

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.

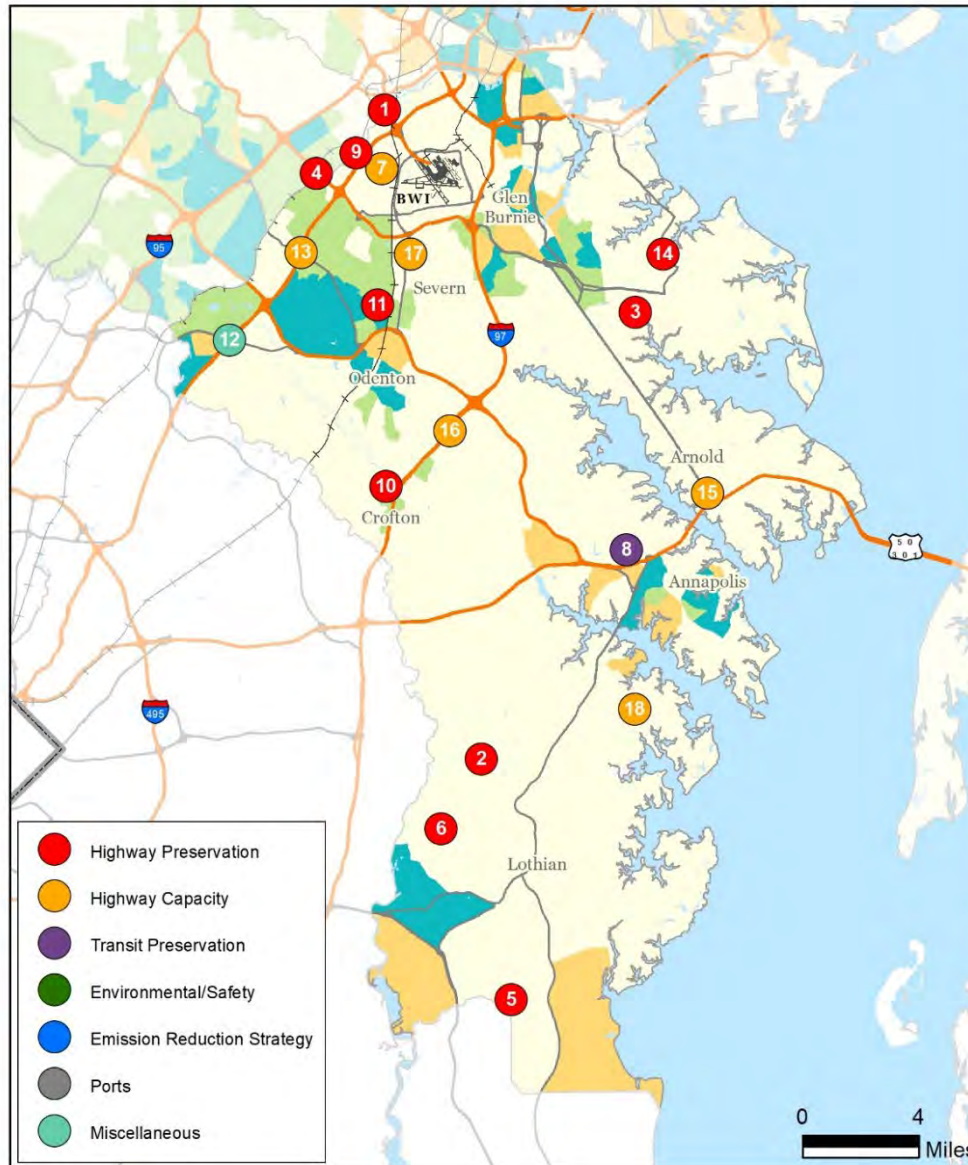
The long-range transportation plan, *Maximize2045*, includes an extensive environmental justice analysis. BMC staff utilized several measures to compare the effects on EJ and non-EJ TAZs of projects in the preferred alternative of *Maximize2045*, including nonexempt projects in the TIP. These measures include accessibility to jobs and shopping, travel times for commuting and for other purposes, and

proximity to key destinations such as supermarkets and hospitals.¹⁰

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

¹⁰ Further details on this EJ analysis can be found 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

