provide the yearly approval of the formula funding in the IIJA. Total projected Trust Fund revenues for operating and capital amount to \$32.2 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will return to a moderate growth scenario during the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants and 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. Funding also is provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects. This document, Maryland's Final CTP, is the six-year capital budget for all state transportation projects. This Final FY 2022 – FY 2027 CTP totals \$17.7 billion, \$15.0 billion of which comes through the Transportation Trust Fund and \$2.7 billion from "Other" fund sources, including local contributions, WMATA direct funding, airport Passenger Facility Charges (PFC) fees, airport revenue bonds, and airport rental car Customer Facility Charges (CFC).

## **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, registration 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 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 2023 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 2023 is provided in Table 2. 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 2023 columns.

Table 1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2023 Annual Element and federal funds available by fund source. It shows that FY 2023 federal fund requests do not exceed federal funds anticipated to be available in FY 2023. MDOT provided FY 2023 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 43.5% of the remaining 94.5% of federal funds for the State.

Table 2 shows the projects in the FY 2023 Annual Element, the source of funds, the federal funds requested and the matching

funds to be provided. Table 3 shows total funds, both federal and matching, programmed for FY 2023 through FY 2026 by sponsoring agency.

Exhibits 1 through 7 graphically summarize the 2023-2026 TIP. Exhibit 1 compares the total amount programmed in the 2020-2023, 2021-2024, 2022-2025 and 2023-2026 TIP documents. Exhibit 2 displays 2023-2026 TIP funding by fiscal year. Exhibit 3 summarizes federal and matching funds in the 2023-2026 TIP by sponsoring agency. Exhibits 4 and 5 summarize the number of projects and share of funding in the 2023-2026 TIP by project category. Exhibit 6 displays the share of FY 2023 funds by project phase while Exhibit 7 shows FY 2023 federal fund requests by funding source.

**Table 1: Annual Element (Funding in Thousands)**

**Summary of the FY 2023 Federal-Aid Annual Element (continued on next page)**

<b>Sponsoring Agency</b>	<b>1702</b>	<b>5307C</b>	<b>5307F</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>BUILD</b>
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail		\$4,528						\$62,766		
MTA - Transit		\$136,501		\$2,114		\$238		\$23,263	\$12,215	
Maryland Port Administration										\$3,480
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										
<b>Total Programmed</b>	<b>\$0</b>	<b>\$141,029</b>	<b>\$0</b>	<b>\$2,114</b>	<b>\$0</b>	<b>\$238</b>	<b>\$400</b>	<b>\$86,029</b>	<b>\$12,215</b>	<b>\$3,480</b>
<b>FY 2023 Appropriation*</b>	\$0	\$99,749	\$0	\$9,494	\$5,595	\$7,911	\$1,285	\$95,352	\$9,695	\$0
<b>Previous Funds Still Available*</b>	\$0	\$50,267	\$0	\$0	\$0	\$0	\$0	\$0	\$6,295	\$3,480
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>	\$0	\$150,016	\$0	\$9,494	\$5,595	\$7,911	\$1,285	\$95,352	\$15,990	\$3,480

- 1702 Section 1702 High Priority Project
- 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 2023 Federal-Aid Annual Element (continued)**

<b>Sponsoring Agency</b>	<b>CMAQ</b>	<b>FRA</b>	<b>HSIP</b>	<b>NHFP</b>	<b>NHPPC</b>	<b>Other</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County							\$10,728		\$10,728
Baltimore City					\$12,880		\$53,215		\$66,095
Baltimore County							\$9,200		\$9,200
Carroll County							\$946		\$946
Harford County							\$2,780		\$2,780
Howard County							\$7,216		\$7,216
MTA - Commuter Rail									\$67,294
MTA - Transit	\$54,755								\$230,146
Maryland Port Administration									\$3,480
Office of the Secretary		\$731							\$1,131
SHA - Anne Arundel County					\$1,592		\$13,158		\$14,750
SHA - Baltimore County				\$10,486	\$107,332		\$7,002		\$124,820
SHA - Carroll County							\$4,515		\$4,515
SHA - Harford County					\$1,653		\$429		\$2,082
SHA - Howard County					\$1,572				\$1,572
SHA - Queen Anne's									\$0
SHA - Regional	\$3,960		\$24,080		\$105,560	\$45	\$125,800	\$6,520	\$265,965
<b>Total Programmed</b>	<b>\$58,715</b>	<b>\$731</b>	<b>\$24,080</b>	<b>\$10,486</b>	<b>\$230,589</b>	<b>\$45</b>	<b>\$234,989</b>	<b>\$6,520</b>	<b>\$812,720</b>
<b>FY 2023 Appropriation*</b>	\$57,462	\$0	\$19,560	\$9,079	\$120,172	\$0	\$88,420	\$8,580	\$532,354
<b>Previous Funds Still Available*</b>	\$54,755	\$731	\$31,041	\$17,890	\$126,471	\$45	\$176,031	\$18,852	\$479,563
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>	\$112,217	\$731	\$50,601	\$26,969	\$246,643	\$45	\$264,451	\$27,432	\$1,011,917

- 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 2024 Federal-Aid Annual Element (Funding in Thousands - continued below)**

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>BUILD</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$4,630					\$23,635		
MTA - Transit	\$77,914	\$2,114	\$3,370	\$238		\$23,729	\$6,278	
Maryland Port Administration								\$3,390
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								
<b>Total Programmed</b>	<b>\$82,544</b>	<b>\$2,114</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$47,364</b>	<b>\$6,278</b>	<b>\$3,390</b>

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

<b>Sponsoring Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>INFRA</b>	<b>NHPPC</b>	<b>Other</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County						\$7,175		\$7,175
Baltimore City				\$6,400		\$28,285		\$28,285
Baltimore County						\$31,500		\$31,500
Carroll County						2,846		2,846
Harford County						\$7,560		\$7,560
Howard County						\$1,976		\$1,976
MTA - Commuter Rail								\$28,265
MTA - Transit	\$58,294							\$171,937
Maryland Port Administration			\$40,000					\$40,000
Office of the Secretary								\$400
SHA - Anne Arundel County				\$210		\$15,470		\$15,680
SHA - Baltimore County				\$121,593		\$3,293		\$124,886
SHA - Carroll County						\$5,985		\$5,985
SHA - Harford County				\$4,345				\$4,345
SHA - Howard County				\$112				\$112
SHA - Regional	\$3,760	\$24,480		\$82,556	\$0	\$116,960	\$5,720	\$233,476
<b>Total Programmed</b>	<b>\$62,054</b>	<b>\$24,480</b>	<b>\$40,000</b>	<b>\$215,216</b>	<b>\$0</b>	<b>\$221,050</b>	<b>\$5,720</b>	<b>\$714,218</b>

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

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>BUILD</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$4,193					\$22,062		
MTA - Transit	\$78,670	\$2,114		\$238		\$24,203	\$6,388	
Maryland Port Administration								\$2,220
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								
<b>Total Programmed</b>	<b>\$82,863</b>	<b>\$2,114</b>	<b>\$0</b>	<b>\$238</b>	<b>\$400</b>	<b>\$46,265</b>	<b>\$6,388</b>	<b>\$2,220</b>

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

<b>Sponsoring Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>INFRA</b>	<b>NHPPC</b>	<b>NHFP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County								\$0
Baltimore City				\$15,320		\$56,980		\$72,300
Baltimore County						\$3,840		\$3,840
Carroll County						\$3,494		\$3,494
Harford County						\$7,540		\$7,540
Howard County								\$0
MTA - Commuter Rail								\$26,255
MTA - Transit	\$63,947							\$175,560
Maryland Port Administration			\$35,000					\$37,220
Office of the Secretary								\$400
SHA - Anne Arundel County						\$13,896		\$13,896
SHA - Baltimore County				\$63,365	\$14,963	\$61		\$78,389
SHA - Carroll County								\$0
SHA - Harford County				\$5,398				\$5,398
SHA - Howard County								\$0
SHA - Regional	\$3,760	\$14,480		\$66,156		\$97,400	\$5,720	\$187,516
<b>Total Programmed</b>	<b>\$67,707</b>	<b>\$14,480</b>	<b>\$35,000</b>	<b>\$150,239</b>	<b>\$14,963</b>	<b>\$183,211</b>	<b>\$5,720</b>	<b>\$611,808</b>

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

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>BUILD</b>
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$4,220				\$24,320		
MTA - Transit	\$78,750	\$2,114	\$3,370		\$24,687	\$69,341	
Maryland Port Administration							\$910
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							
<b>Total Programmed</b>	<b>\$82,970</b>	<b>\$2,114</b>	<b>\$3,370</b>	<b>\$400</b>	<b>\$49,007</b>	<b>\$68,281</b>	<b>\$910</b>

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

<b>Sponsoring Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>NHFP</b>	<b>NHPPC</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County							\$0
Baltimore City					\$23,340		\$23,340
Baltimore County					\$3,200		\$3,200
Carroll County					\$1,088		\$1,088
Harford County					\$3,880		\$3,880
Howard County							\$0
MTA - Commuter Rail							\$28,540
MTA - Transit	\$43,915						\$222,517
Maryland Port Administration							\$910
Office of the Secretary							\$400
SHA - Anne Arundel County							\$0
SHA - Baltimore County			\$14,963	\$22,787			\$37,750
SHA - Carroll County							\$0
SHA - Harford County				\$2,415			\$2,415
SHA - Howard County							\$0
SHA - Regional	\$3,760	\$14,480		\$55,436	\$95,960	\$6,920	\$176,556
<b>Total Programmed</b>	<b>\$47,675</b>	<b>\$14,480</b>	<b>\$14,963</b>	<b>\$80,638</b>	<b>\$127,468</b>	<b>\$6,920</b>	<b>\$500,596</b>



# Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Anne Arundel County - Anne Arundel County</b>					
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	2,200	933
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	3,470	1,798
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	800	460
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STBG	200	72
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	Other	0	3,883
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	728	182
Subtotal				10,728	19,761
<b>Baltimore City - Baltimore City</b>					
Perring Parkway Ramp over Herring Run	12-1215-13	Bridge repair/deck replacement	STBG	8,000	2,000
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,500	6,000
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	9,600	2,400
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	NHPPC	560	140
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	512	128



## Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Remington Avenue Bridge over Stony Run	12-1602-13	Bridge repair/deck replacement	STBG	7,200	1,800
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	400	100
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	960	240
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,000	1,000
Capital Project Delivery Services	12-1901-99	Miscellaneous	STBG	500	125
Citywide Asset Management	12-2003-19	Other	STBG	384	816
Brehms Lane over Herring Run	12-2005-13	Bridge repair/deck replacement	STBG	480	120
Hanover Street Over CSX	12-2008-13	Bridge repair/deck replacement	STBG	735	185
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	Bridge repair/deck replacement	STBG	800	200
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	Road resurfacing/rehabilitation	STBG	640	160
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	Road resurfacing/rehabilitation	NHPPC	640	160
Waterview Avenue over Ramp to 295	12-2015-13	Bridge repair/deck replacement	STBG	384	96
Harford Road Bridge Over CSX	12-2106-13	Bridge repair/deck replacement	STBG	9,000	3,500
RAISE Transit Priority Project	12-2201-64	Preservation and improvements	RAISE	22,000	28,000
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	Bicycle/pedestrian facility	STBG	1,280	320
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11	Facility rehabilitation	NHPPC	320	80
<b>Subtotal</b>				<b>69,895</b>	<b>47,570</b>
<b>Baltimore County - Baltimore County</b>					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STBG	2,320	580





## Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STBG	4,640	1,160
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	Bridge repair/deck replacement	STBG	800	200
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	Bridge repair/deck replacement	STBG	800	200
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	Bridge repair/deck replacement	STBG	0	0
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13	Bridge repair/deck replacement	STBG	640	160
Subtotal				9,200	2,300
<b>Carroll County - Carroll County</b>					
Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	Bridge repair/deck replacement	STBG	482	121
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	Bridge repair/deck replacement	STBG	464	116
Subtotal				946	237
<b>Harford County - Harford County</b>					
Glenville Road Bridge #30 over Mill Brook	15-1601-13	Bridge repair/deck replacement	STBG	280	70
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	Bridge repair/deck replacement	STBG	320	80
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	160	40
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	1,700	0
Subtotal				2,780	270
<b>Howard County - Howard County</b>					
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	Other	0	8,205



# Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	7,216	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	13,475
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	Bridge repair/deck replacement	STBG	320	80
<b>Subtotal</b>				<b>7,536</b>	<b>21,760</b>
<b>Maryland Port Administration - Baltimore City</b>					
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	40,000	120,392
<b>Subtotal</b>				<b>40,000</b>	<b>120,392</b>
<b>Maryland Port Administration - Regional</b>					
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	Facility rehabilitation	BUILD	3,480	10,810
<b>Subtotal</b>				<b>3,480</b>	<b>10,810</b>
<b>Maryland Transportation Authority - Baltimore City</b>					
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	Other	Other	0	1,000
<b>Subtotal</b>				<b>0</b>	<b>1,000</b>
<b>Maryland Transportation Authority - Harford County</b>					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	223,106
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	1,127
<b>Subtotal</b>				<b>0</b>	<b>224,233</b>



# Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>MTA - Commuter Rail - Regional</b>					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	3,459	864
MARC Improvements	70-1502-54	Preservation and improvements	5307C	2,748	687
			5337	17,170	4,292
MARC Facilities	70-1503-55	Rehabilitation of facilities	5307C	1,780	445
			5337	42,137	10,534
Subtotal				67,294	16,822
<b>MTA - Transit - Regional</b>					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5339F	1,769	442
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	15,840	3,960
			5337	23,263	5,815
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	1,060	265
			5339F	333	83
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	8,621	2,155
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	5,327	1,331
			5339F	5,511	1,377
			CMAQ	23,247	5,811



# Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5339F	2,835	708
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	84,890	21,222
			CMAQ	20,002	5,000
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	18,695	4,673
Zero Emission Infrastructure and Rolling Stock	40-2302-63	Rehabilitation of facilities	5307C	1,582	395
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Rural Transit Systems - Capital Assistance	40-9501-05	Fleet improvement	5339F	1,011	252
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	160	40
			5339F	756	189
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	668	0
<b>Subtotal</b>				<b>218,248</b>	<b>56,396</b>
<b>Office of the Secretary - Regional</b>					
State Safety Oversight	90-1401-39	Other	5329	400	200
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	731	183
<b>Subtotal</b>				<b>1,131</b>	<b>383</b>
<b>SHA - Anne Arundel County</b>					
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	Other	0	582
			STBG	13,158	399
MD 173: Bridge Replacement over Rock Creek	61-2101-13	Bridge repair/deck replacement	NHPPC	53	0



## Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 2: US 50 to Arnold Road	61-2301-41	Roadway widening	NHPPC	462	23
			Other	0	110
MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41	Roadway widening	NHPPC	370	19
			Other	0	93
MD 170: Norcross Lane to Wieker Road	61-2303-41	Roadway widening	NHPPC	707	16
MD 214: MD 468 to Camp Letts Road	61-2304-41	Roadway widening	Other	0	480
<b>Subtotal</b>				<b>14,750</b>	<b>1,722</b>
<b>SHA - Baltimore County</b>					
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHPPC	0	8,943
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHPPC	141	0
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	686	11
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	154	0
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHFP	10,486	13
			NHPPC	95,037	115
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	STBG	7,002	6
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	4,506	284
I-695: Reconstruction of Interchange at I-70	63-2201-12	Road reconstruction	NHPPC	857	91
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	Bridge repair/deck replacement	NHPPC	5,951	277
<b>Subtotal</b>				<b>124,820</b>	<b>9,740</b>



## Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>SHA - Carroll County</b>					
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	Bridge repair/deck replacement	Other	0	24
			STBG	4,515	200
Subtotal				4,515	224
<b>SHA - Harford County</b>					
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STBG	429	0
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	Bridge repair/deck replacement	NHPPC	1,653	242
Subtotal				2,082	242
<b>SHA - Howard County</b>					
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	1,572	828
Subtotal				1,572	828
<b>SHA - Regional</b>					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	35,840	8,960
			STBG	24,960	6,240
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	4,480	1,120
			NHPPC	50,080	12,520
			STBG	35,520	8,880



# Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,440	360
			NHPPC	3,960	990
			STBG	18,040	4,510
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	640	160
			NHPPC	2,080	520
			STBG	20,520	5,130
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,520	630
			HSIP	18,960	4,740
			NHPPC	13,600	3,400
			STBG	18,400	4,600
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	56	14
			STBG	2,960	740
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	6,520	1,630
<b>Subtotal</b>				<b>260,621</b>	<b>65,144</b>



## Transportation Improvement Program - FY 2023-2026

Table 3. Summary of FY 2023-2026 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

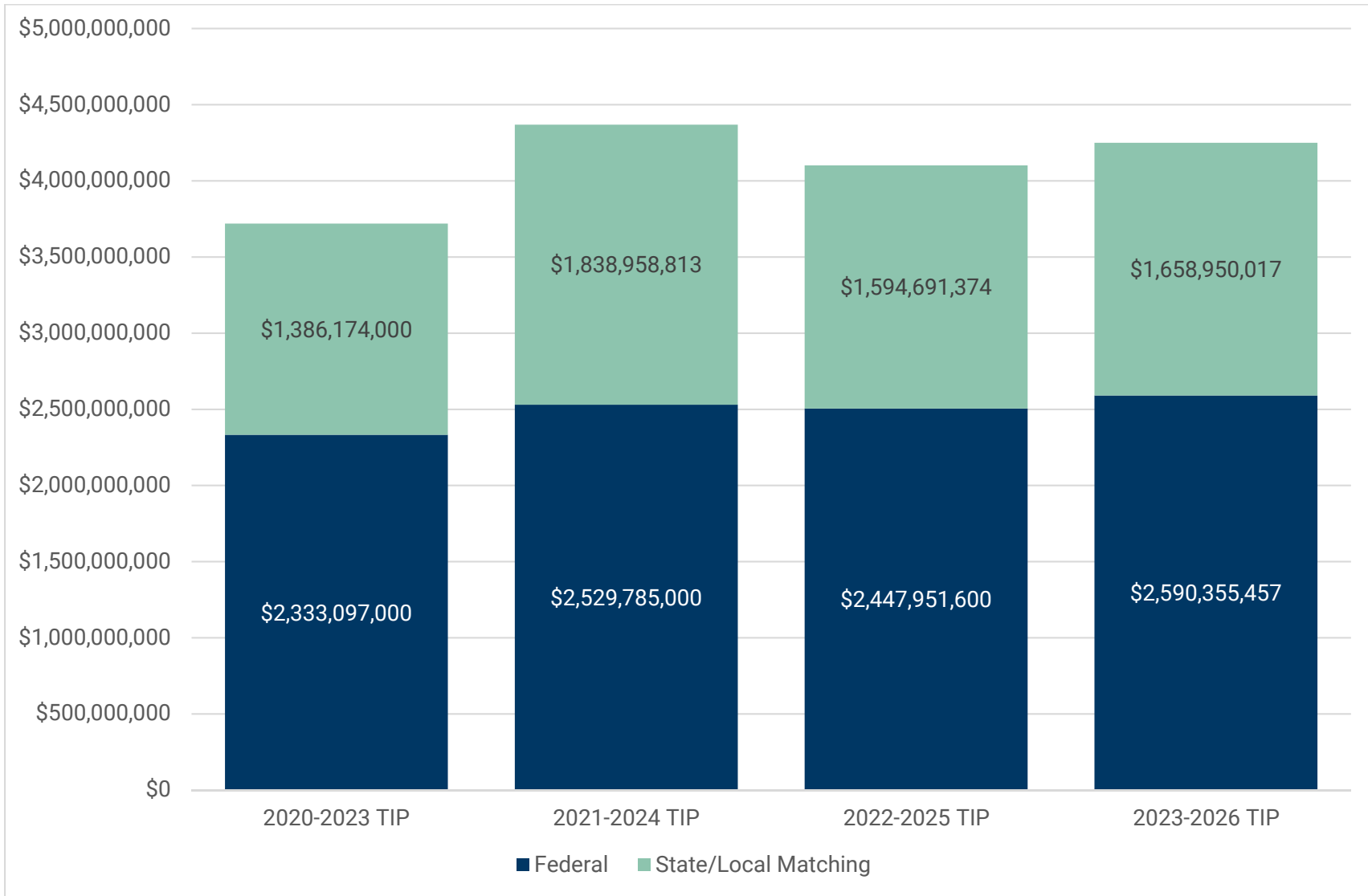
Sponsoring Agency	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2023-2026 Federal Funds Total	FY 2023-2026 Matching Funds Total	Total
Anne Arundel County	\$10,728	\$19,761	\$7,175	\$15,176	\$0	\$0	\$0	\$0	\$17,903	\$34,937	<b>\$52,840</b>
Baltimore City	\$69,895	\$47,570	\$47,565	\$12,392	\$71,960	\$17,615	\$23,420	\$5,330	\$212,840	\$82,907	<b>\$295,747</b>
Baltimore County	\$9,200	\$2,300	\$31,500	\$7,100	\$3,840	\$960	\$3,200	\$0	\$47,740	\$10,360	<b>\$58,100</b>
Carroll County	\$946	\$237	\$2,846	\$540	\$3,494	\$874	\$1,088	\$96	\$8,374	\$1,747	<b>\$10,121</b>
Harford County	\$2,780	\$270	\$7,240	\$1,860	\$7,860	\$1,515	\$5,080	\$1,320	\$22,960	\$4,965	<b>\$27,925</b>
Howard County	\$7,536	\$21,760	\$2,369	\$14,197	\$1,600	\$2,400	\$0	\$0	\$11,505	\$39,357	<b>\$50,862</b>
Maryland Port Administration	\$43,480	\$131,202	\$55,240	\$78,592	\$41,050	\$96,551	\$910	\$2,420	\$140,680	\$308,765	<b>\$449,445</b>
Maryland Transportation Authority	\$0	\$225,233	\$0	\$183,527	\$0	\$158,589	\$0	\$146,541	\$0	\$713,890	<b>\$713,890</b>
MTA - Commuter Rail	\$67,296	\$16,824	\$28,267	\$7,066	\$26,256	\$6,564	\$28,541	\$7,136	\$150,360	\$37,591	<b>\$187,950</b>
MTA - Transit	\$218,254	\$56,405	\$156,032	\$41,316	\$155,001	\$40,591	\$157,847	\$41,759	\$687,133	\$180,071	<b>\$867,204</b>
Office of the Secretary	\$1,131	\$383	\$400	\$200	\$400	\$200	\$400	\$200	\$2,331	\$983	<b>\$3,314</b>
SHA - Anne Arundel County	\$14,750	\$1,722	\$15,680	\$1,179	\$13,896	\$421	\$0	\$0	\$44,326	\$3,322	<b>\$47,648</b>
SHA - Baltimore County	\$124,820	\$9,740	\$124,886	\$10,844	\$78,389	\$3,883	\$37,750	\$1,878	\$365,845	\$26,345	<b>\$392,190</b>
SHA - Carroll County	\$4,515	\$224	\$5,985	\$324	\$0	\$16	\$0	\$0	\$10,500	\$564	<b>\$11,064</b>
SHA - Harford County	\$2,082	\$242	\$4,345	\$217	\$5,398	\$270	\$2,415	\$121	\$14,240	\$850	<b>\$15,090</b>
SHA - Howard County	\$1,572	\$828	\$0	\$121	\$0	\$0	\$0	\$0	\$1,572	\$949	<b>\$2,521</b>
SHA - Queen Anne's County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
SHA - Regional	\$260,621	\$65,144	\$228,281	\$57,059	\$182,276	\$45,569	\$180,756	\$43,689	\$851,934	\$211,461	<b>\$1,063,395</b>
<b>Total</b>	<b>\$839,606</b>	<b>\$599,845</b>	<b>\$717,922</b>	<b>\$431,598</b>	<b>\$591,420</b>	<b>\$377,018</b>	<b>\$441,407</b>	<b>\$250,489</b>	<b>\$2,601,395</b>	<b>\$1,661,710</b>	<b>\$4,249,305</b>





# Transportation Improvement Program - FY 2023-2026

Exhibit 1. Comparison of the Total Amount Programmed in the 2020, 2021, 2022 and 2023





# Transportation Improvement Program - FY 2023-2026

Exhibit 2. FY 2023-2026 TIP Funding by Fiscal Year

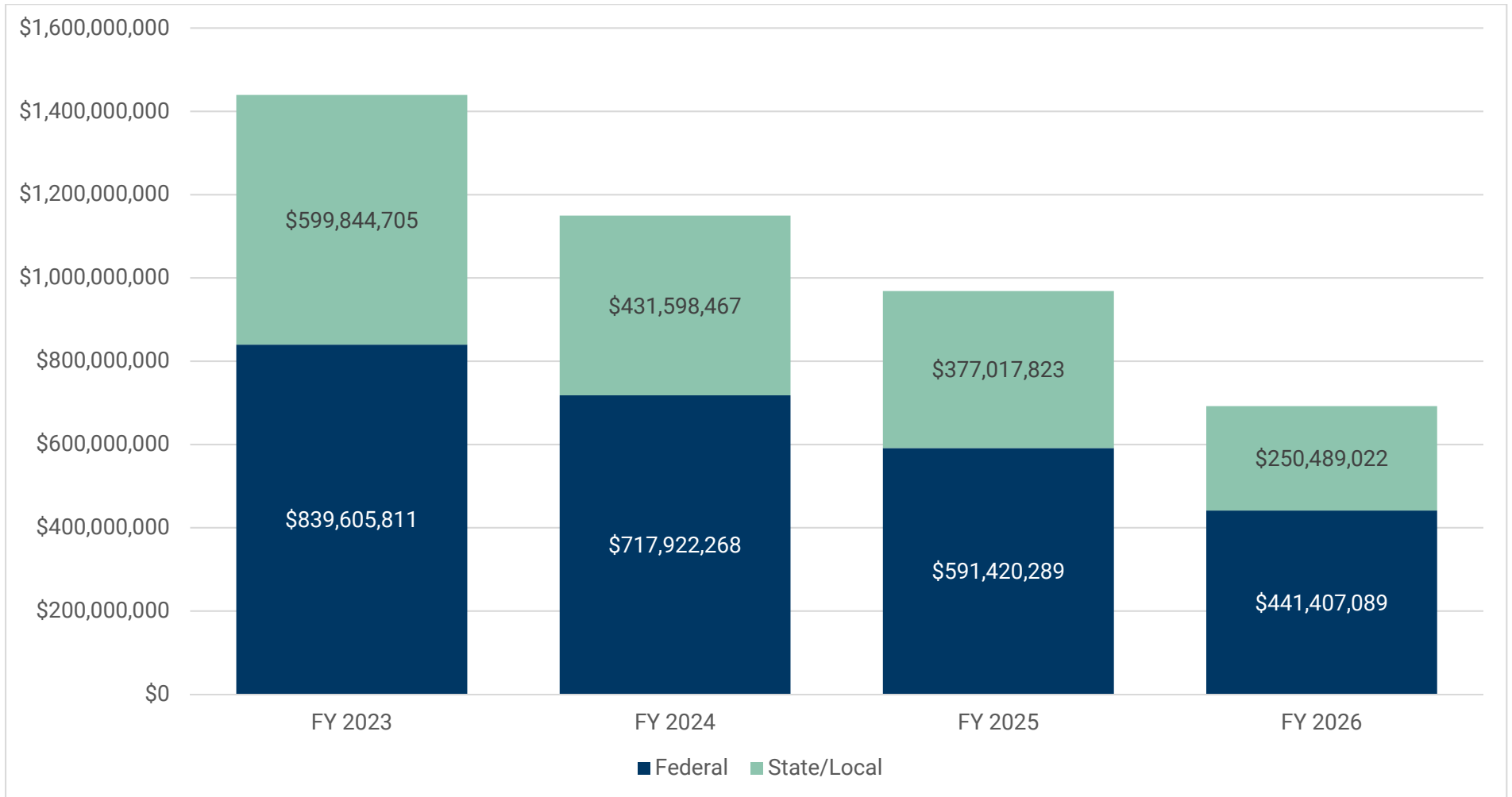
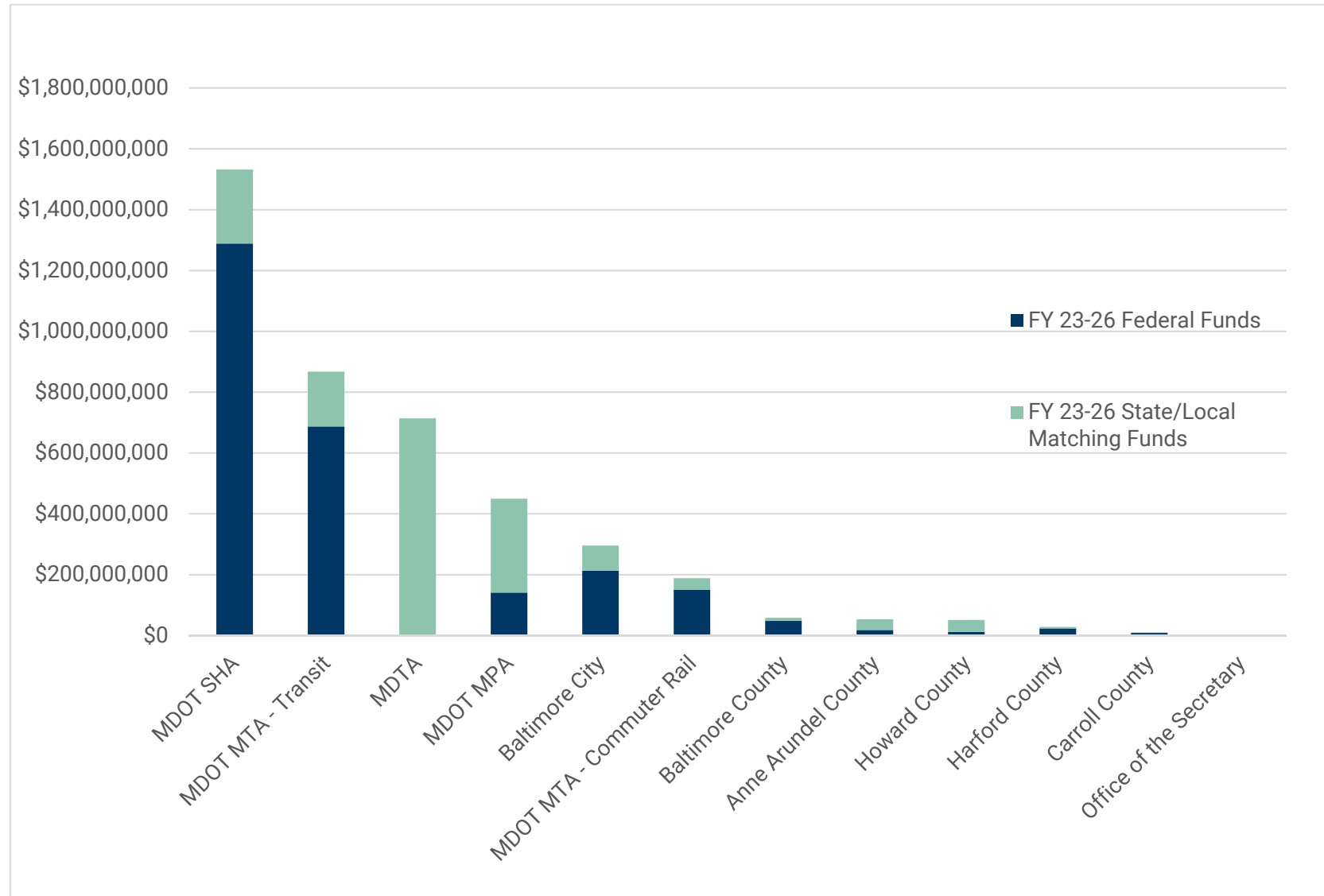




Exhibit 3. FY 2023-2026 TIP Funding by Sponsoring Agency





<b>Project Category</b>	<b>Number of Projects</b>
Highway Preservation	79
Highway Capacity	14
Transit Preservation	14
Emission Reduction Strategy	10
Miscellaneous	3
Environmental/Safety	4
Commuter Rail Preservation	3
Ports	3
Enhancement Program	1
Transit Capacity	0
Commuter Rail Capacity	0
<b>Total</b>	<b>131</b>



Exhibit 5. Share of FY 2023-2026 TIP Funding by Project Category

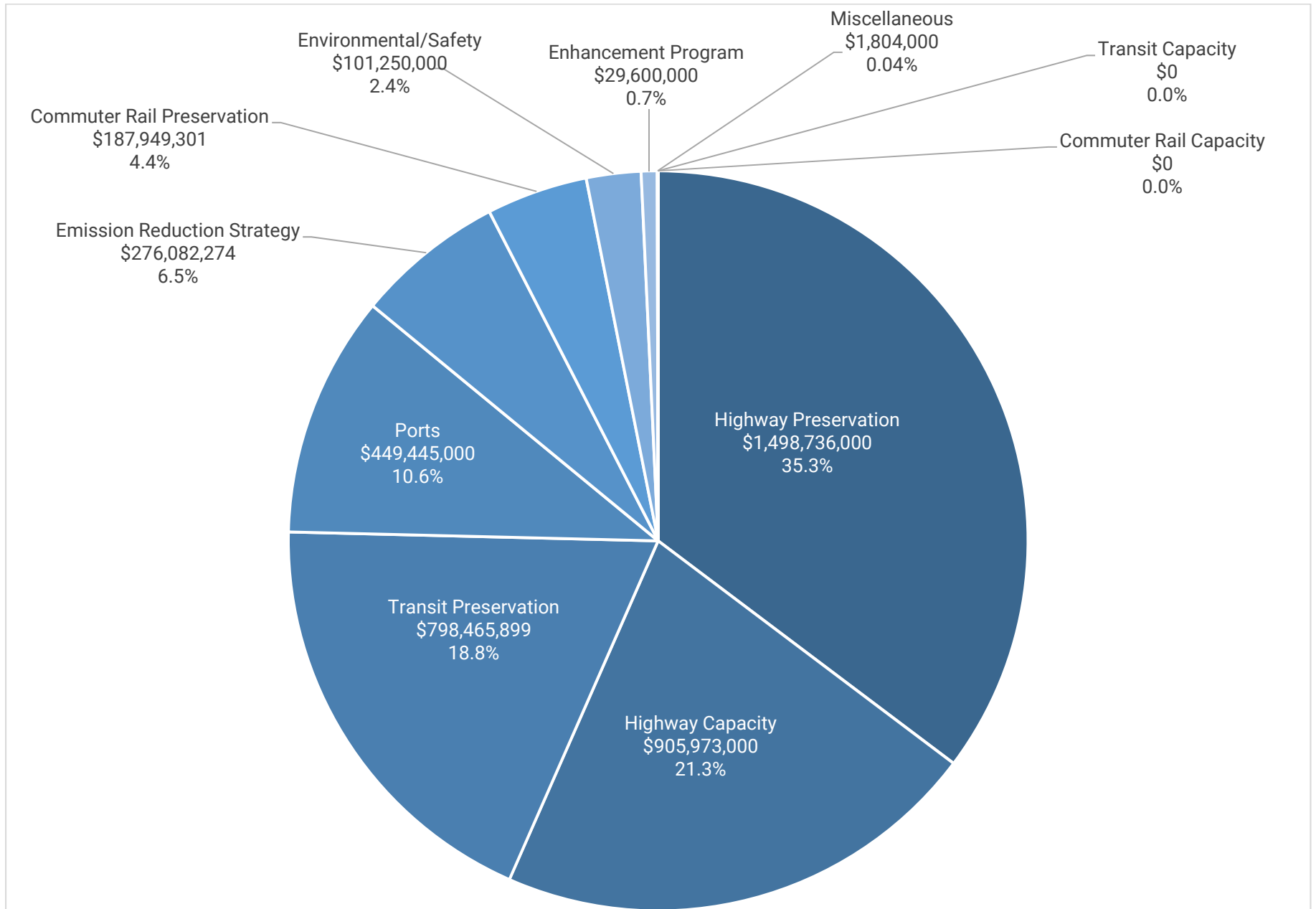
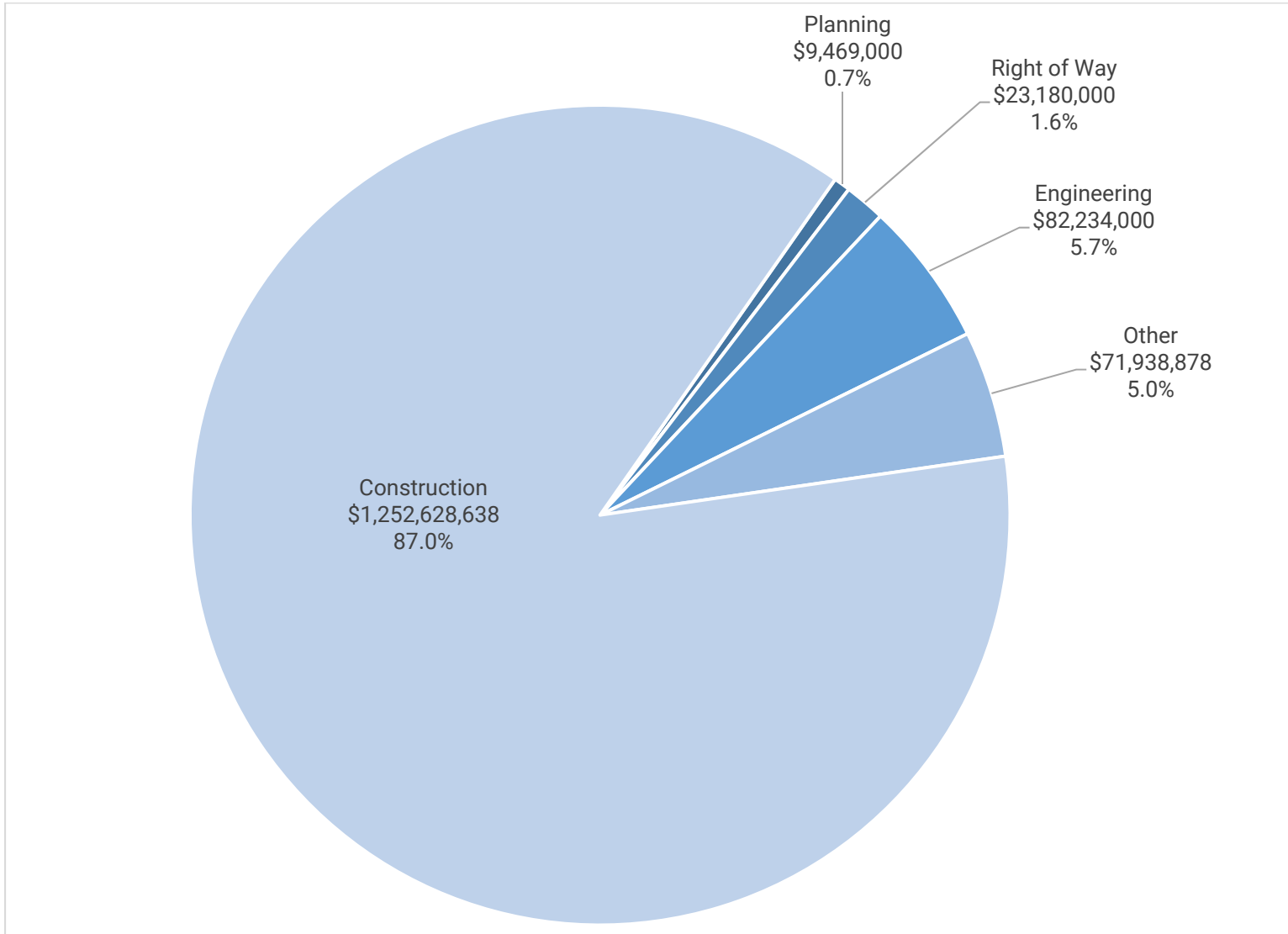


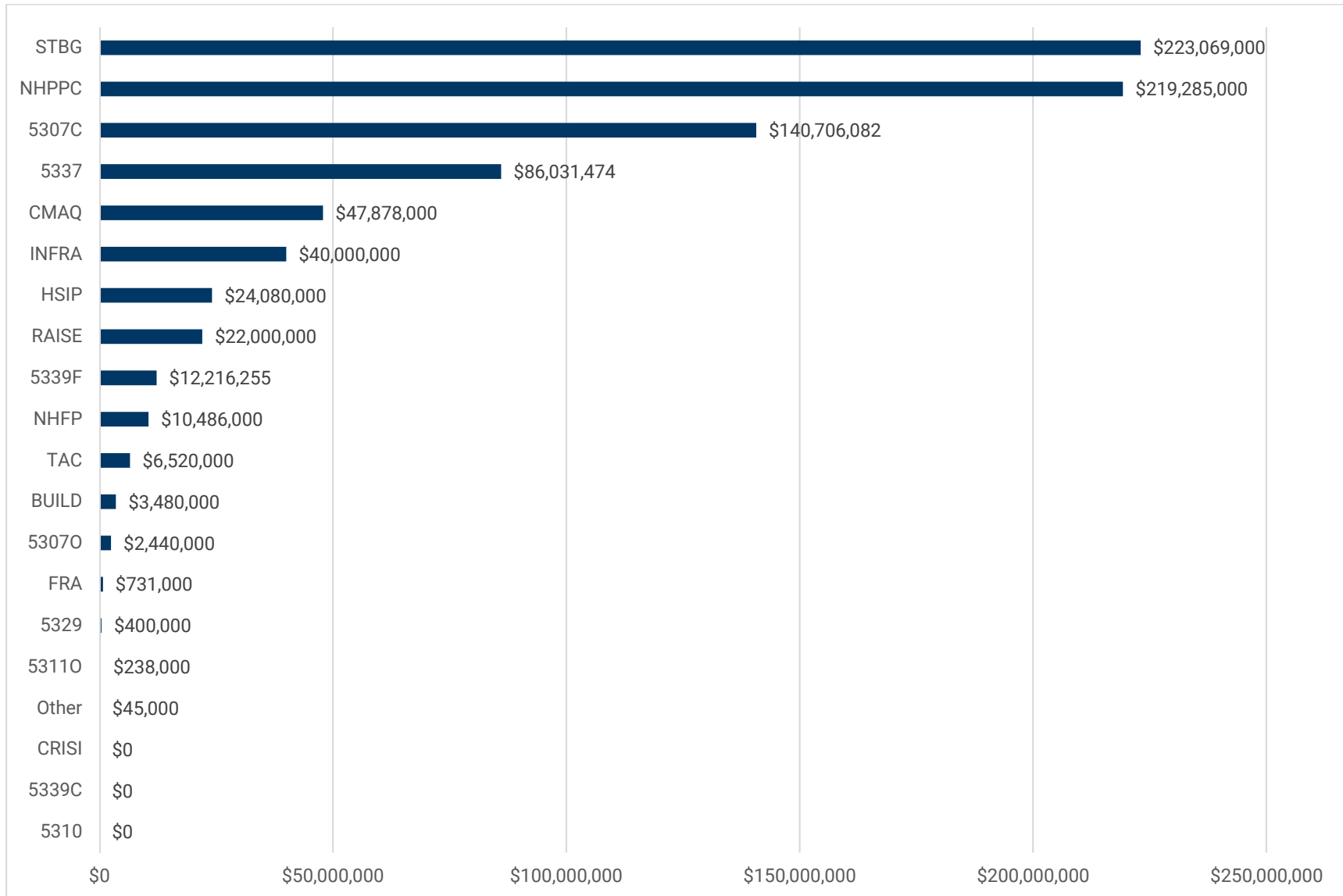
Exhibit 6. Share of FY 2023 TIP Funding by Project Phase





# Transportation Improvement Program - FY 2023-2026

## Exhibit 7. FY 2023 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 44.2% and where the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 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, *Maximize2045*, 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 *Maximize2045*, 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.<sup>10</sup>

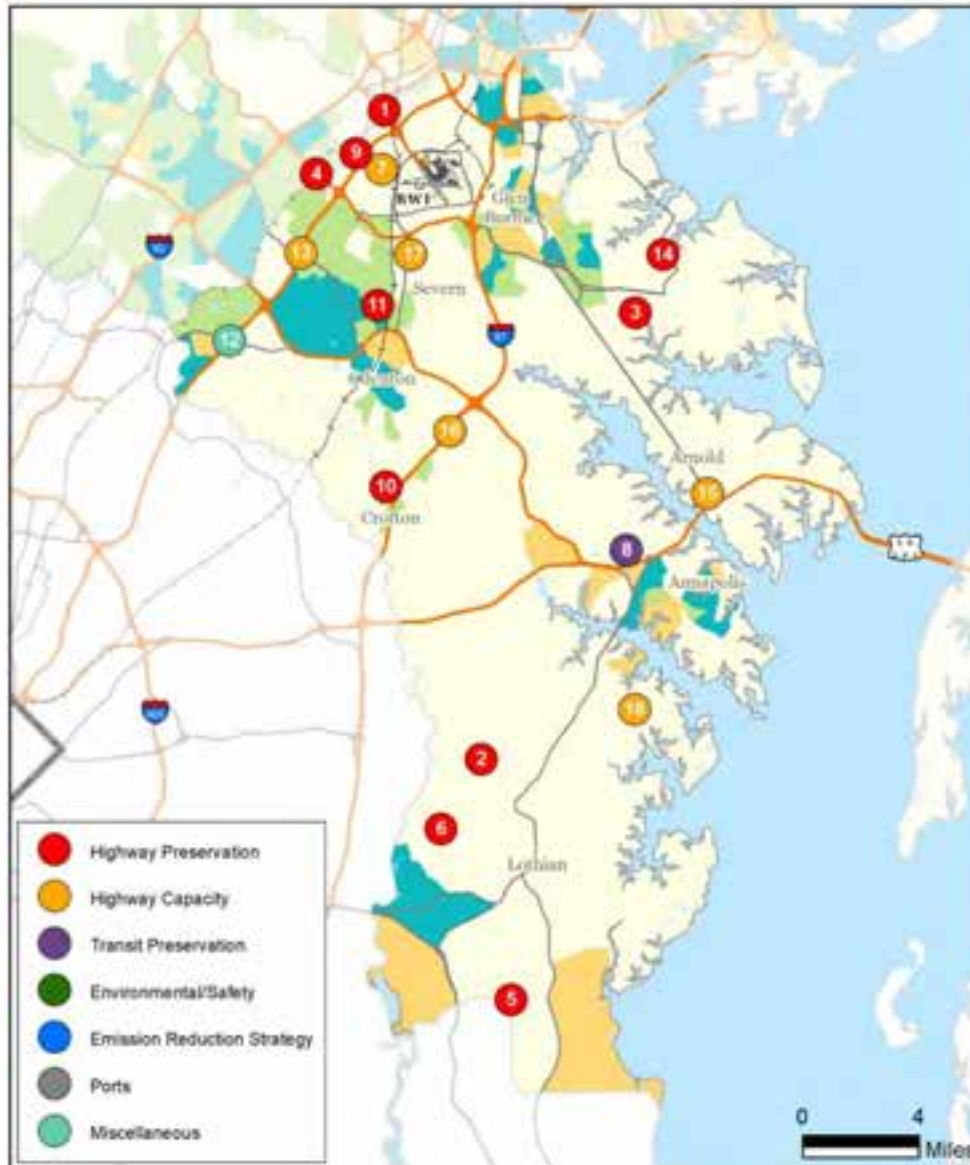
The project listings accompanying each map represent the TIP projects that can be shown through mapping techniques. There are numerous projects that cannot be mapped such as bus purchases and operating assistance. For more detailed project information, please refer to the annual element in section V.F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

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<sup>10</sup> Further details on this EJ analysis can be found starting on page 8 of Appendix C in *Maximize2045*: [https://baltometro.org/sites/default/files/bmc\\_documents/general/transportation/long-range/2045/max2045\\_s12\\_appxC\\_evalating-potential-effects.pdf](https://baltometro.org/sites/default/files/bmc_documents/general/transportation/long-range/2045/max2045_s12_appxC_evalating-potential-effects.pdf)



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



**Project Sponsor: Anne Arundel County**

1	Furnace Avenue Bridge over Deep Run	11-1103-13
2	Harwood Road Bridge over Stocketts Run	11-1208-13
3	Magothy Bridge Road Bridge over Magothy River	11-1402-13
4	O'Connor Road Bridge over Deep Run	11-1403-13
5	McKendree Road Culvert over Lyons Creek	11-1601-19
6	Polling House Road Bridge over Rock Branch	11-1602-13
7	Hanover Road Corridor Improvement	11-1801-42
8	Parole Transportation Center	11-2101-66
9	Hanover Road Bridge over Deep Run	11-2105-13
10	Conway Road Bridge over Little Patuxent River	11-2106-13
11	Jacobs Road Bridge over Severn Run	11-2107-13

**Project Sponsor: MDOT Office of the Secretary**

12	Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99
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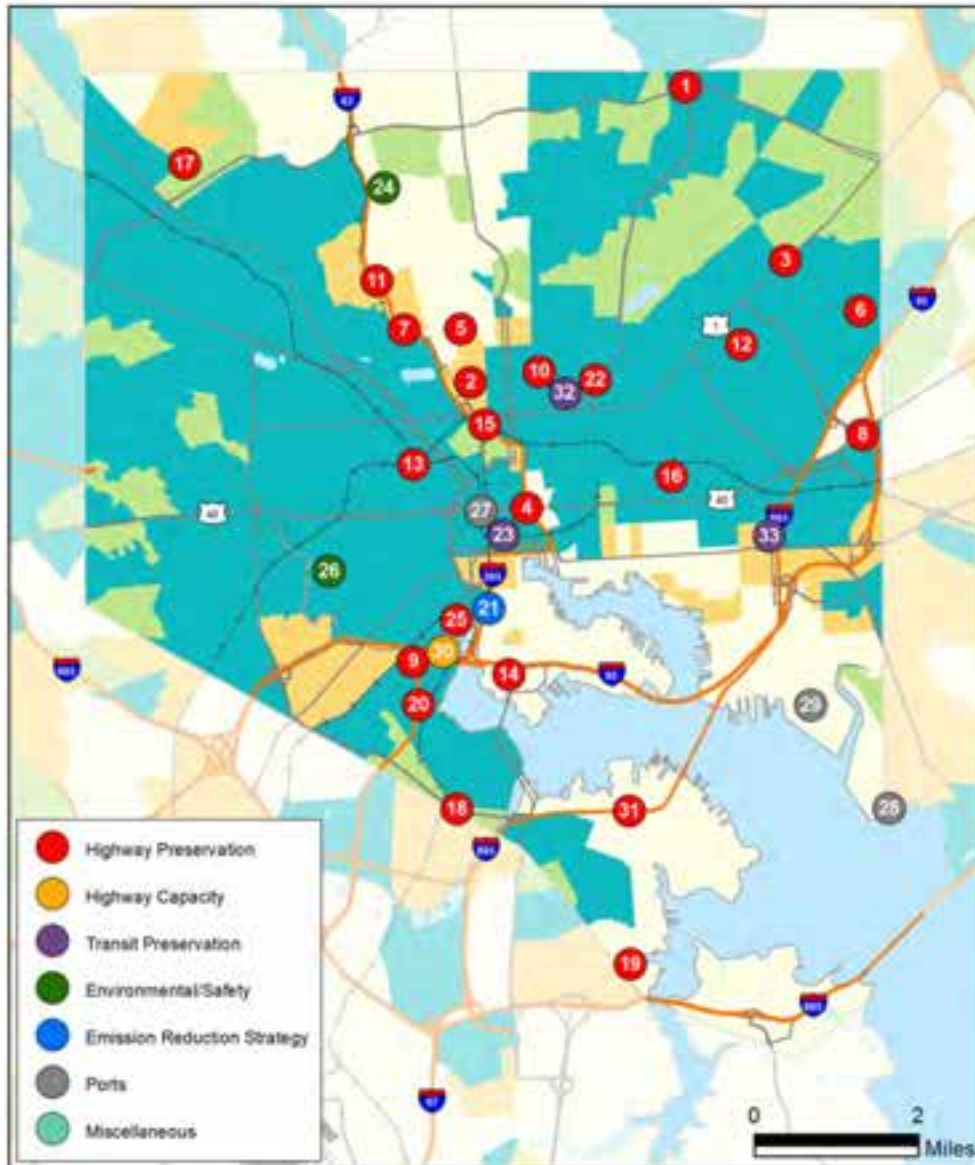
**Project Sponsor: MDOT State Highway Administration**

13	MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41
14	MD 173: Bridge Replacement over Rock Creek	61-2101-13
15	MD 2: US 50 to Arnold Road	61-2301-41
16	MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41
17	MD 170: Norcross Lane to Wleker Road	61-2303-41
18	MD 214: MD 468 to Camp Letts Road	61-2304-41

- EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%
- EJ TAZs: Minority population above regional average of 44.2%
- 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 44.2% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 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.

