

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #23-10

AMENDMENTS TO THE 2023 – 2026 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2023-2026 Transportation Improvement Program for the Baltimore region at its August 23, 2022 meeting, with federal approval on September 7, 2022; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, MDOT State Highway Administration (MDOT SHA) has requested approval of eight amendments as follows (also see Attachment 1) to the 2023-2026 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP that will provide a combination of geometric improvements and information technology along I-70, US 29, and US 40; and

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP that will provide a combination of geometric improvements and information technology on I-97, including extending the left turn lane from eastbound US 50 to northbound I-97; and

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP that reintroduces the I-795 Dolfield Boulevard interchange project back into the TIP. This project appeared in previous TIPs but has been on hold. The project will construct a new interchange at I-795 and Dolfield Boulevard; and

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP for the MD 32: 2nd Street to Main Street project which will improve intersection geometry, extend turn lanes and modify access to MD 32; and

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP for the MD 97: MD 140 to MD 496 Corridor Study. The corridor study will identify multi-modal transportation needs and develop conceptual safety and capacity improvements for future funding.

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP to extend the existing noise barriers along MD 22: MD 462 to Mount Royal Avenue. This project is intended to mitigate noise impacts associated with previous BRAC improvement projects.

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP for the US 29: Johns Hopkins Road to MD 32 Bicycle-Pedestrian Route. This feasibility study will collect data to recommend a preferred east to west alignment between the Rivers Edge Community, Clarksville Hunt Community and the Johns Hopkins Library Services Center.

WHEREAS, MDOT SHA is requesting to add a new project to the 2023-2026 TIP for MD 18B: Castle Marina Drive to the Kent Narrows. This corridor study will identify multi-modal transportation needs and develop conceptual improvements for future funding.

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and reaffirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the FAST Act are met; and

WHEREAS, the Interagency Consultation Group has determined that these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendments were presented to the Technical Committee on December 6, 2022.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2023-2026 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on December 20, 2022.

12-20-22
Date



Sam Snead, Chair
Baltimore Regional Transportation Board

Resolution #23-10 Attachment

Summary of MDOT SHA FY 2023-2026 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
TSMO System 1 60-2301-41	This amendment adds a new project to the 2023-2026 TIP. This project will add \$234,000 in planning funds in 2023 and \$2,000,000 in design funds in FY 2023-2024 which will take the project to the 30% design milestone. The total estimated cost is \$76.7 million.	This project is a combination of information technology and geometric improvements within TSMO System 1 including I-70, US 29, and US 40. Funding for this project will take design to the 30% milestone. Conformity Status: Exempt	Amendment Resolution #23-10
I-97: US 50 to MD 32 TSMO 61-2305-41	This amendment adds a new project to the 2023-2026 TIP. This project will add \$3.9 million in design funds in FY 2023-2024 which will take the project to the 30% design milestone. The total estimated cost is \$49.4 million.	This project is a combination of information technology and geometric improvements along the corridor. The project also includes extending the left entrance ramp from eastbound US 50 to northbound I-97 by 2,600 feet to address heavy merge movements. Funding for this project will take design to the 30% milestone. Conformity Status: Exempt	Amendment Resolution #23-10
I-795: Dolfield Boulevard Interchange 63-0802-46	This amendment adds a new project to the 2023-2026 TIP. The project was previously shown in the 2020-2023 TIP but has since been on hold. This project will add \$5.0 million in design funds in FY 2023-2024 which will take the project to the 30% design milestone. The total estimated cost is \$149.0 million.	Construct an interchange at Dolfield Boulevard including widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. TSMO strategies, including part-time shoulder use, will be utilized. Funding for this project will take design to the 30% milestone. Conformity Status: Exempt	Amendment Resolution #23-10
MD 32: 2 nd Street to Main Street 64-2301-12	This amendment adds a new project to the 2023-2026 TIP. This project will add \$900,000 in design funds in FY 2023-2025. The project is anticipated to be complete in FY 2026. The total estimated cost is \$7.3 million.	This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street. Conformity Status: Exempt	Amendment Resolution #23-10