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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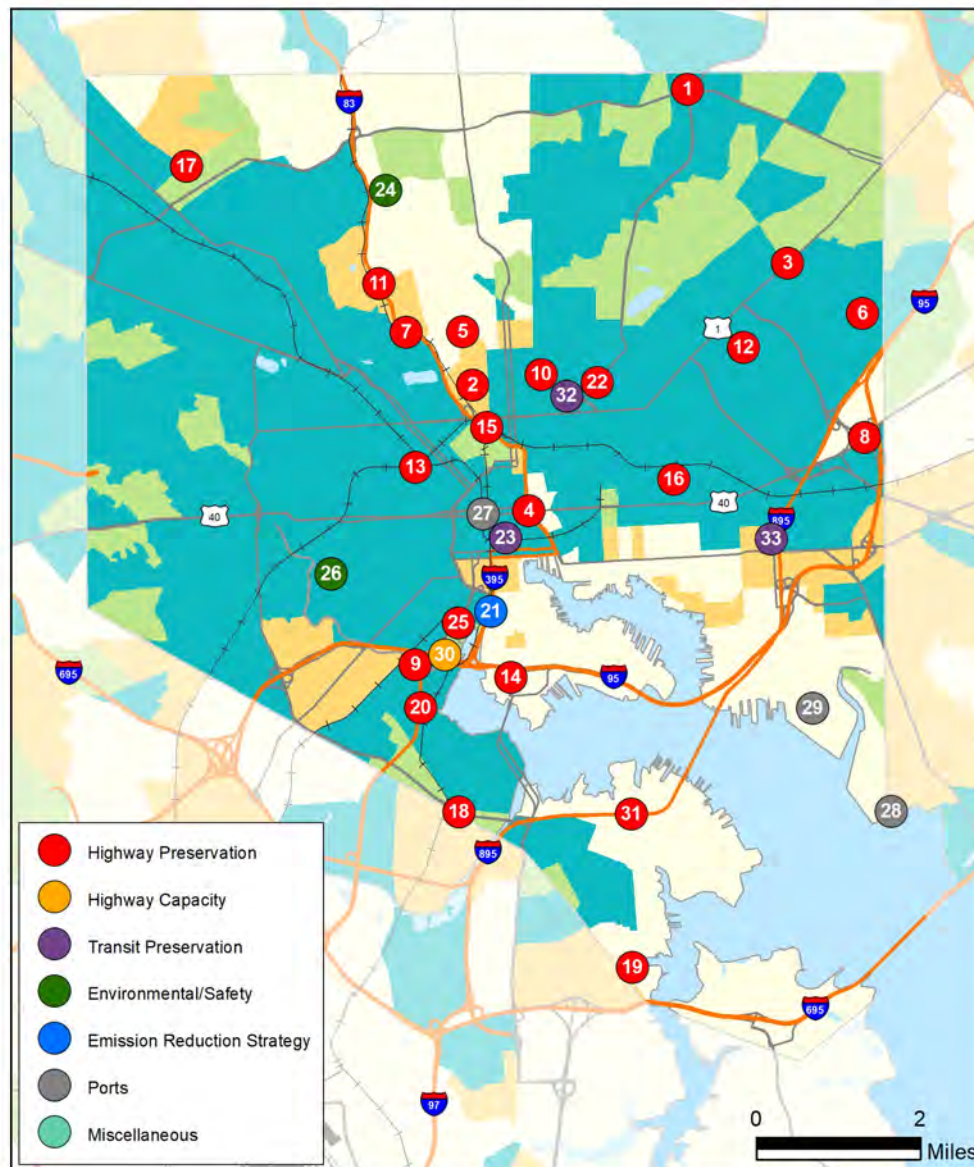
Project Sponsor: MDOT State Highway Administration

