

Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements

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

Description:

This project seeks to construct the following:

1. A protected bicycle facility on Falls Road between Northern Parkway and Coldspring Lane
2. Provide geometric safety improvements at the intersection of Northern Parkway at Falls Road

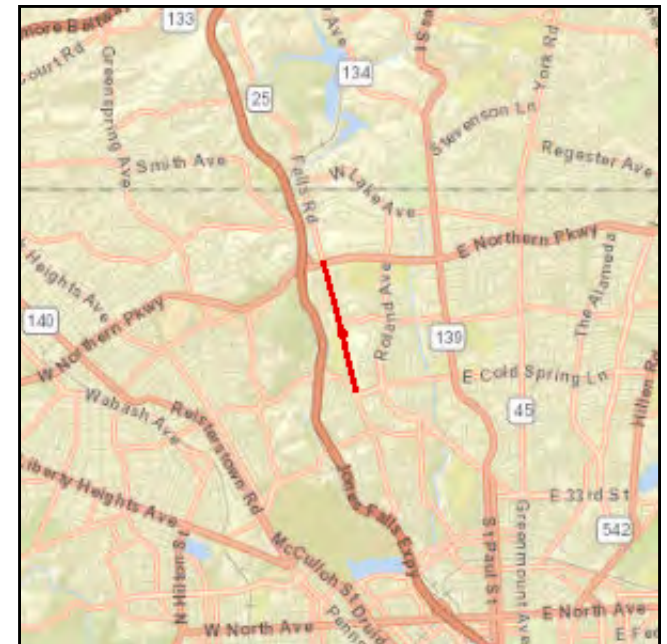
Justification:

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

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

Connection to Long-Range Transportation Planning Goals:

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





Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$1,280	\$320	\$0	\$0	\$0	\$0	\$2,720	\$680	\$5,000
Total	\$1,280	\$320	\$0	\$0	\$0	\$0	\$2,720	\$680	\$5,000

Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)

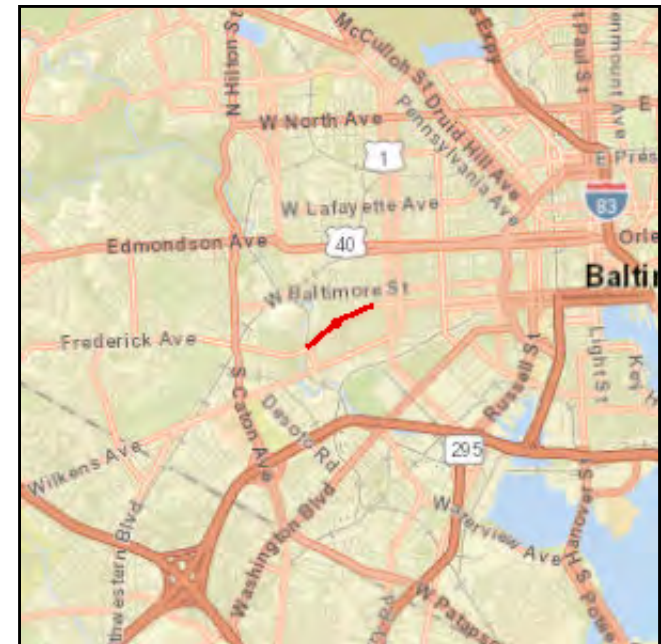
TIP ID	12-2303-25	Year of Operation	2028
Agency	Baltimore City	Project Type	Bicycle/pedestrian facilities
Project Category	Environmental/Safety	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 lanes to 4 lanes; 0.66 miles
CIP or CTP ID(s)	508-157	Est. Total Cost	\$12,000,000

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
Subtotal	\$0	\$0	\$640	\$160	\$0	\$0	\$0	\$0	\$800
Total	\$0	\$0	\$640	\$160	\$0	\$0	\$0	\$0	\$800

Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

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

Description:

This project includes signal and traffic improvements citywide which may include but are not limited to: traffic signal system upgrades, ITS and system integration, traffic signal timing optimization, traffic surveillance camera expansion, traffic signal replacements and upgrades, communications equipment including fiber optic, copper and wireless, variable message signs, vehicular and pedestrian detector upgrades, intersection improvements, signs and marking. Projects included in this TIP ID are: 1) CCTV and signal rewiring citywide, 2) installation of fiber optic and copper communications citywide, 3) ITS deployment and upgrades citywide, 4) geometric improvements at multiple intersections, 5) traffic signal reconstruction, and 6) traffic signal timing optimization. Engineering and planning funds for the traffic signal timing optimization project were included in FY 2022.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$9,600	\$2,400	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$18,000
Total	\$9,600	\$2,400	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$18,000

Transportation Management Center Upgrade

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

Description:

This project will upgrade the central computer system or Advance Traffic Management System (ATMS) along with field controllers and integrate the system with controllers and ITS devices to effectively and safely manage traffic. The system may include but is not limited to software, computer hardware, servers, switches and communications equipment. The current ATMS, known as an “i2 System” is more than 15 years old and has been discontinued by the vendor. Replacement with a new system requires a complete upgrade of hardware and software, replacement of field controllers, and installation of communications equipment for field devices. 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
Subtotal	\$4,000	\$1,000	\$0	\$500	\$0	\$0	\$5,600	\$1,400	\$12,500
Total	\$4,000	\$1,000	\$0	\$500	\$0	\$0	\$5,600	\$1,400	\$12,500