MD 97: MD 140 to MD 496 Corridor Study 64-2302-41	This amendment adds a new project to the 2023-2026 TIP. This project will add \$500,000 in planning funds in FY 2023. This study will identify multi-modal transportation needs and develop conceptual safety and capacity improvements.	Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496. Conformity Status: Exempt	Amendment Resolution #23-10
MD 22: MD 462 to Mount Royal Avenue: Noise Abatement 65-2301-31	This amendment adds a new project to the 2023-2026 TIP. This project will add \$1.59 million in design funds in FY 2023. This project will extend the existing noise barriers along both sides of MD 22 to mitigate noise impacts associated with BRAC improvement projects. The total estimated cost is \$5.686 million.	This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. Conformity Status: Exempt	Amendment Resolution #23-10
US 29: Johns Hopkins Road to MD 32: Bicycle-Pedestrian Route 66-2301-25	This amendment adds a new project to the 2023-2026 TIP. This project will add \$500,000 in design funds to FY 2023. This study will collect data to recommend a preferred east to west alignment between the Rivers Edge Community, Clarksville Hunt Community and the Johns Hopkins Library. Design is expected to be complete in spring of 2023.	A feasibility study to collect sufficient data to recommend a preferred east to west trail alignment between the Rivers Edge Community, Clarksville Hunt Community, and the Johns Hopkins Library Services Center. This project is related to the US 29, Phase 2 project (H03173) Conformity Status: Exempt	Amendment Resolution #23-10
MD 18B: Castle Marina Drive to the Kent Narrows: Corridor Study 67-2301-41	This amendment adds a new project to the 2023-2026 TIP. This project will add \$500,000 in planning funds in FY 2023. This project will study the multi-modal transportation needs and develop conceptual improvements for future construction funding.	Planning study to identify multi-modal transportation needs and develop conceptual capacity and multi-modal improvements on MD 18B (Main Street) from Castle Marina Drive to the Kent Narrows. Conformity Status: Exempt	Amendment Resolution #23-10

TSMO System 1

TIP ID	60-2301-41	Year of Operation	2029
Agency	SHA - Regional	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Varies
Conformity Status	Exempt	Physical Data	I-70: 11.7 miles, US 40: 10.5 miles, US 29: 3.5 miles
CIP or CTP ID(s)	AZ2321	Est. Total Cost	\$76,688,000

Description:

This project is a combination of information technology and geometric improvements within TSMO System 1 including I-70 from I-695 to MD 32, US 29 from I-695 to I-70, and US 40 from MD 99 to MD 100. Funding for this project will take design to the 30% milestone.

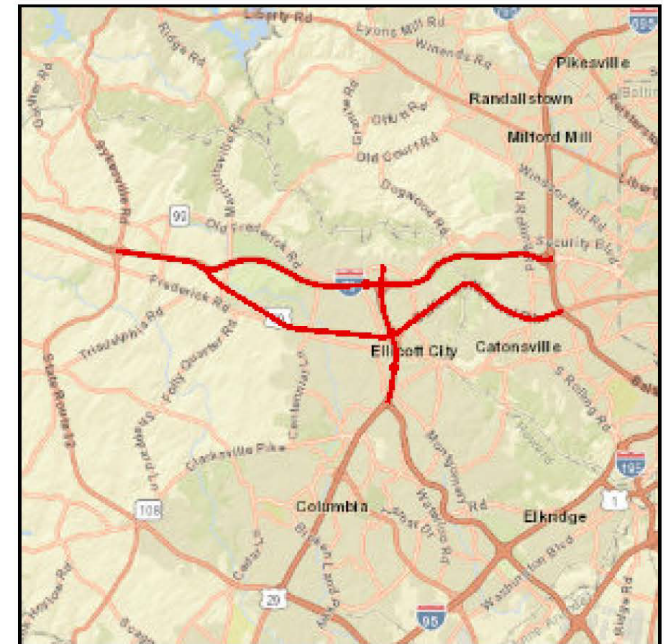
Justification:

This project will improve safety and operations along I-70, US 29, and US 40.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. This project will include \$234,000 in state funds for project planning in FY 2023. Additionally, \$1.501 million in NHPP funds (\$1.388 federal/\$113,000 matching) and \$499,000 in STBG funds (\$462,000 federal/\$37,000 matching) are included in FY 2023 and FY 2024 for engineering. The project is only funded up to 30% design completion and will provide a combination of IT and geometric improvements along portions of I-70, US 29 and US 40 in Howard and Baltimore Counties. The total estimated cost of the project is \$76.688 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4. Increase Mobility
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





SHA - Regional

2023 - 2026 Transportation Improvement Program

Highway Capacity
National Highway System

TSMO System 1

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$480	\$45	\$908	\$68	\$0	\$0	\$0	\$0	\$1,501
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$480	\$45	\$908	\$68	\$0	\$0	\$0	\$0	\$1,501

Surface Transportation Block Grant Program -NEW

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$15	\$302	\$22	\$0	\$0	\$0	\$0	\$499
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$160	\$15	\$302	\$22	\$0	\$0	\$0	\$0	\$499



SHA - Regional

2023 - 2026 Transportation Improvement Program

Highway Capacity
National Highway System

TSMO System 1

(Funding in Thousands)

Other **-NEW**

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$234	\$0	\$0	\$0	\$0	\$0	\$0	\$234
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$234	\$0	\$0	\$0	\$0	\$0	\$0	\$234
Total	\$640	\$294	\$1,210	\$90	\$0	\$0	\$0	\$0	\$2,234

I-97: US 50 to MD 32 TSMO

TIP ID	61-2305-41	Year of Operation	2027
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	7 miles, TSMO improvements TBD
CIP or CTP ID(s)	AA9451	Est. Total Cost	\$49,488,000

Description:

This project is a combination of information technology and geometric improvements along the corridor. The project also includes extending the left entrance ramp from eastbound US 50 to northbound I-97 by 2,600 feet to address heavy merge movements. Funding for this project will take design to the 30% milestone.

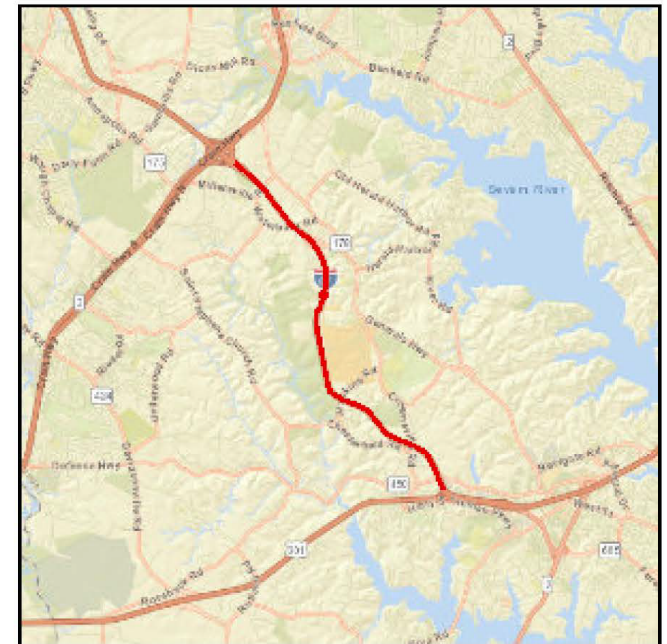
Justification:

This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. This project will include \$3.9 million in NHPP funds (\$3.51 million federal/\$390,000 matching) in FY 2023 and FY 2024 for engineering. The project is only funded up to 30% design completion and will provide a combination of IT and geometric improvements including extension of the left entrance ramp from EB US 50 to NB I-97. The total estimated cost of the project is \$49.448 million.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility





I-97: US 50 to MD 32 TSMO

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,710	\$190	\$1,800	\$200	\$0	\$0	\$0	\$0	\$3,900
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,710	\$190	\$1,800	\$200	\$0	\$0	\$0	\$0	\$3,900
Total	\$1,710	\$190	\$1,800	\$200	\$0	\$0	\$0	\$0	\$3,900

I-795: Dolfield Boulevard Interchange

TIP ID	63-0803-46	Year of Operation	2031
Agency	SHA - Baltimore County	Project Type	New interchange
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	Full Interchange
CIP or CTP ID(s)	BA4511	Est. Total Cost	\$148,907,000

Description:

Construct an interchange at Dolfield Boulevard including widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. TSMO strategies, including part-time shoulder use, will be utilized. Funding for this project will take design to the 30% milestone.

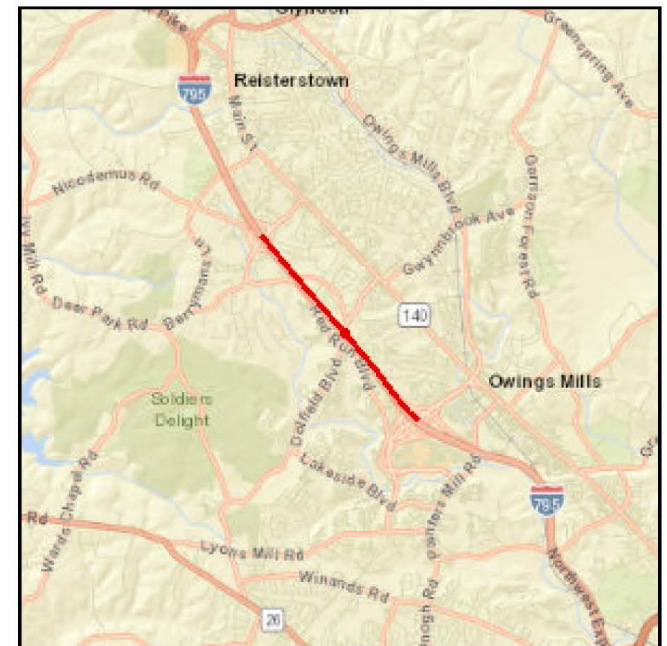
Justification:

This project will provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. This project was in previous TIPs but has been on hold. \$5.0 million (\$2.918 million federal/\$2.082 million matching) in NHPP funds is being added in FY 2023 and FY 2024 for engineering. This project will add a full interchange at I-795 and Dolfield Blvd and widen I-795 from 4 to 6 lanes from Owings Mills Blvd. to Franklin Blvd. The total estimated cost of the project is \$148.907 million.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility





SHA - Baltimore County

2023 - 2026 Transportation Improvement Program

Highway Capacity
National Highway System

I-795: Dolfield Boulevard Interchange

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$218	\$1,782	\$2,700	\$300	\$0	\$0	\$0	\$0	\$5,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$218	\$1,782	\$2,700	\$300	\$0	\$0	\$0	\$0	\$5,000
Total	\$218	\$1,782	\$2,700	\$300	\$0	\$0	\$0	\$0	\$5,000

MD 32: 2nd Street to Main Street

TIP ID	64-2301-12	Year of Operation	2026
Agency	SHA - Carroll County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	Lanes vary, 0.5 miles
CIP or CTP ID(s)	CL5031	Est. Total Cost	\$7,322,000

Description:

This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street.