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 Wieker 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%
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- 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	Perring Parkway Ramp over Herring Run	12-1215-13
2	Sisson Street Bridge over CSX Railroad	12-1216-13
3	Belair Road Complete Streets	12-1404-11
4	Orleans Street Bridge over I-83 and City Streets	12-1601-13
5	Remington Avenue Bridge over Stony Run	12-1602-13
6	Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13
7	I-83 Concrete Deck Mill and Resurface	12-1604-13
8	Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13
9	Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13
10	25th Street Rehabilitation from Greenmount Avenue to Kirk 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	Fremont Avenue Rehabilitation from Lafayette Avenue to Pressman Street	12-2007-11
14	Hanover 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 Edison Highway	12-2010-11
17	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11
18	Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11
19	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11
20	Waterview 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	12-2201-64
24	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39
25	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11
26	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25

Project Sponsor: Maryland Port Administration

27	Howard Street Tunnel	32-2101-83
28	Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82

Project Sponsor: Maryland Transportation Authority

29	Port of Baltimore Rail Capacity Modernization Project	30-2301-83
30	I-95 Fort McHenry Tunnel: Port Covington Access	22-1901-45
31	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19

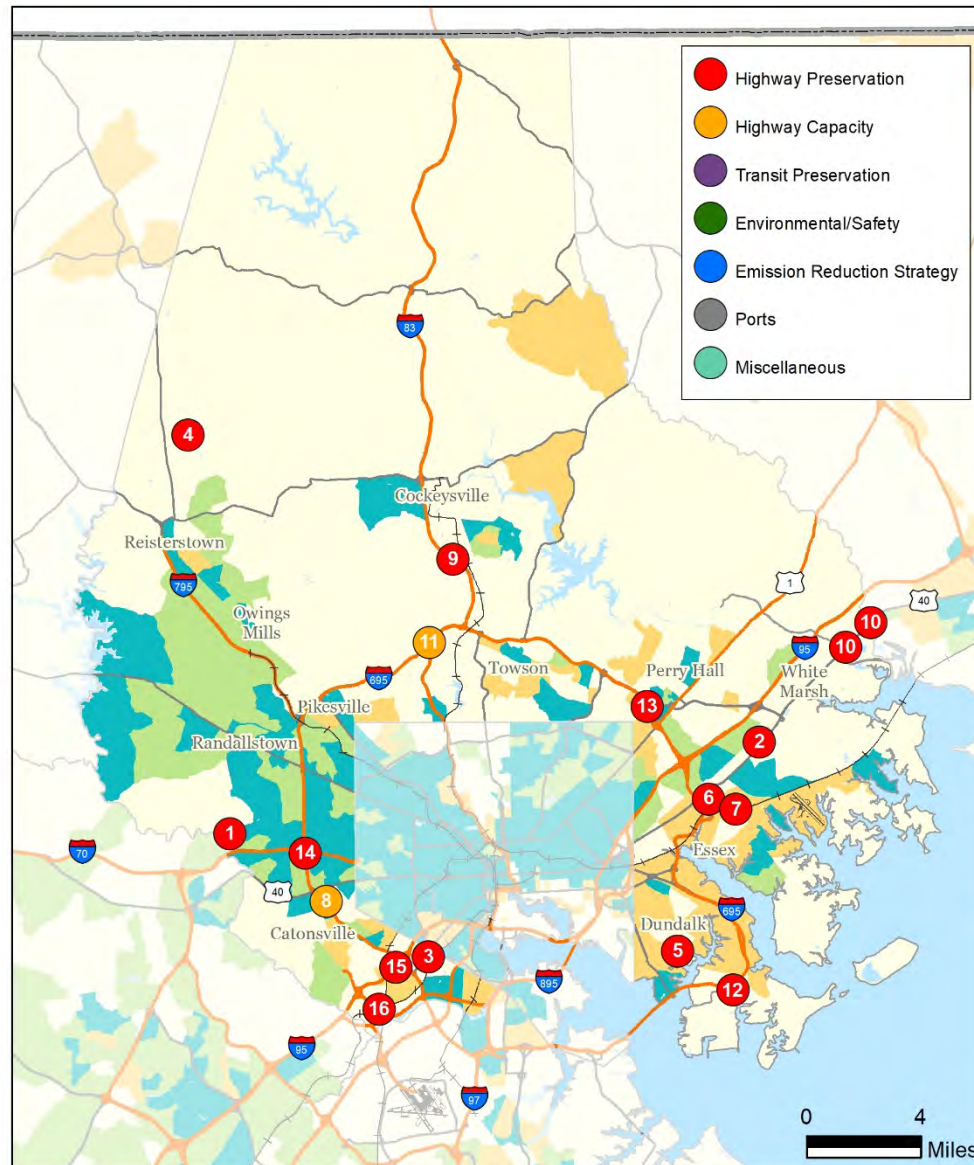
Project Sponsor: Maryland Transit Administration

