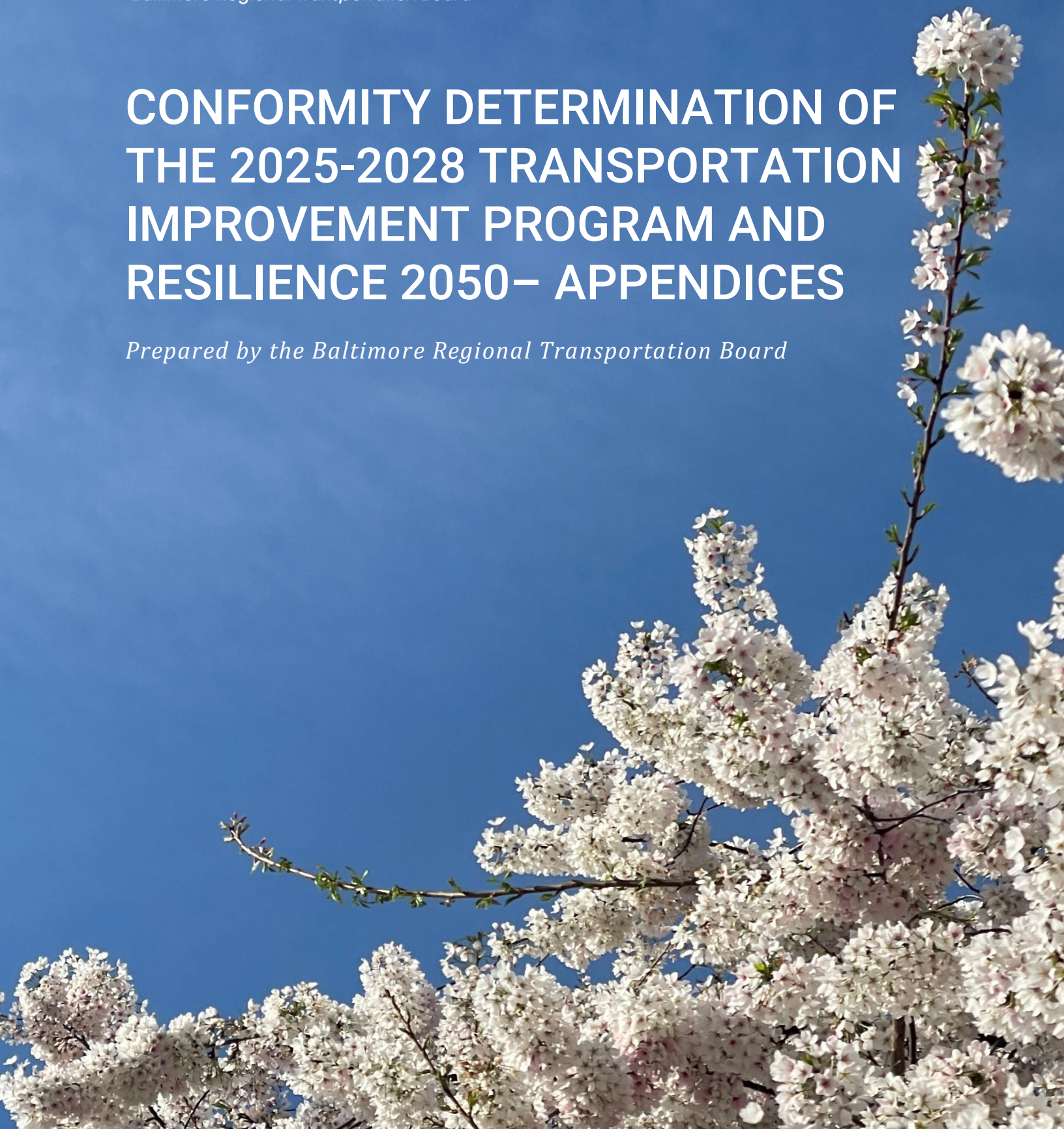




# CONFORMITY DETERMINATION OF THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM AND RESILIENCE 2050– APPENDICES

*Prepared by the Baltimore Regional Transportation Board*



## Appendix A: Conformity Requirement Checklist

## Appendix A: Conformity Requirement Checklist

Section of 40 CFR Part 93	Requirement	BRTB's Response
§93.110	Is the conformity determination based upon the latest planning assumptions?	Yes
	(a) Is the conformity determination, with respect to all other applicable criteria in §93.111-§93.119, based upon the most recent planning assumptions in force at the time the conformity analysis began?	(a) Yes. The conformity determination uses the most current planning assumptions in force and approved by the Interagency Consultation Group (ICG) at the time the conformity analysis began. Vehicle fleet characteristics used reflect 2020 vehicle registration data for the Baltimore region.
	(b) Are the assumptions derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO or other designated agency? Is the conformity determination based upon the latest assumptions about current and future background concentrations?	(b) Yes. This conformity determination utilizes the most recent demographic and employment data; it uses Round 10 socioeconomic forecasts endorsed by the BRTB in June 2022. The travel demand model was validated to a 2019 base year.
	(c) Are any changes in the transit operating policies (including fares and service levels) and assumed transit ridership discussed in the determination?	(c) Yes. All existing and proposed transit systems and service for the planning horizons have been included in the conformity analysis.
	(d) The conformity determination must include reasonable assumptions about transit service and increases in transit fares and road and bridge tolls over time.	(d) See above. In addition, the Maryland Transportation Authority has indicated that there are no plans to increase road or bridge tolls in the future.
	(e) The conformity determination must use the latest existing information regarding the effectiveness of the transportation control measures (TCMs) and other implementation plan measures that have already been implemented.	(e) Currently, there are no adopted TCMs in the corresponding SIPs.
	(f) Key assumptions shall be specified and included in the draft documents and supporting materials used for the interagency and public consultation required by §93.105.	(f) Key assumptions are specified and other supporting documents are included in this conformity determination document, which is available to the public and the ICG.

## Appendix A: Conformity Requirement Checklist

Section of 40 CFR Part 93	Requirement	BRTB's Response
§93.111	Is the conformity determination based upon the latest emissions model?	No. EPA's latest emissions model, Motor Vehicle Emissions Simulator (MOVES) 4 was not used for this conformity determination. MOVES3 was used, which reflects what was used in the current SIP. EPA's announcement of the MOVES4 emissions model for SIPs and transportation conformity analyses in states other than California was effective September 12, 2023. This announcement started a two-year transportation conformity grace period that ends on September 12, 2025.
§93.112	Did the MPO make the conformity determination according to the consultation procedures of the Conformity Rule or the state's conformity SIP?	Yes. Consultation procedures were followed in accordance with the Transportation Conformity Rule. Appropriate agencies were consulted. A scope of work was made available to FHWA, FTA and EPA.
§93.106(a) (1)	(1) Are the transportation plan horizon years correct?	Yes. The attainment years for the 1997, 2008, and 2015 ozone NAAQS are not within the timeframe of the TIP and Plan. The first modeled horizon year is <b>2023</b> , which is the attainment year and no more than 10 years from the base year of the SIP. The second horizon year is <b>2025</b> , a year within 10 years of transportation demand model base year 2019. The third and fourth horizon years, <b>2035</b> , and <b>2045</b> are set so that there are no more than 10 years between horizon years. The fifth horizon year is <b>2050</b> , the date of full implementation of the Plan.
§93.106(a) (2)(i)	Does the plan quantify and document the demographic and employment factors influencing transportation demand?	Yes. Round 10 socioeconomic forecasts are available in Appendix D of this document.
§93.106(a) (2)(ii)	Is the highway and transit system adequately described in terms of regionally significant additions or modifications to the existing transportation network which the transportation plan envisions to be operational in horizon years?	Yes. The regionally significant additions and modifications to the network utilized in this conformity analysis are listed in Appendix C. It provides a listing of projects from the 2025-2028 TIP.
§93.108	Is the transportation plan fiscally constrained?	Yes. The transportation plan is fiscally constrained. See Appendix J for documentation.

## Appendix A: Conformity Requirement Checklist

§93.113(b)	Are TCMs being implemented in a timely manner?	There are no transportation control measures in the SIP.
§93.118	For Areas with SIP Budgets: Is the Transportation Plan, TIP, or Project consistent with the established motor vehicle emissions budget(s) in the applicable SIP?	Yes. The TIP and the Plan result in fewer emissions than the established budgets for all pollutants in each applicable analysis year.

## Appendix B: Interagency Consultation

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The major steps of the Interagency Consultation Process regarding the Conformity Determination of the 2025-2028 Transportation Improvement Program took place at the following meetings:

- February 7, 2024 – Interagency Consultation Group – Review and approval of methodology/assumptions for conformity determination
- April 3, 2024 – Interagency Consultation Group – Review and approval of conformity status of projects
- May 15, 2024 - Interagency Consultation Group – results presented with support to release for public review
- May 16 - June 17, 2024 – Public Comment Period on the Conformity Determination and TIP
- July 2, 2024 – Technical Committee and Interagency Consultation Group review of public comments and emissions analysis and then recommendation to move the TIP and Conformity Determination to the BRTB for approval
- July 23, 2024 – BRTB Meeting – approval of the Conformity Determination and TIP

# Appendices C-1 and C-2 Conformity Status of Projects from the 2025-2028 TIP

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### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Annapolis	Annapolis Electric Passenger Ferry Pilot Program	18-2401-99	The Annapolis Electric Ferry Pilot Program is a new passenger ferry service that will connect the Eastport and Downtown areas of Annapolis across the Spa Creek. Total project cost is \$3,500,000 consisting of \$2,975,000 in federal funds and \$525,000 in local matching funds.	NA	Exempt	2025
Anne Arundel County	EV Charging Stations and Other Green Technology	11-2501-05	Implement a transition program of fossil-fueled vehicles to hybrid/electric vehicles through engine conversion and replacement purchases. Study, design & construct the necessary infrastructure to support the County's electric/hybrid vehicle fleet, including charging stations, garage and fuel station renovations, purchase and installation of specialized maintenance/repair/safety equipment for vehicles and chargers/charging stations, and training.	NA	Exempt	2026
Anne Arundel County	Odenton MARC TOD	11-2502-55	Anne Arundel County is partnering with the Maryland Department of Transportation to develop a new approximately 1000+/- car structured parking garage with modern amenities (such as directional signage for open spaces) to be located on an existing surface area parking lot site (referred to as the 'West Lot') adjacent to the Odenton MARC train platform and Kiss & Ride located in Odenton, MD. The Project is intended to be the first phase of a multi-phase development approach to the larger transit-oriented development site/s surrounding the Odenton MARC train station.	NA	Exempt	2026



### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Anne Arundel County	Conway Road Bridge over Little Patuxent River	11-2106-13	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.	2 to 2 lanes	Exempt	2028
Anne Arundel County	Culvert Invert Paving	11-2401-13	This project will provide bridge repair/culvert invert paving for multiple county-owned metal pipe culverts identified through scheduled inspections.  AA2013-Hospital Dr over Marley Creek AA3009-Oakwood Dr over Marley Creek AA4031-Duvall Hwy over trib to Stoney Creek AA5017-8th Ave NW over Sawmill Creek	(blank)	Exempt	2025
Anne Arundel County	Furnace Avenue Bridge over Deep Run	11-1103-13	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.  Engineering funds, through NEPA, were first included in a previous TIP. FY 2025 and 2026 funds are to finish final design and program future construction.	2 to 2 lanes	Exempt	2027

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Anne Arundel County	Governor's Bridge Road Bridge over Patuxent River	11-2404-13	This project replaces the existing Governors Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince Georges County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million.	1 to 1 lane, 115 Feet	Exempt	2028
Anne Arundel County	Hanover Road Bridge over Deep Run	11-2105-13	This project will replace the existing bridge along Hanover Road over Deep Run due to its deteriorating condition. Shoulders and sidewalks will be provided on both sides.	2 to 2 lanes	Exempt	2027
Anne Arundel County	Hanover Road Corridor Improvement	11-1801-42	This project is to provide design and right-of-way acquisition of a section of Hanover Road on a new alignment between Ridge Road and New Ridge Road in Hanover.  Engineering funds were programmed in FY 2017. The estimated total cost includes estimated funding to complete design and right-of-way acquisition of this project. No schedule or funding for construction has been determined.	0.7 miles	Exempt	2030
Anne Arundel County	Jacobs Road Bridge over Severn Run	11-2107-13	This project will replace the existing bridge along Jacobs Road over Severn Run due to its deteriorating condition. The width and inclusion of shoulders and sidewalks will be evaluated during engineering. Cost is projected to increase from \$3.815 M to \$4.521 M due to refined construction costs.	2 to 2 lanes	Exempt	2027

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Anne Arundel County	Magothy Bridge Road Bridge over Magothy River	11-1402-13	<p>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.</p> <p>Costs increased to \$8,003,000 due to construction bids.</p>	(blank)	Exempt	2025
Anne Arundel County	McKendree Road Culvert over Lyons Creek	11-1601-19	<p>This project is to remove and replace the bridge 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.</p> <p>Engineering funds were first included in FY 2017. FY 2025 funds are for construction. This project was approved for 100% Federal Aid Bridge Program Funding for FY 2024 &amp; 2025 up to \$1.5 million.</p>	2 to 2 lanes	Exempt	2026
Anne Arundel County	O'Connor Road Bridge over Deep Run	11-1403-13	<p>This project will replace the bridge over Deep Run at O'Connor Road. Three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds were first included in the FY 2014-2017 TIP. FY 2025 engineering funds are to complete the final design after NEPA approval.</p>	2 to 2 lanes	Exempt	2027
Anne Arundel County	Parole Transportation Center	11-2101-66	<p>This project will provide a multi-modal transportation center in Parole. 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.</p>	NA	Exempt	2026

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Anne Arundel County	Patuxent Road Bridge over Little Patuxent River	11-2403-13	This project will rehabilitate the existing bridge located on Patuxent Rd over Little Patuxent River to replace the deteriorating bridge deck and perform repairs on the bridge superstructure and substructure.	2 to 2 lanes	Exempt	2030
Anne Arundel County	Polling House Road Bridge over Rock Branch	11-1602-13	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.  Engineering funds through NEPA approval were included in FY 2023.	2 to 2 lanes	Exempt	2028
Anne Arundel County	Town Center Boulevard Bridge over tributary of Severn Run	11-2402-13	This project will replace/rehabilitate the existing bridge located on Town Center Blvd over Tributary to Severn Run to address the deteriorating condition of the structure. The project is eligible for 80% federal funding for both design and construction through the Federal Highway Bridge Program. Construction funding will be applied to this project when the Design and ROW phases are complete, from project H581100, Bridge Construction Placeholder.	4 to 4 lanes	Exempt	2030
Baltimore City	Belair Road Rehabilitation from Glenmore Avenue to City Line (Fleetwood Avenue)	12-2501-11	Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, landscaping, trees, new streetlights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections.	2,200 feet, 4 to 4 lanes	Exempt	2030

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Keith Avenue Rehabilitation from Broening Highway to South Clinton Street	12-2502-11	Roadway rehabilitation work includes concrete roadway slab replacement, concrete Type I and Type II repairs, base repair, traffic signal replacement, signage, pavement markings, curb and gutter replacement, streetlight fixture upgrades, inlet cleaning, drainage improvements, landscaping, and trees.	4 to 4 lanes, 5300 ft	Exempt	2031
Baltimore City	Russell Street Viaduct Bridge Replacement	12-2503-13	The existing 1,260-foot long bridge carries the Russell Street Viaduct over CSX & Ostend Street and was originally built in 1951 then reconstructed in 1981. The bridge continues to undergo severe deterioration that is now evident throughout the structure and now needs to be replaced. The existing bridge does not have sidewalks or pedestrian facilities. The new structure will include standard SHA and ADA compliant sidewalks.	6 to 6 lanes, 1269 feet	Exempt	2034
Baltimore City	Kelly Avenue Bridge Replacement	12-2504-13	The existing 789-foot long bridge carries Kelly Avenue over I-83, MTA, and the Jones Falls and was originally built in 1925 then rehabilitated in 1979. The bridge continues to undergo severe deterioration that is now evident throughout the structure and now needs to be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.	4 to 4 lanes, 789 feet	Exempt	2032

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	2022 Pedestrian & Roadway Safety Improvements	12-2505-39	This project will deploy a variety of safety treatments aimed at pedestrians, bicyclists, and vehicles at approximately 50 intersections Citywide. Treatments will include: concrete bumpouts and ADA ramps, upgraded crosswalks, rectangular rapid flashing beacons and HAWK signals for pedestrian crossings, flashing stop signs, retroreflective backplates on traffic signals, intersection geometry & operational safety improvements.	Approximately 50 intersections	Exempt	2025
Baltimore City	2023 Pedestrian & Roadway Safety Improvements	12-2506-39	<p>The project involves the installation of High intensity Activated crossWalk (HAWK) and Rectangular Rapid Flashing Beacon (RRFB) complementary treatments at several intersections.</p> <p>MDOT SHA (via the Federal Highway Safety Improvement Program-HSIP) is providing 90% of funds for construction while the City of Baltimore is funding the design portion of the project and a 10% construction match.</p>	(blank)	Exempt	2025

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Hawkins Point Bridge over CSX Railroad	12-9903-13	<p>This project involves the following:</p> <ol style="list-style-type: none"> <li>1) Complete replacement of the bridge carrying Hawkins Point Road over CSX railroad tracks.</li> <li>2) Complete replacement of .53 miles of Hawkins Point Road from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). This replacement includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will also be added to both sides of the roadway.</li> <li>3) Addition of a 400 foot right turn lane at Ross Avenue for those accessing the US Coast Guard Yard.</li> <li>4) Stormwater management and reforestation of two acres east of the bridge.</li> </ol> <p>PE funds for this project were included in a previous TIP (FY 2011 and FY 2013).</p>	4 to 4 lanes, .53 miles	Exempt	2030
Baltimore City	25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	<p>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.</p>	4 to 4 lanes, 2,050 ft	Exempt	2027

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	12-2403-11	Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements	4 to 4 lanes	Exempt	2030
Baltimore City	41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout. As of 2024, the bridge will be rehabilitated; this is reflected in the estimated total cost of \$19.55 million. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.	4 to 4 lanes, 1,238 ft	Exempt	2032
Baltimore City	Baltimore City Greenway Trail Network - Eastern Segment	12-2406-03	The Baltimore City Greenway Trail Network is a system of urban trails that, when completed, will link together diverse neighborhoods, cultural amenities, and outdoors activities, that make up the landscape of Baltimore City. The Eastern Segment will connect to some of East Baltimore's most popular destinations, by creating a linear park on a former railroad right-of-way that weaves together multiple neighborhoods and developing pedestrian and bicycle infrastructure as a means of alternative transportation and option for healthy recreation.	1.8 mile trail	Exempt	2026



### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Belair Road Complete Streets	12-1404-11	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 2025 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 2028 reflects the completion of Phase II includes the intersection of Belair Road and Erdman Avenue node.	4 to 4 lanes	Exempt	2028
Baltimore City	Brehms Lane over Herring Run	12-2005-13	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.	2 to 2 lanes, 92 ft	Exempt	2033
Baltimore City	Citywide Asset Management	12-2003-19	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.	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	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.	NA	Exempt	Ongoing
Baltimore City	Communication Upgrades - Wireless	12-2304-07	Rehabilitate and upgrade aging and deteriorated signal & ITS (Intelligent Transportation System) communication network.	NA	Exempt	2028
Baltimore City	Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	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.	4 lanes to 4 lanes; 0.66 miles	Exempt	2030

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	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.	2 to 2 lanes, 2500 ft	Exempt	2028
Baltimore City	Greenway Middle Branch Phase 2	12-2102-03	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.	0.8 miles	Exempt	2027
Baltimore City	Hanover Street Over CSX	12-2008-13	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.	5 to 5 lanes, 375 ft	Exempt	2032

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	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.	5 to 5 lanes, 979 ft	Exempt	2035
Baltimore City	I-83 Concrete Deck Mill and Resurface	12-1604-13	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.	6 to 6 lanes	Exempt	2032

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Johnston Square Improvements	12-2404-11	This project includes design and construction of roadway rehabilitation work of E. Preston Street and E. Biddle Street from Fallsway to N. Eden Street, Harford Avenue from E. Biddle Street to North Avenue and Valley Street from E. Chase Street to E. Biddle Street. Roadway rehabilitation, sidewalk improvements, street cycle track, removal/replacing sidewalks, curb and gutter, ADA ramps, driveways as necessary to make ADA compliant, pedestrian lighting/signal reconstruction as required, trees, tree pits, landscaping, flex posts, signing and pavement marking, enhanced crosswalks, pedestrian safety elements, street amenities, drainage improvements and stormwater management.	4 to 4 lanes, 10,400 feet	Exempt	2030
Baltimore City	Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021.	2 to 2 lanes, 2700 ft	Exempt	2028

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13	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.	2 to 2 lanes, .53 miles	Exempt	2031
Baltimore City	Moores Run Bridge Replacements (formerly Radecke Avenue and Sinclair Lane over Moores Run)	12-1603-13	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 includes replacement of the Sinclair Lane bridge over Moores Run. The existing bridge will be removed and replaced. Engineering funds for this bridge were authorized in FY 2021.	2 to 2 lanes	Exempt	2032
Baltimore City	Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.	4 to 4 lanes	Exempt	2032
Baltimore City	Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	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	4 lanes to 3; 1.3 miles	Exempt	2029

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Orleans Street Bridge over I-83 and City Streets	12-1601-13	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.	6 to 6 lanes, 1728 feet	Exempt	2030
Baltimore City	Orleans Street Rehabilitation from Wolfe Street to Ellwood Avenue	12-2405-11	Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.	4 to 4 lanes, 4,850 feet	Exempt	2031
Baltimore City	Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	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.	4 to 4 lanes, 4100 ft	Exempt	2028

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	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.	4 to 4 lanes, 3500 ft	Exempt	2027
Baltimore City	Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11	Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements.	2 to 2 lanes	Exempt	2030
Baltimore City	Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	This project includes replacement of the Perring Parkway ramp over Herring Run.  Engineering for this project was originally authorized in FY 2016.	4 to 4 lanes	Exempt	2028



### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Remington Avenue Bridge over Stony Run	12-1602-13	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 n FY 2016.	2 to 2 lanes	Exempt	2028
Baltimore City	Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11	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. Estimated total cost revised from \$5.4M to \$6.4M to reflect estimated construction cost.	6 lanes to 6 lanes, 2.1 miles	Exempt	2027
Baltimore City	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.	4 to 4 lanes	Exempt	2026
Baltimore City	Sisson Street Bridge over CSX Railroad	12-1216-13	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.	2 to 2 lanes	Exempt	2028

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Transportation Management Center Upgrade	12-1701-04	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.	NA	Exempt	2027
Baltimore City	W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street	12-2401-03	Pedestrian safety improvement work includes reconstruction of sidewalks, driveways, curb, gutter, pedestrian ramps, pedestrian signal APS/CPS, crosswalks (continental), pedestrian lighting in areas needed, and expanded tree pits with added tree to make this corridor ADA compliant and to create ADA compliant drainage systems at crosswalks. No capacity changes.	2.6 miles	Exempt	2030
Baltimore City	Waterview Avenue over Ramp to 295	12-2015-13	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.	4 to 4 lanes, 75 ft	Exempt	2032

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11	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.	6 to 4 lanes, 7,400 ft	Exempt	2029
Baltimore City	RAISE Transit Priority Project	12-2201-64	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.	10.5 miles of roadways, existing number of lanes maintained	Exempt	2028

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore City	Wilkins Avenue Bridge Over Gwynns Falls	12-1403-13	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	4 to 4 lanes	Exempt	2028
Baltimore County	Bridge Inspection Program	13-8901-14	This project includes countywide inspection of all bridges as federally mandated as well as review of countywide bridge inspection reports.	NA	Exempt	Ongoing
Baltimore County	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	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 2024 to 2025 due to delays in right of way acquisition.	2 to 2 lanes	Exempt	2025
Baltimore County	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	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.	2 to 2 lanes	Exempt	2027
Baltimore County	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	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.	2 to 2 lanes	Exempt	2026
Baltimore County	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	This project includes replacing the deck and superstructure and rehabilitation of the substructure. The existing structure carries 4 lanes of traffic and two 5-foot sidewalks. The proposed structure will maintain the same cross section.	4 to 4 lanes	Exempt	2028

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore County	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	This project includes rehabilitation or replacement of the dual bridge carrying Peninsula Expressway over CSX railroad tracks. Both structures currently have 3 foot wide shoulders on both sides. The new structures will contain 4 foot inside shoulders and 10 foot outside shoulders. No sidewalks will be included.	4 to 4 lanes	Exempt	2026
Baltimore County	Rossville Boulevard Bridge No. B-0132 over Amtrak & Orem's Road	13-1701-13	This project includes rehabilitation of the bridge carrying Rossville Boulevard over Amtrak Railroad & Orem's Road. The proposed bridge will have 5 foot wide sidewalks along both sides of the deck. Shoulder widths will be evaluated during preliminary design.	4 to 4 lanes	Exempt	2027
Carroll County	Woodbine Road over South Branch Patapsco River	14-2501-13	This project includes replacement of the existing 2-span bridge. The new bridge will be a single span bridge (type TBD) with two travel lanes (one in each direction) and two shoulders. The replacement structure type, geometry, and lane use configuration will be determined during initial design.	2 lanes to 2 lanes	Exempt	2030
Carroll County	Bridge Inspection Program	14-9401-14	<p>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.</p> <p>The escalated total cost has been updated from \$1,390,000 to \$1,510,000 in 2023 to account for escalation and inflation. The escalated total cost has been updated from \$1,510,000 in 2024 to \$1,590,000 to account for escalation and inflation.</p>	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Carroll County	Brown Road Culvert over Roaring Run	14-2102-13	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.  Engineering funds were programmed in FY24.	2 to 2 lanes	Exempt	2029
Carroll County	Gaither Road Bridge over South Branch Patapsco River	14-1602-13	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.	2 to 2 lanes	Exempt	2029
Carroll County	Hughes Shop Road Bridge over Bear Branch	14-1802-13	This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 50'-0" long, adjacent prestressed concrete slab bridge with two 9'-0" lanes and two 2'-4" shoulders.  Engineering funds through the NEP process were previously authorized. FY 2022 engineering funds will complete final design.	1 to 2 Lanes	Exempt	2025
Carroll County	McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The new bridge will be a single span, 36'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-6" to 3'-2".	2 to 2 lanes	Exempt	2025

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Carroll County	McKinstry's Mill Road over Little Pipe Creek	14-2103-13	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.	2 to 2 lanes	Exempt	2027
Carroll County	Old Kays Mill Road Culvert over Beaver Run	14-2101-13	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.	2 to 2 lanes	Exempt	2029
Carroll County	Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	<p>This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new bridge will be a single span, 42'-0" long, adjacent prestressed concrete slab bridge with two 10' travel lanes and two 2'-4" shoulders.</p> <p>Engineering for this project was funded in FY 23. The total cost of this project increased from \$1,869,000 to \$1,932,000 in 2023 to account for funds approved by FHWA and for escalating the construction cost to the anticipated year of construction.</p>	2 to 2 lanes	Exempt	2025
Carroll County	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 27'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders.	2 to 2 lanes	Exempt	2025

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Harford County	Stafford Road Bridge #19 over Herring Run	15-2501-13	The bridge is under-designed and needs upgraded beams and abutments to carry legal loads. Additionally, the abutment is deteriorated and needs to be reconstructed.	2 to 2 lanes	Exempt	2031
Harford County	Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	This project includes replacement of the bridge that carries Abingdon Road over the CSX Railroad tracks. A five foot sidewalk is planned on one side of the road. Five foot shoulders are planned on both sides of the bridge.  Engineering funds through NEP approval and structural approval were authorized in FY 2021. FY 2024 engineering funds are to complete final design.	2 to 2 lanes	Exempt	2026
Harford County	Bridge Inspection Program	15-9411-14	This federal program provides funding for the inspection of bridges in Harford County.	NA	Exempt	Ongoing
Harford County	Bridge Painting	15-2404-14	This federal program provides funding to paint bridges in Harford County	NA	Exempt	Ongoing



### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Harford County	Aberdeen Transit Oriented Development Station Square Project	15-2405-55	The Aberdeen TOD Station Square project includes: 1) acquisition & demo of an existing gas station, 2) demo & removal of the existing non-compliant concrete pedestrian overpass, stairs, walkway & switchback, 3) construction of a new ADA compliant pedestrian underpass with terraced plazas and sidewalks, and 4) New bus bays to accommodate Harford Transit LINK and MTA buses. The City of Aberdeen was awarded a FY 2023 FTA Congressionally Directed Community Project allocation of \$4.0 million for the TOD Station Square Project, Phase I that includes updated cost estimates, meeting the NEPA requirements, acquisition, demolition, and preliminary geotechnical and environmental studies. The TOD Station Square Project complements Amtrak's proposed investment in 2030 of \$5.0 million to the Train Station to improve their existing infrastructure and meet ADA requirements.	NA	Exempt	2030
Harford County	Cullum Road Bridge #12 over Tributary of James Run	15-2401-13	This project will be for the rehabilitation of the Cullum Road Bridge #12 over tributary to James Run. The project is to replace the bridge superstructure which currently consists of bituminous concrete filled corrugated metal deck supported with steel beams.	2 to 2 lanes	Exempt	2031