Greenway Middle Branch Phase 2

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

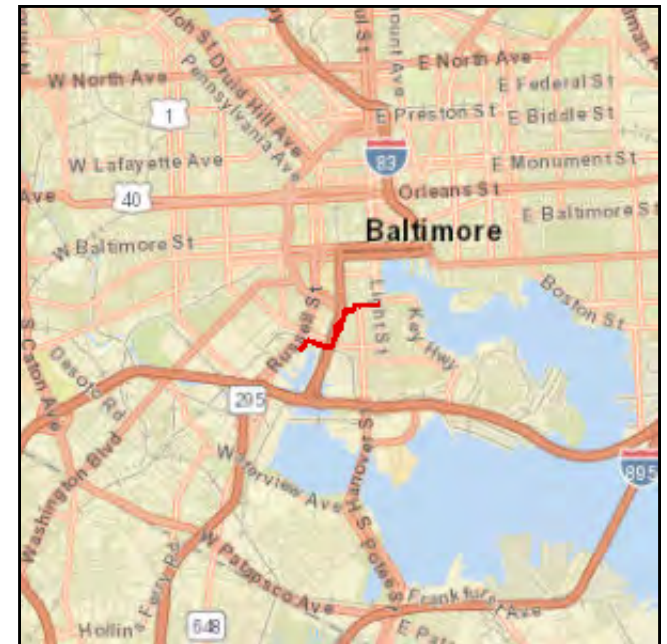
Description:

The Middle Branch Phase 2 project involves the construction of a 0.8 mile trail as part of the Baltimore Greenway Loop that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits.

Engineering was funded with a FY 2019 discretionary grant through the Surface Transportation Block Grant program set-aside for Transportation Alternatives.

Justification:

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



Connection to Long-Range Transportation Planning Goals:

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



Greenway Middle Branch Phase 2

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$0	\$0	\$1,525	\$382	\$0	\$0	\$0	\$0	\$1,907
Total	\$0	\$0	\$1,525	\$382	\$0	\$0	\$0	\$0	\$1,907

Communication Upgrades - Wireless

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

Description:

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

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Communication Upgrades - Wireless

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$0	\$0	\$1,000	\$250	\$0	\$0	\$0	\$0	\$1,250
Total	\$0	\$0	\$1,000	\$250	\$0	\$0	\$0	\$0	\$1,250

Perring Parkway Ramp over Herring Run

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

Description:

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

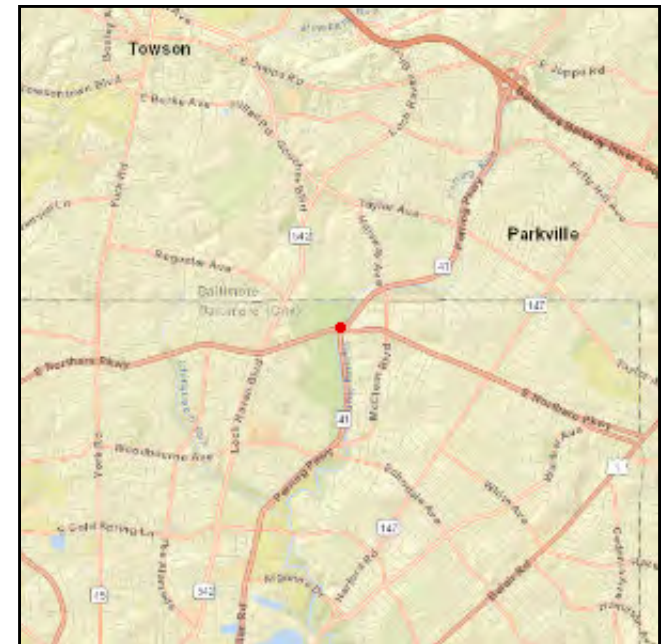
Engineering for this project was originally authorized in FY 2016.

Justification:

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

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
Subtotal	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

Sisson Street Bridge over CSX Railroad

TIP ID	12-1216-13	Year of Operation	2024
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	506-766	Est. Total Cost	\$8,250,000

Description:

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

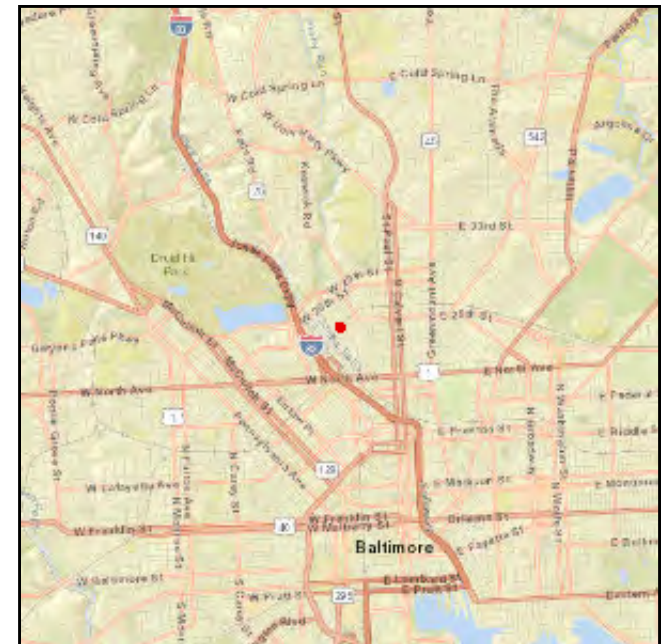
Engineering funds for this project were authorized in FY 2019.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Sisson Street Bridge over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
Total	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

Belair Road Complete Streets

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

Description:

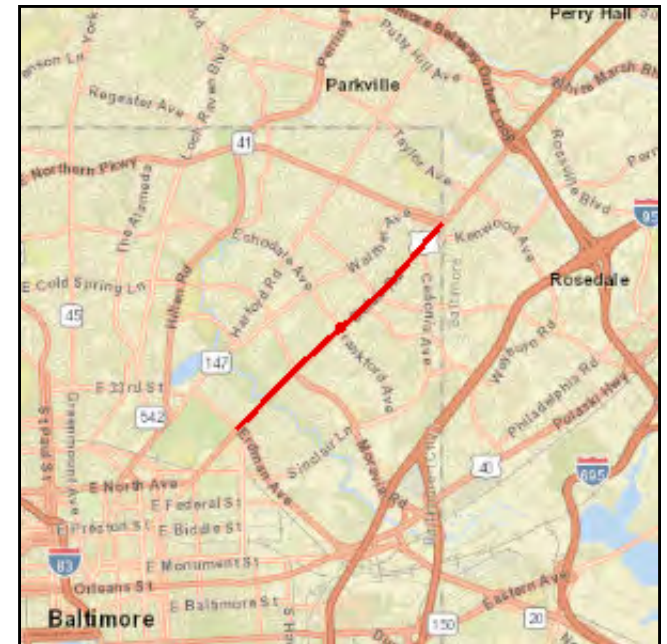
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2022 engineering and FY 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
Subtotal	\$560	\$140	\$6,080	\$1,520	\$0	\$0	\$0	\$0	\$8,300
Total	\$560	\$140	\$6,080	\$1,520	\$0	\$0	\$0	\$0	\$8,300

Orleans Street Bridge over I-83 and City Streets

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

Description:

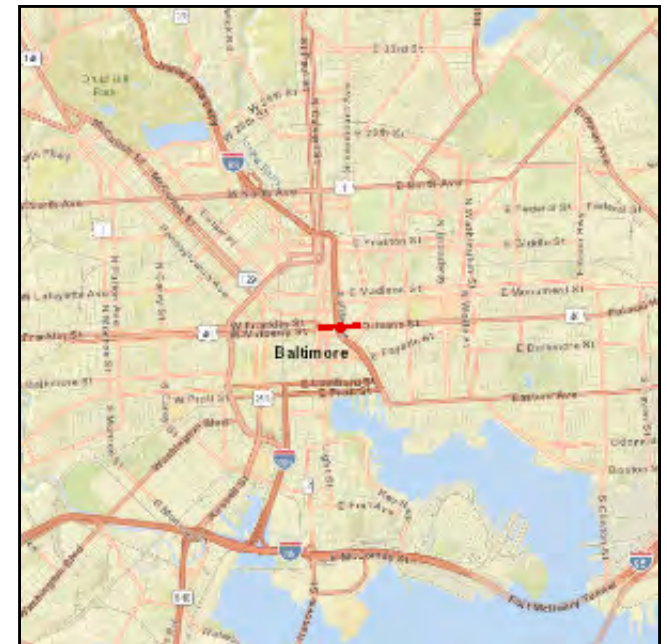
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk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

Justification:

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

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
Subtotal	\$512	\$128	\$0	\$0	\$0	\$0	\$5,000	\$500	\$6,140
Total	\$512	\$128	\$0	\$0	\$0	\$0	\$5,000	\$500	\$6,140

Remington Avenue Bridge over Stony Run

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

Description:

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

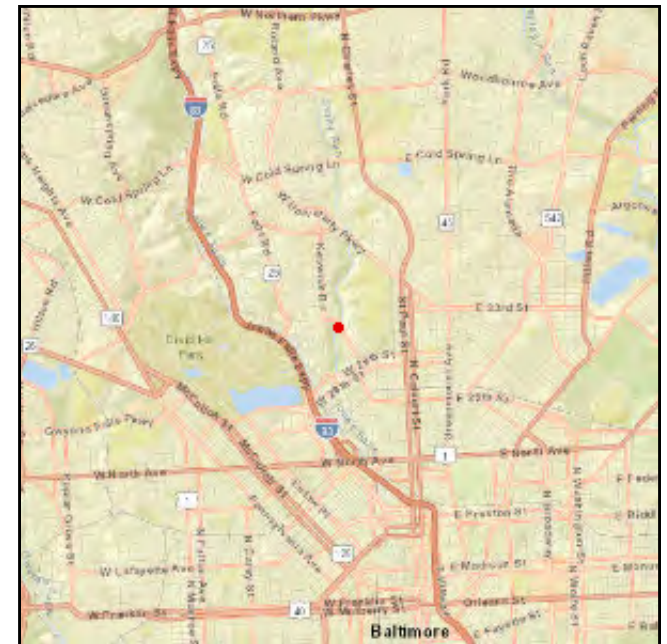
Engineering for this project was authorized in FY 2016.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
Total	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000

Radecke Avenue and Sinclair Lane over Moores Run

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

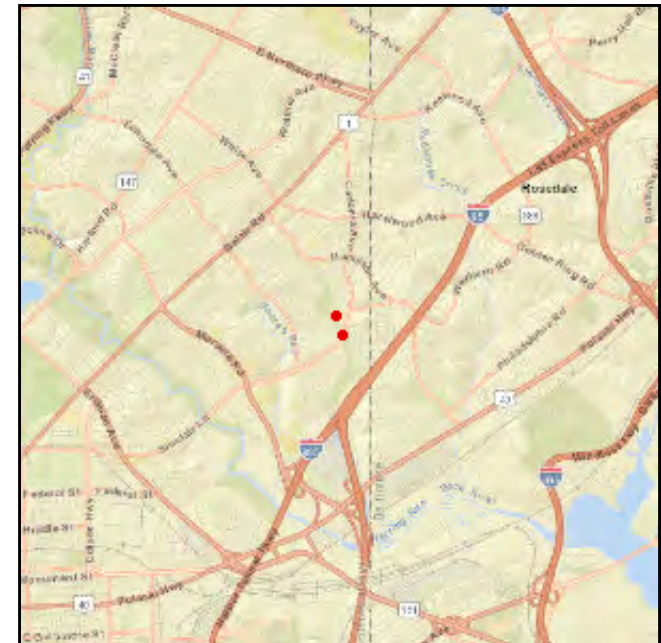
Description:

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
Subtotal	\$400	\$100	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$9,500
Total	\$400	\$100	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$9,500

I-83 Concrete Deck Mill and Resurface

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

Description:

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

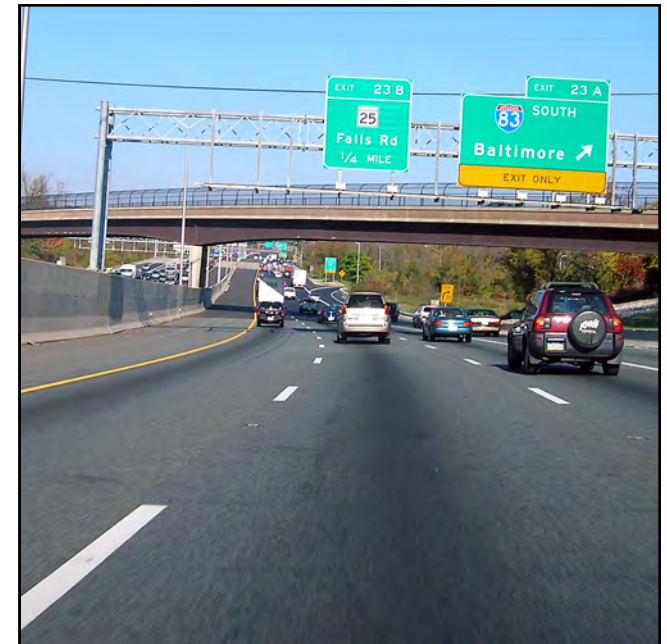
Engineering funds for this project were authorized in FY 2020.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$0	\$0	\$10,720	\$2,680	\$0	\$0	\$0	\$0	\$13,400
Total	\$0	\$0	\$10,720	\$2,680	\$0	\$0	\$0	\$0	\$13,400

Moravia Road Ramp Bridge over Pulaski Highway

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

Description:

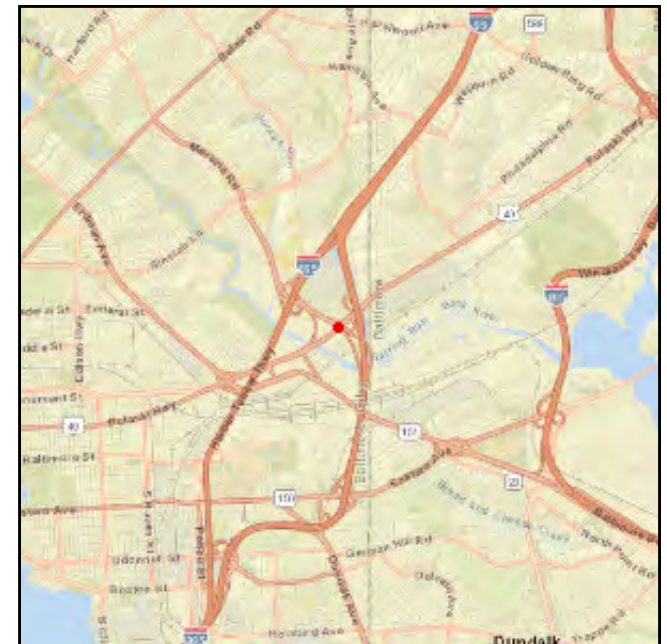
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards. The total cost increased \$5.5 million as a result of additional work needed due to continued deterioration as well as industry cost increases.

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
Subtotal	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
Total	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200

Monroe Street Ramp over CSX and Russell Street over CSX

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

Description:

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

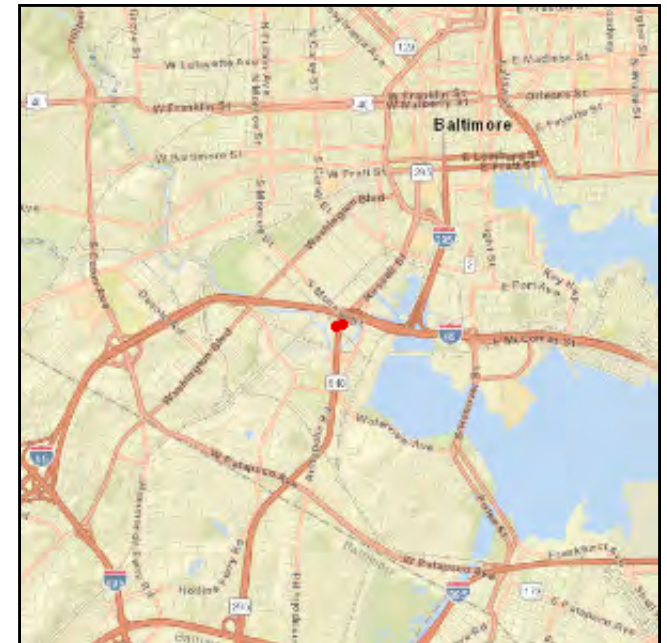
Engineering funds for this project were authorized in FY 2012 under TIP ID #12-1030-13 (citywide bridge).

Justification:

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

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
Subtotal	\$0	\$0	\$0	\$0	\$23,520	\$5,880	\$0	\$0	\$29,400
Total	\$0	\$0	\$0	\$0	\$23,520	\$5,880	\$0	\$0	\$29,400

25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

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

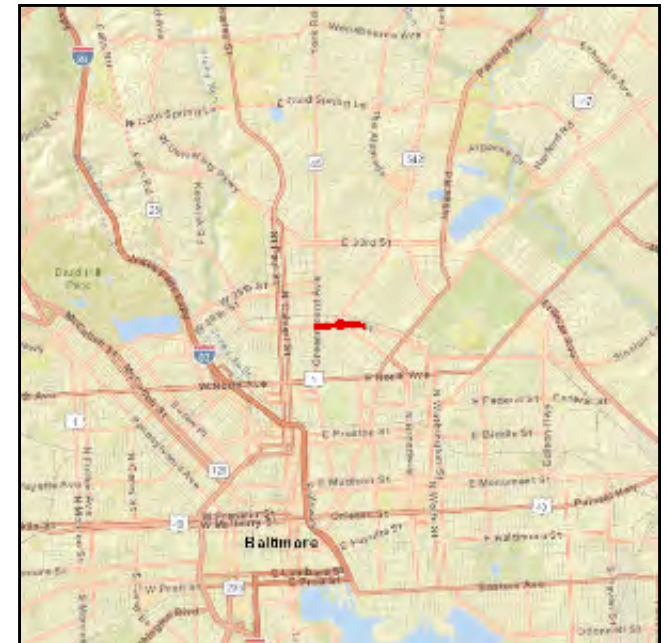
Engineering funds for preliminary design were appropriated in FY 2021.