32	Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65
33	Eastern Bus Facility	40-2301-65

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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 & Orem's Road	13-1701-13

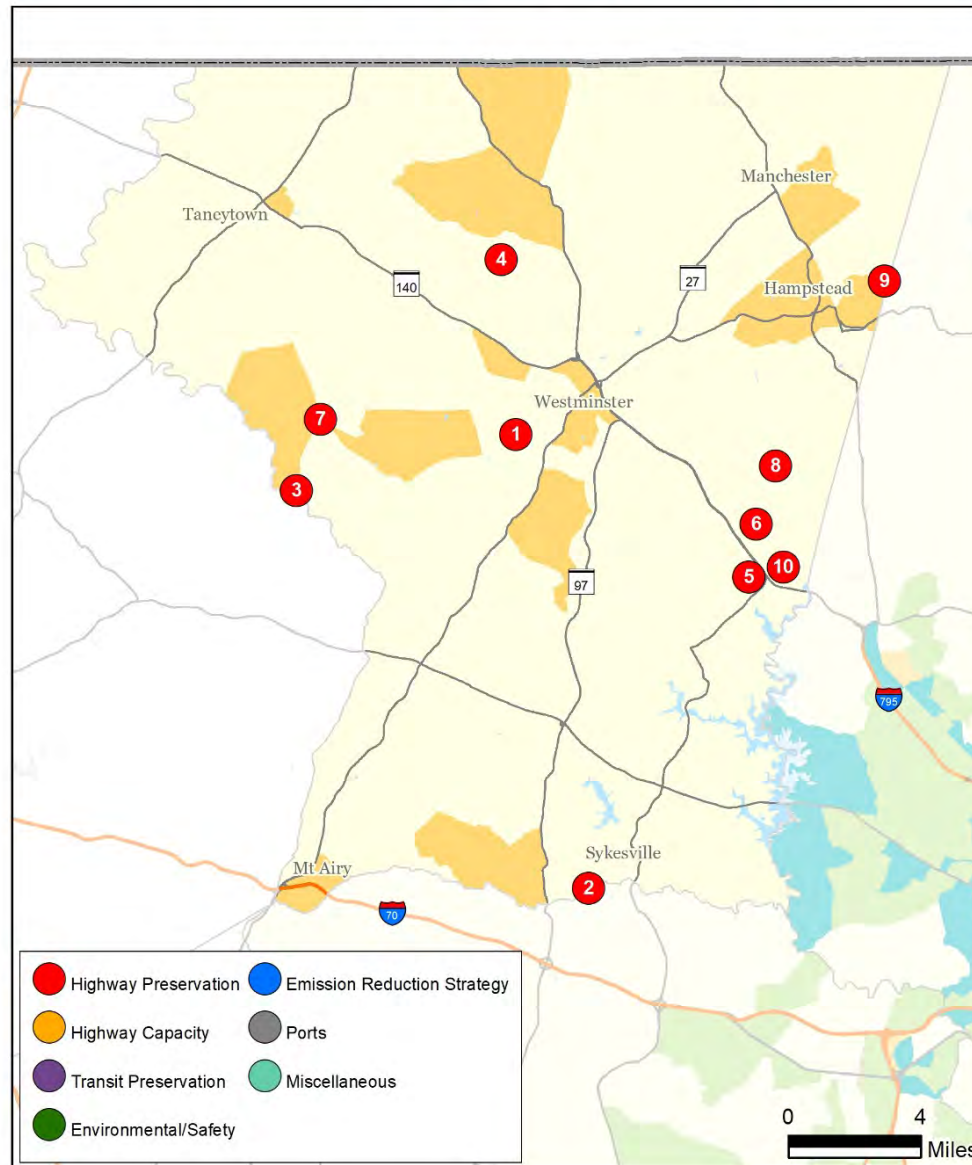
Project Sponsor: MDOT State Highway Administration