## Baltimore City Projects in Relation to Low Income & Minority Concentrations



### Project Sponsor: Baltimore City

1	Porting Parkway Ramp over Herring Run	12-1215-13
2	Seaton Street Bridge over CSX Railroad	12-1216-13
3	Belair Road Complete Streets	12-1454-11
4	Orleans Street Bridge over I-83 and City Streets	12-1801-13
5	Remington Avenue Bridge over Stony Run	12-1802-13
6	Radecke Avenue and Sinclair Lane over Moores Run	12-1803-13
7	I-83 Concrete Deck Mill and Resurface	12-1804-12
8	Monroe Road Ramp Bridge over Pulaski Highway	12-1805-13
9	Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13
10	25th Street Rehabilitation from Greenmount Avenue to Kik Avenue	12-2001-11
11	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13
12	Brehms Lane over Herring Run	12-2005-13
13	Fronton Avenue Rehabilitation from Lafayette Avenue to Presstran Street	12-2007-11
14	Harover Street Over CSX	12-2008-13
15	Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13
16	Madison Street Rehabilitation from North Milton Avenue to Edson Highway	12-2010-11
17	Park Heights Avenue from West Rogers Avenue to Stratford Avenue	12-2011-11
18	Palapasco Avenue from Magnolia Avenue to Palapasco River Bridge	12-2012-11
19	Perrington Avenue Rehabilitation from Birch Street to East Ordinance Road	12-2013-11
20	Walkview Avenue over Ramp to 295	12-2015-13
21	Greenway Middle Branch Phase 2	12-2102-03
22	Harford Road Bridge Over CSX	12-2106-13
23	RAISE Transit Priority Project	12-2201-04
24	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2201-09
25	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11
26	Federick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25

### Project Sponsor: Maryland Port Administration

27	Howard Street Tunnel	22-2101-03
28	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	22-2101-02

### Project Sponsor: Maryland Transportation Authority

29	Port of Baltimore Rail Capacity Modernization Project	22-2201-03
30	I-95 Fort McHenry Tunnel Port Covington Access	22-1901-05
31	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19

### Project Sponsor: Maryland Transit Administration

32	Kik Line Facility Replacement - Phase 1 & 2	40-1203-05
33	Eastern Bus Facility	40-2201-05

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

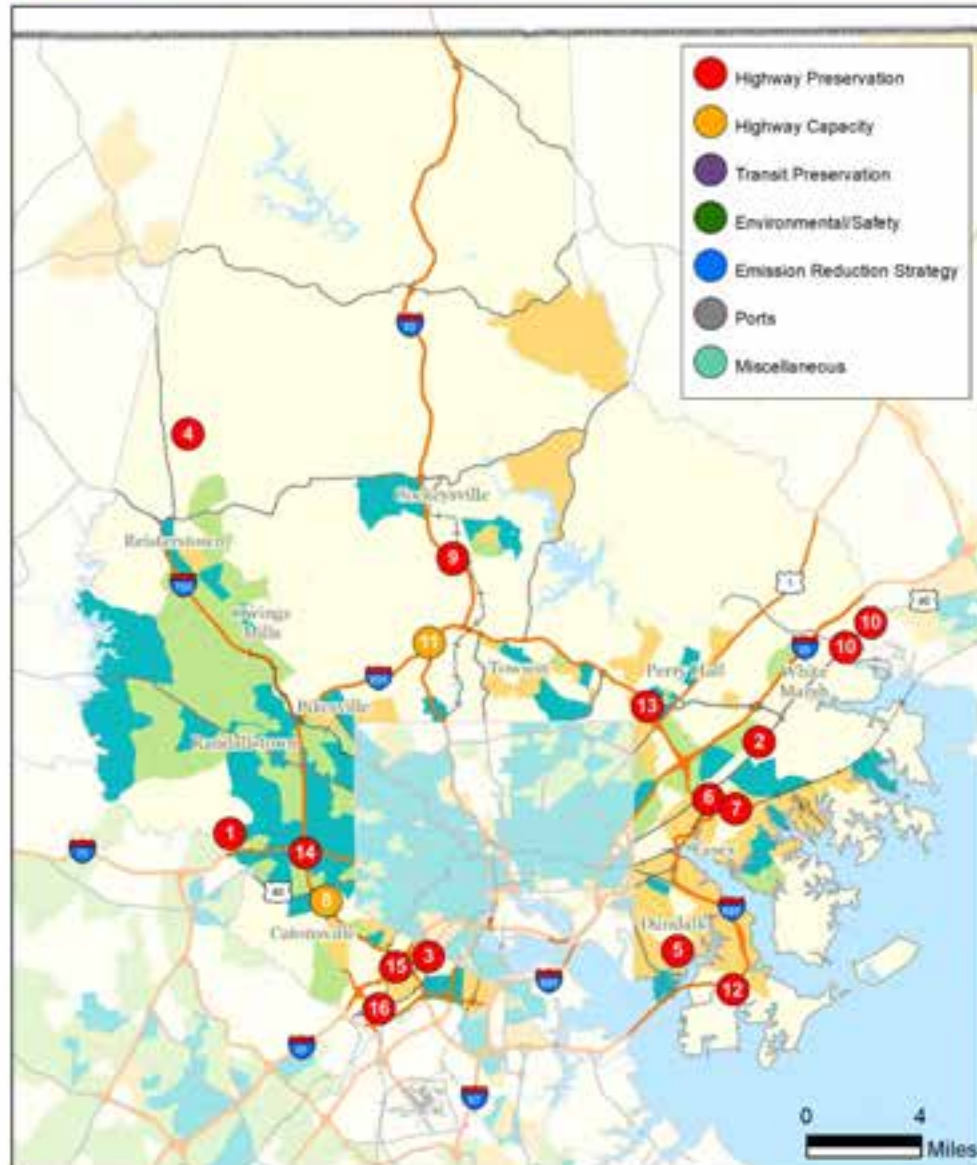
■ EJ TAZs: Minority population above regional average of 44.2%

■ 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 44.2% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 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.

## Baltimore County Projects in Relation to Low Income & Minority Concentrations



**Project Sponsor: Baltimore County**

1	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13
2	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13
3	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13
4	Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13
5	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
6	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
7	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orens Road	13-1701-13

**Project Sponsor: MDOT State Highway Administration**

9	I-695: US 40 to MD 144	63-1601-41
10	I-83: Bridge Replacement over Padonia Road	63-1701-13
11	US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13
12	I-695: I-70 to MD 43	63-1802-41
13	MD 151/MD 151B: Bridge Replacements	63-2001-13
14	I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13
15	I-695: Reconstruction of Interchange at I-70	63-2201-12
16	I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13
17	US 1: Bridge Replacement over CSX	63-1704-13

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

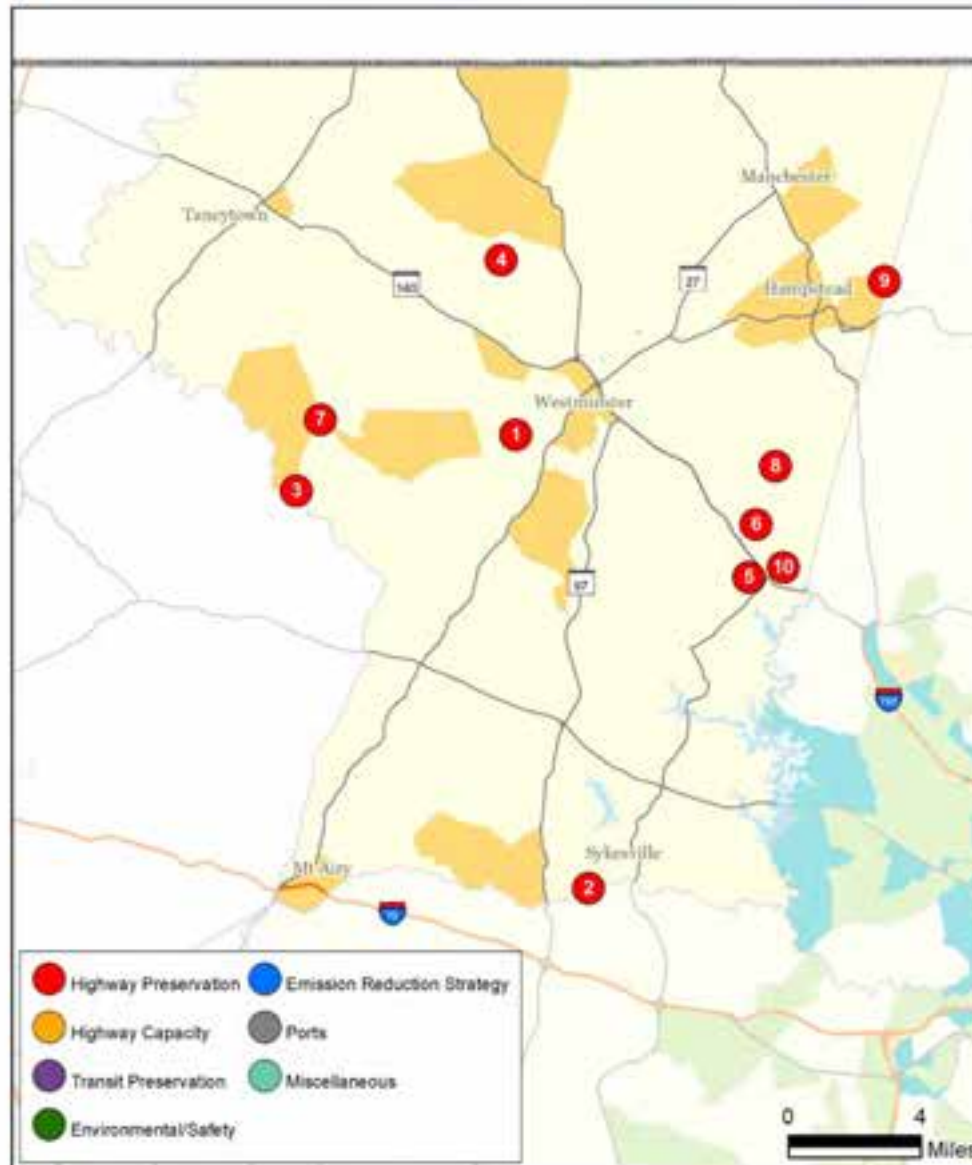
EJ TAZs: Minority population above regional average of 44.2%

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 44.2% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGERLine®, MTA, U.S. Census, American Community Survey.

## Carroll County Projects in Relation to Low Income & Minority Concentrations



**Project Sponsor: Carroll County**

1	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13
2	Gather Road Bridge over South Branch Patapsco River	14-1602-13
3	McKinstry Mill Road Bridge over Sam's Creek	14-1603-13
4	Hughes Shop Road Bridge over Bear Branch	14-1802-13
5	Old Kays Mill Road Culvert over Beaver Run	14-2101-13
6	Brown Road Culvert over Roaring Run	14-2102-13
7	McKinstry Mill Road over Little Pipe Creek	14-2103-13
8	Patapsco Road Bridge over East Branch Patapsco River	14-2201-13
9	Upper Beckleysville Road Bridge over Murphy Run	14-2202-13

**Project Sponsor: MDOT State Highway Administration**

10	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13
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- EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%
- EJ TAZs: Minority population above regional average of 44.2%
- 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 44.2% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGERLine®, MTA, U.S. Census, American Community Survey.

## Harford County Projects in Relation to Low Income & Minority Concentrations



### Project Sponsor: Harford County

1	Abingdon Road Bridge #169 over CSX Railroad	15-1001-13
2	Glenville Road Bridge #30 over Mill Brook	15-1601-13
3	Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13
4	Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13
5	Madonna Road Bridge #113 over Deer Creek	15-2101-13
6	St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13
7	Stafford Road Bridge #162 over Buck Branch	15-2103-13
8	Treppe Church Road Bridge #161 over Hollands Branch	15-2104-13
9	Moores Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13
10	Hess Road Bridge #81 over Yellow Branch	15-2202-13

### Project Sponsor: Maryland Transportation Authority

11	I-95 Express Toll Lanes Northbound Extension	25-1801-41
12	I-95 Southbound Part-Time Shoulder Usage	25-2101-41

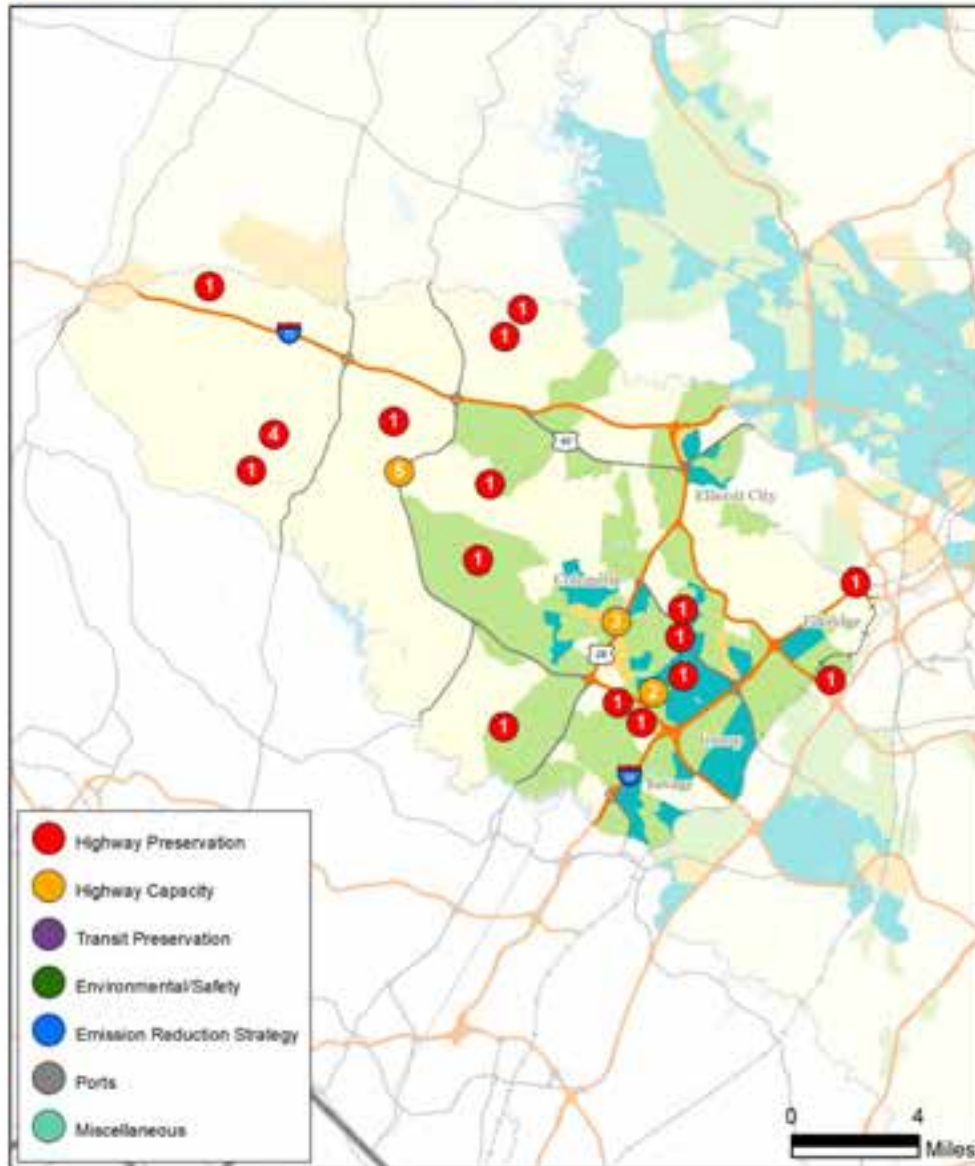
### Project Sponsor: MDOT State Highway Administration

13	MD 24: South of Strup Run Culvert to Deer Creek Bridge, Section G	65-1601-12
14	US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13

- EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%
- EJ TAZs: Minority population above regional average of 44.2%
- 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 44.2% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGERLine®, MTA, U.S. Census, American Community Survey.

## Howard County Projects in Relation to Low Income & Minority Concentrations



### Project Sponsor: Howard County

1	Bridge Repair and Deck Replacement	16-0436-13
2	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41
3	US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42
4	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13

### Project Sponsor: MDOT State Highway Administration

5	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41
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- EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%
- EJ TAZs: Minority population above regional average of 44.2%
- 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 44.2% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 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.

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



Neither Queen Anne's County nor MDOT SHA have any federally funded projects in the current TIP. Projects that appeared in the 2022-2025 TIP are not requesting funding in the 2023-2026 TIP.

- EJ TAZs: Low income population (below 200% of poverty level) above regional average of 21.4%
- EJ TAZs: Minority population above regional average of 44.2%
- 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 44.2% and the low income population (below 200% of the poverty level) is higher than the regional average of 21.4% from the 2016-2020 American Community Survey 5-Year Estimates. Data shown for the Baltimore region only. Data Source: BMC, © HERE 2022, TIGERLine®, MTA, U.S. Census, American Community Survey.

**B. Detailed Project Listing**

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### Hanover Road Corridor Improvement

<b>TIP ID</b>	11-1801-42	<b>Year of Operation</b>	TBD
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	0.7 miles
<b>CIP or CTP ID(s)</b>	H566700 (CIP) & AA372-11 (CTP)	<b>Est. Total Cost</b>	\$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. Project limits increased to accommodate vertical alignment adjustments which accounts for the cost increase from \$12.2 million to \$25.7 million.

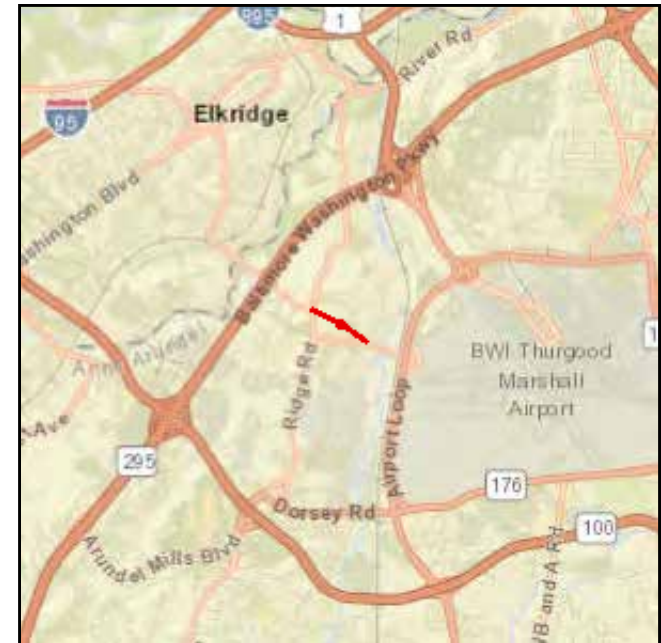
Engineering funds were programmed in FY 2017. The estimated total cost includes estimated funding to complete design and right-of-way acquisition of this project. No schedule or funding for construction has been determined.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$11,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,600</b>
<b>Total</b>	<b>\$0</b>	<b>\$11,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,600</b>

### Furnace Avenue Bridge over Deep Run

<b>TIP ID</b>	11-1103-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H535200 (CIP)	<b>Est. Total Cost</b>	\$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 2023 engineering funds will complete preliminary design through NEPA and FY 2024 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$191	\$0	\$0	\$0	\$0	\$191
<b>Subtotal</b>	<b>\$505</b>	<b>\$126</b>	<b>\$480</b>	<b>\$311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,422</b>
<b>Total</b>	<b>\$505</b>	<b>\$126</b>	<b>\$480</b>	<b>\$311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,422</b>

### Harwood Road Bridge over Stocketts Run

<b>TIP ID</b>	11-1208-13	<b>Year of Operation</b>	2023
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H535100	<b>Est. Total Cost</b>	\$4,275,000

**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 2023 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$883	\$0	\$0	\$0	\$0	\$0	\$0	\$2,883
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
<b>Subtotal</b>	<b>\$2,200</b>	<b>\$933</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,133</b>
<b>Total</b>	<b>\$2,200</b>	<b>\$933</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,133</b>

### Magothy Bridge Road Bridge over Magothy River

<b>TIP ID</b>	11-1402-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H534900 (CIP)	<b>Est. Total Cost</b>	\$6,107,000

**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. The estimated total cost has increased from \$5.117 million to \$6.107 million due to construction cost escalation and permitting requirements.

Engineering funds were first included in a previous TIP. FY 2023 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$3,370	\$1,773	\$0	\$0	\$0	\$0	\$0	\$0	\$5,143
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$100	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$125
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$3,470</b>	<b>\$1,798</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,268</b>
<b>Total</b>	<b>\$3,470</b>	<b>\$1,798</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,268</b>



### O'Connor Road Bridge over Deep Run

<b>TIP ID</b>	11-1403-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H561000 (CIP)	<b>Est. Total Cost</b>	\$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. The estimated total cost has increased from \$6.666 to \$8.143 million due to increases in preliminary engineering costs and refined construction cost estimates.

Engineering funds were first included in the FY 2014-2017 TIP. FY 2023 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$260	\$0	\$0	\$0	\$0	\$0	\$0	\$260
<b>Subtotal</b>	<b>\$800</b>	<b>\$460</b>	<b>\$5,087</b>	<b>\$1,589</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,936</b>
<b>Total</b>	<b>\$800</b>	<b>\$460</b>	<b>\$5,087</b>	<b>\$1,589</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,936</b>

### McKendree Road Culvert over Lyons Creek

<b>TIP ID</b>	11-1601-19	<b>Year of Operation</b>	2024
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H566800	<b>Est. Total Cost</b>	\$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 2023 funds are to complete final design. Costs increased from \$1.829 M to \$2.722 M due to revised construction estimates and preliminary engineering.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$812	\$741	\$0	\$0	\$0	\$0	\$1,553
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	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$22
<b>Subtotal</b>	<b>\$200</b>	<b>\$72</b>	<b>\$812</b>	<b>\$741</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,825</b>
<b>Total</b>	<b>\$200</b>	<b>\$72</b>	<b>\$812</b>	<b>\$741</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,825</b>

### Polling House Road Bridge over Rock Branch

<b>TIP ID</b>	11-1602-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H561100 (CIP)	<b>Est. Total Cost</b>	\$2,875,000

**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 \$2.56 million to \$2.875 million as a result of preliminary engineering 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$760</b>	<b>\$190</b>	<b>\$300</b>	<b>\$125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,375</b>
<b>Total</b>	<b>\$760</b>	<b>\$190</b>	<b>\$300</b>	<b>\$125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,375</b>

### Hanover Road Bridge over Deep Run

<b>TIP ID</b>	11-2105-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H580800 (CIP)	<b>Est. Total Cost</b>	\$6,945,000

**Description:**

This project will replace the existing bridge along Hanover Road over Deep 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 \$8.628 M to \$6.945 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$41	\$0	\$0	\$0	\$0	\$41
<b>Subtotal</b>	<b>\$565</b>	<b>\$142</b>	<b>\$496</b>	<b>\$165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,368</b>
<b>Total</b>	<b>\$565</b>	<b>\$142</b>	<b>\$496</b>	<b>\$165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,368</b>



### Conway Road Bridge over Little Patuxent River

<b>TIP ID</b>	11-2106-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H580900 (CIP)	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$1,500</b>	<b>\$375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875</b>
<b>Total</b>	<b>\$1,500</b>	<b>\$375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875</b>

### Jacobs Road Bridge over Severn Run

<b>TIP ID</b>	11-2107-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H581000 (CIP)	<b>Est. Total Cost</b>	\$10,624,000

**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.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$728	\$182	\$0	\$0	\$0	\$0	\$0	\$0	\$910
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$41	\$0	\$0	\$0	\$0	\$41
<b>Subtotal</b>	<b>\$728</b>	<b>\$182</b>	<b>\$0</b>	<b>\$41</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$951</b>
<b>Total</b>	<b>\$728</b>	<b>\$182</b>	<b>\$0</b>	<b>\$41</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$951</b>

### Parole Transportation Center

<b>TIP ID</b>	11-2101-66	<b>Year of Operation</b>	2025
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	New bus facilities
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	H581200 (CIP)	<b>Est. Total Cost</b>	\$15,574,000

**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.

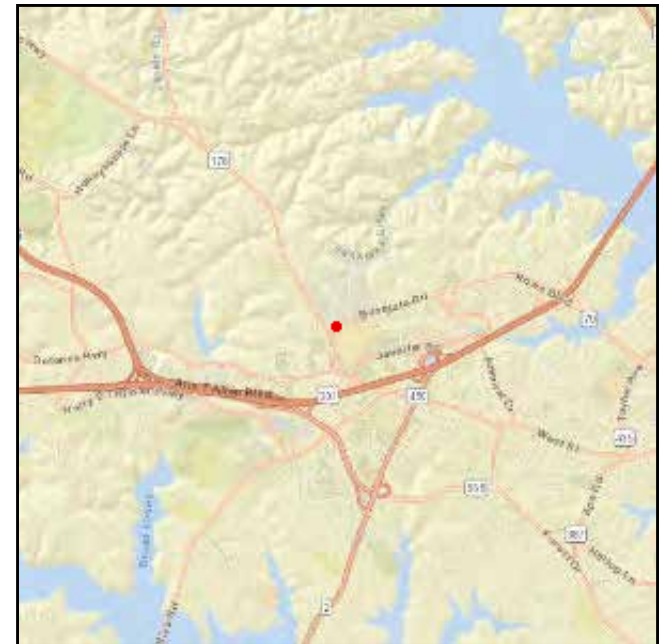
Cost increase from \$14.175 million to \$15.574 million is a result of increased prevailing wage rates and construction escalation.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$411	\$0	\$11,604	\$0	\$0	\$0	\$0	\$12,015
OTH	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ENG	\$0	\$872	\$0	\$0	\$0	\$0	\$0	\$0	\$872
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
<b>Subtotal</b>	<b>\$0</b>	<b>\$3,883</b>	<b>\$0</b>	<b>\$11,604</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,487</b>



### Parole Transportation Center

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$600	\$0	\$0	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$0</b>	<b>\$3,883</b>	<b>\$0</b>	<b>\$12,204</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,087</b>

## Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements

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

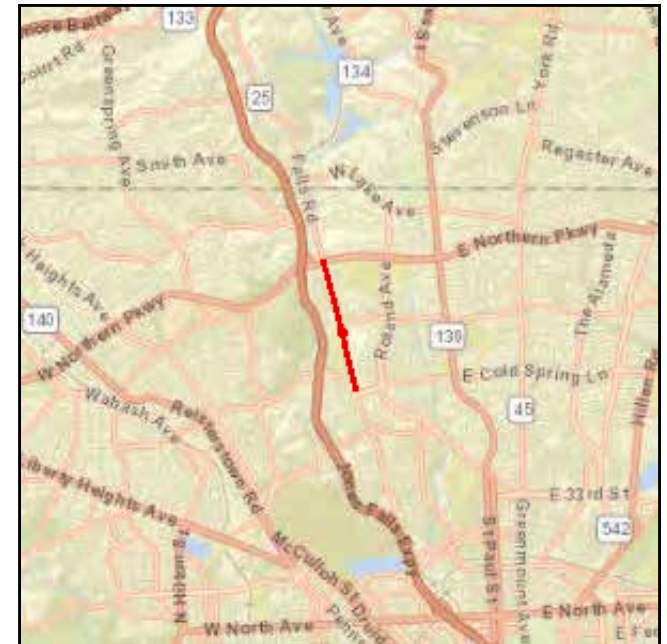
**Justification:**

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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$2,720	\$680	\$3,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,280	\$320	\$0	\$0	\$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
<b>Subtotal</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$680</b>	<b>\$5,000</b>
<b>Total</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$680</b>	<b>\$5,000</b>

### Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)

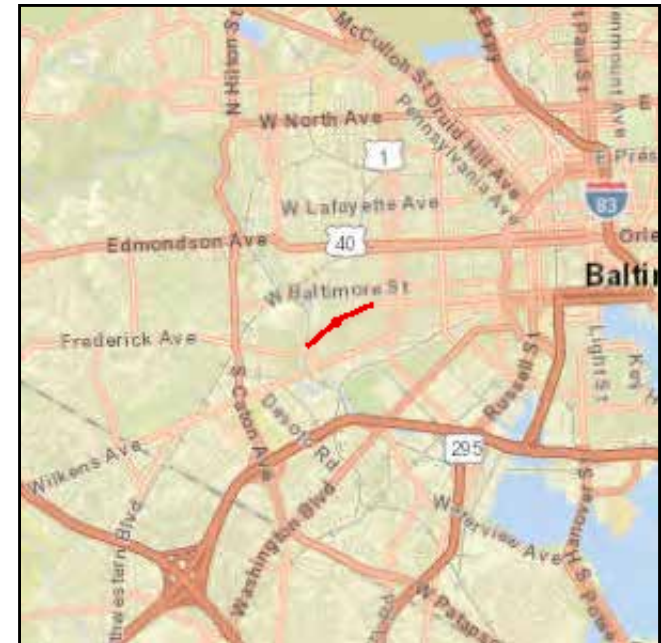
<b>TIP ID</b>	12-2303-25	<b>Year of Operation</b>	2028
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facilities
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 lanes to 4 lanes;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

**Description:**

Upgrade ADA pedestrian facilities including curb ramps, sidewalks, removal of obstructions to provide compliant ADA access from Brunswick Street to S. 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)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$640	\$160	\$0	\$0	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>

### Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

<b>TIP ID</b>	12-1218-07	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	ITS
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-077, 512-078, 512-080, 512-009	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$9,600	\$2,400	\$0	\$0	\$4,800	\$1,200	\$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
<b>Subtotal</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,000</b>
<b>Total</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,000</b>

## Transportation Management Center Upgrade

<b>TIP ID</b>	12-1701-04	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-005	<b>Est. Total Cost</b>	\$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. The estimated total cost has increased from \$6.15 million to \$11.65 million due to the addition of 150 field locations to the project.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$5,600	\$1,400	\$12,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$500	\$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
<b>Subtotal</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>	<b>\$1,400</b>	<b>\$12,500</b>
<b>Total</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>	<b>\$1,400</b>	<b>\$12,500</b>

### Greenway Middle Branch Phase 2

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

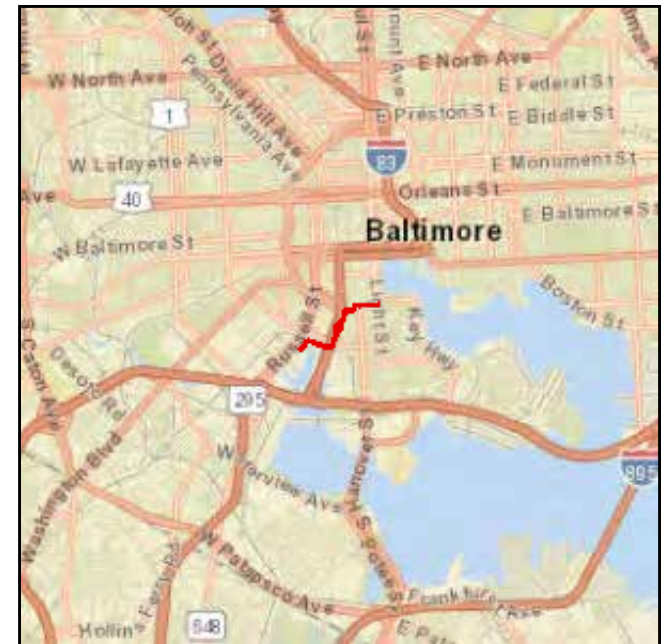
**Description:**

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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,525	\$382	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,907</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,907</b>

### Communication Upgrades - Wireless

<b>TIP ID</b>	12-2304-07	<b>Year of Operation</b>	2028
<b>Agency</b>	Baltimore City	<b>Project Type</b>	ITS
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-017	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$1,000	\$250	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$250</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250</b>

**Perring Parkway Ramp over Herring Run**

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

**Description:**

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

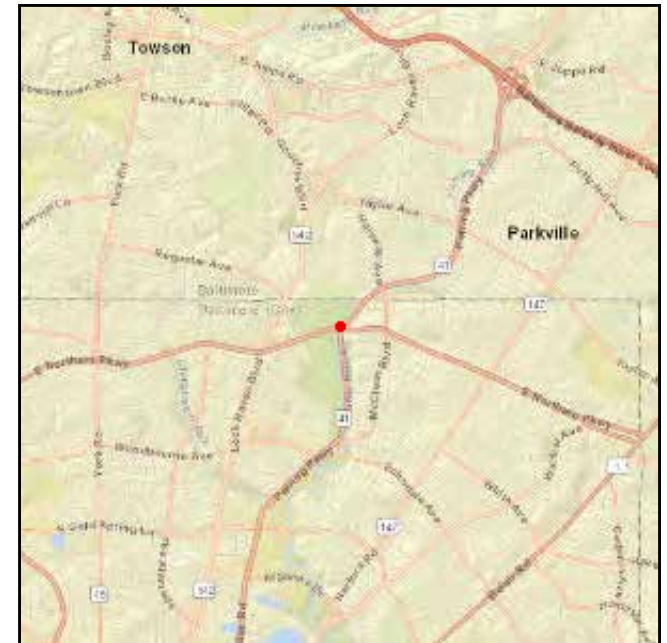
Engineering for this project was originally authorized in FY 2016.

**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.

**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).





2023 - 2026 Transportation Improvement Program

Perring Parkway Ramp over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
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
<b>Subtotal</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Total</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

### Sisson Street Bridge over CSX Railroad

<b>TIP ID</b>	12-1216-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	506-766	<b>Est. Total Cost</b>	\$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.

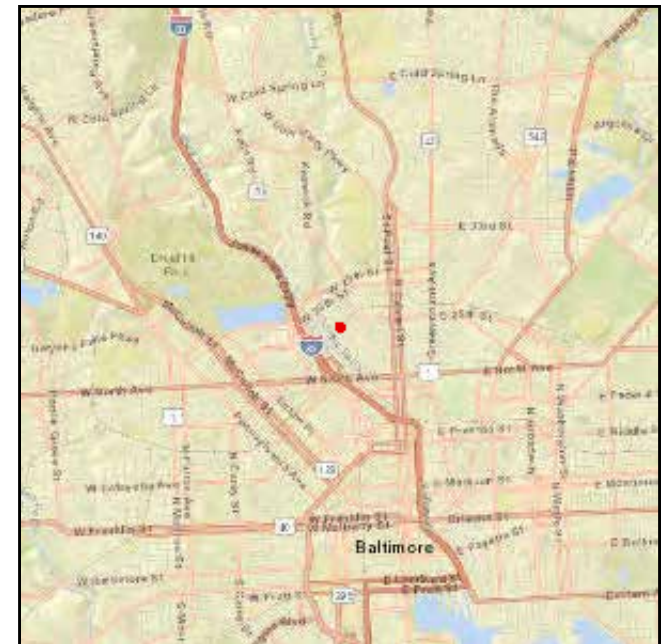
Engineering funds for this project were authorized in FY 2019.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$1,500	\$6,000	\$0	\$0	\$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
<b>Subtotal</b>	<b>\$1,500</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>
<b>Total</b>	<b>\$1,500</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>

**Belair Road Complete Streets**

<b>TIP ID</b>	12-1404-11	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	527-008	<b>Est. Total Cost</b>	\$12,100,000

**Description:**

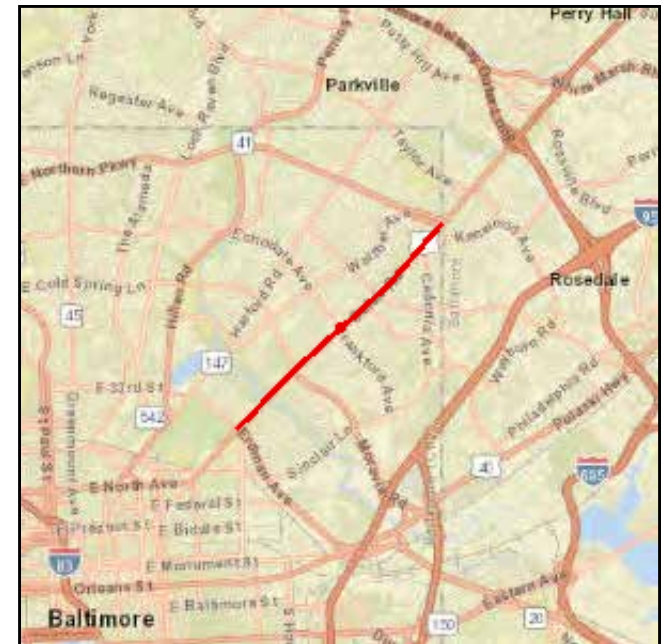
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2022 engineering and FY 2023 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 2025 reflects the completion of Phase II. Phase III, which includes the intersection of Belair Road and Fleetwood Avenue is not currently funded.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,080	\$1,520	\$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
<b>Subtotal</b>	<b>\$560</b>	<b>\$140</b>	<b>\$6,080</b>	<b>\$1,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,300</b>
<b>Total</b>	<b>\$560</b>	<b>\$140</b>	<b>\$6,080</b>	<b>\$1,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,300</b>

### Orleans Street Bridge over I-83 and City Streets

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

**Description:**

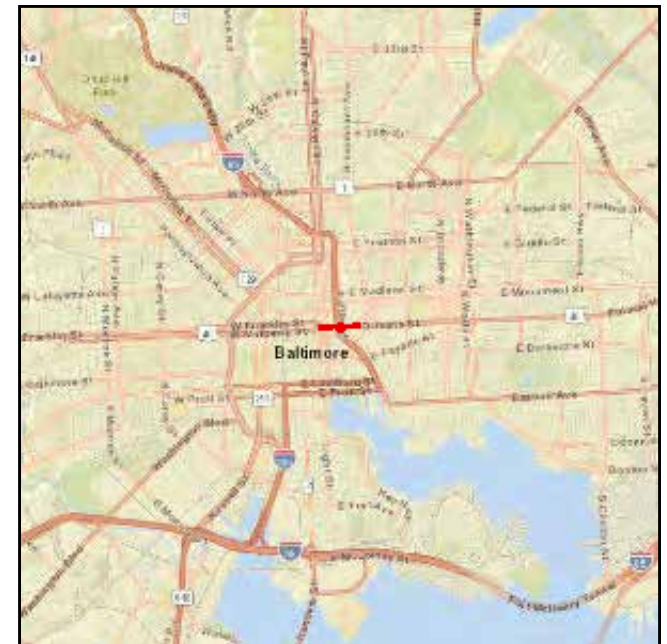
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk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

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$500	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$512	\$128	\$0	\$0	\$0	\$0	\$0	\$0	\$640
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$512</b>	<b>\$128</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$500</b>	<b>\$6,140</b>
<b>Total</b>	<b>\$512</b>	<b>\$128</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$500</b>	<b>\$6,140</b>

### Remington Avenue Bridge over Stony Run

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

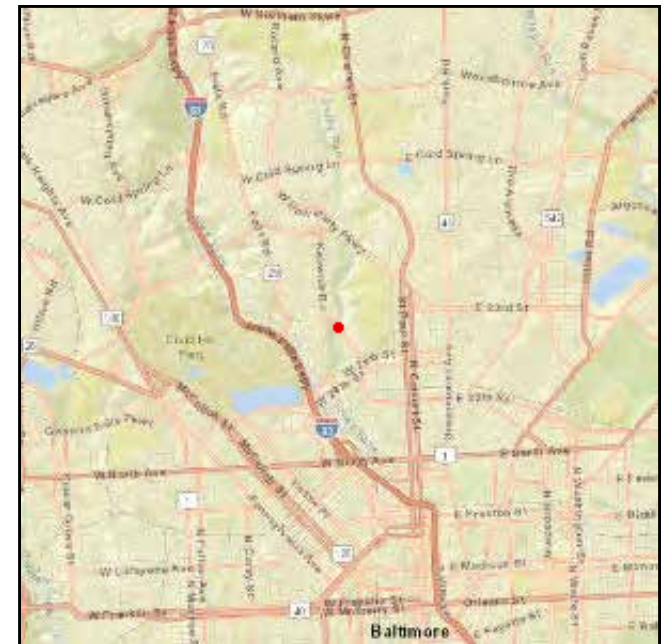
Engineering for this project was authorized in FY 2016.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
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
<b>Subtotal</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>
<b>Total</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>

### Radecke Avenue and Sinclair Lane over Moores Run

<b>TIP ID</b>	12-1603-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	506-762	<b>Est. Total Cost</b>	\$10,500,000

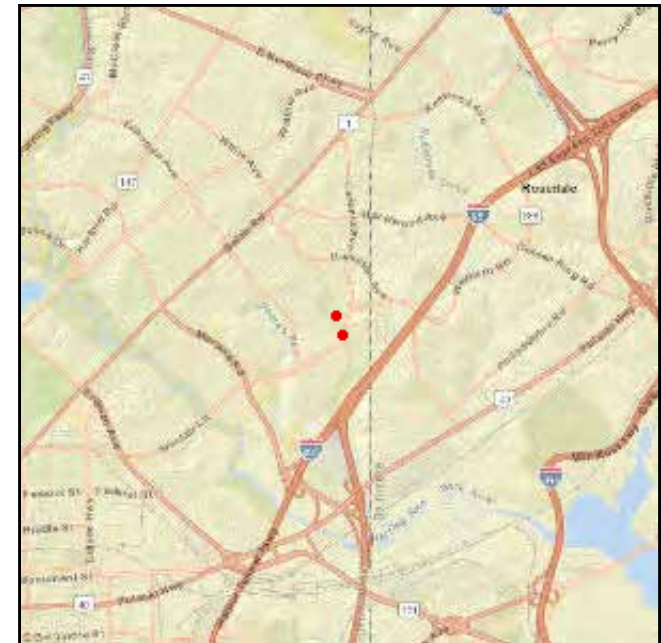
**Description:**

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 total cost increased by \$3.0 million as a result of additional work required on the Sinclair Lane bridge.

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 fair condition with a sufficiency rating of 68.5. The Sinclair Lane Bridge is in poor condition with a sufficiency rating of 84.



**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$9,000
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
<b>Subtotal</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$9,500</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$9,500</b>

### I-83 Concrete Deck Mill and Resurface

<b>TIP ID</b>	12-1604-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 6 lanes
<b>CIP or CTP ID(s)</b>	509-005	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$10,720	\$2,680	\$0	\$0	\$0	\$0	\$13,400
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,720</b>	<b>\$2,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,720</b>	<b>\$2,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,400</b>

**Moravia Road Ramp Bridge over Pulaski Highway**

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

**Description:**

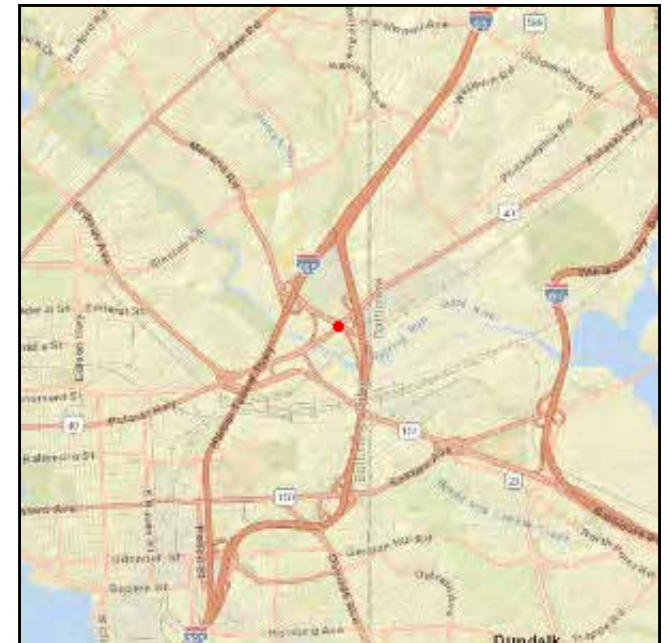
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards. The total cost increased \$5.5 million as a result of additional work needed due to continued deterioration as well as industry cost increases.

**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).





**2023 - 2026 Transportation Improvement Program**

**Moravia Road Ramp Bridge over Pulaski Highway**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$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
<b>Subtotal</b>	<b>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200</b>
<b>Total</b>	<b>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200</b>

**Monroe Street Ramp over CSX and Russell Street over CSX**

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

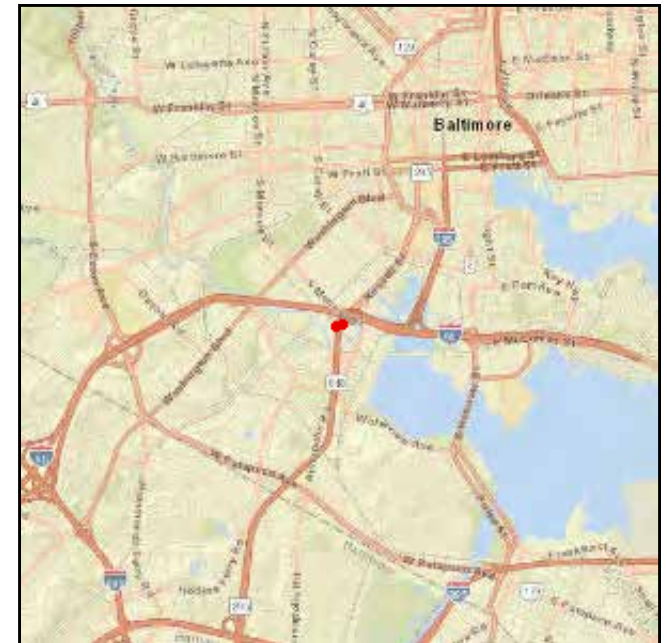
Engineering funds for this project were authorized in FY 2012 under TIP ID #12-1030-13 (citywide bridge).

**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.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$23,520	\$5,880	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,520</b>	<b>\$5,880</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,520</b>	<b>\$5,880</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,400</b>

### 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

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

**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. Project cost increased \$2.0 million as a result of refined engineers estimates.