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Harford County	Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	<p>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).</p> <p>Engineering funds through NEPA were authorized in fall 2020. FY 2024 engineering funds are for completion of final design to advertise.</p>	2 to 2 lanes	Exempt	2028
Harford County	Hess Road Bridge #81 over Yellow Branch	15-2202-13	<p>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.</p> <p>The estimated total cost includes only the cost of engineering and will be updated when the scope of work is fully defined.</p>	2 to 2 lanes	Exempt	2029
Harford County	Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	<p>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.</p>	2 to 2 lanes	Exempt	2028

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Harford County	Moores Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13	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.	2 to 2 lanes	Exempt	2029
Harford County	St. Clair Bridge Road Bridge #100 over Deer Creek	15-2102-13	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.	2 to 2 lanes	Exempt	2030
Harford County	Stafford Road Bridge #162 over Buck Branch	15-2103-13	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.	2 to 2 lanes	Exempt	2030

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Harford County	Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	This project includes full replacement of the bridge carrying Trappe Church Road over Hollands Branch. The bridge will not include sidewalks but will include shoulders on each side of the roadway (width TBD during engineering). The Estimated Total Cost has increased \$700,000 as a result of the addition final design costs and to accurately reflect the County's Capital Improvement Program.	2 to 2 lanes	Exempt	2029
Howard County	Bridge Repair and Deck Replacement	16-0436-13	This is an ongoing program to provide upgrades and maintenance of structures on Howard County Roadways. These are non-capacity improvements which may include but are not limited to bridge rehabilitation and replacement, painting, structural repairs, and general maintenance on various Howard County bridges.	Varies	Exempt	Ongoing
Howard County	Patapsco Regional Greenway: Elkrigde to Guinness Open Gate Brewery	16-2301-03	The Patapsco Regional Greenway: Elkrigde to Guinness Open Gate Brewery project involves construction of a 1.5 mile segment of the overall Patapsco Regional Greenway trail. This 10-12 foot wide trail will be a combination of on-street facilities, hard surface trail, bridges and boardwalks.  Final Engineering was funded using local Baltimore County funds as identified in an MOU between Howard and Baltimore Counties.	1.5 mile trail	Exempt	2026

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Howard County	Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge will be 40 feet wide with two 12-foot lanes and two 8-foot shoulders.	2 to 2 lanes	Exempt	2026
Maryland Port Administration	Dundalk Marine Terminal Resiliency and Flood Mitigation	30-2101-82	The project will provide critical flood protection improvements at Dundalk Marine Terminal. The project will install tide gates to prevent storm surges from flowing back through the drains onto the terminal; installing a perimeter barrier to prevent storm surges from overtopping the berths; and constructing a new box culvert with lateral drains to deal with extreme rain events.	NA	Exempt	2026
Maryland Port Administration	Howard Street Tunnel	32-2101-83	The project consists of reconstructing the 126-year-old Howard Street Tunnel in Baltimore and improving the vertical clearance at 21 bridges between Baltimore and Philadelphia to create a double-stack rail corridor to and from the Port of Baltimore and along the entire East Coast.	1.7 miles	Exempt	2027
Maryland Port Administration	Port of Baltimore Rail Capacity Modernization Project	30-2301-83	The Intermodal Container Transfer Facility (ICTF) sits adjacent to Seagirt Marine Terminal. The project will remove some existing track and install two crane beam rails to support an electric rail mounted gantry crane and install four new working tracks. The project is being supported by a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration along with private funding from Ports America Chesapeake.	NA	Exempt	2026

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Commuter Rail	Martin Airport - All Stations Accessibility Program	73-2401-64	Development of plans and completion of environmental work for the future renovation of the Martin Airport station on its Penn commuter rail line to make it safer and fully accessible. The station, located north of Baltimore currently requires riders to cross multiple tracks to board the train.	NA	Exempt	2029
MTA - Commuter Rail	MARC Facilities	70-1503-55	1) MARC BWI Garage Facility- Identify and prioritize needed repairs which are then designed and constructed 2) Construction of Riverside Heavy Maintenance Facility. 3) Renovation of MARC's Odenton, Elkton, and Bayview Stations. Note: In addition to the matching funds listed, MTA has committed \$20.3 million in state dollars.	NA	Exempt	Ongoing
MTA - Commuter Rail	MARC Rolling Stock Overhauls and Replacement	70-1501-53	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 \$21.3 million in state dollars.	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Mondawmin Transit Hub	42-2501-65	Mondawmin Hub provides a comprehensive package of station upgrades. Upgrades will improve the station condition, enhance multi-modal connections, create seamless transfers between Metro and the station's 11 connecting bus routes, ensure accessibility for people with disabilities, generate sustainable energy, and ultimately set the stage for transit-oriented development anchored by this station. The project will create a modernized, safe, multi-modal, and well-connected transit hub in West Baltimore.	(blank)	Exempt	2028
MTA - Transit	Baltimore Penn Station Multimodal Investments	42-2402-64	This is a set of multimodal access improvements at and around Baltimore Penn Station, funded by a RAISE grant and Congressionally Designated Spending managed as a CRISI grant. This project will include the addition of a full-time dedicated bus lane on Charles Street, new curb extensions, bus stop improvements, real-time signage, and pedestrian and bicycle access investments around and connecting to Penn Station in order to improve access to the station.	NA	Exempt	2029
MTA - Transit	Agencywide System Preservation and Improvement	40-1801-64	This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure. Rehabilitation projects include roofing and pavement for facilities, system network migration and upgrade, and modernization of 40 elevators system wide. In addition to the matching funds listed, MDOT MTA has committed \$58 million in state dollars.	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicle's life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, 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 \$76 million in state dollars.	NA	Exempt	Ongoing
MTA - Transit	Bus and Rail Preventive Maintenance	40-1204-64	This project provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.	NA	Exempt	Ongoing
MTA - Transit	Bus System Preservation and Improvement	40-1803-64	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. Commissioning/testing and operation of the electric vehicle service equipment (EVSE) and supporting infrastructure necessary to enable battery electric buses (BEBs) to be placed into revenue service.	NA	Exempt	Ongoing



### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Eastern Bus Facility	40-2301-65	<p>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 &gt;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 \$156 million in state dollars</p>	NA	Exempt	2028

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	<p>Mid-life Overhaul of 53 Light Rail Vehicles and upgrades to various systems/sub-systems to address obsolete parts, improve safety and vehicle performance, and enhance passenger comfort. The overhaul has been engineered to provide an additional 15 years of service of the light rail vehicle fleet. Metro cars were designed with a 30 year life and are due for replacement. The Automatic Train Protection system is experiencing reliability issues due to its age and obsolete parts thus increasing maintainability issues across its various systems/sub-systems. The replacement of Metro Cars and Train Control System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and improve safety.</p> <p>In addition to the matching funds listed, MTA has committed \$116 million in state dollars.</p>	NA	Exempt	Ongoing
MTA - Transit	Metro and Light Rail System Preservation and Improvement	40-1805-64	<p>This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment, including replacing interlockings, repairing tunnel liners and doors, tunnel cleaning and rehabilitation, and traction power substation rehabilitation. In addition to the matching funds listed, MTA has committed \$115 million in state dollars.</p>	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Ridesharing - Baltimore Region	40-9901-01	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.	NA	Exempt	Ongoing
MTA - Transit	Rural Transit Systems - Operating Assistance	40-9204-61	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	NA	Exempt	Ongoing
MTA - Transit	Seniors and Individuals with Disabilities	40-1502-69	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.	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Small Urban Transit Systems - Capital Assistance	40-9502-05	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 small bus replacements, minivan replacements, heavy duty bus replacements, and continued preventative maintenance.	NA	Exempt	Ongoing
MTA - Transit	Small Urban Transit Systems - Operating Assistance	40-0104-61	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.	NA	Exempt	Ongoing
MTA - Transit	Urban Transit Systems - Capital Assistance	40-1602-05	Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services). Planned purchases include vehicle replacement along with continued preventive maintenance.	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Urban Transit Systems - Operating Assistance	40-1603-61	<p>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.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p>	NA	Exempt	Ongoing
MTA - Transit	Low or No Emission (Low-no) Anne Arundel County Bus Program	41-2401-05	This project provides for the purchase of up to four new low emission buses to support transit operations in Anne Arundel Co.	NA	Exempt	2024
MTA - Transit	Baltimore City Ferry Service Improvements	42-2401-99	This project will improve ADA access between the existing ferry landing and ferry deck and replace the existing light-duty ferry boats with new US Coast Guard approved hybrid-electric powered ferry boats. Baltimore City pledges the matching funds necessary for the project and is ready to procure the landings so that Baltimore residents can benefit from improved ferry services.	NA	Exempt	2026
MTA - Transit	Penn-Camden Connector	42-2403-64	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.	NA	Exempt	2033

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
MTA - Transit	Zero Emission Infrastructure and Rolling Stock	40-2302-63	<p>MTA will use an alternative procurement process for a Contractor to procure, install, operate &amp; maintain new electric charging infrastructure for both Kirk &amp; Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&amp;M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&amp;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 &amp; daily bus charging events and minimizing monthly charging costs.</p> <p>In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars.</p>	NA	Exempt	2029
Office of the Secretary	State Safety Oversight	90-1401-39	<p>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 MTAs Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.</p>	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
SHA	Areawide Bridge Replacement And Rehabilitation	60-9310-13	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.	NA	Exempt	Ongoing
SHA	Areawide Congestion Management	60-9504-04	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.	NA	Exempt	Ongoing
SHA	Areawide Environmental Projects	60-9506-38	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.	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
SHA	Areawide Resurfacing And Rehabilitation	60-9501-11	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	NA	Exempt	Ongoing
SHA	Areawide Safety And Spot Improvements	60-9508-19	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.	NA	Exempt	Ongoing



### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
SHA	Areawide Transportation Alternatives Projects	60-9903-29	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.	NA	Exempt	Ongoing
SHA	Areawide Urban Reconstruction	60-9511-19	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	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
SHA	I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	<p>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.</p> <p>Utility work now anticipated to begin in mid-2024 and be completed by the end of 2025. Bridge construction now anticipated to begin in early 2026 and be completed by the end of 2027. This schedule has been confirmed with the project manager and does not reflect the final CTP</p>	2 to 2 lanes	Exempt	2027
SHA	I-70: MD 32 to I-695	60-2301-41	This project will add Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.	I-70: 11.7 miles	Exempt	2032
SHA	I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements. The use of 100% federal funding in FY 2025-2026 is enabled by toll credits.	Varies	Exempt	2026

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
SHA	MD 100: Howard County Line to MD 170	61-2401-11	Safety and resurfacing improvements along MD 100 from Howard County Line to MD 170. The work includes patching, milling, and resurfacing the existing pavement, upgrades to the existing traffic barrier, select upgrades to the existing ground mounted signage and storm drain repairs.	3.8 miles	Exempt	2024
SHA	MD 173: Bridge Replacement over Rock Creek	61-2101-13	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.	2 to 2 lanes	Exempt	TBD
SHA	MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	Planning study to identify multi-modal transportation needs and develop conceptual capacity and multi-modal improvements on MD 18B (Main Street) from Castle Marina Road to the Kent Narrows.	2.5 Miles	Exempt	TBD
SHA	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. Construction funding will be programmed at a later date.	0.4 Miles	Exempt	2030
SHA	MD 24: 900 ft south of Sharon Road to 1,700 ft north of Ferncliff Lane, Section G	65-1601-12	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.	1.8 Miles	Exempt	2025

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
SHA	MD 32: 2nd Street to Main Street	64-2301-12	This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. Improvements include the extension of the northbound MD 32 right-turn lane to 2nd St., modifying the existing 2nd St. intersection to right-in/right-out, extension of the northbound left turn lane to Johnsville Rd and prohibition of left turns from Johnsville Rd, lengthening the auxiliary lanes between Freedom Ave. and Main St. and a traffic signal warrant analysis for the MD 32/Main St. intersection. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.	Lanes vary, 0.5 miles	Exempt	2026
SHA	MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	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.	2 to 2 lanes	Exempt	2025
SHA	MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496.	2.4 miles	Exempt	TBD
SHA	Morgan State University Transportation Research Program	60-0702-99	Transportation research, education and technology transfer activities involving university faculty, staff and students.	NA	Exempt	Ongoing

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
SHA	National Electric Vehicle Infrastructure (NEVI)	60-2401-09	The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.	NA	Exempt	2030
SHA	US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	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.	Tollgate Road: 3 to 3 lanes; Winters Run: 2 to 2 lanes	Exempt	2028
SHA	US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	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.	4 to 4 lanes	Exempt	2023

### Appendix C-1: Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
	MARC Improvements	70-1502-54	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 \$6.4 million in state dollars.	NA	Exempt	Ongoing

## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

Sponsoring Agency	Project Name	TIP ID	Project Description	Phys Data	Conformity Status	YOP
Baltimore County	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	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.	1 to 3 Lanes	Not Exempt	2026
Baltimore County	Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	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.	1 to 2 Lanes	Not Exempt	2029
Harford County	Perryman Access - Mitchell Lane	15-2502-14	This project is for the construction of a new road and bridge that will connect US 40 in the vicinity of Mitchell Lane to the northern side of the Perryman peninsula. The project will be the main access for the residential on the western side of Perryman and to the north of the Amtrak railroad tracks. The County's portion of the project will extend 1/2 miles north of the US 40 intersection.	0 to 2 lanes	Not Exempt	2031

## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

Harford County	Chestnut Hill Road Bridge #41	15-2402-13	This project will replace the existing bridge on Chestnut Hill Road over Cabbage Branch. The current structure is a single lane bridge is posted at 25,000 lbs for a single unit vehicle and 46,000 lbs for combination vehicles. The new bridge would eliminate posting and provide a new two lane bridge.	1 to 2 Lanes	Not Exempt	2031
Harford County	Glenville Road Bridge #30 over Mill Brook	15-1601-13	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.	1 to 2 Lanes	Not Exempt	2028
Harford County	Madonna Road Bridge #113 over Deer Creek	15-2101-13	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).	1 to 2 Lanes	Not Exempt	2029
Harford County	Woodley Road Extension to MD 715	15-2403-14	This project will provide a connection from MD 715 to the existing terminus of Woodley Road. The proposed connection to MD 715 will provide a critical second access to the area. The majority of this road (approximately 11,100 feet) has already been constructed by the Eastgate development, leaving approximately 1,000 feet of road to complete the connection.	0 to 2 lanes, 1000 feet	Not Exempt	2027



## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

Howard County	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	This project will design and widen Snowden River Parkway by adding a third lane in each direction and shared-use paths from Broken Land Parkway to Oakland Mills Road. The project will incorporate ten-foot-wide shared-use pathways to increase transportation alternatives to activity centers and public transit. This project is funded through local funds (bonds, developer contributions, and excise tax-backed bonds). Estimated Total Cost increased as a result of refining cost estimates as design progresses.	4 to 6 lanes, 6300 feet	Not Exempt	2030
Maryland Transportation Authority	I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	The I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project includes the removal of the toll booths and relocation 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 Frankfur Avenue and Childs Street. The proposed mainline I-895 modifications include replacing and raising the I-895 bridge over Frankfur 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.	4 mainline lanes maintained , 4 new 0.7 mile CD lanes	Not Exempt	2029

## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

<p>Maryland Transportation Authority</p>	<p>I-95 Express Toll Lanes Northbound Extension</p>	<p>25-1801-41</p>	<p>The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project is funded by MDTA toll revenues and includes the provision of 2 additional ETLs on I-95 from N. of MD 43 to N. of MD 24, a distance of 11+ miles. Tolls are expected to be collected automatically at highway speeds using E-ZPass or Video Tolling. The project also includes: reconstruction of the I-95 interchanges at MD 152 and MD 24 along with a 1.7 mile auxiliary lane between the interchanges; widening MD 24 from two to three lanes from MD 924 to north of Singer Road; ramps from I-695 (WB &amp; EB) to NB ETL; reconstruction of the overpasses at Raphel, Bradshaw, Old Joppa, Clayton, and Abingdon roads; construction of 5 noise walls; widening the I-95 northbound bridges over the Big and Little Gunpowder Falls and Winters Run; environmental mitigation; and additional safety improvements.</p>	<p>11.25 miles, 6 to 8 lanes</p>	<p>Not Exempt</p>	<p>2027</p>
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## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

Maryland Transportation Authority	I-95 Fort McHenry Tunnel: I-95 Access Study	22-1901-45	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 peninsula in South Baltimore and to address traffic needs in the 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 ongoing. Future planning efforts will be funded by a private developer. MDTA construction funding would be MDTA's match for a potential future INFRA Grant.	7 miles, 8 lanes	Not Exempt	2029
Maryland Transportation Authority	I-95 Southbound Part-Time Shoulder Usage	25-2101-41	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 funding issues and one additional year due to MDE permitting.	4.7 miles, 3 lanes + Left Shoulder	Not Exempt	2028

## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

SHA	I-695: I-70 to MD 43	63-1802-41	The work on I-695 is a Transportation System Management and Operations (TSMO) project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.	6 to 8 lanes, 19 miles	Not Exempt	2026
SHA	I-695: Reconstruction of Interchange at I-70	63-2201-12	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 uses federal funding due to toll credits.	TBD	Not Exempt	2029
SHA	I-695: US 40 to MD 144	63-1601-41	This project will widen the I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from south of Shady Nook Avenue to US 40 as part of this project. The roadway opened to traffic in summer 2021. Construction of the noise barrier is underway and expected to be complete in Summer 2024.	3 to 4 lanes, 1.2 miles	Not Exempt	2021

## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

SHA	I-795: Dolfield Boulevard Interchange	63-0803-46	<p>Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound offramp will connect to a new roundabout along Tollgate Road. A shared-use path will be constructed on Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.</p>	Full Interchange	Not Exempt	2032
SHA	I-97: US 50 to MD 32 TSMO	61-2305-41	<p>This project is a combination of information technology and geometric improvements along the corridor. The project also includes extending the left entrance ramp from eastbound US 50 to northbound I-97 by 2,600 feet to address heavy merge movements. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.</p>	7 miles, TSMO improvements TBD	Not Exempt	2030

## Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

SHA	MD 170: Norcross Lane to Wieker Road	61-2303-41	This project will provide additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, and a raised median to control left turn movements. This project also includes bicycle and pedestrian improvements, stormwater management facilities, road resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping.	2 to 4 lanes, 0.83 miles	Not Exempt	TBD
SHA	MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	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.	2 to 6 lanes, 0.7 miles	Not Exempt	2026
SHA	MD 2: US 50 to Arnold Road	61-2301-41	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. Construction is not currently funded. Anne Arundel County contributed \$330,000 for project design.	2 to 3 lanes, 1.25 miles	Not Exempt	TBD

### Appendix C-2: Non-Exempt Projects in the 2025-2028 TIP

SHA	MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41	This project will provide a continuous third lane on northbound MD 3 from St. Stephens Church Road to MD 175, a continuous third lane on southbound MD 3 from the MD 32 Ramp to Waugh Chapel Road/Riedel Road, a shared use path along MD 3 from MD 175 to Waugh Chapel/Riedel Road, and sidewalk and crosswalk improvements at the MD 3 and MD 175 intersection. This project was previously included in the FY 2022-2025 TIP as an Anne Arundel County project with TIP ID #11-2103-41. Construction is not currently funded. Anne Arundel County contributed \$411,000 for project design.	4 to 6 lanes, 1.60 miles	Not Exempt	TBD
SHA	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	This project will widen MD 32 in both directions from a two-lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange. The project also includes replacement of the Triadelphia Road bridge over MD 32. This is Phase 2 of a design build project on MD 32 from MD 108 to I-70. Phase 1, MD 108 to Linden Church Road (TIP ID #66-1602-41) opened to traffic in 2019. Phase 2 opened to traffic in summer 2022. The remaining funding is needed for the construction of Type 1 noise abatement improvements for Phase 2, which are to extend from south of West Ivory Road to North of River Valley Chase.	2 to 4 Lanes, 6.6 Miles	Not Exempt	2022

## Appendix D: Round 10 Cooperative Forecasts

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## Round 10 Population

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	CHANGE			PERCENT CHANGE				
								2020-2030	2030-2040	2040-2050	2020-2050	2020-2030	2030-2040	2040-2050	2020-2050
Anne Arundel County	592,695	621,687	646,214	664,214	677,424	687,119	694,235	53,519	31,210	16,811	101,540	9.0%	4.8%	2.5%	17.1%
Baltimore City	585,708	594,526	596,393	596,916	599,216	603,436	609,776	10,685	2,823	10,560	24,068	1.8%	0.5%	1.8%	4.1%
Baltimore County	854,523	868,112	876,726	894,541	909,000	920,275	934,521	22,203	32,275	25,520	79,998	2.6%	3.7%	2.8%	9.4%
Carroll County	172,891	176,399	179,140	181,580	183,956	186,253	188,357	6,249	4,816	4,401	15,466	3.6%	2.7%	2.4%	8.9%
Harford County	260,924	270,059	277,819	285,759	293,569	301,252	308,810	16,895	15,750	15,241	47,886	6.5%	5.7%	5.2%	18.4%
Howard County	332,317	349,697	363,987	380,016	393,641	404,607	414,820	31,670	29,654	21,179	82,503	9.5%	8.1%	5.4%	24.8%
Queen Anne's County	49,874	52,712	54,935	56,000	56,667	56,883	57,032	5,061	1,732	365	7,158	10.1%	3.2%	0.6%	14.4%
Baltimore Region	2,848,932	2,933,192	2,995,213	3,059,026	3,113,473	3,159,824	3,207,550	146,281	118,260	94,077	358,618	5.1%	3.9%	3.0%	12.6%

## Round 10 Households

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	CHANGE			PERCENT CHANGE				
								2020-2030	2030-2040	2040-2050	2020-2050	2020-2030	2030-2040	2040-2050	2020-2050
Anne Arundel County	219,971	228,528	236,781	244,935	251,583	256,061	260,349	16,810	14,802	8,766	40,378	7.6%	6.3%	3.5%	18.4%
Baltimore City	251,479	258,233	260,583	262,036	264,323	267,459	271,532	9,104	3,740	7,209	20,053	3.6%	1.4%	2.7%	8.0%
Baltimore County	329,955	334,975	338,408	345,501	351,261	355,753	361,428	8,453	12,853	10,167	31,473	2.6%	3.8%	2.9%	9.5%
Carroll County	63,050	64,455	65,595	66,670	67,701	68,709	69,704	2,545	2,106	2,003	6,654	4.0%	3.2%	3.0%	10.6%
Harford County	98,282	101,919	105,719	109,519	113,319	117,119	120,919	7,437	7,600	7,600	22,637	7.6%	7.2%	6.7%	23.0%
Howard County	118,781	126,599	133,334	141,148	147,881	153,953	159,721	14,553	14,547	11,840	40,940	12.3%	10.9%	8.0%	34.5%
Queen Anne's County	19,240	20,355	21,223	21,636	21,892	21,975	22,033	1,983	669	141	2,793	10.3%	3.2%	0.6%	14.5%
Baltimore Region	1,100,758	1,135,064	1,161,643	1,191,444	1,217,960	1,241,029	1,265,686	60,885	56,317	47,727	164,928	5.5%	4.8%	3.9%	15.0%

## Round 10 Employment

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	CHANGE			PERCENT CHANGE				
								2020-2030	2030-2040	2040-2050	2020-2050	2020-2030	2030-2040	2040-2050	2020-2050
Anne Arundel County	340,555	375,489	389,833	404,256	419,012	434,725	451,505	49,278	29,179	32,493	110,950	14.5%	7.5%	7.8%	32.6%
Baltimore City	365,047	377,443	396,188	413,808	430,379	446,685	450,996	31,141	34,191	20,617	85,949	8.5%	8.6%	4.8%	23.5%
Baltimore County	398,693	411,260	425,058	428,306	434,620	441,159	444,251	26,365	9,562	9,631	45,558	6.6%	2.2%	2.2%	11.4%
Carroll County	62,814	64,313	65,821	67,319	68,809	70,290	71,789	3,006	2,988	2,979	8,974	4.8%	4.5%	4.3%	14.3%
Harford County	100,748	110,606	120,560	130,808	141,273	151,868	162,499	19,812	20,712	21,226	61,751	19.7%	17.2%	15.0%	61.3%
Howard County	185,600	193,976	203,284	217,619	231,970	238,935	245,600	17,684	28,686	13,630	60,000	9.5%	14.1%	5.9%	32.3%
Queen Anne's County	16,562	16,775	17,125	17,250	17,375	17,525	17,700	563	250	325	1,138	3.4%	1.5%	1.9%	6.9%
Baltimore Region	1,470,019	1,549,862	1,617,869	1,679,367	1,743,438	1,801,187	1,844,339	147,850	125,568	100,902	374,320	10.1%	7.8%	5.8%	25.5%

Note: This data was submitted by CFG membership. The final revisions were submitted on April 1, 2022.

Note: The Population figure for Anne Arundel County for year 2020 deviates from the decennial Census figure. It appears that the Naval Academy was omitted from the Group Quarters population count in the 2020 Decennial Census. An estimated GQ population has been added to the appropriate TAZ, and is included here in the county and regional totals.

Note: Anne Arundel County data includes the City of Annapolis.

Source: Local jurisdictions; Cooperative Forecasting Group.

*Appendix E: Excerpt- Baltimore Metropolitan  
Council InSITE Activity Based Travel Model:  
Model Validation Report*

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## **Excerpt – Approval of InSITE Activity Based Travel Model**

Documentation of InSITE enhancements and 2019 validation. The 2019 validated InSITE model will be used in the 2024 to 2027 mobile source emission analysis, updated long-range transportation plan project evaluation and other regional corridor studies. The original InSITE model was estimated using the 2008 Household Travel Survey and validated to 2012.

The original InSITE model geography was modified to incorporate the recently developed 2020 Transportation Analysis Zone (TAZ) boundaries. BMC staff in cooperation with the Cooperative Forecasting Group adjusted, combined, and added TAZs based on 2020 Tiger Line File and 2020 Census PL 94-171 block population and household counts. The model geography was expanded to cover Queen Anne's County, Maryland as well as Adams and York Counties, Pennsylvania. The expanded model contains over 3,000 TAZs with a 2020 base year population of 6.4 million.

Cambridge Systematics, developer of InSITE, incorporated model enhancements in order to improve runtime. The Cambridge Systematics Activity-Based Model (ABM) software, TourCast was modified to adopt a multi-threaded approach to take advantage of multiple server cores and applying a 25% synthetic population sampling approach.

The Cambridge Systematics team analyzed and summarized the 2019 Maryland Household travel survey travel patterns, choices, and behavior. Survey summary statistics were used to adjust InSITE model component parameters. The calibrated InSITE model components capture the change in travel behavior observed between 2008 (model estimation year) and 2019 observed conditions.

The consultant team used other independent data sources to validate InSITE network travel. A Location-Based Services (LBS) data set was purchased in order to validate distribution patterns, time-of day, and trip lengths. Classified counts and On-Board Transit Survey was used to validate network loadings.

# Appendix F: HPMS Adjustment Factors

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## HPMS Adjustment Factors by Jurisdiction

		<i>Interstate</i>	<i>Freeway</i>	<i>Principal Arterial</i>	<i>Minor Arterial</i>	<i>Collector</i>
Urban	Baltimore City	1.4916	0.0964	0.9581	1.00751	3.1438
	Anne Arundel	1.0502	1.1395	1.1062	1.5434	2.1326
	Baltimore	1.0853	1.6461	1.1780	1.6787	2.1593
	Carroll	0.7639	0.7639	1.1269	1.3782	1.3601
	Harford	1.0197	1.3003	1.6793	1.5690	2.5947
	Howard	0.9639	1.1730	1.3484	1.5691	1.4889
Rural	Baltimore City	1.4916		1.0964	0.9581	3.1438
	Anne Arundel	0.5493		1.0766	0.8862	1.8180
	Baltimore	0.4045		0.5776	1.0189	0.9428
	Carroll	0.7639		0.7006	0.8658	0.8720
	Harford	1.2227		1.1704	1.0106	1.2006
	Howard	0.7365		1.2392	0.6221	1.1112

## Local to Non-local Ratios by Jurisdiction

<i>Jurisdiction</i>	<i>Urban</i>	<i>Rural</i>
Baltimore City	0.0731	0.0731
Anne Arundel	0.0732	0.2019
Baltimore	0.0733	0.2013
Carroll	0.0722	0.1861
Harford	0.0731	0.1916
Howard	0.0733	0.2104

# Appendix G: Resolutions

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The following resolutions will be added to the final report:

BRTB Resolution #22-15 Approval of Technical Process for Baltimore Regional Travel Demand Model Update

BRTB Resolution #23-1 Approving the Round 10 Cooperative Forecast

BRTB Resolution #25-3 Approval of the Baltimore Region 2025-2028 Transportation Improvement Program (TIP) and the associated Conformity Determination of the 2025-2028 TIP and Resilience 2050

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #22-15**

**APPROVAL OF VALIDATION OF THE  
BALTIMORE REGION TRAVEL DEMAND MODEL - INSITE**

**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 Transportation Planning Division of the Baltimore Metropolitan Council, which serves as staff to the Metropolitan Planning Organization, has revised its computerized modeling process for simulating transportation demand and submitted its Baltimore Region Travel Demand Model to the Technical Committee of the Metropolitan Planning Organization; and

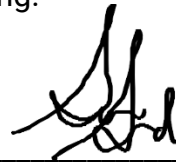
**WHEREAS**, the Technical Committee has reviewed the technical process of the Baltimore Region Travel Demand Model for base year 2019 as developed through the FY 2019 to 2022 Unified Planning Work Programs; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Baltimore Regional Transportation Board approves the technical process in performing the Baltimore Region Travel Demand Model for the base year 2019 and recommends its use in analyzing and evaluating transportation demand in a multitude of Unified Planning Work Program tasks, including air quality Conformity Determinations, Transportation Improvement Programs and Long-range Regional Transportation Plans.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution at its June 28, 2022 meeting.