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
Subtotal	\$0	\$0	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$10,000
Total	\$0	\$0	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$10,000

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

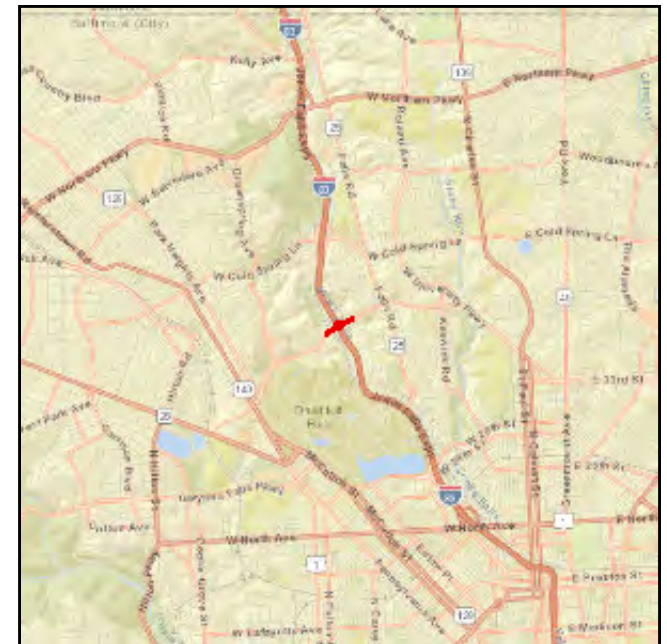
TIP ID	12-2002-13	Year of Operation	2030
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 1,238 ft
CIP or CTP ID(s)	506-010	Est. Total Cost	\$19,550,000

Description:

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

Justification:

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



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
Subtotal	\$0	\$0	\$800	\$200	\$14,840	\$3,710	\$0	\$0	\$19,550
Total	\$0	\$0	\$800	\$200	\$14,840	\$3,710	\$0	\$0	\$19,550

Citywide Asset Management

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

Description:

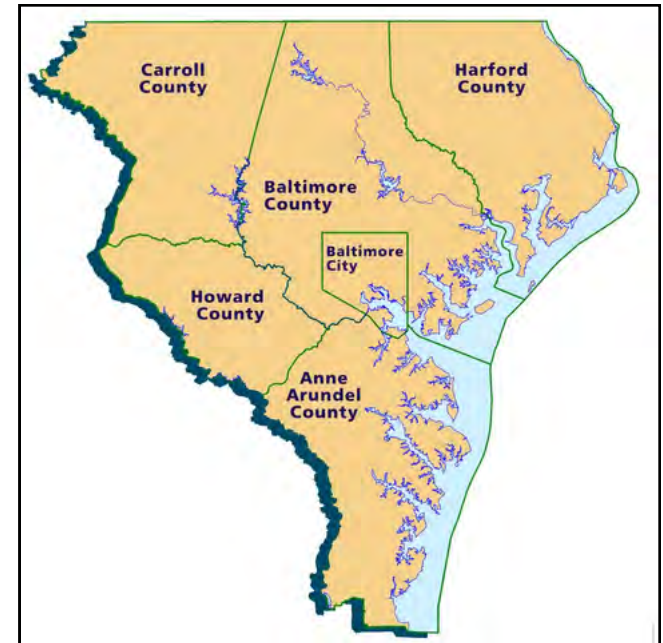
This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. Local funds will be used for roads that are not federal-aid eligible. These activities will include, but are not limited to data collection,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

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Citywide Asset Management

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$384	\$816	\$0	\$0	\$0	\$0	\$320	\$680	\$2,200
Total	\$384	\$816	\$0	\$0	\$0	\$0	\$320	\$680	\$2,200

Brehms Lane over Herring Run

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

Description:

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

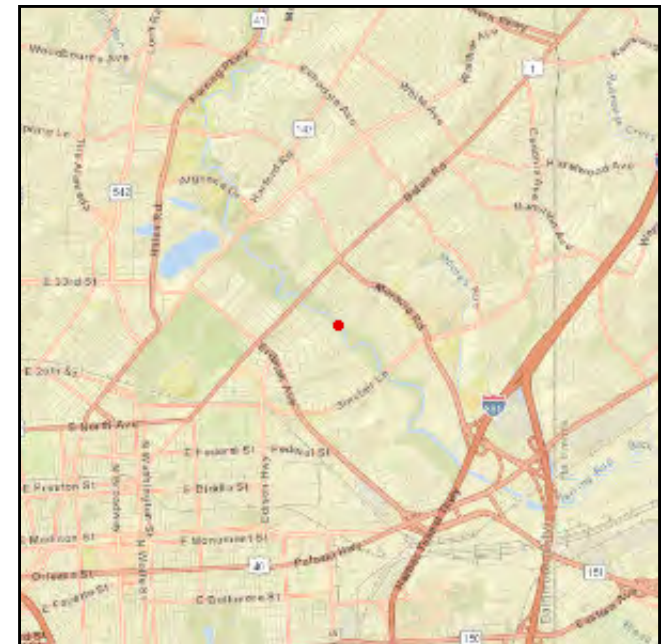
Project was last shown in the 2020-2023 TIP. Total cost has increased as a result of additional work required due to continued deterioration and increased material costs.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Brehms Lane over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$480	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Total	\$480	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$600