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

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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	Gaither Road Bridge over South Branch Patapsco River	14-1602-13
3	McKinstry's 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's 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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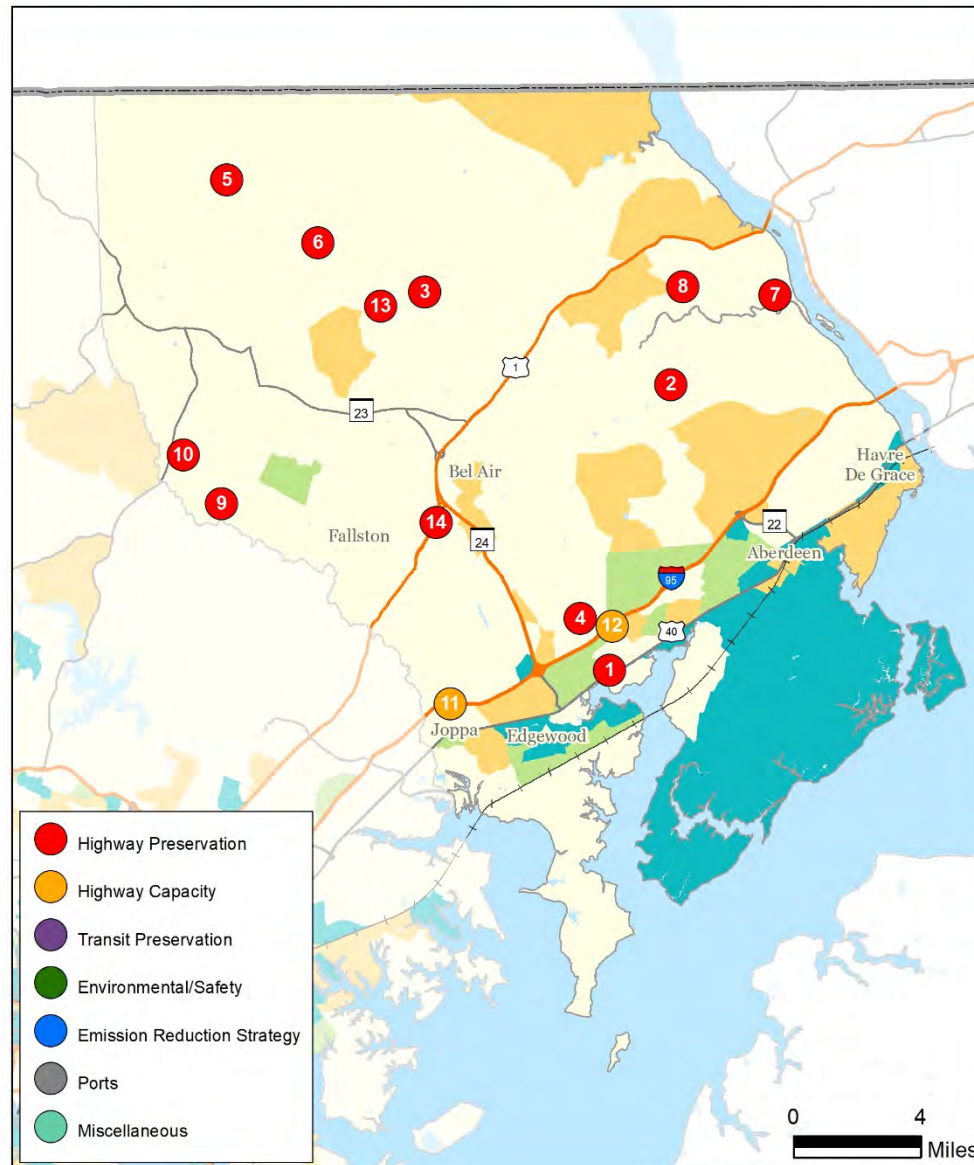
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Harford County Projects in Relation to Low Income & Minority Concentrations