6-28-22

\_\_\_\_\_  
Date



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

## **InSITE 2019 Calibration and Validation**

- Geography model coverage area expansion – Adding all of Queen Anne’s County and Adams and York Counties, Pennsylvania
- 2020 Census/Transportation Analysis Zone (TAZ) geography incorporation
- InSITE model run time enhancements – InSITE model component multithreaded software and population sampling
- InSITE model parameter calibration to reflect the 2019 Maryland Household Travel Survey observed travel behaviors, choices, and parameters
- Revised Freight Modeling System expanded to new geography coverage and updated base year model inputs
- InSITE model 2019 validation using Location-based Services (LBS) data, classified traffic counts, On-Board Transit Survey, and MDOT MTA Automatic Passenger Count (APC) data
  - Location-based Services
    - Tours – total, length, distribution, and time-of-day
  - Classified traffic counts
    - Volume/VMT by – Jurisdiction, facility type, area type, and screen lines
  - On-Board Transit Survey
    - Total linked and unlinked trips and transfer rates
  - Automatic Passenger Count
    - Route level ridership



**BALTIMORE METROPOLITAN PLANNING ORGANIZATION  
BALTIMORE REGIONAL TRANSPORTATION BOARD**

**RESOLUTION #23-1**

**ENDORSEMENT OF ROUND 10 COOPERATIVE FORECASTING PROCESS THROUGH 2050  
FOR USE IN LOCAL AND REGIONAL TRANSPORTATION AND AIR QUALITY PLANNING**

**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 Metropolitan Planning Organization has the responsibility for developing future estimates of travel demand in the Baltimore region and approving conformity analysis of the Long-Range Transportation Plan and the Transportation Improvement Program for the Baltimore region; and

**WHEREAS**, in connection with these responsibilities, the Baltimore Regional Transportation Board established the Cooperative Forecasting Group to develop a consensus among State, local and regional planners regarding the current estimates and long-range projections for growth and development in the Baltimore region; and

**WHEREAS**, the previously endorsed Round 9A forecasts have been updated to reflect the most current socioeconomic development in the Baltimore region. These forecasts which consist of data for population, households and employment for small geographic areas, called transportation analysis zones (TAZ), capture the development projected in earlier forecasts and any new development; and

**WHEREAS**, the Cooperative Forecasting Group has recommended to the Baltimore Regional Transportation Board a set of forecasts termed Round 10, for use in transportation and air quality planning activities; and

**WHEREAS**, the purpose of socioeconomic forecasting analysis is to provide inputs to decision makers to assist with determining the overall travel demand and air quality effects of growth, at the regional level, on future year highway and transit networks; and

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board endorses the Round 10 cooperative forecasting process for use in transportation and air quality planning in the Baltimore region as provided in Attachment 1.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 15, 2022 meeting.

7-15-22

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Date



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Sam Snead, Chairman  
Baltimore Regional Transportation Board

**Local Jurisdiction Submissions: Round 10  
Cooperative Forecasts – Population, Household and Employment Controls**

**Table 1: Round 10 Population**

<b>JURISDICTION</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>
Anne Arundel County	592,695	621,687	646,214	664,214	677,424	687,119	694,235
Baltimore City	585,708	594,526	596,393	596,916	599,216	603,436	609,776
Baltimore County	854,523	868,112	876,726	894,541	909,000	920,275	934,521
Carroll County	172,891	176,399	179,140	181,580	183,956	186,253	188,357
Harford County	260,924	270,059	277,819	285,759	293,569	301,252	308,810
Howard County	332,317	349,697	363,987	380,016	393,641	404,607	414,820
Queen Anne's County	49,874	52,712	54,935	56,000	56,667	56,883	57,032
<b>Baltimore Region</b>	<b>2,848,932</b>	<b>2,933,192</b>	<b>2,995,213</b>	<b>3,059,026</b>	<b>3,113,473</b>	<b>3,159,824</b>	<b>3,207,550</b>

Round 10 Population Changes

<b>JURISDICTION</b>	<b>Numeric Change</b>				<b>Percent Change</b>			
	<b>2020-2030</b>	<b>2030-2040</b>	<b>2040-2050</b>	<b>2020-2050</b>	<b>2020-2030</b>	<b>2030-2040</b>	<b>2040-2050</b>	<b>2020-2050</b>
Anne Arundel County	53,519	31,210	16,811	101,540	9.0%	4.8%	2.5%	17.1%
Baltimore City	10,685	2,823	10,560	24,068	1.8%	0.5%	1.8%	4.1%
Baltimore County	22,203	32,275	25,520	79,998	2.6%	3.7%	2.8%	9.4%
Carroll County	6,249	4,816	4,401	15,466	3.6%	2.7%	2.4%	8.9%
Harford County	16,895	15,750	15,241	47,886	6.5%	5.7%	5.2%	18.4%
Howard County	31,670	29,654	21,179	82,503	9.5%	8.1%	5.4%	24.8%
Queen Anne's County	5,061	1,732	365	7,158	10.1%	3.2%	0.6%	14.4%
<b>Baltimore Region</b>	<b>146,281</b>	<b>118,260</b>	<b>94,077</b>	<b>358,618</b>	<b>5.1%</b>	<b>3.9%</b>	<b>3.0%</b>	<b>12.6%</b>

**Note: Throughout, Anne Arundel County data includes the City of Annapolis**

**Table 2: Round 10 Households**

<b>JURISDICTION</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>
Anne Arundel County	219,971	228,528	236,781	244,935	251,583	256,061	260,349
Baltimore City	251,479	258,233	260,583	262,036	264,323	267,459	271,532
Baltimore County	329,955	334,975	338,408	345,501	351,261	355,753	361,428
Carroll County	63,050	64,455	65,595	66,670	67,701	68,709	69,704
Harford County	98,282	101,919	105,719	109,519	113,319	117,119	120,919
Howard County	118,781	126,599	133,334	141,148	147,881	153,953	159,721
Queen Anne's County	19,240	20,355	21,223	21,636	21,892	21,975	22,033
<b>Baltimore Region</b>	<b>1,100,758</b>	<b>1,135,064</b>	<b>1,161,643</b>	<b>1,191,444</b>	<b>1,217,960</b>	<b>1,241,029</b>	<b>1,265,686</b>

## Round 10 Household Changes

<b>JURISDICTION</b>	<b>Numeric Change</b>				<b>Percent Change</b>			
	<b>2020-2030</b>	<b>2030-2040</b>	<b>2040-2050</b>	<b>2020-2050</b>	<b>2020-2030</b>	<b>2030-2040</b>	<b>2040-2050</b>	<b>2020-2050</b>
Anne Arundel County	16,810	14,802	8,766	40,378	7.6%	6.3%	3.5%	18.4%
Baltimore City	9,104	3,740	7,209	20,053	3.6%	1.4%	2.7%	8.0%
Baltimore County	8,453	12,853	10,167	31,473	2.6%	3.8%	2.9%	9.5%
Carroll County	2,545	2,106	2,003	6,654	4.0%	3.2%	3.0%	10.6%
Harford County	7,437	7,600	7,600	22,637	7.6%	7.2%	6.7%	23.0%
Howard County	14,553	14,547	11,840	40,940	12.3%	10.9%	8.0%	34.5%
Queen Anne's County	1,983	669	141	2,793	10.3%	3.2%	0.6%	14.5%
<b>Baltimore Region</b>	<b>60,885</b>	<b>56,317</b>	<b>47,727</b>	<b>164,928</b>	<b>5.5%</b>	<b>4.8%</b>	<b>3.9%</b>	<b>15.0%</b>

**Table 3: Round 10 Total Employment**

<b>JURISDICTION</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>	<b>2045</b>	<b>2050</b>
Anne Arundel County	340,555	375,489	389,833	404,256	419,012	434,725	451,505
Baltimore City	365,047	377,443	396,188	413,808	430,379	446,685	450,996
Baltimore County	398,693	411,260	425,058	428,306	434,620	441,159	444,251
Carroll County	62,814	64,313	65,821	67,319	68,809	70,290	71,789
Harford County	100,748	110,606	120,560	130,808	141,273	151,868	162,499
Howard County	185,600	193,976	203,284	217,619	231,970	238,935	245,600
Queen Anne's County	16,562	16,775	17,125	17,250	17,375	17,525	17,700
<b>Baltimore Region</b>	<b>1,470,019</b>	<b>1,549,862</b>	<b>1,617,869</b>	<b>1,679,367</b>	<b>1,743,438</b>	<b>1,801,187</b>	<b>1,844,339</b>

**Round 10 Total Employment Changes**

<b>JURISDICTION</b>	<b>2020- 2030</b>	<b>2030- 2040</b>	<b>2040- 2050</b>	<b>2020- 2050</b>	<b>2020- 2030</b>	<b>2030- 2040</b>	<b>2040- 2050</b>	<b>2020- 2050</b>
Anne Arundel County	49,278	29,179	32,493	110,950	14.5%	7.5%	7.8%	32.6%
Baltimore City	31,141	34,191	20,617	85,949	8.5%	8.6%	4.8%	23.5%
Baltimore County	26,365	9,562	9,631	45,558	6.6%	2.2%	2.2%	11.4%
Carroll County	3,006	2,988	2,979	8,974	4.8%	4.5%	4.3%	14.3%
Harford County	19,812	20,712	21,226	61,751	19.7%	17.2%	15.0%	61.3%
Howard County	17,684	28,686	13,630	60,000	9.5%	14.1%	5.9%	32.3%
Queen Anne's County	563	250	325	1,138	3.4%	1.5%	1.9%	6.9%
<b>Baltimore Region</b>	<b>147,850</b>	<b>125,568</b>	<b>100,902</b>	<b>374,320</b>	<b>10.1%</b>	<b>7.8%</b>	<b>5.8%</b>	<b>25.5%</b>

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #25-3**

**APPROVAL OF THE BALTIMORE REGION 2025 – 2028 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) AND THE ASSOCIATED CONFORMITY  
DETERMINATION OF THE 2025-2028 TIP AND RESILIENCE 2050**

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

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Infrastructure and Investment Jobs Act (IIJA) to complete a long-range transportation plan and transportation improvement program at least every four years for the Baltimore region; and

**WHEREAS**, the Baltimore Regional Transportation Board has coordinated with Baltimore Metropolitan Council staff to ensure its compliance with IIJA requirements and documented in the Metropolitan Transportation Planning regulations (May 27, 2016 *Federal Register*); and

**WHEREAS**, development of the long-range transportation plan results from a continuous, cooperative and comprehensive planning process and considers and integrates as appropriate the federal planning factors documented in the Metropolitan Transportation Planning regulations; and

**WHEREAS**, the FY 2025-2028 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using available revenue sources; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency’s Transportation Conformity Rule to conduct analyses to ensure that the region’s transportation plans and programs conform with the State Implementation Plan (SIP); and

**WHEREAS**, the conformity analysis as reported in the “Conformity Determination of *Resilience 2050* and the 2025 - 2028 Transportation Improvement Program,” dated May 2024, provides the basis for a finding of conformity to 8-hour ozone National Ambient Air Quality Standards (NAAQS) SIP for the Baltimore region, which includes meeting the 2012 Reasonable Further Progress motor vehicle emission budgets as determined adequate by U.S. EPA. This addresses three ozone NAAQS: 1997, 2008 and 2015. (Attachment 1: Tables 1 and 2); and

**WHEREAS**, opportunities for public comment were provided – including a 30-day public comment period, two virtual public meetings, and regularly scheduled meetings of the Baltimore Regional Transportation Board, Interagency Consultation Group and Technical Committee – with respect to the Draft 2025 – 2028 TIP - and the methodology and results of the conformity analysis – and these comments were duly considered by the Metropolitan Planning Organization in this deliberation process; and

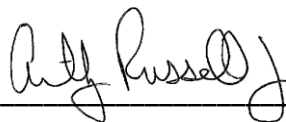
**WHEREAS**, a range of outreach strategies was employed to share information about the 2025 – 2028 TIP and the Conformity Determination supported by opportunities for public comment, including two virtual meetings, and informational on-demand multimedia presentations. A 30-day review was offered and numerous public comments were considered by the BRTB.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board approves the *2025 – 2028 Transportation Improvement Program (TIP)* and the associated *Conformity Determination of Resilience 2050 and the TIP*.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 23, 2024 meeting.

7-23-24

\_\_\_\_\_  
Date



\_\_\_\_\_  
Anthony Russell, Chair  
Baltimore Regional Transportation Board

## Appendix H: Public Participation

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# APPENDIX H

## PUBLIC PARTICIPATION

[publicinput.com/BRTB-TIP](https://publicinput.com/BRTB-TIP)

»BRTB BALTIMORE REGIONAL TRANSPORTATION BOARD

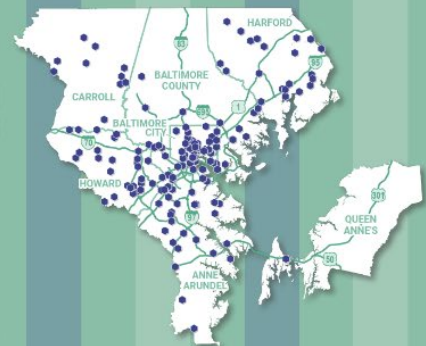
## Transportation Improvement Program & Air Quality Conformity Determination 2025-2028



PUBLICINPUT.COM/BRTB-TIP

**\$4.52** BILLION  
FOR 162 TRANSPORTATION PROJECTS

- ✓ Intersection improvements
- ✓ Bridge repairs and replacements
- ✓ Added lanes and shared-use paths
- ✓ Transit-oriented development
- ✓ Reducing traffic congestion
- ✓ Expanding freight corridors
- ✓ Boosting transit connectivity
- ✓ No setbacks in air quality standards



PROPOSED SPENDING TO MAINTAIN, OPERATE & EXPAND THE BALTIMORE REGION'S TRANSPORTATION SYSTEM

**JOIN A VIRTUAL PUBLIC MEETING**      **COMMENT BY**  
**JUNE 10, 12 PM & 6:30 PM**      **JUNE 17**



## BRTB SHARES DRAFT \$4.52 BILLION TRANSPORTATION IMPROVEMENT PROGRAM FOR 2025-2028

**BALTIMORE, MD (Thursday, May 16, 2024)** – The Baltimore Regional Transportation Board (BRTB) is seeking feedback on a draft transportation investment plan which anticipates \$4.52 billion for projects throughout the Baltimore region. A comment period on the draft closes June 17, and includes two virtual public meetings on June 10.

Known formally as the Transportation Improvement Program (TIP), the plan includes funding for 162 bicycle, pedestrian, transit, bridge, highway and freight projects that BRTB members tapped as priorities for the 2025-2028 planning window.

Key among these are safety improvements at dozens of intersections in Baltimore City, bridge repairs or replacements in Baltimore and Carroll Counties, expansions along Snowden River Parkway in Columbia and transit-oriented development in Odenton and Aberdeen, as well as the Maryland Port Administration’s Howard Street Tunnel freight corridor expansion, the Maryland Transportation Authority’s I-95 Express Toll Lanes from White Marsh to Bel Air and the Maryland Transit Administration’s Red Line connection across Baltimore.

“Boosting connectivity across modes of travel, improving environmental outcomes and increasing safety for all users are important threads in this TIP,” said Todd Lang, Director of Transportation Planning at Baltimore Metropolitan Council, the agency that staffs and supports the BRTB. “These projects will help move our region’s transportation network forward.”

The 2025-2028 TIP includes about \$2.3 billion for highway preservation and expansion, \$1.28 billion for transit and commuter rail preservation and expansion, \$463 million for the ports and \$480 million for emissions reductions, safety improvements and other spending. Support from federal agencies accounts for about \$2.8 billion of this funding, with state and local agencies providing \$1.24 billion and toll revenues covering \$490 million.

Notably, investments in bicycle and pedestrian infrastructure are drawn from many categories, particularly the funding for highway preservation and expansion. This TIP also includes record funding for transit throughout the region, accounting for all of the transit projects requested by local and state agencies.

The draft TIP also includes an Air Quality Conformity Determination, which assesses that the projects in the TIP will not delay the Baltimore region’s progress toward meeting national air quality standards.

You can learn more about the draft 2025-2028 TIP and associated Air Quality Conformity Determination via [publicinput.com/BRTB-TIP](https://publicinput.com/BRTB-TIP).

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The BRTB is asking members of the public to complete a brief survey on the draft TIP, and welcomes open-ended comments on the projects or planning process. The BRTB will also host two virtual meetings for participants to learn more and ask questions or make comments. Both meetings will take place on Monday, June 10, one at 12 p.m. and one at 6:30.

Ways to comment include:

- Online via a short survey at [publicinput.com/BRTB-TIP](https://publicinput.com/BRTB-TIP)
- Sending an email to [BRTB-TIP@publicinput.com](mailto:BRTB-TIP@publicinput.com)
- Texting keyword 'BRTB-TIP' to 73224
- Leaving a voicemail toll-free via 855-925-2801x10279
- Reaching @BaltoMetroCo on social media with #BRTBListens
- Joining a virtual public meeting on Monday, June 10 at 12 p.m. or 6:30 p.m.

###

*Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve quality of life and economic vitality. As the Baltimore region's council of governments, BMC hosts the Baltimore Regional Transportation Board (BRTB) and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.*

*BMC operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964 and other applicable laws. BMC offers interpretation services, including language translation services and signage for the hearing impaired, at public meetings upon request with seven days advance notice. BMC will not exclude persons based on age, religion, or disability. For assistance, contact the Public Involvement Coordinator, [comments@baltometro.org](mailto:comments@baltometro.org), or call 410-732-0500. Dial 7-1-1 or 800-735-2258 to initiate a TTY call through Maryland Relay. Usuarios de Relay MD marquen 7-1-1. Si se necesita información de Título VI en español, llame al 410-732-0500.*

## ADVERTISEMENTS

Paid ads (print and digital) were placed in 4 local outlets:

1. Afro American
2. Baltimore Beat
3. Baltimore magazine
4. Latin Opinion Baltimore

Paid digital ads were placed on Meta (targeted by jurisdiction) and Nextdoor.

Posts were shared on the following social media channels:

- LinkedIn
- Facebook
- Instagram
- X
- Nextdoor

Our paid and unpaid promotion of the comment period on social media got a combined 105,374 impressions and 1,745 link clicks. .

**BALTIMORE METROPOLITAN COUNCIL**  
**BALTIMORE REGIONAL TRANSPORTATION BOARD 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**\$4.52 MILLION**  
**PARA 162 PROYECTOS DE TRANSPORTE**

Map showing project locations in Baltimore County, Harford, Carroll, Baltimore City, Howard, Anne Arundel, and Queen Anne's counties.

**FINANCIAMIENTO PROPUESTO PARA MANTENER, OPERAR Y EXPANDIR EL SISTEMA DE TRANSPORTE DE LA REGIÓN DE BALTIMORE.**

- ✓ Mejoras en las intersecciones
- ✓ Reparaciones y reemplazos de puentes
- ✓ Carriles añadidos y caminos de uso compartido
- ✓ Desarrollo orientado al tránsito
- ✓ Reducir la congestión del tráfico
- ✓ Ampliación de los corredores de mercancías
- ✓ Aumentar la conectividad del tránsito
- ✓ Sin retrocesos en los estándares de calidad del aire

**UNIRSE A UNA REUNIÓN EL 10 DE JUNIO Y COMENTE ANTES DEL 17 DE JUNIO**

APRENDE MÁS A TRAVÉS [PUBLICINPUT.COM/BRTB-TIP](https://PUBLICINPUT.COM/BRTB-TIP)

**BALTIMORE METROPOLITAN COUNCIL**  
**BRTB BALTIMORE REGIONAL TRANSPORTATION BOARD 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 PROPOSED SPENDING TO MAINTAIN, OPERATE & EXPAND THE BALTIMORE REGION'S TRANSPORTATION SYSTEM

**\$4.52 BILLION**  
 FOR 162 TRANSPORTATION PROJECTS

- ✓ Intersection improvements
- ✓ Bridge repairs and replacements
- ✓ Added lanes and shared-use paths
- ✓ Transit-oriented development
- ✓ Reducing traffic congestion
- ✓ Expanding freight corridors
- ✓ Boosting transit connectivity
- ✓ No setbacks in air quality standards

**There's still time to share your thoughts! COMMENT BY JUNE 17**

[PUBLICINPUT.COM/BRTB-TIP](https://PUBLICINPUT.COM/BRTB-TIP)

**BALTIMORE METROPOLITAN COUNCIL**  
**BRTB BALTIMORE REGIONAL TRANSPORTATION BOARD 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 PROPOSED SPENDING TO MAINTAIN, OPERATE & EXPAND THE BALTIMORE REGION'S TRANSPORTATION SYSTEM

**\$4.52 BILLION**  
 FOR 162 TRANSPORTATION PROJECTS

**PROJECT FUNDING BY TYPE**

- Highway Capacity
- Ports
- Emission Reduction
- Commuter Rail Preservation
- Transit Capacity, Environment & Safety, Investment Program
- Highway Preservation
- Transit Preservation

**FUNDING SOURCES**

- Tolls
- Federal
- State & Local

**JOIN A PUBLIC MEETING JUNE 10 & COMMENT BY JUNE 17**

[PUBLICINPUT.COM/BRTB-TIP](https://PUBLICINPUT.COM/BRTB-TIP)

**BALTIMORE METROPOLITAN COUNCIL**  
**BRTB BALTIMORE REGIONAL TRANSPORTATION BOARD 2025-2028**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
 PROPOSED SPENDING TO MAINTAIN, OPERATE & EXPAND THE BALTIMORE REGION'S TRANSPORTATION SYSTEM

**\$4.52 BILLION**  
 FOR 162 TRANSPORTATION PROJECTS

**Weigh in!**  
 JOIN A VIRTUAL MEETING  
**MONDAY JUNE 10**  
 12 PM & 6:30 PM

**COMMENT BY MONDAY, JUNE 10**

[PUBLICINPUT.COM/BRTB-TIP](https://PUBLICINPUT.COM/BRTB-TIP)

## DIGITAL ANNOUNCEMENTS

Digital announcements sent to ~430 TIP/LRTP interested parties and previous participants:

Translate this email

[Chinese \(Simplified\) / 简体中文](#) | [French / Français](#) | [German / Deutsch](#) | [Haitian Creole / Kreyòl Ayisyen](#) | [Hindi / हिन्दी](#) | [Japanese / 日本語](#) | [Myanmar \(Burmese\) / မြန်မာစာ](#) | [Portuguese \(Portugal, Brazil\) / Português](#) | [Russian / Русский](#) | [Spanish / Español](#)



Thank you so much for your interest in the Baltimore Regional Transportation Board's planning process. We have just launched our latest opportunity to weigh in on transportation decisions.

Check out some highlights below and [visit the TIP project page to learn more or share a comment](#).

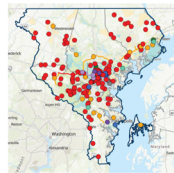
Keith Kucharek  
Transportation Planner

#### BUILDING A BETTER BALTIMORE REGION: ONE TRANSPORTATION PROJECT AT A TIME

The Baltimore Regional Transportation Board has put together a **\$4.52 billion transportation investment program for the next 4 years** and we want to know what you think about it.

There are 162 bicycle, transit, bridge, highway, pedestrian, and freight projects in this program. Highlights for the the next four years include:

- MDOT MTA Red Line
- Transit Oriented Development projects in Odenton and Aberdeen
- Howard Street Tunnel
- Snowden River Parkway project
- I-95 Express Toll Lanes



Share [f](#) [x](#) [in](#) [e](#)

**We're planning over \$4 billion worth of transportation projects for the region. Let us know what you think**

<https://publicinput.com/m768438>

**Join us today for a meeting on over \$4 billion worth of transportation projects for the region**

<https://publicinput.com/t585288>

**Recording available on \$4 billion worth of transportation projects for the region. Comment by June 17!**

<https://publicinput.com/y113413>

Announcement sent to 4,390- 4,600 interested parties via B'more Involved e-newsletter

**B'more Involved - June 2024**

<https://publicinput.com/k830608>

**B'more Involved – May 2024**

<https://publicinput.com/p360252>

## RESULTS

Results and infographic available online at [publicinput.com/BRTB-TIP](http://publicinput.com/BRTB-TIP)

### Highlights of results

Nearly 210 people shared over 250 comments, including over 180 transportation project ideas or transportation needs.

- 70% express dissatisfaction and feel there are significant issues with the transportation system that negatively impacts daily life and need to be addressed urgently. Only 5% reported being satisfied with transportation infrastructure meeting basic needs.
- 57% felt the TIP is Not Effective, 42% Somewhat Effective, and only 1% believe it is Very Effective
- 58% have doubts or don't believe their community will benefit from these projects. About 14% believe their community will benefit to some extent or significantly.
- 83% have some level of familiarity with the BRTB
- 109 people reported using local transit in the past month

### Key themes/Top areas of concern:

- Reduce Highway Expansion and Shift Funding to Transit
- Increase Transit Capacity and Bike/Pedestrian Projects
- Improve Road Safety and Reduce Fatalities

### RECORD OF SURVEY RESULTS

[PublicInput.com/Report/jg1y1znshou](http://PublicInput.com/Report/jg1y1znshou)





## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

#### 1. Michael Martin

Despite the marketing spin, the actual funding is heavily weighted towards highway maintenance and construction. I would much rather see it shift towards emphasizing transit and bike and pedestrian improvements. We should not be adding SOV lane capacity anywhere in central Maryland. E.g. why can't bike+ped improvements be made to Snowden River Pkwy without having to add vehicular lanes as well? I urge BMC to reconsider their priorities in this plan.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

The Howard County Office of Transportation has provided an update on their recent actions for this project. Since the Snowden River Parkway project was initiated, the county's transportation needs, and priorities have evolved and changed, and these priorities have been reflected in the County's Complete Streets Policy and design manual updates. These changes should be influencing how we talk about and describe such projects.

The Office of Transportation has met with the Department of Public Works to discuss the purpose and need for this project. As a next step, the Office of Transportation and the Department of Public Works will work toward a revised scope of the project based on the needs and updated policies guiding the county's transportation system. The first phase of effort is updating the original 2008 study that supported the project, which will help guide the scope of work for this project.

Thank you again for your comment.

#### 2. Jed Weeks

This TIP continues to ignore nearly all public comment, polling, and surveys asking for greater investment in walking, biking, and public transit, instead investing in anti-science road widening and inducing demand.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. There are a number of projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. In Baltimore City alone, there are six projects specifically for bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several other projects in the TIP are geared towards bicycle and pedestrian improvements including the Patapsco Regional Greenway: Elkridge to Guinness trail segment in Howard and Baltimore Counties. Other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as MDOT SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Doldfield Boulevard Interchange include shared-use paths. In addition, there are many bridge replacement projects that include bicycle compatible shoulders which will allow for bicyclists to safely cross bridges. There are other examples of projects aimed at reducing automobile usage such as the Baltimore City Ferry Service improvements and the Annapolis Electric Ferry program. And finally, in the BRTB Transportation Planning Budget (formally known as UPWP), the Transportation and Land Use Connections program which provides up to



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. In the coming year 30% design will be initiated for Patapsco Regional Greenway: Cherry Hill segment.

The 2025-2028 TIP also includes two major transit capacity improvement projects. The Red Line, which Governor Moore announced would be a light rail, has over \$151 million programmed for planning and engineering and the Penn-Camden Connector, a \$233 million project, with \$11 million programmed for engineering in 2025. While it does take time to see the results of reducing capacity projects and increasing transit and multimodal options, these projects represent a big step forward in providing additional transportation options in the Baltimore region.

Thank you again for your comment.

#### 3. Zac Blanchard

This plan, like last year's plan, is incredibly out of touch with what citizens care about. Highway expansion should be much lower than transit expansion - instead, it is 4x as much.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP contains over \$162 million in transit capacity improvements. By comparison, the 2023-2026 and the 2024-2027 TIPs had \$0 programmed for transit capacity. Conversely, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, the trend of increasing transit capacity funding, decreasing highway capacity funding, and the overall amount of funds allocated to transit is an indication that changes are occurring.

Thank you again for your comment.

#### 4. Adam Aviv

There is way too much money dedicated to highway spending. If we want to be a world class city and region, we need to invert the scale and focus on expanding transit, particularly heavy rail like MARC and metro, as well as last mile mobility with bikes and walking.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Changes to transportation programming takes time, potentially several years to see significant changes. The Highway Capacity category has steadily decreased from 30.6% in 2021 to 9.9% in the 2025 TIP. Nearly 74% of the 2025-2028 highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority (MDTA) that initiated construction in 2018 with anticipated opening by 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in





## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

2022 to 5.5% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% in the category of transit capacity improvements.