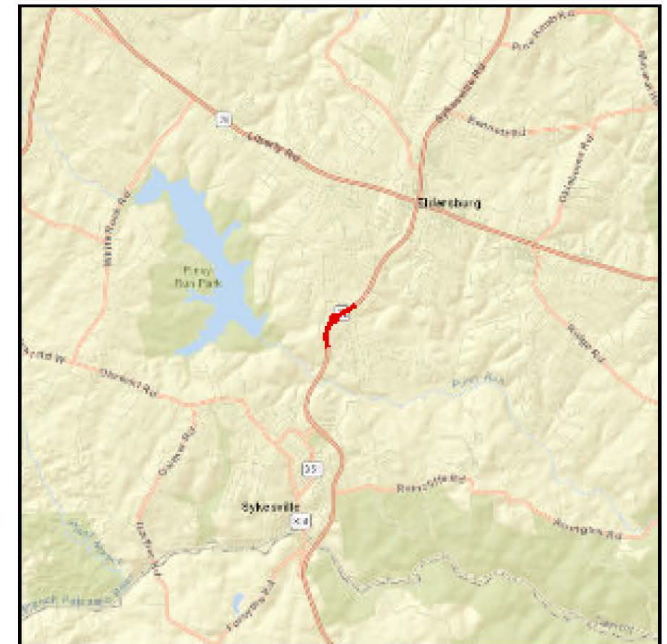
Justification:

This project will improve operations and safety along MD 32 from 2nd Street to Main Street.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. \$900,000 (\$810,000 federal/\$90,000 matching) in NHPP funds are being added in FY 2023 through FY 2025 for engineering. This project will provide safety improvements by upgrading intersection geometry, extending turn lanes, and modifying access along MD 32. The total estimated cost of the project is \$7.322 million.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
4. Increase Mobility





MD 32: 2nd Street to Main Street

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$450	\$50	\$270	\$30	\$90	\$10	\$0	\$0	\$900
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$450	\$50	\$270	\$30	\$90	\$10	\$0	\$0	\$900
Total	\$450	\$50	\$270	\$30	\$90	\$10	\$0	\$0	\$900

MD 97: MD 140 to MD 496 Corridor Study

TIP ID	64-2302-41	Year of Operation	TBD
Agency	SHA - Carroll County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2.4 miles
CIP or CTP ID(s)	CL3771	Est. Total Cost	\$500,000

Description:

Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496.

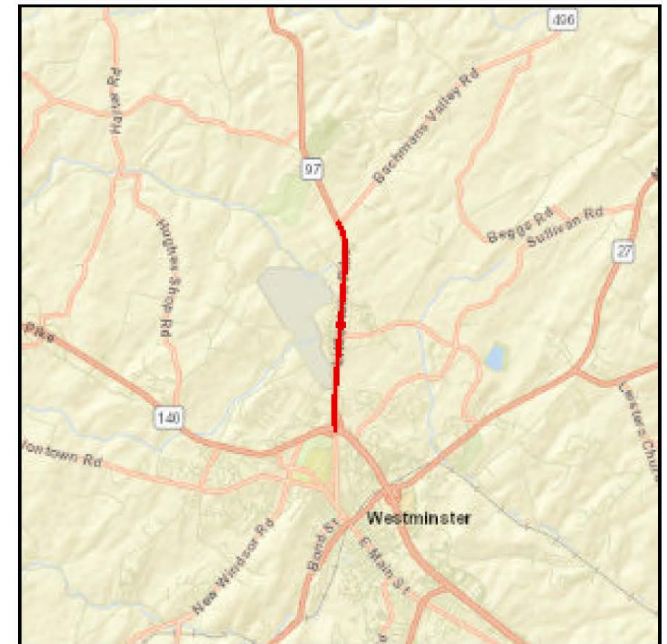
Justification:

This roadway provides direct access to the Carroll County Regional Airport, industrial parks, and growing economic development opportunities within the corridor.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. \$500,000 (\$400,000 federal/\$100,000 matching) in STBG funds are being added in FY 2023 for project planning. This project will identify multi-modal transportation needs, including safety and capacity improvements. The total estimated cost of the project will be determined upon completion of the study.