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

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

Description:

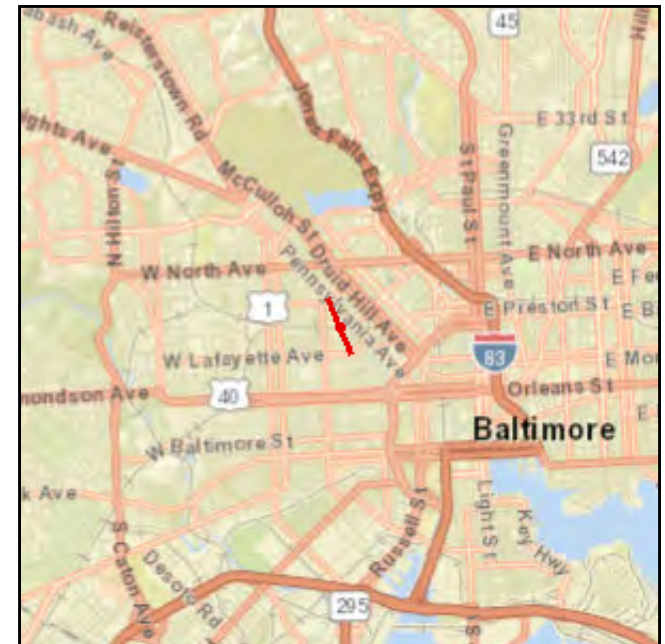
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, 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
Subtotal	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$0	\$0	\$7,000
Total	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$0	\$0	\$7,000

Hanover Street Over CSX

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

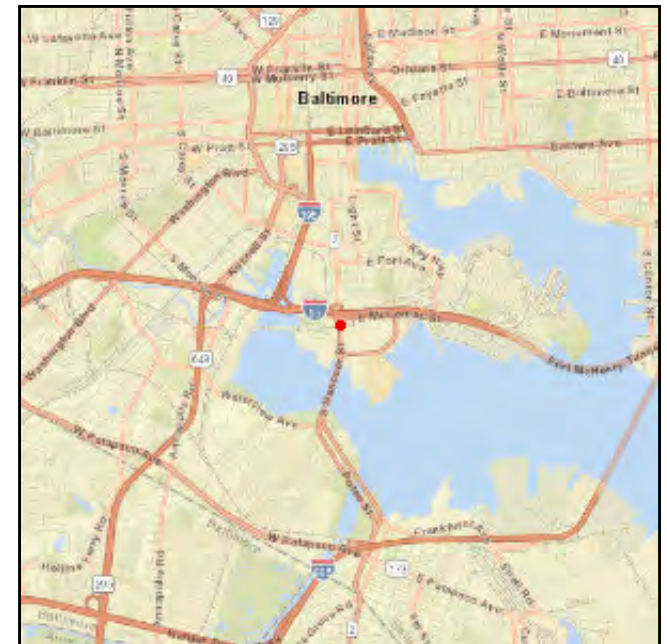
The total cost has increased \$5.0 million as a result of additional work required due to continued deterioration and increased material costs.

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
Subtotal	\$735	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$920
Total	\$735	\$185	\$0	\$0	\$0	\$0	\$0	\$0	\$920

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

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

Description:

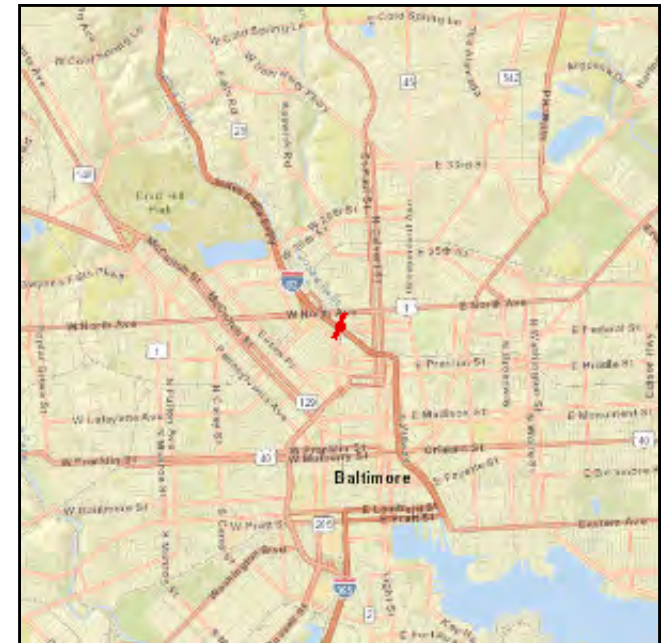
The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of \$49.45 million assumes a bridge replacement, which is substantially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

Justification:

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

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
Subtotal	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

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

Description:

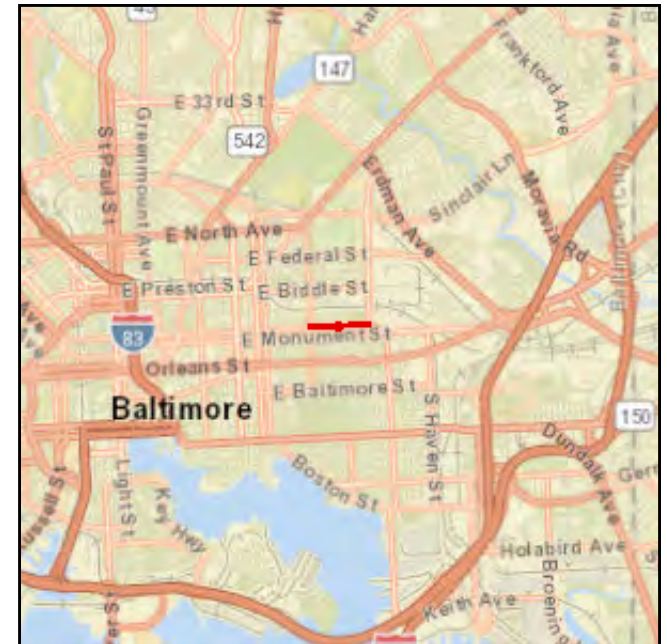
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021. 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
Subtotal	\$0	\$0	\$6,800	\$1,700	\$0	\$0	\$0	\$0	\$8,500
Total	\$0	\$0	\$6,800	\$1,700	\$0	\$0	\$0	\$0	\$8,500

Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

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

Description:

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

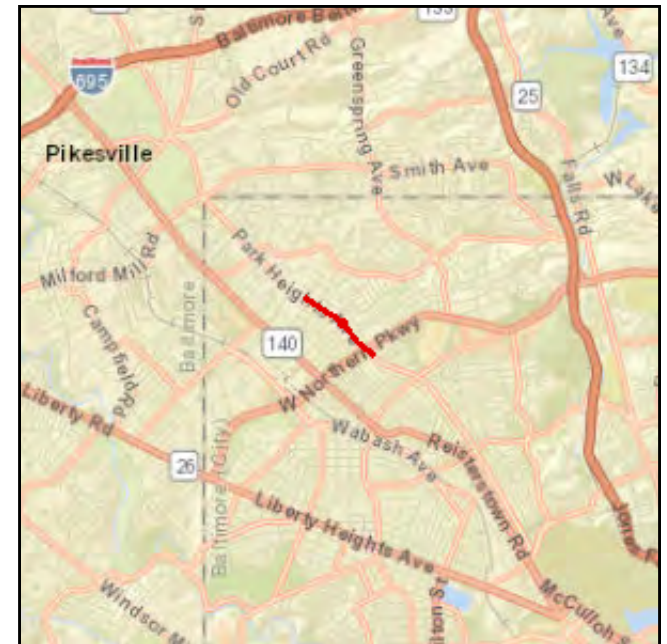
Engineering funds for preliminary design were appropriated in FY 2021. FY 2023 engineering funds are to complete final design.

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
Subtotal	\$640	\$160	\$0	\$0	\$10,920	\$2,730	\$0	\$0	\$14,450
Total	\$640	\$160	\$0	\$0	\$10,920	\$2,730	\$0	\$0	\$14,450

Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge

TIP ID	12-2012-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	6 to 4 lanes, 5075 ft
CIP or CTP ID(s)	508-072	Est. Total Cost	\$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
Subtotal	\$640	\$160	\$0	\$0	\$11,320	\$2,830	\$0	\$0	\$14,950
Total	\$640	\$160	\$0	\$0	\$11,320	\$2,830	\$0	\$0	\$14,950

Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

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

Description:

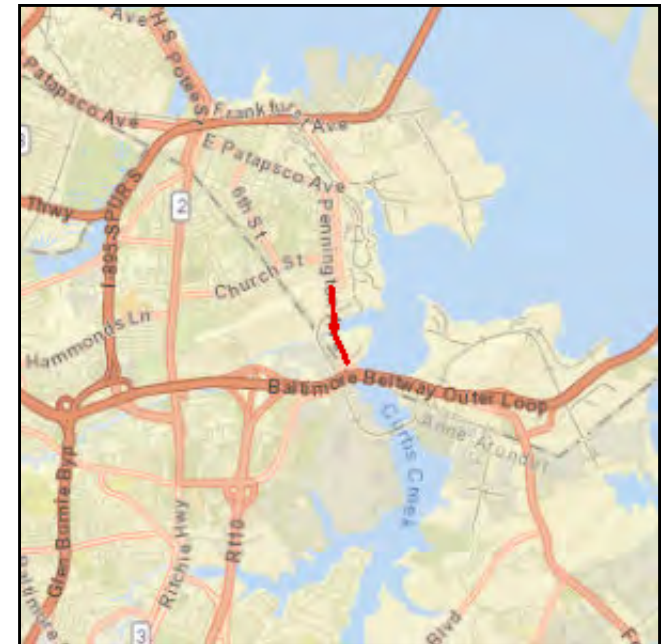
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, 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
Subtotal	\$0	\$0	\$6,400	\$1,600	\$0	\$0	\$0	\$0	\$8,000
Total	\$0	\$0	\$6,400	\$1,600	\$0	\$0	\$0	\$0	\$8,000

Waterview Avenue over Ramp to 295

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

Description:

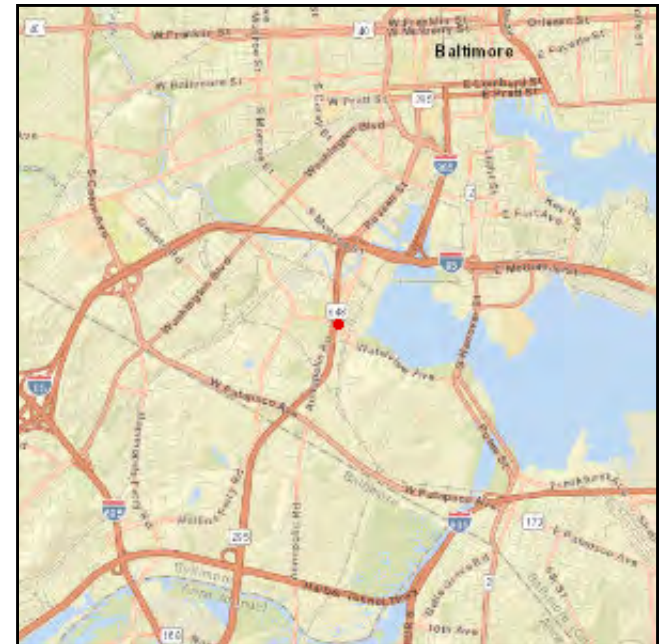
The 75-foot long bridge was originally built in 1950, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$6 million assumes a bridge replacement, which is substantially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