As for additional funding for bicycles and walking, there are numerous projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. Baltimore City has six projects aimed at bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several other projects in the TIP are geared towards bicycle and pedestrian improvements including the Patapsco Regional Greenway: Elkridge to Guinness trail in Howard and Baltimore Counties. Many other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange include shared-use paths. In addition, there are many bridge replacement projects that include bicycle compatible shoulders which will allow for bicycles to safely cross bridges.

Thank you again for your comment.

#### 5. Joshua Spokes

We need to stop expanding highways in the state of Maryland if we are truly committed to our emissions goals. Any supposed emissions gains from "improving congestion" is a farce at the expense of other systems that could be improved. We need to put more money into transit expansion, transit operations and traditional forms of transportation like biking and walking. We are driving towards a cliff and haven't even taken our feet off the gas pedal at this point.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Nearly 10% of all projects in the TIP are intended to help reduce emissions. These projects account for about 5.5% of all spending in the TIP or about \$337 million.

Funding in the Highway Capacity category has steadily decreased from 30.6% in 2021 to 9.9% in the 2025-2028 TIP. Nearly 74% of the 2025-2028 highway capacity funds are accounted for by the Maryland Transportation Authority's I-95 Northbound Express Toll Lanes which is anticipated to open in 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 5.5% in the current 2025-2028 proposed TIP. In addition, the 2025 TIP now includes over \$162 million in the category of transit capacity improvements. Recent years did not include any funding for transit capacity. Regarding the MTA system, it is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

There are also numerous projects in the 2025-2028 TIP that are aimed at improving safety for bicyclists and pedestrians as well as adding new bicycle and pedestrian facilities. Baltimore City has six projects geared towards bicycle and pedestrian facilities including a protected bicycle facility along Falls Road. The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Several



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

other projects in the TIP relating to bicycle and pedestrian improvements include the Patapsco Regional Greenway: Elkridge to Guinness trail in Howard and Baltimore Counties which is part of a 40 mile trail between Baltimore City and Carroll County. Several other roadway projects that are listed as highway capacity projects also include bicycle and pedestrian facilities such as SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders. The MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange include shared-use paths.

Thank you again for your comment.

#### 6. Josh Black

We desperately need MARC and transit expansion as well as rapid construction of well-separated bike and pedestrian infrastructure. Regional rail MARC with frequent service would alleviate a lot of the traffic issues that are due to the Key Bridge collapse. Widening highways is an absolute waste of money that will lead to more pollution and more traffic. It is destroying Baltimore.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 7. Samuel Chapin

We shouldn't be spending nearly as much on highways as greener forms of infrastructure—I'd like to see more investment in rail, bike lanes, and walking infrastructure.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in 2021 to 9.9% in the 2025-2028 TIP. Most of those highway capacity funds are accounted for by one Maryland Transportation Authority project, the I-95 Northbound Express Toll Lanes which is anticipated to open in 2027. The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality. Transit Preservation is increasing from 15.6% in the 2021 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025-2028 proposed TIP. In addition, the 2025 TIP now includes over \$162 million for Transit Capacity improvements, primarily the Red Line between Baltimore City and Woodlawn in Baltimore County. Recent years did not include any funding for transit capacity. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

As for adding more bike lanes and walking infrastructure, the TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples include the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects, both of which include shared-use paths. Additionally, The Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 8. Elizabeth Thornberry

The relative spending proposed for transit and bike/micromobility infrastructure v. highways is very disappointing. The red line is great but let's actually tunnel it. That's worth way more than whatever the plan is for I-83, which should not exist in the first place, at least in the dense parts of Baltimore City. Yes, I read the explanation for why there's not more money for transit, no I don't find that explanation sufficient. We also need a north-south rail option in the city connecting to Towson. Also, we should not be spending money electrifying buses. Much more effective in reducing emissions to put that money towards \*more\* buses, of any kind, so that we can actually get some mode shift from cars to transit, and so that transit-dependent households are better connected to the rest of the city, jobs, etc. We do not need new highways, at all. Plans to build new highways are actively detrimental to the state's official climate goals and should be entirely abandoned.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Highway Capacity funds have decreased by nearly one third since last year. The 2024-2027 TIP programmed over \$918 million for Highway Capacity improvements while the 2025-2028 TIP programs only \$606 million. Funding for the Red Line is now included in the 2025-2028 TIP for over \$151 million for planning and engineering. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, the trend of increasing transit capacity funding, decreasing highway capacity funding, and the overall amount of funds allocated to transit is an indication that changes are occurring.

In addition to transit investments, Baltimore City has included six projects aimed at providing new or improved bicycle and pedestrian facilities throughout the City including upgrades at over 50 intersections throughout the City. Additionally the City has included a project that will provide a protected bicycle facility along Falls Road. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Thank you again for your comment.

#### 9. Jon Marchione

Expanding highways should not be the priority of the budget in a dense city. We should be attempting to provide world class public transportation to help our city be more liveable for those who can't afford cars.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

In addition to transit investments, Baltimore City has included six projects aimed at providing new or improved bicycle and pedestrian facilities throughout the City. These include upgrades at over 50 intersections throughout the City and a protected bicycle facility along Falls Road. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Thank you again for your comment.

#### 10. Michael Starnes

we should not be expanding auto infrastructure, this is heavily weighted towards more expensive auto infrastructure even though our state environmental plan suggests we must reduce road miles and that EVs won't cut it alone. Construction projects to build more highways are expensive and do not increase quality of the economy or speeds at which people travel as more people drive, they get slow. there are specific improvements like MARC service or more frequent bus service that improve livability and do not require expensive and high risk capital projects like roadway expansion.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. The Maryland Transit Administration (MTA) is also programming nearly \$192 million towards upgrading and maintaining MARC trains and improving MARC facilities. MTA is also committing nearly \$50 million in state funds towards MARC improvements and maintenance for a total investment of nearly \$242 million towards MARC.

Thank you again for your comment.

#### 11. Jamie DeAntonis

For the Baltimore metro area to thrive, we need to scale back car infrastructure (road diet on Pratt, Lombard, Light, tear down 83 to restore the Jones Falls, etc) and prioritize other initiatives like the bus, MARC, biking, and especially adding metro lines. The current spending plan shows that BRTB is continuing to make the mistake of prioritizing cars



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have been steadily decreasing over the last few years. Since 2021 Highway Capacity funds have gone from 30.6% to 9.9% in the current draft 2025-2028 TIP. Since last year alone Highway Capacity funds have decreased by about one third going from \$918 million for Highway Capacity improvements to \$606 million in the 2025-2028 TIP. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Funding in the amount of \$151 million for the Red Line has also been added to the 2025-2028 TIP. The previous two TIP cycles did not contain any Transit Capacity funds. This represents a major shift change in funding priorities. The Maryland Transit Administration (MTA) is also programming nearly \$192 million towards upgrading and maintaining MARC trains and improving MARC facilities. Additionally, MTA is also committing nearly \$50 million in state funds towards MARC improvements and maintenance bringing the MTA investment for MARC to nearly \$242 million.

Thank you again for your comment.

#### 12. Aaron Iddings

Would favor investments in public transit over highway expansion.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, it is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

#### 13. Alexandra Pyan

We need a greater investment in public transportation and focus on road safety for pedestrians over highway expansion.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

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2025 TIP. Most of the highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, it is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Regarding safety for pedestrians, members of the BRTB have highway safety plans in place and work aggressively on several fronts to ensure the safety of everyone using the transportation system. We share your concern about safety for all of us.

Thank you again for your comment.

#### 14. Chris Boyle

There is no reason why you are planning to spend nearly 4x as much on highway/road spending over transit/pedestrian/bike spending. The Baltimore Metro Council consistently ignores public comment in favor of doubling down on highway paving and widening. This is not going to make Baltimore a healthier and safer city and region. Planning to rebuild the elevated section of I-83 is committing Baltimore to a bifurcated downtown for decades to come.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, it is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

The Baltimore City project along I-83 is a safety improvement project. The vast majority of the work will be to repair deteriorated bridge conditions including repair of potholes oftentimes caused by spalling. As safety is the top priority, it is important to maintain bridge structures to provide a safe transportation system for all.



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Thank you again for your comment.

#### 15. Henry Cook

I remain absolutely staggered by the amounts of public funding dumped into highway construction and expansion. Every TIP we're told that we will spend hundreds of millions of dollars on road construction and congestion will improve. This is obviously not occurring. There is plenty of evidence that building highway lanes does not relieve congestion, but BRTB remains stuck in the 20th century on this topic. For example, there is a \$1.1B I-95 toll lane expansion project underway that is destroying trees and wildlife along that corridor. However, I doubt that this plan has 1/10th of that value programmed for active transportation projects, like separated multi-use trails connecting neighborhoods - which would actually take cars off the road and reduce congestion and improve air quality.

With respect to incorporating prior comments from the community, it still appears to be mostly a marketing effort to convince us that BRTB is not just wasting our money on highway spending.

BRTB claims "For example, many highway and bridge projects also incorporate bicycle and pedestrian elements such as bike lanes and sidewalks." but fails to identify how much funding is actually dedicated to improving bicycle and pedestrian networks. Frankly, this shows that BRTB continues to program active transportation as an afterthought to their highway plans.

There are some minor positive trends - such as planning funding for the Red Line. My main comment is that transit and active transportation investments need to be prioritized. It's so disappointing that our region gets so much federal funding and chooses to waste it on expensive highway construction instead of investing in true quality of life improvements, like improved active transportation connections and transit. Especially spending \$600M on expanding our already enormous highway maintenance liabilities. BRTB needs to start holding local DOT's and SHA accountable to make more effective use of federal funds.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. As you pointed out it is hard to highlight the extent of alternative transportation (Bike/Ped/Transit) improvements that are associated with highway and bridge projects. BMC staff will explore with project sponsors how to better describe and quantify these improvements. In addition, staff will explore how to better highlight such alternative projects in areawide projects that can be somewhat obscure. An idea that was floated at a Bikeable Baltimore Region (BBR) meeting was to somehow benchmark our progress on Alternative Transportation facilities and investments with other regions and BMC staff will explore potential methods to include this in future work programs.

In addition, the BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in



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2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements.

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

#### 16. Norris Blackburn

We must prioritize funding transit and bike facilities over highways

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. Although you are correct that transit capacity funding lags behind highway capacity funding, there is a trend of increasing transit capacity funding and decreasing highway capacity funding. The overall amount of funds allocated to transit is an indication that changes are occurring.

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

#### 17. Brian Harrington

Cancel the I-95 expansion and redirect the money to mass transit, including MARC.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The I-95 project is managed by the Maryland Transportation Authority (MDTA) and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.

Thank you again for your comment.





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#### 18. Dylan McDonough

I am disappointed to see such an emphasis on highway construction projects vs. transit oriented projects. In order for Maryland to reach the emissions goals set forth in the Climate Solutions Now Act, the State must prioritize projects that lead people away from reliance on cars for travel.

My girlfriend lives in Frederick, and it is insane that there is no way to get from two of Maryland's major cities, only 1 hour apart, by transit. While I applaud some of the efforts in this plan, there needs to be a change in emphasis on what types of projects are funded.

I hope you take these comments into consideration.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Although it is not part of the 2025-2028 TIP, MDOT MTA proposed to “study the efficacy of new transit service to Western Maryland and in corridors that have identified gaps” including Fredrick/Hagerstown to Baltimore in the [Maryland Statewide Transit Plan](#).

Funding for Highway Capacity projects have steadily decreased since 2021. In 2021 over 30% of the funding in the TIP was for Highway Capacity. That number has dropped to only 9.9% in the 2025-2028 TIP. Most of the highway capacity funds (74%) can be attributed to one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation funds are also increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP. Commuter Rail preservation is rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project. Governor Moore recently announce that the Red Line will provide a light rail option. Transitioning from highway to transit will take time. The current trends do indicate, however, that the transition has begun.

Thank you again for your comment.

#### 19. Anonymous Postcard

To Whom It May Concern: I am writing to express my concerns with the 2025-2028 TIP Budget; I am specifically concerned with the budget allocation to transit and with the stated goal for regional transit death in comparison with highway expansion, transit receives a pittance of this proposed budget despite the known benefits of transit for community health and equity. Re: Job access and climate change mitigation, our region has to lead the state in terms of climate and smart growth and this budget does not reflect this.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead,



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

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MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. It is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

#### 20. Anonymous Postcard

Please, transit makes fiscal sense and is vital for quality of life. Our cuts deserves better, Move transit, less highways, less pavement.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. It is important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle.

Thank you again for your comment.

#### 21. Anonymous Postcard

Increase and improve transit services. Stop funding freeways/highways! LOS is a bad measuring tool!!!! Stop changing the goal posts to make it sound like you're doing a good job with traffic deaths! Get more community planners/activists into the room! Traffic engineers are not taught to care about safety and livability at communities! The decision does not (should not) start and end w/traffic engineers – especially when the problem is just getting worse!! Think about the marginalized people in these decisions!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation



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Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Regarding safety for pedestrians, members of the BRTB have highway safety plans in place and work aggressively on several fronts to ensure the safety of everyone using the transportation system. The safety team is much broader than engineers, the team includes law enforcement, education, planning and even epidemiologists. The BRTB recently conducted a review of Traffic Impact Study practices and recommended analysis measures other than traditional Level of Service including multi-modal measures.

Thank you again for your comment.

#### 22. Anonymous Postcard

I'm writing to emphasize the fact that while the Red Line is an achievement, we need more new transit capacity projects. We are still very clearly focused on highway capacity projects 4:1. Transit can actually help us achieve goals of reducing road deaths and emissions. Please help us actually move towards the safer and healthier future we need and deserve.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway.

Thank you again for your comment.

#### 23. Anonymous Postcard

As a resident of Baltimore City, I am urging the BRTB to consider more transit capacity projects in the 2025-2028 TIP. It's disheartening and incredibly frustrating to learn that the BRTB is considering highway related projects at almost 4:1 ratio over transit related projects. Improving and expanding transit options are a surefire way to better quality of life for so many city residents and visitors! The city is great! It



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would be better if it was easier, safer and cheaper to get around it! We don't need bigger highways. We need bigger transit infrastructure. Please do better. The options are nearly limitless; bus routes, train lines, Red Line in progress and the list goes on!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased from 30.1% in 2021 to 9.9% in the 2025 TIP. Most of the highway capacity funds are accounted for by the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority which amounts to 74% of those funds. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation rising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million for transit capacity improvements, most of which are for the planning and engineering of the Red Line project that Governor Moore indicated will provide a light rail option. Transitioning from highway to transit will take time, but the current trends do indicate that the transition is underway. Additionally, Baltimore City recently revised the routing for the Charm City Purple Route and added the Banner Route – the Charm City rides are free.

Thank you again for your comment.

#### 24. Anonymous Postcard

The Red Line is an example of projects we need more of. Considering the answer to meeting the traffic death goal is to raise the amount of deaths that we find acceptable, maybe we should not be spending 4x the amount of transit spending on highways. Come up with more transit projects rather than feeding the monster.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB has agreed to use the state's methodology for setting goals and targets for highway safety measures. After the Vision Zero bill was passed in 2019 by the General Assembly, that methodology was changed for state plans and the BRTB again committed to using the state's new approach. The goals and targets changed due to a new statistical method and a spike in traffic fatalities and serious injuries during the COVID pandemic. The BRTB emphatically denies that any traffic-related deaths are acceptable.

Thank you again for your comment.

#### 25. Christiana Rigby

To Whom It May Concern, my name is Christiana Rigby and I represent District 3 on the Howard County Council. I am reaching out today to provide input on Project 16-1410-41 - Snowden River Parkway: Broken Land Parkway to Oakland Mills Road, identified also as project J-4222 in Howard County's Capital Budget. This project lies completely within my district, and I am reaching out today to provide feedback.

The project to widen Snowden River Parkway has been included in Howard County's budget since 2008. When I joined the County Council in 2018, I worked to advocate for the community in increasing bicycle and pedestrian opportunities along Snowden River Parkway. There are



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many activity centers along this section of Snowden River Parkway and neighboring residential communities were struggling to reach everything safely. Our efforts led to enhanced intersection improvements for all, especially pedestrians and bicyclists. In addition, we were able to install a shared-use pathway in front of the post-secondary school Lincoln Tech to help students at the school cross Snowden River Parkway at intersections, instead of directly over the street and median. I am proud of these improvements and strongly support the ten-foot-wide shared-use pathways proposed in the project included in the TIP. Expanding that pathway would further new connections in Columbia as pedestrian and bicycle infrastructure grows with the construction of the Dobbin Road Pathway and complete streets along Cradlerock Way, Oakland Mills Road, and Guilford Road.

However, I remain concerned about the proposal to widen Snowden River Parkway from four to six lanes. In the sixteen years since the project was first introduced, traffic patterns around Howard County have changed. More importantly, transportation habits have changed. Residents have access to an expanded network of public transportation with the RTA Bus, and Howard County is home to an impressive bike and pedestrian infrastructure. As a County, we have made a commitment to reducing emissions while increasing accessibility and walkability, evidenced by the award-winning Complete Streets policies that were implemented several years ago. Widening Snowden River Parkway to add an additional lane in each direction dismisses these goals and commitments. During the Council's review of Howard County's General Plan, HoCo By Design, in October 2023, Councilmembers unanimously approved an amendment to strike language to widen Snowden River Parkway and, instead, add language to construct all segments of the multi-use pathway and associated intersection modifications to ensure accessibility for all modes.

Finally, given the length of time since this project was initially proposed and the changes since the pandemic, I believe it would be prudent to ensure updated traffic studies exist before moving forward with widening plans. I ask that the widening portion of this project is reconsidered to ensure it meets the needs of current and future Howard County residents.

Thank you for this opportunity to provide my feedback.

**BRTB response (written in conjunction with the Howard County Office of Transportation):** Thank you for your comments and concerns regarding the submission of the Snowden River Parkway project in the 2025-2028 Short-Range Transportation Improvement Program (TIP). OOT wanted to update you on their recent actions on this project to provide some clarity and chart a path forward.

Since the project was initiated, the county's transportation needs, and priorities have evolved and changed, and these priorities have been reflected in the County's Complete Streets Policy and design manual updates. These changes should be influencing how we talk about and describe such projects.

After their meeting with your staff, the Office of Transportation met with the Department of Public Works to discuss the purpose and need for this project. As a next step, the Office of Transportation and the Department of Public Works will work toward a revised scope of the project based on the needs and updated policies guiding the county's transportation system. The first phase of that effort is updating the original 2008 study that supported the project, which will help guide the scope of work for this project.

#### 26. David McGill



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Consider funding to study the possibility of more one seat rides. Instead of buses mostly going either east-west or north-south, consider more east-and-then-north, west-and-then-south, etc.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We appreciate your suggestion to study more transit services that allow users to get to their destinations without requiring multiple transfers. We recognize the significant advantages of routes enabling passengers to travel directly to their destinations, including increased convenience, ease of use, and efficiency of travel time. These improvements have the potential to boost ridership and promote sustainable public transit. However, we must balance these benefits against the complexity that additional routes could introduce to the transit network. While more direct routes can be beneficial, they can complicate scheduling, vehicle allocation, and coordination with existing services. Ensuring that new routes do not negatively impact the reliability and coverage of our current network is crucial. All Baltimore regional transit services periodically evaluate their routes and services to determine if changes are necessary. We appreciate your suggestion for a comprehensive regional study to examine the routes and transfers between significant destinations, focusing on routes that do not conform to the traditional single-axis directional orientation.

Thank you again for your comment.

#### 27. Nicholas Mayr

We can't afford to expand any driving infrastructure. We need to stop locking in high carbon emission transportation and make decisive investments in transit, walking, and biking - and then remove local zoning restrictions which prevent dense development along transit investments.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities. Also, in June there was an announcement of \$4.7m in federal funds to advance multimodal, transit-oriented development around Reisterstown Plaza Metro Station. There is also a \$55.6 million project for TOD at the Odenton MARC station.

The 2024 Maryland General Assembly passed [HB 538-Housing Expansion and Affordability Act of 2024](#) which requires a local jurisdiction to allow density increase for certain projects in transit station areas and prohibits a local jurisdiction from implementing "unreasonable limitation or requirement" for certain development projects in transit station areas.

Thank you again for your comment.

#### 28. David House



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We don't need any more roads, highway lanes, parking etc. The only way to reduce traffic is with safe, reliable, convenient and frequent alternatives to driving. Electric cars will not save us.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 29. George Hearn

Prioritize mass transit. This plan is a failure.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

Thank you again for your comment.

#### 30. Elaine A

Need more reliable bus routes in Baltimore city. Build the red line.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

#### 31. Hellen Swanson

Yes to tunnels! - with high speed rail.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.

#### 32. Nick Levendusky

Have the right goals, we want it to be as safe, efficient, and affordable to get anywhere in the city within 15/20 minutes. How would we achieve that? Answer is not everyone driving a car

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB has initiated a study to conduct scenario planning to answer questions similar to the question you pose regarding travel times. We encourage you to participate in the public involvement process as part of this study.

Thank you again for your comment.

#### 33. Tyler Ruth

As others have said, funding for transit should be significantly increased.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles. It is also important to understand that there is a significant investment in transit operating costs that does not show up in the TIP. This includes a \$5 billion investment of state funds over this four year TIP cycle. There are also numerous bicycle and pedestrian projects.

Thank you again for your comment.

#### 34. Matt Oberdier

There needs to be way more investment in zero or neutral emission transportation such as trails and trains. Please prioritize the connectivity of such enabling infrastructure including the Baltimore Greenway Trails Network!!!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. In July, the BRTB is expected to approve funding for 30% design Baltimore Greenway Trails Network: Druid Hill Park to Lake Montebello. Additionally, the 2025-2028 TIP includes funding for planning and engineering for the Red Line,





## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 35. John Hendrix

This is completely backwards- any vision for the future has got to move to improved transit, accessibility and bicycle/pedestrian/safer streets and less reliance on auto. 'One more lane' thinking never works- shorter headways, greater reliable and protected bicycle/community lanes always do.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes over \$160 million in Transit Capacity improvements including over \$151 million for planning and engineering of the Red Line. This represents a major investment in transit capacity that did not exist in previous years.

The BRTB agrees that there should be added emphasis on protecting bicyclist and pedestrians. As such, there are numerous projects included in the 2025-2028 TIP that aim to address bicycle and pedestrian safety. Baltimore City has six projects that are aimed at improving safety including protected bicycle lanes along Falls Road and upgrades to over 50 intersections throughout the City to improve pedestrian safety. Baltimore City has shown an increased awareness for the need to improve mobility for those without cars as is demonstrated by these multimodal projects.

Additionally, there are many other examples of projects in the TIP that are geared towards bicyclists and pedestrians. The Patapsco Regional Greenway: Elkridge to Guinness project is part of a 40 mile trail extending from Baltimore City to Carroll County. The State Highway Administration has numerous bicycle and pedestrian projects included in their Areawide Transportation Alternatives Program. These projects can be found in Appendix D of the 2025 TIP. In addition to those projects in the TIP, the BRTB provides funding to local governments for the Transportation and Land Use Connections program which provides up to 30% design to local jurisdictions for projects that reduce traffic and enable more people to walk, bike and use transit. And finally, in the coming year 30% design will be initiated for PRG: Cherry Hill segment.

Thank you again for your comment.

#### 36. Nic Ruley



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

Please, please, please connect the east and west side of the city with metro or light rail. PLEASE keep expanding bike infrastructure in the city. PLEASE focus on transportation for all and not just transportation for those with cars. We are a major city. We should be able to be carless.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 37. Hellen Swanson

Yes, carless should be the focus, but high speed rail is much more needed than anything. What about the people who cannot or will not walk or bicycle? The percentage of such persons is likely greater than we realize. There are persons who need safe, reliable, quick transport who may also have health limitations, or use assistive equipment like wheelchairs, baby carriages, and shopping dollies. Residents all over Maryland need better transportation, not just walkers and bicyclists.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Thank you again for your comment.

#### 38. Ellen Worthing

No more roads.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.



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### 2025-2028 Transportation Improvement Program and Air Quality Assessment

#### 39. Hellen Swanson

High speed rail is what we need- below or above ground, as necessary. Consider for example going below in congested areas; going above ground alongside, over, or on existing roads, especially in areas of high vacancy and blight.

A consideration in regard to areas of high vacancy and blight: Rather than trying to rebuild some of the crumbling residential infrastructure, let us remember that people are healthier when they are not packed tightly into small dwelling units. We can space out affordable housing and place it near great transportation. We do need more green spaces/ watershed to make a better Maryland for all.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB agrees that there needs to be better coordination between affordable housing planning and transportation planning. To this end, The BRTB is currently conducting a study to improve this coordination with results due soon.

Thank you again for your comment.

#### 40. Daniel Paschall

For the project: Belair Road Rehabilitation, please include a shared-use path on the bridge to create a future connector between the Baltimore Greenway Trails Network and the Baltimore County bike and pedestrian network.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We have shared this comment with Baltimore City and will encourage them to review your suggestion.

Thank you again for your comment.

#### 41. Daniel Paschall

Please prioritize the implementation of the Middle Branch Trail project.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to [publicinput.com/BikeBaltoRegion](http://publicinput.com/BikeBaltoRegion) for ways to get involved and advocate for your project idea.

Thank you again for your comment.

#### 42. Anonymous Postcard

Dear BRTB, I hope you spend time and money on increasing bus frequency and commuter experience. Cleaner and more high tech buses that people want to be on. I also hope there will be increased frequency on the light rail. Thank you!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We recognize that frequent bus service is critical to making public transit reliable, reducing wait



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times, lessening travel times, and attracting more commuters. We are actively working to optimize bus schedules, improve route efficiency, and allocate resources effectively. Enhancing the commuter experience is also a priority, with efforts to maintain cleaner buses and invest in high-tech buses featuring real-time tracking, Wi-Fi, improved seating, and climate control. We and our local and state partners are seeking funding opportunities and partnerships to upgrade our bus fleet.

Increasing light rail frequency is essential for efficient and reliable transit, as it reduces congestion, minimizes wait times, and accommodates peak-hour demand. However, an aging fleet presents a significant challenge, highlighted by the temporary suspension of light rail services at the end of 2023 due to mechanical issues. We are committed to investments and improvements to address these capacity issues. Earlier this year, the MTA received a federal grant for \$213 million for light rail replacement vehicles. This is matched with state funds to overhaul 53 light rail vehicles, extending their service life by 15 years to improve capacity and frequency.

Thank you again for your comment.

#### 43. Thierry Peters

Interconnectivity between the city and county in W and NW Baltimore is severely lacking. N Forest Park Ave lacking both cyclist and pedestrian facilities in their entirety. Liberty Heights Ave sees high average speed vehicular traffic and NW Baltimore, traditionally neglected, still being neglected. This plan is absolutely out of touch with reality and what citizens want. I say this as a resident of NW Baltimore City. Driving infrastructure in the city is also underfunded but we do not need road widening and large road projects that neglect alternative modes of transport. Listen to communities that have long been neglected.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to [publicinput.com/BikeBaltoRegion](https://publicinput.com/BikeBaltoRegion) for ways to get involved and advocate for your project idea.

Thank you again for your comment.

#### 44. Daniel Paschall

I'm writing in support of the Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements and recommend it include traffic-separated walking and biking connections to the nearby Jones Falls Trail and other residential and commercial destinations for people of all ages and abilities.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is currently conducting a Bikeable Baltimore Region (BBR) project that looks at prioritizing various bicycle projects in the region. Please go to [publicinput.com/BikeBaltoRegion](https://publicinput.com/BikeBaltoRegion) for ways to get involved and advocate for your project idea.

Thank you again for your comment.

#### 45. Daniel Paschall



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

For the MD-3 project, please prioritize the safety for people walking and biking with traffic separated crossings for all ages and abilities, especially for the crossing at the 175 intersection, which is a critical connection for people accessing the South Shore Trail / East Coast Greenway.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. We appreciate your interest in improving safety for people walking and biking along this corridor. We share your priority of creating a safe and accessible environment for pedestrians and cyclists. Per the project [webpage](#), the purpose of the project is to improve traffic operations, *pedestrian accommodations and bicycle connections* while maintaining roadway safety for all users. The project website also indicates that the scope of the project includes constructing a shared-use path. A public meeting is being planned for the Fall to present the 30% Plans that will show the proposed improvements, including a shared-use path and access to the South Shore Trail. The Portal page will be updated with additional information and a newsletter will be sent closer to the meeting date, we encourage you to stay engaged and check the project webpage for updates.

Thank you again for your comment.