Connection to Long-Range Transportation Planning Goals:

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





MD 97: MD 140 to MD 496 Corridor Study

(Funding in Thousands)

Surface Transportation Block Grant Program

-NEW

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Total	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500

MD 22: MD 462 to Mount Royal Avenue Noise Abatement

TIP ID	65-2301-31	Year of Operation	2026
Agency	SHA - Harford County	Project Type	Noise barriers
Project Category	Environmental/Safety	Functional Class	Other Freeway & Expressways
Conformity Status	Exempt	Physical Data	0.4 Miles
CIP or CTP ID(s)	HA3488	Est. Total Cost	\$5,686,000

Description:

This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue.

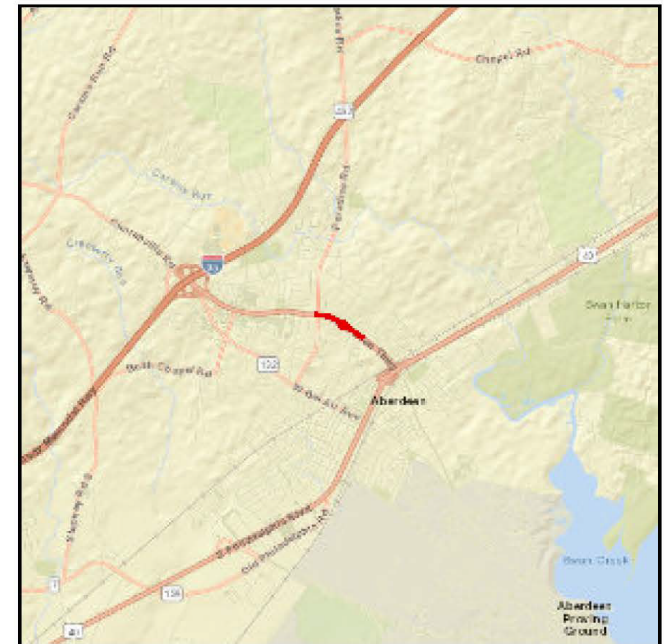
Justification:

This Type 1A noise abatement project is needed to mitigate the impacts associated with the BRAC improvement projects.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. \$1.59 million (\$1.272 million federal/\$318,000 matching) in NHPP funds are being added in FY 2023 for engineering. This project will extend the existing noise barriers on both sides of MD 22 to mitigate impacts resulting from BRAC improvements. The total estimated cost of the project is \$5.686 million.

Connection to Long-Range Transportation Planning Goals:

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





MD 22: MD 462 to Mount Royal Avenue Noise Abatement

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,272	\$318	\$0	\$0	\$0	\$0	\$0	\$0	\$1,590
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,272	\$318	\$0	\$0	\$0	\$0	\$0	\$0	\$1,590
Total	\$1,272	\$318	\$0	\$0	\$0	\$0	\$0	\$0	\$1,590

US 29: Johns Hopkins Road to MD 32 Bicycle-Pedestrian Route

TIP ID	66-2301-25	Year of Operation	TBD
Agency	SHA - Howard County	Project Type	Bicycle/pedestrian facility
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	TBD
CIP or CTP ID(s)	HO3174	Est. Total Cost	\$500,000

Description:

A feasibility study to collect sufficient data to recommend a preferred east to west trail alignment between the Rivers Edge Community, Clarksville Hunt Community, and the Johns Hopkins Library Services Center. This project is related to the US 29, Phase 2 project (HO3173)