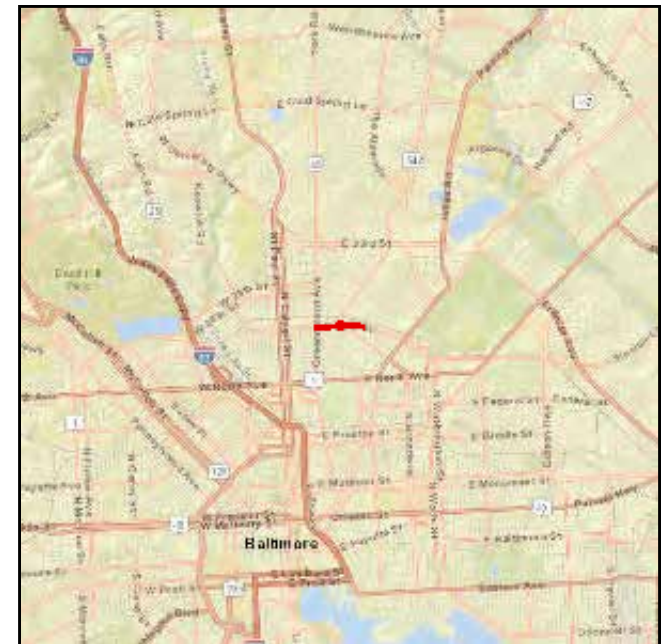
Engineering funds for preliminary design were appropriated in FY 2021.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$10,000
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

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

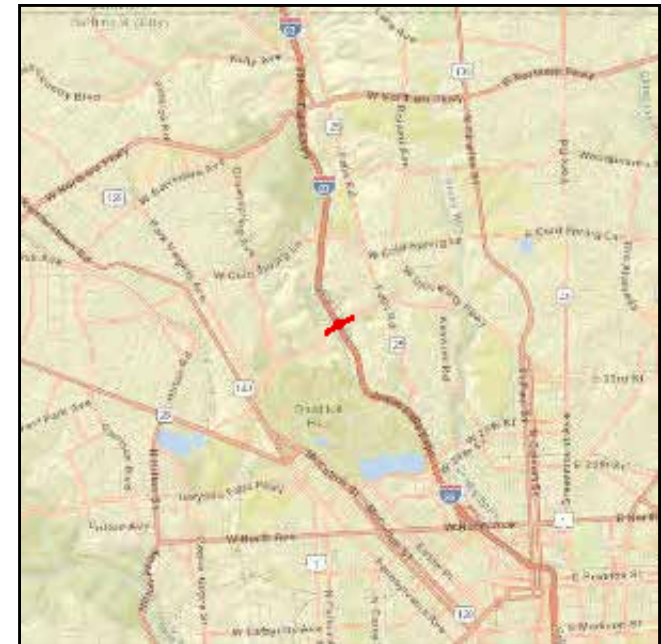
<b>TIP ID</b>	12-2002-13	<b>Year of Operation</b>	2030
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 1,238 ft
<b>CIP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



**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$14,840	\$3,710	\$0	\$0	\$18,550
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$800	\$200	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$14,840</b>	<b>\$3,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,550</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$14,840</b>	<b>\$3,710</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,550</b>

### Citywide Asset Management

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

**Description:**

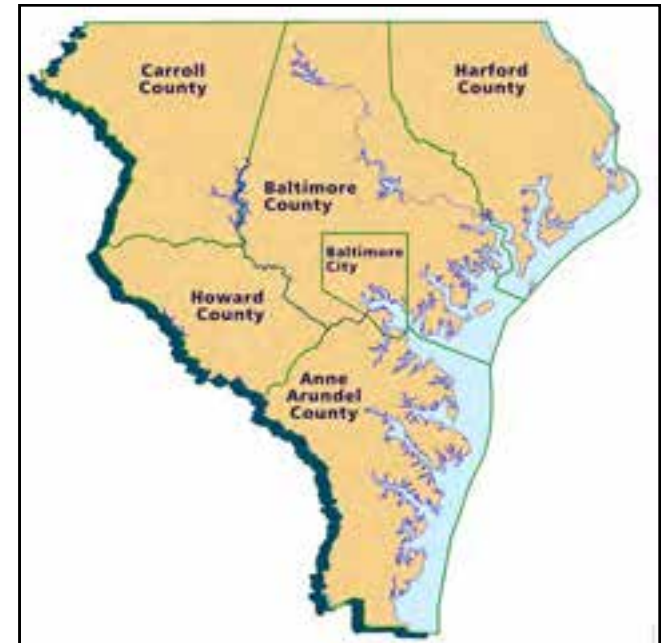
This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. Local funds will be used for roads that are not federal-aid eligible. These activities will include, but are not limited to data collection, 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$384	\$816	\$0	\$0	\$0	\$0	\$320	\$680	\$2,200
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$384</b>	<b>\$816</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$680</b>	<b>\$2,200</b>
<b>Total</b>	<b>\$384</b>	<b>\$816</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$680</b>	<b>\$2,200</b>

### Brehms Lane over Herring Run

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

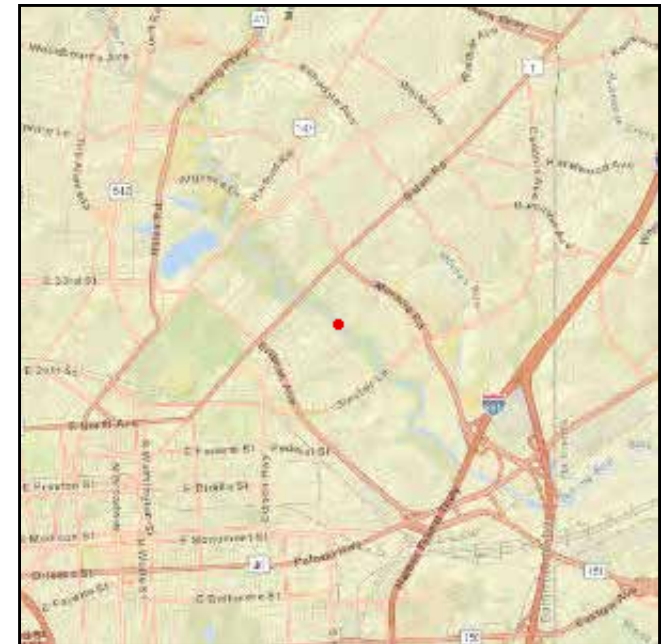
Project was last shown in the 2020-2023 TIP. Total cost has increased as a result of additional work required due to continued deterioration and increased material costs.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$480	\$120	\$0	\$0	\$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
<b>Subtotal</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

### Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

<b>TIP ID</b>	12-2007-11	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 2500 ft
<b>CIP or CTP ID(s)</b>	508-051	<b>Est. Total Cost</b>	\$9,000,000

**Description:**

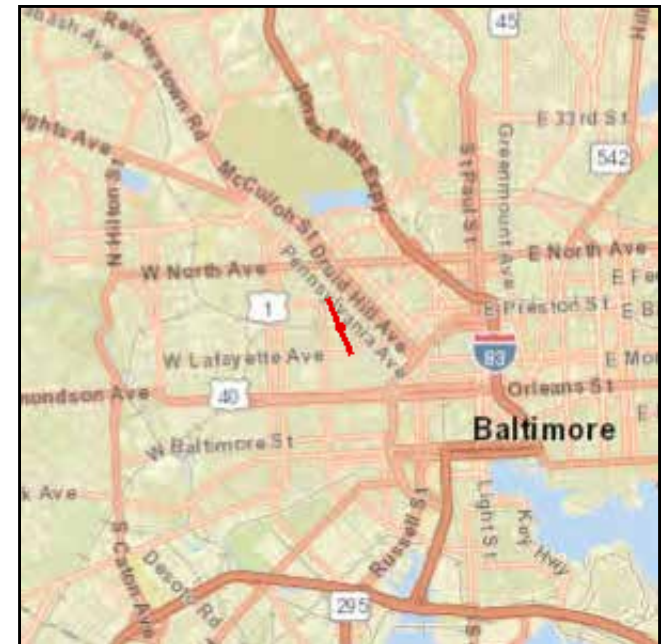
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, 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. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.07 million to \$7.27 to reflect the actual costs of preliminary design and proposed final design 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$5,600	\$1,400	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>

**Hanover Street Over CSX**

<b>TIP ID</b>	12-2008-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	5 to 5 lanes, 375 ft
<b>CIP or CTP ID(s)</b>	506-519	<b>Est. Total Cost</b>	\$25,150,000

**Description:**

The 367-foot long bridge was originally built in 1900 and was rehabilitated in 1975, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

The total cost has increased \$5.0 million 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 fair condition with a sufficiency rating of 51.7.

**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.







### Hanover Street Over CSX

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$735	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$920
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$735</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920</b>
<b>Total</b>	<b>\$735</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920</b>

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

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

**Description:**

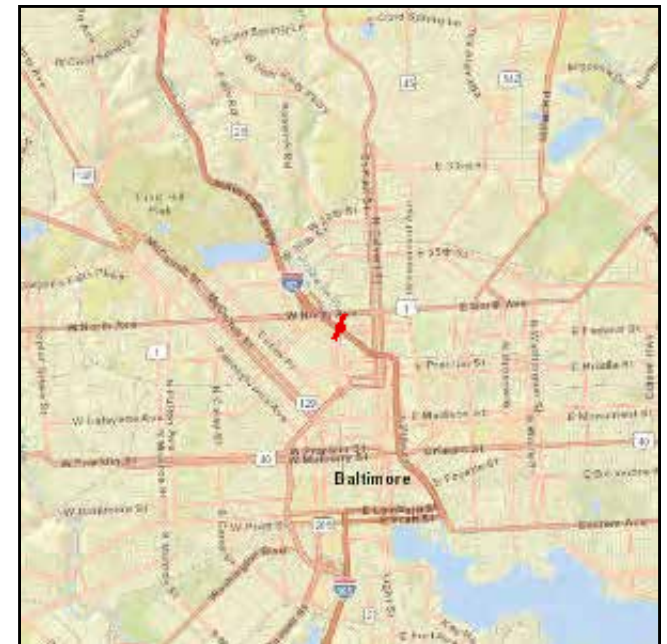
The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of \$49.45 million assumes a bridge replacement, which is substantially 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.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

**Madison Street Rehabilitation from North Milton Avenue to Edison Highway**

<b>TIP ID</b>	12-2010-11	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 2700 ft
<b>CIP or CTP ID(s)</b>	508-053	<b>Est. Total Cost</b>	\$9,904,000

**Description:**

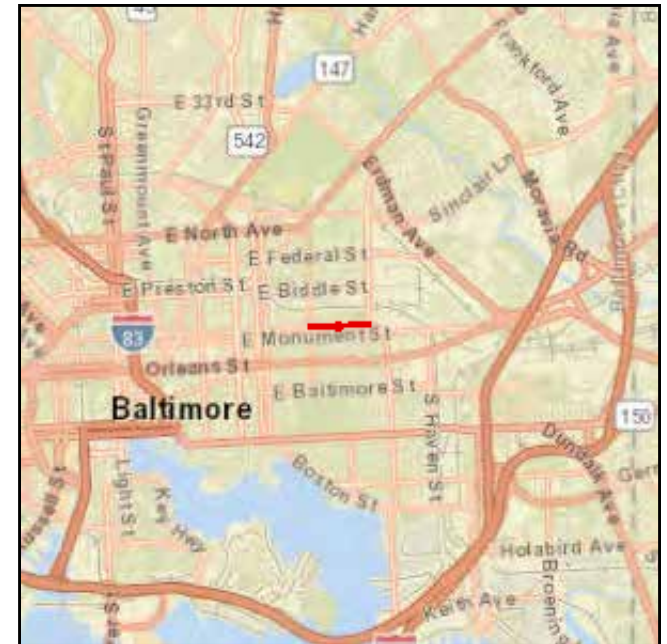
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, 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. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.624 million to \$9.904 million based on the actual costs of preliminary design, the proposed costs of final design, and an updated construction cost estimate.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,800	\$1,700	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,800</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,800</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,500</b>

### Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

<b>TIP ID</b>	12-2011-11	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 4100 ft
<b>CIP or CTP ID(s)</b>	508-046	<b>Est. Total Cost</b>	\$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. FY 2023 engineering funds are to complete final design.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$10,920	\$2,730	\$0	\$0	\$13,650
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$640	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,920</b>	<b>\$2,730</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,450</b>
<b>Total</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,920</b>	<b>\$2,730</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,450</b>

**Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge**

<b>TIP ID</b>	12-2012-11	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	6 to 4 lanes, 5075 ft
<b>CIP or CTP ID(s)</b>	508-072	<b>Est. Total Cost</b>	\$15,300,000

**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 2023 engineering funds are to complete final design.

**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.







**2023 - 2026 Transportation Improvement Program**

**Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$11,320	\$2,830	\$0	\$0	\$14,150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$640	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,320</b>	<b>\$2,830</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,950</b>
<b>Total</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,320</b>	<b>\$2,830</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,950</b>

**Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road**

<b>TIP ID</b>	12-2013-11	<b>Year of Operation</b>	2026
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 3500 ft
<b>CIP or CTP ID(s)</b>	508-056	<b>Est. Total Cost</b>	\$8,500,000

**Description:**

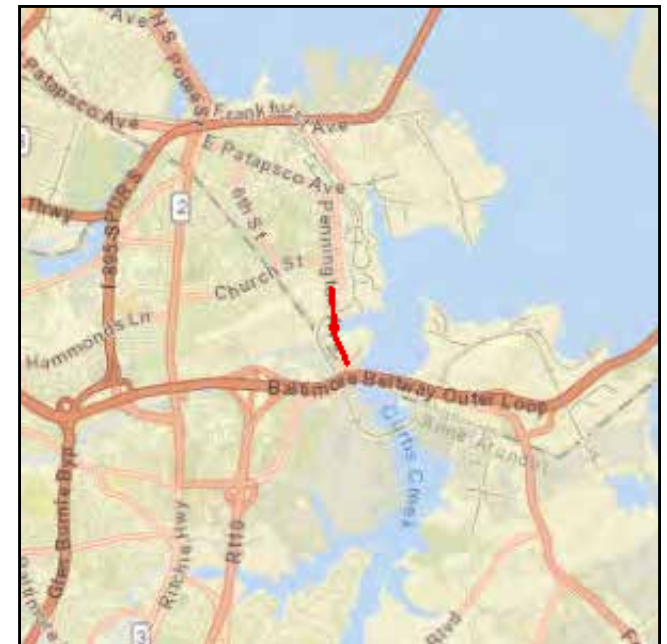
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, 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 decreased by \$1.4 million due to revised construction costs.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,400	\$1,600	\$0	\$0	\$0	\$0	\$8,000
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>

### Waterview Avenue over Ramp to 295

<b>TIP ID</b>	12-2015-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 75 ft
<b>CIP or CTP ID(s)</b>	506-007	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$2,500	\$250	\$2,500	\$250	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$384	\$96	\$0	\$0	\$0	\$0	\$0	\$0	\$480
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>	<b>\$250</b>	<b>\$2,500</b>	<b>\$250</b>	<b>\$5,980</b>
<b>Total</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>	<b>\$250</b>	<b>\$2,500</b>	<b>\$250</b>	<b>\$5,980</b>

### Harford Road Bridge Over CSX

<b>TIP ID</b>	12-2106-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes, 100 feet
<b>CIP or CTP ID(s)</b>	506-017	<b>Est. Total Cost</b>	\$12,500,000

**Description:**

The 100 foot bridge that carries Harford Road over the CSX tracks is deteriorated and requires replacement. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

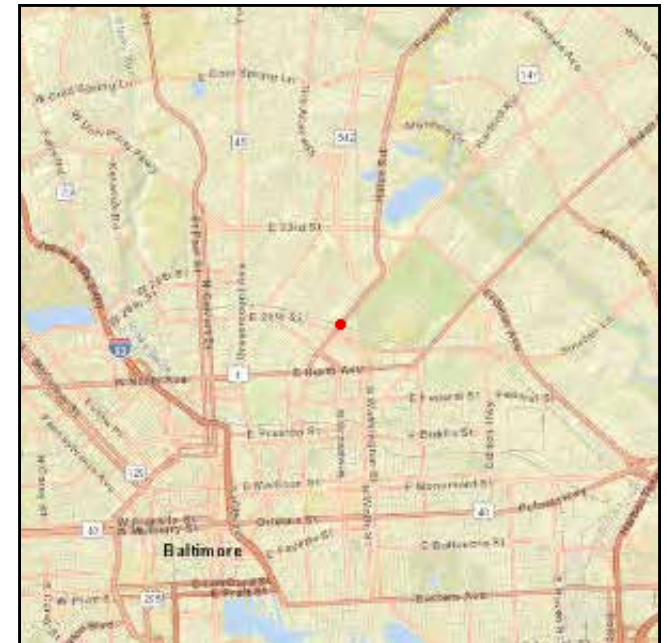
Engineering funds and matching funds for construction are being provided by CSX. Engineering funds were authorized in FY 2019.

**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 49.6.

**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.





**Harford Road Bridge Over CSX**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$9,000	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500
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
<b>Subtotal</b>	<b>\$9,000</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>
<b>Total</b>	<b>\$9,000</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>

### Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line

<b>TIP ID</b>	12-2302-11	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Facility rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 lanes to 6 lanes, 2.1 miles
<b>CIP or CTP ID(s)</b>	508-056	<b>Est. Total Cost</b>	\$5,400,000

**Description:**

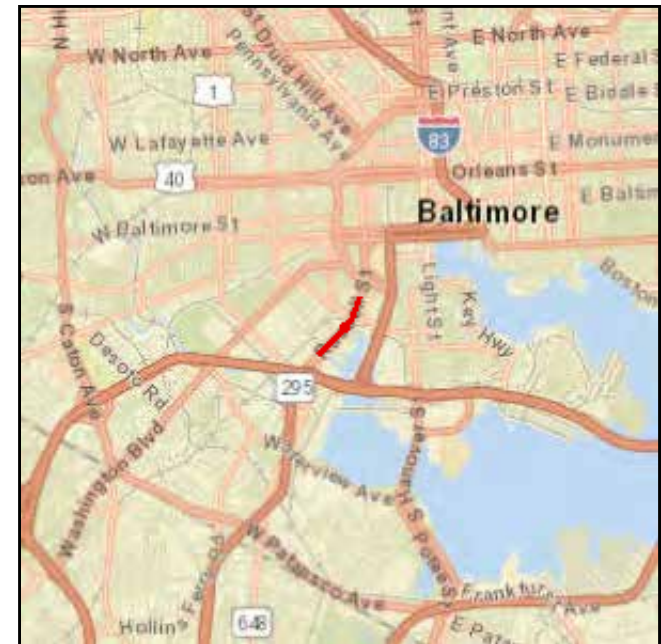
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, curb and gutter replacement, sidewalk repair, streetlight fixture upgrade, new signage, and pavement marking.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$5,000
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	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,400</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,400</b>

**RAISE Transit Priority Project**

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

**Description:**

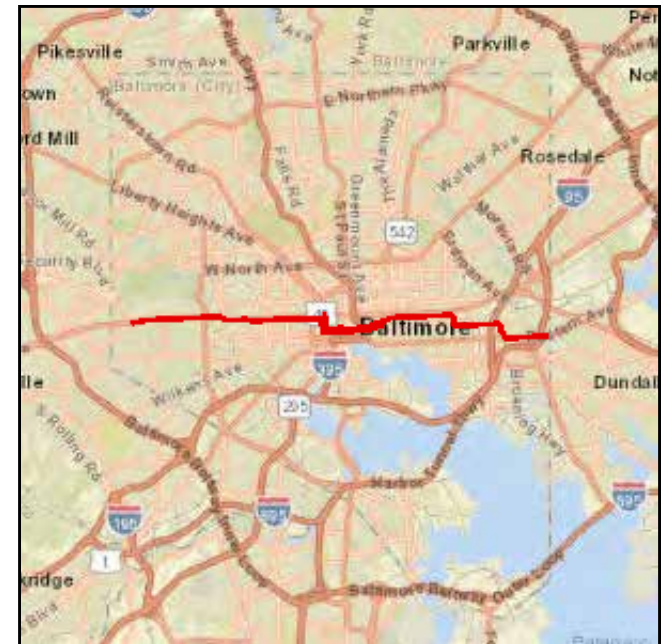
The RAISE Transit Priority Project (Formerly: East-West Priority Corridor) proposes a comprehensive suite of investments that will facilitate more efficient transit trips, improve multi-modal connections, and address existing safety issues. This project applies strategies from the Transit Priority Toolkit 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$20,240	\$25,760	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,760	\$2,240	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$22,000</b>	<b>\$28,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>Total</b>	<b>\$22,000</b>	<b>\$28,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>

### Capital Project Delivery Services

<b>TIP ID</b>	12-1901-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	508-378	<b>Est. Total Cost</b>	\$800,000

**Description:**

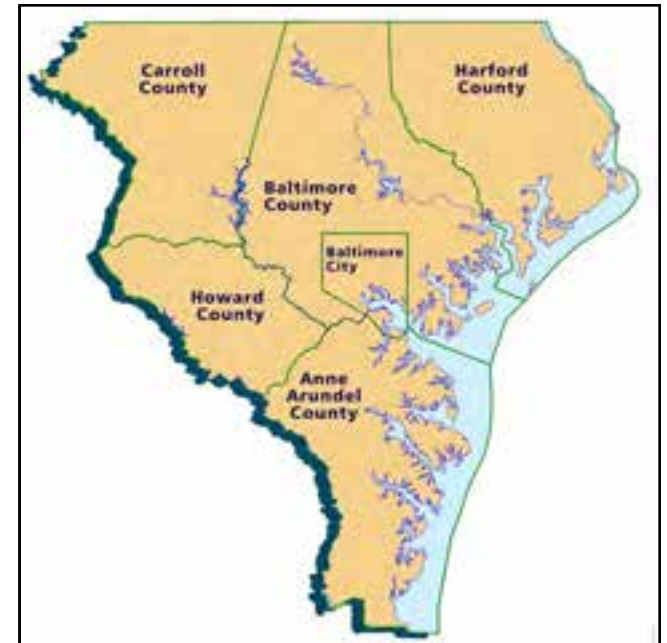
The purpose of this project is to provide the technological and project management improvements needed to support the design and construction phases of CIP projects. The TIP funding will be used for project delivery services of capital federal-aid roadway projects. This program was initiated in FY 2019.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$500	\$125	\$0	\$0	\$60	\$15	\$80	\$20	\$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
<b>Subtotal</b>	<b>\$500</b>	<b>\$125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60</b>	<b>\$15</b>	<b>\$80</b>	<b>\$20</b>	<b>\$800</b>
<b>Total</b>	<b>\$500</b>	<b>\$125</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60</b>	<b>\$15</b>	<b>\$80</b>	<b>\$20</b>	<b>\$800</b>

### Dogwood Road Bridge No. B-0072 Over Dogwood Run

<b>TIP ID</b>	13-0001-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P230	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>
<b>Total</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>

**Mohrs Lane Bridge No. B-0143 over CSX Railroad**

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

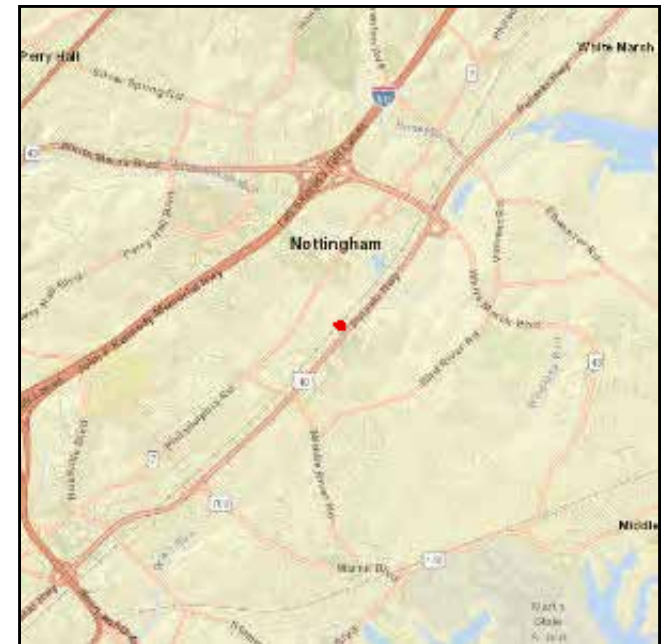
**Description:**

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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$11,200	\$2,800	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,200</b>	<b>\$2,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,200</b>	<b>\$2,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,000</b>

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

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

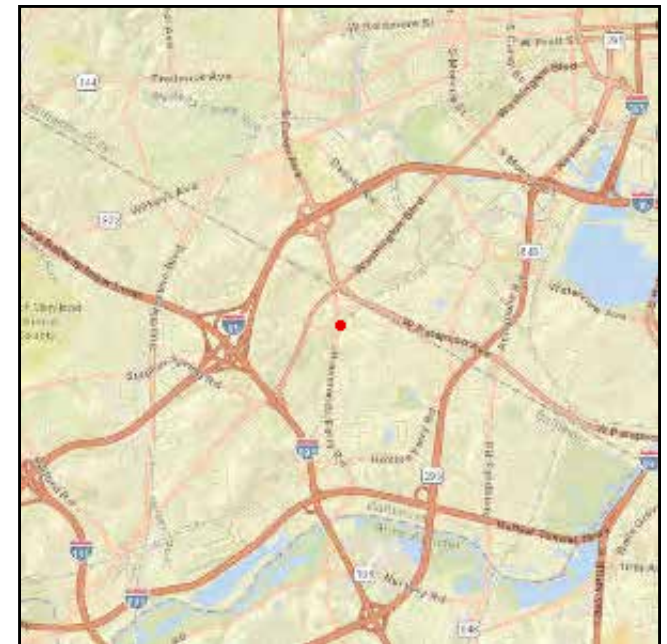
Engineering funds were included in FY 2013. Project cost increase of \$800,000 is a result of updated engineers estimates and increased bid item costs.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$4,640</b>	<b>\$1,160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,800</b>
<b>Total</b>	<b>\$4,640</b>	<b>\$1,160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,800</b>

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

<b>TIP ID</b>	13-1107-13	<b>Year of Operation</b>	2029
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P237	<b>Est. Total Cost</b>	\$4,000,000

**Description:**

This project will replace the existing 44' long, 16' wide timber bridge carrying a single lane of traffic over CSX railroad tracks. There are no sidewalks on the approaches or existing bridge, but the need for sidewalks will be evaluated during preliminary design.

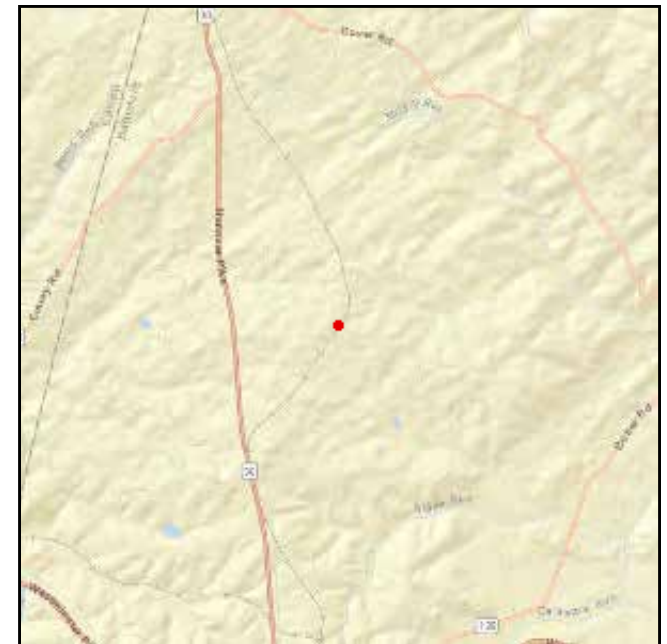
CSX currently owns and maintains the bridge. Prior to beginning engineering for this project, ownership will be transferred from CSX to Baltimore County.

**Justification:**

Bridge No. B-0140 on Piney Grove Road is a three span, timber beam bridge in overall poor condition per National Bridge Inspection Standards (NBIS) criteria. Both the deck and the substructure are rated poor. The bridge is posted for a weight restriction and is on a yearly inspection cycle.

**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).





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

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

### Peninsula Expressway Bridge No. B-0119 over CSX Railroad

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

**Description:**

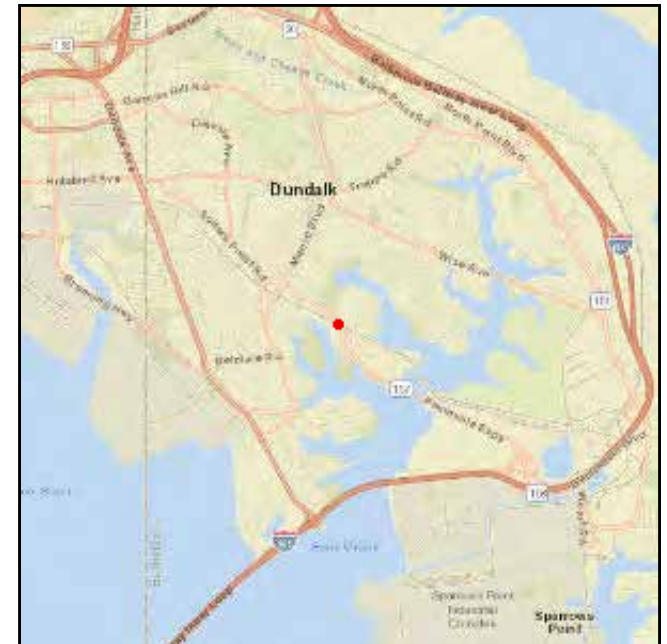
This project includes rehabilitation or replacement of the dual bridge carrying Peninsula Expressway over CSX railroad tracks. Both structures have 3 foot wide shoulders on both sides. The width of shoulders and need for sidewalks will be evaluated during preliminary design.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$14,400	\$3,600	\$0	\$0	\$0	\$0	\$18,000
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
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$14,400</b>	<b>\$3,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$14,400</b>	<b>\$3,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,000</b>

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

<b>TIP ID</b>	13-1208-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	207P002	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500</b>

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

<b>TIP ID</b>	13-1701-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	207P281	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$640	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,840</b>	<b>\$960</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>
<b>Total</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,840</b>	<b>\$960</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>

**Bridge Inspection Program**

<b>TIP ID</b>	13-8901-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$3,100	\$0	\$0	\$0	\$3,200	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,200</b>	<b>\$0</b>	<b>\$6,300</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,200</b>	<b>\$0</b>	<b>\$6,300</b>

### Stone Chapel Road Bridge over Little Pipe Creek

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

**Description:**

This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The bridge geometry and lane configuration will be determined during initial design. The total cost of this project increased from \$922,000 to \$1,440,000 in 2021 due to changing from a bridge rehabilitation to a bridge replacement project.

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 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).





**Stone Chapel Road Bridge over Little Pipe Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$712	\$178	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$712</b>	<b>\$178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$890</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$712</b>	<b>\$178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$890</b>

### Gaither Road Bridge over South Branch Patapsco River

<b>TIP ID</b>	14-1602-13	<b>Year of Operation</b>	2029
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,560,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$371	\$92	\$0	\$0	\$463
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$371</b>	<b>\$92</b>	<b>\$0</b>	<b>\$0</b>	<b>\$463</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$371</b>	<b>\$92</b>	<b>\$0</b>	<b>\$0</b>	<b>\$463</b>

### McKinstry's Mill Road Bridge over Sam's Creek

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

**Description:**

This project includes replacement of the existing bridge with a new structure (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. The estimated total cost has been updated from \$1.147 million to \$1.465 million in 2021 to account for funds approved by FHWA and escalating the construction cost to the anticipated year of construction.

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).





**McKinstry's Mill Road Bridge over Sam's Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$732	\$183	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$732</b>	<b>\$183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$915</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$732</b>	<b>\$183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$915</b>

### Hughes Shop Road Bridge over Bear Branch

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

**Description:**

This project includes replacement of the existing bridge with a new structure (type TBD). The bridge geometry and lane configuration will be determined during initial design. The estimated total cost has been updated from \$1.697 million to \$2.079 million in 2021 to reflect funds designated by FHWA and to escalate the construction costs forward to the anticipated year of construction.

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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,223	\$305	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,223</b>	<b>\$305</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,528</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,223</b>	<b>\$305</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,528</b>

### Old Kays Mill Road Culvert over Beaver Run

<b>TIP ID</b>	14-2101-13	<b>Year of Operation</b>	2028
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$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 Keys Mill Road Culvert over Beaver Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$456	\$114	\$0	\$0	\$570
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$456</b>	<b>\$114</b>	<b>\$0</b>	<b>\$0</b>	<b>\$570</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$456</b>	<b>\$114</b>	<b>\$0</b>	<b>\$0</b>	<b>\$570</b>

### Brown Road Culvert over Roaring Run

<b>TIP ID</b>	14-2102-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$424	\$106	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$424</b>	<b>\$106</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$424</b>	<b>\$106</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$530</b>

### McKinstry's Mill Road over Little Pipe Creek

<b>TIP ID</b>	14-2103-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$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. Costs have been updated in 2021 to reflect moving the engineering and construction further into the future.

**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).



McKinstry's Mill Road over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$383	\$95	\$478
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$383</b>	<b>\$95</b>	<b>\$478</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$383</b>	<b>\$95</b>	<b>\$478</b>

### Patapsco Road Bridge over East Branch Patapsco River

<b>TIP ID</b>	14-2201-13	<b>Year of Operation</b>	2024
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,869,000

**Description:**

This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes, which is slightly wider than the existing structure. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,013	\$253	\$0	\$0	\$0	\$0	\$1,266
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$482	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$603
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$482</b>	<b>\$121</b>	<b>\$1,013</b>	<b>\$253</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,869</b>
<b>Total</b>	<b>\$482</b>	<b>\$121</b>	<b>\$1,013</b>	<b>\$253</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,869</b>

### Upper Beckleysville Road Bridge over Murphy Run

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

**Description:**

This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes to match the existing approach roadway. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$724	\$181	\$0	\$0	\$0	\$0	\$905
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
<b>Subtotal</b>	<b>\$464</b>	<b>\$116</b>	<b>\$724</b>	<b>\$181</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,485</b>
<b>Total</b>	<b>\$464</b>	<b>\$116</b>	<b>\$724</b>	<b>\$181</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,485</b>

### Bridge Inspection Program

<b>TIP ID</b>	14-9401-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,390,000

**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.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$685	\$0	\$0	\$0	\$705	\$0	\$1,390
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$685</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$705</b>	<b>\$0</b>	<b>\$1,390</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$685</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$705</b>	<b>\$0</b>	<b>\$1,390</b>

### Abingdon Road Bridge #169 over CSX Railroad

<b>TIP ID</b>	15-1001-13	<b>Year of Operation</b>	2025
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H104501	<b>Est. Total Cost</b>	\$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. Increase should reflect \$8.75 million to be in-line with subsequent TIP FY table.

Engineering funds through NEPA 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$0	\$0	\$80	\$20	\$0	\$0	\$0	\$0	\$100
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600</b>	<b>\$1,650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,250</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,600</b>	<b>\$1,650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,250</b>

### Glenville Road Bridge #30 over Mill Brook

<b>TIP ID</b>	15-1601-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>	H164501	<b>Est. Total Cost</b>	\$2,160,000

**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. FY 2023 engineering funds are for the completion of final design.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$980	\$245	\$0	\$0	\$1,225
OTH	\$0	\$0	\$0	\$0	\$60	\$15	\$0	\$0	\$75
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
<b>Subtotal</b>	<b>\$280</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,040</b>	<b>\$260</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,650</b>
<b>Total</b>	<b>\$280</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,040</b>	<b>\$260</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,650</b>

### Grier Nursery Road Bridge #43 over Deer Creek

<b>TIP ID</b>	15-2001-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H204520	<b>Est. Total Cost</b>	\$5,200,000

**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.

The increase in cost is due to determining the project to be a full replacement and recent inflation on material costs.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,600	\$400	\$1,600	\$400	\$4,000
OTH	\$0	\$0	\$0	\$0	\$80	\$20	\$0	\$0	\$100
ENG	\$320	\$80	\$0	\$0	\$80	\$20	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,760</b>	<b>\$440</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$4,600</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,760</b>	<b>\$440</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$4,600</b>

**Hookers Mill Road Bridge #13 over Bynum Run**

<b>TIP ID</b>	15-2002-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H204521	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$2,000	\$500	\$0	\$0	\$2,500
OTH	\$0	\$0	\$0	\$0	\$120	\$30	\$0	\$0	\$150
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,650</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,650</b>

### Madonna Road Bridge #113 over Deer Creek

<b>TIP ID</b>	15-2101-13	<b>Year of Operation</b>	2026
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>	H214505	<b>Est. Total Cost</b>	\$3,250,000

**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).

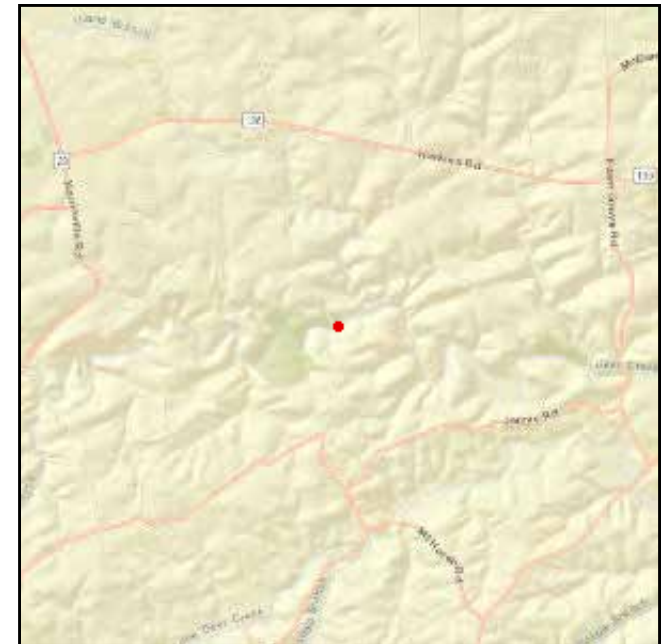
Engineering funds in FY 2022 are for preliminary engineering through the NEPA phase. FY 2023 engineering funds are for final design. Design has not started yet. Still waiting on the NTP.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$2,650</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,120</b>	<b>\$530</b>	<b>\$2,650</b>

### St. Clair Bridge Road Bridge #100 over Deer Creek

<b>TIP ID</b>	15-2102-13	<b>Year of Operation</b>	2028
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	HNE4509	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$800</b>

### Stafford Road Bridge #162 over Buck Branch

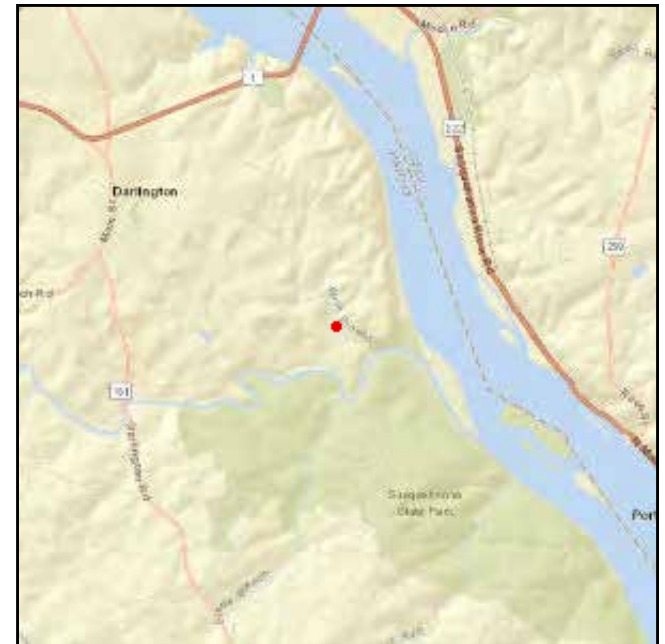
<b>TIP ID</b>	15-2103-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$25	\$0	\$0	\$25
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$825</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$825</b>

### Trappe Church Road Bridge #161 over Hollands Branch

<b>TIP ID</b>	15-2104-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H224503	<b>Est. Total Cost</b>	\$2,050,000

**Description:**

This project includes full replacement of the 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.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$960	\$240	\$1,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$80	\$20	\$100
ENG	\$160	\$40	\$0	\$0	\$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
<b>Subtotal</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,040</b>	<b>\$260</b>	<b>\$1,550</b>
<b>Total</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,040</b>	<b>\$260</b>	<b>\$1,550</b>

**Moores Road Bridge #78 over a tributary to Gunpowder Falls**

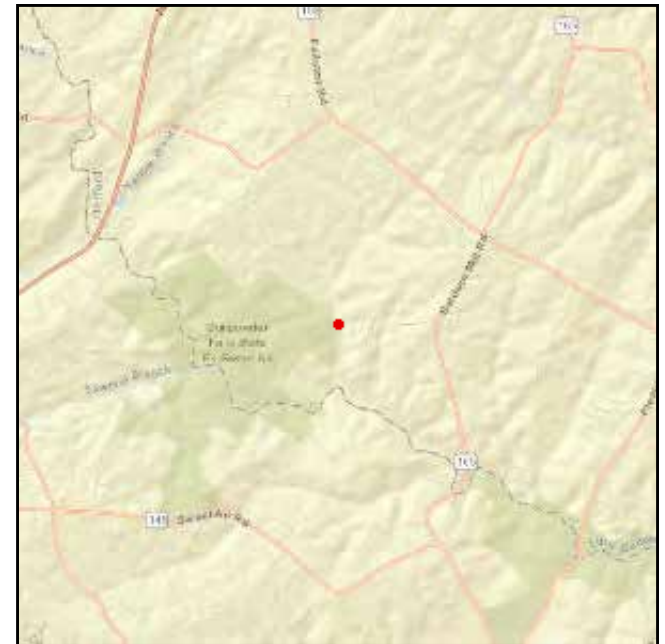
<b>TIP ID</b>	15-2201-13	<b>Year of Operation</b>	2027
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	HNE4507	<b>Est. Total Cost</b>	\$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. The increase in project cost is because engineering costs were updated to reflect total anticipated engineering costs.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$50	\$50
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$50</b>	<b>\$850</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$50</b>	<b>\$850</b>

### Hess Road Bridge #81 over Yellow Branch

<b>TIP ID</b>	15-2202-13	<b>Year of Operation</b>	2029
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$500,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$400	\$100	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

### Bridge Inspection Program

<b>TIP ID</b>	15-9411-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	H054501	<b>Est. Total Cost</b>	\$3,600,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,700	\$0	\$0	\$0	\$1,900	\$0	\$0	\$0	\$3,600
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
<b>Subtotal</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,600</b>
<b>Total</b>	<b>\$1,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,600</b>

### Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

<b>TIP ID</b>	16-1410-41	<b>Year of Operation</b>	2025
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	4 to 6 lanes, 6300 feet
<b>CIP or CTP ID(s)</b>	J-4222	<b>Est. Total Cost</b>	\$24,000,000

**Description:**

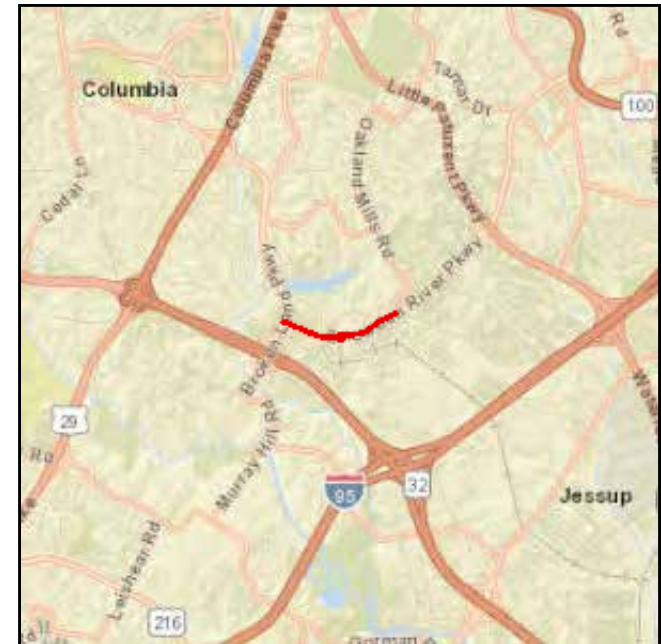
This project will design and widen Snowden River Parkway by adding a third lane in each direction and shared-use paths from Broken Land Parkway to Oakland Mills Road. The project will incorporate ten-foot-wide shared-use pathways to increase transportation alternatives to activity centers and public transit. This project is funded through local funds (bonds, developer contributions, and excise tax-backed bonds).