#### 46. Central Maryland Transportation Alliance

Thank you for the opportunity to comment on the Draft 2025-2028 Transportation Improvement Program. As a long-standing stakeholder group in the region, the Transportation Alliance believes it is important to thoroughly review regional plans like this one, offer constructive feedback, and hold regional leadership accountable for their votes to approve these plans. For years, we have been commenting on the lopsided spending priorities in the TIPs – spending on highway capacity projects has significantly outpaced spending on transit capacity. In fact, for the last three TIPs there were zero dollars programmed for transit capacity projects while there was over \$900 million for highway capacity. In the Draft 2025-2028 TIP, we are pleased to see some small movement toward a more balanced approach. We are pleased to see the Red Line added as a new transit capacity project this year, and to have about \$162 million programmed for transit capacity projects. However, there is still over \$600 million programmed for highway capacity projects. Additionally, projects such as the I-95 Access Study and Dolfeld Boulevard Interchange are highway capacity projects that have relatively small amounts of funding programmed for just their planning and engineering phases in this TIP, but the estimated total cost of the projects would significantly add to that \$600 million of highway capacity spending if funding is identified and programmed in future TIPs. We recommend that highway capacity projects that have not entered the construction phase be reevaluated and removed from the TIP. As we have written to this body many times over the years, adding more road capacity to our region's transportation network is ineffective, wasteful, and counterproductive. We're disappointed that our state and regional leaders who form the BRTB have not seriously considered the overwhelming scientific evidence and decades of lived experience which demonstrate that continually adding capacity to our road network year after year has failed to improve transportation outcomes for Baltimore-area residents. One stark example of this failure is in the scale of human lives lost on our roads. The stated goal of both the state and the region is to achieve zero traffic fatalities. However, according to data presented in TIPs over the last 8 years, the region has made little-to-no progress in reducing roadway fatalities. The 2020 TIP reported that 22028 people died on the road in 2016. This draft 2025 TIP reports that 223 people died on the road in 2022. But instead of recognizing this failure and making any changes to our region's spending priorities, the BRTB has simply moved the goalposts for its highway safety targets. In the 2020 TIP, the highway safety target for making progress towards zero roadway deaths was 121 deaths by 2030. In the draft 2025 TIP, the 2030 goal is now 211 deaths.



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Sadly and ironically, this latest goal is higher than the actual number of roadway fatalities recorded in 2019. Whether we live in Baltimore City, Annapolis, Columbia, or Bel Air, every resident of this region deserves to get around safely, reliably, and affordably. The spending priorities of our regional and state leaders representing the BRTB play a key role in making that happen. But the Maryland Department of Transportation and local governments continue to overwhelmingly spend residents' tax dollars on expanding roads and widening highways. This type of wasteful spending has been proven to actually increase traffic and have negative impacts on air pollution, water quality, and public health. Once again, we call on the BRTB to shift its spending priorities away from bigger roads and toward accessible sidewalks, crosswalks, bike paths, and high-quality public transit that helps increase access and safety for all.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be a constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

The BRTB is committed to eliminating fatalities and serious injuries from traffic crashes and maintains a vision of a safe transportation network for all users. In the current Long Range Transportation Plan (LRTP), the weight of a project's safety impact was increased and that has a direct effect on the projects in the TIP. The BRTB has always agreed to use the state's methodology for setting goals and targets for highway safety measures. After the Vision Zero bill was passed in 2019, that methodology was changed for state plans, such as the 2021-2025 Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP). The BRTB again committed to using the state's approach, so the goals and targets changed due to a new statistical method. While the figures have changed, the BRTB is not advocating 'moving the goal posts' but incorporating a realistic and attainable approach. During the COVID pandemic, fatalities and serious injuries increased very significantly in 2020 and 2021. That anomaly moved the baseline and the BRTB is implementing several projects to try to reverse that trend, such as supporting Local SHSPs and the Look Alive campaign.

Thank you again for your comment.

#### 47. Anonymous Postcard

Dear BRTB, as a carless Baltimorean, I would like to see the BRTB submit more public transit projects to yourself, so more can be funded. Additionally, please work to lower the pedestrian death goal from the 2025 goal – we want to reduce deaths, not improve statistics.



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**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB aims to eliminate all road fatalities and serious injuries, but sets goals and targets that are realistically possible. The vision is not to improve statistics, but to save lives.

Thank you again for your comment.

#### 48. Anonymous Postcard

I feel it is an extreme disservice in a city where there is such a focus on the driver and death rates we have such a poor goal in relation to protecting pedestrians on roads. To reduce to intended goal because the previous ones were not met is deplorable.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB is committed to a vision of zero fatalities and serious injuries on our roadways. The goals are updated every five years and targets are set every year, to account for any changes in trends. The goal was not changed because it was not met, it is in alignment with the way the state sets goals and targets.

Thank you again for your comment.

#### 49. Anonymous Postcard

I am a Baltimore City resident who owns a car but primarily walks & uses transit due to disability. The TIP is a good start but the state & its agencies need to submit & prioritize transit capacity expansions, not just halfheartedly maintain the status quo. Road deaths are out of control – we cannot pay for our transport system with the blood of our residents.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The 2025-2028 TIP includes funding for planning and engineering for the Red Line, which Governor Moore announced would be constructed as a light rail. The Red Line adds \$151 million in transit capacity and will provide a high-speed, high-frequency transit system between Baltimore and Woodlawn. The TIP includes numerous projects that will provide separated bicycle and pedestrian facilities. A few examples are the Patapsco Regional Greenway: Elkridge to Guinness Trail, SHA's MD 175 project that includes a shared-use path as well as bicycle compatible shoulders, the MD 3 project in Anne Arundel County and the I-795 Dolfield Boulevard Interchange projects will both include shared-use paths. Additionally, the Transportation Alternatives Program funds over \$38 million for bicycle and pedestrian facilities.

Funding for Highway Capacity projects have steadily decreased since 2021 going from 30.6% in the 2021-2024 TIP to 9.9% in the 2025-2028 TIP. Since last year, Highway Capacity funds have decreased by nearly one third. The 2024-2027 TIP programmed \$918 million for Highway Capacity improvements compared to \$606 million in the 2025-2028 TIP. Funding in the amount of \$151 million for the Red Line is now included in the TIP. This represents a major investment in transit capacity that did not exist in the last two TIP cycles.

The BRTB is committed to a vision of zero fatalities and serious injuries on our roadways. The goals are updated every five years and targets are set every year, to account for any changes in trends. The goal was not changed because it was not met, it is in alignment with the way the state sets goals and targets.



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Thank you again for your comment.

#### 50. Anonymous Postcard

Having a goal of 200+ pedestrian deaths is frankly heartless. These are real people with families; wives, husbands, daughters, sons, sisters, brothers. Imagine someone you love grouped into that new higher 200+ goal and you all beating that goal and celebrating because we “beat” this fake goal. You all need to stop moving the goal posts and expand roadway redesign projects to create real change.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB recognizes that every life lost and affected by traffic crashes is valuable and continues to strive for a vision of zero fatalities and serious injuries. Unfortunately, a significant increase in fatalities and serious injuries was seen during the COVID pandemic. With that unexpected change in trends and an updated statistical method for setting goals and targets used by the state, the regional calculations were affected by that higher baseline resulting in a higher future target and goal. The BRTB emphatically denies that any traffic-related deaths are acceptable.

Thank you again for your comment.

#### 51. Anonymous Postcard

First off, there are not nearly enough transit capacity projects planned for our region. Our entire region requires transit capacity improvements, not just one corridor. Second, I think it is a bit absurd that the goal for roadway fatalities is higher than the number of fatalities in 2019. We should be trying to move forward, not backward.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. Unfortunately, the region saw a significant increase in fatalities and serious injuries during the COVID pandemic, notably in 2020 and 2021. With that unexpected change in trends, the goal and target calculation was affected by that higher baseline resulting in a higher future target and goal. The vision remains zero fatalities and zero serious injuries.

Thank you again for your comment.

#### 52. Anonymous Postcard

Hi! I work at a school in Baltimore County and we love the new bike rack that was installed last year. However, a big concern is maintaining a safe environment for our students and community members to walk and bike around. Please reconsider a more rigorous goal in reducing bike/pedestrian deaths and injuries!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB aims to eliminate all road fatalities and serious injuries, but sets goals and targets that are realistic and based on data so that any progress can be evaluated. Additionally safety is considered during planning, engineering and construction – even during maintenance projects. There are also technology options in addition to trying to educate the public through a variety of means. There is funding through the Safe Routes to School program that your school can talk to the County about.





## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

Thank you again for your comment.

#### 53. Anonymous Postcard

We need to actually reduce road deaths. Not move the goal posts. Same with reducing bike/ped deaths and injuries!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB agrees that we must reduce and eliminate road deaths and serious injuries. The goals and targets are meant to be realistically achievable in the timeframe given, so goals are updated every five years and targets are updated annually to account for changes in the transportation environment.

Thank you again for your comment.

#### 54. Joshua Spokes

Again, any assessment of how air quality may improve due to reductions in congestion are folly compared with increases in how much more people will drive thanks to expanded highway capacity. Maryland must reverse course on its planned highway expansions.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The emissions for the invested projects are modeled, based on a variety of factors. The modeling results show that the projects in the plan do not exceed the National Ambient Air Quality Standards (NAAQS) for pollutants that cause ozone pollution. This happens because of more stringent emission regulations for car manufacturers in the State, and more efficient vehicles. At the State level, there are many regulations and legislation proposed to improve car and truck efficiency and reduce emissions. The Advanced Clean Cars II regulation will require manufacturers to sell 100% zero emission vehicles by 2035. The Advanced Clean Truck rule requires that manufacturers who produce a certain class truck sell zero-emission trucks as an increasing percentage of their Maryland sales up to 2035. So, if there is an increase in vehicle miles traveled as a whole, emissions should decrease because of state regulations to reduce them.

Thank you again for your comment.

#### 55. Josh Black

Highway expansions will bring in pollution; be it engine emissions or rubber particulates from tire wear. We should be expanding bike, pedestrian, and transit infrastructure. We should be using MARC as regional rail with frequent service.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.



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Thank you again for your comment.

#### 56. Matt Oberdier

Induced demand brought about by expanding or disproportionately re-investing in single occupancy travel exacerbates air quality, and the report does not take this into account.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act, as amended in 1990, requires MPOs for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA).

Thank you again for your comment.

#### 57. Michael Starnes

EVs are going to generate a much higher amount of particulate emission per mile of road driven (they are heavier and tear up tires) so having a transit plan mostly built around increasing investments in highways even though we know there are negative health impacts from driving and driving particulates (they can go into a fetus/cross the blood brain barrier/end up in your heart) so it is actively harmful to invest more in infrastructure to help more people drive more miles.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality assessment documents the emissions analysis and methodology as federally required. The analysis focuses on tailpipe emissions from cars and trucks, which contribute to ozone pollution. We agree that particulate matter is a public health concern. Fortunately, there are regulations at the federal and state level to help reduce emissions. Currently most of the particulate matter reduction comes from closing coal fired power plants. The Baltimore region is in attainment of the national standard for particulate matter, so it does not have to be included in the emission analysis for projects in the TIP. This issue is being discussed since state legislation prohibits any new transit vehicles from being internal combustion engine and automobiles are transitioning as well. The BRTB will pursue this topic with the FHWA and EPA to better understand what is happening in practice.

Thank you again for your comment.

#### 58. B Christen

Subsidizing highway expansion runs counter to working toward better air quality, which will contribute to better public health. Time and again, studies show that no matter how many lanes you add to a highway, they are just going to be filled with more traffic. It doesn't solve higher goals to protect and care for the environment when such plans create a vicious cycle of pollution and more traffic.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Reducing emissions and improving air quality is a holistic effort among all industries. The air quality conformity determination report focuses only on the on-road mobile source emissions that contribute to ozone pollution. The Baltimore Region is in a nonattainment



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### 2025-2028 Transportation Improvement Program and Air Quality Assessment

area for ozone, and MPOs are federally required under the Clean Air Act to demonstrate conformity with the State air quality implementation plan. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

#### 59. Neville Fernandes

EV's will not save us. Sure, they will reduce tailpipe emissions but they will be a massive drag on maintenance with their excessive weight wearing out road infrastructure. Expanding highways is not the answer. Expanding transit to connect intercity and intracity align with walking and biking is the only way to improve air quality.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. One example is the red line project in Baltimore City. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

#### 60. Hellen Swanson

Giving Marylanders a reason to like living here with efficient, thoughtful, community oriented transportation options, and including high speed rail, would both reduce emissions and make people happier. Less pollution and spending less time on the road is what our goal should be.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality.

Thank you again for your comment.

#### 61. Ellen Worthing

The particulate matter from all these highways makes me cough. Please stop building roads.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. We agree that pollution from our roadways is a concern. Climate change is exacerbating conditions, and increasing particulate matter pollution. Fortunately, related to transportation, we are seeing more stringent emission reduction regulations at the state and federal level for cars and trucks, especially regarding electric vehicles. Additionally, the 2025-2028 TIP shows investments in transit, bike and pedestrian projects, which will further improve emission reduction efforts. Maryland has the impressive goal of reducing emissions 60% by 2031 and becoming net zero by 2045. There is coordination between many state and federal agencies to achieve these goals and implement programs and regulations to promote cleaner air and improve air quality. Greenhouse gas emission reductions are proposed for different sectors including buildings, energy, and transportation. The Advanced Clean Cars II regulation will require manufacturers in Maryland to sell 100% zero emission vehicles by 2035. There are some promising regulations happening now and on the horizon to help improve air quality in Maryland.

Thank you again for your comment.

#### 62. Chris Boyle

Widening highways is in noway going to make air quality better.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. The air quality conformity determination report documents the emissions analysis and methodology as federally required. The Clean Air Act requires Metropolitan Planning Organizations for regions in nonattainment or maintenance of National Ambient Air Quality Standards (NAAQS) to perform technical analyses to demonstrate that regional transportation plans and programs conform to the most recently approved or adequate motor vehicle emission budgets approved by the U.S. Environmental Protection Agency (EPA). The Baltimore Regional Transportation Board does not model emissions for specific projects, but as a region, the emission analysis results are showing pollution levels below the federally approved allowable limits, or budgets.

Thank you again for your comment.

#### 63. Daniel Paschall

For the Baltimore Penn Station Multimodal Investments project, please include an upgraded Jones Falls Trail / East Coast Greenway segment with fully traffic-separated, raised crosswalks, protected intersections, floating bus islands as needed along with any other transit access upgrades, and wayfinding to nearby destinations around the city and trail network.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 TIP and Air Quality Assessment. In July, the BRTB is expected to approve funding for 30% design for the Jones Falls Gateway.

Thank you again for your comment.

#### 64. Robert Reuter

Do it over again and this time listen to the comments and input of the citizens.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

#### 65. Danielle Wilson

Listen to the communities that are disadvantaged or disenfranchised by the improvements. The impacts during construction are heavily felt on bus dependent neighborhoods.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. If there are specific projects that you are referring to it would be helpful to know. That way we can ask project sponsors to meet with the impacted communities.

Thank you again for your comment.

#### 66. Joe Swanson

Expand highways

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

Thank you again for your comment.

#### 67. Michael Shank

Please take global warming and other negative externalities from car dependency seriously.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The BRTB recognizes global warming and realize climate change threatens to upend many of the core assumptions about climate that local departments of public works (DPWs) and departments of transportation (DOTs) rely on to plan, design, and operate infrastructure, and to provide service to your communities. To support local climate adaptation planning, the BRTB funded development of a [Resource Guide and Toolkit](#) that is intended to help local DPWs and DOTs across the Baltimore region develop a shared understanding of expected changes in climate, the primary expected impacts on infrastructure service areas, and the options available to build a more resilient community. In addition the BRTB understands the frustration that changes to transportation programming do take time and potentially several years to see significant changes. The Highway Capacity category is decreasing from 23.7% in 2022 to 9.9% in the 2025 TIP. Note: nearly 74% of these highway capacity funds are accounted for by one project, the I-95 Northbound Express Toll Lanes by the Maryland Transportation Authority that initiated construction in 2018 with anticipated opening by 2027. (The I-95 project is managed by the MDTA and is not funded with public dollars. Instead, MDTA projects are funded with toll revenue which cannot be repurposed for projects outside of the MDTA facilities. The project is required to be included in the regional process to account for travel demand and impacts on air quality.) Transit Preservation is increasing from 18% in the 2022 TIP to 19.1% in the 2025 TIP, as well as Commuter Rail preservation raising from 3.7% in 2022 to 4.1% in the current 2025 proposed TIP. In addition, the 2025 TIP now includes 2.7% or over \$162 million in the category of transit capacity improvements.



## SUMMARY OF PUBLIC COMMENTS AND BRTB RESPONSES

### 2025-2028 Transportation Improvement Program and Air Quality Assessment

The BRTB does provide a forum for the public to provide comments that cause an eventual shift in programming. The evolution of funding by category in the TIP from 2022 to the currently proposed 2025 TIP demonstrates this shift.

Thank you again for your comment.

#### 68. Jon Eichel

What a joke!!! Look a google maps the 2 biggest back ups are the Baltimore tunnels and the bay bridge!!

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment.

#### 69. Hellen Swanson

Maglev for Baltimore! Connect to D.C. and New York.

**BRTB response:** Thank you for your comment and for participating in the planning process for the 2025-2028 Transportation Improvement Program and the Air Quality Assessment. The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT) have prepared a Draft Environmental Impact Statement (DEIS), Draft Section 4(f) Evaluation, and Draft Section 106 Programmatic Agreement to evaluate the potential impacts of constructing and operating a high-speed superconducting magnetic levitation (SCMAGLEV) system between Washington, DC and Baltimore, Maryland with an intermediate stop at BWI Marshall Airport. The FRA paused the Environmental Impact Statement (EIS) for the Baltimore-Washington Superconducting Magnetic Levitation (SCMAGLEV) Project to review project elements and determine the next steps.

Thank you again for your comment.

# Appendix I: Emission Reduction Strategies in the Region

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This Appendix includes the following sections:

- Appendix I-1: Description of Emission Reduction Strategies
- Appendix I-2: Tracking the Status of Emission Reduction Strategies

# Appendix I-1: Description of Emission Reduction Strategies

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This appendix provides descriptions of the key categories of emission reduction strategies used in the Baltimore region and the status of implementation of those strategies. The categories of strategies covered in this appendix include Commuter Assistance Activities, Bicycle/Pedestrian Activities, Park-and-Ride Programs/Lots, Public Transit Services, Management and Operations Projects, Preferential Parking Management, and Clean Vehicles, Fuels and Technologies. These categories are used for organizational purposes and do not relate directly to any particular legislative or funding areas.

While the focus of transportation conformity is on the NAAQS, many of these efforts also work towards greenhouse gas (GHG) reductions. In December 2021 FHWA shared planning emphasis areas for use in the development of metropolitan and statewide planning and research work programs. One of these emphasis areas is dedicated to tackling the climate crisis and transitioning to a clean energy, resilient future. The following efforts contribute to that vision.

## COMMUTER ASSISTANCE ACTIVITIES

### Rideshare/TDM Program

The Rideshare Program, a continuing statewide program since 1978, is administered by Maryland Department of Transportation Maryland Transit Administration (MDOT MTA). MDOT MTA provides funding support to local rideshare programs in order to strengthen carpool/vanpool matching and Transportation Demand Management (TDM) services at the jurisdictional level. The Baltimore Metropolitan Council (BMC) provides ridesharing coordination services for Baltimore and Carroll Counties. Through the Rideshare program, the following rideshare services are provided:

- Carpooling/vanpool/trip matching to interested commuters via the Commuter Connections Database.
- TDM information and services to commuters and employers.
- Public outreach including tabling at public events, transportation fairs, and community hubs.
- Assistance with identifying opportunities for alternative commuting strategies such as transit, flexible work hours, active transportation, and telework for both commuters and employers.
- Printed and electronic information distributed to both the general public and employers.
- Advertisements in social media, newspapers, regional magazines, radio, and online to encourage all TDM modes.
- Clean commute activities including, Bike to Work Week, Dump the Pump Day, and transportation fairs.
- Promotion of the regional Guaranteed Ride Home program to both employers and commuters.
- Promotion of and assistance implementing the Maryland Commuter Tax Benefit program, allowing eligible employers to claim a tax credit of 50% of the cost of providing qualifying commuter benefits.



- Promotion of and assistance implementing federal commuter benefits, or Transportation Fringe Benefits, (26 U.S. Code § 132), allowing an employer to provide (or withhold) up to \$315/month for qualified transit and vanpool expenses. Commuter may also double the value of the benefit when parking at transit facilities. This program can be used in conjunction with the Maryland Commuter Tax Benefit program referenced above.
- Promotion of and assistance implementing and operating the Regional School Pool program, which matches students (through their parents' registration) for carpool, bike convoy and pedestrian group matching within member schools.
- Promotion of the MDOT MTA Commuter Choice discount transit fare programs.
- Promotion the Maryland Commuter Cash program (formerly IncenTrip), a mode-switch incentive program.
- Promotion and recruitment of business partners for the Employer Partner Program to recognize and promote organizations that are supporting their employees with commuter benefits and incentives
- Promotion of MDOT Commuter Choice programming for employers, including webinars and events.

### **The Maryland Commuter Tax Credit and Federal Transportation Fringe Benefit**

The [Maryland Commuter Tax Credit](#) is an incentive designed primarily to encourage SOV commuters to switch to alternative modes. The program allows Maryland-based employers to claim a tax credit of up to \$100 per participating employee, per month, for providing tax-free commuter benefits including transit passes/vouchers, operating up a guaranteed ride home program, cash in lieu of parking, and active commute, carpooling, vanpooling, telework, and multimodal last mile solutions. Employers may also claim tax savings for employee-funded, pre-tax payroll deductions for commuter benefits. These tax credits are in addition to the [federal transportation fringe benefits below](#).

[Federal Transportation Fringe Benefits](#) allows employers to offer employees up to \$315 per month tax-free for transit and vanpool commuting, and \$315 per month tax-free for qualified parking (defined as parking provided to an employee by an employer on or near the business premises, or at a location from which the employee commutes such as a park-and-ride lot). These benefits can be provided as an as employer-provided subsidy, employee pre-tax deduction, or combination of both.

#### **Reduced Fare Passes**

Programs that reduce transit fares help to encourage greater usage of transit, thereby reducing pollution from private automobiles. Reduced transit fare programs in Maryland include the Transit Link Card, MARC Student Advantage Discount Card, MTA Student Fares, Senior Discount Cards, and the Reduced Fare CharmCard®, available to seniors and persons with disabilities. For more information, visit [mta.maryland.gov/special-fare-programs](http://mta.maryland.gov/special-fare-programs).

### **BICYCLE/ PEDESTRIAN ACTIVITIES**

In each jurisdiction, local efforts continue to support bicyclists and pedestrians. The Maryland Department of Transportation (MDOT) also continues similar efforts. The following governmental agencies in the Baltimore region have created bicycle and pedestrian master plans, complete

streets plans, and/or vision zero plans. Through these plans, agencies can work to develop this key part of a multi-modal transportation network.

<b>Agency</b>	<b>Plan Name</b>	<b>Status</b>
Maryland Department of Transportation	<i>2050 Maryland Statewide Bicycle and Pedestrian Master Plan</i>	Completed 2024
City of Annapolis	<i>Bicycle Master Plan</i>	Adopted 2012
	<i>Bicycle Mater Plan Addendum</i>	Completed 2023
Baltimore City	<i>Bicycle Master Plan</i>	Adopted 2015
	<i>Complete Streets Manual</i>	Completed 2021
	<i>Baltimore Green Network Plan</i>	Completed 2018
Baltimore County	<i>Phase I: Eastern County Bicycle &amp; Pedestrian Plan</i>	Adopted 2006
	<i>Phase II: Western County Bicycle &amp; Pedestrian Plan</i>	Adopted 2012
	<i>Bicycle and Pedestrian Master Plan</i>	Completed 2023
Anne Arundel County	<i>Pedestrian &amp; Bicycle Functional Master Plan</i>	Completed 2013
	<i>Walk &amp; Roll Anne Arundel!</i>	Completed 2023
	<i>Vision Zero Anne Arundel County</i>	Completed 2022
Carroll County	<i>Freedom Area Bicycle and Pedestrian Master Plan</i>	Completed 2013
	<i>Bicycle-Pedestrian Master Plan</i>	Approved 2019
Harford County	<i>Bicycle &amp; Pedestrian Master Plan</i>	Adopted 2013 Update completed 2022
Howard County	<i>WalkHoward</i>	Adopted 2020
	<i>BikeHoward</i>	Adopted 2016
	<i>Complete Streets Design Manual</i>	Accepted 2022

As policy, MDOT includes bicycling and walking accommodations in all of its projects, wherever possible. Two programs provide nearly all funding for bicycle projects, the FHWA Transportation Alternatives (TA) Program and the Kim Lamphier Bikeways Network Program. TA funds went to two projects in the Baltimore Region for fiscal year 2023. The total request for these projects was \$4,240,000. With match, the total cost of the two projects is \$5,806,000. The Kim Lamphier Bikeways Network Program awarded funds to five projects in the Baltimore region for fiscal year 2024 with award ranging from \$52,000 to \$340,000.

MDOT held its fourth annual WALKTOBER in 2023, a month where MDOT and other partnering agencies promote and host events and webinars spotlighting Maryland pedestrian safety, health, and commuting options in current walk programs and Initiatives. MDOT shared a series of informational resources and free webinars for pedestrians throughout the month of October.



MDOT MTA has had bicycle racks on all of its transit buses serving the Baltimore region since September 2008. In addition, customers can bring full-sized bicycles aboard all MDOT MTA MARC trains.

All scheduled trains feature at least one car with two first-come, first-served bicycle racks at no additional charge. This expands on the accommodation of full-sized bicycles on the Penn Line. See Figure 1 for an example of a bike train car which accommodates full size bicycles. Combining bicycling with transit use may provide a reasonable

alternative to driving a personal vehicle, one that may not be possible if a traveler considers only bicycling or transit as a travel option.

**Figure 1: MARC Bike Car**

In *Resilience 2050*, the long-range transportation plan (LRTP) for the Baltimore region, approximately 70 percent of the projects include pedestrian and bicycle facilities such as sidewalks, mid-block crossings, ADA improvements, shared-use paths and bicycle lanes. Additionally, the BRTB set aside \$250M in funding to encourage programs and projects that reduce emissions due to the Baltimore region's nonattainment status for air quality. This set-aside funding includes the top regional active transportation priorities identified by our Bicycle and Pedestrian Advisory Group, state agencies and other stakeholders in 2022. These regional priorities include projects such as the Patapsco Regional Greenway and the Baltimore Greenway Trail Network.

All projects submitted for inclusion in *Resilience 2050* are scored based on how they contribute to regional transportation goals, including complete streets. The project scoring process to assess the complete streets features of highway and transit projects has been updated. Complete Streets refers to a transportation system that includes features ensuring the safety, security, comfort, access, and convenience of all users of the street including pedestrians, bicyclists, transit riders, and shared mobility users.

The BMC is supporting BRTB members who wish to pursue 30% design for segments of the PRG. Thirty percent design was completed for the Elkridge to Guinness segment and the Sykesville to McKeldin segment. Preliminary design is currently underway for the Guinness to Southwest Area Park segment and the Stoney Run segment.

The BMC, on behalf of the BRTB, promotes bicycling and walking through the following mechanisms:

- Bicycling and Pedestrian Advisory Group (BPAG) is hosted, staffed, and supported by BMC. Its members advise the BRTB's Technical Committee on important bicycle and pedestrian issues.
- Periodic articles in BMC Quarterly, BMC's public newsletter, inform people in the region on bicycling and pedestrian matters as well as B'more Involved.
- The Active Transportation newsletter created by BMC staff shares information with almost 6,000 subscribers on active transportation news around the region.

The BMC and its members, organized the annual Bike to Work celebration in the region. Bike to Work Week is a campaign that celebrates bicycling as a commuting option while promoting public awareness of its safety and environmental benefits. Bike to Work Week helps raise awareness of the rules of the road for drivers, pedestrians, and cyclists, and also highlights the need for bicycle facilities that improve safety and are comfortable to use by a broad audience. Community members from around the Baltimore region took part in the 26<sup>th</sup> annual Bike to Work celebration in May 2023. Participants who registered and biked during Bike to Work Week could pick up a free t-shirt and safety materials at participating local bike shops and at local Bike to Work celebrations. Bike rides to any location were eligible for participation in the event. Community members were encouraged to bike to the store, the playground, around their neighborhood, to work, or to school. Planning is currently underway for Bike to Work 2024.

## **PARK-AND-RIDE PROGRAMS/LOTS**

The Maryland Department of Transportation State Highway Administration (MDOT SHA) has assessed their park-and-ride facilities. Usage of MDOT SHA park-and-ride facilities in 2022 is estimated at 16% across the region, compared with 45% in 2019. In Baltimore County usage reduction is lower, from 29% to 17%. (A 2021 survey by the Baltimore County TDM Coordinator found usage at 8% in 2021, when local park and ride surveys resumed.) The highest number of parking spaces are available provided in Anne Arundel and Howard Counties.

The table below displays information on these lots from Fall 2022. A substantial amount of VMT is reduced every year as a result of park-and-ride lot use in the Baltimore region. MDOT SHA lots only account for a portion of park-and-ride lots in the region.

**SHA Park-and-Ride Facilities 2022**

<b>County</b>	<b>Lots</b>	<b>Spaces</b>	<b>Percent Use</b>
Anne Arundel	8	2,120	15
Baltimore	9	1,121	17
Carroll	7	453	20
Harford	14	1,487	19
Howard	8	1,958	12
<b>Regional Total</b>	<b>46</b>	<b>7,139</b>	<b>16</b>

BMC recently published the [Baltimore Region Park and Ride Map](#), covering ninety-nine fee-free park and ride lots owned by eleven entities, including SHA. These lots offer over 27,000 free parking spaces to commuters and travelers in the region.

In addition to free park and ride lots, thirty-three rail stations in the region offer over 4,700 paid spaces to access light rail, metro, and marc train service. Ad Hoc park and ride areas continue to operate throughout the region as well.