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	Trappe 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

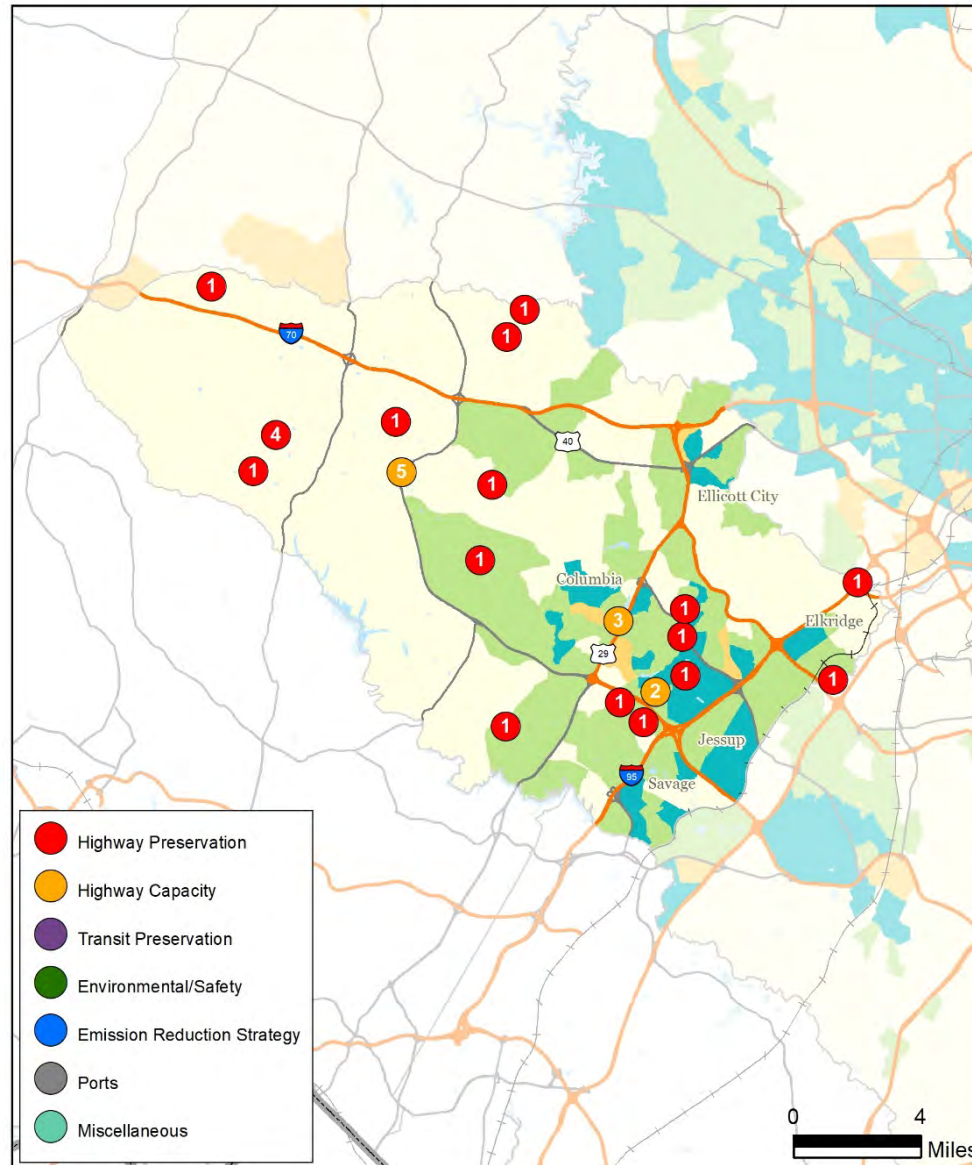
Project Sponsor: MDOT State Highway Administration