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$2,750	\$0	\$0	\$2,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$50	\$0	\$0	\$50
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>

**US 29/Broken Land Parkway Interchange and North South Connector Road**

<b>TIP ID</b>	16-1901-42	<b>Year of Operation</b>	2024
<b>Agency</b>	Howard County	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	3.1 miles of new lanes on ramps and new roadways
<b>CIP or CTP ID(s)</b>	CO-319	<b>Est. Total Cost</b>	\$26,951,000

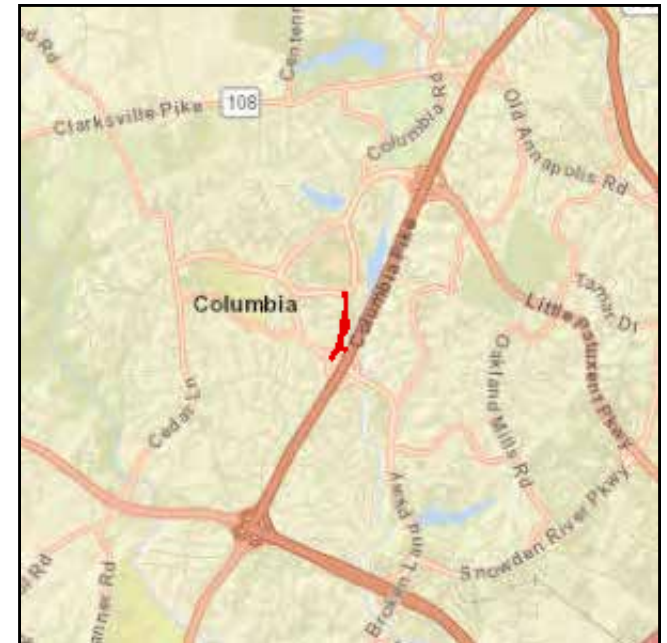
**Description:**

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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$13,475	\$0	\$13,476	\$0	\$0	\$0	\$0	\$26,951
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$13,475</b>	<b>\$0</b>	<b>\$13,476</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,951</b>
<b>Total</b>	<b>\$0</b>	<b>\$13,475</b>	<b>\$0</b>	<b>\$13,476</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,951</b>

### Bridge Repair and Deck Replacement

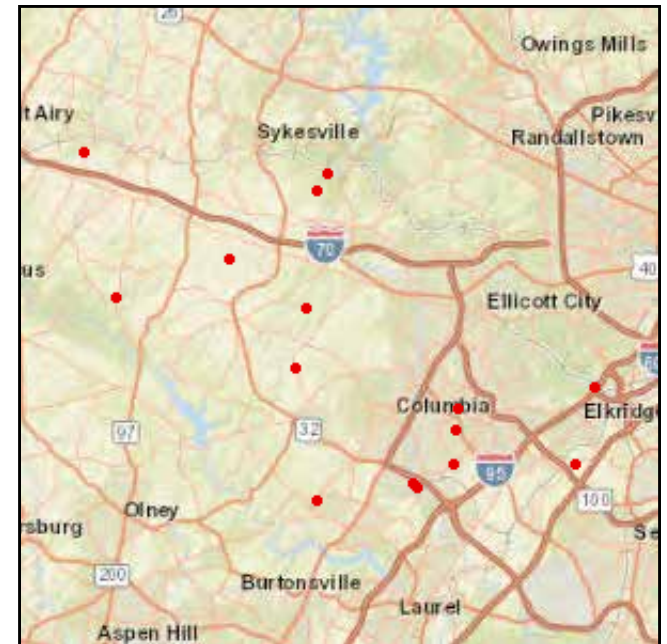
<b>TIP ID</b>	16-0436-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Howard County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>	Various projects	<b>Est. Total Cost</b>	\$18,011,000

**Description:**

This project is to repair/replace bridge decks with a mix of county match and federal funding. The project also includes emergency structure reconstruction. The following bridges are included: River Rd. over Rockburn Branch; Henryton Rd. over tributary to the Patapsco River; Pindell School Rd. over Hammond Branch; Daisy Rd. over Little Cattail Creek; Pfefferkorn Rd. over Middle Patuxent River; Carroll Mill Rd. over Benson Branch; Sheppard Lane over Middle Patuxent River; Watersville Rd. over Hay Meadow Branch; Henryton Rd. over tributary to Patapsco River; Old Montgomery Rd. over Lake Elkhorn Branch; Tamar Drive over Little Patuxent River; Snowden River Pkwy over Robert Fulton Dr (SB & NB); Guilford Rd. over Middle Patuxent River; Park Circle Drive over Deep Run; Broken Land Pkwy over Little Patuxent River. Cost increased \$3.5 million as a result of refined engineers estimates.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$4,953	\$0	\$493	\$0	\$0	\$0	\$0	\$5,446
OTH	\$0	\$79	\$0	\$0	\$0	\$0	\$0	\$0	\$79
ENG	\$0	\$2,863	\$0	\$128	\$0	\$0	\$0	\$0	\$2,991
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$310	\$0	\$0	\$0	\$0	\$0	\$0	\$310
<b>Subtotal</b>	<b>\$0</b>	<b>\$8,205</b>	<b>\$0</b>	<b>\$621</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,826</b>

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$7,216	\$0	\$1,969	\$0	\$0	\$0	\$0	\$0	\$9,185
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
<b>Subtotal</b>	<b>\$7,216</b>	<b>\$0</b>	<b>\$1,969</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,185</b>
<b>Total</b>	<b>\$7,216</b>	<b>\$8,205</b>	<b>\$1,969</b>	<b>\$621</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,011</b>

### Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek

<b>TIP ID</b>	16-2201-13	<b>Year of Operation</b>	2025
<b>Agency</b>	Howard County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	B3857	<b>Est. Total Cost</b>	\$2,900,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,600	\$400	\$0	\$0	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$400	\$100	\$0	\$0	\$0	\$0	\$900
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$400</b>	<b>\$100</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$400</b>	<b>\$100</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>

**I-95 Fort McHenry Tunnel: Port Covington Access**

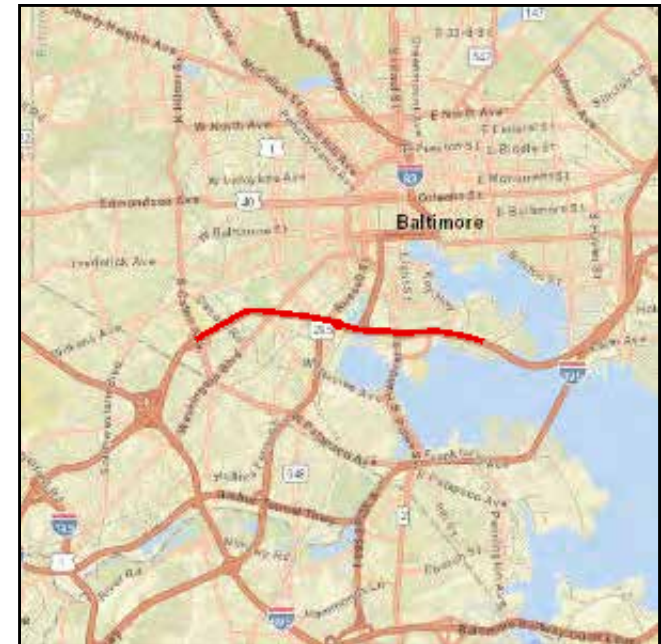
<b>TIP ID</b>	22-1901-45	<b>Year of Operation</b>	2029
<b>Agency</b>	Maryland Transportation Authority	<b>Project Type</b>	Interchange ramp added or widened
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	7 miles, 8 lanes
<b>CIP or CTP ID(s)</b>	MDTA-9	<b>Est. Total Cost</b>	\$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 2022. 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 Access**

(Funding in Thousands)

**Other**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,500</b>

## I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

<b>TIP ID</b>	22-2201-19	<b>Year of Operation</b>	2027
<b>Agency</b>	Maryland Transportation Authority	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	4 mainline lanes maintained, 4 new 0.7 mile CD lanes
<b>CIP or CTP ID(s)</b>	MDTA-19	<b>Est. Total Cost</b>	\$102,000,000

### Description:

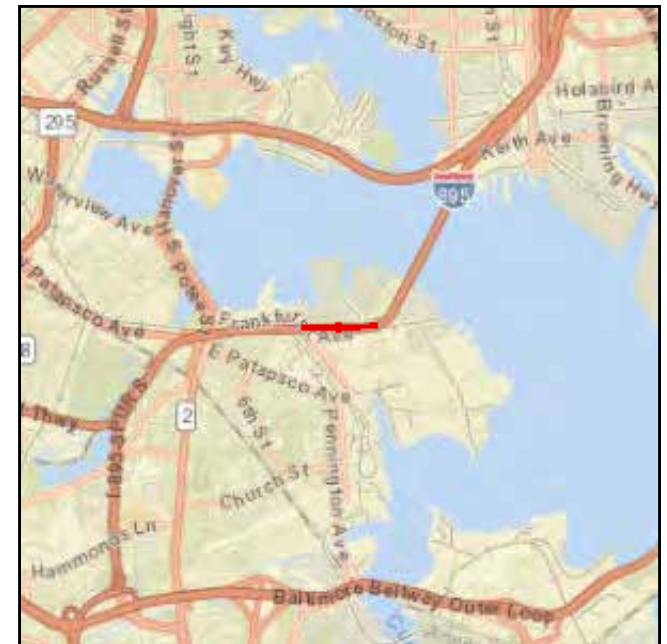
The I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project includes the removal of the toll booths and installation of an overhead gantry at the I-895/Baltimore Harbor Tunnel Toll Plaza. The project will provide two lanes of barrier-separated mainline through-traffic in each direction 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$22,665	\$0	\$31,664	\$54,329
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$1,000	\$0	\$700	\$0	\$0	\$0	\$0	\$1,700
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$22,665</b>	<b>\$0</b>	<b>\$31,664</b>	<b>\$56,029</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$22,665</b>	<b>\$0</b>	<b>\$31,664</b>	<b>\$56,029</b>

### I-95 Express Toll Lanes Northbound Extension

<b>TIP ID</b>	25-1801-41	<b>Year of Operation</b>	2027
<b>Agency</b>	Maryland Transportation Authority	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	11.25 miles, 6 to 8 lanes
<b>CIP or CTP ID(s)</b>	MDTA-1	<b>Est. Total Cost</b>	\$1,100,000,000

**Description:**

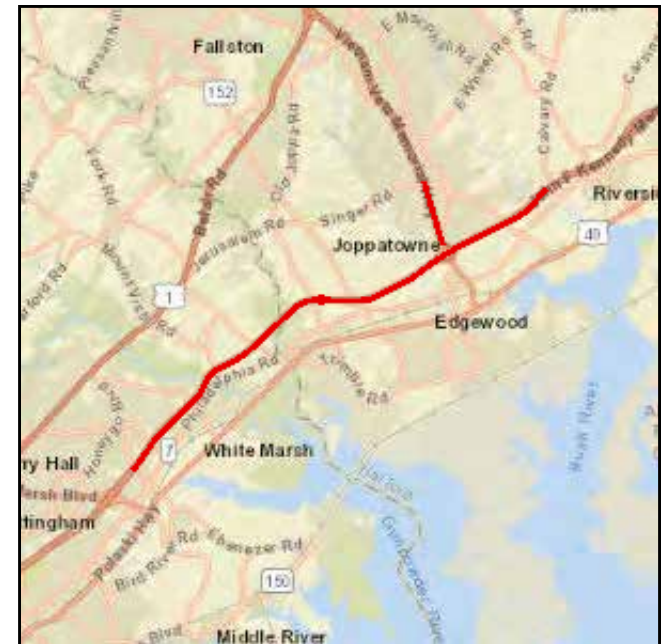
The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project is funded by MDTA toll revenues and includes the provision of two additional ETLs on I-95 from north of MD 43 to north of MD 24, a distance of more than 11 miles. Tolls are expected to be collected automatically at highway speeds using E-ZPass or Video Tolling. The project also includes: reconstruction of the I-95 interchanges at MD 152 and MD 24 along with a 1.7 mile auxiliary lane between the interchanges; widening MD 24 from two to three lanes from MD 924 to north of Singer Road; reconstruction of the overpasses at Raphel, Bradshaw, Old Joppa, Clayton, and Abingdon roads; construction of five 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$215,709	\$0	\$178,457	\$0	\$116,985	\$0	\$106,249	\$617,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$6,647	\$0	\$3,418	\$0	\$1,066	\$0	\$117	\$11,248
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$750	\$0	\$100	\$0	\$0	\$0	\$0	\$850
<b>Subtotal</b>	<b>\$0</b>	<b>\$223,106</b>	<b>\$0</b>	<b>\$181,975</b>	<b>\$0</b>	<b>\$118,051</b>	<b>\$0</b>	<b>\$106,366</b>	<b>\$629,498</b>
<b>Total</b>	<b>\$0</b>	<b>\$223,106</b>	<b>\$0</b>	<b>\$181,975</b>	<b>\$0</b>	<b>\$118,051</b>	<b>\$0</b>	<b>\$106,366</b>	<b>\$629,498</b>

**I-95 Southbound Part-Time Shoulder Usage**

<b>TIP ID</b>	25-2101-41	<b>Year of Operation</b>	2026
<b>Agency</b>	Maryland Transportation Authority	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	4.7 miles, 3 to 4 lanes (3 + Left Shoulder)
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$25,300,000

**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 4.7 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$852	\$0	\$12,373	\$0	\$8,511	\$21,736
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$1,127	\$0	\$0	\$0	\$0	\$0	\$0	\$1,127
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,127</b>	<b>\$0</b>	<b>\$852</b>	<b>\$0</b>	<b>\$12,373</b>	<b>\$0</b>	<b>\$8,511</b>	<b>\$22,863</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,127</b>	<b>\$0</b>	<b>\$852</b>	<b>\$0</b>	<b>\$12,373</b>	<b>\$0</b>	<b>\$8,511</b>	<b>\$22,863</b>

## Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

<b>TIP ID</b>	30-2101-82	<b>Year of Operation</b>	2026
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility rehabilitation
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	MPA-10	<b>Est. Total Cost</b>	\$42,200,000

**Description:**

This project will enable MDOT MPA to provide resiliency and flood mitigation improvements at the Dundalk Marine Terminal (DMT). The project will install sea curbs to prevent the terminal from flooding during storm surges; install back flow preventers on 15 existing storm drain outfalls to prevent storm surges from flooding low level areas on the terminals; and install a new 10' by 5' concrete box culvert to increase the capacity of the existing collection system to handle extreme rainfall events.

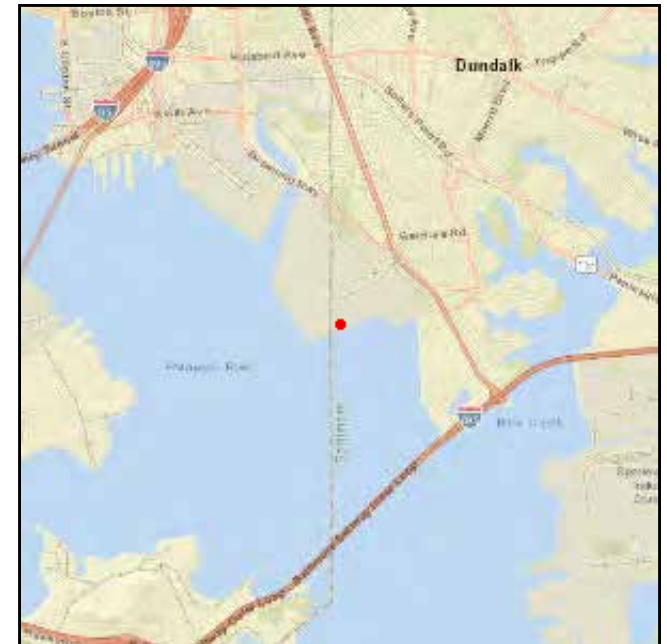
MDOT is providing a total of \$26.7 million in state matching funds, with improvements continuing through FY 2026. Engineering for the project is complete.

**Justification:**

The project will provide critical flood mitigation improvements at DMT by making improvements to the DMT's infrastructure. The project will reduce the risk of cargo losses due to storm surge and rainfall flooding at the Port's largest and most general cargo facility. The project will also create a more resilient marine terminal and increase the efficiency of cargo movement at the terminal.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$3,480	\$10,810	\$3,390	\$9,050	\$2,220	\$5,920	\$910	\$2,420	\$38,200
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
<b>Subtotal</b>	<b>\$3,480</b>	<b>\$10,810</b>	<b>\$3,390</b>	<b>\$9,050</b>	<b>\$2,220</b>	<b>\$5,920</b>	<b>\$910</b>	<b>\$2,420</b>	<b>\$38,200</b>
<b>Total</b>	<b>\$3,480</b>	<b>\$10,810</b>	<b>\$3,390</b>	<b>\$9,050</b>	<b>\$2,220</b>	<b>\$5,920</b>	<b>\$910</b>	<b>\$2,420</b>	<b>\$38,200</b>

### Port of Baltimore Rail Capacity Modernization Project

<b>TIP ID</b>	30-2301-83	<b>Year of Operation</b>	2026
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility expansion
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	MPA-TBA	<b>Est. Total Cost</b>	\$22,400,000

**Description:**

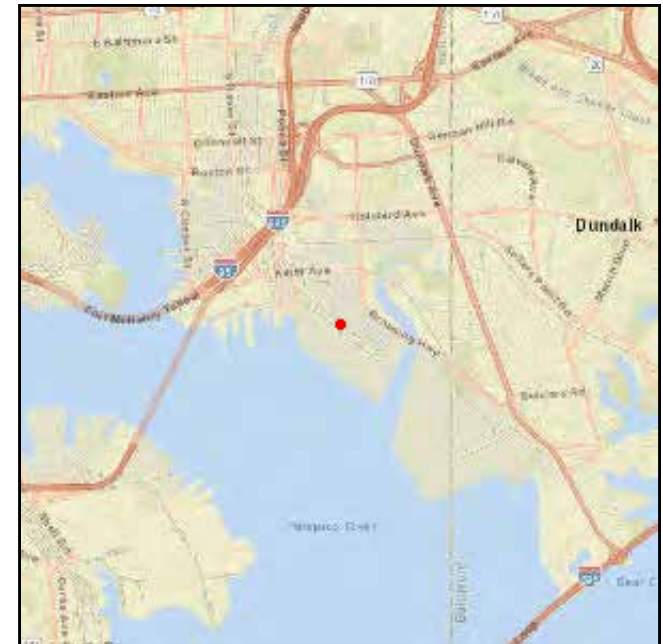
This project will modernize the intermodal yard infrastructure and support increased demand for double stacked trains of containerized cargo at the Intermodal Container Transfer Facility (ICTF) adjacent to Seagirt Marine Terminal. The project will construct four new working tracks totaling 17,670 track feet and two crane beam rails totaling 7,160 feet that will be used to a Rail Mounted Gantry crane.

**Justification:**

The project will upgrade the ICTF infrastructure to achieve a higher level of safety; invest in infrastructure to that will reduce emissions and promote energy efficiency; and add capacity to compliment the Howard Street Tunnel project.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$11,850	\$5,050	\$3,830	\$1,640	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,850</b>	<b>\$5,050</b>	<b>\$3,830</b>	<b>\$1,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,370</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,850</b>	<b>\$5,050</b>	<b>\$3,830</b>	<b>\$1,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,370</b>

## Howard Street Tunnel

<b>TIP ID</b>	32-2101-83	<b>Year of Operation</b>	2025
<b>Agency</b>	Maryland Port Administration	<b>Project Type</b>	Facility expansion
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.7 miles
<b>CIP or CTP ID(s)</b>	MPA-13	<b>Est. Total Cost</b>	\$466,000,000

**Description:**

The project will create double-stack rail access to and from the Port of Baltimore. It consists of reconstructing the 125-year-old Howard Street Tunnel in Baltimore. This work is being done in conjunction with improving the vertical clearance of 22 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. Double-stack service is expected to begin in early 2025.

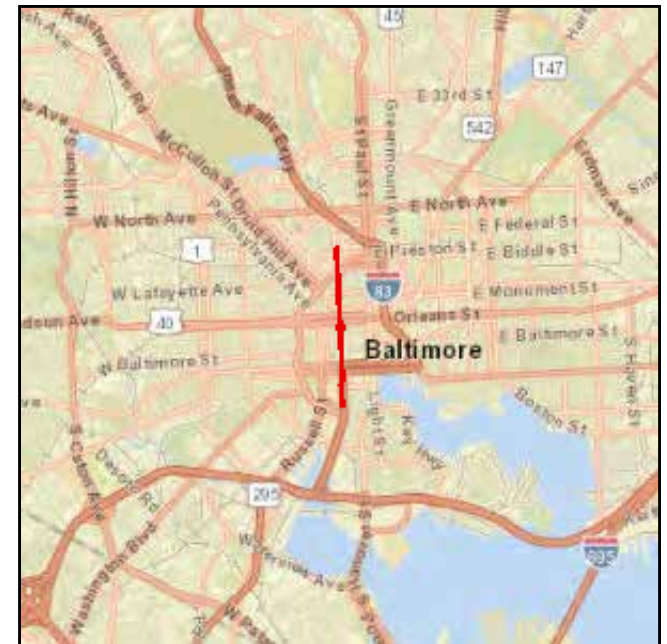
The project is funded with a federal INFRA grant along with matching funds from the state of Maryland (\$202.5 million) and CSX (\$113 million).

**Justification:**

The project is needed to provide a more efficient way to move containerized cargo to and from the Port of Baltimore, addressing a long-standing bottleneck in the national rail network. The improved tunnel will allow the Port of Baltimore to attract more containers, resulting in additional jobs and economic growth for the region. It will result in significant public benefits such as reduced highway congestion, increased roadway safety, decreased fuel consumption and improved air quality.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$40,000	\$120,392	\$40,000	\$64,492	\$35,000	\$88,991	\$0	\$0	\$388,875
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
<b>Subtotal</b>	<b>\$40,000</b>	<b>\$120,392</b>	<b>\$40,000</b>	<b>\$64,492</b>	<b>\$35,000</b>	<b>\$88,991</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388,875</b>
<b>Total</b>	<b>\$40,000</b>	<b>\$120,392</b>	<b>\$40,000</b>	<b>\$64,492</b>	<b>\$35,000</b>	<b>\$88,991</b>	<b>\$0</b>	<b>\$0</b>	<b>\$388,875</b>

**Urban Transit Systems - Capital Assistance**

<b>TIP ID</b>	40-1602-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$3,405,000

**Description:**

Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include a heavy duty bus replacement, continued preventive maintenance, and 4 small bus replacements.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,060	\$265	\$533	\$133	\$533	\$133	\$0	\$0	\$2,657
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
<b>Subtotal</b>	<b>\$1,060</b>	<b>\$265</b>	<b>\$533</b>	<b>\$133</b>	<b>\$533</b>	<b>\$133</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,657</b>

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$333	\$83	\$133	\$33	\$133	\$33	\$0	\$0	\$748
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
<b>Subtotal</b>	<b>\$333</b>	<b>\$83</b>	<b>\$133</b>	<b>\$33</b>	<b>\$133</b>	<b>\$33</b>	<b>\$0</b>	<b>\$0</b>	<b>\$748</b>
<b>Total</b>	<b>\$1,393</b>	<b>\$348</b>	<b>\$666</b>	<b>\$166</b>	<b>\$666</b>	<b>\$166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,405</b>

## Bus and Paratransit Vehicle Overhaul and Replacement

<b>TIP ID</b>	40-1802-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$126,197,000

**Description:**

This project provides routine replacement of buses past their useful service life. Planned purchases include 310, 40-foot clean diesel buses and 40, 60-foot clean diesel articulated buses. MDOT MTA will also proactively repair and replace bus components, including the vehicle engine, battery, brakes, suspension, body, paint, wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Hybrid electric bus batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program. In FY22, MTA will purchase 25 large cutaway vehicles and 75 Compact SUV Hybrids vehicles. Mobility 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 \$117.5 million in state dollars.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$5,327	\$1,331	\$11,136	\$2,784	\$14,643	\$3,660	\$0	\$0	\$38,881
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
<b>Subtotal</b>	<b>\$5,327</b>	<b>\$1,331</b>	<b>\$11,136</b>	<b>\$2,784</b>	<b>\$14,643</b>	<b>\$3,660</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,881</b>



### Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

#### Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$5,511	\$1,377	\$4,241	\$1,060	\$5,387	\$1,346	\$325	\$81	\$19,328
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
<b>Subtotal</b>	<b>\$5,511</b>	<b>\$1,377</b>	<b>\$4,241</b>	<b>\$1,060</b>	<b>\$5,387</b>	<b>\$1,346</b>	<b>\$325</b>	<b>\$81</b>	<b>\$19,328</b>

#### Congestion Mitigation and Air Quality

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$23,247	\$5,811	\$13,178	\$3,294	\$2,078	\$519	\$15,889	\$3,972	\$67,988
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
<b>Subtotal</b>	<b>\$23,247</b>	<b>\$5,811</b>	<b>\$13,178</b>	<b>\$3,294</b>	<b>\$2,078</b>	<b>\$519</b>	<b>\$15,889</b>	<b>\$3,972</b>	<b>\$67,988</b>
<b>Total</b>	<b>\$34,085</b>	<b>\$8,519</b>	<b>\$28,555</b>	<b>\$7,138</b>	<b>\$22,108</b>	<b>\$5,525</b>	<b>\$16,214</b>	<b>\$4,053</b>	<b>\$126,197</b>

**Rural Transit Systems - Capital Assistance**

<b>TIP ID</b>	40-9501-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$1,263,000

**Description:**

Capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County and Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). The planned purchases are heavy duty and small bus replacements as well as expansions to small cutaway and medium buses.

**Justification:**

Capital assistance will enable rural transit systems throughout the region to operate such that local demand for service can be met. These rural systems are important components of the regional transportation network.

**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.





Rural Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$1,011	\$252	\$0	\$0	\$0	\$0	\$0	\$0	\$1,263
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
<b>Subtotal</b>	<b>\$1,011</b>	<b>\$252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,263</b>
<b>Total</b>	<b>\$1,011</b>	<b>\$252</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,263</b>

**Small Urban Transit Systems - Capital Assistance**

<b>TIP ID</b>	40-9502-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$1,945,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$160	\$40	\$160	\$40	\$160	\$40	\$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
<b>Subtotal</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$756	\$189	\$160	\$40	\$160	\$40	\$0	\$0	\$1,345
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
<b>Subtotal</b>	<b>\$756</b>	<b>\$189</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,345</b>
<b>Total</b>	<b>\$916</b>	<b>\$229</b>	<b>\$320</b>	<b>\$80</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,945</b>

**Ridesharing - Baltimore Region**

<b>TIP ID</b>	40-9901-01	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Ridesharing
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$2,004,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$668	\$0	\$668	\$0	\$668	\$0	\$0	\$0	\$2,004
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
<b>Subtotal</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,004</b>
<b>Total</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,004</b>



**Small Urban Transit Systems - Operating Assistance**

<b>TIP ID</b>	40-0104-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$2,608</b>
<b>Total</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$326</b>	<b>\$2,608</b>

### Kirk Bus Facility Replacement - Phase 1 & 2

<b>TIP ID</b>	40-1203-65	<b>Year of Operation</b>	2021
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	0705	<b>Est. Total Cost</b>	\$153,000,000

**Description:**

Approximately 175 buses are stored, operated, and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, fueling, washing, administration, operator support facilities and dispatching. Phase 1 is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient building that will house the preventive maintenance function of the facility, performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase 2 is the construction of a transportation bus storage building of approximately 200,000 square feet in size. Phase 1 is complete. Phase 2 completion- Summer 2022. Project closeout activities are currently under way. In addition to the matching funds listed, MTA has committed \$33 million in state dollars.

**Justification:**

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA 's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility.



**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.



**Kirk Bus Facility Replacement - Phase 1 & 2**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$1,769	\$442	\$0	\$0	\$0	\$0	\$0	\$0	\$2,211
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
<b>Subtotal</b>	<b>\$1,769</b>	<b>\$442</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,211</b>
<b>Total</b>	<b>\$1,769</b>	<b>\$442</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,211</b>

## Bus and Rail Preventive Maintenance

<b>TIP ID</b>	40-1204-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$14,416	\$3,604	\$18,020
OTH	\$15,840	\$3,960	\$15,374	\$3,843	\$14,900	\$3,725	\$0	\$0	\$57,642
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
<b>Subtotal</b>	<b>\$15,840</b>	<b>\$3,960</b>	<b>\$15,374</b>	<b>\$3,843</b>	<b>\$14,900</b>	<b>\$3,725</b>	<b>\$14,416</b>	<b>\$3,604</b>	<b>\$75,662</b>

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$24,687	\$6,171	\$30,858
OTH	\$23,263	\$5,815	\$23,729	\$5,932	\$24,203	\$6,050	\$0	\$0	\$88,992
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
<b>Subtotal</b>	<b>\$23,263</b>	<b>\$5,815</b>	<b>\$23,729</b>	<b>\$5,932</b>	<b>\$24,203</b>	<b>\$6,050</b>	<b>\$24,687</b>	<b>\$6,171</b>	<b>\$119,850</b>
<b>Total</b>	<b>\$39,103</b>	<b>\$9,775</b>	<b>\$39,103</b>	<b>\$9,775</b>	<b>\$39,103</b>	<b>\$9,775</b>	<b>\$39,103</b>	<b>\$9,775</b>	<b>\$195,512</b>

**Seniors and Individuals with Disabilities**

<b>TIP ID</b>	40-1502-69	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Other
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$3,370	\$1,310	\$4,680
OTH	\$0	\$0	\$3,370	\$1,310	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$9,360</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$9,360</b>



**Urban Transit Systems - Operating Assistance**

<b>TIP ID</b>	40-1603-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$16,912</b>
<b>Total</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$2,114</b>	<b>\$16,912</b>

### Agencywide System Preservation and Improvement

<b>TIP ID</b>	40-1801-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$35,693,000

**Description:**

This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including roofing, a system network migration and upgrade, system-wide elevators and escalators, bridge and subway inspection. In addition to the matching funds listed, MDOT MTA has committed \$131 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$8,621	\$2,155	\$9,454	\$2,363	\$10,480	\$2,620	\$0	\$0	\$35,693
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
<b>Subtotal</b>	<b>\$8,621</b>	<b>\$2,155</b>	<b>\$9,454</b>	<b>\$2,363</b>	<b>\$10,480</b>	<b>\$2,620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,693</b>
<b>Total</b>	<b>\$8,621</b>	<b>\$2,155</b>	<b>\$9,454</b>	<b>\$2,363</b>	<b>\$10,480</b>	<b>\$2,620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,693</b>

**Bus System Preservation and Improvement**

<b>TIP ID</b>	40-1803-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$5,274,000

**Description:**

This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. Project funding includes multiple projects at Bush Division and at Washington Boulevard.

In addition to the matching funds listed, MTA has committed \$13.2 million in state dollars.

**Justification:**

The associated projects support regional management and operation initiatives to improve service, safety, and the preservation of the bus system.

**Connection to Long-Range Transportation Planning Goals:**

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





**Bus System Preservation and Improvement**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$2,835	\$708	\$1,211	\$302	\$175	\$43	\$0	\$0	\$5,274
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
<b>Subtotal</b>	<b>\$2,835</b>	<b>\$708</b>	<b>\$1,211</b>	<b>\$302</b>	<b>\$175</b>	<b>\$43</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,274</b>
<b>Total</b>	<b>\$2,835</b>	<b>\$708</b>	<b>\$1,211</b>	<b>\$302</b>	<b>\$175</b>	<b>\$43</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,274</b>

### Metro and Light Rail Rolling Stock Overhauls and Replacement

<b>TIP ID</b>	40-1804-63	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$237,919,000

**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. The 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 \$87 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$84,890	\$21,222	\$32,196	\$8,049	\$24,178	\$6,044	\$0	\$0	\$176,579
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
<b>Subtotal</b>	<b>\$84,890</b>	<b>\$21,222</b>	<b>\$32,196</b>	<b>\$8,049</b>	<b>\$24,178</b>	<b>\$6,044</b>	<b>\$0</b>	<b>\$0</b>	<b>\$176,579</b>





**Metro and Light Rail Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$20,002	\$5,000	\$29,071	\$7,267	\$0	\$0	\$0	\$0	\$61,340
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
<b>Subtotal</b>	<b>\$20,002</b>	<b>\$5,000</b>	<b>\$29,071</b>	<b>\$7,267</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$61,340</b>
<b>Total</b>	<b>\$104,892</b>	<b>\$26,222</b>	<b>\$61,267</b>	<b>\$15,316</b>	<b>\$24,178</b>	<b>\$6,044</b>	<b>\$0</b>	<b>\$0</b>	<b>\$237,919</b>

### Metro and Light Rail System Preservation and Improvement

<b>TIP ID</b>	40-1805-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$51,098,000

**Description:**

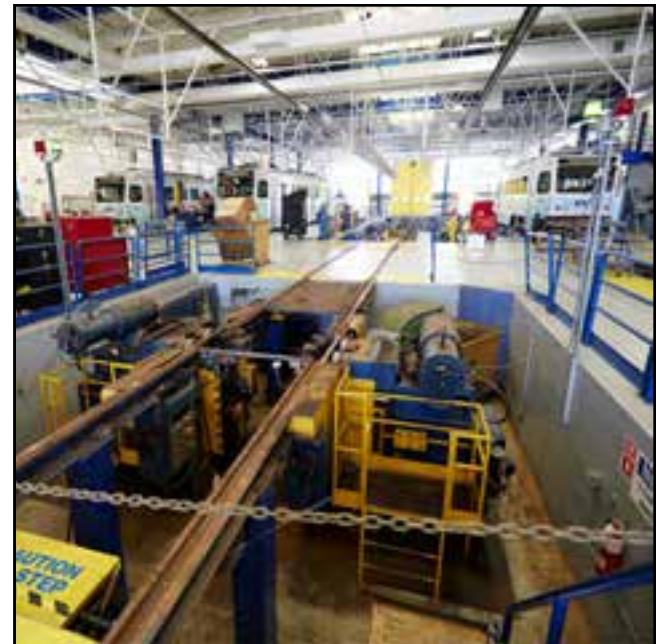
This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, and the design and installation of new fiber optic cables. In addition to the matching funds listed, MTA has committed \$279 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$18,695	\$4,673	\$8,735	\$2,183	\$13,450	\$3,362	\$0	\$0	\$51,098
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
<b>Subtotal</b>	<b>\$18,695</b>	<b>\$4,673</b>	<b>\$8,735</b>	<b>\$2,183</b>	<b>\$13,450</b>	<b>\$3,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,098</b>
<b>Total</b>	<b>\$18,695</b>	<b>\$4,673</b>	<b>\$8,735</b>	<b>\$2,183</b>	<b>\$13,450</b>	<b>\$3,362</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,098</b>

### Eastern Bus Facility

<b>TIP ID</b>	40-2301-65	<b>Year of Operation</b>	2026
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	1547	<b>Est. Total Cost</b>	\$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 \$76 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$64,008	\$16,002	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,008</b>	<b>\$16,002</b>	<b>\$80,010</b>

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$5,008	\$1,252	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,008</b>	<b>\$1,252</b>	<b>\$6,260</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,016</b>	<b>\$17,254</b>	<b>\$86,270</b>

### Zero Emission Infrastructure and Rolling Stock

<b>TIP ID</b>	40-2302-63	<b>Year of Operation</b>	2026
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$142,069,510

**Description:**

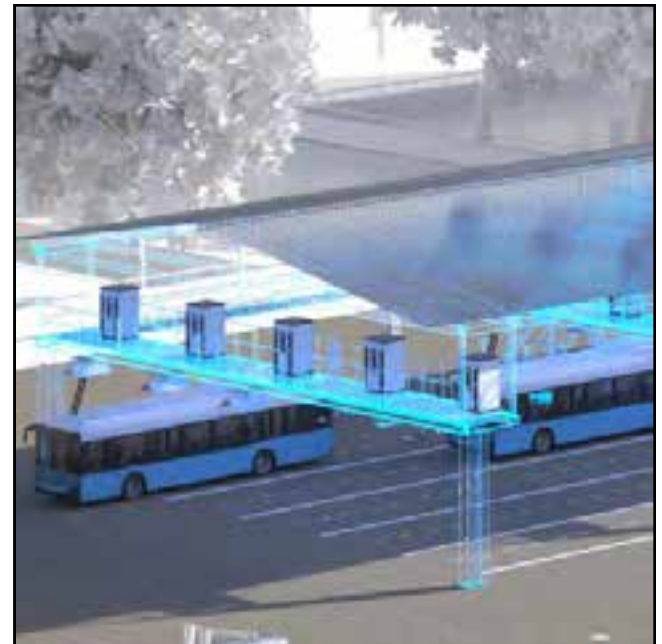
MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure 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 \$54 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$1,582	\$395	\$0	\$0	\$0	\$0	\$0	\$0	\$1,977
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
<b>Subtotal</b>	<b>\$1,582</b>	<b>\$395</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,977</b>

**Section 5339(c) Low or No Emission Vehicle Discretionary Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$340	\$85	\$425
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340</b>	<b>\$85</b>	<b>\$425</b>



**Zero Emission Infrastructure and Rolling Stock**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$41,171	\$10,292	\$27,361	\$6,840	\$85,664
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,171</b>	<b>\$10,292</b>	<b>\$27,361</b>	<b>\$6,840</b>	<b>\$85,664</b>
<b>Total</b>	<b>\$1,582</b>	<b>\$395</b>	<b>\$0</b>	<b>\$0</b>	<b>\$41,171</b>	<b>\$10,292</b>	<b>\$27,701</b>	<b>\$6,925</b>	<b>\$88,066</b>



**Rural Transit Systems - Operating Assistance**

<b>TIP ID</b>	40-9204-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	None	<b>Est. Total Cost</b>	\$1,428,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$238	\$238	\$238	\$238	\$238	\$238	\$0	\$0	\$1,428
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
<b>Subtotal</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,428</b>
<b>Total</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,428</b>

### MARC Rolling Stock Overhauls and Replacement

<b>TIP ID</b>	70-1501-53	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$40,683,000

**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 \$11 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,090	\$272	\$1,256	\$314	\$1,820	\$455	\$5,207
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,090</b>	<b>\$272</b>	<b>\$1,256</b>	<b>\$314</b>	<b>\$1,820</b>	<b>\$455</b>	<b>\$5,207</b>



**MARC Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$3,459	\$864	\$10,267	\$2,566	\$4,920	\$1,230	\$9,736	\$2,434	\$35,476
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
<b>Subtotal</b>	<b>\$3,459</b>	<b>\$864</b>	<b>\$10,267</b>	<b>\$2,566</b>	<b>\$4,920</b>	<b>\$1,230</b>	<b>\$9,736</b>	<b>\$2,434</b>	<b>\$35,476</b>
<b>Total</b>	<b>\$3,459</b>	<b>\$864</b>	<b>\$11,357</b>	<b>\$2,838</b>	<b>\$6,176</b>	<b>\$1,544</b>	<b>\$11,556</b>	<b>\$2,889</b>	<b>\$40,683</b>

**MARC Improvements**

<b>TIP ID</b>	70-1502-54	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$77,836,000

**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 \$10.8 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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$2,748	\$687	\$1,910	\$477	\$2,477	\$619	\$2,400	\$600	\$11,918
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
<b>Subtotal</b>	<b>\$2,748</b>	<b>\$687</b>	<b>\$1,910</b>	<b>\$477</b>	<b>\$2,477</b>	<b>\$619</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$11,918</b>



**MARC Improvements**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$17,170	\$4,292	\$8,571	\$2,142	\$16,342	\$4,085	\$10,653	\$2,663	\$65,918
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
<b>Subtotal</b>	<b>\$17,170</b>	<b>\$4,292</b>	<b>\$8,571</b>	<b>\$2,142</b>	<b>\$16,342</b>	<b>\$4,085</b>	<b>\$10,653</b>	<b>\$2,663</b>	<b>\$65,918</b>
<b>Total</b>	<b>\$19,918</b>	<b>\$4,979</b>	<b>\$10,481</b>	<b>\$2,619</b>	<b>\$18,819</b>	<b>\$4,704</b>	<b>\$13,053</b>	<b>\$3,263</b>	<b>\$77,836</b>



**MARC Facilities**

<b>TIP ID</b>	70-1503-55	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Commuter Rail Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$69,417,000

**Description:**

- 1) MARC BWI Garage Facility: Identify and prioritize needed repairs which are then designed and constructed
- 2) Riverside Heavy Maintenance Facility: This project will construct a facility with four new maintenance slots for locomotives undergoing heavy maintenance and repair

Note: In addition to the matching funds listed, MTA has committed \$18.2 million in state dollars.

**Justification:**

- 1) MARC BWI Garage Facility: Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location
- 2) Riverside Heavy Maintenance Facility: These additional maintenance slots will free up maintenance slots in the main shop building for preventative maintenance and federally required periodic inspections

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$1,780	\$445	\$1,630	\$407	\$460	\$115	\$0	\$0	\$4,837
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
<b>Subtotal</b>	<b>\$1,780</b>	<b>\$445</b>	<b>\$1,630</b>	<b>\$407</b>	<b>\$460</b>	<b>\$115</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,837</b>



### MARC Facilities

(Funding in Thousands)

#### Section 5337 (State of Good Repair Formula Program)

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$42,137	\$10,534	\$4,797	\$1,199	\$800	\$200	\$3,931	\$982	\$64,580
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
<b>Subtotal</b>	<b>\$42,137</b>	<b>\$10,534</b>	<b>\$4,797</b>	<b>\$1,199</b>	<b>\$800</b>	<b>\$200</b>	<b>\$3,931</b>	<b>\$982</b>	<b>\$64,580</b>
<b>Total</b>	<b>\$43,917</b>	<b>\$10,979</b>	<b>\$6,427</b>	<b>\$1,606</b>	<b>\$1,260</b>	<b>\$315</b>	<b>\$3,931</b>	<b>\$982</b>	<b>\$69,417</b>

**State Safety Oversight**

<b>TIP ID</b>	90-1401-39	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-9	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$2,400</b>
<b>Total</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$2,400</b>

**Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project**

<b>TIP ID</b>	90-1901-99	<b>Year of Operation</b>	NA
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TSO-6	<b>Est. Total Cost</b>	\$15,000,000,000

**Description:**

Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshall Airport. An Environmental Impact Statement (EIS) was completed in January 2021 to evaluate the potential impacts of the construction and operation of such a system with grant funding from the Federal Railroad Administration and matching funds from BWRR. This project is represented in both the Baltimore Regional Transportation Board (BRTB) (50%) and National Capital Region Transportation Planning Board (TPB) (50%) TIPs. The estimated total cost of \$15 billion is projected funding that will be required to construct this project. \$26 million in federal funding was awarded in 2020. No schedule or additional funding for further phases have been identified.

**Justification:**

Over the next 30 years, population in the Baltimore-Washington region is expected to grow by 30 percent, significantly increasing demand on roadways and railways between the two cities. The purpose of BWRR’s proposed action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington, with possible future extensions to New York City.



**Connection to Long-Range Transportation Planning Goals:**

- 4.C Increase Mobility -- Expand transit service coverage / hours of operation.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



### Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

(Funding in Thousands)

#### Federal Railroad Administration

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$731	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$914
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$731</b>	<b>\$183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$914</b>
<b>Total</b>	<b>\$731</b>	<b>\$183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$914</b>

**Areawide Transportation Alternatives Projects**

<b>TIP ID</b>	60-9903-29	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Other
<b>Project Category</b>	Enhancement Program	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$29,600,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$5,600	\$1,400	\$4,800	\$1,200	\$4,800	\$1,200	\$6,000	\$0	\$25,000
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
<b>Subtotal</b>	<b>\$6,520</b>	<b>\$1,630</b>	<b>\$5,720</b>	<b>\$1,430</b>	<b>\$5,720</b>	<b>\$1,430</b>	<b>\$6,920</b>	<b>\$230</b>	<b>\$29,600</b>
<b>Total</b>	<b>\$6,520</b>	<b>\$1,630</b>	<b>\$5,720</b>	<b>\$1,430</b>	<b>\$5,720</b>	<b>\$1,430</b>	<b>\$6,920</b>	<b>\$230</b>	<b>\$29,600</b>

**Areawide Environmental Projects**

<b>TIP ID</b>	60-9506-38	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Environmental other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$93,050,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$160	\$40	\$80	\$20	\$80	\$20	\$80	\$20	\$500
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$640</b>	<b>\$160</b>	<b>\$560</b>	<b>\$140</b>	<b>\$560</b>	<b>\$140</b>	<b>\$560</b>	<b>\$140</b>	<b>\$2,900</b>

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$800	\$200	\$800	\$200	\$800	\$200	\$5,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$400	\$100	\$400	\$100	\$320	\$80	\$1,900
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$2,080</b>	<b>\$520</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$7,300</b>



### Areawide Environmental Projects

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$1,120	\$280	\$1,120	\$280	\$800	\$200	\$160	\$40	\$4,000
PL	\$120	\$30	\$80	\$20	\$80	\$20	\$80	\$20	\$450
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
<b>Subtotal</b>	<b>\$20,520</b>	<b>\$5,130</b>	<b>\$20,480</b>	<b>\$5,120</b>	<b>\$12,960</b>	<b>\$3,240</b>	<b>\$12,320</b>	<b>\$3,080</b>	<b>\$82,850</b>
<b>Total</b>	<b>\$23,240</b>	<b>\$5,810</b>	<b>\$22,320</b>	<b>\$5,580</b>	<b>\$14,800</b>	<b>\$3,700</b>	<b>\$14,080</b>	<b>\$3,520</b>	<b>\$93,050</b>

**Areawide Congestion Management**

<b>TIP ID</b>	60-9504-04	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-21	<b>Est. Total Cost</b>	\$107,600,000

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$7,200</b>



### Areawide Congestion Management

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$1,600	\$400	\$11,000
OTH	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
ENG	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PL	\$480	\$120	\$320	\$80	\$320	\$80	\$320	\$80	\$1,800
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$3,960</b>	<b>\$990</b>	<b>\$3,800</b>	<b>\$950</b>	<b>\$3,800</b>	<b>\$950</b>	<b>\$3,000</b>	<b>\$750</b>	<b>\$18,200</b>

#### Surface Transportation Block Grant Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$1,400	\$34,000
ENG	\$5,600	\$1,400	\$5,600	\$1,400	\$4,800	\$1,200	\$4,800	\$1,200	\$26,000
PL	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$18,040</b>	<b>\$4,510</b>	<b>\$18,040</b>	<b>\$4,510</b>	<b>\$14,840</b>	<b>\$3,710</b>	<b>\$14,840</b>	<b>\$3,710</b>	<b>\$82,200</b>
<b>Total</b>	<b>\$23,440</b>	<b>\$5,860</b>	<b>\$23,280</b>	<b>\$5,820</b>	<b>\$20,080</b>	<b>\$5,020</b>	<b>\$19,280</b>	<b>\$4,820</b>	<b>\$107,600</b>

## Areawide Bridge Replacement And Rehabilitation

<b>TIP ID</b>	60-9310-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$244,100,000

**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).







**2023 - 2026 Transportation Improvement Program**

**Areawide Bridge Replacement And Rehabilitation**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$32,000	\$8,000	\$24,000	\$6,000	\$24,000	\$6,000	\$24,000	\$6,000	\$130,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$3,200	\$800	\$2,400	\$600	\$2,400	\$600	\$1,200	\$300	\$11,500
PL	\$320	\$80	\$160	\$40	\$160	\$40	\$160	\$40	\$1,000
ROW	\$320	\$80	\$160	\$40	\$160	\$40	\$160	\$40	\$1,000
<b>Subtotal</b>	<b>\$35,840</b>	<b>\$8,960</b>	<b>\$26,720</b>	<b>\$6,680</b>	<b>\$26,720</b>	<b>\$6,680</b>	<b>\$25,520</b>	<b>\$6,380</b>	<b>\$143,500</b>

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$12,000	\$3,000	\$12,000	\$3,000	\$12,000	\$3,000	\$65,000
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	\$480	\$120	\$240	\$60	\$240	\$60	\$1,800
ROW	\$480	\$120	\$320	\$80	\$320	\$80	\$320	\$80	\$1,800
<b>Subtotal</b>	<b>\$24,960</b>	<b>\$6,240</b>	<b>\$20,800</b>	<b>\$5,200</b>	<b>\$17,360</b>	<b>\$4,340</b>	<b>\$17,360</b>	<b>\$4,340</b>	<b>\$100,600</b>
<b>Total</b>	<b>\$60,800</b>	<b>\$15,200</b>	<b>\$47,520</b>	<b>\$11,880</b>	<b>\$44,080</b>	<b>\$11,020</b>	<b>\$42,880</b>	<b>\$10,720</b>	<b>\$244,100</b>

**Areawide Resurfacing And Rehabilitation**

<b>TIP ID</b>	60-9501-11	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$359,400,000

**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.





**2023 - 2026 Transportation Improvement Program**

**Areawide Resurfacing And Rehabilitation**

(Funding in Thousands)

**Highway Safety Improvement Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$400	\$100	\$80	\$20	\$80	\$20	\$1,200
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$4,480</b>	<b>\$1,120</b>	<b>\$4,480</b>	<b>\$1,120</b>	<b>\$4,160</b>	<b>\$1,040</b>	<b>\$4,160</b>	<b>\$1,040</b>	<b>\$21,600</b>

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$48,000	\$12,000	\$40,000	\$10,000	\$24,000	\$6,000	\$24,000	\$6,000	\$170,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$800	\$200	\$400	\$100	\$400	\$100	\$4,000
PL	\$320	\$80	\$160	\$40	\$160	\$40	\$160	\$40	\$1,000
ROW	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
<b>Subtotal</b>	<b>\$50,080</b>	<b>\$12,520</b>	<b>\$41,120</b>	<b>\$10,280</b>	<b>\$24,720</b>	<b>\$6,180</b>	<b>\$24,720</b>	<b>\$6,180</b>	<b>\$175,800</b>



**2023 - 2026 Transportation Improvement Program**

**Areawide Resurfacing And Rehabilitation**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$32,000	\$8,000	\$32,000	\$8,000	\$28,000	\$7,000	\$28,000	\$7,000	\$150,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$2,000	\$500	\$1,600	\$400	\$800	\$200	\$800	\$200	\$6,500
PL	\$1,200	\$300	\$1,200	\$300	\$600	\$150	\$600	\$150	\$4,500
ROW	\$320	\$80	\$160	\$40	\$160	\$40	\$160	\$40	\$1,000
<b>Subtotal</b>	<b>\$35,520</b>	<b>\$8,880</b>	<b>\$34,960</b>	<b>\$8,740</b>	<b>\$29,560</b>	<b>\$7,390</b>	<b>\$29,560</b>	<b>\$7,390</b>	<b>\$162,000</b>
<b>Total</b>	<b>\$90,080</b>	<b>\$22,520</b>	<b>\$80,560</b>	<b>\$20,140</b>	<b>\$58,440</b>	<b>\$14,610</b>	<b>\$58,440</b>	<b>\$14,610</b>	<b>\$359,400</b>

**Areawide Safety And Spot Improvements**

<b>TIP ID</b>	60-9508-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$220,250,000

**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).





**2023 - 2026 Transportation Improvement Program**

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PL	\$400	\$100	\$200	\$50	\$200	\$50	\$200	\$50	\$1,250
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$2,520</b>	<b>\$630</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$11,850</b>



**2023 - 2026 Transportation Improvement Program**

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

**Highway Safety Improvement Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$2,000	\$500	\$2,000	\$500	\$400	\$100	\$400	\$0	\$5,900
PL	\$720	\$180	\$1,200	\$300	\$1,200	\$300	\$1,200	\$400	\$5,500
ROW	\$240	\$60	\$240	\$60	\$160	\$40	\$160	\$40	\$1,000
<b>Subtotal</b>	<b>\$18,960</b>	<b>\$4,740</b>	<b>\$19,440</b>	<b>\$4,860</b>	<b>\$9,760</b>	<b>\$2,440</b>	<b>\$9,760</b>	<b>\$2,440</b>	<b>\$72,400</b>

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$11,200	\$2,800	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$44,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$800	\$200	\$800	\$200	\$800	\$0	\$4,800
PL	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$240	\$1,000
ROW	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
<b>Subtotal</b>	<b>\$13,600</b>	<b>\$3,400</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$53,000</b>



**2023 - 2026 Transportation Improvement Program**

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$3,200	\$800	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$10,000
PL	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
ROW	\$2,400	\$600	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$9,000
<b>Subtotal</b>	<b>\$18,400</b>	<b>\$4,600</b>	<b>\$16,000</b>	<b>\$4,000</b>	<b>\$16,000</b>	<b>\$4,000</b>	<b>\$16,000</b>	<b>\$4,000</b>	<b>\$83,000</b>
<b>Total</b>	<b>\$53,480</b>	<b>\$13,370</b>	<b>\$47,360</b>	<b>\$11,840</b>	<b>\$37,680</b>	<b>\$9,420</b>	<b>\$37,680</b>	<b>\$9,420</b>	<b>\$220,250</b>



**Areawide Urban Reconstruction**

<b>TIP ID</b>	60-9511-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$9,305,000

**Description:**

This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscapes, signs, and markings and lighting improvements.