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Waterview Avenue over Ramp to 295

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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
Subtotal	\$384	\$96	\$0	\$0	\$2,500	\$250	\$2,500	\$250	\$5,980
Total	\$384	\$96	\$0	\$0	\$2,500	\$250	\$2,500	\$250	\$5,980

Harford Road Bridge Over CSX

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

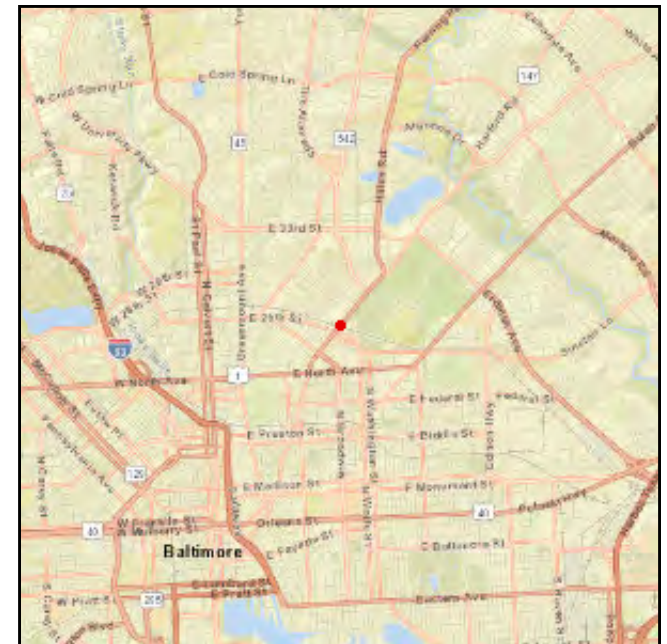
Engineering funds and matching funds for construction are being provided by CSX. Engineering funds were authorized in FY 2019.

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
Subtotal	\$9,000	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500
Total	\$9,000	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500

Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line

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

Description:

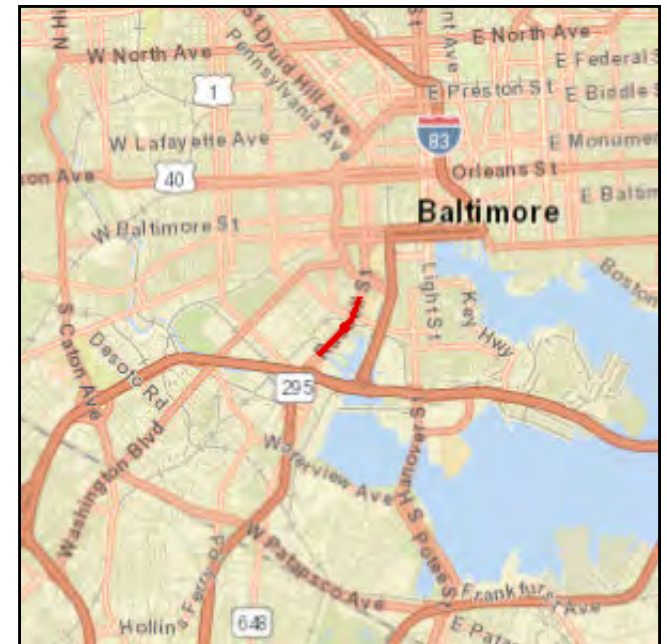
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, curb and gutter replacement, sidewalk repair, streetlight fixture upgrade, new signage, and pavement marking.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line

(Funding in Thousands)

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

Phase	FY 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
Subtotal	\$320	\$80	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$5,400
Total	\$320	\$80	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$5,400

RAISE Transit Priority Project

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

Description:

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

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





RAISE Transit Priority Project

(Funding in Thousands)

Rebuilding American Infrastructure with Sustainability and Equity

Phase	FY 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
Subtotal	\$22,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Total	\$22,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000

Capital Project Delivery Services

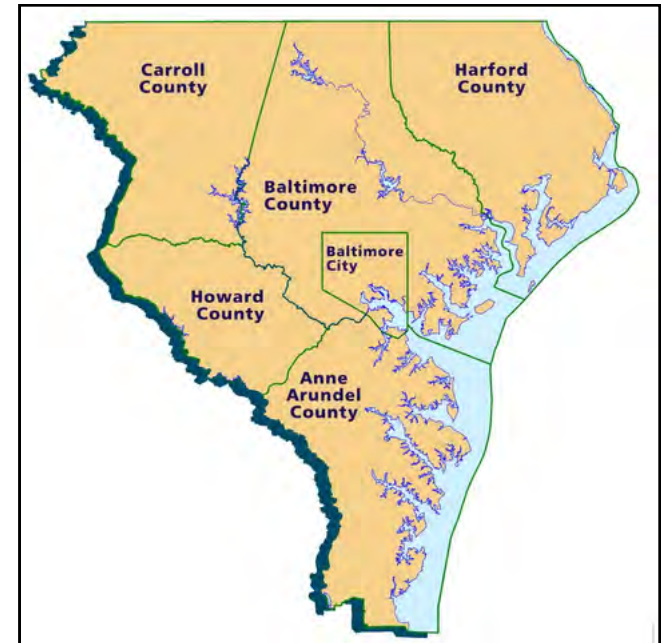
TIP ID	12-1901-99	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	508-378	Est. Total Cost	\$800,000

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
Subtotal	\$500	\$125	\$0	\$0	\$60	\$15	\$80	\$20	\$800
Total	\$500	\$125	\$0	\$0	\$60	\$15	\$80	\$20	\$800