### Park & Ride Spaces in the Baltimore Region (Free Lots)

Jurisdiction	Lots in Jurisdiction	Total Spaces	Total Lots Owned	Total Spaces Owned
Anne Arundel	19	9627	3	592
Baltimore City	10	2891	1	348
Baltimore Co.	28	7874	6	1707
Carroll	8	541	1	80
Harford	14	2206	0	0
Howard	29	3453	3	390
Queen Anne's	5	617	0	0
AMTRAK	-	-	2	530
CSX	-	-	1	34
MAA	-	-	1	3187
MTA	-	-	27	14886
PRIVATE	-	-	5	447
SHA	-	-	41	6501
TBD	-	-	10	1380

## PUBLIC TRANSIT SERVICES

The Baltimore region is served by an array of bus and rail transportation services. This section addresses both bus and rail transportation in the Baltimore region.

In addition to current bus and rail services, MDOT MTA is currently studying two Regional Transit Plan corridors: The Red Line project, an East-West corridor between Johns Hopkins Bayview and Ellicott City, and a North-South corridor between Towson and South Baltimore. MDOT MTA is studying multiple alignments along these routes, and is considering bus rapid transit, light rail, and heavy rail alternatives. More information about the Red Line project can be found here: <https://redlinemaryland.com/>.

### Bus Transit

The MDOT MTA operates a far-reaching system of bus services. The size of MDOT MTA's bus fleet is constantly changing the delivery and retirement of buses, and is approximately 800 buses. Goals in line with the Maryland Greenhouse Gas Reduction Act and Regional Transit Plan include

replacing 50% of the bus fleet to zero emission buses by 2030. In line with the Zero Emissions Bus Transition Act, MDOT MTA is piloting zero-emissions buses in 2023. The pilot program will inform future vehicle and facility investments, including redeveloping the Eastern Bus Division in Baltimore City to support 100% battery electric buses. Most of the bus routes serve areas within and adjacent to the Baltimore Beltway, connecting the region's suburbs to downtown and neighborhoods within the downtown area. MDOT MTA's BaltimoreLink bus service has 102 bus routes, which include the following.

- **CityLink:** 12 color-coded, high-frequency bus routes which offer 24-hour service, form a downtown grid, and radiate out from Baltimore City on major streets.
- **LocalLink:** 45 local bus routes provide comprehensive crosstown connections and system-wide connectivity to neighborhoods and communities.
- **Express BusLink:** Express BusLink consists of 8 express bus routes that provide suburb-to-city and suburb-to-suburb connections. Typically, express bus routes have fewer stops, use higher speed roadways, and operate during peak hours.
- **Commuter Bus:** Commuter bus service provides an express transit connection from suburban and residential areas to the Baltimore and Washington, D.C. regions. Commuter bus service uses coach vehicles and typically comprise longer trips than Express BusLink routes. 36 routes operate throughout Maryland, with 19 of these routes beginning and/or ending in the Baltimore region.
- **QuickLink:** QuickLink provides one route, with weekday daytime limited-stop service for routes and corridors experiencing high and concentrated ridership.

There are also locally-operated transit systems, or LOTS, that operate in the Baltimore metropolitan region, including Anne Arundel Office of Transportation, Annapolis Transit, Baltimore CountyRide and the Loop Baltimore County Circulator, Carroll County's Trailblazer, the Charm City Circulator and Harbor Connector, Harford Transit LINK, Queen Anne's County Transit, and the Regional Transportation Agency of Central Maryland (RTA). The LOTS operate within their jurisdictions only, with the exception of RTA, which operates in both Howard and parts of Anne Arundel County, and Queen Anne's County transit, which provides service into Anne Arundel County and Annapolis.

The Rabbit Express commuter bus operated by Rabbit Transit out of York, Pennsylvania has the I-83 South route with multiple weekday roundtrip service from York to Hunt Valley, Black and Decker, and Towson, Maryland. It connects with MDOT MTA Light Rail and the Towson University Shuttle. 83S buses will stop at any marked MDOT MTA bus stop along the designated route for alighting passengers, however, all boarding locations must be pre-approved by Rabbit Transit.

In addition to MDOT MTA bus service, local bus service, and Rabbit Express, there are private bus companies that offer intercity bus service to the region. MDOT MTA launched an intercity bus program in January 2011 to connect rural communities in Maryland. The Western service operates from Grantsville to Baltimore via the Bay Runner Shuttle, the Central service operates from Elkton to Baltimore via Greyhound, and the Eastern service operates from Ocean City to Baltimore via Bay Runner Shuttle.

The Greyhound bus station at 2110 Haines Street provides a link between intercity and local public transportation, being served by MDOT MTA routes 73 and 75 with routes 69 and 70 stopping nearby. Additionally, numerous companies such as Megabus and FlixBus provide intercity service

from Baltimore to regional destinations such as New York, Richmond, and Pittsburgh. Megabus departs from the White Marsh Park-and-Ride facility.

## Rail Transit

Rail Transit in the Baltimore region is provided through MDOT MTA's Metro SubwayLink, Light RailLink, and Maryland Area Rail Commuter (MARC) service.

- **Metro SubwayLink** - MDOT MTA's Metro Subway system, called Metro SubwayLink, provides high-speed heavy rail transit service in a 15.5-mile corridor, with 14 stations from Owings Mills in western Baltimore County through downtown Baltimore to Johns Hopkins Hospital east of downtown. Connecting bus service is provided with MDOT MTA bus routes. Currently, Metro SubwayLink is undergoing upgrades and replacement of the Metro Cars and Train Control System with modern, reliable equipment that will enhance passenger comfort, ensure better reliability, and offer improved safety.
- **Light RailLink** - MDOT MTA's Light RailLink provides light rail service in a 30-mile north-south corridor from Baltimore County to Anne Arundel County. The main line runs between Hunt Valley and Glen Burnie with extensions to Penn Station in downtown Baltimore and to Baltimore/Washington International Thurgood Marshall Airport in Anne Arundel County. Light RailLink serves the area by linking communities in the northern and southern suburbs with the downtown core and provides Baltimore City residents access to suburban job centers, such as those located at BWI Airport, the BWI Business District, and the Hunt Valley office park. Service runs every day of the week. There are 33 stations with free parking provided at 12 of these stations.

All but 2.6 miles of the Light Rail are double-track. The remaining 2.6 miles are single-track due to right-of-way issues. A majority of the system from Linthicum to Timonium operates on 15-minute headways, with 30-minute headways on branches.

Light RailLink vehicles are undergoing upgrades to various systems to address parts obsolescence, improve vehicle performance and reliability, and enhance passenger comfort. Additionally, initial planning is underway for future replacement of the Light Rail fleet with modern low-floor vehicles. This replacement will also address station upgrades, signal and systems compatibility, and maintenance shop retrofits.

- **Maryland Area Rail Commuter (MARC)** - MDOT MTA's MARC service provides high-speed, medium frequency commuter rail service in the Baltimore region and beyond. MARC operates on three lines: Brunswick, Camden, and Penn Lines with service to Baltimore, Maryland; Washington, DC; eight counties in Maryland; and parts of northern West Virginia. MARC serves Anne Arundel, Baltimore, Cecil, Frederick, Harford, Howard, Montgomery, and Prince George's Counties, and Baltimore City. The system encompasses approximately 200 miles of track and 42 stations, providing 95 trips daily. MARC's revenue fleet consists of 177 railcars and 42 diesel locomotives, which are operated at maximum speeds of 125 miles per hour, depending on design and railroad limitations. In the Baltimore region, MARC trains operate in two existing rail corridors totaling 112 miles. The Penn Line runs between Perryville in Cecil County and Union Station in Washington D.C. and stops at eleven stations in the region. The Camden Line runs from Camden Station in Baltimore City to Union Station and stops at ten stations in the region.

In addition to MDOT MTA rail services, the Baltimore region is also served by Amtrak at two stations: BWI Airport Station and Baltimore Penn Station. The region is served by nine Amtrak routes, including the Northeast Regional and Acela Express, and many major cities can be reached by rail, including New York City, Boston, Miami, Chicago, and New Orleans.

## TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS STRATEGIES

Transportation systems management and operations (TSMO) strategies maximize the use of the transportation system through the use of technologies, coordination, and communications. MDOT SHA's TSMO efforts are being led by the Office of Transportation Mobility and Operations. In June 2020, the MDOT SHA Administrator signed a [memorandum](#) directing the mainstreaming of TSMO programs across the administration. The focus on TSMO enhances safety, reliability, and efficiency of the roadway network, as well as reduces emissions. TSMO strategies address recurring and non-recurring congestion.

The [MDOT SHA Strategic Plan](#) (2018) provides a statewide TSMO vision and goals. The [MDOT TSMO Master Plan](#) (2020) presents TSMO projects, using a "system of systems" approach, to provide TSMO strategy recommendations along 17 corridors across the state (see Figure 2 below). Examples of TSMO strategies included in the Master Plan for the Baltimore region include: closed circuit TV cameras, roadside units to convey data to vehicles, upgraded traffic signals that include connected vehicle technology, part time shoulder use, queue warning, and fiber optic cable installation.

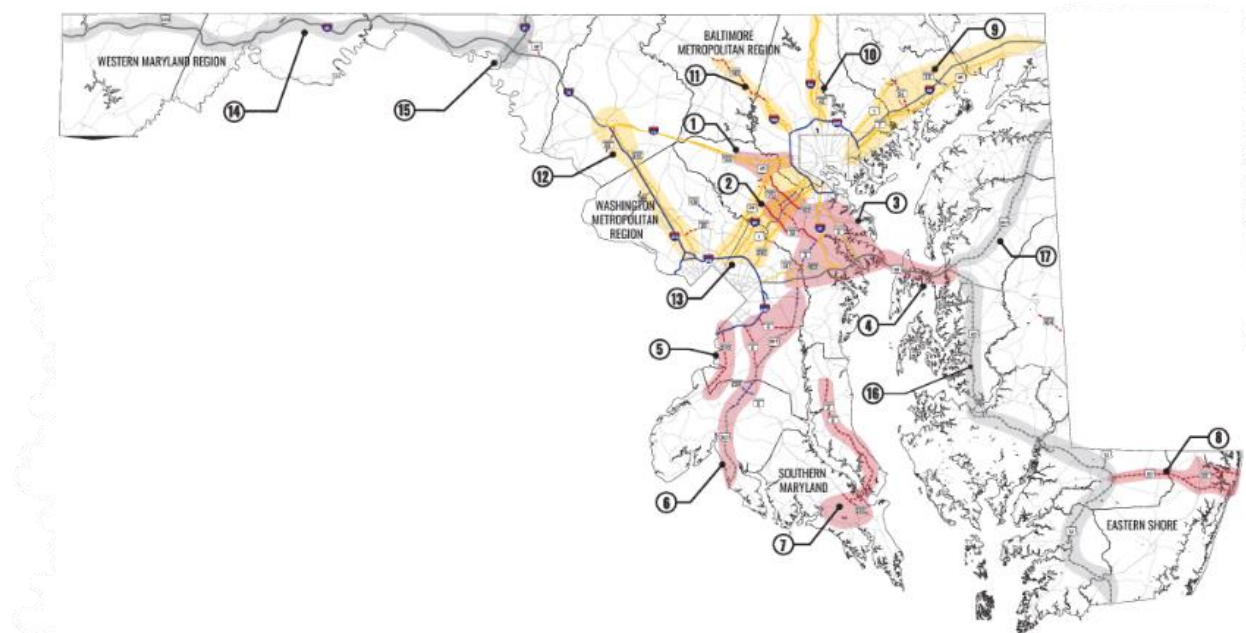


Figure 2. MDOT SHA TSMO Systems Summary

One of the major components of the state's TSMO efforts is the CHART program that focuses on improving the safety and mobility for the users of Maryland's highways through the application of intelligent transportation system technologies and interagency teamwork. The Statewide Operations Center, Authority Operations Center, and two satellite Operations Centers in the region support the CHART program by using TSMO strategies to monitor the state's roadways to quickly



identify and clear crashes as well as manage traffic to reduce the impact of incidents. CHART also maintains roving rapid response trucks that operate 24 hours 7 days per week on many of the state highways in the region and provide assistance to disabled motorists, assist in clearing incidents from travel lanes, and reroute traffic around incidents. The state also provides real-time transportation condition information to the public ([www.chart.maryland.gov](http://www.chart.maryland.gov)).

The state’s TSMO program, including its CHART operations, saves tens of millions of vehicle-hours of delay statewide, millions of gallons of fuel statewide, and reduces overall mobile source emissions. The [2022 CHART Performance Evaluation and Benefit Analysis Report](#) (Truck p. 114; Car p. 115) estimates that the CHART program resulted in the following emissions reductions that year:

Emission Reduction	Total Statewide		Baltimore Region	
	Truck	Car	Truck	Car
HC Reduction (T/Day)	0.100	1.961	0.065	1.278
CO Reduction (T/Day)	1.126	22.023	0.734	14.351
NO Reduction (T/Day)	0.048	0.939	0.031	0.612
CO2 Reduction (metric T/Day)	66.20	207.65	43.14	135.32

Additional examples of TSMO programs operating in the region are described below.

### Electronic Toll Collection

Toll plazas are disappearing across Maryland; the State’s toll roadways are 100% cashless, with innovative All Electronic Tolling (AET). Instead, tolls are collected through [E-ZPass](#), [Pay-By-Plate](#), and [Video Tolling](#) as part of Maryland’s DriveEzMD tolling system. This technology saves drivers time and money, eliminates congestion from toll plazas, reduces engine idling and emissions, and enhances safety. With AET, drivers travel at highway speeds across the Maryland Transportation Authority’s (MDTA) bridges, through its tunnels, and along its express lanes, with no slowing or stopping to pay tolls.

In Fiscal Year 2023, there were 162.8 million DriveEzMD toll transactions – 86.4% *E-ZPass*, 0.6% Pay-By-Plate, and 13% Video Tolling. The MDTA is a member of the *E-ZPass* Group, a coalition of toll entities stretching across 19 states. *E-ZPass* is the largest, most successful interoperable toll collection program in the country.

The table below shows a breakdown of Fiscal Year 2023 toll payment methods for vehicles traveling in the Baltimore region.

<b>Facility</b>	<b>Percent Using E-ZPass</b>	<b>Percent Using Pay by Plate</b>	<b>Percent Using Video</b>
I-95 Express Toll Lanes	94.6%	0.2%	5.2%
William Preston Lane Jr. Memorial (Bay) Bridge	85.6%	0.7%	13.7%
Baltimore Harbor Tunnel	84.4%	0.7%	14.9%
Fort McHenry Tunnel	85.7%	0.6%	13.7%
Francis Scott Key Bridge*	86.4%	0.6%	13.0%
Thomas J. Hatem Memorial Bridge	93.8%	0.2%	6.0%
John F. Kennedy Memorial Highway	87.0%	0.3%	12.7%

\* Note: The Francis Scott Key Bridge tragically collapsed on March 26, 2024. Toll collection for the bridge has obviously stopped as the region undergoes rebuilding and recovery efforts.

**Traffic Signal Retiming**

MDOT SHA has a program to review and retime its signals statewide every three years, including its 1,200 signals in the Baltimore region. In addition, signals in high profile corridors or corridors subject to significant traffic pattern change are evaluated on a more frequent schedule. This program results in smoother traffic flow as well as reduced emissions resulting from idling vehicles.

In 2023, MDOT SHA’s Traffic Development and Support Division (TDSD) completed a review of seven signal systems containing 29 signals in the Baltimore Metropolitan Region. These systems include:

- MD 175 Columbia (4)
- MD 30 Broadbeck (2)
- MD 30 Hampstead (2)
- MD 24/US 1 Bus Belair (13)
- MD 100 Pasadena (3)
- MD 710 Glen Burnie (3)
- MD 424 Crofton (2)

The system reviews resulted in estimated annual savings of 130,185 hours of delay, 58,925 gallons of fuel, 528,793 grams HC emissions, 26,958,101 grams CO emissions and 711,886 grams NO emissions. Stops were reduced by 7.2 million annually. These values are derived from Trafficware's SimTraffic microsimulation modeling software. The total value of savings is estimated at \$6.2 million.

In addition to system reviews, timing was provided for four new, modified or temporary traffic signals in the Baltimore Metropolitan Region. These include new signals and signals where modifications required extensive timing adjustments. Minor phase or geometric modifications are not tracked. New and modified signals include:

- MD 270 @ Hammarlee Turn-on
- MD 198 @ Reserve Turn-on
- MD 157 @ MD 158 Turn-on
- MD 147 @ Joppa Turn-on (2)
- US 1 @ Ridgeley's Run Turn-on (2)
- MD 175 @ Piedmont Turn-on
- MD 468 Temporary Bridge Signal
- MD 161 Temporary Bridge Signal

### **Traffic Incident Management for the Baltimore Region Committee**

Launched in September 2000, the Traffic Incident Management for the Baltimore Region Committee (formerly called the Baltimore Regional Operations Coordination Committee) works to improve coordination of incident management activities to enhance the safety of responders and the traveling public, reduce traffic congestion and delay, and improve the quality of the environment. Participants on the TIMBR Committee include police, fire, transportation and emergency management agencies from the jurisdictions, MDOT and its business units, Maryland State Police, MDE, FHWA, towing company representatives, and others. Since the inception of the TIMBR Committee, numerous projects and activities have been undertaken to improve responder coordination, cooperation, and communication, leading to incidents being cleared more quickly and more safely.

## **PREFERENTIAL PARKING MANAGEMENT**

Parking management is an important strategy for managing transportation demand and a complementary action to increase the effectiveness of the various rideshare programs. This strategy assumes several forms, with preferential parking management being the most basic. Preferential parking for carpools/vanpools is a traditional emission reduction strategy in the Baltimore region. Carpoolers receive the most desirable parking spaces, usually those nearest to the building or in protective garages.

## **CLEAN VEHICLES, FUELS AND TECHNOLOGIES**

### **Alternative Fuel Vehicle Incentives**

All-electric and plug-in hybrid vehicles provide the ability for drivers to reduce the amount of fuel they burn, and reduce emissions as a result. Incentives are often provided by the state and federal government for the purchase of these clean vehicles and their supply equipment. Currently, the State of Maryland offers a state *rebate* of 40% of the cost of electric vehicle charging equipment

and installation (up to \$700 for individuals, \$4,000 for commercial businesses *through the [EVSE Rebate Program](#)*). And, the federal government provides a tax credit of up to \$7500 for all-electric or plug-in hybrid cars. *The State of Maryland also offers fleets varying incentives for electric vehicles and other alternative fuel vehicles through the [Clean Fuels Incentive Programs \(CFIP\)](#) and the [Maryland Smart Energy Communities \(MSEC\) Program](#).*

Also, as part of the Maryland Volkswagen Settlement, MDE and MEA developed a light duty charging infrastructure grants program. Maryland conducted three rounds of funding, with a total of \$11.3 million available. Each round of funding had approx. \$3.7 million in funds. The program focused on workplace charging, state owned properties (Park-and-Rides, state parks etc.) and Corridor/HUB charging locations. The first round of funding opened on December 8, 2020, and MDE received fifty-five applications totaling approx. \$11.7 million in funding requests. Based on the application review process, awards were made to thirty-seven applications including 24 awards for Level 2 chargers with 145 charging ports for workplace charging, and 13 awards for 36 new Level 3 charging ports for corridor charging. The second round of funding opened on December 22, 2022. The remaining round opened late in the 2022 calendar year.

### **NEVI Program**

The National Electric Vehicle Infrastructure (NEVI) Program is required by the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) on November 15, 2021. The \$5 billion National Electric Vehicle Infrastructure (NEVI) Formula Program was authorized under the Highway Infrastructure Program heading of the IIJA and provides dedicated funding to states to strategically deploy Electric Vehicle (EV) charging infrastructure. Maryland Department of Transportation (MDOT) and the Maryland Energy Administration (MEA) are working collaboratively to distribute the apportioned \$63 million to Maryland between federal fiscal years 2022-2026. Maryland published their NEVI plan on July 15, 2022. The funds may be used for the acquisition and installation of EV charging infrastructure, operation and maintenance of EV charging infrastructure, and data sharing about EV charging infrastructure to ensure the long-term success of investments made under the program.

### **Dray Truck Program**

An important program that MDOT, MDE, and the Maryland Port Administration work jointly on is the Dray Truck Replacement Program. Under this program, participating truck owners (either independent owner-operators or fleet owners) are provided with funding towards the purchase of a newer truck with an engine (Model Year 2014 or newer) that meets more stringent emission standards. The Port's dray truck replacement program has been in place since 2012 and to date has replaced nearly 300 dray trucks. Funding for this program has largely been through EPA Diesel Emission Reduction Act grants, Congestion Mitigation and Air Quality program funds via the state and Volkswagen Settlement funding. To date, the Port Dray Truck Program has received nearly \$12 million in funding.

In 2022, through the work of this partnership, the Port received approximately \$1.8 million dollars in EPA funding under its regional DERA Program. This funding will go toward the replacement of 3 older diesel-powered dray trucks with new electric battery-powered dray trucks. This will be one of the first electric dray truck projects on the east coast. In addition to the 3 electric dray trucks, the funding will be used to replace seven cargo handling units (four of which will be battery electric-powered) and one mobile welding unit.

**Additional Activity**

MTA is planning to add Battery (Zero-Emission) Electric Transit Buses to the MDOT MTA fleet before 2030. Planning is underway for deployment pilots, charging infrastructure, utility upgrades, facility upgrades.

Deployment of EV Charging Infrastructure at State-owned facilities supporting electrification of the State-owned Fleet vehicles is ongoing, with DGS as the lead agency. Deployments are occurring at various State-owned sites, including MDOT owned sites.

Deployment of publicly accessible EV Charging Infrastructure at public sites is ongoing by BGE and other Utility companies, under the terms of a Public Service Commission (PSC) Pilot Program in effect 2019-2023. MDOT-owned sites and other State-owned sites are among the public sites where these installations are occurring.

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Planned</b>			
Anne Arundel County	Conway Road Improvements	This project will improve Conway Road from the Two Rivers subdivision to MD 3, and other area improvements as recommended in the Transportation Facilities Planning Study of Conway Road (H539620). This project is 74% eligible for use of impact fees in District 4.	Bike/Ped/Greenway
Anne Arundel County	New Cut/Crain Hwy Sidewalk	This project will provide sidewalks along both sides of New Cut Road / MD 3 (Crain Highway) from Stevenson Road to Green Branch Lane. This project is 100% eligible for use of impact fees in District 1.	Bike/Ped/Greenway
Anne Arundel County	Odenton Grid Streets	Design, acquire rights-of-way, and construct road improvements, pedestrian and bicycle facilities, and streetscape improvements to grid streets within the Odenton Town Center area. Improvements are to be in keeping with Transportation Study for the Odenton Town Center Master Plan (June 2010) prepared in support of the Odenton Town Center Master Plan (December 2009). Roadway improvements to Hale St. between Town Center Blvd. to Baldwin Rd., Nevada Ave. from Berger St. to Duckens St., Duckens St. from Baldwin Rd. to Town Center Blvd., Dare St. from MD175 to Hale St., Baldwin Rd. from Berger St. to Duckens St., and Berger St. from Baldwin Rd. to Nevada Ave. are included.	Bike/Ped/Greenway
Anne Arundel County	Town Center to Reece Road	Recognized in the General Development Plan, this project creates a .23 mile link from Reece Road to Town Center Boulevard constructed through Fort Meade property, including improvements to Town Center Boulevard from Jacobs Road to Pine Cove Ave. This link is needed to complete a new road linking Fort Meade North at Reece Road with the MARC train station at Annapolis Road. The Seven Oaks community and communities to the north using Reece Road will have more direct access to the MARC station and the future Odenton Town Center development.	Bike/Ped/Greenway
Anne Arundel County	USNA Bridge Area Bike Improvements	This project will provide improved bicycle facilities along MD 450 / MD 435 from the US Naval Academy Bridge to Rowe Boulevard, with a spur to the College Creek Bridge, as part of the County's regional trail system, including additional pedestrian improvements	Bike/Ped/Greenway

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	WB & A Trail	<p>This project authorizes the right of way acquisition, design and construction of a paved multiuse trail primarily on the abandoned roadbed of the former W B &amp; A Railroad south of Odenton. When complete, the project will link the South Shore Trail in Odenton with the Patuxent River and an existing rail trail in Prince George's County. The W B &amp; A Trail will be a component of the East Coast Greenway and the American Discovery Trail. Construction of this recreational and transportation corridor will be done in phases:</p> <p>Phase I - Odenton Road to Strawberry Lake Way            Phase II A - Strawberry Lake Way to Conway Road (bridges)            Phase II B - Strawberry Lake Way to Conway Road (paving)            Phase III - Conway Road to Patuxent River            Phase IV - Loop from Strawberry Lake Way to South Shore Trail            Phase V - Bridge over the Patuxent River</p>	Bike/Ped/Greenway
Anne Arundel County	Bluewater/Milestone SUPs	<p>This project will acquire rights of way and construct Shared-Use Paths along Bluewater Boulevard from MD 175 to Portland Station Lane and along Milestone Parkway from MD 175 to Clark Road, including intersection improvements where necessary. The design was performed under project H508428. This project is 100% eligible for use of impact fees in District 4 and 6.</p>	Bike/Ped/Greenway
<b>Ongoing</b>			
Anne Arundel County	MD Rte 175 Sidewalks	<p>This project funds a County contribution to the State project to design, acquire rights of way, and construct a sidewalk along the south side of MD Rte 175 from the Sappington Station Roundabout to MD Rte 170. Given the location and nature of this public improvement, available funds from the BRAC Revitalization and Incentive Zone will be the source of funding for this project.</p>	Bike/Ped/Greenway
Anne Arundel County	Safety Improvements on SHA Roads	<p>This project provides for the design, rights of way acquisition, and construction of various highway safety improvements on State Highway Administration maintained roads. The improvements will be selected and prioritized in coordination with SHA district office staff.</p>	Bike/Ped/Greenway

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Brock Bridge/MD 198	<p>This project will acquire right-of-way and relocate utilities to reconstruct the existing northbound lane along Brock Bridge Road at MD198 to create separate through lane and right turn lane, modify the signal, and improve drainage at the intersection with MD 198.</p> <p>This project also includes the construction of an ADA compliant sidewalk extending approx. 500 feet from 241 Brock Bridge Road connecting to the sidewalk being constructed as part of the above intersection improvements.</p> <p>This project is 100% eligible for use of impact fees in District 4.</p>	Bike/Ped/Greenway
Anne Arundel County	Ped Improvement - SHA	<p>This project is to cover the County's share of costs for the State Highway Administration (SHA) to construct new sidewalk and reconstruct existing sidewalks along State Highways. This project would also fund the County's participation in Public Outreach in support of the SHA and acquisition of Rights of Way necessary for construction outside of existing SHA Right of Way.</p> <p>Sidewalk Projects are identified in the County's Priority Letters to the Maryland Department of Transportation (MDOT) and are located within the State Priority Funding Area. Sidewalks to be constructed shall be funded equally between State and the County, except under special circumstances, which the State will fund up to 100% of the costs.</p>	Bike/Ped/Greenway



## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Severn-Harman Ped Net	<p>This project will fund design, right-of-way acquisition and construction of pedestrian, bicycle, and transit facility improvements, creating a network as recommended in the Pedestrian and Bicycle Master Plan Update (2013) and Transit Development Plan connecting communities with public and major privately owned facilities and activity centers.</p> <p>Improvements include projects identified in the Master Plans and will provide sidewalks at missing segments, new sidewalk segments, crosswalks, pedestrian signals, and multipurpose trail segments creating a network supporting walking, biking, and transit needs of communities near Arundel Mills - MarylandLive!. Projects are consistent with recommendations in the adopted Small Area Plans, the prior Anne Arundel County Pedestrian and Bicycle Master Plan (2003), and the Transit Development Plan.</p> <p>Legislation established funding to reduce impacts on neighboring communities of MarylandLive!.</p>	Bike/Ped/Greenway
Anne Arundel County	South Shore Trail	<p>This project is authorized to acquire property, design and construct a paved multi-use trail primarily utilizing the abandoned road bed of the WB&amp; A Railroad between Annapolis and Odenton. The trail will connect with the Colonial Annapolis Maritime Trail on the east end and the WB &amp; A Trail on the west. The trail will be a component of the East Coast Greenway and the American Discovery Trail. Multi-phase construction will consist of:</p> <ul style="list-style-type: none"> <li>&gt; Phase I: Waterbury to MD Rte 3</li> <li>&gt; Phase II: MD Rte 3 to Odenton</li> <li>&gt; Phase III: Bestgate to Eisenhower Golf Course</li> <li>&gt; Phase IV: Eisenhower Golf Course to Waterbury Road</li> <li>&gt; Phase V: Bestgate Road to City of Annapolis</li> <li>&gt; MD-3 Crossing</li> </ul>	Bike/Ped/Greenway
Anne Arundel County	School Sidewalks	<p>Funds are needed to provide sidewalk improvements to accommodate walkers, and reduce bus requirement. This project will require funding beyond the program.</p>	Bike/Ped/Greenway