**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.





2023 - 2026 Transportation Improvement Program

Areawide Urban Reconstruction

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$40	\$10	\$20	\$5	\$20	\$5	\$20	\$5	\$125
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8	\$2	\$8	\$2	\$8	\$2	\$8	\$2	\$40
PL	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
ROW	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
<b>Subtotal</b>	<b>\$56</b>	<b>\$14</b>	<b>\$36</b>	<b>\$9</b>	<b>\$36</b>	<b>\$9</b>	<b>\$36</b>	<b>\$9</b>	<b>\$205</b>



**2023 - 2026 Transportation Improvement Program**

**Areawide Urban Reconstruction**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$80	\$20	\$80	\$20	\$80	\$20	\$600
PL	\$80	\$20	\$40	\$10	\$40	\$10	\$40	\$10	\$250
ROW	\$240	\$60	\$120	\$30	\$120	\$30	\$120	\$30	\$750
<b>Subtotal</b>	<b>\$2,960</b>	<b>\$740</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$9,100</b>
<b>Total</b>	<b>\$3,016</b>	<b>\$754</b>	<b>\$1,476</b>	<b>\$369</b>	<b>\$1,476</b>	<b>\$369</b>	<b>\$1,476</b>	<b>\$369</b>	<b>\$9,305</b>

### Morgan State University Transportation Research Program

<b>TIP ID</b>	60-0702-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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
<b>Subtotal</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90</b>
<b>Total</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90</b>

**MD 175: Sellner Road/Race Road to McCarron Court**

<b>TIP ID</b>	61-1701-41	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 6 lanes, 0.7 miles
<b>CIP or CTP ID(s)</b>	AA4363	<b>Est. Total Cost</b>	\$76,676,000

**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.

A 5% overhead increase has been added to federal funding flows for each project phase.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$13,158	\$399	\$15,470	\$469	\$13,896	\$421	\$0	\$0	\$43,813
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
<b>Subtotal</b>	<b>\$13,158</b>	<b>\$399</b>	<b>\$15,470</b>	<b>\$469</b>	<b>\$13,896</b>	<b>\$421</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,813</b>



**MD 175: Sellner Road/Race Road to McCarron Court**

(Funding in Thousands)

**Other**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$582	\$0	\$623	\$0	\$0	\$0	\$0	\$1,205
<b>Subtotal</b>	<b>\$0</b>	<b>\$582</b>	<b>\$0</b>	<b>\$623</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,205</b>
<b>Total</b>	<b>\$13,158</b>	<b>\$981</b>	<b>\$15,470</b>	<b>\$1,092</b>	<b>\$13,896</b>	<b>\$421</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,018</b>



**MD 2: US 50 to Arnold Road**

<b>TIP ID</b>	61-2301-41	<b>Year of Operation</b>	2026
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 3 lanes, 1.25 miles
<b>CIP or CTP ID(s)</b>	AA9081	<b>Est. Total Cost</b>	\$16,503,000

**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.

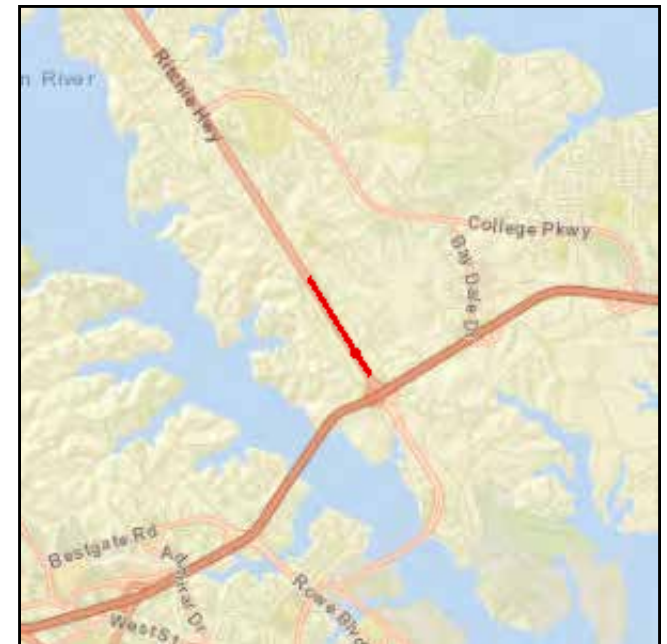
A 5% overhead increase has been added to federal funding flows for each project phase.

**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





**2023 - 2026 Transportation Improvement Program**

**MD 2: US 50 to Arnold Road**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$462	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$485
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$462</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$485</b>

**Other**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$110	\$0	\$0	\$0	\$0	\$0	\$0	\$110
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$110</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$110</b>
<b>Total</b>	<b>\$462</b>	<b>\$133</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$595</b>

**MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97**

<b>TIP ID</b>	61-2302-41	<b>Year of Operation</b>	2026
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	4 to 6 lanes, 1.60 miles
<b>CIP or CTP ID(s)</b>	AA0371	<b>Est. Total Cost</b>	\$21,800,000

**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.

A 5% overhead increase has been added to federal funding flows for each project phase.

**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



**2023 - 2026 Transportation Improvement Program**

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$370	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$389
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$370</b>	<b>\$19</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$389</b>

**Other**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$93
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$93</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$93</b>

<b>Total</b>	<b>\$370</b>	<b>\$112</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$482</b>
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**MD 170: Norcross Lane to Wieker Road**

<b>TIP ID</b>	61-2303-41	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes, 0.83 miles
<b>CIP or CTP ID(s)</b>	AA1951	<b>Est. Total Cost</b>	\$13,955,000

**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.

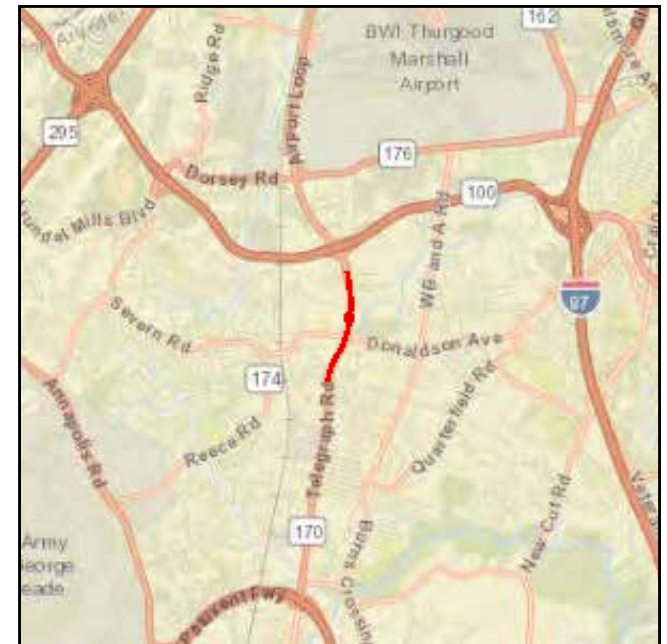
A 5% overhead increase has been added to federal funding flows for each project phase.

**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.





**2023 - 2026 Transportation Improvement Program**

**MD 170: Norcross Lane to Wieker Road**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$368	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$376
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$339	\$8	\$0	\$0	\$0	\$0	\$0	\$0	\$347
<b>Subtotal</b>	<b>\$707</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$723</b>
<b>Total</b>	<b>\$707</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$723</b>

**MD 214: MD 468 to Camp Letts Road**

<b>TIP ID</b>	61-2304-41	<b>Year of Operation</b>	2026
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes, 0.92 miles
<b>CIP or CTP ID(s)</b>	AA0391	<b>Est. Total Cost</b>	\$14,594,000

**Description:**

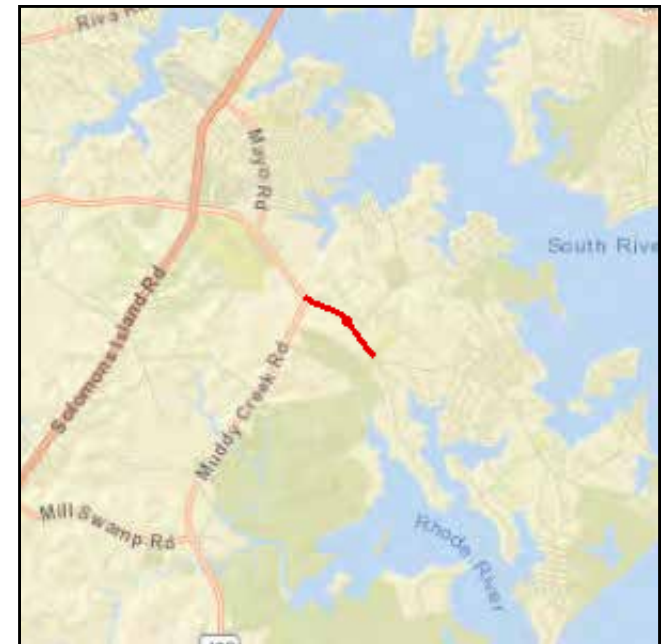
This project will add an additional lane in each lane direction and improve intersections from MD 468 to Camp Letts Road. The project also includes bicycle and pedestrian improvements. Project will include a shared use path along MD 214. Sidewalk will be determined during design. This project was previously included in the FY 2022-2025 TIP as an Anne Arundel County project with TIP ID #11-2104-41. Anne Arundel County is funding engineering in FY 2023.

**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)

Other

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$480	\$0	\$0	\$0	\$0	\$0	\$0	\$480
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>
<b>Total</b>	<b>\$0</b>	<b>\$480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>



**MD 173: Bridge Replacement over Rock Creek**

<b>TIP ID</b>	61-2101-13	<b>Year of Operation</b>	TBD
<b>Agency</b>	SHA - Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$5,189,000

**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.

A 5% overhead increase has been added to federal funding flows for each project phase.

**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).





**2023 - 2026 Transportation Improvement Program**

**MD 173: Bridge Replacement over Rock Creek**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$53	\$0	\$210	\$87	\$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
<b>Subtotal</b>	<b>\$53</b>	<b>\$0</b>	<b>\$210</b>	<b>\$87</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350</b>
<b>Total</b>	<b>\$53</b>	<b>\$0</b>	<b>\$210</b>	<b>\$87</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350</b>

**I-695: US 40 to MD 144**

<b>TIP ID</b>	63-1601-41	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	3 to 4 lanes, 1.2 miles
<b>CIP or CTP ID(s)</b>	BA7271	<b>Est. Total Cost</b>	\$133,248,000

**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. Construction on the noise barrier will begin in summer 2022. The project opened to traffic in summer 2021. The noise barrier is funded for construction beyond the open to traffic date.

A 5% overhead increase has been added to federal funding flows for each project phase.

**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





**2023 - 2026 Transportation Improvement Program**

**I-695: US 40 to MD 144**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$8,930	\$0	\$6,483	\$0	\$0	\$0	\$0	\$15,413
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	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$13
<b>Subtotal</b>	<b>\$0</b>	<b>\$8,943</b>	<b>\$0</b>	<b>\$6,483</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,426</b>
<b>Total</b>	<b>\$0</b>	<b>\$8,943</b>	<b>\$0</b>	<b>\$6,483</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,426</b>

**I-695: I-70 to MD 43**

<b>TIP ID</b>	63-1802-41	<b>Year of Operation</b>	2024
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	6 to 8 lanes, 19 miles
<b>CIP or CTP ID(s)</b>	BA0061	<b>Est. Total Cost</b>	\$180,339,000

**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.

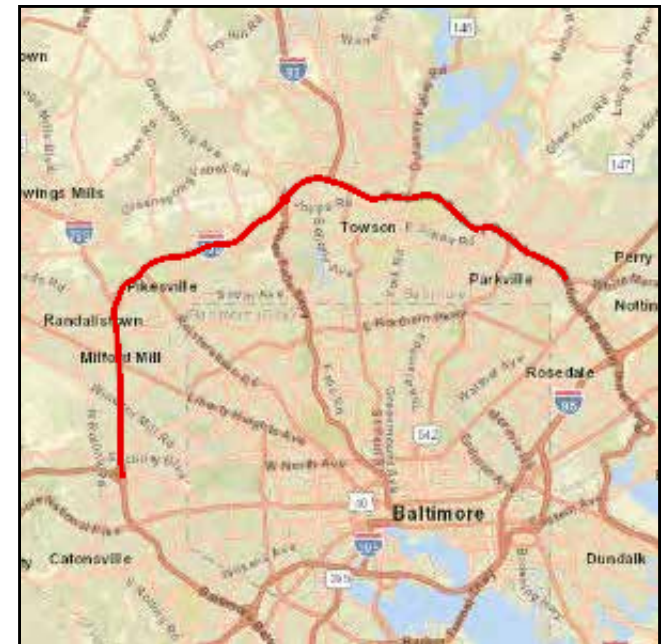
A 5% overhead increase has been added to federal funding flows for each project phase. The overall cost has decreased slightly from the 2022-2025 TIP as a result of reduced engineering needs.

**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.





**2023 - 2026 Transportation Improvement Program**

**I-695: I-70 to MD 43**

(Funding in Thousands)

**National Highway Freight Program**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$10,486	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$10,499
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
<b>Subtotal</b>	<b>\$10,486</b>	<b>\$13</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,499</b>

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$95,037	\$115	\$35,621	\$44	\$0	\$0	\$0	\$0	\$130,817
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
<b>Subtotal</b>	<b>\$95,037</b>	<b>\$115</b>	<b>\$35,621</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,817</b>
<b>Total</b>	<b>\$105,523</b>	<b>\$128</b>	<b>\$35,621</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$141,316</b>

**I-83: Bridge Replacement over Padonia Road**

<b>TIP ID</b>	63-1701-13	<b>Year of Operation</b>	2022
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	3 to 3 Lanes NB & SB
<b>CIP or CTP ID(s)</b>	BA0381	<b>Est. Total Cost</b>	\$26,676,000

**Description:**

This project replaces bridge nos. 306201 and 306202 carrying northbound and southbound traffic along I-83 over Padonia Road. The bridges will each carry three 12' lanes with 20' inside shoulders.

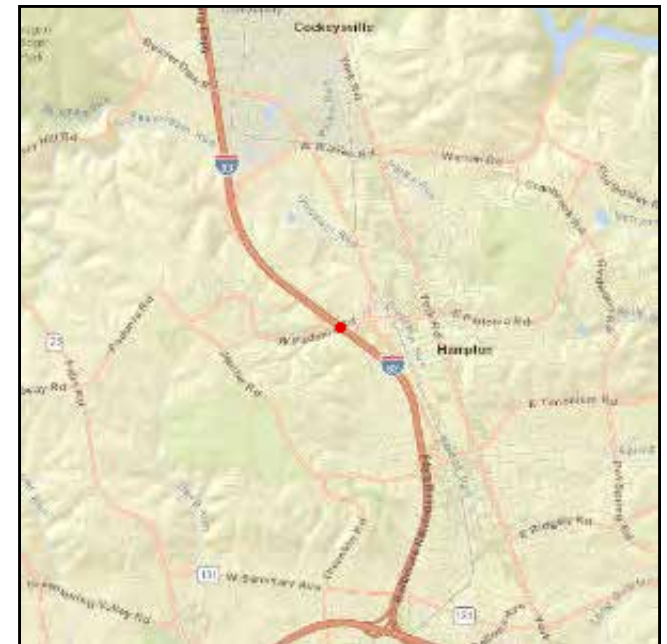
A 5% overhead increase has been added to federal funding flows for each project phase.

**Justification:**

The existing bridges, constructed in 1950, are rated in poor condition. These bridges serve as a major link along the I-83 commuter and freight route from southern Pennsylvania to Baltimore County and City.

**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).





**2023 - 2026 Transportation Improvement Program**

**I-83: Bridge Replacement over Padonia Road**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$141
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
<b>Subtotal</b>	<b>\$141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$141</b>
<b>Total</b>	<b>\$141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$141</b>



### US 1: Bridge Replacement over CSX

<b>TIP ID</b>	63-1704-13	<b>Year of Operation</b>	2022
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>	BA5341	<b>Est. Total Cost</b>	\$37,008,000

**Description:**

This project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8' shoulder is planned on both sides of the roadway with a 5' sidewalk on the west side of the bridge. This project will extend the 5' sidewalk approximately 1,000 feet along southbound US 1 to the Guinness Open Gate Brewery, with a controlled pedestrian crossing at the existing signal adjacent to the brewery. Additional utility work is funded beyond the year of operation.

A 5% overhead increase has been added to federal funding flows for each project phase.

**Justification:**

The existing bridge, built in 1930, 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).



**2023 - 2026 Transportation Improvement Program**

**US 1: Bridge Replacement over CSX**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$686	\$11	\$683	\$11	\$677	\$9	\$463	\$9	\$2,549
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
<b>Subtotal</b>	<b>\$686</b>	<b>\$11</b>	<b>\$683</b>	<b>\$11</b>	<b>\$677</b>	<b>\$9</b>	<b>\$463</b>	<b>\$9</b>	<b>\$2,549</b>
<b>Total</b>	<b>\$686</b>	<b>\$11</b>	<b>\$683</b>	<b>\$11</b>	<b>\$677</b>	<b>\$9</b>	<b>\$463</b>	<b>\$9</b>	<b>\$2,549</b>

### US 40: Bridge Replacements over Little & Big Gunpowder Falls

<b>TIP ID</b>	63-1706-13	<b>Year of Operation</b>	2023
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	BA6091	<b>Est. Total Cost</b>	\$32,640,000

**Description:**

This project will replace and widen the superstructure on bridge nos. 0303403 and 0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridge nos. 0303503 and 0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12' lanes on each bridge, as well as 4' inside shoulders and 10' outside shoulders to match the approach roadways.

A 5% overhead increase has been added to federal funding flows for each project phase.

**Justification:**

The existing bridges, built in 1935, 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 40: Bridge Replacements over Little & Big Gunpowder Falls**

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$154	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$154
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
<b>Subtotal</b>	<b>\$154</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$154</b>
<b>Total</b>	<b>\$154</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$154</b>

**MD 151/MD 151B: Bridge Replacements**

<b>TIP ID</b>	63-2001-13	<b>Year of Operation</b>	2024
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	#0309900: 4 to 4; #0335100: 2 to 2; #0335000: 1 to 1
<b>CIP or CTP ID(s)</b>	BA8602	<b>Est. Total Cost</b>	\$30,823,000

**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.

A 5% overhead increase has been added to federal funding flows for each project phase.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$7,002	\$6	\$3,293	\$0	\$61	\$0	\$0	\$0	\$10,362
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
<b>Subtotal</b>	<b>\$7,002</b>	<b>\$6</b>	<b>\$3,293</b>	<b>\$0</b>	<b>\$61</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,362</b>
<b>Total</b>	<b>\$7,002</b>	<b>\$6</b>	<b>\$3,293</b>	<b>\$0</b>	<b>\$61</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,362</b>

**I-695: Bridge Replacement on Putty Hill Avenue**

<b>TIP ID</b>	63-2002-13	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	BA1451	<b>Est. Total Cost</b>	\$17,493,000

**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 estimated total cost has increased by \$1.3 million as a result of increased utility design and construction costs. 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).

A 5% overhead increase has been added to federal funding flows for each project phase.

**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.





**2023 - 2026 Transportation Improvement Program**

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$4,411	\$284	\$4,385	\$271	\$0	\$0	\$0	\$0	\$9,351
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	\$95	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95
<b>Subtotal</b>	<b>\$4,506</b>	<b>\$284</b>	<b>\$4,385</b>	<b>\$271</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,446</b>
<b>Total</b>	<b>\$4,506</b>	<b>\$284</b>	<b>\$4,385</b>	<b>\$271</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,446</b>



**I-695: Reconstruction of Interchange at I-70**

<b>TIP ID</b>	63-2201-12	<b>Year of Operation</b>	2027
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	TBD
<b>CIP or CTP ID(s)</b>	BA0062	<b>Est. Total Cost</b>	\$203,168,000

**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. This project primarily uses federal funding due to toll credits.

A 5% overhead increase has been added to federal funding flows for each project phase.

**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





2023 - 2026 Transportation Improvement Program

I-695: Reconstruction of Interchange at I-70

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$14,963	\$750	\$14,963	\$750	\$31,426
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,963</b>	<b>\$750</b>	<b>\$14,963</b>	<b>\$750</b>	<b>\$31,426</b>



**2023 - 2026 Transportation Improvement Program**

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$72,359	\$3,627	\$53,685	\$2,691	\$14,723	\$738	\$147,823
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$857	\$91	\$0	\$0	\$0	\$0	\$0	\$0	\$948
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$857</b>	<b>\$91</b>	<b>\$72,359</b>	<b>\$3,627</b>	<b>\$53,685</b>	<b>\$2,691</b>	<b>\$14,723</b>	<b>\$738</b>	<b>\$148,771</b>
<b>Total</b>	<b>\$857</b>	<b>\$91</b>	<b>\$72,359</b>	<b>\$3,627</b>	<b>\$68,648</b>	<b>\$3,441</b>	<b>\$29,686</b>	<b>\$1,488</b>	<b>\$180,197</b>

**I-95/I-695 Interchange Bridge Deck Replacement**

<b>TIP ID</b>	63-2202-13	<b>Year of Operation</b>	2024
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>	BA3532	<b>Est. Total Cost</b>	\$32,598,000

**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. MDOT SHA to use toll credits to increase federal funding to 95%.

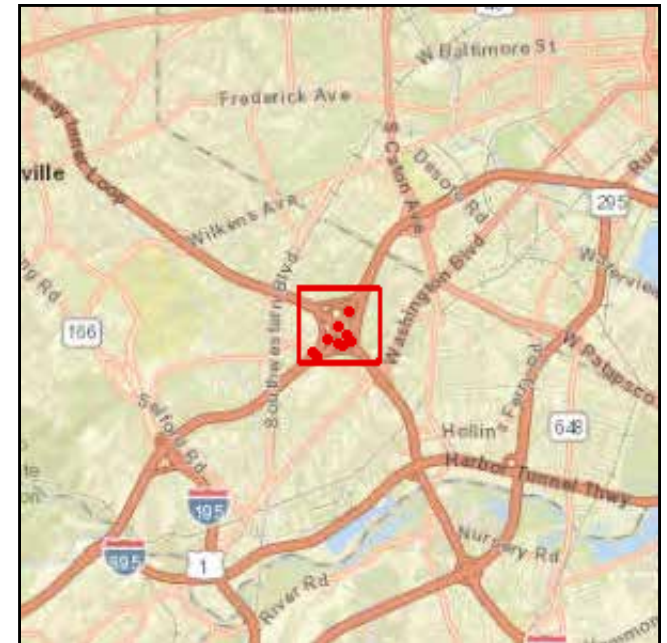
A 5% overhead increase has been added to federal funding flows for each project phase.

**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).





**2023 - 2026 Transportation Improvement Program**

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$5,558	\$257	\$8,152	\$388	\$8,674	\$417	\$7,601	\$381	\$31,428
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$393	\$20	\$393	\$20	\$329	\$16	\$0	\$0	\$1,171
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$5,951</b>	<b>\$277</b>	<b>\$8,545</b>	<b>\$408</b>	<b>\$9,003</b>	<b>\$433</b>	<b>\$7,601</b>	<b>\$381</b>	<b>\$32,599</b>
<b>Total</b>	<b>\$5,951</b>	<b>\$277</b>	<b>\$8,545</b>	<b>\$408</b>	<b>\$9,003</b>	<b>\$433</b>	<b>\$7,601</b>	<b>\$381</b>	<b>\$32,599</b>

### MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

<b>TIP ID</b>	64-2201-13	<b>Year of Operation</b>	2024
<b>Agency</b>	SHA - Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	CL1721	<b>Est. Total Cost</b>	\$11,347,000

**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.

A 5% overhead increase has been added to federal funding flows for each project phase.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$3,990	\$200	\$5,985	\$300	\$0	\$0	\$0	\$0	\$10,475
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$525
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$4,515</b>	<b>\$200</b>	<b>\$5,985</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,000</b>



**MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad**

(Funding in Thousands)

**Other**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$24	\$0	\$24	\$0	\$16	\$0	\$0	\$64
<b>Subtotal</b>	<b>\$0</b>	<b>\$24</b>	<b>\$0</b>	<b>\$24</b>	<b>\$0</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64</b>
<b>Total</b>	<b>\$4,515</b>	<b>\$224</b>	<b>\$5,985</b>	<b>\$324</b>	<b>\$0</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,064</b>



**MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G**

<b>TIP ID</b>	65-1601-12	<b>Year of Operation</b>	TBD
<b>Agency</b>	SHA - Harford County	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.8 Miles
<b>CIP or CTP ID(s)</b>	HA3342	<b>Est. Total Cost</b>	\$8,400,000

**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. The estimated total cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

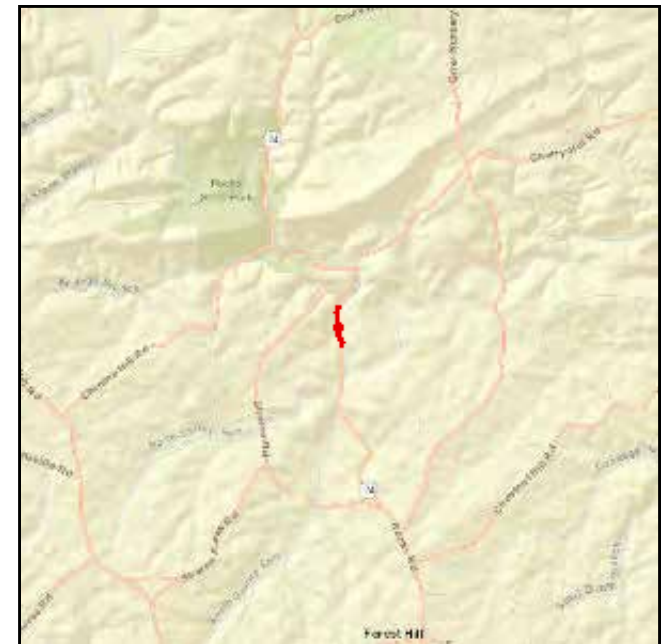
A 5% overhead increase has been added to federal funding flows for each project phase.

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$429	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$429</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$429</b>
<b>Total</b>	<b>\$429</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$429</b>

### US 1: Bridge Replacements at Tollgate Road and Winters Run

<b>TIP ID</b>	65-2101-13	<b>Year of Operation</b>	2026
<b>Agency</b>	SHA - Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Tollgate Road: 3 to 3 lanes; Winters Run: 2 to 2 lanes
<b>CIP or CTP ID(s)</b>	HA1051	<b>Est. Total Cost</b>	\$16,233,000

**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.

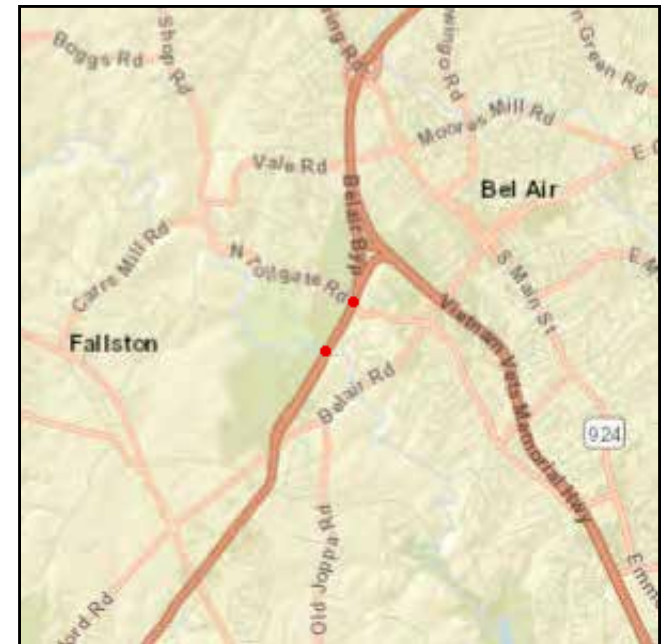
A 5% overhead increase has been added to federal funding flows for each project phase.

**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).





**2023 - 2026 Transportation Improvement Program**

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$811	\$41	\$4,345	\$217	\$5,398	\$270	\$2,415	\$121	\$13,618
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$842	\$201	\$0	\$0	\$0	\$0	\$0	\$0	\$1,043
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,653</b>	<b>\$242</b>	<b>\$4,345</b>	<b>\$217</b>	<b>\$5,398</b>	<b>\$270</b>	<b>\$2,415</b>	<b>\$121</b>	<b>\$14,661</b>
<b>Total</b>	<b>\$1,653</b>	<b>\$242</b>	<b>\$4,345</b>	<b>\$217</b>	<b>\$5,398</b>	<b>\$270</b>	<b>\$2,415</b>	<b>\$121</b>	<b>\$14,661</b>

### MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

<b>TIP ID</b>	66-1703-41	<b>Year of Operation</b>	2022
<b>Agency</b>	SHA - Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 Lanes, 6.6 Miles
<b>CIP or CTP ID(s)</b>	HO7561	<b>Est. Total Cost</b>	\$126,381,000

**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 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 are anticipated to be completed in fall 2022. The remaining funds in FY 2023 and FY 2024 will complete utility relocation and right-of-way acquisition.

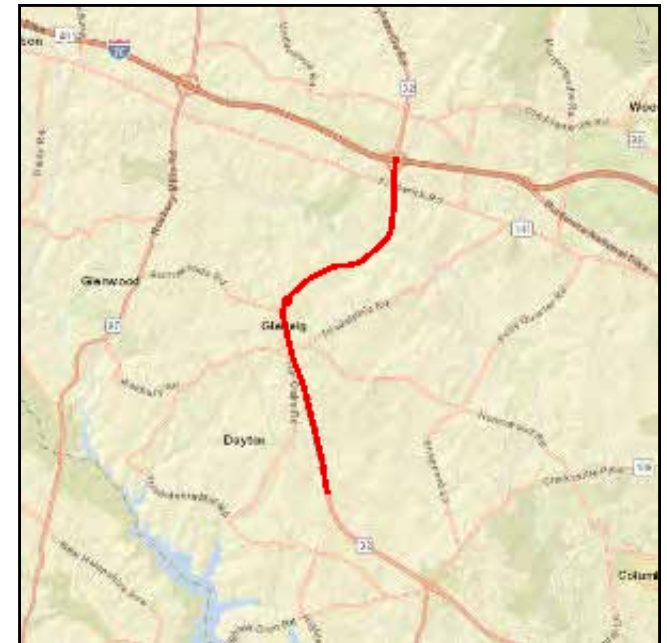
A 5% overhead increase has been added to federal funding flows for each project phase.

**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.





**2023 - 2026 Transportation Improvement Program**

**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 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$1,413	\$815	\$0	\$9	\$0	\$0	\$0	\$0	\$2,237
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	\$159	\$13	\$112	\$0	\$0	\$0	\$0	\$0	\$284
<b>Subtotal</b>	<b>\$1,572</b>	<b>\$828</b>	<b>\$112</b>	<b>\$9</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,521</b>
<b>Total</b>	<b>\$1,572</b>	<b>\$828</b>	<b>\$112</b>	<b>\$9</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,521</b>

# **APPENDIX A**

## **COMMITTEE AND STAFF ROSTER**

# **METROPOLITAN PLANNING ORGANIZATION STAFF**

## **BALTIMORE METROPOLITAN COUNCIL**

**Mike Kelly  
Executive Director**

**Todd Lang  
Director, Transportation Planning**

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

**Keith Kucharek  
TIP Project Manager**



## CONTRIBUTORS OF INFORMATION

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<b>BALTIMORE CITY</b>	<b>Graham Young</b> , Complete Streets Manager
<b>BALTIMORE COUNTY</b>	<b>Angelica Daniel</b> , Chief, Bureau of Transportation
<b>CARROLL COUNTY</b>	<b>Chris Letnaunchyn</b> , Chief, Bureau of Engineering
<b>HARFORD COUNTY</b>	<b>Alex Rawls</b> , Senior Transportation Planner
<b>HOWARD COUNTY</b>	<b>David Cookson</b> , Planning Manager
<b>QUEEN ANNE'S COUNTY</b>	<b>Steve Cohoon</b> , Public Facilities Planner
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Dan Janousek</b> , Regional Planner
<b>Maryland Transit Administration (Commuter Rail and Transit)</b>	<b>Erika Falk</b> , Capital Program Analyst, Capital Programming <b>Kisha Joiner</b> , Acting Manager of Capital Programming
<b>State Highway Administration</b>	<b>Tara Penders</b> , Assistant Division Chief, Regional and Intermodal Planning Division (RIPD) <b>Lisa Sirota</b> , Regional Planner, RIPD <b>Pete Regan</b> , Regional Planner, RIPD
<b>Maryland Transportation Authority</b>	<b>Carl Chamberlin</b> , Planning & Community Relations Manager

# BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	<b>Hon. Gavin Buckley</b> Mayor	<b>Eric Leshinsky, Chief</b> Comprehensive Planning
ANNE ARUNDEL COUNTY	<b>Hon. Steuart Pittman</b> (Vice-Chair) County Executive	<b>Sam Snead, Transportation Officer</b> Office of Transportation Planning
CITY OF BALTIMORE	<b>Hon. Brandon Scott</b> Mayor	<b>Theo Ngongang, Deputy Director, Chief of Policy</b> Department of Transportation
BALTIMORE COUNTY	<b>Hon. John Olszewski, Jr.</b> County Executive	<b>D'Andrea Walker, Acting Deputy Director</b> Department of Public Works and Transportation
CARROLL COUNTY	<b>Hon. Stephen Wantz</b> County Commissioner	<b>Lynda Eisenberg, Director</b> Department of Planning
HARFORD COUNTY	<b>Hon. Barry Glassman</b> (Chair) County Executive	<b>Alex Rawls, Senior Transportation Planner</b> Department of Planning & Zoning
HOWARD COUNTY	<b>Hon. Calvin Ball</b> (Vice Chair) County Executive	<b>Bruce Gartner, Administrator</b> Office of Transportation
QUEEN ANNE'S COUNTY	<b>Hon. Stephen Wilson</b> County Commissioner	<b>Steve Cohoon, Public Facilities Planner</b> Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	<b>Hon. James F. Ports, Jr.</b> Acting Secretary	<b>Heather Murphy, Director</b> Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	<b>Kwaku Duah</b> Acting Director, Annapolis DOT	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	<b>Hon. Horatio Tablada</b> Secretary	<b>Roger Thunell, Director</b> Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	<b>Hon. Rob McCord</b> Secretary	<b>Bihui Xu, Manager</b> Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	<b>Ms. Holly Arnold</b> Administrator	<b>Elizabeth Gordon, Director</b> Planning, Programming and Programming

## TECHNICAL COMMITTEE

<b>AGENCY</b>	<b>CONTACT PERSON</b>
<b>ANNE ARUNDEL COUNTY</b>	<b>Brian Ulrich</b> , Transportation Planner
<b>BALTIMORE CITY</b>	<b>Graham Young</b> , Complete Streets Manager
<b>BALTIMORE COUNTY</b>	<b>Angelica Daniel</b> , Bureau Chief of Transportation
<b>CARROLL COUNTY</b>	<b>Mary Lane</b> , Transportation Planner
<b>HARFORD COUNTY</b>	<b>Joel Gallihue</b> , Chief of Long-Range Planning
<b>HOWARD COUNTY</b>	<b>David Cookson</b> , Planning Manager
<b>QUEEN ANNE'S COUNTY</b>	<b>Steve Cohoon</b> , Public Facilities Planner
<b>CITY OF ANNAPOLIS</b>	<b>Kwaku Duah</b> , Deputy Director, Department of Transportation
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Dan Janousek</b> , Regional Planner
<b>Maryland Transit Administration</b>	<b>Jade Clayton</b> , Manager of Project Development
<b>State Highway Administration</b>	<b>Lisa Minnick Sirota</b> , Regional Planner, RIPD <b>Peter Regan</b> , Regional Planner, RIPD
<b>Maryland Transportation Authority</b>	<b>Carl Chamberlin</b> , Planning & Community Relations Manager
<b>MARYLAND DEPARTMENT OF THE ENVIRONMENT</b>	<b>Catherine Salarano</b> , Natural Resources Planner
<b>MARYLAND DEPARTMENT OF PLANNING</b>	<b>Ken Choi</b> , Manager of Geospatial & Data Analysis

# APPENDIX B

## DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

## **Criteria for prioritizing projects in the TIP**

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

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements FAST Act Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances 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 2023 – 2026 Transportation Improvement Program Prioritization**

<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
<b>Anne Arundel County Projects</b>														
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
Parole Transportation Center	X	X		X	X	X	X	X	X					
<b>Baltimore City Projects</b>														
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	X			X				X				X		X
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	X			X				X		X	X			X
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X	X	X	X				X		X				X
Transportation Management Center Upgrade	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							

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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
25 <sup>th</sup> Street Rehabilitation from Greenmount Ave to Kirk Ave	X	X		X	X	X		X	X		X	X		X
41 <sup>st</sup> Street over I-83, MTA Light Rail Tracks, and Jones Falls	X			X							X			X
Citywide Asset Management	X			X						X				
Brehms Lane over Herring Run	X			X							X			X
Fremont Ave Rehabilitation from Lafayette Ave to Presstman St	X			X	X						X			X
Hanover Street over CSX	X			X							X			X
Howard Street over I-83, CSX, Amtrak, and Jones Falls	X			X							X			X
Madison St. Rehabilitation from N Milton Ave to Edison Highway	X			X	X						X			X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Park Heights Ave from West Rogers Ave to Strathmore Ave	X			X	X						X			X
Patapsco Ave from Magnolia Ave to the Patapsco River Bridge	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
Harford Road Bridge over CSX	X			X							X			X
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	X			X	X						X			X
East-West Bus Corridor	X	X	X	X	X	X		X	X	X	X			X
Pavement Management System	X			X						X				X
Capital Project Delivery Services				X									X	
<b>Baltimore County Projects</b>														
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
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X							X			X
Baltimore County Bridge Inspection Program	X			X										X
<b>Carroll County Projects</b>														

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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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
Stone Chapel Road over Little Pipe Creek	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Old Kays Mill Road Culvert over Beaver Run	X			X										X
Brown Road Culvert over Roaring Run	X			X										X
McKinstry's Mill Road over Little Pipe Creek	X			X										X
Patapsco Road Bridge over East Branch Patapsco River	X			X										X
Upper Beckleysville Road Bridge over Murphy Run	X			X										X
Carroll County Bridge Inspection Program	X			X										X
<b>Harford County Projects</b>														
Abingdon Road Bridge #169 over CSX Railroad	X			X							X			X
Glenville Road Bridge #30 over Mill Brook	X			X										X
Grier Nursery Road Bridge #43 over Deer Creek	X			X										X
Hookers Mill Road Bridge #13 over Bynum Run	X			X							X			X
Madonna Road Bridge #113 over Deer Creek	X			X										X
St. Clair Bridge Road Bridge #100 over Deer Creek	X			X										X
Stafford Road Bridge #162 over Buck Branch	X			X										X
Trappe Church Road Bridge #161 over Hollands Branch	X			X										X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Moore's Road Bridge #78 over a tributary to Gunpowder Falls	X			X										X
Hess Road Bridge #81 over Yellow Branch	X			X										X
Harford County Bridge Inspection Program	X			X										X
<b>Howard County Projects</b>														
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
Howard County Bridge Repairs and Deck Replacement	X			X										X
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	X			X										X
<b>Maryland Transportation Authority Projects</b>														
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
<b>Maryland Port Administration Projects</b>														
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements				X				X						
Howard Street Tunnel	X			X		X	X							X
<b>Maryland Transit Administration Projects</b>														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Rural Transit Systems – Capital Assistance	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					
Kirk Bus Facility Replacement – Phase 1 & 2	X	X		X				X	X					X
Bus and Rail Preventive Maintenance	X			X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Bus System Preservation and Improvement	X			X		X		X	X					X
Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X
Metro and Light Rail System Preservation and Improvement	X			X		X		X	X					X
Eastern Bus Facility	X	X		X				X	X					X
Zero Emission Infrastructure and Rolling Stock	X	X		X				X	X					X
Rural Transit Systems – Operating Assistance		X		X		X		X	X					
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

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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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
<b>Office of the Secretary Projects</b>														
State Safety Oversight				X										X
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	X	X	X	X		X	X	X	X					X
<b>SHA Projects – Regional</b>														
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
Areawide Bridge Replacement and Rehabilitation	X			X										X
Areawide Resurfacing and Rehabilitation	X			X							X			X
Areawide Safety and Spot Improvements	X		X	X							X	X		X
Areawide Urban Reconstruction	X		X	X							X	X		X
Morgan State University Transportation Research Program				X				X					X	
<b>SHA Projects – Anne Arundel County</b>														
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
MD 173: Bridge Replacement over Rock Creek	X			X								X		X

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|--|---|
| <ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul> | <ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul> |
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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
<b>SHA Projects – Baltimore County</b>														
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
I-83: Bridge Replacement over Padonia Road	X			X										X
US 1: Bridge Replacement over CSX	X			X							X			X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	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
I-95/I-695 Interchange Bridge Deck Replacement	X			X										X
<b>SHA Projects – Carroll County</b>														
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	X			X								X		X
<b>SHA Projects – Harford County</b>														
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
<b>SHA Projects – Howard County</b>														
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
<b>Agency</b>	<b>TIP ID</b>	<b>Project Name</b>	<b>TIP Evaluation Criteria</b> Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	<b>LRTP Goals</b>	<b>LRTP Performance Measures / Targets</b> 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 <sup>1</sup> Promote Prosperity and Economic Opportunity <sup>2</sup>	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

<sup>1</sup> Increase Mobility: Help people and freight to move reliably and efficiently.

<sup>2</sup> 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	11-2101-66	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 <sup>3</sup> Improve Accessibility <sup>4</sup> 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
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

<sup>3</sup> Conserve and Enhance the Environment: Pass on to future generations the healthiest natural and human environments possible.

<sup>4</sup> 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	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>8. Enhances social, energy and environmental efforts</li> <li>10. Implements transportation system management strategies</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Increase Mobility</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Transit Safety</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>System Performance – Reliability</li> </ul>
Baltimore City	12-1701-04	Transportation Management Center Upgrade	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, or environmental efforts</li> <li>10. Implements transportation system management strategies</li> </ul>	<ul style="list-style-type: none"> <li>Increase Mobility</li> <li>Improve System Security<sup>5</sup></li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Reliability</li> </ul>
Baltimore City	12-2102-03	Greenway Middle Branch Phase 2	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>8. Enhances social, energy and environmental efforts</li> <li>11. Improves pedestrian safety &amp; access</li> <li>12. Improves bicycle safety &amp; access</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>
Baltimore City	12-2304-07	Communications Upgrades – Wireless	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>8. Enhances social, energy, or environmental efforts</li> <li>10. Implements transportation system management strategies</li> </ul>	<ul style="list-style-type: none"> <li>Increase Mobility</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Reliability</li> </ul>
Baltimore City	12-1215-13	Perring Parkway Ramp over Herring Run	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Bridge Condition</li> </ul>
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>11. Improves pedestrian safety &amp; access</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Bridge Condition</li> </ul>

<sup>5</sup> Improve System Security: Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural and man-made disasters.



<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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
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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
Baltimore City	12-2001-11	25 <sup>th</sup> 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	41 <sup>st</sup> 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 <sup>6</sup>	No performance measures specifically addressing implementation of a performance-based management program
Baltimore City	12-2005-13	Brehms Lane over Herring Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2007-11	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
Baltimore City	12-2008-13	Hanover Street over CSX	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Baltimore City	12-2009-13	Howard Street over I-83, CSX, Amtrak and Jones Falls	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

<sup>6</sup> Promote Informed Decision Making: Ensure that adopted transportation policies and performance measures guide the regional decision making process.

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	Patapsco Avenue from Magnolia Avenue to the Patapsco River Bridge	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
Baltimore City	12-2106-13	Harford Road Bridge over CSX	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	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>11. Improves pedestrian safety &amp; access</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Pavement Condition</li> </ul>
Baltimore City	12-2201-64	East-West Bus Corridor	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve Accessibility</li> <li>Improve System Safety</li> <li>Increase Mobility</li> <li>Promote Prosperity and Economic Activity</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
Baltimore City	12-1206-99	Pavement Management System	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>10. Implements transportation system management strategies</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve System Safety</li> <li>Improve and Maintain Existing Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Pavement Condition</li> </ul>
Baltimore City	12-1901-99	Capital Project Delivery Services	<ul style="list-style-type: none"> <li>13. Permits timely advancement and continuity of projects</li> </ul>	<ul style="list-style-type: none"> <li>Promote Informed Decision making</li> </ul>	<ul style="list-style-type: none"> <li>No performance measures specifically addressing project delivery</li> </ul>
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Bridge Condition</li> </ul>
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>11. Improves pedestrian safety &amp; access</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Bridge Condition</li> </ul>

**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	13-1107-13	Piney Grove Road Bridge No. B-0140 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	13-1108-13	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	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

**Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures**

Carroll County	14-2101-13	Old Kays Mill Road Culvert over Beaver Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2102-13	Brown Road Culvert over Roaring Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2103-13	McKinstry's Mill Road over Little Pipe Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Carroll County	14-2202-13	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	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
Harford County	15-1601-13	Glenville Road Bridge #30 over Mill Brook	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2001-13	Grier Nursery Road Bridge #43 over Deer Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2002-13	Hookers Mill Road Bridge #13 over Bynum Run	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	Moore's Road Bridge #78 over Tributary to Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-2202-13	Hess Road Bridge #81 over Yellow Branch	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	Bridge Condition
Howard County	16-1410-41	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

**Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures**

Howard County	16-1901-42	US 29/Broken Land Parkway Interchange and North South Connector Road	<ul style="list-style-type: none"> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>11. Improves pedestrian safety &amp; access</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Increase Mobility</li> <li>Improve System Safety</li> <li>Improve System Security</li> <li>Promote Prosperity and Economic Opportunity</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Pavement Condition</li> <li>System Performance – Congestion</li> </ul>
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Bridge Condition</li> </ul>
Howard County	16-2201-13	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Bridge Condition</li> </ul>
Maryland Transportation Authority	22-1901-45	I-95 Fort McHenry Tunnel: Port Covington Access	<ul style="list-style-type: none"> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Increase Mobility</li> <li>Promote Prosperity and Economic Opportunity</li> </ul>	<ul style="list-style-type: none"> <li>Pavement Condition</li> <li>Bridge Condition</li> <li>System Performance – Congestion</li> <li>System Performance – Reliability</li> </ul>
Maryland Transportation Authority	22-2201-19	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>10. Implements transportation system management strategies</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve System Safety</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Conserve and Enhance the Environment</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>System Performance – Reliability</li> <li>System Performance – Freight</li> </ul>



<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	32-2101-83	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
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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-9501-05	Rural Transit Systems – Capital Assistance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
MTA - Transit	40-9901-01	Ridesharing – Baltimore Region	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> </ul>
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	<ul style="list-style-type: none"> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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
MTA - Transit	40-1803-64	Bus 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	40-1804-63	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

<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
MTA - Transit	40-9204-61	Rural Transit Systems – Operating Assistance	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
MTA - Transit	40-2301-65	Eastern Bus Facility	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve and Maintain Existing Infrastructure</li> <li>Conserve and Enhance the Environment</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> </ul>
MTA - Transit	40-2302-63	Zero Emission Infrastructure and Rolling Stock	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> </ul>
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>

**Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures**

MTA - Commuter Rail	70-1502-54	MARC Improvements	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
MTA - Commuter Rail	70-1503-55	MARC Facilities	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> <li>Improve System Security</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Asset Management</li> <li>Transit Safety</li> </ul>
Office of the Secretary	90-1401-39	State Safety Oversight	<ul style="list-style-type: none"> <li>14. Enhances transportation safety</li> </ul>	<ul style="list-style-type: none"> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Transit Safety</li> </ul>
Office of the Secretary	90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV) project	<ul style="list-style-type: none"> <li>2. Implements emission reduction measures</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> <li>9. Facilitates transit and/or alternatives to the single-occupant vehicle</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve System Safety</li> <li>Increase Mobility</li> <li>Promote Prosperity and Economic Opportunity</li> </ul>	<ul style="list-style-type: none"> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> <li>Transit Safety</li> </ul>
SHA: Areawide	60-9903-29	Areawide Transportation Alternatives Projects	<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>5. Implements Transportation Alternatives activities</li> <li>8. Enhances social, energy, and environmental efforts</li> <li>11. Improves pedestrian safety &amp; access</li> <li>12. Improves bicycle safety and access</li> </ul>	<ul style="list-style-type: none"> <li>Conserve and Enhance the Environment</li> <li>Improve Accessibility</li> <li>Improve and Maintain Existing Infrastructure</li> <li>Improve System Safety</li> </ul>	<ul style="list-style-type: none"> <li>Highway Safety</li> <li>Pavement Condition</li> <li>System Performance – Congestion</li> <li>System Performance – Emissions</li> </ul>

**Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures**

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	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Bridge Condition
SHA: Areawide	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Areawide	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition System Performance – Congestion System Performance – Emissions
SHA: Areawide	60-9511-19	Areawide Urban Reconstruction	1. Preserves the regional transportation system 11. Improves pedestrian safety & access 12. Improves bicycle safety & access 14. Enhances transportation safety	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition Bridge Condition

**Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures**

SHA: Areawide	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders <sup>7</sup> 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 <sup>8</sup> Improve System Safety <sup>9</sup> Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2302-41	MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion
SHA: Anne Arundel County	61-2303-41	MD 170: Norcross Lane to Wieker Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety & access 12. Improves bicycle safety & access	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion

<sup>7</sup> Foster Participation and Cooperation Among Stakeholders: Enable all interested and affected parties to participate and cooperate to find workable solutions.  
<sup>8</sup> Improve and Maintain Existing Infrastructure: Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.  
<sup>9</sup> Improve System Safety: Make conditions safer for pedestrians, bicyclists, transit riders and operators, and motorists.