13	MD 24: South of Stirrup 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

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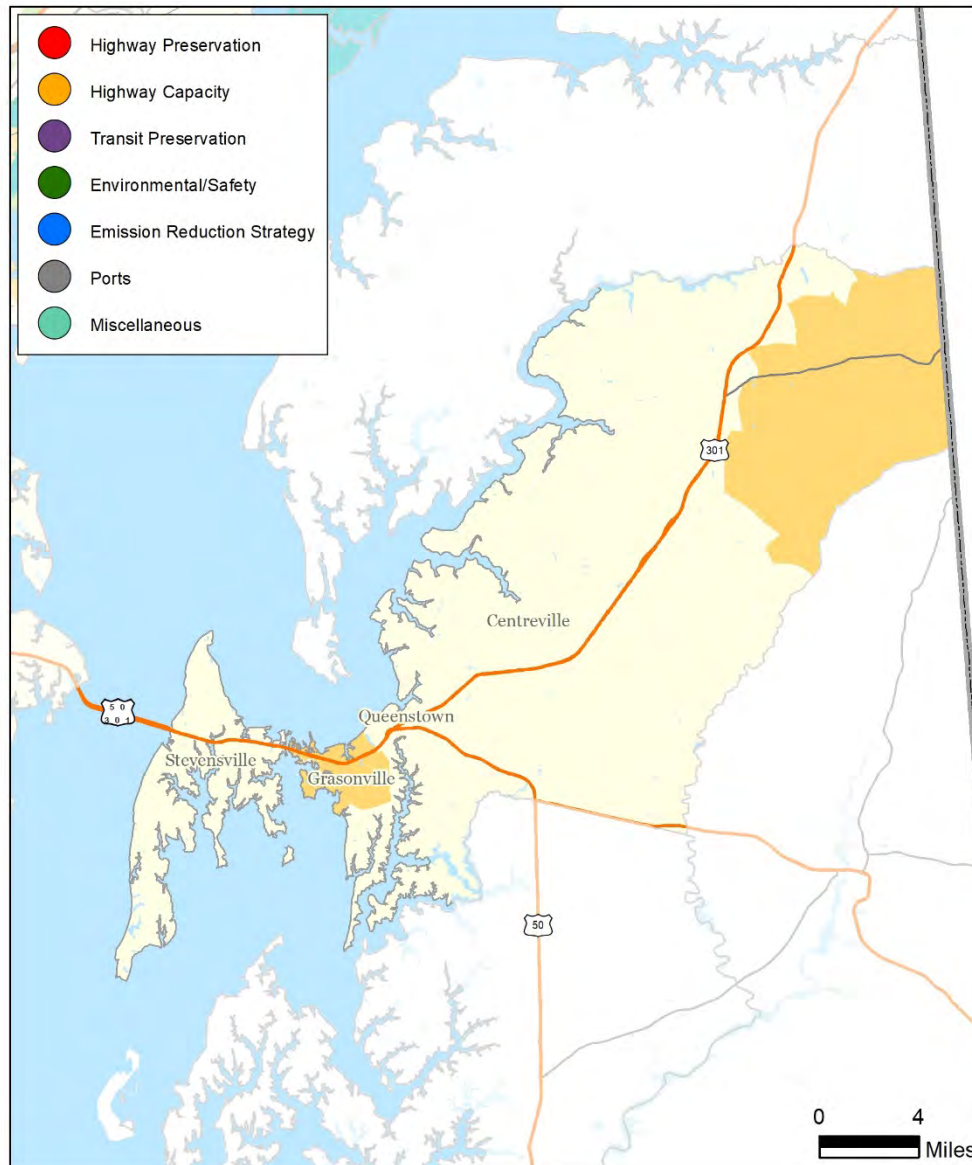
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Queen Anne's County Projects in Relation to Low Income & Minority Concentrations



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.

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