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Greenways, Parkland & Open Space	This project establishes a fund for County-wide Greenway, Parkland and Open Space Acquisitions and related expenses. This project will be used to acquire land, which satisfies one or more of the following objectives: addresses local or state Greenway objectives, protects sensitive natural resources, provides an addition to an existing park/trail and/or satisfies County park, recreation and preservation needs as identified in the Land Preservation, Park and Recreation Plan, the Greenway Master Plan, the General Development Plan and the Small Area Plans.	Bike/Ped/Greenway
Anne Arundel County	Broadneck Peninsula Trail	This project authorizes the design, right of way acquisition and construction of a paved multiuse trail running from Sandy Point State Park to the B & A Trail. The trail Master Plan calls for the phasing of construction, as follows: Phase I A - Green Holly Drive to College Parkway East Phase I B - College Parkway East to Bay Head Park Phase II - Bay Dale Drive to Green Holly Drive Phase III - Peninsula Farm Road to Bay Dale Drive Phase IV - B&A Trail to Peninsula Farm Road Phase V - Bay Head Park to Sandy Point State Park and community connector trails. Design and construction for some phases will be funded in a future budget.	Bike/Ped/Greenway
Anne Arundel County	Park & Trail Resurfacing	This multi-year, recurring project provides funds to resurface trails such as the B&A ,WB&A, South Shore, and Broadneck Peninsula trails. Work includes supporting slope stabilization, repairs to aggregate base, full depth asphalt patching and resurfacing, culvert repair / replacement as needed, and repair / replacement of fencing along the trail, as needed.  This project also includes trails in the three regional parks including Quiet Waters Park, Downs Park, and Kinder Farm Park.  Parking lots and roadways, including related infrastructure, as well as any other trails in other County parks, will continue to be funded in the existing multi-year, recurring project P479800 - Park Renovation, or as part of other one-time, stand-alone projects.	Bike/Ped/Greenway

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Sidewalk/Bikeway Fund	This project includes design and construction of needed sidewalk, bikeway, and transit links along County roadways.	Bike/Ped/Greenway
Anne Arundel County	Arundel Mills LDC Roads	The project funds all aspects of road and pedestrian rehabilitation, and safety improvements as identified by the Anne Arundel County Arundel Mills - MarylandLive! Local Development Council for the purpose of improving motorist and pedestrian facilities for communities near Arundel Mills - MarylandLive!.	Bike/Ped/Greenway
Anne Arundel County	Waugh Chapel Road Improvements	<p>This project will design, acquire rights of way, and construct improvements along Waugh Chapel Road between Maytime Avenue and MD 3, consisting of intersection upgrades, bicycle compatible shoulders, and a shared use path.</p> <p>This project is 100% eligible for use of impact fees in District 4.</p>	Bike/Ped/Greenway
Anne Arundel County	Trail Spurs/Connectors CW	This project will fund the design, right-of-way acquisition, and construction of trail spurs and connectors to the major trails traversing the County (i.e. Broadneck Peninsula Trail, South Shore Trail, and WB&A Trail).	Bike/Ped/Greenway
Anne Arundel County	ADA ROW Compliance	Funds are requested for the rehabilitation of sidewalks, curb ramps, and accessible pedestrian signals within the public right of way, including ancillary work such as system-wide evaluations, to ensure compliance with Federal Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973.	Bike/Ped/Greenway
Anne Arundel County	Transportation Facilities Planning	This project will perform planning and conceptual design studies as recommended in the adopted General Development Plan, Small Area Plans, Transportation Functional Master Plan, and Transit Development Plan to relieve local transportation network congestion, increase capacity, increase pedestrian and bicycle safety, and to support land development.	Bike/Ped/Greenway

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Duvall/Outing Access Improvements	This project provides improved pedestrian accessibility and mobility through pedestrian infrastructure upgrades along Outing Avenue from MD 177 to Duvall Highway and along Duvall Highway from Outing Avenue to MD 173 for better access to High Point Elementary School, George Fox Middle School, and Northeast High School. Improvements include sidewalk installation, ADA upgrades and crosswalk improvements while also addressing bus stop waiting areas, sight distance, storm drainage and traffic calming within areas of the pedestrian improvements. This project is 100% eligible for use of impact fees in District 2.	Bike/Ped/Greenway
Anne Arundel County	MD 214 & Loch Haven Road	This project will design, acquire rights of way, and construct improvements consisting of an additional westbound travel lane along MD 214 from MD 468 to east of Loch Haven Road, including bicycle compatible shoulders and intersection improvements at Loch Haven Road.  This project is 100% eligible for use of impact fees in District 5.	Bike/Ped/Greenway
Anne Arundel County	Odenton Area Sidewalks	This project will design, acquire rights of way, and construct sidewalks on one side of Hammond Lane, Monie Road and Higgins Drive to provide a safe way for students from the community to get to Arundel Middle School.	Bike/Ped/Greenway
Anne Arundel County	Jennifer Road Shared Use Path	This Project will install a shared use path along the north side of Jennifer Road from Pavilion Parkway to Admiral Drive.  This project is 100% eligible for use of impact fees in District 3.	Bike/Ped/Greenway
Anne Arundel County	Race Road - Jessup Village	This project will design, acquire rights of way, and construct improvements along MD 175 (Annapolis Road), Redbud Avenue, Champion Forest Avenue, Chestnut Avenue, Race Road, and National Business Parkway providing improved vehicular, bicycle, and pedestrian access to the new Jessup Elementary School and the corridor.  This project is 65% Impact Fee eligible in districts 6 and 35% in District 4.	Bike/Ped/Greenway
Anne Arundel County	Monterey Ave Sidewalk Improv	This project will provide sidewalk, curb and gutter, storm drain, and roadway improvements along Monterey Avenue between Odenton Road and June Drive.	Bike/Ped/Greenway

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Highway Safety Improvement Program	This project provides for design and construction of various Highway Safety Improvements. These improvements are selected based on a combination of traffic accident statistics and road geometrics.	Bike/Ped/Greenway
Anne Arundel County	Solley Road Shared Use Path	This project is for the addition of bicycle lanes, a shared use path, and sidewalk improvements along Solley Road from 300 feet south of Chestnut Springs Lane to MD 173. This project is 100% eligible for use of impact fees in District 2.	Bike/Ped/Greenway
Anne Arundel County	Neighborhood Traffic Control	Funds are requested to construct various traffic calming devices on neighborhood streets in order to control traffic speeds. Installation of these devices will be undertaken after discussion with the community.	Congestion Management
Anne Arundel County	New Traffic Signals	This project will fund the construction of new traffic control equipment on County roadways. This project also includes the construction of new Intelligent Transportation Systems (ITS) such as video detection and monitoring, automated count stations and communication systems to coordinate signals.	ITS
Anne Arundel County	Agricultural Preservation Program	This project provides funding for the purchase of agricultural easements or fee simple interest in accordance with the County and State Agriculture and Woodland Preservation Programs. Easements, in the form of development rights, are purchased from qualified property owners of agricultural and woodland properties. Funds may also be used to match or augment other state or federal agricultural preservation programs such as Rural Legacy. Funds from this project will also be used to purchase relevant computer hardware and software that is deemed necessary to the program. Funds for this program are provided from county revenues as well as state agricultural land transfer tax receipts. Because the Maryland Department of Planning has certified the County's agricultural land preservation program, the county retains 75% of locally generated agricultural land transfer tax receipts, which are computed as a 5% state tax on the transfer of land being converted from agricultural to nonagricultural use.	Land Use
Anne Arundel County	Vehicle Replacement	This multi-year project is necessary to maintain and upgrade the school system's vehicle fleet.	Public Transit Improvement

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Transit Improvements	This project is for the installation of new transit improvements including concrete pads, shelters, benches, bike racks, bike lockers, bike racks on buses, etc.; as well as the maintenance and repair of existing transit improvements on County or State right-of-way for services operated by or in coordination with the Office of Transportation.	Public Transit Improvement
Anne Arundel County	School Bus Replacement	Purchase of replacement school buses.	Public Transit Improvement
Anne Arundel County	Oakwood/Old Mill Blvd. Roundabout	This project will design, acquire land, and construct a 1 lane roundabout at the intersection of Oakwood Road and Old Mill Boulevard.	Congestion Management
Anne Arundel County	Jumpers Hole Rd - MD 2-MD 177	This project will provide intersection improvements at the Jumpers Hole Road intersections with MD 2 (Ritchie Highway), MD 177 (Mountain Road), and Evening Star Drive / Ashberry Lane, as well as access improvements for the Woodholme community, and bicycle and pedestrian improvements along Jumpers Hole Road. Project components will include relief access points to a controlled intersection for both sides of the Woodholme Circle community.	Bike/Ped/Greenway
Anne Arundel County	Old Mill MS Offsite Improvements	This project will perform a traffic analysis based on the proposed new location for Old Mill Middle School South, and provide pedestrian and vehicular improvements along Old Mill Road, including a connection with Oakwood Road. This project will also provide intersection improvements at other impacted intersections and sidewalk connections to existing infrastructure.	Bike/Ped/Greenway
Anne Arundel County	Forest Dr./MD 665 Int. Improvements	This project will perform improvements to the intersection of Forest Drive, Chinquapin Round Road, and MD 665 (Aris T. Allen Boulevard) to improve safety and reduce congestion.	Congestion Management
Anne Arundel County	Marley Neck Blvd Rd. Improvements	This project will identify and develop sketch design for locations along Marley Neck Blvd where existing cross sections do not match the ultimate cross section of the corridor.	Congestion Management
Anne Arundel County	Ridge Road Improvements	This project will provide design plans and recommend phasing of improvements to construct the recommended cross section of Ridge Road between New Ridge Road and Furnace Avenue. An updated feasibility study to evaluate the needs of the corridor and expand the limits of the previous study between New Ridge Road and Dorsey Road (H545901) to include the segment from Dorsey Road to Furnace Ave is currently underway (H545911).	Congestion Management

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	State Rd Sidewalk Maintenance Repair	Funds are requested for the maintenance and repair of existing sidewalks, shared use paths, and curb and gutter along state highways which are structurally deficient and deemed the county's responsibility in accordance with state law (§8629 and §8-630 of the Transportation Article of the State Code) or per existing agreements with SHA.	Bike/Ped/Greenway
Anne Arundel County	Shoreham Beach Road Improvements	This project will design and construct roadway improvements on Shoreham Beach Rd. from MD 214 to Triton Beach Rd, including realignment of the Triton Beach Rd and Shoreham Beach Rd intersection, and construct an off-road Shared Use Path parallel to Shoreham Beach Rd.	Bike/Ped/Greenway
Anne Arundel County	Riva Rd. Shared Use Path	This project will provide a shared use path along Riva Road from Speicher Drive to Forest Drive, with improvements at the crossing locations of Riva Road along the path. Additional work will include extension of the shared use path to West Street and burial of utilities in identified areas.	Bike/Ped/Greenway
Anne Arundel County	BWI Trail Ext/Baybrook Connect	This project extends the BWI Trail from the current terminus at Maple Road to the Baltimore City Line, with a connection to the Nursery Road Light Rail Station. This project will be completed in two phases: Phase I - Maple Road to Nursery Road Light Rail Station Phase II - Nursery Road Light Rail Station to Baltimore City Line along Belle Grove Road.	Bike/Ped/Greenway
Anne Arundel County	Safe Routes to Transit	This project will improve access to transit stops through bicycle and pedestrian facility upgrades with a focus on providing access to stop locations without ADA access, and improving roadway crossing safety in the location of transit stops.	Public Transit Improvement
<b>Implemented</b>			
Anne Arundel County	Broadneck Peninsula Trail - Phase IA	This is part of a larger project to develop a multi-use trail to connect Bay Bridge and Sandy Point State Park with B&A Trail. Phase IA goes from Green Holly to Old Cape St. Claire.	Bike/Ped/Greenway
Anne Arundel County	Ridge/Teague Rds RTL	This project will provide for increased capacity and operational efficiency along Ridge Road at its intersection with Teague Road. This project will also complete sidewalk along Ridge Chapel Rd to Harmans Elementary Rd.	Bike/Ped/Greenway
Anne Arundel County	WB&A - West County Trail - Phase III	Construct new paved, multi-use trail from Conway Road to Patuxent River.	Bike/Ped/Greenway

## Anne Arundel County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Anne Arundel County	Cape St. Claire Rd. Widening	Design and construct widening of road between Woodland Circle and Hilltop Dr., and provide sidewalks.	Bike/Ped/Greenway
Anne Arundel County	Broadneck Peninsula Trail - Phase II	This is part of a larger project to develop a multi-use trail to connect Sandy Point State Park with B&A Trail. Phase II goes from Bay Dale to Green Holly.	Bike/Ped/Greenway
Anne Arundel County	Pasadena Road Improvements	Address impacts of East-West Boulevard traffic on Pasadena Road. This project will include sidewalks on the south side of the road, two median islands with associated road widening, a raised intersection at Penny Lane, and the relocation of the intersection at Spruce Lane to improve sight distance.	Bike/Ped/Greenway
Anne Arundel County	AACC B&A Connector	This project includes design, right-of-way acquisition and construction of a hiker / biker trail along Jones Station Road from the Anne Arundel Community College west entrance on College Parkway to the B&A Trail. A location study for a grade separated trail connection between College Parkway across MD 2 (Ritchie Highway) to the B&A Trail will also be performed.	Bike/Ped/Greenway
Anne Arundel County	Tanyard Springs Ln Ext	<p>This project is to add shoulders and sidewalks along approximately 1/4 mile of Tanyard Springs Lane, and improve the intersection at Solley Road.</p> <p>This project is 100% impact fee eligible in District 2.</p>	Bike/Ped/Greenway



## Baltimore City Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Planned</b>			
Baltimore City	Central Avenue Bicycle Facility	Installation of bicycle facilities along Central Avenue from Lancaster Street to Monument Street. Phase I was completed, and the next phase is under design.	Bike/Ped/Greenway
Baltimore City	Rehabilitation of 25th Street - Greenmount Ave to Kirk Ave	Rehabilitate the roadway and improve pedestrian access along 25th Street from Greenmount Avenue to Kirk Avenue.	Bike/Ped/Greenway
Baltimore City	Martin Luther King, Jr. Boulevard Sidewalk	Design and construct 1.45-mile sidepath on the west side of sidewalk, per the Separated Bike Lane Network plan.	Bike/Ped/Greenway
Baltimore City	Inner Harbor Crosswalks	Upgrading intersections, starting at Pratt & Light streets heading east to President St. ending at President & Fleet St. intersection. To include high-visibility crossing, audible and visual countdown signals and ADA ramp upgrades.	Bike/Ped/Greenway
Baltimore City	Martin Luther King Boulevard Intersection Improvement	Design and construct improvements to intersection of MLK Blvd at Howard/Chase/Read Street, to include pavement rehabilitation, ADA ramps, stormwater management, traffic signals, street lighting and bicycle facilities. Retrofit complete streets elements.	Bike/Ped/Greenway
Baltimore City	Northwest Transportation Improvements	Improve sidewalks in the Dolfield commercial area, per the Pimlico Local Impact Aid Spending Plan.	Bike/Ped/Greenway
Baltimore City	Wolfe or Washington Street Bike Facility	Design and construct a 2.2-mile cycle track (choice of Wolfe or Washington will depend on design potential for parking loss and travel lane reduction).	Bike/Ped/Greenway
Baltimore City	Impact Investment Area Traffic Improvements	Improve the roadway through resurfacing, installing pedestrian-friendly infrastructure, sidewalks, lighting and traffic calming as needed based on recommendations determined by DHCD's Framework for Community Development.	Bike/Ped/Greenway
Baltimore City	INSPIRE Plan Implementation	Replace broken sidewalks and plant trees to create a safer walking experience to 21st Century Schools. In addition, implement community projects, such as community gardens and placemaking projects, in neighborhoods surrounding each school.	Bike/Ped/Greenway

## Baltimore City Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Baltimore City	INSPIRE Areas - Pedestrian Improvements	Pedestrian improvements in communities surrounding new or renovated schools in coordination with the INSPIRE Schools program.	Bike/Ped/Greenway
Baltimore City	Intelligent Transportation System (ITS) Improvements - Communication Deployment	Design and construct intelligent transportation systems citywide, including: CCTV, counting stations, detection, variable message signs, speed flasher warnings, signal timing optimization, communication upgrades and rehabilitation.	ITS
Baltimore City	Improvements Along MTA Priority Bus Routes	Improvements along various MTA priority bus routes, to include but not limited to: pavement and lane marking improvements, street lighting upgrades, sidewalk / ADA enhancements, bus pads, storm drain improvements, and hardscape / landscape upgrades.	Public Transit Improvement
Baltimore City	25th Street/Huntingdon Avenue Rehabilitation - Greenmount Avenue to 29th Street	Rehabilitate the roadway and improve pedestrian access along 25th Street & Huntingdon Avenue from Greenmount Avenue to 29th Street	Road resurfacing/rehabilitation
Baltimore City	Pennsylvania Avenue Corridor Improvements (North Avenue to MLK Blvd)	Roadway rehabilitation, new sidewalks, curb & gutter, ADA ramps & driveways, and traffic safety. To promote a true Main Street corridor, walkability is essential. Improvements will increase public safety & enhance a place to shop, live, and play.	Road resurfacing/rehabilitation
Baltimore City	Patapsco Ave - Magnolia Ave to Potee	Concrete roadway slab repairs to extend the roadway's life and to provide a better riding surface on this important arterial, transit and truck route. Bicycle and pedestrian access will be added to connect Cherry Hill to Brooklyn and to MTA Light Rail/Bus	Road resurfacing/rehabilitation
Baltimore City	Park Heights Avenue from W. Rogers Avenue to Strathmore Avenue	Rehabilitate roadway to include ADA sidewalk upgrades, curb & gutter, street and pedestrian lighting, traffic signal reconstruction, drainage improvements, landscaping, hardscaping, signing and pavement marking improvements.	Road resurfacing/rehabilitation

## Baltimore City Projects

<b>Implementing Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Primary Project Type</b>
Baltimore City	Fremont Avenue Rehabilitation from Lafayette Ave to Presstman	Roadway rehabilitation, new sidewalks, curb and gutters, ADA compliant ramps and driveways for pedestrian and traffic safety, aesthetics and foot traffic.	Road resurfacing/rehabilitation
Baltimore City	Madison Street Rehabilitation from N. Milton Avenue to Edison Highway	Roadway rehabilitation, new sidewalks, curb and gutters, ADA compliant ramps and driveways, replacement of signals and pedestrian signals for safety, aesthetics and foot traffic.	Road resurfacing/rehabilitation
Baltimore City	Pennington Avenue Rehabilitation from Birch St to E. Ordnance Ave.	Concrete and asphalt roadway rehabilitation, sidewalk / curb & gutter improvements, ADA compliant ramps and driveways, multi-modal upgrades.	Road resurfacing/rehabilitation
<b>Ongoing</b>			
Baltimore City	Bikeways Greenway Trails (BGT) - Northern Sections	Baltimore Greenway Trail–Northern Segment design for an all-ages, shared use path & bicycle facility improvement. Plans to be developed for 6.3 mi. of new trail connection between the Gwynns Falls Trail/Leakin Park to the Herring Run Trail/Lake Montebello	Bike/Ped/Greenway
Baltimore City	Traffic Safety Improvements Citywide	Projects aimed at improving multi-modal safety throughout the City, including geometric improvements, warning beacons, pedestrian refuge, bicycle marking, vehicular marking, pedestrian markings and appropriate signage.	Congestion Management
Private	Zipcar Baltimore Carsharing	Zipcar Baltimore is a carsharing service with around 250 vehicles throughout the Baltimore area, including over 100 vehicles in parking spots allocated through an agreement with the Parking Authority of Baltimore City.	Congestion Management
<b>Implemented</b>			
Baltimore City	Jones Falls Trail - Phase II	Creation of bike/ped trail from the Penn Station area south to the Maryland Science Center at the Inner Harbor.	Bike/Ped/Greenway
Baltimore City	Jones Falls Trail - Phase IV	Phase IV of the Jones Falls Trail will extend the trail 1.5 miles north to the Coldspring Lane Light Rail Station along the stream. Location: Woodberry Light Rail Station to Coldspring Lane Light Rail	Bike/Ped/Greenway
Baltimore City	Baltimore City Bike Share	Design and implementation of bicycle infrastructure to support Baltimore's Bike Share initiative.	Bike/Ped/Greenway

## Baltimore City Projects

<b>Implementing Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Primary Project Type</b>
Baltimore City	Herring Run Greenway (Sinclair Lane to Morgan State University)	Sinclair Lane to Morgan State University	Bike/Ped/Greenway
Baltimore City	Roland Park Complete Streets	Pedestrian, bicycle and traffic calming safety improvements, resurfacing and aesthetic improvements on Roland Avenue from Coldspring Ln to Northern Pkwy and on Northern Pkwy from Roland Ave to Kemper Rd. Includes school access/egress improvements.	Bike/Ped/Greenway

## Baltimore County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Ongoing</b>			
Baltimore County	Windsor Mill Road	<p>The Windsor Mill Road Project consists of Right of Way acquisitions, roadway widening, new curb and gutter, sidewalks, and additional work. The project would have three phases.</p> <p>Phase 1 - Windsor Mill Road to Featherbed Lane - Est Cost (\$6.5M)</p> <p>Phase 2 - Windsor Mill Road to Windsor Mill Blvd - Est. Cost (\$6.5M)</p> <p>Phase 3 - Windsor Mill Road to Rolling Road to Windsor Mill Blvd - Est Cost</p>	Bike/Ped/Greenway
Baltimore County	Recreation Facility Renovations	Capital Improvements and/or Capital renovations to existing parks, courts, and facilities including comfort stations, plantings, benches, pavilions, lighting, sidewalks, fountains, boat ramps, roadway, parking, and paving, etc.	Bike/Ped/Greenway
Baltimore County	Bikeways & Pedestrian Access	Construction and repair of on-road bicycle and pedestrian facilities as part of the county Complete Street policy and 2023 Bicycle-Pedestrian Master Plan.	Bike/Ped/Greenway
Baltimore County	Greenways/Stream Valleys/Trails Dvlp.	Acquisition and development of stream valley parks and greenways throughout the county including development of recreational trails .	Bike/Ped/Greenway
Baltimore County	Sidewalk Ramp/ADA Upgrade Program	This project provides funds to construct sidewalk ramps to assist the handicapped.	Bike/Ped/Greenway
Baltimore County	Pikesville Pedestrian Improvements	This project provides for the connectivity and walkability within the Pikesville Community.	Bike/Ped/Greenway
Baltimore County	Curbs, Gutters, and Sidewalks	Replacement and repair of deteriorated curbs, gutters, and sidewalks as well as construction of new sidewalks where needed.	Bike/Ped/Greenway
Baltimore County	Miscellaneous Intersection Improvement	This project will increase capacity and safety along roads and major intersections throughout the county. Road improvements will relieve congested areas defined as deficient under county law. Priority is given to intersections rated as service level "E" or "F".	Congestion Management

## Baltimore County Projects

<b>Implementing Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Primary Project Type</b>
Baltimore County	Traffic Calming	This project will support a traffic calming program countywide in response to concerns from various communities.	Congestion Management
Baltimore County	GPS Routing for County Vehicles	The route optimizer will prescribe an efficient schedule that should increase productivity, while reducing fuel consumption, by minimizing travel time to various locations throughout the workday. Operations involving vehicles with multiple stops per day and those responding to unscheduled maintenance calls will benefit the most from this program.	ITS
Baltimore County	Rural Legacy	Protection of rural natural resources through the acquisition of development rights, easements or fee-simple interest in properties. Activities will be in conformance with approved rural legacy plans and the MD rural legacy program. Protection of resources by this program will be consistent with the adopted Baltimore County Master Plan. Financing for this project will be through grants from the MD Rural Legacy Program, County Bonds and/or general funds and private funds.	Land Use
Baltimore County	Agriculture Preservation	Protection of Farmland through the acquisition of development rights easements purchased through the MD Agricultural Land Preservation Program, The Baltimore County Local Program, and other programs. These programs are financed using the MD Agricultural Transfer Tax, County Bonds, General Funds, Federal Funds, State Funds, and private funds. Funds are also being set aside to purchase easement option on farmland imminently threatened by development.	Land Use
<b>Implemented</b>			
Baltimore County	Owings Mills Transit Center	Build a town center that includes a square, main street, road and path network, hotel, library, education center. (Funding for infrastructure and parking needs at the Owings Mills Transit Center.)	Land Use

## Carroll County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Planned</b>			
Carroll County	Westminster Community Trail - Phase III	Westminster Community Trail Phase III is a state project, with State Highway Administration providing 100% of construction costs, estimated at \$1.1M. Pedestrian walkway/bike trail is to be macadam from Hahn Road along Route 27 south to the MD Route 140 overpass. Included is a pre-engineered bridge to cross an existing drainage area. A future section of this trail will tie-in to Bennett Cerf Park, but is unfunded at this time.	Bike/Ped/Greenway
Carroll County	Washington Road (MD 32) Sidewalk	Limits: Kate Wagner Road to Washington Lane This project provides planned funding for construction of a sidewalk along Washington Road (MD 32) in Westminster. The project will provide a continuous sidewalk connection with the residential neighborhoods south of Westminster and the facilities of Westminster High School, Carroll Community College, Robert Moton Elementary School, and Carroll County YMCA.	Bike/Ped/Greenway
Carroll County	Johnsville Road Sidewalk	This project provides funding for construction of a sidewalk along Johnsville Road in Freedom. The project will provide sidewalk connection to Eldersburg Elementary School, Liberty High School, residential neighborhoods, and the commercial corridor along MD 32 (Sykesville Road) via Bartholow Road.	Bike/Ped/Greenway
<b>Ongoing</b>			
Carroll County	Ramp and Sidewalk Upgrades	This project provides ongoing funding to upgrade or replace non-compliant ramps and sidewalks for ADA accessibility. Non-compliant ramps and sidewalks are also addressed through the Pavement Management Program. This project allows for the acceleration of the replacement and upgrade process.	Bike/Ped/Greenway

## Carroll County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Carroll County	Agricultural Land Preservation	<p>This project provides ongoing funding for the Carroll County Agricultural Land Preservation program. The program provides an opportunity for landowners to make a long-term commitment to agriculture by offering financial incentives in exchange for property development rights. Preserving farmland with permanent easements helps to maintain agriculture as a viable industry and preserve the rural character of Carroll County. The County offers two payment options to the landowners: Installment Purchase Agreement (IPA) or Lump Sum. The IPA option pays the landowner for the easement over a 20-year period. The Lump Sum option pays for the easement at the time of settlement. The Maryland Agricultural Land Preservation Foundation (MALPF), a lump-sum payment program, is jointly funded by the State of Maryland and Carroll County. A portion of Property Tax revenue is dedicated to the Agricultural Land Preservation program, to be appropriated in the Capital Fund for easement purchases, and in the General Fund for interest payments to landowners in the Debt Service - Agricultural Preservation budget. The Capital Fund portion is capped at \$1.5M ongoing. The appropriations are listed in the charts below. The Total Appropriation - IPA and Lump Sum are for easement purchases; operating impacts are interest payments appropriated to the General Fund; and the Total Appropriation - Ag Pres at the bottom of this page includes costs for both the Lump Sum and IPA options.</p>	Land Use
<b>Implemented</b>			
Carroll County	MacBeth Trail Connection	Construction of an 850 linear foot asphalt trail between the eastern and western sections of MacBeth Way in Eldersburg.	Bike/Ped/Greenway
Carroll County	Krimgold Park Phase II	Completed in 2022, the project includes 25,000 square feet of park roads, 150 parking spaces, and 0.8 miles of trails.	Bike/Ped/Greenway
Carroll County	Westminster Veterans Memorial Park Phase I	This project provides funding for Westminster Veterans Memorial Park, a 32-acre parcel in the Westminster area. Included is a playground, pavilion, walking trail, and parking areas. The project is 95% complete and a spring dedicate/ribbon cutting ceremony is being planned.	Bike/Ped/Greenway



## City of Annapolis Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Planned</b>			
City of Annapolis	S. Southwood Sidewalk and Stormwater Management	This project is for the installation of sidewalks, curbs, gutters, and roadway construction in the South Southwood area, an area that includes almost three miles of roads with and approximate 40 foot right-of-way. A feasibility study of the existing infrastructure will determine potential areas for connecting missing sidewalk sections and upgrading the existing sidewalks to be ADA compliant. The project includes evaluating stormwater management to address drainage complaints and to treat runoff from the additional impervious area due to the new sidewalks. It also includes treatment of the existing impervious area and evaluating the storm drain system to determine whether additional infrastructure is needed. The City will have to acquire right-of-way for installation of sidewalks, curb, gutter and roadway as necessary. This project assumes that the necessary rights-of way for the installation of sidewalks, curbs, gutters, and roadways will be donated to the City and not purchased.	Bike/Ped/Greenway
City of Annapolis	Hiker/ Biker Path - Rte. 450 to the Navy Memorial Stadium	This project is a partnership between MDOT/SHA, Anne Arundel County. The project consists of an improved bike and pedestrian connection from the MD 450 bridge to MD 435 (Taylor Avenue) and King George Street across College Creek. The project is in the design phase and being led by MDOT/SHA and Anne Arundel County which has a cost sharing agreement in place to fund the project through completion. The City is actively involved in advancing the best design for City residents and visitors and the Navy is supporting the project through land transfer and easements for expanded right of way.	Bike/Ped/Greenway
City of Annapolis	Wayfinding Signage	The project is a system of signage and wayfinding technologies to be implemented citywide. The signage will include gateway signs, pedestrian signs, information kiosks, vehicular directional and welcome signs, realtime parking information, and other wayfinding tools. This project will be coordinated with new parking and transportation initiatives and with improvements to the City Dock area. The Comprehensive Plan recommends the expansion of the existing wayfinding program.	Congestion Management