<b>Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures</b>					
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	61-2101-13	MD 173: Bridge Replacement over Rock Creek	1. Preserves the regional transportation system 12. Improve bicycle safety & access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability
SHA: Baltimore County	63-1601-41	I-695: US 40 to MD 144	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Increase Mobility	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1802-41	I-695: I-70 to MD 43	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	Highway Safety Pavement Condition System Performance – Congestion System Performance – Reliability System Performance – Freight
SHA: Baltimore County	63-1701-13	I-83: Bridge Replacement over Padonia Road	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
SHA: Baltimore County	63-1704-13	US 1: Bridge Replacement over CSX	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**

SHA: Baltimore County	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition
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
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: Harford County	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Highway Safety Pavement Condition
SHA: Harford County	65-2101-13	US 1: Bridge Replacements at Tollgate Road and Winters Run	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	Bridge Condition

Relating TIP Projects to Long-Range Transportation Plan (LRTP) Goals and Performance Measures					
SHA: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	Highway Safety Bridge Condition Pavement Condition System Performance – Congestion System Performance – Reliability

Long-Range Transportation Plan Performance Measures and Targets	
Highway Safety	<ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Rate of fatalities per 100 million vehicle miles traveled (VMT)</li> <li>• Number of serious injuries</li> <li>• Rate of serious injuries per 100 million VMT</li> <li>• Number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle</li> </ul>
Pavement Condition	<ul style="list-style-type: none"> <li>• % of pavement on the interstate National Highway System (NHS) in good condition</li> <li>• % of pavement on the interstate NHS in poor condition</li> <li>• % of pavement on the non-interstate NHS in good condition</li> <li>• % of pavement on the non-interstate NHS in poor condition</li> </ul>
Bridge Condition	<ul style="list-style-type: none"> <li>• % of NHS bridges by deck area classified as in good condition</li> <li>• % of NHS bridges by deck area classified as in poor condition</li> </ul>
System Performance – Congestion	<ul style="list-style-type: none"> <li>• Annual hours of peak-hour excessive delay (PHED) per capita</li> <li>• % of non-SOV (single-occupancy vehicle) travel</li> </ul>
System Performance – Emissions	<ul style="list-style-type: none"> <li>• Total emissions reductions: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [<i>Note: the BRTB region is in nonattainment only with respect to ozone</i>]</li> </ul>
System Performance – Travel Time Reliability	<ul style="list-style-type: none"> <li>• % of person-miles traveled on the interstate system that are reliable</li> <li>• % of person-miles traveled on the non-interstate NHS that are reliable</li> </ul>
System Performance – Freight	<ul style="list-style-type: none"> <li>• % of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)</li> </ul>

**Long-Range Transportation Plan Performance Measures and Targets**

Transit Asset Management	<ul style="list-style-type: none"><li>• % of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs)</li><li>• % of revenue vehicles within an asset class that have either met or exceeded their ULBs</li><li>• Infrastructure (rail fixed-guideway, track, signals, systems): % of track segments with performance restrictions</li><li>• % 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.</li></ul>
Transit Safety	<ul style="list-style-type: none"><li>• Number of reportable fatalities and rate per total vehicle revenue miles</li><li>• Number of reportable injuries and rate per total vehicle revenue miles</li><li>• Number of reportable safety events and rate per total vehicle revenue miles</li><li>• Mean distance between major mechanical failures</li></ul>



Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt. Governor  
Gregory Slater  
Secretary

July 19, 2022

Mr. Todd Lang  
Director  
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 2023-2026 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 of 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 [thyrne@mdot.maryland.gov](mailto:thyrne@mdot.maryland.gov).

Sincerely,

Tyson Byrne  
Manager  
Regional Planning  
Office of Planning and Capital Programming

Enclosures

## MARYLAND DEPARTMENT OF TRANSPORTATION

### Submission of Projects for Inclusion in the Baltimore Region Transportation Improvement Program FY 2023-2026 July 2022

#### 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 2023-2026 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 2022	BUDGET YEAR 2023	Planning Years				SIX - YEAR TOTAL
			2024	2025	2026	2027	
<b>CAPITAL PROGRAM</b>							
The Secretary's Office AD	54.6	48.1	25.7	16.1	11.3	11.1	166.9
Motor Vehicle Administration	37.8	34.0	21.8	9.7	9.6	8.9	121.7
Maryland Aviation Administration D	181.4	221.9	248.9	141.3	59.8	43.1	896.4
Maryland Port Administration	176.4	330.7	260.1	213.5	95.2	98.1	1,174.0
Maryland Transit Administration D	1,281.4	802.7	712.6	565.5	603.5	636.5	4,602.3
Washington Metropolitan Area Transit ACD	532.3	458.8	462.9	465.3	470.6	475.2	2,865.1
State Highway Administration B	1,319.8	1,352.6	1,265.5	1,246.4	1,338.2	1,346.7	7,869.3
<b>TOTAL CAPITAL</b>	<b>3,583.7</b>	<b>3,248.8</b>	<b>2,997.6</b>	<b>2,657.7</b>	<b>2,588.3</b>	<b>2,619.6</b>	<b>17,895.7</b>
Special Funds	1,677.9	1,349.6	1,420.8	1,318.6	1,336.5	1,398.2	8,501.7
Federal Funds	1,380.3	1,309.9	984.4	887.6	919.3	925.4	6,407.0
Other Funds F	525.5	589.3	592.4	451.5	332.5	295.9	2,787.0
<b>OPERATING PROGRAM</b>							
The Secretary's Office A	100.6	101.8	103.7	105.7	107.7	109.7	629.2
Motor Vehicle Administration	207.1	211.0	215.1	219.2	223.4	227.6	1,303.4
Maryland Aviation Administration	199.4	207.6	211.5	215.6	219.7	223.8	1,277.6
Maryland Port Administration	50.2	50.0	51.0	51.9	52.9	53.9	309.9
Maryland Transit Administration	945.9	971.3	989.8	1,008.6	1,067.8	1,097.3	6,080.7
Washington Metropolitan Area Transit	438.1	437.6	450.7	464.3	478.2	492.5	2,761.4
State Highway Administration	305.2	327.1	333.4	339.7	346.2	352.8	2,004.4
<b>TOTAL OPERATING</b>	<b>2,246.5</b>	<b>2,306.4</b>	<b>2,355.2</b>	<b>2,405.0</b>	<b>2,485.9</b>	<b>2,557.6</b>	<b>14,366.6</b>
Special Funds	2,019.0	1,886.7	2,194.1	2,298.8	2,389.7	2,451.4	13,239.7
Federal Funds	227.5	419.7	161.1	106.2	106.2	106.2	1,126.9
Other Funds							

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>TOTAL</u>
	<u>2022</u>	<u>2023</u>					
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
Special Funds	451.3	480.5	435.9	450.7	444.5	478.8	2,741.7
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<b><u>DEPARTMENTAL TOTAL</u></b>							
Special Funds	<b>6,281.5</b>	<b>6,035.7</b>	<b>5,768.7</b>	<b>5,513.4</b>	<b>5,528.7</b>	<b>5,656.0</b>	<b>34,804.0</b>
Federal Funds	4,148.2	3,716.8	4,050.8	4,068.1	4,170.7	4,328.4	24,483.1
Other Funds	1,607.8	1,729.6	1,145.5	993.8	1,025.5	1,031.6	7,533.9
Other Funds	525.5	589.3	592.4	451.5	332.5	295.9	2,787.0

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 24-27.

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 2022 - FY 2027 CTP/STIP:

	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026 - 2027</u>	<u>TOTAL</u>
<b><u>Maryland Transit Administration</u></b>						
New Starts, Fixed Guideway, Modernization and Bus	280.4	258.4	169.7	173.1	356.7	1,238.5
Elderly and Persons with Disabilities	3.9	4.0	4.1	4.2	8.6	24.7
Rural Area Formula	7.2	7.4	7.5	7.7	15.8	45.6
Subtotal (MTA)	291.6	269.8	181.3	185.0	381.1	1,308.8
<b><u>State Highway Administration</u></b>						
Statewide Planning & Research	21.2	20.6	20.0	20.2	48.0	130.0
Surface Transportation Program	261.5	185.1	187.1	201.1	348.0	1,182.8
Transportation Alternative Program	11.0	11.4	11.4	11.5	22.8	68.1
Special Federal Appropriations	10.0	0.0	0.0	0.0	0.0	10.0
Highway Safety Improvement Program	59.0	39.5	39.2	24.9	72.0	234.6
National Highway Performance Program	310.7	392.6	388.8	332.7	616.6	2,041.4
NHPP Exempt Program	8.6	0.0	0.0	0.0	0.0	8.6
Congestion Mitigation/Air Quality	49.8	52.8	53.8	50.8	98.0	305.2
Subtotal (SHA)	731.8	702.0	700.3	641.2	1,205.4	3,980.7
<b>Grand Total</b>	<b>1,023.4</b>	<b>971.8</b>	<b>881.6</b>	<b>826.2</b>	<b>1,586.5</b>	<b>5,289.5</b>

**Financially Constrained Long Range Plan  
Year 2017 to 2045 Update  
For The  
Baltimore Metropolitan Area**

**Prepared by  
Maryland Department of Transportation**

**August 2017**

## DOCUMENTATION OF ASSUMPTIONS

**Date:** August 2017  
**Subject:** Methodology and Assumptions used to derive the 2017 – 2045 Constrained Long-range Transportation Plan

### Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2016 figures are actual expenditures from historical records, FY 2017 to FY 2022 are from the FY 2017 Transportation Trust Fund Financial Plan and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2023 to FY 2045 projections of state funds use a historical annual average growth rate of 5.3%. Federal fund projections for the same period are based on an average growth rate of 3.0% for Highway and Transit program funds.

### Operating Expenditures:

- FY 1981 to FY 2016 figures are actual expenditures from historical records. Expenditures for FY 2017 to FY 2022 are the operating budget projections contained in the current Trust Fund Forecast.
- FY 2023 to FY 2045 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions.

### Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2016. Amounts for FY 2017 to FY 2022 represent the current version of the capital program.
- For the period FY 2023 – FY 2045, an annual growth rate of 2.0% is assumed for systems preservation projects, not to exceed 70% of the total program.

### Capital - Expansion:

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

Baltimore Area – Percentage of Capital Expansion:

- Total capital figures from FY 1981 to present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, and WMATA) costs. Non-surface included the Maryland Port, Aviation, and Motor Vehicle Administrations and the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in the Baltimore Region was derived by adding the expenditures for all of MTA (excluding LOTS and non-Baltimore region Park and Ride expenditures), one-half of MARC and that portion of SHA that pertained to the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard counties).
- These Baltimore specific figures were used to derive estimates of Baltimore surface expansion. These figures, when used with the above-mentioned projections, produce the estimates shown for Baltimore as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

**MDOT Operating & Capital Expenditures - Statewide  
History, Program & Forecast**

(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1991	266	144	376	247	623
1992	267	136	423	236	659
1993	323	164	466	264	770
1994	352	167	519	246	765
1995	365	204	569	310	900
1996	426	234	662	403	1,065
1997	441	264	705	506	1,211
1998	478	260	738	616	1,363
1999	508	227	735	677	1,412
2000	551	276	821	760	1,601
2001	591	266	859	773	1,632
2002	677	187	764	652	1,306
2003	636	254	692	418	1,110
2004	689	279	906	393	1,301
2005	709	400	1,109	407	1,606
2006	784	391	1,176	466	1,640
2007	776	417	1,187	393	1,680
2008	808	461	1,269	411	1,676
2009	888	516	1,383	490	1,803
2010	913	476	1,399	456	1,644
2011	979	678	1,657	632	2,189
2012	1,045	612	1,657	772	2,429
2013	1,166	620	1,776	772	2,560
2014	1,176	619	1,797	762	2,569
2015	1,237	714	1,951	780	2,731
2016	1,303	729	2,032	763	2,828
2017	1,306	724	2,126	701	2,821
2018	1,406	768	2,204	680	2,934
2019	1,527	974	2,501	308	2,809
2020	1,603	967	2,640	276	2,816
2021	1,646	908	2,466	376	2,781
2022	1,672	1,066	2,666	366	3,034
2023	1,636	1,164	2,792	418	3,208
2024	1,643	1,324	3,197	477	3,644
2025	1,959	1,436	3,297	603	3,900
2026	1,917	1,369	3,306	606	4,112
2027	1,947	1,666	3,607	1,123	4,630
2028	2,030	1,680	3,610	1,071	4,681
2029	2,080	1,667	3,637	1,066	4,642
2030	2,131	1,476	3,606	687	4,293
2031	2,161	1,391	3,672	463	4,066
2032	2,264	1,449	3,713	400	4,113
2033	2,464	1,284	3,738	566	4,288
2034	2,692	1,269	3,861	640	4,501
2035	2,806	1,332	4,026	571	4,600
2036	2,811	1,406	4,219	603	4,822
2037	2,924	1,490	4,414	639	5,063
2038	3,043	1,676	4,619	676	5,266
2039	3,176	1,661	4,837	712	5,640
2040	3,313	1,888	5,011	606	5,616
2041	3,451	1,732	5,183	914	6,097
2042	3,697	1,766	5,363	1,030	6,393
2043	3,764	1,892	5,656	1,146	6,702
2044	3,911	1,936	5,749	1,270	7,020
2045	4,079	1,874	5,953	1,416	7,369
2046	4,267	1,912	6,169	1,669	7,728
2047	4,433	1,950	6,383	1,721	8,104
2048	4,633	1,989	6,622	1,679	8,301
2049	4,837	2,029	6,866	2,062	8,918
2050	5,043	2,070	7,112	2,242	9,354
2051	5,266	2,111	7,369	2,444	9,813
2052	5,476	2,163	7,628	2,667	10,295
2053	5,717	2,186	7,913	2,889	10,802
2054	5,983	2,240	8,203	3,131	11,334
2055	6,228	2,285	8,513	3,383	11,896

MDOT - Office of Finance  
16 Aug 17

# BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement:	
1981 - 2016	86.4%



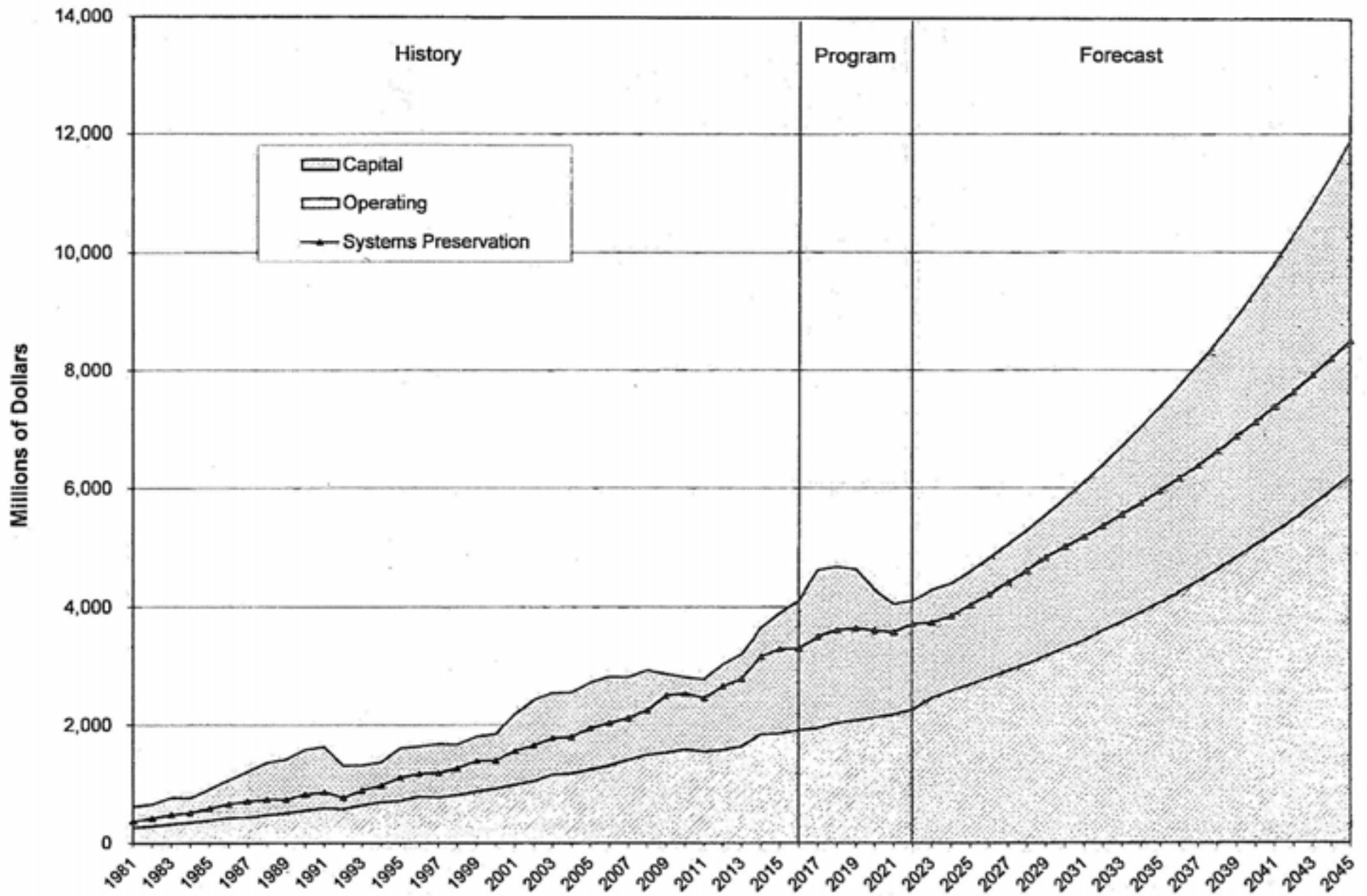
Baltimore Enhancement % of Surface Enhancement:	
1981 - 2016	40.3%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Balto. Expansion Funds
2014	477					155
2015	603					192
2016	806					282
2017	1,123					90
2018	1,071					90
2019	1,005					107
2020	687					80
2021	483					83
2022	400					69
2023	550	475	23	498	201	201
2024	540	467	23	490	197	197
2025	571	493	23	516	208	208
2026	603	521	23	544	219	219
2027	639	552	23	575	232	232
2028	676	584	24	608	245	245
2029	712	615	24	639	258	258
2030	805	696	24	720	290	290
2031	914	790	24	814	328	328
2032	1,030	890	24	914	368	368
2033	1,148	990	25	1,015	409	409
2034	1,279	1,105	25	1,130	455	455
2035	1,416	1,224	25	1,249	503	503
2036	1,559	1,347	25	1,372	553	553
2037	1,721	1,487	25	1,512	609	609
2038	1,879	1,624	26	1,650	665	665
2039	2,052	1,773	26	1,799	725	725
2040	2,242	1,938	26	1,964	791	791
2041	2,444	2,112	26	2,138	861	861
2042	2,667	2,305	26	2,331	939	939
2043	2,889	2,497	27	2,524	1,017	1,017
2044	3,131	2,706	27	2,733	1,101	1,101
2045	3,383	2,924	27	2,951	1,189	1,189
<b>Total '23-'46</b>	<b>34,848</b>	<b>30,116</b>	<b>571</b>	<b>30,687</b>	<b>12,363</b>	<b>12,363</b>
<b>Total '14-'45</b>	<b>41,503</b>					<b>13,511</b>

MDOT - Office of Finance  
18-Aug-17

## MDOT Operating & Capital Expenditures - Statewide History, Program & Forecast





M A R Y L A N D

County Executive Stewart L. Pittman

Office of Transportation

Anne Arundel County Maryland

2664 Riva Road, 3<sup>rd</sup> Floor - MS-6600

Annapolis, MD 21401

410-222-7440

**Samuel D. Snead**

**Director of Transportation**

March 21, 2022

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 2023-2026 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 2023-2026 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 SCOTT, Mayor



DEPARTMENT OF TRANSPORTATION  
Steve Sharkey, Director  
417 E. Fayette Street, 5<sup>th</sup> Floor  
Baltimore, Maryland 21202

April 5, 2022

Mr. Todd R. 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 2023 to FY 2026.

The FY 2023-2028 Six-year Capital Improvement Program was approved by the Baltimore City Planning Commission on March 17, 2022. The Board of Finance review and approval is projected to occur on April 25, 2022. The capital budget for FY 2023-2028 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 2023-2026 Baltimore City TIP. Prior appropriations combined with projected Highway User Revenue, MDT County Transportation Revenue Bond funds, 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 Corren Johnson, Deputy Director, at [Corren.Johnson@baltimorecity.gov](mailto:Corren.Johnson@baltimorecity.gov) should you have any questions or concerns regarding the information provided herein.

Respectfully,

Steve Sharkey  
Director

Cc: Corren Johnson, Deputy Director, BCDOT  
Theo Ngongang, Deputy Director, BCDOT  
Adrea Turner, Chief of Staff, BCDOT  
Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT



JOHN A. OLSZEWSKI, JR.  
*County Executive*

D'Andrea L. Walker  
*Acting Director of Transportation*

April 27, 2022

Mr. Todd Lang, Director  
Transportation Planning  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Re: 2023-2026 Transportation Improvement Program  
Baltimore County Financial Commitment

Dear Mr. Todd Lang:

Baltimore County's portion of the 2023-2026 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://www.baltimorecountymd.gov/departments/executive/budgetmessage/BudgetMessageBookFinalFY23.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](mailto:adaniel@baltimorecountymd.gov).

Sincerely,

*D'Andrea L. Walker*

D'Andrea L. Walker, Director  
Department of Public Works

**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](mailto:ccplanning@carrollcountymd.gov)

**March 21, 2022**

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 2023-2026 Transportation  
Improvement Program (TIP)**

Dear Mr. Lang,

Carroll County's list of projects for the FY 2023-2026 TIP comprises ten (10) projects to replace or rehabilitate County-maintained bridges, culverts and roads as well as a bridge inspection program for County-owned and maintained structures. Six of the of the bridge and culvert projects, including the bridge inspection program, are included as capital projects in both the adopted FY 2022-2027 and current recommended FY 2023-2028 CIP. The additional three (3) are in the current recommended FY 2023-2028 CIP. The other remaining project, Babylon Road bridge over Silver Run, is an "Active Capital Project[s] with Prior Appropriation[s]".

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](mailto:cletnaunchyn@carrollcountymd.gov)).

Sincerely,

Lynda D. Eisenberg, Director  
Department of Planning

cc: Jeff Castonguay, 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

**DEPARTMENT OF PLANNING**  
*Planning for success in Carroll County*

**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE



**JENNY B. JARKOWSKI**  
DIRECTOR OF PLANNING & ZONING

April 7, 2022

Todd Lang  
Director, Transportation Division  
Baltimore Metropolitan Council  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

RE: Harford County's 2023-2026 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2023-2026 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; two projects involve modifying single-lane bridges to allow for two-way traffic. Allowing vehicles to travel across these bridges from either side without waiting eliminates idling and reduces carbon monoxide emissions.

#### Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority ranking will be on a year-to-year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

*MARYLAND'S NEW CENTER OF OPPORTUNITY*

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | [www.harfordcountymd.gov](http://www.harfordcountymd.gov)  
220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

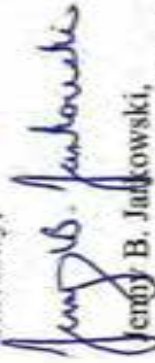
Todd Lang  
Baltimore Metropolitan Council  
April 5, 2022  
Page 2

Financial Reasonableness

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

  
Jerry B. Jatkowski,  
Director of Planning and Zoning

AR/jef

cc: The Honorable Barry Glassman, Harford County Executive  
Joseph J. Siemek, Director, Department of Public Works  
Gary Blazinsky, Administrator, Harford LINK  
David Culver, Deputy Director, Department of Planning and Zoning  
Joel Galihue, 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

[bartner@howardscountymd.gov](mailto:bartner@howardscountymd.gov)  
FAX 410-313-1655  
TDD 410-313-2323

March 21, 2022

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 2023- 2026 TIP are for multiple Bridge Repair and Deck Replacement project 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:

- Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2023
- Project Pages from Howard County Proposed Capital Budget for Fiscal Year 2023.
- CB70-2016 and CR105-2016, approving creation of a Development District in Downtown Columbia as a special taxing district for the development of public improvements.

The pages from the Howard County capital budget are from the proposed capital budget and as of March 21, 2023, the county is in the process of finalizing this document. We will monitor the capital budget projects related to our TIP submissions and if there are any material changes, we will provide an update to BMC.

These documents will be provided via electronic mail correspondence for your review. If you have any questions, please contact David Cookson at (410) 313-3842 or (202) 812-1300.

Sincerely,

Bruce Gartner,  
Administrator

Cc: Lonnie Robbins, Chief Administrative Officer  
Sameer Sidh, Chief of Staff  
Tom Meunier, Director, Howard County Department of Public Works  
Amy Gowen, 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 #23-3**

**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 August 23, 2022 meeting.

8-23-22  
 \_\_\_\_\_  
 Date

  
 \_\_\_\_\_  
 Sam Snead, Chair  
 Baltimore Regional Transportation Board

8/4/22  
 \_\_\_\_\_  
 Date

  
 \_\_\_\_\_  
 Jim Ports, Secretary  
 Maryland Department of Transportation

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
2022 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS**

**BACKGROUND**

*Baltimore Regional Transportation Board*

Under the Fixing America's Surface Transportation Act, known as FAST, 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:

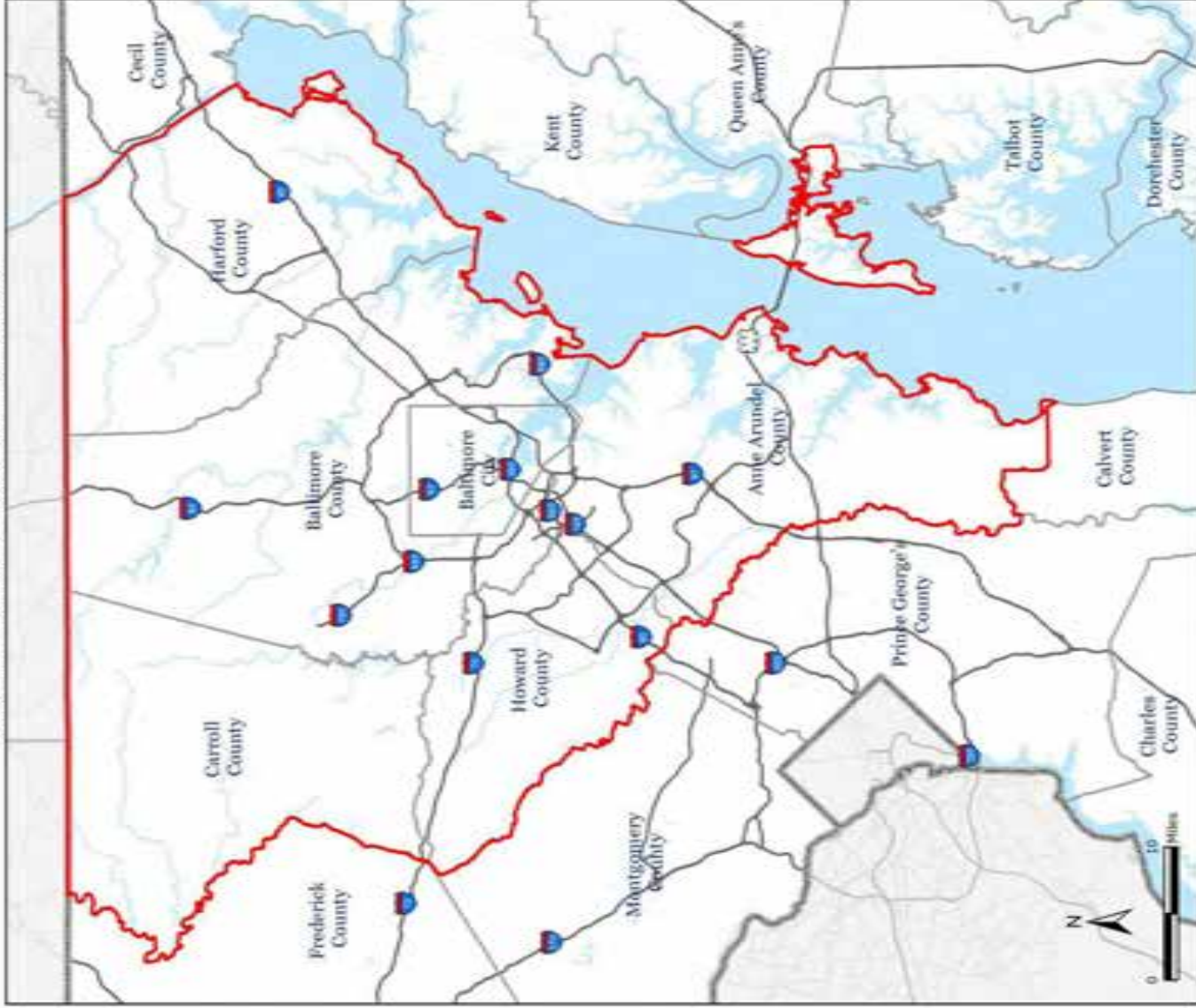
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Congestion Management Process Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

#### *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 for the geographic location of each participating local jurisdiction).

Figure 1 - Baltimore Metropolitan Planning Area



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.

## TRANSPORTATION PLANNING PROCESS

### Federal Planning Factors

The FAST Act and 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 regional goals for the surface transportation system. These goals were updated in FY 2022 to support the LRTP process:

- **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 legislation, known as Moving Ahead for Progress in the 21st Century, or MAP-21, 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**

MAP-21 also 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 safety 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 in June 2017 and updated in February 2019): (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 in January 2021): (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 each January from 2018 through 2022): (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 in May 2018 and updated in October 2020): (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 in June 2018 and updated in October 2020): 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 in October 2018): (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 in October 2018): (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 (LO-TTR)) (adopted in October 2018): (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 in October 2018): ratio of interstate system mileage indicating reliable truck travel times (Truck Travel Time Reliability Index – TTTR)

Chapter 5 of *Mazimize2045* 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 2008 and 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. The effect of failing to attain by the attainment date is that the Baltimore region will be 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 FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the FAST 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 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](http://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).

#### **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. An annual report was presented on May 25, 2021 via BRTB Resolution #21-26. 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.
- For the DBE program, staff have reviewed past participation and established the goal of 26.2 percent for FY 2023. The mailing list of DBE firms is also being updated so that qualified firms can receive RFP notices.
- Management, in conjunction with the staff Equity Working Group, developed an RFP for a review of equity best practices and action steps staff and the BRTB can take to address equity. The BRTB will also do a study on Fees, Fares, and Fines and equity in the region.

### **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.

### **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 following key documents: long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, 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 May 2019, the BRTB approved the 2019 Limited English Proficiency Plan for the Baltimore region (Resolution #19-23).

### **REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS**

The FAST Act 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 2022 - 2023 UPWP in April 2021 and then updated the budget for FY 2023 in April 2022.

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 proposed for FY 2023 transportation planning activities for the Baltimore region, including several new focus areas to address regional issues and concerns, is \$9,111,000.

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 L RTP 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 L RTP, 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 L RTP and the TIP are required by law to be fiscally constrained. In the case of the L RTP, 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 L RTP 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 L RTP, titled *Maximize2045: A Performance-Based Transportation Plan*, in July 2019. Federal agency approval followed in August 2019. The Executive Summary is available in Spanish. The next L RTP, *Resilience 2050: Adapting to the Challenges of Tomorrow*, is in development and is anticipated to be presented to the BRTB in July 2023.

### *Regional Goals, Strategies, and Performance Measures/Targets*

As part of the development of *Maximize2045*, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. 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.

The BRTB adopted updated regional goals and strategies in November 2021 in preparation for the upcoming L RTP, *Resilience 2050*. The goals and strategies released for public comment were similar to those from *Maximize2045*. 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 drafted revisions to the goals and strategies. These revised goals and strategies were approved by the BRTB 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.

#### *Evaluation of Candidate Projects / Fiscal Constraint of Maximize2045*

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied 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.

In addition, MDOT SHA, MDOT MTA, and the jurisdictions provided 2019 cost estimates for these projects. BMC staff applied an inflation factor, consistent with MDOT methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that the YOE estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2045* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Project scoring and cost estimation for *Resilience 2050* is in process.

#### *Maximize2045 Environmental Justice Analysis*

Based on information received at the September 2018 Environmental Justice workshop, BMC staff looked at additional performance measures related to accessibility and mobility as part of the EJ analysis for *Maximize2045*. Staff analyzed these performance measures under two scenarios: (1) 2045 Existing and Committed Scenario, which included all projects that are already in progress or that have committed funds and schedules in the 2020-2023 time frame and (2) 2045 Preferred Alternative Scenario, which included all projects from the Existing and Committed Scenario as well as projects in the *Maximize2045* Preferred Alternative. Staff analyzed the impacts on EJ and non-EJ Transportation Analysis Zones (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 *Maximize2045* showed that the surface transportation investments in the Preferred Alternative should not have disproportionate effects on EJ TAZs.

#### *Maximize2045 Public Outreach and Engagement*

Throughout the 2-year process to develop *Maximize2045*, 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 *Maximize2045* 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.

The BRTB made the draft *Maximize2045* available to the public for review and comment for a 45-day period from May 9 through June 18, 2019. 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 *Maximize2045* online along with a map of projects and advertised in 14 newspapers and online sites. The BRTB addressed public comments in preparing the final version of *Maximize2045*.

### **2023 Regional Long-Range Transportation Plan**

The BRTB has approved a resolution to adopt the next long-range transportation plan by July 2023. The following activities were completed during FY 2022:

- BMC launched public facing websites for *Resilience 2050* on the BMC website and on Public Input. Updates were made throughout the year.
- BMC held 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.
- BMC staff reviewed and recommended updates to the project evaluation criteria. The BRTB approved the updated project scoring methodology in November 2021. Key updates include:
  - 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.
- BMC staff updated 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. BMC staff presented a resolution on the Round 10 forecasts in July 2022, which was adopted.

- **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 continued to communicate with MDOT regarding the updated forecast throughout the remainder of FY 2022. BMC also worked with a consultant team at Kimley-Horn throughout FY 2022 on a local financial forecast. The local financial forecast seeks to identify funds used by local jurisdictions to support operation and system preservation of the roadway infrastructure and their process for predicting future revenues. Kimley-Horn is working to finalizing a tool to forecast local transportation revenues for *Resilience 2050* and future L RTPs.
- BMC staff planned and launched a series of white papers covering a variety of L RTP topics. This was intended to break key L RTP topics into more digestible chunks and to encourage further public engagement surrounding the L RTP during the development of *Resilience 2050*. BMC staff created a Public Input website for the white papers in January 2022. In FY 2022, white papers were released and promoted monthly from February 2022 through June 2022 covering a variety of topics including the project scoring methodology, highway safety, freight, transit, and air quality. BMC staff will continue to publish white papers throughout the remainder of CY 2022 on topics including active transportation, demographic trends, and emerging technologies.
- BMC staff updated chapter text and appendices for *Resilience 2050* that do not require a list of candidate projects throughout FY 2022. This included chapters on goals & strategies, federal requirements, performance based planning and programming, and an appendix reflecting the recently updated (2020) Congestion Management Process.

Upcoming activities in FY 2023 include:

- Mapping, scoring, and cost estimation for candidate projects in July and August 2022.
- Drafting and presenting a proposed preferred alternative to the Technical Committee and BRTB, with approval in fall 2022. This will also include proposed set asides.
- Reviewing and finalizing the financial forecast in summer and fall of 2022.
- Finalizing and laying out chapters for *Resilience 2050*.
- Releasing a draft of *Resilience 2050* in spring 2023, followed by a public comment period, response to comments, and preparation of the final *Resilience 2050* document.

#### **FY 2022-2025 TIP**

The BRTB and its Technical Committee reviewed the projects proposed for the 2023-2026 TIP. This included review by BMC staff for consistency with *Maximize2045*, 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 2023-2026 TIP is approximately \$4.26 billion. Federal funds account for \$2.60 billion of this total, with local and state matching funds accounting for the remaining \$1.66 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 L RTP 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 2023-2026 TIP Financial Considerations*

As noted, the 2023-2026 TIP uses current and available revenue sources listed in the 2022-2027 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 2022-2025 TIP and Performance-Based Planning and Programming*

As required by the IIJA, the 2023-2026 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 2023-2026 TIP Public Outreach and Engagement*

The public review period for the draft FY 2023-2026 TIP and the associated draft Air Quality Conformity Determination took place from June 29 through August 1, 2022. 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.

Due to the COVID-19 pandemic and the need to refrain from in-person meetings, BMC staff held a virtual public meeting on Tuesday, July 26 from 7:00 to 8:00 p.m. A recording of the virtual meeting was made available on the BMC website.

#### ***Air Quality Conformity – Maximize2045 and FY 2023-2026 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 2023-2026 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 2025, 2035, and 2045. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that *Maximize2045* and the FY 2023-2026 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 2023 is 26.2% (approved through Resolution #22-13). 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 13, 2021, the BMC's Baltimore Regional Cooperative Purchasing Committee (BRCPC) co-hosted the 12th 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 128 small and minority business participants and 61 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 MDTA 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](http://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.

While the FAST Act has expired and 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.

#### *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 2023 AREAWIDE PROJECTS AT TIME OF SUBMITTAL - BASED ON THE 2022-2027 CONSOLIDATED TRANSPORTATION PROGRAM**

<b>Jurisdiction</b>	<b>Route</b>	<b>Termini</b>	<b>Description of Improvements</b>
<b>Areawide Transportation Alternatives Projects (60-9903-29)</b>			
Anne Arundel County	WB&A Trail	Patuxent River Bridge	Bicycle/pedestrian bridge
Baltimore City	Various	Inner Harbor	Crosswalks and bicycle wayfinding enhancements
Carroll County	Washington Road	Washington Lane to Kate Wagner Road	Safe Routes to School sidewalks
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
<b>Areawide Environmental Projects (60-9506-38)</b>			
Regional	Various	Various	Landscape installation
Regional	Various	Various	TMDL stream restoration
<b>Areawide Congestion Management Projects (60-9504-04)</b>			
Anne Arundel, Baltimore, and Howard Counties	US 1	Various	Installation of ITS and CAV capable field devices
Regional	N/A	N/A	Development of digital data platform for freight related real-time information
Regional	N/A	N/A	CHART Systems Network Engineering and System Connectivity
Regional	N/A	N/A	CHART Systems Development – operating software upgrades
<b>Areawide Safety and Spot Improvement (60-9508-19)</b>			
Baltimore County	MD 30	At Mount Gilead Road	Geometric improvements
Baltimore County	MD 147	At Joppa Road	Geometric improvements
Carroll County	MD 27	Railroad Avenue/East Main Street Intersection, Westminster	Reconstruction of railroad crossing

Carroll County	MD 140	At Mayberry Road	Geometric improvements
Harford County	MD 24	At MD 755	Geometric improvements
Howard County	MD 103	US 29 to Long Gate Shopping Center Entrance	Geometric improvements
Howard County	US 1	At Guilford Road, Rowanberry Drive, Brewers Court, and Doctor Patel Drive	Pedestrian improvements to facilitate safe crossings
Howard County	I-95	Corridor-wide	Traffic barrier upgrades
Regional	Various	Various	Safety and operations improvements
Regional	Various	Various	Sidewalk/ADA upgrades
<b>Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)</b>			
Baltimore County	I-70	Bridge 0323900	Deck replacement (eastbound) and overlay (westbound)
Howard County	MD 94	Bridge 1309400 over I-70	Bridge rehabilitation
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
<b>Areawide Resurfacing and Rehabilitation Projects (60-9501-11)</b>			
Anne Arundel County	MD 2	South River Bridge to MD 214	Safety and resurfacing
Baltimore County	I-70	Howard County Line to I-695	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
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
13-1406-42	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
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
16-2101-41	Marriottsville Road and I-70 Bridge Improvements	Howard County	2022	Highway Capacity	Roadway Widening
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
63-0803-46	I-795: Dolfield Boulevard Interchange	MDOT SHA	2040	Highway Capacity	New Interchange
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
66-1406-41	US 29: Middle Patuxent River to Seneca Driver – Phase 2	MDOT SHA	2030	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) 2022– FY 2025 Transportation  
Improvement Program (TIP)

Date: 12/20/2021

From: Mr. Kurt Dowden  
Chief of Business Operations

**KURT A  
DOWDEN**

Digitally signed by  
KURT A DOWDEN  
Date: 2021.12.20  
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In Reply Refer To: HFPP-15

To: Division Administrators

The Eastern Federal Lands Highway Division (EFLHD) has developed the attached FY 2022 – FY 2025 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/fltp/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 2022 – FY 2025 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](mailto:Lewis.Grimm@dot.gov).

Attachment

cc:  
State Transportation Planner



**FY2022-FY2025 Transportation Improvement Program**  
Federal Highway Administration  
Eastern Federal Lands Highway Division

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	NAME, ADDRESS, POINT OF CONTACT PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PROPOSED FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDING FROM FY22	AVAILABLE BY	STATUS	CONGRESSIONAL DISTRICT	PLANNED REGION
<b> Maryland - 0010 Projects</b>													
MP 0004 120 020	2022	MD	Anne Arundel	Baltimore Washington Parkway	City/Township Sidewalk and Sign Reprojection from Big Patuxent River Bridge to MD 275	SM	67F	\$ 2,000,000.00	750.00	07/20	In-Progression	MD-03	MP1_NG
MP 0004 0002(0) 0002(0)	2022	MD	Prince Georges and Anne Arundel	Baltimore Washington Parkway	Lighting Improvements on Route 221, Route 10, and US 101 interchange	MSIC	67F	\$ 200,000.00	750.00	01/20	Planned	MD-04	MP1_NG
MP 0004 1210 0100	2022	MD	Anne Arundel	Baltimore Washington Parkway	Improve shoulder areas at 8 locations for vehicles to safely avoid outside of the traffic lanes.	MSIC	67F	\$ 2,000,000.00	750.00	07/20	In-Design	MD-04	MP1_NG
MP 0004 1210 0200	2022	MD	Anne Arundel, Prince Georges	Baltimore Washington Parkway	Bridge Railing and Capstone Replacement Structure Nos. 2024-2029, 2030, & 2031	MSIC	67F	\$ 2,470,000.00	750.00	07/20	Planned	MD-04	MP1_NG
MP 0004 0004 0000(0) 0000(0)	2022	MD	Summit City	PA6 -Masonville Loop (US 20) Wildlife Refuge	Accessibility Type Multiple Trail	MSIC	67AF	\$ 624,000.00	750.00	01/20	Planned	MD-02	PA6_NG
MP 00 01 00 000000	2022	MD	Anne Arundel	St. Michaels Seaboard	Reconstruct bridge, trail and connector road at Rutherford Rd	MSIC	6007	\$ 1,200,000.00	750.00	07/20	Planned	MD-03	X_NA_07H
MP 0004 1210 0100	2024	MD	Anne Arundel	Baltimore Washington Parkway	Improve 7 median crossover areas for improved safety	MSIC	67F	\$ 4,000,000.00	750.00	07/20	Planned	MD-04	MP1_NG

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	NAME, ADDRESS, POINT OF CONTACT PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PROPOSED FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDING FROM FY22	AVAILABLE BY	STATUS	CONGRESSIONAL DISTRICT	PLANNED REGION
<b> Maryland - 01000 Projects</b>													
MP 01 00 00 000000	2024	MD	Highway	Chesapeake & Ohio Canal National Historical Park	Improve Maryland Trail and Fox Paw Tunnel	MSIC	67AF	\$	750.00	07/20	Planned	MD-06	MP1_NG
MP 0100 0000 0000(0) 0000(0)	2024	MD	Washington, Montgomery, Prince Georges	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 1020-2021, 2022F and 2023F	MSIC	67F	\$ 1,000,000.00	750.00	07/20	In-Design	MD-03-05	MP1_NG

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	NAME, ADDRESS, POINT OF CONTACT PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PROPOSED FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDING FROM FY22	AVAILABLE BY	STATUS	CONGRESSIONAL DISTRICT	PLANNED REGION
<b> Maryland - 02000 Projects</b>													
MP 02 00 00 000000	2021	MD	Washington	National Park Service / Chesapeake & Ohio Canal National Historical Park	Rehabilitating 210 footwalk and assembly along MD-65 and MD-88 in the town of Millersport, MD	SM	67AF	\$ 1,754,500.00	750.00	05/20	In-Design	MD-06	MP1_NG
MP 0200 0000 0000(0) 0000(0)	2023	MD	Washington	Antietam National Battlefield	Finalized procurement of various roads and trail work at Burnside Bridge	SM	67F	\$ 3,000,000.00	750.00	07/20	In-Design	MD-06	MP1_NG
MP 0200 0000 0000(0) 0000(0)	2023	MD	Washington, Montgomery, Prince Georges	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 1020-2021, 2022F and 2023F	MSIC	67F	\$ 1,000,000.00	750.00	07/20	In-Design	MD-03-05	MP1_NG

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	NAME, ADDRESS, POINT OF CONTACT PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PROPOSED FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDING FROM FY22	AVAILABLE BY	STATUS	CONGRESSIONAL DISTRICT	PLANNED REGION
<b> Maryland - 0300 Projects</b>													
MP 03 00 00 000000 0000 0000	2022	MD	Montgomery	Chesapeake & Ohio Canal National Historical Park	Repair sign/damage on State Falls Overlook Road & at Swains Lock Parking Area	MSIC	6002	\$ 174,000.00	750.00	07/20	In-Design	MD-06	MP1_NG
MP 0300 0000 0000(0) 0000(0)	2022	MD	Prince Georges and Anne Arundel	Baltimore Washington Parkway	Lighting Improvements on Route 221, Route 10, and US 101 interchange	MSIC	67F	\$ 200,000.00	750.00	01/20	Planned	MD-04	MP1_NG
MP 0300 0000 0000(0) 0000(0)	2022	MD	Washington, Montgomery, Prince Georges	Chesapeake & Ohio Canal National Historical Park	Repair/Rehabilitate bridges 1020-2021, 2022F and 2023F	MSIC	67F	\$ 1,000,000.00	750.00	07/20	In-Design	MD-03-05	MP1_NG
MP 0300F 000	2023	MD	Montgomery County	Palvo	Install capstone structure 2020-204	MSIC	67F	\$ 4,000,000.00	750.00	07/20	Planned	MD-06	MP1_NG
MP 0300 120 020	2023	MD	Prince Georges	Baltimore Washington Parkway	Lighting Improvements	MSIC	67AF	\$ 200,000.00	750.00	07/20	In-Design	MD-03	MP1_NG
MP 0300 1200	2023	MD	Prince Georges	Patuxent Research Refuge	Reconstruct Frontier Hill Road from South Boundary to MD Route 101	SM	67F	\$ 1,771,000.00	750.00	07/20	In-Progression	MD-04	PA6_NG
MP 03 00 00 0000 010	2023	MD	Prince Georges	N/A	Rehabilitate Seaboard LVC Bridge over B of Parkway	MSIC	6004B	\$ 4,000,000.00	Other	07/20	In-Design	MD-04	X_NA_07H
MP 0300 0000 0000(0) 0000(0)	2023	MD	Frederick	Catoctin Mountain Park	Repair RT 11 Section 2 Parallel Overhead Rd	MSIC_006	67F	\$ 3,000,000.00	750.00	07/20	In-Design	MD-06	MP1_NG
MP 0300 0000 0000(0) 0000(0)	2023	MD	Prince Georges	National Capital Parks East	Improve Hill Access Road & Loop Road reconstruction	SM	6004B	\$ 470,000.00	750.00	07/20	In-Design	MD-04	MP1_NG

Highlighted Projects in multiple MPOs

# APPENDIX F

## FY 2022-2025 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

## Summary of 2022 – 2025 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1203-65	Kirk Bus Facility Replacement – Phases 1 & 2	MDOT Maryland Transit Administration	This amendment revises funding in Sections 5307 and 5339 in FY 2022. The change in funding is due to projects originally included on the MDOT MTA grant application not being eligible for 100% federal funding under Section 5339. This resulted in MDOT MTA having to substitute Section 5339 funding for Section 5307 funding. Section 5307 decreases by \$1.532 million in FY 2022 (\$1.226 million federal/\$0.306 million matching). Section 5339 increases by \$6.04 million in FY 2022 (\$4.832 million federal/\$1.208 million matching). The Estimated Total Cost remains the same at \$153.0 million.	Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight. Phase 1 completed; Phase 2 year of completion - May 2021.  <b>Conformity Status:</b> Exempt	Resolution #22-4: 8/24/2021
40-1502-69	Seniors and Individuals with Disabilities	MDOT Maryland Transit Administration	This administrative modification increases Section 5310 federal funds for capital assistance in FY 2022 in the amount of \$464,000 to provide continued capital and operating assistance. Additionally, the Federal Transit Administration is not requiring a local match for FY 2022 awards to non-profit organizations. Therefore, \$1.31 million of matching funds are removed from FY 2022. The estimated total cost for the Seniors and Individuals with Disabilities Program decreases \$846,000. The estimated total cost is now \$8.514 million.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 9/10/2021

12-1706-11	MLK Boulevard and Howard Street Intersection Improvements	Baltimore City	<p>This administrative modification updates the program funds category from Surface Transportation Block Grant (STBG) to National Highway Performance Program (NHPP). Because this project is on the National Highway System, MDOT SHA has recommended use of NHPP funds in place of STBG funds for this project.</p> <p>There were no changes to the actual funding. Therefore the estimated total cost for the MLK Boulevard and Howard Street Intersection Improvements remains the same at \$6.500 million.</p>	<p>Martin Luther King Jr. Boulevard and Howard Street intersection improvements will include roadway pavement rehabilitation and realignment, pedestrian ramp modifications, storm water drainage, stormwater management, signals, signing, roadway markings, street lighting and landscaping within the project limits. Engineering funds through NEPA approval were authorized in FY 2020. Engineering funds to complete final design were authorized in FY 2021.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 9/28/2021
16-2201-13	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	Howard County	<p>This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to allow MDOT-SHA to prepare and finalize NEPA documents for approval. Funding for this project includes \$900,000 for engineering (\$720,000 federal/\$180,000 match) in FY 2022 and FY 2023 and \$2,000,000 for construction (\$1,600,000 federal/\$400,000 match) in FY 2024. The total estimated cost of the project is \$2.90 million.</p>	<p>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.</p> <p><b>Conformity Status:</b> Exempt</p>	Resolution #22-8 12/28/2021
14-2201-13	Patapsco Road Bridge over East Branch Patapsco River	Carroll County	<p>This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$603,000 for engineering (\$482,000 federal/\$121,000 match) in FY 2023 and \$1,266,000 for construction (\$1,013,000 federal/\$253,000 match) in FY 2024. The total estimated cost of the project is \$1.869 million.</p>	<p>This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes, which is slightly wider than the existing structure. The replacement structure type, geometry, and lane use configuration will be determined during initial design.</p> <p><b>Conformity Status:</b> Exempt</p>	Resolution #22-8 12/28/2021
14-2202-13	Upper Beckleysville Road Bridge over Murphy Run	Carroll County	<p>This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$580,000 for engineering (\$464,000 federal/\$116,000 match) in FY 2023 and \$905,000 for construction (\$724,000 federal/\$181,000 match) in FY 2024. The total estimated cost of the project is \$1.485 million.</p>	<p>This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes to match the existing approach roadway. The replacement structure type, geometry, and lane use configuration will be determined during initial design.</p> <p><b>Conformity Status:</b> Exempt</p>	Resolution #22-8 12/28/2021