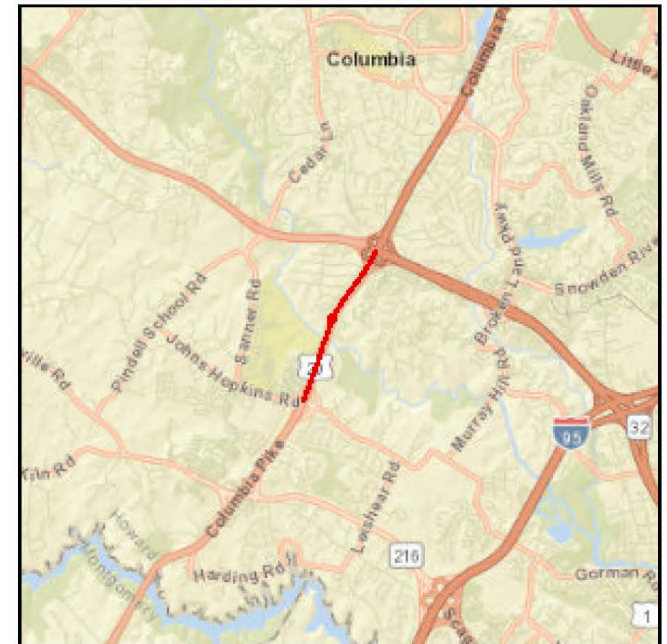
Justification:

Provides safe bicycle and pedestrian connectivity for the Rivers Edge community and surrounding areas.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. \$0.5 million of state/matching NHPP funds are being added in FY 2023 for engineering. This study will collect data in order to recommend a preferred east/west alternative trail alignment between the Rivers Edge community, Clarksville Hunt community and the Johns Hopkins Library Services Center. The total estimated cost of the study is \$0.5 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.





US 29: Johns Hopkins Road to MD 32 Bicycle-Pedestrian Route

(Funding in Thousands)

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

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Total	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500

MD 18B: Castle Marina Road to the Kent Narrows Corridor Study

TIP ID	67-2301-41	Year of Operation	TBD
Agency	SHA - Queen Anne's County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2.5 Miles
CIP or CTP ID(s)	QA3061	Est. Total Cost	\$500,000

Description:

Planning study to identify multi-modal transportation needs and develop conceptual capacity and multi-modal improvements on MD 18B (Main Street) from Castle Marina Road to the Kent Narrows.

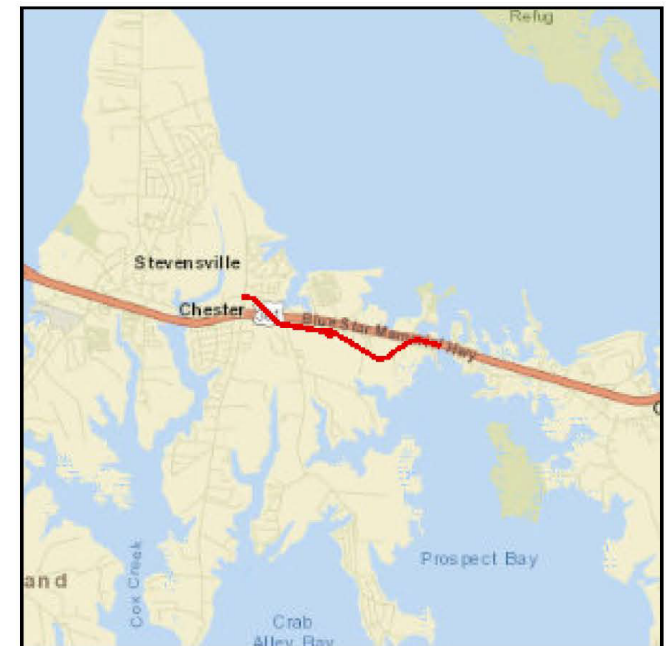
Justification:

The roadway serves as an ad hoc route for regional traffic bypassing queues on US 50, resulting in increased demand on the local road network.

Amendment: This amendment adds a new project to the FY 2023-2026 TIP. \$0.5 million (\$0.4 million federal/\$0.1 million matching) in STBG funds are being added in FY 2023 for project planning. This project will identify multi-modal transportation needs and develop conceptual improvements for future funding. The total estimated cost of the project is \$0.5 million.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility





MD 18B: Castle Marina Road to the Kent Narrows Corridor Study

(Funding in Thousands)

Surface Transportation Block Grant Program -NEW

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Total	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500