## City of Annapolis Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
City of Annapolis	Melvin Avenue Traffic Calming	This project is to install traffic calming at selected locations along Melvin Avenue in West Annapolis. The permanent traffic calming will be installed at the various locations piloted.	Congestion Management
<b>Ongoing</b>			
City of Annapolis	Trail Connections	This project consists of several components to create a more cohesive onstreet and off-street trail system in the City as recommended in the Annapolis Bicycle Master Plan (2011). This project improves the safety of bike travel and supports City policy to encourage alternative transportation options. The project may include planning, land acquisition, design, and construction. Project work will also include determination and initiation of possible land easements.	Bike/Ped/Greenway
City of Annapolis	Russell Street	This project is to reconstruct Russell Street between Smithville Street and West Street (MD450) to improve pedestrian, vehicular, and bicycle access to the Bates Legacy and Community Center and the Spa Creek Trail. Improvements include a sidewalk on the west side of the street, a bike lane southbound on the street, and curb and gutter to define the street edge. This project implements a portion of the 2005 Bates Community Legacy Plan.	Bike/Ped/Greenway
City of Annapolis	Cedar Park Sidewalks	This project will install a five foot wide concrete sidewalk along the southside of Cedar Park Road from Windell Avenue to the existing sidewalk near Halsey Road, including ADA ramps at each sidestreet crossing.	Bike/Ped/Greenway

## City of Annapolis Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
City of Annapolis	West East Express Bikeway	<p>This project will complete the long envisioned West East Express (WEE) bikeway which will connect Downtown Annapolis to Parole along the former WB&amp;A railroad corridor. The project has been recommended in numerous plans including the Annapolis Bicycle Master Plan (2011). This project consists of three distinct segments: Inner WEE which connects Calvert Street to Taylor Avenue; improvements to the existing Poplar Trail (Taylor Avenue to Admiral Drive); and the Outer WEE which connects Admiral Drive to MD 2 / Solomons Island Road along various public and private right-of-ways. The overall project will become the spine of the City's trail system and connect numerous diverse communities to important services, conveniences, destinations, jobs, and recreation. The project will also dramatically improve the safety of bike travel and support City policy to encourage alternative transportation options. The project includes planning, land acquisition, design, easements, and construction. FY2022 funds will be used for project design on each segment. Construction work will be done in phases by location and likely commence in FY2024.</p>	Bike/Ped/Greenway
City of Annapolis	General Sidewalks	<p>This project is for City sidewalk repairs. The ongoing repair program is based on a comprehensive, citywide sidewalk condition assessment. Sidewalks are inspected for cracking, faulting, and scaling. Based upon this assessment, a list of priorities for repair and reconstruction is developed each year, taking into the sidewalk's condition and the importance of its location to citywide pedestrian traffic.</p>	Bike/Ped/Greenway

## City of Annapolis Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
City of Annapolis	Landfill Gas Mitigation	<p>Landfill gas (LFG) monitoring at the closed Annapolis Landfill has been ongoing for several years. Monitoring has confirmed that LFG migration has occurred along the northwestern property line and has been observed on the adjoining private property at explosive levels. No residential structures are at risk at the present time. In December 2017, the City and the Maryland Department of the Environment (MDE) finalized a settlement agreement that requires the City to collect and combust LFG that originates on the closed landfill property. The City is obligated to comply with specific time requirements or face legal sanctions. The design must provide for conversion of the existing passive LFG flare system to an active one and the installation of gas interceptor wells extending approximately 1200 lineal feet along the northwestern property line. It is estimated that the annual operational and maintenance costs will be approximately \$30,000.</p>	Clean Technology
City of Annapolis	100% Electric Annapolis Mobility Plan	<p>The Annapolis Mobility Plan (AMP) includes an all-electric transit system in downtown Annapolis and Eastport. Electric trolleys will transport riders from parking locations in the downtown area and Eastport to the Spa Creek waterfront. From there, an electric ferry will transport riders between City Dock and Eastport. This project includes the acquisition of an electric ferry boat, small electric cart vehicles, electric circulator buses, and all required charging and docking infrastructure. The first phase of the project, funded in FY2022, included the acquisition of an electric ferry boat and a comprehensive planning study, to include passenger demand analysis, parking and traffic study, infrastructure evaluation including dockage and electrical charging requirements, and operations and maintenance evaluation for the system. The proposed FY2023 phase includes electric vehicle acquisition. The FY2024 phase will include detailed design and construction of infrastructure improvements required for the electric ferry, circulators and trolleys as identified by the comprehensive planning study.</p>	Clean Technology

## City of Annapolis Projects

<b>Implementing Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Primary Project Type</b>
City of Annapolis	Traffic Signal Rehabilitation	This project provides for the evaluation and prioritization of citywide traffic signal repairs to the existing signal heads, controllers, poles, and detection equipment with upgrades, including camera detection; actuated pedestrian signals (APS); and coordinated signal timing.	Congestion Management
City of Annapolis	Annapolis Transit Reduced Fare Program for Seniors, Disabled Persons and Students	Half-price one-way tickets, as well as day, weekly, and monthly passes are available for purchase by students, senior citizens, and the disabled, with proper identification.	Public Transit Improvement

## Harford County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Planned</b>			
Harford County	Trails & Linear Parks	This project proposes the acquisition, development, repair, and maintenance of hiker/biker trails, greenways, and linear parks. Trails may be constructed along existing roadways, in existing and proposed park sites and/or the Ma & Pa railroad track bed. These trails will be used for transportation, as well as, physical fitness facilities for walking, jogging, and bike riding. Environmental education programs will also be provided. Construction will occur as funds are available. Future projects are under consideration as funding allows. This project supports the goals and objectives of the 2018 Land Preservation, Parks and Recreation Plan and its Capital Improvement Program Recommendations. Prior Bonds reallocated from Emergency Operations Center capital project.	Bike/Ped/Greenway
<b>Ongoing</b>			
Harford County	Spesutia Road Reconstruction/ Upgrade	This project consists of improving Spesutia Road between US40 and MD159 to address safety and traffic volume increases due to the continuous and ongoing development in the Perryman peninsula area. Approximately 4,000 LF of closed section road is proposed to be built. Spesutia Road functions as a collector road between two State roads. The improvements are proposed to include capacity upgrades at the two State road intersections as well as road widening to accommodate a bicycle shoulder/lane and sidewalks where necessary. This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.	Bike/Ped/Greenway
Harford County	Efficiency Capital Investment Projects	This project will identify and implement projects that will increase efficiency in county operations and the community through reducing costs and improving the County's environmental footprint to make facilities and the community safe, secure and functional.	Clean Technology
Harford County	Fleet Replacement	Provide funds for the replacement of essential vehicles and equipment to enable using agencies to perform their critical jobs. We are behind in consistent rotation which has caused maintenance costs to rise, fuel inefficiency, and fleet availability to plummet. Units to be replaced are on average 10 years old with high mileage and have become unreliable	Clean Technology

## Harford County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Harford County	Intersection Improvements	<p>The purpose of this project is to improve the traffic capacity and safety at selected intersections throughout the County.</p> <p>Reduced levels of service on most roads is a direct result of limited capacity at the intersections. Therefore, widening or redesign of the intersection under this project can result in increased capacity and safety with decreased delay. Additionally, intersections with reduced sight distance may be corrected under this project.</p> <p>This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.</p>	Congestion Management
Harford County	Traffic Calming, Bicycle & Road Safety Improvements	<p>To reduce vehicular speeds in communities, this project will construct various "traffic calming" devices aimed at speed reduction, community beautification, and increased safety. The project will be directed at communities with fairly high traffic volumes, 85th percentile speeds greater than 10 MPH over the speed limit, small average lot sizes, and a high percentage of cut-through traffic. With recent interest in Complete Streets and road safety in general for all users; funds are also being provided for bicycle and automobile related safety improvements.</p>	Congestion Management
<b>Implemented</b>			
Harford County	Bel Air Area Transportation Study	<p>Project performing a traffic and safety analysis on MD 22, US 1 (Business) and MD 24 between MD 543 and Tollgate Road to the east/west and MacPhail Road to US 1 Bypass to the north/south. The study will include an existing conditions analysis, a no-build analysis, and a future conditions analysis based on several scenarios designated to address improved vehicular mobility and safety, improved transit, bicycle and pedestrian facilities along the corridors including the ability and benefits of providing dedicated bicycle lanes and sidewalks. The study will assess Complete Streets and include a roadway safety audit and an origin/destination report.</p>	Bike/Ped/Greenway

## Harford County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
Harford County	Site and Parking Lot Improvements (Harford Comm. College)	Replacement, installation, and/or repair of campus parking lots, roadways, and sidewalks.	Bike/Ped/Greenway
Harford County	Churchville Complex Development	This project proposes the further development of the Churchville Recreation Complex in accordance with the Master Plan. Improvements will include additional parking, athletic facilities and nature trails.	Bike/Ped/Greenway
Harford County	Emily Bayliss Graham Park	This park will focus on passive park development for a site in Emmorton. The park will include the natural trails, picnic pavilions and opportunities for the public to learn about the history of the site and surrounding community. The initial step was the preparation of a site master plan and review of the existing structures. Additional environmental studies will be done to determine the trail placement so as to minimize habitat disturbance. Preservation of this tract will provide critically needed public open space. Additional residential growth is anticipated in the area and will generate demand for parks.	Bike/Ped/Greenway
Harford County	Tollgate Road and Plumtree Road Roundabout	Construction of a roundabout at South Tollgate Rd and Plumtree Rd.	Congestion Management



## Howard County Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Planned</b>			
Howard County	Snowden River Parkway Widening Brokenland to Oakland Mills	A project to design and construct a widening of Snowden River Parkway (intermediate arterial) by adding a third lane and sidewalks from Broken Land Parkway to Oakland Mills Road.	Bike/Ped/Greenway
Howard County	Routine Sidewalk and Walkway Extensions	A project to design and construct routine sidewalk and walkway extensions about 1,000 feet in length.	Bike/Ped/Greenway
Howard County	Downtown Columbia Patuxent Branch Trail Extension - Phase I	Phase I of a project connecting Downtown Columbia at Lake Kittamaqundi and extending to the existing Patuxent Branch Trail. The complete project would provide a car-free connection to Downtown Columbia to Savage and will connect to the planned east-west Hospital to Blandair Park multi-use pathway.	Bike/Ped/Greenway
Howard County	Oakland Mills Road Improvements	A project to improve Oakland Mills Road from Guilford Road northward to Carters Lane. The improvements would include road widening, sidewalk, curb and gutter and bicycle compatibility. At present this section of road is two lanes with no sidewalks and poor drainage. A traffic signal will be installed at the Oakland Mills & Guilford Road intersection.	Bike/Ped/Greenway
Howard County	Clarksville - River Hill Streetscape Improvements	A project to plan, design and construct road and related improvements -- including streetscape, storm water management, pedestrian, bicycle, and public space enhancements -- in the Route 108 corridor.	Bike/Ped/Greenway
Howard County	North Laurel Road Sidewalk	Design and construction of a sidewalk along the southwest side of North Laurel Road from Linville Ave. to US1.	Bike/Ped/Greenway
Howard County	Mission Road Sidewalk	A project to install sidewalk along parts of Mission Road. Area 1 will install sidewalk from Pleasant Chase Road to the Ridgley's Run Community Center. Area 2 will address Mission Road from Guildford Road to Concord Drive.	Bike/Ped/Greenway
Howard County	Brighton Dam Road at Highland Road Roundabout	Project designing and constructing a roundabout at the intersection of Brighton Dam Road and Highland Road. The current intersection is a four-way stop.	Congestion Management
Howard County	Sanner Road Improvements	Project providing bicycle compatibility by widening the existing 10 feet lanes to 12 feet and filling in the missing shoulders along both sides of the road.	Bike/Ped/Greenway

## Howard County Projects

<b>Implementing Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Primary Project Type</b>
Howard County	FY 2021 Transit Center - Howard County	A project for the site selection, design and construction of a transit center.	Public Transit Improvement
Howard County	K5070-FY2024 Dobbin Road Shared Use Pathway	This project is to build a shared use pathway along the east side of Dobbin Road from Oakland Mills Road to Snowden River Parkway.	Bike/Ped/Greenway
Howard County	K5040-FY2005 GUILFORD RD PEDESTRIAN BIKE Improvements	A project for the design and construction of sidewalk on one or both sides of Guilford Road between Oakland Mills Road and US1.	Bike/Ped/Greenway
<b>Ongoing</b>			
Howard County	Signalization Program	Project designing and constructing various traffic signals when the MUTCD Warrants are met; also includes the modification and modernization of existing traffic signals.	ITS
Howard County	Intersection Improvement Program	Project for the study, design and construction of geometric and pedestrian modifications to improve the safety or increase capacity at various intersections.	Bike/Ped/Greenway
Howard County	School Crosswalk Improvements	This project is for the installation or modification of crosswalks, raised crosswalks, chokers, sidewalks, raised shoulders, signs and/or other roadway retrofits to provide for an enhanced walking route for school children.	Bike/Ped/Greenway
Howard County	FY 2009 Pathway and Trail Rehab and Expansion	Rehabilitate and expand the existing Pathway System which currently extends from Savage Park through Columbia to Dorsey's Search.	Bike/Ped/Greenway
Howard County	FY2014 Bicycle Plan Projects	A project for the implementation of the comprehensive Howard County Bicycle Master Plan.	Bike/Ped/Greenway
Howard County	FY 2009 State Roads Sidewalk Retrofit Program	Design and construct improved pedestrian access along State roads.	Bike/Ped/Greenway

## Howard County Projects

<b>Implementing Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Primary Project Type</b>
Howard County	FY 2007 Pedestrian Plan Projects	Ongoing evaluation, design and construction of pedestrian improvements listed in the Howard County Pedestrian Master Plan. The candidate project list is updated annually by the Dept. of Planning and Zoning in coordination with the Dept. of Public Works.	Bike/Ped/Greenway
Howard County	Sidewalk Repair Program	This project is for the repair of deteriorated sidewalks and driveway aprons that are in public rights-of-way.	Bike/Ped/Greenway
Howard County	FY 2014 Bus Stop Improvements	A project to implement a series of systemic improvements to the Regional Transportation Agency (RTA) bus stops, as well as bus stops associated with the proposed extension of the Montgomery County FLASH service north to Howard County. These investments will help facilitate connections between the RTA and more regionally focused service to adjacent counties. These improvements may include the installation and refurbishment of bus shelters, concrete pads, bus stop signs, connecting sidewalks, curb cuts (consistent with ADA requirements), crosswalks, route map holders, trashcans and other improvements. The Office of Transportation, in conjunction with the Departments of Planning and Zoning and Public Works, will determine the location and extent of these improvements.	Public Transit Improvement
Howard County	Roadside Improvement Program	This project is to repair, replace, or install sidewalks and ramps for handicapped areas, curbs, trees, and guardrails to comply with applicable Federal, State and County codes.	Bike/Ped/Greenway
Howard County	School Route Pathways or Sidewalks	Design and construction of sidewalks/pathways to provide a safe walking route for school children.	Bike/Ped/Greenway
Howard County	Residential Traffic Calming	Project to construct geometric roadway changes to reduce traffic speeding in residential areas.	Congestion Management
<b>Implemented</b>			
Howard County	Southeast Infrastructure Improvements	A project to plan, design and construct a series of infrastructure improvements targeted within the southeast area of the US1 corridor. Projects will advance community, economic and environmental sustainability goals. Infrastructure includes storm water management, sidewalk and biking facilities, transit and community open space.	Bike/Ped/Greenway

## Howard County Projects

<b>Implementing Agency</b>	<b>Project Name</b>	<b>Project Description</b>	<b>Primary Project Type</b>
Howard County	Hunt Club Sidewalk	Construction of approximately 4,000 LF of sidewalk along Hunt Club Rd. from US 1 to Bauman Dr.	Bike/Ped/Greenway
Howard County	St. John's Lane Sidewalk	Project to construct sidewalk and pathway improvements along St. Johns Lane to link Mt. Hebron High School to US 40.	Bike/Ped/Greenway
Howard County	Tower Drive Drainage and Sidewalks	A project to design and construct improved drainage and sidewalks along Tower Drive.	Bike/Ped/Greenway
Howard County	Howard County Bikeshare Program	This project is to launch the Howard County's Bikeshare Program. Phase I of this project is to add 7 stations in Columbia. Phase II of this project will be adding stations in Ellicott City.	Bike/Ped/Greenway
Howard County	Port Capital Sidewalks	A project for the construction of approximately 1,200 LF of sidewalk along Port Capital Drive from US1 to New Colony Boulevard.	Bike/Ped/Greenway
Howard County	Doncaster Drive Sidewalk	A project to construct approximately 1200 LF of sidewalk along Doncaster Drive from Roundhill Road to Hale Haven Road.	Bike/Ped/Greenway
Howard County	FY 2017 Savage Area Complete Streets	The project includes complete street improvements in Savage, Maryland to enhance multimodal travel for pedestrians, bicyclists, transit, and automobiles.	Bike/Ped/Greenway
Howard County	Community Renewal / Enhancements	A project to design and implement a series of pedestrian improvements, streetscape enhancements and repair or enhancement of public green spaces.	Bike/Ped/Greenway
Howard County	Howard County Hybrid Buses	This includes 11 hybrid-electric replacement buses for the Howard Transit fleet. (Three included in another entry.)	Clean Technology
Howard County	Howard County Electric Bus	Zero emission electrified bus transportation is coming to Howard County with the advent of fully electric buses powered by wireless charging technology.	Clean Technology
Howard County	Transit Operation Repair Facility	A project for site selection, acquisition, design and construction of a multi-jurisdictional transit facility.	Public Transit Improvement

## MDOT Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
<b>Ongoing</b>			
MDOT	Battery Electric Bus Procurement	Procurement of 70 buses as a PILOT program in 2025.	Clean Technology
MDOT	Battery Electric Bus Charging Infrastructure	Provides battery electric bus charging infrastructure for fleet to transition to zero emission buses.	Clean Technology
MDOT	LOTS State of MD Guaranteed Ride Home - Baltimore Area	The Guaranteed Ride Home program we introduced in 2010 to eliminate the barrier to using alternate modes of transportation and commuters' fears of being stranded without transportation in the case of an emergency. Guaranteed Ride Home program for the Baltimore Region and St. Mary's County provides free return transportation by taxi, rental car, and public transit, in the event of an unexpected personal emergency or unscheduled overtime for individuals who commute to work by alternative modes of transportation at least two times per week.	Public Transit Improvement
MDOT	LOTS State of MD Ridesharing Funds D&E	Ridesharing Program promotes the alternative to single occupancy vehicle usage including mass transit, carpools, and vanpools. Operating assistance under this grant consists of 100% Federal funds. Funding will be provided to the following locally operated transit systems: Anne Arundel County, Carroll County (service provided by the Baltimore Metropolitan Council), Frederick County, Harford County, Howard County, Montgomery County, Calvert County, Prince George's County, and the Tri-County Council for Southern Maryland.	Rideshare Program
<b>Implemented</b>			
MDOT	Bike Racks on Weekday MARC Train	Bike racks will be added to the MARC train during weekday service. The MARC cars with the bike racks will be marked on the outside. Two bicycles would be able to be accommodated on these indicated MARC cars.	Bike/Ped/Greenway
MDOT	MTA Hybrid Buses - FY 2013	57 new hybrid buses were put into service in the MTA fleet in FY 2013.	Clean Technology
MDOT	MTA Hybrid Buses - FY 2014	50 new hybrid buses were put into service in the MTA fleet in FY 2014.	Clean Technology
MDOT	MTA Hybrid Buses - FY 2015	41 hybrid buses were put into service in the MTA fleet in FY 2015.	Clean Technology

## MDOT Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
MDOT	Dray Truck Replacement Program - 2016	This program provides an incentive for drayage truck owners to replace their existing truck with a newer, lower polluting truck that meets more recent engine emission standards. An EPA grant of \$870,000 was awarded to Maryland Environmental Service (MES) on behalf of MPA for up to \$30,000 per truck. 2006 model year and older trucks will be replaced with dray trucks having 2010 or newer EPA certified engines.	Clean Technology
MDOT	Dray Truck Replacement Program - 2017	This program provides an incentive for drayage truck owners to replace their existing truck with a newer, lower polluting truck that meets more recent engine emission standards. An EPA grant was awarded to Maryland Environmental Service (MES) on behalf of MPA for up to \$30,000 per truck. Older trucks will be replaced with dray trucks having 2010 or newer EPA certified engines.	Clean Technology
MDOT	MTA Buses - FY 16/17	172 clean diesel buses were purchased in FY 16/17.	Clean Technology
MDOT	MTA - FFY 19 Bus Replacements	For the procurement of 42 additional Clean Diesel buses as part of a 2-year procurement, for core bus service, replacing 2005 and 2003 models.	Clean Technology
MDOT	MARC Halethorpe Station Improvements	Phase I of the project provided an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, lighting, landscaping and improved ADA access.	Commute Alternatives Incentive
MDOT	Telework Partnership with Employers/ Telework Baltimore	Baltimore region program to market the development of teleworking programs to employers.	Commute Alternatives Incentive
MDOT	Signal Systemization - MD 151	Wise Avenue to Trappe Road	ITS
MDOT	Bus Replacement	For the procurement of 31 of the total 172 Clean Diesel Buses for core bus service. Replaces buses in MDOT MTA's existing fleet. Procured vehicles will be clean, diesel buses equipped with air-conditioning, electronic destination signs, automatic vehicle locators, and wheelchair lifts. Delivery and inspection costs are included. For the procurement of 42 of the total 172 Clean Diesel Buses for core bus service.	Public Transit Improvement

## MDOT Projects

Implementing Agency	Project Name	Project Description	Primary Project Type
MDOT	MD32 at Broken Land Pkwy West Lot (Park and Ride Lot Expansion)	Resulting improvements include the addition of 47 new spaces for users. Park and ride will have 319 spaces total after improvements.	Public Transit Improvement
MDOT	MD794 Wayson's Corner Park and Ride Improvements (CO)	Resulting improvements include new transit amenities including a bus shelter and pull out area that will provide better access to transit service and increase utilization of the pnr lot.	Public Transit Improvement
MDOT	Mobility Bus Replacement	Replaces buses in MDOT MTA's complementary paratransit (shared-ride) program MobilityLink. Procured vehicles will be clean, gas buses equipped with air-conditioning, automatic vehicle locators, and wheelchair lifts. Delivery and inspection costs are included. 100 vehicles will be replaced in total- 75 new large cutaway vans and 25 small vans.	Public Transit Improvement

# Appendix J: MDOT Updated Revenue Projections – August 2022

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Financially Constrained Long Range Plan

Year 2022 to 2050 Update

For The

Baltimore Metropolitan Area

Prepared by

Maryland Department of Transportation

August 2022

## DOCUMENTATION OF ASSUMPTIONS

**Date:** August 2022

**Subject:** Methodology and Assumptions used to derive the  
2022 – 2050 Constrained Long-range Plan (CLRP)

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

- FY 1981 to FY 2021 figures are actual expenditures from historical records. FY 2022 to FY 2027 are from the FY 2022-2027 Transportation Trust Fund (TTF) Financial Plan and the Final FY 2022-2027 Consolidated Transportation Plan (CTP).
- The federal funds received directly by the Washington Metropolitan Area Transit Authority (WMATA) are **not** included in this exercise.
- FY 2028 to FY 2050 projections of state funds use a historical annual average growth rate of 5.0%. Federal fund projections for the same period are based on an average growth rate of 3.0% for highway and 2.33% for transit program funds.

### Operating Expenditures:

- FY 1981 to FY 2021 figures are actual expenditures from historical records. Expenditures for FY 2022 to FY 2027 are the operating budget projections contained in the FY 2022-2027 TTF Financial Plan. For the 2020 and prior CLRP updates, operating budget projections were taken from the financial plan published in January that supports the Final CTP. For the current 2022 CLRP update, operating budget projections were again based on the financial plan published in January that supports the Final CTP, with updates for actions taken during the legislative session.
- FY 2028 to FY 2050 projections are derived by inflating the previous year with an estimate for the percentage change in the Consumer Price Index for All Urban Consumers (CPI-U) plus 2%. CPI-U is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms. To account for the additional operating costs associated with new capital expansions, 2% is added to the forecasted rate.
- For the Purple Line Light Rail Transit project, the operating and maintenance portion of availability payments from the April 2022 project forecast were included as part of the operating budget projections.

### Capital - System Preservation:

- Department records were used to determine the split between system preservation and expansion for FY 1981 to FY 2021. Amounts for FY 2022 to FY 2027 are from the Final FY 2022-2027 CTP.
- For the period FY 2028 – FY 2050, an annual growth rate of 2.5% is assumed for systems preservation projects, not to exceed 70% of the total program.
- For the period FY 2028 to FY 2050, it is assumed that the State’s General Fund will fund Maryland’s share of the new dedicated capital funding for WMATA (\$167 million annually).

### Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and system 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 (State Highway Administration (SHA)) and transit (Maryland Transit Administration (MTA) and WMATA) costs. Non-surface included expenses for the Maryland Port Administration, Maryland Aviation Administration, Motor Vehicle Administration and the Secretary’s Office.
- 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 location specific SHA and MTA project expenditures in the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard County projects); one-half of the areawide MTA projects that service the DC/Baltimore Region and approximately 35% (historical average) of SHA area-wide project expenditures.
- 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
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	352	167	519	246	765
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	260	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	760	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	497	1,606
1996	784	391	1,175	465	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	762	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,396	724	2,120	701	2,821
2008	1,488	766	2,254	680	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	957	2,540	275	2,815
2011	1,548	908	2,456	325	2,781
2012	1,572	1,096	2,668	366	3,034
2013	1,638	1,154	2,792	416	3,208
2014	1,843	1,324	3,167	477	3,644
2015	1,859	1,438	3,297	603	3,900
2016	1,917	1,389	3,306	806	4,112
2017	1,948	1,217	3,165	1,341	4,506
2018	2,048	1,147	3,195	1,264	4,459
2019	2,128	1,117	3,245	1,196	4,441
2020	2,173	1,593	3,766	1,200	4,966
2021	2,179	1,389	3,568	985	4,553
2022	2,208	1,931	4,139	1,147	5,286
2023	2,396	2,045	4,441	631	5,072
2024	2,418	1,907	4,325	515	4,840
2025	2,469	1,775	4,244	447	4,691
2026	2,518	1,816	4,334	455	4,789
2027	2,609	1,887	4,496	465	4,962
2028	2,734	1,637	4,371	701	5,072
2029	2,849	1,715	4,564	735	5,299
2030	2,968	1,799	4,767	771	5,538
2031	3,091	1,890	4,981	810	5,791
2032	3,217	1,985	5,202	851	6,053
2033	3,350	2,084	5,434	893	6,327
2034	3,488	2,188	5,676	938	6,614
2035	3,633	2,297	5,930	985	6,915
2036	3,787	2,357	6,144	1,087	7,231
2037	3,946	2,416	6,362	1,200	7,562
2038	4,112	2,476	6,588	1,320	7,908
2039	4,286	2,538	6,824	1,446	8,270
2040	4,467	2,601	7,068	1,581	8,649
2041	4,656	2,666	7,322	1,725	9,047
2042	4,853	2,733	7,586	1,877	9,463
2043	5,060	2,801	7,861	2,039	9,900
2044	5,275	2,871	8,146	2,212	10,358
2045	5,500	2,943	8,443	2,392	10,835
2046	5,735	3,017	8,752	2,585	11,337
2047	5,981	3,092	9,073	2,789	11,862
2048	6,238	3,169	9,407	3,006	12,413
2049	6,504	3,249	9,753	3,237	12,990
2050	6,783	3,330	10,113	3,483	13,596

# BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement:	
1981 - 2021	84.9%

Baltimore Enhancement % of Surface Enhancement:	
1981 - 2021	36.1%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Total Balto. Expansion Funds
2020	1,200					161
2021	985					121
2022	1,147					152
2023	631					215
2024	515					199
2025	447					146
2026	455					244
2027	465					103
2028	701	595	24	619	224	224
2029	735	624	24	648	234	234
2030	771	655	24	679	245	245
2031	810	688	25	713	257	257
2032	851	722	25	747	270	270
2033	893	758	25	783	283	283
2034	938	796	25	821	297	297
2035	985	836	25	861	311	311
2036	1,087	923	25	948	342	342
2037	1,200	1,019	25	1,044	377	377
2038	1,320	1,121	25	1,146	414	414
2039	1,446	1,228	25	1,253	452	452
2040	1,581	1,342	25	1,367	494	494
2041	1,725	1,464	25	1,489	538	538
2042	1,877	1,593	25	1,618	585	585
2043	2,039	1,731	25	1,756	634	634
2044	2,212	1,878	25	1,903	687	687
2045	2,392	2,031	25	2,056	742	742
2046	2,585	2,194	25	2,219	802	802
2047	2,789	2,368	25	2,393	864	864
2048	3,006	2,552	25	2,577	931	931
2049	3,237	2,748	25	2,773	1,002	1,002
2050	3,483	2,957	25	2,982	1,077	1,077
<b>Total '28-'50</b>	38,663	32,821	572	33,393	12,062	12,062
<b>Total '20-'50</b>	44,509					13,403