12-1205-12	Central Avenue – Phase II	Baltimore City	<p>This amendment adds a new project to the FY 2022-2025 TIP. This project was originally listed in the FY 2016-2019 TIP. The City desires to modify the striping plan to provide better bicycle facilities and increased pedestrian safety/comfort by lowering vehicular speeds. Inclusion of this project in the TIP is necessary to prepare and finalized NEPA documents. Funding for this project includes \$750,000 for construction (\$600,000 federal/\$150,000 match) in FY 2022. The total estimated cost of the project is \$53.451 million.</p>	<p>This project will provide protected bicycle facilities on the Central Avenue Reconstruction Phase II project between Baltimore Street and Fleet. Work for this project will include pavement markings, vertical elements for delineating and protecting the bicycle facilities, upgraded crosswalks, and traffic signal modifications. The project will amend the lane configurations in the original Phase II project between Fleet Street and Baltimore Street, by reducing the typical section from 5 travel lanes to 3 travel lanes, or 4 through lanes to 2 through lanes. This segment represents 0.44 miles of the 0.64 mile long project.</p> <p>Funding for Engineering was authorized in FY 2013</p> <p><b>Conformity Status:</b> Exempt</p>	Resolution #22-9 1/21/2022
63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	MDOT SHA	<p>This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to provide system preservation for 10 bridge decks at the I-95/I-695 interchange and to upgrade parapets to meet current safety criteria. Funding for this project includes \$1,970,000 for engineering (\$1,870,000 federal/\$100,000 match) in FY 2022 - FY 2024 and \$25,000,000 for construction (\$23,750,000 federal/\$1,250,000 match) in FY 2023 – FY 2024. The total estimated cost of the project is \$27.2 million.</p>	<p>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 &amp; G, I-695 Ramp C over I-95 Ramp G, SB I-95 &amp; Ramp D over Sulphur Spring Road and NB I-95 &amp; Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements.</p> <p>MDOT SHA to use toll credits to increase federal funding to 95 percent.</p> <p><b>Conformity Status:</b> Exempt</p>	Resolution #22-9 1/21/2022
11-1208-13	Harwood Road over Stocketts Run	Anne Arundel County	<p>This administrative modification increases the construction cost \$345,000 in FY 2022 from \$2,515,000 to \$2,860,000. This includes an increase in federal funding from \$1,507,000 to \$1,978,000 and a decrease in matching funds from \$1,008,000 to \$883,000. The increase in cost is a result of construction material cost increases. The Estimated Total Cost of the project has a corresponding increase from \$3,292,000 to \$3,637,000.</p>	<p>This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds were included in the FY 2014-2017 TIP. FY 2022 engineering funds are to complete final design.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/07/2022



60-9310-13	Areawide Bridge Replacement and Rehabilitation	MDOT SHA	This administrative modification shifts \$2.0 million in NHPP and state matching funds from FY 2022 Construction to FY 2022 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$245.0 million.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 1/07/2022
60-9501-11	Areawide Resurfacing and Rehabilitation	MDOT SHA	This administrative modification shifts \$200,000 in STBG and state matching funds from FY 2022 Right of Way to FY 2022 Engineering funds (\$160,000 federal/\$40,000 matching). Additionally, \$4.0 million in Construction funds shift from STBG in FY 2023 to NHPP in FY 2023. This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$349,650,000.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 1/07/2022
60-9504-04	Areawide Congestion Management	MDOT SHA	This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2024 and FY 2025 Other to FY 2022 Other (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$103.975 million.	This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.  <b>Conformity Status:</b> Exempt	Admin Mod: 1/07/2022
60-9506-38	Areawide Environmental Projects	MDOT SHA	This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2022 and FY 2023 Construction to FY 2022 and FY 2023 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$92.15 million.	This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities.  <b>Conformity Status:</b> Exempt	Admin Mod: 1/07/2022

60-9508-19	Areawide Safety and Spot Improvements	MDOT SHA	<p>This administrative modification shifts \$1.0 million in HSIP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Engineering (\$960,000 federal funding/\$40,000 matching). Also shifts \$200,000 in HISP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Right of Way (\$160,000 federal funding/\$40,000 matching). Additionally shifts, \$2.0 million in NHPP and state matching funds from FY 2022-2023 Construction to FY 2022-2023 Engineering (\$1.6 million federal funds/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$225.925 million.</p>	<p>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.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/07/2022
60-9903-29	Areawide Transportation Alternatives Program	MDOT SHA	<p>This administrative modification shifts \$2.0 million in TA and state matching funds from FY 2024 and FY 2025 Construction to FY 2022 Construction (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to provide adequate funding for the MDOT MTA Transportation Alternatives Program Grants. The Estimated Total Cost remains unchanged at \$28.6 million.</p>	<p>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.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/07/2022
63-1802-41	I-695: I-70 to MD 43	MDOT SHA	<p>This administrative modification shifts \$19.46 million in NHPP funds in FY 2022 and FY 2023 Construction to NHFP funds in FY 2022 and FY 2023 Construction. (\$19.46 federal/\$540,000 matching). This shift in funds reflects MDOT SHA's addition of this project to the state's Freight Financial Plan. The Estimated Total Cost remains unchanged at \$181.101 million.</p>	<p>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. In previous TIPs, this project also included the reconfiguration of the I-695 and I-70 interchange. The interchange is now a standalone project with TIP ID #63-2201-12.</p> <p>This project primarily uses federal funding due to toll credits.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/07/2022

11-2102-41	MD 2: US 50 to Baltimore Annapolis Boulevard	Anne Arundel County	This administrative modification, in accordance with an MOU between MDOT SHA and Anne Arundel County to advance roadway projects along MDOT SHA roads, shifts funding sources from 100% local funding to a combination of federal NHPP, state and local funding for engineering (\$320,000 federal/\$216,000 match) in FY 2022 and (\$440,000 federal/\$280,000 match) in FY 2023. The Estimated Total Cost of the project remains the same at \$16,503,000.	This project will evaluate capacity and safety improvements along MD 2 between US 50 and Baltimore Annapolis Boulevard near the Arnold Post Office. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will not take the project past the 30% design milestone. Anne Arundel County is contributing \$456,000 for engineering in FY 2022 and FY 2023.  <b>Conformity Status:</b> Exempt	Admin Mod 2/04/2022
11-2103-41	MD 3: Saint Stephens Church Road to MD 175	Anne Arundel County	This administrative modification, in accordance with an MOU between MDOT SHA and Anne Arundel County to advance roadway projects along MDOT SHA roads, shifts funding sources from 100% local funding to a combination of federal NHPP, state and local funding for engineering (\$256,000 federal/\$277,000 match) in FY 2022 and (\$352,000 federal/\$384,000 match) in FY 2023. The Estimated Total Cost of the project remains the same at \$21,835,000.	This project will evaluate capacity and safety improvements along MD 3 between Saint Stephens Church Road and MD 175, Millersville Road. Bicycle and pedestrian facilities will be provided where appropriate. The estimated total cost is preliminary and will be refined in the future as the study progresses. Engineering funds will not take the project past the 30% design milestone. Anne Arundel County is contributing \$629,000 for engineering in FY 2022 and FY 2023.  <b>Conformity Status:</b> Exempt	Admin Mod 2/04/2022
15-1501-13	Stafford Road Bridge #24 over Deer Creek	Harford County	This administrative modification increases construction costs in FY 2022, per MDOT SHA request, as a result of recent escalating material costs (\$280,000 federal/\$70,000 matching). The Estimated Total Cost of the project increases to from \$3,100,000 to \$3,450,000.	This project includes replacement of the entire bridge superstructure including the bridge deck and steel beams. The current sufficiency rating is 52.3. A four foot shoulder is planned on the east side of the bridge.  Engineering funds were included in FY 2018. Additional engineering funds were included in FY 2020 to account for a design change from a deck replacement to a replacement of the entire superstructure.  <b>Conformity Status:</b> Exempt	Admin Mod 2/04/2022
63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	MDOT SHA	This administrative modification reflects an addition of \$1,250,000 in federal construction funding in the FY 2023 (\$1.0 million) and FY 2024 (\$250,000) to the FY 2022-FY 2025 TIP. This additional federal funding reflects MDOT SHAs use of federal funding for overhead costs associated with this project's construction phase. The Estimated Total Cost of this project has a corresponding increase of \$1.25 million bringing the Estimated Total Cost to \$28,450,000.	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.  <b>Conformity Status:</b> Exempt	Admin Mod 2/04/2022

12-2007-11	Freemont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	Baltimore City	This administrative modification increases Surface Transportation Block Grant funds for Engineering by \$200,000 (\$160,000 federal/\$40,000 match) in FY 2022. This increase is necessary to address scope changes including the addition of curb bumpouts, additional test pits for storm drain, and signal warrant analysis. The Estimated Total Cost of the project has a corresponding \$200,000 increase from \$7,070,000 to \$7,270,000.	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. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.07 million to \$7.27 to reflect the actual costs of preliminary design and proposed final design costs.  <b>Conformity Status:</b> Exempt	Admin Mod 3/04/2022
12-2010-11	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	Baltimore City	This administrative modification increases NHPP funds for Engineering by \$300,000 (\$240,000 federal/\$60,000 match) in FY 2022. This increase is necessary to address scope changes including geometric modifications, sidewalk and curb and gutter modifications, additional crosswalks, and additional base repair. The Estimated Total Cost of the project has a corresponding \$300,000 increase from \$7,624,000 to \$7,924,000.	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. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.624 million to \$7.924 million based on the actual costs of preliminary design and the proposed costs of final design.  <b>Conformity Status:</b> Exempt	Admin Mod 3/04/2022
13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	Baltimore County	This administrative modification shifts \$600,000 (\$480,000 federal/\$120,000 matching) of STBG funds for engineering from FY 2023 to FY 2022. The shift in funds is necessary due to the continued deteriorating structural condition of the bridge which has been closed to traffic as a result of the deterioration. The Estimated Total Cost of this project has not changed and remains \$2,600,000.	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 engineering.  <b>Conformity Status:</b> Exempt	Admin Mod 4/11/2022

63-2202-13	I-95/I-695 Interchange Bridge Deck Replacement	MDOT SHA	This administrative modification increases NHPP funds for Construction by \$4.128 million (federal \$3.928 million/\$200,000 match) in FY 2023 and 2024. The increase is necessary as a result of higher than expected construction costs due to escalating material costs. The Estimated Total Cost of this project has a corresponding increase of \$4.128 million bringing the Estimated Total Cost to \$32,578,000.	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.  <b>Conformity Status:</b> Exempt	Admin Mod 4/11/2022
64-2201-13	MD 91: Bridge Replacement over North Branch of Patapsco River and MD Midland Railroad	MDOT SHA	This amendment adds a new project to the FY 2022-2025 TIP. The existing bridges are nearing the end of their lifespan and need to be replaced before they deteriorate into poor condition. Funding for this project includes \$10.475 million of STBG funds for construction (\$9.975 federal/\$500,000 match) in FY 2023-2024, \$788,000 in federal funds for engineering in FY 2022-2023, and \$74,000 in state funds for Right of Way acquisition in FY 2022-2025. The total estimated cost of the project is \$11.347 million.	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.  A 5% overhead increase has been added to federal funding flows for each project phase.  <b>Conformity Status:</b> Exempt	Resolution #22-11 4/26/2022
40-9502-05	Small Urban Transit Systems – Capital Assistance	MDOT MTA	This administrative modification increases Section 5339 funds by \$745,000 (\$596,000 federal/\$149,000 matching) in FY 2023. This increase in funds will provide capital assistance and enable locally operated transportation systems to meet local service needs. The Estimated Total Cost of this project increases from \$4.066 million to \$4.811 million.	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 minivan replacement, 2 heavy duty bus replacements, and continued preventative maintenance.  <b>Conformity Status:</b> Exempt	Admin Mod 5/06/2022
40-1602-05	Urban Transit Systems – Capital Assistance	MDOT MTA	This administrative modification increases Section 5307 funds by \$659,000 (\$527,000 federal/\$132,000 matching) in FY 2023 and Section 5339 funds by \$250,000 (\$200,000 federal/\$50,000 matching) in FY 2023. This increase in funds will provide capital assistance for Harford County locally operated transportation systems in order to meet local service needs. The Estimated Total Cost of this project increases from \$4.401 million to \$5.310 million.	Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include a heavy duty bus replacement, continued preventative maintenance, and 4 small bus replacements.  <b>Conformity Status:</b> Exempt	Admin Mod 5/06/2022

40-9501-05	Rural Transit Systems – Capital Assistance	MDOT MTA	This amendment revises funding in Section 5339 for FY 2023. The change in funding adds \$1.264 million (\$1.011 million federal/\$252,869) to provide continued capital assistance which will enable rural transit systems throughout the region to operate in order to meet local demand. The total estimated cost of the project increased from \$244,000 to \$1.507 million.	Capital assistance to small transit systems located throughout the Baltimore region to purchase vehicles, equipment and facilities. Baltimore region transit systems include Anne Arundel County and Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit). The planned purchases are heavy duty and small bus replacements as well as expansions to small cutaway and medium buses.  <b>Conformity Status: Exempt</b>	Resolution #22-14 5/24/2022
12-2201-64	RAISE Transit Priority Project	Baltimore City	This administrative modification increases STBG funds for Engineering in FY 2022 by \$250,000 (\$200,000 federal/\$50,000 matching). This increase in funds is necessary to reflect the actual \$1.0 million grant amount awarded to MDOT MTA with the actual engineering costs. The Estimated Total Cost of this project increases from \$12.6 million to \$12.85 million. This administrative modification also changes the project name as a result of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant.	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.  <b>Conformity Status: Exempt</b>	Admin Mod 6/21/2022
12-1403-13	Wilkins Avenue Bridge over Gwynns Falls	Baltimore City	This administrative modification revises the funding source from STBG funds for Construction in FY 2022 to NHPP funds for Construction in FY 2022. Since Wilkins Avenue is on the Expanded National Highway System, MDOT requested the change in funds. The Year of Operation is also revised from 2024 to 2025. The Estimated Total Cost of this project remains the same at \$14.8 million.	This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.  Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.  <b>Conformity Status: Exempt</b>	Admin Mod 8/05/2022

# APPENDIX G

## PUBLIC PARTICIPATION

**INVESTING IN THE REGION'S FUTURE** 

The Baltimore Regional Transportation Board (BRTB) has a

**\$4.26 BILLION**  
**TRANSPORTATION PLAN**

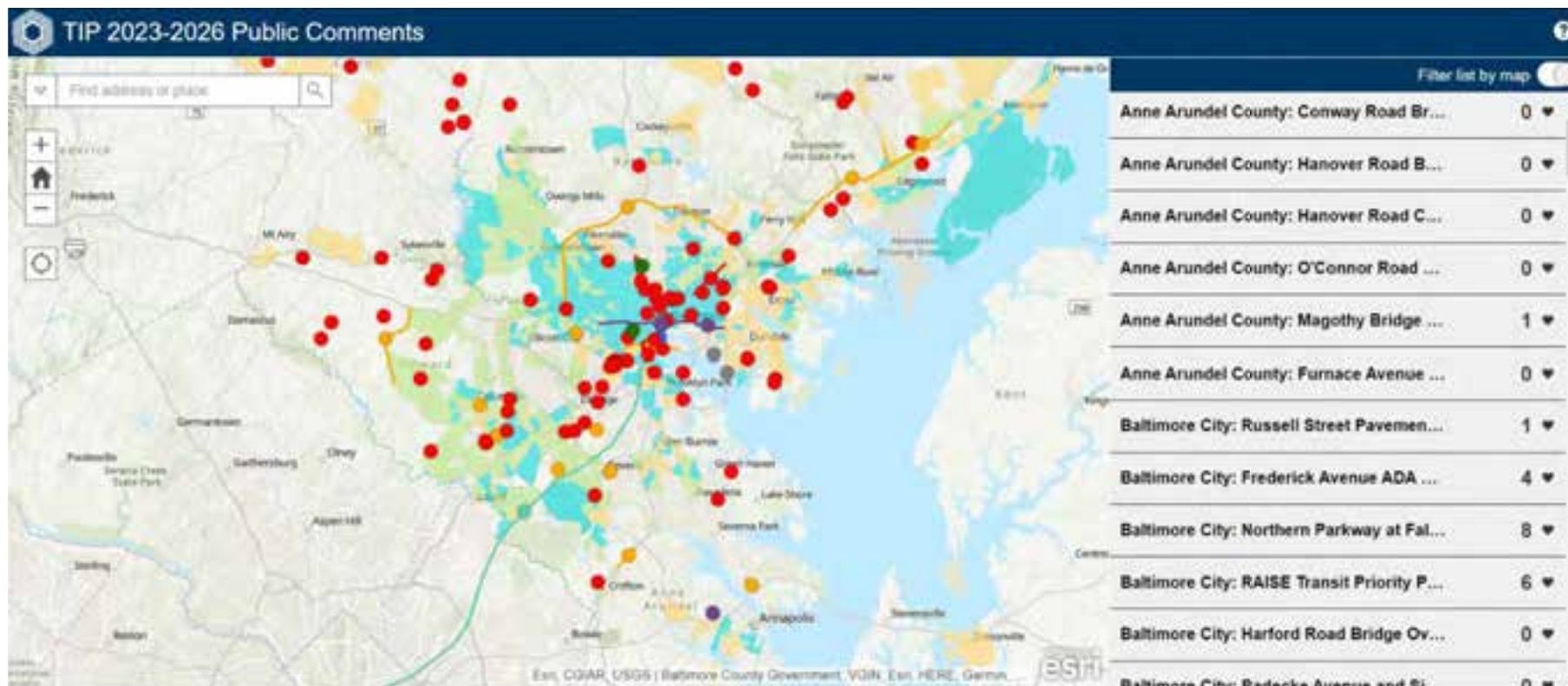
for the region and we want to know what you think!

LEARN MORE ON **JULY 26** OR VISIT **BALTOMETRO.ORG**



The flyer features a green border and a stylized illustration at the bottom showing a blue road with white dashed lines curving through a landscape with green hills and white buildings. Small icons of a car and a bus are placed along the road.

## INTERACTIVE MAP



<https://bmc.maps.arcgis.com/apps/CrowdsourcingPolling/index.html?appid=fab3c29ea3c24d2c949b2d31c2dd9897>



## STORY MAP



<https://storymaps.arcgis.com/stories/042b874b71ab40a58ca1ea8bfab56f9f>

Ballwin, Missouri, Class I, 2023-2026 Transportation Improvement Program and Air Quality Conformity

# TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY CONFORMITY DETERMINATION



**2023-2026 Transportation Improvement Program and Air Quality Conformity**

The Ballwin Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Ballwin region, seeks comments from the public through **Monday, August 14** for the Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

The TIP includes a proposed listing of federal, state, and local roads, as well as rail service, for highway, transit, transit and pedestrian projects during the next four years. The listing also includes planning, operating and expanding the transportation system. The TIP also identifies recommendations from the long-range transportation plan (LRTP) and a short-term program of improvements. The LRTP identifies transportation investments for the 20-year period for the time frame of the TIP. The program comes from the conceptual list for transportation projects they will be TIP which allows funding to look over with funding status.

The TIP is also a "look list" of projects for which road for transportation investments. It is hoped that projects listed in the TIP will not exceed the funds available over the next four years. The TIP is also expected to be of identifying these funds necessary to meet the transportation and operating needs.

These investments are being developed to be presented to the public **Tuesday, July 26 at 7 p.m.** for a virtual public meeting and comment session. **8:00 p.m.** Register below.

-  Heidi Koenig, Air Quality Planner
-  Heidi Koenig, Transportation Planner



Ballwin, Missouri, Class I, 2023-2026 Transportation Improvement Program and Air Quality Conformity

**Back to TIP** | **Air Quality Conformity** | **Share Your Thoughts**

The Ballwin Regional Transportation Board (BRTB) is seeking input on proposed transportation projects including funding in the near term. It includes **\$4.28 billion** in proposed funding (state, state, state and federal) for highways, transit, transit and pedestrian projects during the next four years. The funding plan is based on the long-range transportation plan (LRTP) and a short-term program of improvements. The LRTP identifies transportation investments for the 20-year period for the time frame of the TIP. The program comes from the conceptual list for transportation projects they will be TIP which allows funding to look over with funding status.

The TIP is also a "look list" of projects for which road for transportation investments. It is hoped that projects listed in the TIP will not exceed the funds available over the next four years. The TIP is also expected to be of identifying these funds necessary to meet the transportation and operating needs.

These investments are being developed to be presented to the public **Tuesday, July 26 at 7 p.m.** for a virtual public meeting and comment session. **8:00 p.m.** Register below.

**Call for Projects**  
 While the TIP is publicly required to be completed at least every five years, the BRTB currently updates the TIP annually. If January of every year for BRTB includes a call for projects for the TIP, including road and other projects.

**Comments Received**  
 Preparation of the planning process under transportation air quality conformity. The BRTB will receive all comments by **Monday, June 26 through Monday, August 1, 2023**.

**Background for comments**  
 The BRTB will provide all public comments, receive and reply to them, sharing that information with transportation stakeholders.




ADVERTISEMENTS



**INVESTING IN THE REGION'S FUTURE**

The Baltimore Regional Transportation Board (BRTB) has a **\$4.26 Billion** Transportation Plan for the region and we want to know what you think!

Learn more at **BALTOMETRO.ORG**

**VIRTUAL PUBLIC MEETING**  
Tue, July 26 at 7:00pm

**BRTB**



**BRTB**

**INVESTING IN THE REGION'S FUTURE**

The Baltimore Regional Transportation Board (BRTB) has a **\$4.26 BILLION** TRANSPORTATION PLAN for the region and we want to know what you think!

LEARN MORE ON **JULY 26** OR VISIT **BALTOMETRO.ORG**



**INVIRTIENDO EN EL FUTURO DE LA REGIÓN**

La Junta Directiva del Transporte Regional de Baltimore (BRTB) tiene un plan de **\$4.26 Billones** para el transporte de la región y nosotros queremos conocer lo que usted piensa!

**REÚNETE VIRTUALMENTE CON NOSOTROS**  
Martes, 26 de Julio a las 7:00PM

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**BRTB**



**BRTB**

**INVESTING IN THE REGION'S FUTURE**

The Baltimore Regional Transportation Board (BRTB) has a \$4.26 Billion transportation plan for the region and we want to know what you think! Join us for a virtual public meeting or send us your comments through until Monday, August 1.

**JOIN US VIRTUALLY**  
Tue, July 26 at 7:00pm

LEARN MORE AT **BALTOMETRO.ORG**

NOTICE TO INTERESTED PARTIES

<https://publicinput.com/S852571>

<https://publicinput.com/A273568>

<https://publicinput.com/P280826>

# PRESS RELEASE



**BALTIMORE, MD (Wednesday, June 29, 2022)** – The Baltimore Regional Transportation Board (BRTB) has launched a draft of its 2023-2026 Transportation Improvement Program (TIP), which includes \$4.26 billion in proposed funding for highway, transit, bicycle and pedestrian projects over the next four years. Members of the public are invited to review and comment on the draft between now and August 1.

As the metropolitan planning organization for the Baltimore region, the BRTB releases an annual TIP to help coordinate investments in transportation development throughout Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne's Counties, as well as Baltimore City. This year's draft TIP includes 132 projects, 7 of which are new.

Highlights include:

- **Anne Arundel County** is dedicating nearly \$16 million to funding for a multi-modal Transportation Center at the Westfield Annapolis Mall in Parole to serve local and regional bus service, with potential future connectivity to modes such as bikeshare, carshare and ride hailing services.
- **Baltimore City**, in partnership with the state of Maryland, is investing \$50 million in a RAISE Transit Priority Project (formerly the East-West Priority Bus Corridor), which will facilitate more efficient transit trips, improve multi-modal connections, address safety issues and help reduce emissions.
- **Howard County** is continuing a \$24 million project to expand Snowden River Parkway from Broken Land Parkway to Oakland Mills Road, adding third lanes in each direction and shared-use paths to encourage transportation alternatives.
- **Baltimore, Carroll and Harford Counties** are dedicating funding for bridge improvement projects, including: I-695 & Putty Hill Ave, I-695 & I-95 and US 40 & Gunpowder Falls (Baltimore); US 1 & Tollgate and Abingdon Road & CSX Railroad (Harford); and MD91 & Patapsco River North Branch and Gaither Road & Patapsco River South Branch (Carroll).

1000 Whelan Way | Suite 300 | Baltimore, MD 21206 | T (410) 733-0000 F (410) 733-8288 [\[ANNE ARUNDEL COUNTY\]\(#\) | \[BALTIMORE CITY\]\(#\) | \[BALTIMORE COUNTY\]\(#\) | \[CARROLL COUNTY\]\(#\) | \[HARFORD COUNTY\]\(#\) | \[HOWARD COUNTY\]\(#\) | \[QUEEN ANNE'S COUNTY\]\(#\)](mailto:Wbaltimore@mg</a></p></div><div data-bbox=)

## GLOSSARY OF ACRONYMS AND TRANSPORTATION PLANNING TERMS

August 2022

- **MDOT SHA** is dedicating \$180.2 million to reconstruct the interchange of I-695 at I-70 to improve safety and capacity. MDOT SHA is also dedicating \$133 million to widen I-695 from US 40 to MD 144 to improve safety and capacity.
- **The Maryland Port Administration** is partnering with CSX to reconstruct the 125-year-old Howard Street Tunnel in order to create double-stack rail access to and from the Port of Baltimore. Adjustments to several other bridges in Baltimore City are also included.
- **The Maryland Transportation Authority** is continuing a \$1.1 billion project in Baltimore and Harford Counties adding two additional Express Toll Lanes on I-95 from north of MD 43 to north of MD 24. This project is funded with toll revenues.

Returning this year is an [interactive project map](#), where anyone can view and directly comment on specific projects. The Baltimore Metropolitan Council, the BRTB's parent organization, also created a [story map](#) to help folks more easily learn about the development of this year's TIP.

Find the draft 2023-2026 TIP by [clicking here](#). For more a more detailed overview of each project sorted by sponsor, click: [Anne Arundel County](#) | [Baltimore City](#) | [Baltimore County](#) | [Carroll County](#) | [Harford County](#) | [Howard County](#) | [Maryland Port Administration](#) | [Maryland Transportation Authority](#) | [MDOT MTA](#) | [MDOT SHA](#).

Comments on the overall plan will be accepted through [PublicInput](#), by email at [2023-2026TIP@publicinput.com](mailto:2023-2026TIP@publicinput.com), or through social media using #BRTBlistens. Check online for a full list of ways to submit comment. Members of the public are also welcome to join us for a virtual town hall meeting on July 26 at 7 p.m.



[ANNE ARUNDEL COUNTY](#) | [BALTIMORE CITY](#) | [BALTIMORE COUNTY](#) | [CARROLL COUNTY](#) | [HARFORD COUNTY](#) | [HOWARD COUNTY](#) | [QUEEN ANNE'S COUNTY](#)

COMMENTS

[www.baltometro.org/sites/default/files/bmc\\_documents/general/transportation/tip/23-26/23-26TIP\\_Comments.pdf](http://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/23-26/23-26TIP_Comments.pdf)



The Metropolitan Planning Organization for the Baltimore Region

Public Comments on 2023-2026 Transportation Improvement Program (TIP) and Air Quality Conformity Determination



BRAN SEEL bran.seel@gmail.com

I know you will ignore this feedback, like you have many times in the past, so I am not going to put real effort into this message because I need to keep negativity out of my life. But how on earth, in the year 2022, are you still putting so much of the budget toward additional today's capacity for mostly single occupant vehicles, instead of for mass transit, or low carbon options like walking or biking facilities. We are just going to let the world burn, aren't we?

ROLY SIOGREN roly@roly.com

It's shocking how few projects in this plan have anything to do with transit, and the amount of money allocated to improving already clogged expressway corridors is simply appalling.

The I-695/I-70 interchange does not need to be re-built, to the tune of hundreds of millions of dollars. The Beltway will have traffic jams no matter how wide you make it.

The only thing that might possibly make a difference on the Beltway is if you built a fast, convenient transit option paralleling it, with parking lots at each stop. I drive on the Beltway every day from Pikesville to statestoppe, in order to catch the MARC train to D.C. to my job. If there were ANY transit option to do this, even if it took somewhat longer, I would take it, but there is none, zero.

Another main cause of congestion on the Beltway is actually the non-enforcement of the speed limit (speed cameras please!), so there are bumper-benders which tie up traffic almost on a daily basis - because literally EVERYONE on the Beltway is driving 15 mph or more (often 25 mph) over the posted speed limit. If everyone drove at a safer speed, there would be orders of magnitude fewer accidents, and a fraction of the traffic tie-ups that result.

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The Metropolitan Planning Organization for the Baltimore Region

You could build a fast busway (just small stations & parking lots next to major arterials crossing it - no need to add lanes to the actual roadway) along the whole length of the Beltway for less than it will cost to rebuild the I-70/I-695 interchanges, and you would have increased capacity for the entire region, and for all citizens, not just people who able to drive and who choose to own and can afford to operate a car - all those criteria are actually a shrinking percentage of the population!

We've built more than enough freeways - it's time to improve mobility radically, and for everyone, by building robust, fast modes of transportation that aren't dependent on automobiles.

PETER SMITH peter@peter-smith.com

Well, the region's transportation priorities should reflect increased emphasis in public transit and a shift away from car transportation. Accordingly, the final Transportation Improvement Program for 2023-2026 should reflect lower spending on Highway Capacity especially and Highway Preservation, and greater spending on Transit Preservation than what is proposed in the draft plan. Thank you.

MICHAEL SCZPANIAK - STRONG TOWNS BALTIMORE civic@baltimore.com

Thank you for providing the opportunity to comment. Regarding the 2023-2026 TIP, I'm very frustrated to see such a large percentage allocated to roadway expansion ("Highway Capacity"). In my mind, that percentage should be near zero. Instead, that allocation should go toward projects categorized as "Transit Capacity". But, for the next three years, no funds are going toward transit expansion. None.

The Baltimore City East-West Bus Corridor sounds pretty substantial, but the fact that it falls under "Transit Preservation" speaks to how it will in no way move the transit needle. We must stop adding more highway miles. We can't afford to maintain them. The trajectory that we are on and which you, the BMC, intend to continue pursuing is not sustainable - fiscally or environmentally.

According to Strong Towns, the American Jobs Plan "identified 171,000 miles of roadway already in poor condition. The bill would only have modernized 20,000 of those miles, and that would take a decade in which time the backlog of maintenance would be even bigger. The same with bridges. Our leadership identified 45,000 bridges already in a state of disrepair. Over a decade, they would fix only 10,000 of them. That's all." Maryland's transportation priorities need to be reset in a significant way. That reset should start with the 2023-2026 TIP.

ZIN ZMEER, ASSOCIATED STUDENT CONGRESS OF BALTIMORE CITY zinzmeer@gmail.com

The Baltimore Regional Transportation Board (BRTB) is sharing a budget plan that will distribute \$4.26 billion in total across several regions (including Baltimore City). Of \$400,000,000 for Baltimore City specifically, 53.8% will go to ports and 38.2% will go to highway preservation. From their presentation: This is a written statement by the Associated Student Congress of Baltimore City (ASCBC). ASCBC is the student government program for Baltimore City Public Schools and represents the city's 78,000 students. We are an organization that was founded to advocate for students and regularly meet with the district school board and elected officials to share student perspectives, with our goal of creating positive change in our community.

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COMMENTS (continued)



The Metropolitan Planning Organization for the Baltimore Region

There doesn't seem to be a prioritization of mass transit, to help improve transportation for students. Helping improve travel times and routes for students is a must. This money can fund projects that directly benefit the people of Baltimore, such as revising the Red Line project canceled previously by Governor Larry Hogan.

We believe that increased investments in city transportation will not only ensure safety in our transportation, but also create less traffic and simpler transportation options for students. As fall schedules are changing and many students will be seeking later-morning transportation options, and many earlier, it is imperative that our existing and new transit options be optimized to fit the needs of students at our schools.

So many students have to get up early and get home late because they need to switch between buses/trains that have large arrival windows and frequent delays. There have been cutbacks on the light rail, such as a decrease in scheduling due to a shortage of operators. The red line plan was canceled despite its potential to help improve transportation for city residents. We want to push that the transportation in Baltimore City needs the help of this budget plan, and advocate for mass transit.

Revisiting the idea of a student metro transit council for feedback on these expanding options would be equally powerful and help improve transportation in the city.

We also want this budget to be shared directly with families with school aged children throughout the city so they can provide their own feedback and personalize the budget plan, whether shared through the mayor's office or through the School Board, so that families can directly provide feedback on a survey of some kind.

MEANS

Every time going to highway expansion over dedicated right of way public transit is a nail in Baltimore's fiscal solvency coffin. The highways are big enough - when there is congestion, the question should not be how to make the roads bigger to fit more cars, but to get more people off the road.

So much of the traffic could be eliminated with a three prong effort to provide truly comprehensive transit options in the metro area.

1. Comprehensive consider rail to all the major outlying burbs. Calverton Mills has the subway terminus, but I'm willing to bet a huge swathe of the population in the area is unwilling to use it because of its long headway, lack of maintenance, and lack of safety. Put money into revising the subway line by putting security at the trains and in the stations and getting reliability up so people trust using it to get to work downtown rather than being stuck on the beltway and congested roads. The light rail goes to Timonium and its reliability is a known job-killer - make it reliable, get the headway down, and people will use it. Edgewood and Aberdeen get the MARC... at reduced service. How are people living in these towns supposed to commute reliably to Baltimore when trains often only run three times a day? Or not at all on weekends? Laurel gets the Corridor line, how are the wealthy folk there supposed to get to Downtown Baltimore to spend money and invest in the city's attractions on the weekends? By car, an RV, like most people think, and then they need parking in the downtown that consumes valuable urban real estate. But that's it. The rest of the suburbs need commuter infrastructure. Ellicott City might get a light rail terminus in a decade? Maybe? Columbia is probably too far to ever want to touch a train, that's just a cultural thing. Glen Burnie and Pasadena definitely need rail access, but it should go all the way to Annapolis. Sure, the TP cannot leverage the funds to build entirely new rail lines - that will have to come from state legislature - but there are tons of underground rail lines all over, had the B&O mutation into downtown hot grade separated uncurbed tracks right behind it. Imagine a

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The Metropolitan Planning Organization for the Baltimore Region

short-run light rail train from the museum / shopping center with stops at Carroll Park, in Lanesdown, with a terminus at the St. Denis MARC? Just fix the existing track and build stations. Which is K?...

2. More inner city dedicated right of way fixed transit. E.g. more trams. Streetcars? There is a museum for them. Why is there not even a mention of adding streetcars to Federal Hill, Falls Point, or Canton after they gentrified massively this last decade? Why doesn't St. Paul and Light have a streetcar loop through Midtown down to downtown? We need more of everything, but this proposal has none of anything - besides more needs for single occupancy vehicles. Rebuilding short-run streetcar lines as part of the Complete Streets realignments that need to happen seems like a natural thing to do, but nobody even considers it. I'm talking about streetcars like in Portland - air conditioned and accessible. The fed is giving away money to build streetcars! Just take the money and do it! We don't need hundreds of miles of streetcar track again. Just kidge in major boulevards like Fayette and Baltimore, Lombard and Pratt, North, Fulton & Monroe, Central & Broadway! Besides those the metro could really use expansion - the Light Rail falls apart downtown trying to run in grade with cars, and future rail lines in the city should probably prioritize being underground within like 2 miles of downtown.
3. There are like 3 bike lane proposals in the document, and none of them are particularly impressive - if we want biking to be first class the way the Complete Streets ordinance implies, we need protected bike lanes that let people get across most of the city. Turns of streets are in awful shape, rather than spending money on highway expansion, if the BRTB can't do anything to add in additional transit that is needed, at least spend that money redeveloping Complete Streets in the city to support biking as a first class citizen. Again, Portland. They have bike boulevards all over now, and you can travel within about a mile of downtown on dedicated bike infrastructure. They are of a similar size to Baltimore, so why can't what they managed there be done here? Putting all the money into supporting cars down the city long term.

Expanding roads means more maintenance burden later for roads people become more dependent on because everything is built around roads. We have to change culture to make Baltimore, we need to stop investment in the things that will make people get out of their cars to solve the traffic, not put more of them on the road.

11995RU UNITED HEALTHCARE WORKERS EDUCATION/ MARYLAND/DC

AGGREGON MID-ATLANTIC

BALTIMORE MARC RIDERS

BRENDON

CEBRA LAKE ENVIRONMENTAL JUSTICE MINISTER

CENTRAL MARYLAND TRANSPORTATION ALLIANCE

CLEAN WATER ACTION

CLIMATE REALITY, BALTIMORE AREA CHAPTER

COALITION FOR SMARTER GROWTH

DOWNTOWN RESIDENTS ADVOCACY NETWORK (BALTIMORE)

HOWARD COUNTY CLIMATE ACTION

INVISIBLE HOWARD COUNTY

LANDS NETWORK FOR SUSTAINABILITY

MARYLAND NONPROFITS

MARYLAND SENIOR CLUB

MLC CLIMATE JUSTICE WING

THE FUND FOR EDUCATIONAL EXCELLENCE

TARGET CHOICE

Thank you for the opportunity to provide input on the Draft 2023-2028 Transportation Improvement Program (TIP) for the Baltimore region. The TIP can be simply described as the list of regional transportation projects using federal

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COMMENTS (continued)



The Metropolitan Planning Organization for the Baltimore Region

funds over the next four years. However, we believe it is important to look at this document not simply as a collection of individual projects, but as a program that reflects our region's transportation priorities.

Many of the undersigned organizations have submitted comments for the region's last two TIFs. In the 2021 TIF letter we wrote:

"Unfortunately, this Draft TIF does not prioritize spending in a way that will do anything but worsen the transportation crisis facing our state and our world. The COVID-19 pandemic is an acute crisis that has highlighted how black people and other communities of color have been disproportionately impacted by poor air quality. Moreover, the climate crisis continues to mount with the transportation sector as the number one source of greenhouse gas emissions. And the racial and economic disparities underlying it all are, in part, due to decades of transportation and land use decisions designed to exclude and segregate black people."

In the 2022 TIF letter we referenced that passage and then wrote:

"These realities have not fundamentally changed in the last year. Despite some improvements in spending by history, the 2022-2025 TIF is still heavily tilted towards spending on fixed-fuel infrastructure that exacerbates more problems than it purports to solve. In the previous TIF we noted that the \$3.2 billion for highway capacity was \$50 billion for transit capacity. In this year's TIF, there are zero dollars for transit capacity. So despite a reduction in the highway capacity category (still almost a billion dollars), mathematically speaking, the region is now spending infinitely more on new highways than it is on new transit. The consequence of spending priorities like these is ever more driving. No wonder Maryland was setting new highs for vehicle miles traveled per capita shortly before the pandemic."

Now for the Draft 2023-2026 TIF we could re-admit those same comments verbatim, and they would still hold true. The 2023 TIF still has zero dollars for transit capacity or commuter rail capacity, but \$900 million for highway capacity. In fact, the one positive step that the BRTB took in last year's TIF, not adding any new highway capacity projects, has been reversed. The 2023 TIF adds four new highway capacity projects into the project portfolio. We believe that this region is in a deep transportation hole and the first step in getting out of it is to put down the shovel on adding more road capacity.

We ask the BRTB to recommit from the Draft 2023-2026 TIF the four highway capacity projects listed in Table B-2. As highlighted in our 2021 letter, many of the elected officials who serve on the Board have expressed a desire to invest in a multi-modal transportation system that reduces our dependence on cars. Unfortunately, the reality continues to fall short of the rhetoric as evidenced in the regional spending priorities the BRTB approves each year.

As regional leaders, you have options to change the status quo. For example, the BRTB could use annual federal surface transportation funding for transit, bike and pedestrian infrastructure rather than continuing its practice of spending them exclusively on roads.

In fact, Section 9A of the Draft TIF states: "The TIF is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capex funds. MDOT provides a 'Statement of concurrence' that consolidation of this provision (funding funds) has been utilized in the development of all state initiatives." The two largest sources of flexible federal funds are the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBG). However, according to the tables summarizing federal aid for each fiscal year from FY 2023 through FY 2026, there are zero NHPP or STBG funds being flexed to transit.

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The Metropolitan Planning Organization for the Baltimore Region

If the region does not take the necessary step of redirecting those funds away from widening roads and towards sustainable transportation, then we will continue on a business as usual path that continues to hold the region back from reaching its full potential economically, socially, and environmentally.

Heather Cook    heather.cook@gmail.com

I am very disappointed in reviewing the 2023-2026 TIF and discovering that vast sums programmed towards road and highway expansion and very, very little for active transportation network construction and maintenance. Having reviewed prior public comment and the BRTB response, you have clearly been introduced to the concepts of induced demand and the fact that building more highways results in more traffic. Also, you are clearly aware of the climate crisis and are ignoring it by over-prioritizing private vehicle transportation at the cost of all other modes of transportation.

I would call on BRTB to change their culture and reflect the leadership that our region needs for transportation infrastructure. Include segregated bike/pedestrian infrastructure in ALL roadway projects (including maintenance projects). A moratorium on highway widening or other projects that will increase total traffic. Redesign of streets and bridges maintained to prioritize safety and access for vulnerable road users.

As a regional transportation board, there is also a decided lack of regional view for simplifying bike and pedestrian networks that connect residents to public transit, commercial destinations, etc. Special focus should be placed on projects that connect neighborhoods by bike/pedestrian short-cut rather than forcing users to follow a car-based road network. Funding individual projects that do not connect to existing infrastructure does not address our region's needs.

I would like to see BRTB set goals for the organization at directing funding towards active transit options and public transit until these areas reach or best parity with automobile-based infrastructure.

Finally, I would also call on BRTB to evaluate projects with a greater focus on sustainability, financial as well as environmental. New build projects should include an anticipated annual maintenance cost projection and, if relevant, potential replacement cost at the end of useful life.

Nora Sexton    NSeaton@bwrtpdhat.com

As the developers of the Superconducting Magnetic Levitation (SCMAGLEV) train system, Baltimore/Washington Rapid Rail (BWR) is committed to building a system that will improve the transportation landscape for the region.

The SCMAGLEV system will provide ultra-high-speed passenger rail service for thousands, diverting millions of car trips – and their harmful greenhouse gas emissions – from our roads. The reduction in emissions expected from these car trip diversions will help Maryland achieve its air quality goals, crucial for the survival of our planet and future generations.

This project will bring more than \$30 billion in direct construction spending to the region. It will also open ample opportunities in diverse supporting industries, businesses, and markets. This adds up to an unprecedented opportunity for sustainable growth for the region. Not only will we benefit locally, successful development of the SCMAGLEV will serve as a blueprint for other major metropolitan areas in the country to look to when developing sustainable growth plans.

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COMMENTS (continued)



The Metropolitan Planning Organization for the Baltimore Region

BRTB has evaluated parts of the 2023-2024 Transportation Improvement program and provides the following comments:

1. The Description (pg. A11 of 471) should be updated to note that the Draft Environmental Impact Statement was completed on January 15, 2023.
2. The Description (pg. A11 of 471) indicates "No schedule of funding for further phases have been identified." This should be updated to reflect that the project has been awarded an additional \$36 million in federal funding; \$24 million was awarded in March 2020 and \$2 million was awarded in November 2020.

We're glad to be included in the Transportation Improvement Program and Air Quality Conformity Determination, and look forward to seeing the results.

Public Comments Received On Individual Projects

11-1402-13 MASONRY BRIDGE ROAD BRIDGE OVER MASONRY RIVER

JOHN KOKIN john.jok@gmail.com 21146

Bike Lane markings in the shoulders will fill a gap in that road which has bike lanes on either side of the bridge

11-2101-66 PARKLE TRANSPORTATION CENTER

JOHN KOKIN john.jok@gmail.com 21146

The project should include shared-use paths to provide safe access to the proposed transit center on bike or foot.

11-2101-66 PARKLE TRANSPORTATION CENTER

JON MULLER jmmuller@comcast.net 21245

It would be greatly appreciated if a dedicated bike lane could be added to Bergate road at least to Ridgely. The shoulder and signs do NOT slow traffic and it is extremely dangerous to ride there. Speed has increased due to new paving. Tons of \$ has been spent on sidewalks no one uses but nothing for cyclists and bike commuters other than signs. I have been writing to the county about this for over 10 years. I fear for my life every time I commute to work along Bergate from General's Hwy to Admiral.

11-2101-66 - PARKLE TRANSPORTATION CENTER

STEVEN ONYX amonox@fidelity.com 21118

As long as a "multi-modal transportation center" includes bike lanes along Bergate, T's all for \$! We need to take a hard look at making biking more practical throughout Anne Arundel County. Just came back from 30 days in Europe and they are WAY ahead of the curve on making walking and biking a priority!!

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I just HAVE to comment - though not on any link - to the area noted as "low income region", bounded by I-97, Rte. 50, Chesterfield, Hopkins, and Bacon Ridge church. I lived in there for 24 years. Twin Hills, The Ridges, Ashers Farms, Crosspointe, North River Forest, Holden View Farm, are ALL comprised of homes in the \$50-\$100K range!!! How can this possibly be a "low income region"?? Time for a new census!!!

11-2106-13 CONWAY ROAD BRIDGE OVER LITTLE PATUXENT RIVER

STEVEN ONYX amonox@fidelity.com 21118

I see right off Conway and nearby shoulders and sidewalks along the bridge. There is a very wide shoulder on both sides of the bridge - very conducive to cycling, and having it continue across the bridge would be very beneficial.

12-2102-03 GREENWAY MIDDLE BRANCH PHASE 2

DANIEL PASCHALL daniel@greenway.org 21121

This is a critical connection in the Baltimore Greenway Trails Network as well as the long distance trails of national significance, the East Coast Greenway and the September 18th National Memorial Trail. Please invest more funds into completing the rest of the gaps in all of these networks, and please prioritize a larger Baltimore Region Trail Network that extends into the surrounding counties with more trail connectivity to destinations, transit, parks, and homes for all.

16-0436-13 BRIDGE REPAIR AND DECK REPLACEMENT

SHAWN EDWARDS shawn@shawnedwards.com 21043

This is how transportation money ought to be spent. Maintaining not expanding facilities

16-0436-13 BRIDGE REPAIR AND DECK REPLACEMENT

C GREENWOOD cgreenwood@gmail.com 21113

Would love it if this could also be paired with pedestrian access since it is very difficult for people walking or biking to access the shopping area.

16-1410-41 SECHOWEN RIVER PARKWAY/ BICKLES LAKE PARKWAY TO OXFORD MILLS ROAD

SHAWN EDWARDS shawn@shawnedwards.com 21043

Why in a community which is actually bikeable and walkable are we expanding lanes for cars? Build the multi-use lanes for bikes and pedestrians, improve intersections with traffic circles. The traffic in this area A) its never actually that bad except peak commute hours B) Traffic isn't caused by volume. Its caused by poor design and constant use of traffic signals when they are not necessary. There are more efficient traffic control measures to be had. Why in a

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COMMENTS (continued)



The Metropolitan Planning Organization for the Baltimore Region

Climate change reality and we expanding capacity for cars? It just doesn't make sense. Maintain the infrastructure you have now, don't overbuild and load up on facilities you won't be able to maintain in the future.

16-141D-41 Snowden River Parkway, Backen Lane Parkway to Oakland Mills Road

C GILWICKS Collette.gilwicks@gmail.com 21113

Having worked in this area for several years, I'm familiar with the traffic on SRP. While there is some congestion during rush hour, it is otherwise not a problem. In addition, adding another lane will only result in drivers speeding and new accidents. What this stretch really needs is the multi-use pathway. There are bus stops along this stretch with no sidewalk to get to any of the stores. Safe ways to cross SRP are also missing. Fix the third lane and focus on the multi-use path instead.

16-141D-41 Snowden River Parkway, Backen Lane Parkway to Oakland Mills Road

JERARDO a@jara.jerardo@gmail.com 21075

It is unnecessary and reckless to continue to widen roads when this funding could be used to alleviate congestion via transit and biked facilities. Induced demand is real and would only serve to congest this area even more. The planned shared use path should stay, however, the road widening should not.

25-1801-41 I-95 Express Toll Lanes Northbound Extension

CORRY tasimere@icloud.com 21124

We are easily spending 1.1 billion dollars (nearly a quarter of all funding in the Baltimore region) on Lexus lanes but can't build proper DC-like transit? Our streets could be as bike friendly as Amsterdam with that kind of money. We could build the entire red line, transforming the region with that kind of money.

30-2101-82 Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements

LARRY BARRISMAN yrr@and@gmail.com 21046

I am a former Turner Station MD 21122 resident who worked with Port of Baltimore leadership. I love this proactive approach to preventing damage and potential loss of life at PCB. Climate Change is real. Army Corps recently completed a hydrology study for Turner Station and determined that the same kinds of protection is needed. HOPEFULLY it will get funded. Take care and stay safe.

61-2301-41 MD 2: US 50 to Arnold Road

Adrianus

This project does not address the failing intersection of MD 2 @ College Parkway (just to the north of this CR).

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61-2301-41 MD 2: US 50 to Arnold Road

JON KORN keem.jon@gmail.com 21146

There should be a shared-use path instead of sidewalk from the B&A Trail to RT 2

61-2302-41 MD 3: WALSH CHAPEL ROAD/REDEL ROAD TO MD327-57

STEVEN OWEN annapoli@hotmail.com 21114

I travel this route every single day! A third lane would be hugely beneficial in alleviating some of the bottlenecks along that stretch of Route 3

63-1704-13 US 1: BRIDGE REPLACEMENT OVER CSX

ABRAHAM OLIVE abe@ptw@icloud.com 21277

To start, I really want to thank you for the work you do here. I believe this aspect of government is so crucial yet not nearly as recognized by the public as it should be.

Forgive me if I misunderstood the details of this project but I beg that you consider extending the bike lanes from the Harthorpe Marc Station on Route 1, on to the bridge, and up to the Guinness Brewery. That would add an extremely valuable element of accessibility and even tourism appeal to the local area. The possibility that could lay a foundation for could not be overestimated.

Also on the topic of the bike lanes I also feel the need to bring this up. This segment will be much longer but I ask that you hear me out, if not for this plan then the next one possible. And if this is just completely outside of your jurisdiction then please at least consider the design implications. The bike lanes at the Harthorpe Marc Station and along that entire section of Route 1 are not something I would consider safe. At first glance they could really be seen as unworkable, a dedicated bike lane for each direction that lies between the road and a shoulder (functioning to provide additional parking for the station and local businesses). However the biggest issue I've found is the fact that the bike lanes are between the road and shoulder. That dynamic implies the bike lane acts as a buffer for parked cars, which essentially makes the safety of cyclists, of people, less valuable than a parked car. Worse yet there's no buffer for the bike lane itself, all it has is the 4 inches of a painted lane line for a 40mph road. Well really most cars will go 50 or 60 even because it's a long, wide, and focused single lane each way. This flaw in the design language absolutely discourages people from using the bike lanes. People can almost subconsciously recognize the danger. I rarely, if ever, see someone using these bike lanes yet there is an entire town built around this train station, it simply begs people to bike or walk to it. Personally I couldn't use that lane without feeling like a car was going to just blast me from behind at 50mph and honestly I wasn't exactly sure how to say this but it absolutely broke my heart to see this fear become a reality for someone.

About two weeks ago I witnessed the horrible aftermath of a cyclist being hit by a car while using these lanes outside the Marc station. Given the location of the accident it seemed like they were about to use the on ramp so as to get across the bridge despite there not being any real accessibility for cycling. The cyclist was in clear agony, the driver was dumbfounded to find himself in this situation, and the cops there almost seemed to share that confusion while doing their best to help the injured man. The first thing that came to me was fury, just complete anger at the inhumaneness of it all but I've come to understand that there may be a way to prevent this from happening again.

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## COMMENTS (continued)



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The dynamic I mentioned earlier should be the inverse. That side parking, the shoulder provides should be the one that acts as a buffer for the bike lane. In fact, that is the minimum standard of safety for many places that had found the need to figure this out. The concern for the proximity of parked cars also opens the idea of introducing traffic calming for the area. You can reduce the speed to 30mph for that stretch, narrow the road, and assert a design language that forces drivers to pay attention to their surroundings. Not only would addressing this bring a much needed increase in safety, a subtle but substantial economic boost would come to the area. Whether it be the increase in transit ridership from Arbutus and Harthorpe or influx from people out of town who might find the area appealing to visit, especially with the only Guinness Brewery in the US being there, if done right there could be a significant reduction in maintenance costs for that section of road from the result of multiple elements. Such as less asphalt to repair, reduced wear from slower speeds, etc. This could be a foundation or critical stepping stone for future cost effective traffic calming methods and pedestrian/cyclist friendly planning. (Maybe taking a look at the nearby Patapsco State Park Entrance down the road from the brewery for instance. It's right at the entrance of Relay, too, I dunno, just saying)

Anyway, I can't thank you enough for taking the time to read my long winded comment. I only hope that you begin to see in this unremarkable station the potential that I do."

63-1803-41 I-695-1-70 to MD 43

REMARK alan.jerardo@gmail.com 21076

With an estimated cost of \$180 million why does the state insist on building more and more lanes. More lanes do not fix traffic this induced demand is seen in cities across the country (LA, Houston, Dallas, etc). This would only serve to cause more congestion and more pollution during a climate crisis. Funding has to be redirected from road widening projects like this to more robust public transit.

## RESPONSE TO COMMENTS

[www.baltometro.org/sites/default/files/bmc\\_documents/general/transportation/tip/23-26/23-26TIP\\_Comments\\_BRTBResponse.pdf](http://www.baltometro.org/sites/default/files/bmc_documents/general/transportation/tip/23-26/23-26TIP_Comments_BRTBResponse.pdf)



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 Transportation Improvement Program (TIP) as adopted by the County Council on 11/15/2023

Many of the comments below are shortened for purposes of space. The full set of comments was shared with all BRTB, Technical Committee, and Interagency Consultation Group members and are also located on the [BMC website](http://BMC website).

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 and Conformity Determination documents.

#### 1. Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project - Nab Sertou - Baltimore Washington Rapid Rail

The description (pg. 321) should be updated to note that the Draft EIS was completed on 1/15/2021. The description (pg. 321) indicates "No schedule or funding for further phases have been identified." This should be updated to reflect that the project has been awarded an additional \$26M in federal funding. \$24M was awarded in 9/2020 and \$2M was awarded in 11/2020.

**BRTB response:** Thank you for the additional information. The project description has been revised on both points and will be reflected in the final document.

#### 2. Conway Road Bridge over Little Patuxent River - Steven Onken

I heartily endorse shoulders and sidewalks along the bridge. There is a very wide shoulder on both sides of the bridge - very conducive to cycling, and having it continue across the bridge would be very beneficial.

**BRTB response:** Specific design will be determined during the project, however accommodations will be made for bicyclists and pedestrians. Design is currently in the schematic design phase and is expected to be complete in 2024. Anne Arundel County anticipates holding a public meeting after schematic development is complete, around 30%. This is anticipated to occur around February or March 2023.

#### 3. Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements - Larry Bannerman

I love this proactive approach to preventing damage and potential loss of life at the POT. Climate Change is real. Army Corps recently completed a hydrology study for Turner Station and determined that the same kinds of protection is needed. HOPEFULLY it will get funded.

**BRTB response:** Thank you for your support for the Dundalk Marine Terminal project. This project is currently in the procurement stage with construction anticipated to begin in late spring or early summer of 2023.

The Turner Station analysis was completed under the Floodplain Management Services (FPMS) Program and included mapping and assessment of existing stormwater infrastructure, stormwater modeling with regards to flooding for existing conditions and a variety of rainfall events. It also included modeling and mapping for sea level rise and potential rainfall scenarios as well as evaluating measures for reducing flood risks to buildings, bridges and roadways.

Funding would have to be secured under other federal aid programs or by another non-federal sponsor such as Baltimore County.

#### 4. Greenway Middle Branch Phase 2 - Daniel Paschall - East Coast Greenway

This is a critical connection in the Baltimore Greenway Trails Network as well as other long distance trails of national significance. Please invest more funds into completing the rest of the gaps in all of these networks, and please prioritize a larger Baltimore Region Trail Network that extends into the surrounding counties with more trail connectivity to destinations, transit, parks, and homes for all.



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES 2023-2026 Transportation Improvement Program (TIP) as adopted by the County Council on 11/15/2023

**BRTB response:** Baltimore City DOT is currently advancing design work on the northern segment of the Baltimore Greenway that will close the gaps between the Herring Run Trail, Druid Hill Park, and Leakin Park. The City is monitoring grant opportunities and other programs for funding to continue to advance the progress on the trail network.

Beginning in fall 2022, BRTB will lead an effort to develop a Vision for an Integrated Regional Bicycle Network in coordination with member jurisdictions. The plan will focus on developing a regional bicycle and shared use facility network that will improve regional connectivity, safety, and mobility by increasing access to jobs and other daily activities and providing transportation and recreational opportunities.

BRTB will also continue to support the realization of the Patapsco Regional Greenway, a 40-mile, shared use trail running through the Patapsco Valley from Baltimore's Inner Harbor to Sykesville in Carroll County, by promoting coordination between jurisdictions and leading preliminary design efforts for trail segments in partnership with member jurisdictions.

#### 5. Howard County Bridge Repair and Deck Replacement (BRDR)

Shaun Lehmann - This is how transportation money ought to be spent. Maintaining not expanding liabilities.

**BRTB response:** In addition to the generic BRDR projects in Howard, Baltimore and Harford Counties, there are nearly 30 individual bridge repair or replacement projects within the Baltimore region identified in the 2023-2026 TIP.

C Gelwicks - Would love it if this could also be paired with pedestrian access since it is very difficult for people walking or biking to access the shopping area.

**BRTB response:** Each bridge repair or replacement is evaluated to determine the feasibility of adding pedestrian and/or bicycle facilities. In many cases this can be accomplished through the addition of wider shoulders capable of accommodating bicycles and pedestrians. Projects that are in the beginning concept stages typically provide the public with the opportunity to provide comments on the specifics of the proposed design.

#### 6. Magothy Bridge Road over Magothy River - Jon Korin

Bike Lane markings in the shoulders will fill a gap in that road which has bike lanes on either side of the bridge.

**BRTB response:** There appears to be available space on the structure to provide marked bicycle lanes. Anne Arundel County Traffic Engineering will review this request.

#### 7. Parole Transportation Center

Jon Korin - The project should include shared-use paths to provide safe access to the proposed transit center on bike or foot.

Jon Mueller - It would be greatly appreciated if a dedicated bike lane could be added to Bestgate Road at least to Ridgely. The shoulders and signs do NOT slow traffic and it is extremely dangerous to ride there. I have been writing to the county about this for over 10 years. I fear for my life every time I commute to work along Bestgate from General's Hwy to Admiral.

Steven Onken - As long as a "multi-modal transportation center" includes bike lanes along Bestgate, I'm all for it! We need to take a hard look at making biking more practical throughout Anne Arundel County. Just came back from 10 days in Europe and they are WAY ahead of the curve on making walking and biking a priority!!

## RESPONSE TO COMMENTS (continued)



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

MDOT SHA Transportation Management Program  
for Assessment of Quality Funding Use and Safety

**BRTB response:** Per the County's Bicycle Map and the recommendations of the People Mobility Study, shared-use paths are planned along Housely, Bestgate and Generals Highway leading to the People Transportation Center. While 'off-site' access improvements were included in a RAISE Grant application, they would likely be part of a separate construction project.

Additionally, there is a small segment of Bestgate Road that currently has an existing shared-use path.

#### 8. Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

Shaun Lehmann - Why in a community which is actually bikeable and walkable are we expanding lanes for cars? Build the multi-use lanes for bikes and pedestrians. Improve intersections with traffic circles...don't overbuild and load up on liabilities you won't be able to maintain in the future.

C Gelwicks - While there is some congestion during rush hour, it is otherwise not a problem. What this stretch really needs is the multi-use pathway. There are bus stops along this stretch with no sidewalk to get to any of the stores. Safe ways to cross SRP are also missing. Fix the third lane and focus on the multi-use path instead.

Jerardo - It is unnecessary and reckless to continue to widen roads when this funding could be used to alleviate congestion via transit and bike/ped facilities. The planned shared use path should stay, however, the road widening should not.

**BRTB response:** Howard County feels this improvement best serves a range of transportation functions and is being designed to meet both current and projected traffic demand, and will be delivered in phases based on both demand and available funding. The project is not proposing to change the current signal based intersection design approach since the county has already invested in this more cost effective approach.

This project will also include a shared-use-path and bus stop improvements that will be delivered as part of the county project as well as private sector development projects on the corridor.

#### 9. MD 2: US 50 to Arnold Road

Jon Korin - There should be a shared-use path instead of sidewalk from the B&A Trail to Rt. 2.

**BRTB response:** This project is in the beginning of concept design which provides the public with the opportunity to provide comments on the specifics of the proposed design during the process. Options for connections to the B&A Trail will be evaluated.

Anonymous - This project does not address the failing intersection of MD 2 @ College Parkway.

**BRTB response:** The current project will take improvements to 30% design by summer 2023. MDOT SHA's Transportation System Management and Operations (TSMO) System #3 does include the MD 2 corridor from US 50 to MD 100 and MDOT SHA, in partnership with Anne Arundel County, will continue to address issues and develop solutions for segments along MD 2.

#### 10. MD 3: Waugh Chapel Road/Siedel Road to MD321-97 - Seven Orken

I travel this route every single day! A third lane would be hugely beneficial in alleviating some of the bottlenecks along that stretch of Route 3.

**BRTB response:** Thank you for your support of this project which does include a third through lane in each direction. Currently this project is only funded for 30% design while funding for final design and construction is waiting to be identified.



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

MDOT SHA Transportation Management Program  
for Assessment of Quality Funding Use and Safety

#### 11. US 1: Bridge Replacement over CSX - Abraham Drude

Consider extending the bike lane from the Halethorpe Marc Station on US 1, on to the bridge, and up to the Guinness Brewery. That would add an extremely valuable element of accessibility and even tourism appeal to the location/area. The possibilities that could lay a foundation for could not be overstated.

##### Nearby on US 1

The bike lanes at the Halethorpe Marc Station and along that entire section of US 1 are not safe. The biggest issue I've found is the fact that the bike lanes are between the road and shoulder. That dynamic implies the bike lane acts as a buffer for parked cars, which essentially makes the safety of cyclists, of people, less valuable than a parked car. Worse yet there's no buffer for the bike lane itself, all it has is the 4 inches of a painted lane line for a 40 mph road. This flaw in the design language absolutely discourages people from using the bike lanes.

**BRTB response:** The original structure, built in 1930, was rated in poor condition. The new structure includes wider lanes and 3 foot shoulders allowing cyclists to more safely travel along US 1, which is a "share the road" facility.

Due to the increased pedestrian activity associated with the Guinness Open Gate Brewery, the extension of sidewalk from Clark Boulevard to the Brewery was added to the project.

MDOT SHA considers access and mobility for all users in the design of projects. Your comments will be forwarded to the MDOT SHA District 4 office which will reach out to discuss your safety-related concerns along US 1.

MDOT MTA notes this refers to infrastructure off of MDOT MTA property, therefore there is a limit to their role. MDOT MTA does support bike connections to all of their rail stations, including MARC, and tries to support that connectivity with bike parking, and with the expanding ability to bring bikes on the train. MDOT MTA participates on the BRTB's Bicycle and Pedestrian Advisory Group and also on the Patapsco Regional Greenway planning team.

BRTB continues to support the realization of the Patapsco Regional Greenway (PRG), a 40-mile, shared use trail running through the Patapsco Valley from Baltimore's Inner Harbor to Sykesville in Carroll County. BMC recently led preliminary design of the PRG trail segment from Elbridge to Guinness Open Gate Brewery. BMC is also embarking on preliminary design of the PRG trail segment from Guinness Open Gate Brewery to Southwest Area Park which will include analysis of connections to the Patapsco Light Rail Station.

#### 12. I-695/I-70 Interchange - Rolf Sjogren

This does not need to be re-built, to the tune of hundreds of millions of dollars. The only thing that might possibly make a difference on the Beltway is if you built a fast, convenient transit option paralleling it, with parking lots at each stop. Another main cause of congestion on the Beltway is actually the non-enforcement of the speed limit (speed cameras please!), so there are fender-benders which tie up traffic almost on a daily basis. You could build a fast busway (just small stations & parking lots next to major arteries) crossing it.

**BRTB response:** This project is part of Governor Hogan's Traffic Relief Plan to improve traffic operations in the Baltimore region. The I-695 and I-70 "Triple Bridges" interchange was constructed in 1965 and carries much more traffic than the original design intended resulting in congestion and travel delays. While the bridges within the interchange remain structurally sound, they are nearing the end of their structural life and need to be replaced. Due to the unique configuration of the interchange, which stacks three levels of

## RESPONSE TO COMMENTS (continued)



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2023-2026 Transportation Improvement Program and  
the Associated Air Quality Modeling Documentation

roadways and bridges one on top of one other, it is not possible to make the necessary improvements without impacting the entire interchange.

Congestion on I-695 primarily is due to increased demand during peak travel times. MDOT SHA is currently modifying and repurposing the existing shoulders on the Inner and Outer Loops of the Beltway between I-70 and MD 43 to create an extra travel lane in each direction to alleviate recurring and non-recurring (incident related) congestion.

#### 13. I-695: I-70 to MD 43 - Jerardo

With an estimated cost of \$180 million why does the state insist on building more and more lanes? More lanes do not fix traffic this induced demand is seen in cities across the country (L.A, Houston, Dallas, etc.). This would only serve to cause more congestion and more pollution during a climate crisis. Funding has to be redirected from road widening projects like this to more robust public transit.

**BRTB response:** Using the shoulders on I-695 during peak travel hours is an example of how MDOT SHA has begun to emphasize operational approaches to addressing traffic congestion, as opposed to the traditional approach of adding lanes. This project will modify and repurpose existing shoulders on the Inner and Outer Loops of the Baltimore Beltway (I-695) during peak travel times, in lieu of roadway widening. Part-time shoulder use (PTSU) is a Transportation Systems Management and Operations (TSMO) strategy that utilizes technology-based solutions to optimize the performance of existing facilities in a cost-effective manner. Retrofitting shoulders for part-time use preserves the shoulder during most hours of the day and is not a permanent conversion of the shoulder to a full-time travel lane.

#### 14. I-95 Express Toll Lanes Northbound Extension - Corey

We are easily spending 1.1B (nearly a quarter of all funding in the Baltimore region) on Lexus lanes but can't build proper DC-like transit? Our streets could be as bike friendly as Amsterdam with that kind of money. We could build the entire red line, transforming the region with that kind of money.

**BRTB response:** Regarding the I-95 Express Toll Lanes, nearly seventy percent of the funds under the highway capacity category in the TIP go to this one project being advanced by the Maryland Transportation Authority using Toll Revenues. This project is in the TIP for air quality purposes only.

The I-95 corridor is a major East coast trade and travel corridor and in this region supports multiple activity centers, distribution facilities, airports, and the Port of Baltimore.

#### 15. Transit for Baltimore City Students - Zen Zheer - Associated Student Congress of Baltimore City (ASCBC)

There doesn't seem to be a prioritization of mass transit, to help improve transportation for students. Helping improve travel times and routes for students is a must. We believe that increased investments in city transportation will not only ensure safety in our transportation, but also create less traffic and simpler transportation options for students. Revisiting the idea of a student metro/transit council for feedback on these expanding options would be equally powerful and help improve transportation in the city.

**BRTB response:** MDOT MTA is currently working with Baltimore City Public Schools and the Fund for Educational Excellence to establish a Youth Advisory Council starting in the 2022-2023 Academic Year.

#### 16. Transit and Bike/Pedestrian - Melanie S

Comprehensive commuter rail to all the major outlying burbs. More inner city dedicated right of way fixed transit. IE, more trains. Streetcars! There are like 3 bike lane proposals in this document in Baltimore City, and none of them are particularly impressive - if we want biking to be first class the way the Complete Streets ordinance ordains, we need protected bike lanes that let people get across most of the city.



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2023-2026 Transportation Improvement Program and  
the Associated Air Quality Modeling Documentation

**BRTB response:** The draft 2023-2026 TIP is the list of regional transportation projects requesting federal funding in the near term. The BRTB recognizes that the framework of the TIP does not help the public to identify other important transportation priorities. To plan for future transit options, the [Central Maryland Regional Transit Plan](#), prepared by MDOT MTA, identifies short-, mid-, and longer-term opportunities to implement transit along 30 regionally significant corridors. There is a multi-agency team in place to implement recommendations from the plan. In addition to the east-west and north-south corridors MDOT MTA is currently advancing, the BRTB is currently conducting a pilot transit feasibility study for a mid-opportunity corridor identified in the RTP from BWI to Columbia. Potential transit modes will be identified in each of these studies based on ridership, connections to employment and other factors. Funding was approved in the BRTB's Unified Planning Work Program (UPWP) to conduct additional feasibility studies at the conclusion of the pilot study.

The TIP includes multiple projects throughout the region that include bicycle compatible shoulders, shared use paths, and/or separated bicycle facilities and many bridge projects that include shoulder width determination to be completed during design. As bridges are replaced, MDOT SHA evaluates bridges for upgrades to include sidewalks and bicycle facilities.

Another place in the TIP to look for bicycle projects is under MDOT SHA's Transportation Alternatives Program. A number of bicycle projects are also under consideration for the Transportation Alternatives Program with bicycle and pedestrian projects funded in previous years including the MDOT MTA led Patapsco Pedestrian Bridge Connection that includes \$780,000 to design a bicycle and pedestrian connection between Cherry Hill and the Patapsco Light Rail Station that borders Southwest Area Park. While the TIP is specifically to identify requests for federal funding, another source of funding outside the TIP is the MDOT SHA managed Kim Lamphier Bikeways Network Program.

The BRTB is committed to improving bicycle and pedestrian safety and access across the region. There are a number of bicycle projects in the planning stage with support in the current UPWP including the Concept Plan for Bicycle and Pedestrian Improvements Along US 40 (Pulaski Highway) in Harford County and the preliminary design of the Patapsco Regional Greenway (PRG) from Guinness Open Gate Brewery to Southwest Area Park.

#### 17. Overall policy and project selection - letter jointly submitted by the following organizations: 1199SEU United Healthcare Workers East, Maryland DC, Audubon Mid-Atlantic, Baltimore MARC Riders, Bikemore, Cedar Lane Environmental Justice Ministry, Central Maryland Transportation Alliance, Clean Water Action, Climate Reality, Baltimore Area Chapter, Coalition for Smarter Growth, Downtown Residents Advocacy Network (Baltimore), Howard County Climate Action, Indivisible Howard County, Labor Network for Sustainability, Maryland Nonprofits, Maryland Sierra Club, Maryland Legislative Coalition Climate Justice Wing, The Fund For Educational Excellence, Transit Choices

As highlighted in our 2021 letter, many of the elected officials who serve on the Board have expressed a desire to invest in a multi-modal transportation system that reduces our dependence on cars. Unfortunately, the reality continues to fall short of the rhetoric as evidenced in the regional spending priorities the BRTB approves each year.

We ask the BRTB to remove from the Draft 2023-2026 TIP the four highway capacity projects listed in Table II.2.

The two largest sources of flexible federal funds are the National Highway Performance Program (NHPP) and the Surface Transportation Block Grant Program (STBG). However, according to the tables summarizing federal aid for each fiscal year from FY 2023 through FY 2026, there are zero NHPP or STBG funds being flexed to transit.

## RESPONSE TO COMMENTS (continued)



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2022-2026 Transportation Improvement Program  
for the Metropolitan Baltimore Region

**BRTB response:** While there are a number of highway expansion projects in the TIP, it is a far cry from just 5 or 10 years ago. There has been a steady shift toward an equitable, multi-modal transportation system for a number of years that is supported by a wide range of state, regional and local planning studies. That said, there is much progress still to be made. Planning studies are underway that will ensure transit capacity projects are included in upcoming TIPs. To plan for future transit options, the Central Maryland Regional Transit Plan, prepared by MDOT MTA, identifies short-, mid-, and longer-term opportunities to implement transit along 30 regionally significant corridors. There is a multi-agency team in place to implement recommendations from the plan. In addition to the east-west and north-south corridors MDOT MTA is currently advancing, BRTB is currently conducting a pilot transit feasibility study for a mid-opportunity corridor identified in the Plan from BWI to Columbia. Potential transit modes will be identified in each of these studies based on ridership, connections to employment and other factors. Funding is approved in the BRTB's Unified Planning Work Program to conduct additional feasibility studies at the conclusion of the pilot.

Regarding the comment on no new highway projects in the last TIP, 3 of the 4 projects were included as planning studies under Anne Arundel County and continue this year under MDOT SHA. For MD 2 there is a request for a continuous third lane, but the project also adds sidewalks and a connection to the B&A Trail. Additionally, the County increased service on the Gold Line Extension which parallels MD 2. Similarly for MD 3, in addition to a third lane there is a shared use path, sidewalks, crosswalks and improved service on the Crofton Express. For MD 214 there is also a shared use path proposed and currently transit via the South County Call N Ride. These projects, which support not just motorists but also pedestrians, cyclists and transit users, have been on the books for many years and have a commitment to move forward.

We truly appreciate your support for transit and other modes of transportation. The transit projects that were implemented this spring along MD 2 and MD 3 were sourced from the Central Maryland Transit Development Plan. Additional funding must be provided by MDOT MTA through the Locally Operated Transit System (LOTS) program for operating in order to accelerate more of the priorities within this plan and other transit plans. Capital funds are dedicated to construction projects, while operating funds are obtained through separate formula authorizations and distributed based on the state's discretion. We would also encourage you to actively participate in the five-year transit development plans that are being funded through grants from MDOT MTA. These plans guide the expansion of operations and budgets at the local level.

The Maryland Department of Transportation is aware of the flexibility of certain FHWA fund sources that allows transferring between roadway and transit capital needs. MDOT strives to balance capital needs across modes and has, and will, use similar flexibility as needed on a case by case basis. MDOT, with BRTB approval, flexes millions annually from the Congestion Mitigation and Air Quality (CMAQ) program to MDOT MTA and additional funds are flexed from the Transportation Alternatives (TA) program to MDOT MTA. MDOT has initiated such a transfer of STBG funds in the past and depending on the needs, MDOT could again transfer STBG funds for a significant project need in the Baltimore region.

#### 18. About direction of BRTB - Henry Cook

I would call on BRTB to change their culture and reflect the leadership that our region needs for transportation infrastructure. Include separated bike/pedestrian infrastructure in ALL roadway projects (including maintenance projects). A moratorium on highway widening or other projects that will increase total traffic. Redesign of streets and bridges maintained to prioritize safety and access for vulnerable road users.

As a regional transportation board, there is also a decided lack of regional view for completing bike and pedestrian networks that connect residents to public transit, commercial destinations, etc. Special focus should be placed on projects that connect neighborhoods by bike/pedestrian short-cut rather than forcing



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2022-2026 Transportation Improvement Program  
for the Metropolitan Baltimore Region

users to follow a car-based road network. Funding individual projects that do not connect to existing infrastructure does not address our region's needs.

I would like to see BRTB set goals for the organization at directing funding towards active transit options and public transit until these areas reach at least parity with automobile-based infrastructure.

Finally, I would also call on BRTB to evaluate projects with a greater focus on sustainability, financial as well as environmental. New build projects should include an anticipated annual maintenance cost projection and, if relevant, potential replacement cost at the end of useful life.

**BRTB response:** The MDOT SHA "Policy for Accommodating Bicycles and Pedestrians on State Highways", included in the Bicycle and Pedestrian Guidelines issued in May 2007, states that, "The State Highway Administration (SHA) shall make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations and maintenance activities as appropriate." It is MDOT SHA's policy that all projects on state highways are required to be evaluated for the potential to include or improve bicycle facilities to the maximum extent feasible based on design guidance provided in the Bicycle Policy & Design Guidelines released in January 2015.

There are various policies for each jurisdiction in relation to locally managed roadways.

Referring to our UPWP, or work program, we are in the second phase of developing a Climate Change Toolkit for our members, there is a task to help integrate Connected and Automated Vehicles into local planning, and an effort to streamline Electric Vehicle charging stations throughout the region. Last year the BRTB completed a study looking at possible barriers in the transportation system to supporting healthy communities. A small grant program recently funded design studies for bike and transit projects in Annapolis and Baltimore City. Additionally, the BMC just hired a planner to focus on multi-modal topics. This position will augment current staff in those areas.

Beginning in fall 2022, BRTB will lead an effort to develop a Vision for an Integrated Regional Bicycle Network in coordination with member jurisdictions. The plan will focus on developing a regional bicycle and shared use facility network that will improve regional connectivity, safety, and mobility by increasing access to jobs and other daily activities and providing transportation and recreational opportunities. During 2022, BMC purchased a sidewalk dataset covering the entire region that will be used for a variety of tasks, including major gaps that need to be addressed.

#### 19. Too much highway, not enough transit

Michael Szepeaniak - Strong Towns Baltimore - I'm very frustrated to see such a large percentage allocated to Highway Capacity. ...should be near zero. Instead, that allocation should go toward projects categorized as Transit Capacity. The Baltimore City East-West Bus Corridor sounds pretty substantial, but the fact that it falls under "Transit Preservation" speaks to how it will in no way move the transit needs. Maryland's transportation priorities need to be reset in a significant way.

Peter Smith - The region's transportation priorities should reflect increased emphasis in public transit and a shift away from car transportation. Accordingly, the Final Transportation Improvement Program for 2023-2026 should reflect lower spending on Highway Capacity especially and Highway Preservation, and greater spending on Transit Preservation than what is proposed in the draft plan.

Brian Seel - ...how on earth, in the year 2022, are you still putting so much of the budget toward additional today capacity for mostly single occupant vehicles. Instead of for mass transit, or low carbon options like walking or biking facilities.

Henry Cook - I am very disappointed that vast sums are programmed towards road and highway expansion and very, very little for active transportation network construction and maintenance. Having reviewed prior

## RESPONSE TO COMMENTS (continued)



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2023-2026 Transportation System Investment Program and the Associated Air Quality Fundraising Transportation

public comment and the BRTB response, you have clearly been introduced to the concepts of induced demand and the fact that building more highways results in more traffic. Also, you are clearly aware of the climate crisis and are ignoring it by over-prioritizing private vehicle transportation at the cost of all other modes of transportation.

**BRTB response:** The draft 2023-2026 TIP does not reflect all transit investments in the region since it only includes the projects requesting federal funding in the near term. The BRTB recognizes that the framework of the TIP does not help the public to identify other important transportation priorities, many current and ongoing projects and new sources of funding are summarized below.

To plan for future transit options, the Central Maryland Regional Transit Plan, prepared by MDOT MTA, identifies short-, mid-, and longer-term opportunities to implement transit along 30 regionally significant corridors. There is a multi-agency team in place to implement recommendations from the plan. In addition to the east-west and north-south corridors MDOT MTA is currently advancing, BRTB is currently conducting a pilot transit feasibility study for a mid-opportunity corridor identified in the Plan from BWI to Columbia. Potential transit modes will be identified in each of these studies based on ridership, connections to employment and other factors. Funding is approved in the BRTB's Unified Planning Work Program to conduct additional feasibility studies at the conclusion of the pilot.

BMC staff is also reviewing projects for the fiscally constrained Long-Range Transportation Plan. An unprecedented 60 transit projects were submitted of high, medium and lower priorities by BRTB members and MDOT MTA. These candidate projects will be evaluated using updated selection criteria prepared by BMC staff and approved by the BRTB. We welcome your participation in the preparation of [Resilience 2050: Adapting to the Challenges of Tomorrow](#) preparation activities.

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transit Priority Project – or RAISE Project for short – is a collaborative effort between Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) and Baltimore City Department of Transportation (BCDOT). The RAISE Project proposes enhancements to the CityLink Blue and CityLink Orange lines to provide faster, more reliable transit and improved pedestrian safety along the 20-mile corridor extending from the Western terminus of CMS in Baltimore County through Baltimore City and ending at the Eastern Terminus of Fox Ridge in Baltimore County. The Project will enhance access and mobility to essential services, jobs, health care, and schools along the corridor. It will evaluate more than 10 miles of Dedicated Bus Lanes (DBLs), Transit Signal Priority (TSP), real-time signage, upgraded bus shelters, enhanced pedestrian and bicycle safety, and installation of additional electric vehicle charging stations along the project corridor. The ongoing \$50 million RAISE Project is financed through a combination of Federal, State, and local funding. In addition to the RAISE grant, MDOT MTA has announced the launch of its Fast Forward Customer Experience Enhancement Project, a \$42 million initiative funded by the passage of the American Rescue Plan Act of 2021. Fast Forward is a wide-ranging effort that focuses on improving transit reliability, travel times and customer safety and access, with the overall goal to enhance the MDOT MTA passenger's complete transit experience from door to door.

There are three ongoing Fast Forward corridors:

- Charles & Light Street Bus Lane Pilot (Conway St. to Saratoga St. and Pratt St. to Lombard St.)
- Harford Avenue Bus Lane Pilot (Forrest Ave. to Biddle St.)
- York Road Bus Lane Pilot (Radnor Ave. to Bellona St.)

MARC Updates

- Riverside Heavy Maintenance Building - Construction on the MARC Riverside Heavy Maintenance Building is now under way. This will free up existing shop space for PMs and repairs, improve operational efficiency and reduce rolling stock downtime



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2023-2026 Transportation System Investment Program and the Associated Air Quality Fundraising Transportation

- Martins Yard Expansion - Supports future service expansion and other major projects including the replacement of the B&P Tunnel
- Frederick Douglass Tunnel - Replacement program will triple capacity and increase travel speeds

Recent Earmarks include:

- \$6 million for Baltimore Penn Station Facility Improvements - Complements the Amtrak and Penn Station Partners projects that will enhance platform access, station capacity, and passenger amenities, while restoring the historic Baltimore Penn Station building and complex to a State of Good Repair
- \$1 million for Electric Locomotives - Specification development for replacement of MARC's six 104P-8 electric locomotives, which are now approximately 21 years old and need to be replaced as they reach end of life. MTA intends to procure rolling stock that will allow for MARC run-through service into Virginia

Run-Through Service & Closing the Gap:

- Service to Delaware – The goal is to extend MARC service 20 miles from Perryville, MD to Newark, DE. Proposed pilot service of 2 AM and 2 PM trains from Perryville to Newark
- Service to Virginia – The goal is to extend MARC service 8 miles from Union Station in DC to Alexandria, VA. Proposed pilot service of 2 AM and 2 PM trains in Alexandria, VA.

Please refer to [Maryland's Comprehensive Transportation Program \(CTP\)](#) for a full picture of MDOT MTA's six year capital budget from FY 2022-FY 2027, beginning on pdf page 157. The backbone of the CTP is state funding and there is considerably more funding for transit than the federal funding that appears in the TIP.

#### 20. Parole Transportation Center - Steven Orker

On the map, the area noted as "low income region", bounded by I-97, Rts. 50, Chesterfield, Hawkins, and Bacon Ridge ranch, Twin Hills, The Ridge, Ashers Farms, Crosspoints, North River Forest, Hidden View Farm, are ALL comprised of homes in the 600-800K range!! How can this possibly be a "low income region"!!?

**BRTB Response:** The BRTB defines low-income as the population with incomes at or below 200% of the poverty level. The primary data source for data on low-income persons is the Census Bureau's American Community Survey (ACS). According to the latest 5-year ACS estimates, 21.4% of the population in the Baltimore region has an income at or below 200% of the poverty line. The BRTB uses a geography called a Transportation Analysis Zone (TAZ) to model travel behavior. They are constructed using Census Block units and are smaller than Census Tracts. We identify low-income TAZs through the use of a regional threshold. A TAZ is identified as a low-income area if it has a concentration of low-income population (below 200% of the poverty level) greater than the regional average of 21.4%. So any TAZ where more than 21.4% of persons are estimated to have incomes below 200% of the poverty level will be considered low-income.

While this method is useful, it does include assumptions that can have significant margins of error associated with them. Part of this is because the data we rely on from the Census Bureau is provided at the Census Block Group level, which are smaller geographic areas than Census Tracts. Margins of error tend to be larger in smaller geographic areas. TAZs can be even smaller geographies than Census Block Groups, requiring a method to apportion Census Block Group data to the TAZ level. Apportioning data from the larger geographic units (Census Block Groups) to smaller geographic units (TAZs) can introduce error as well. This can particularly be the case for areas where the population of low-income persons is very near the regional average, because that makes it more likely that the margin of error will span the threshold for being considered a low-income area. This is the case for the area you identified when you look at the

## RESPONSE TO COMMENTS (continued)



### SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

2023-2026 Transportation Improvement Program and  
the Associated Air Quality Conformity Determination

Census Tract level data. Every method requires some simplifying assumptions, and we chose ours based on prior work at the BRTB and based on the methods trusted at other organizations doing similar work. However, you may find some inconsistencies when looking at individual TAZs. When you look at the region or a county, you're likely to have a reasonably accurate picture of where low-income populations live.



# APPENDIX H

## ASSOCIATED BRTB RESOLUTIONS

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #23-2**

**APPROVAL OF THE BALTIMORE REGION 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ASSOCIATED CONFORMITY DETERMINATION OF THE 2023-2026 TIP AND MAXIMIZE2045**

**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 FY 2023-2026 Baltimore Region Transportation Improvement Program was prepared in response to the Infrastructure Investment and Jobs Act (IIJA), and meets all of the requirements of the May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2023-2026 TIP have been developed in relationship to the regionally adopted *Maximize2045: A Performance-Based Transportation Plan*; and

**WHEREAS**, the FY 2023-2026 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 conformity analysis as reported in the "Conformity Determination of the FY 2023-2026 Transportation Improvement Program and *Maximize2045*," dated August 2022, provides the basis for a finding of conformity to the 8-hour ozone national ambient air quality standard (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emissions 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**, a range of outreach strategies were employed to share information about the FY 2023-2026 Baltimore Region Transportation Improvement Program including a public review from June 29 to August 1, 2022. The public review included presentations to BRTB subcommittees and one virtual public meeting. The draft FY 2023-2026 TIP document was also supported by an online Storymap, dashboard, and interactive map. Some XX comments were submitted and considered by the BRTB; and

WHEREAS, the FY 2023-2026 Baltimore Region Transportation Improvement Program uses federal and matching funds as well as Toll Revenues (for project categories see Attachment 2).

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2023-2026 Baltimore Region Transportation Improvement Program.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its August 23, 2022 meeting.

8-23-2022

Date



Sem Sneed, Chair  
Baltimore Regional Transportation Board

**Table 1. VOC Emissions Test Results (average summer weekday, tons/day)**

	2025	2035	2045
Total Emissions	15.74	9.94	9.05
Conformity Budget <sup>1</sup>	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass

<sup>1</sup> 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)**

	2025	2035	2045
Total Emissions	18.42	10.48	9.83
Conformity Budget <sup>1</sup>	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass

<sup>1</sup> 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)

**Overview of the 2023-2026 TIP**

- 131 federally-funded and regionally significant projects
  - 7 are new projects
- \$4.25 billion in proposed federal, state, local, and toll funds
  - \$2.59 billion federal; \$1.66 billion state/local
  - highway, transit, bicycle and pedestrian projects
  - maintaining, operating and expanding the transportation system
- Projects support long-range transportation goals
  - for example: accessibility, safety, and prosperity.
- Funding limited
  - Programmed funds cannot exceed what is reasonably expected to be available from local, state, and federal sources

**2023 – 2026 TIP Project Categories**

- 35.3 percent highway preservation
- 21.3 percent highway capacity
- 18.8 percent transit preservation
- 10.6 percent ports
- 6.5 percent emission reduction strategies
- 4.4 percent commuter rail preservation
- 2.4 percent environmental and/or safety
- 0.7 percent enhancement program
- 0.04 percent miscellaneous
- 0.0 percent transit capacity (no projects submitted in this timeframe)
- 0.0 percent commuter rail capacity (no projects submitted in this timeframe)

# **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
IJA	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
L RTP	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



<b>City of Annapolis</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
Electric Transit Systems Project	\$3,000,000
West East Express (WEE) and College Creek Connector Trail	\$2,750,000
Annapolis G0 on-demand transit	\$1,500,000
<b>Anne Arundel County</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
BWI Spur Trail Extension to Nursery Road Light Rail	\$2,000,000
Parole Transportation Center	\$5,000,000
Odenton MARC Station Development	\$5,000,000
Trail Spurs and Connectors	\$1,500,000
<b>Baltimore City</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
Baltimore Greenway Trail Network	\$2,500,000
Prioritizing Accessibility in Gateway Transit Corridors	\$3,000,000
<b>Baltimore County</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
Broening Highway/Sparrows Point Interchange	\$1,000,000
<b>Carroll County</b>	
N/A	
<b>Harford County</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
N/A	
<b>Howard County</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
South Entrance Trail	\$5,900,000
Montgomery County Flash Bus Expansion to Howard County Maryland	\$3,350,000
<b>Queen Anne's County</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
Thompson Creek Connector Road	\$3,500,000
US 50 Pedestrian and Bicycle Overpass	\$15,000,000

<b>Maryland Department of Transportation – Maryland Aviation Administration</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
Air Traffic Control Tower's at BWI and Martin Airports	\$20,700,000
Relocating Taxiway F at BWI Airport	\$20,000,000
<b>Maryland Department of Transportation – Maryland Transportation Authority</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
Tier II NEPA Bay Crossing	\$10,000,000
<b>Maryland Department of Transportation – Maryland Transit Administration</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
MARC Train Penn Line Fourth Track at BWI	\$7,000,000
Eastern Bus Division – Zero Emission Conversion Project	\$10,000,000
<b>Maryland Department of Transportation – Maryland State Highway Administration</b>	
<b>PROJECT NAME</b>	<b>REQUESTED AMOUNT</b>
Thomas Johnson Bridge Design	\$10,000,000
I-81 Phases 3-4 Reconstruction	\$10,000,000
Triple Bridges Study	\$750,000
I-695 Interchange Reconstruction at I-70	\$10,000,000

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	106
11-1103-13 - Furnace Avenue Bridge over Deep Run	108
11-1208-13 - Harwood Road Bridge over Stocketts Run	110
11-1402-13 - Magothy Bridge Road Bridge over Magothy River	112
11-1403-13 - O'Connor Road Bridge over Deep Run	114
11-1601-19 - McKendree Road Culvert over Lyons Creek	116
11-1602-13 - Polling House Road Bridge over Rock Branch	118
11-2105-13 - Hanover Road Bridge over Deep Run	120
11-2106-13 - Conway Road Bridge over Little Patuxent River	122
11-2107-13 - Jacobs Road Bridge over Severn Run	124
11-2101-66 - Parole Transportation Center	126

**Baltimore City**

12-2301-39 - Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	129
12-2303-25 - Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	131
12-1218-07 - Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	133
12-1701-04 - Transportation Management Center Upgrade	135
12-2102-03 - Greenway Middle Branch Phase 2	137
12-2304-07 - Communication Upgrades - Wireless	139
12-1215-13 - Perring Parkway Ramp over Herring Run	141
12-1216-13 - Sisson Street Bridge over CSX Railroad	143
12-1404-11 - Belair Road Complete Streets	145
12-1601-13 - Orleans Street Bridge over I-83 and City Streets	147

12-1602-13 - Remington Avenue Bridge over Stony Run	149
12-1603-13 - Radecke Avenue and Sinclair Lane over Moores Run	151
12-1604-13 - I-83 Concrete Deck Mill and Resurface	153
12-1605-13 - Moravia Road Ramp Bridge over Pulaski Highway	155
12-1801-13 - Monroe Street Ramp over CSX and Russell Street over CSX	157
12-2001-11 - 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	159
12-2002-13 - 41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	161
12-2003-19 - Citywide Asset Management	163
12-2005-13 - Brehms Lane over Herring Run	165
12-2007-11 - Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	167
12-2008-13 - Hanover Street Over CSX	169
12-2009-13 - Howard Street over I-83, CSX, Amtrak, and Jones Falls	171
12-2010-11 - Madison Street Rehabilitation from North Milton Avenue to Edison Highway	173
12-2011-11 - Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	175
12-2012-11 - Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	177
12-2013-11 - Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	179
12-2015-13 - Waterview Avenue over Ramp to 295	181
12-2106-13 - Harford Road Bridge Over CSX	183
12-2302-11 - Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	185
12-2201-64 - RAISE Transit Priority Project	187
12-1901-99 - Capital Project Delivery Services	189
<b>Baltimore County</b>	
13-0001-13 - Dogwood Road Bridge No. B-0072 Over Dogwood Run	191

13-0803-13 - Mohrs Lane Bridge No. B-0143 over CSX Railroad	193
13-1012-13 - Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	195
13-1107-13 - Piney Grove Road Bridge No. B-0140 over CSX railroad	197
13-1108-13 - Peninsula Expressway Bridge No. B-0119 over CSX Railroad	199
13-1208-13 - Golden Ring Road Bridge No. B-0110 over Stemmers Run	201
13-1701-13 - Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	203
13-8901-14 - Bridge Inspection Program	205
<b>Carroll County</b>	
14-1103-13 - Stone Chapel Road Bridge over Little Pipe Creek	207
14-1602-13 - Gaither Road Bridge over South Branch Patapsco River	209
14-1603-13 - McKinstrys Mill Road Bridge over Sam's Creek	211
14-1802-13 - Hughes Shop Road Bridge over Bear Branch	213
14-2101-13 - Old Kays Mill Road Culvert over Beaver Run	215
14-2102-13 - Brown Road Culvert over Roaring Run	217
14-2103-13 - McKinstrys Mill Road over Little Pipe Creek	219
14-2201-13 - Patapsco Road Bridge over East Branch Patapsco River	221
14-2202-13 - Upper Beckleysville Road Bridge over Murphy Run	223
14-9401-14 - Bridge Inspection Program	225
<b>Harford County</b>	
15-1001-13 - Abingdon Road Bridge #169 over CSX Railroad	227
15-1601-13 - Glenville Road Bridge #30 over Mill Brook	229
15-2001-13 - Grier Nursery Road Bridge #43 over Deer Creek	231
15-2002-13 - Hookers Mill Road Bridge #13 over Bynum Run	233

15-2101-13 - Madonna Road Bridge #113 over Deer Creek	235
15-2102-13 - St. Clair Bridge Road Bridge #100 over Deer Creek	237
15-2103-13 - Stafford Road Bridge #162 over Buck Branch	239
15-2104-13 - Trappe Church Road Bridge #161 over Hollands Branch	241
15-2201-13 - Moores Road Bridge #78 over a tributary to Gunpowder Falls	243
15-2202-13 - Hess Road Bridge #81 over Yellow Branch	245
15-9411-14 - Bridge Inspection Program	247
<b>Howard County</b>	
16-1410-41 - Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	249
16-1901-42 - US 29/Broken Land Parkway Interchange and North South Connector Road	251
16-0436-13 - Bridge Repair and Deck Replacement	253
16-2201-13 - Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	255
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22-1901-45 - I-95 Fort McHenry Tunnel: Port Covington Access	257
22-2201-19 - I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	259
25-1801-41 - I-95 Express Toll Lanes Northbound Extension	261
25-2101-41 - I-95 Southbound Part-Time Shoulder Usage	263
<b>Maryland Port Administration</b>	
30-2101-82 - Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	265
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32-2101-83 - Howard Street Tunnel	269
<b>MTA - Transit</b>	
40-1602-05 - Urban Transit Systems - Capital Assistance	271



40-1802-05 - Bus and Paratransit Vehicle Overhaul and Replacement	273
40-9501-05 - Rural Transit Systems - Capital Assistance	276
40-9502-05 - Small Urban Transit Systems - Capital Assistance	278
40-9901-01 - Ridesharing - Baltimore Region	280
40-0104-61 - Small Urban Transit Systems - Operating Assistance	282
40-1203-65 - Kirk Bus Facility Replacement - Phase 1 & 2	284
40-1204-64 - Bus and Rail Preventive Maintenance	286
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40-1603-61 - Urban Transit Systems - Operating Assistance	290
40-1801-64 - Agencywide System Preservation and Improvement	292
40-1803-64 - Bus System Preservation and Improvement	294
40-1804-63 - Metro and Light Rail Rolling Stock Overhauls and Replacement	296
40-1805-64 - Metro and Light Rail System Preservation and Improvement	299
40-2301-65 - Eastern Bus Facility	301
40-2302-63 - Zero Emission Infrastructure and Rolling Stock	303
40-9204-61 - Rural Transit Systems - Operating Assistance	306
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70-1501-53 - MARC Rolling Stock Overhauls and Replacement	308
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70-1503-55 - MARC Facilities	314
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60-9506-38 - Areawide Environmental Projects	323
60-9504-04 - Areawide Congestion Management	326
60-9310-13 - Areawide Bridge Replacement And Rehabilitation	329
60-9501-11 - Areawide Resurfacing And Rehabilitation	331
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60-9511-19 - Areawide Urban Reconstruction	338
60-0702-99 - Morgan State University Transportation Research Program	341

**SHA - Anne Arundel County**

61-1701-41 - MD 175: Sellner Road/Race Road to McCarron Court	343
61-2301-41 - MD 2: US 50 to Arnold Road	346
61-2302-41 - MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	348
61-2303-41 - MD 170: Norcross Lane to Wieker Road	350
61-2304-41 - MD 214: MD 468 to Camp Letts Road	352
61-2101-13 - MD 173: Bridge Replacement over Rock Creek	354

**SHA - Baltimore County**

63-1601-41 - I-695: US 40 to MD 144	356
63-1802-41 - I-695: I-70 to MD 43	358
63-1701-13 - I-83: Bridge Replacement over Padonia Road	360
63-1704-13 - US 1: Bridge Replacement over CSX	362
63-1706-13 - US 40: Bridge Replacements over Little & Big Gunpowder Falls	364
63-2001-13 - MD 151/MD 151B: Bridge Replacements	366





63-2002-13 - I-695: Bridge Replacement on Putty Hill Avenue	368
63-2201-12 - I-695: Reconstruction of Interchange at I-70	370
63-2202-13 - I-95/I-695 Interchange Bridge Deck Replacement	373
<b>SHA - Carroll County</b>	
64-2201-13 - MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	375
<b>SHA - Harford County</b>	
65-1601-12 - MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	378
65-2101-13 - US 1: Bridge Replacements at Tollgate Road and Winters Run	380
<b>SHA - Howard County</b>	
66-1703-41 - MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	382