



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
James F. Ports, Jr.
Secretary

January 13, 2023

Mr. Gregory Murrill
Division Administrator
Attn: Mr. Azmat Hussain
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Anthony Jreije
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP), adding eight new projects to the Baltimore Regional Transportation Planning Board (BRTB) FY 2023-2026 Transportation Improvement Program (TIP) on behalf of the MDOT State Highway Administration (MDOT SHA). The BRTB approved these amendments on December 20, 2022. The MDOT has designated Control #22-53 for these amendments to the STIP. The approval and supporting documentation are attached.

Mr. Gregory Murrill
 Ms. Terry Garcia Crews
 Page Two

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
TSMO System 1	60-2301-41	60-2301-41	NHPP STBG	\$1,388 \$462
I-97: US 50 to MD 32 TSMO	61-2305-41	61-2305-41	NHPP	\$3,510
I-795: Dolfield Boulevard Interchange	63-0803-46	63-0803-46	NHPP	\$2,918
MD 32 (Sykesville Road): 2nd Street to Main Street	64-2301-12	64-2301-12	NHPP	\$810
MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	64-2302-41	STBG	\$400
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	65-2301-31	NHPP	\$1,272
US 29: John Hopkins Road to MD 32 Bicycle-Pedestrian Route	66-2301-25	66-2301-25	N/A	\$0
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	67-2301-41	STBG	\$400

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Three

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

2023 - 2026 Transportation Improvement Program

SHA - Regional

TSMO System 1

TIP Id #	60-2301-41	Year of Operation	2029
Agency	MDOT SHA	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate and Principal Arterial
Conformity Status	Exempt	Physical Data	I-70: 11.7 miles, US 40: 10.5 miles, US 29: 3.5 miles
CIP/CTP Page#	AZ2321	Estimated Total Cost	\$76,688,000

Description	Justification
<i>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.</i>	<i>This project will improve safety and operations along I-70, US 29, and US 40.</i>

Fund Source: NHPP

									Project Totals
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	4-Year Total
CON									
OTH									
ENG	480	45	908	68					1,501
PP									
ROW									
Totals	480	45	908	68					1,501

Fund Source: STBG

									Project Totals
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	4-Year Total
CON									
OTH									
ENG	160	15	302	22					499
PP									
ROW									
Totals	160	15	302	22					499

Fund Source: State

									Project Totals
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	4-Year Total
CON									
OTH									
ENG									
PP		234							234
ROW									
Totals		234							234

Status: Feasibility study underway

Connection to LRTP Goals:

1 B. Improve System Safety – Apply safety-related management and operations techniques

4. Increase Mobility

4D. Increase Mobility - Apply mobility-related management and operations techniques

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 60-2301-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
TSMO System 1	A	Exempt	TBD	\$ -	\$ 166	\$ 166
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	BRTB	SHA-HO-1, SHA-B-1, Draft FY 2023	\$ 1,850	\$ 550	\$ 2,400
Description	This project is a combination of information technology and geometric improvements within TSMO System 1 including I-70, US 29, and US 40 in Howard and Baltimore counties. 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 in Howard and Baltimore counties.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Total	\$ 166	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ 166	\$ -	\$ -	\$ -	\$ 166
	Total	\$ 166	\$ 934	\$ 1,300	\$ -	\$ 2,400
	Federal	\$ -	\$ 640	\$ 1,210	\$ -	\$ 1,850
	State/Local	\$ 166	\$ 294	\$ 90	\$ -	\$ 550
	Total	\$ 166	\$ 934	\$ 1,300	\$ -	\$ 2,400
	Federal	\$ -	\$ 640	\$ 1,210	\$ -	\$ 1,850
	State/Local	\$ 166	\$ 294	\$ 90	\$ -	\$ 550



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	State	\$ -	\$ 166	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 166	\$ 166
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 166	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 166	\$ 166

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	State	\$ -	\$ 166	\$ -	\$ 234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 400
PE	NHPP	\$ -	\$ -	\$ 480	\$ 45	\$ 908	\$ 68	\$ -	\$ -	\$ 1,388	\$ 113	\$ 1,501
	STBG	\$ -	\$ -	\$ 160	\$ 15	\$ 302	\$ 22	\$ -	\$ -	\$ 462	\$ 37	\$ 499
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 166	\$ 640	\$ 294	\$ 1,210	\$ 90	\$ -	\$ -	\$ 1,850	\$ 550	\$ 2,400

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	State	\$ -	\$ 166	\$ -	\$ 234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 400
PE	NHPP	\$ -	\$ -	\$ 480	\$ 45	\$ 908	\$ 68	\$ -	\$ -	\$ 1,388	\$ 113	\$ 1,501
	STBG	\$ -	\$ -	\$ 160	\$ 15	\$ 302	\$ 22	\$ -	\$ -	\$ 462	\$ 37	\$ 499
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 166	\$ 640	\$ 294	\$ 1,210	\$ 90	\$ -	\$ -	\$ 1,850	\$ 550	\$ 2,400

TOTAL PROJECT COST		
Prior Cost (≤ FY 2021)	STIP Cost (FY 2022-2025)	Balance to Complete (≥ FY 2026)
Federal	\$ -	\$ 1,850
State/Local	\$ -	\$ 550
Total	\$ -	\$ 2,400
Federal	\$ -	\$ 68,459
State/Local	\$ -	\$ 5,829
Total	\$ -	\$ 74,288
Total Project Cost		
Federal	\$ -	\$ 70,309
State/Local	\$ -	\$ 6,379
Total	\$ -	\$ 76,688

2023 - 2026 Transportation Improvement Program

Anne Arundel County

I-97: US 50 to MD 32 TSMO

TIP Id #	<i>61-2305-41</i>	Year of Operation	<i>2027</i>
Agency	<i>MDOT SHA</i>	Project Type	<i>Roadway widening</i>
Project Category	<i>Highway Capacity</i>	Functional Class	<i>Interstate</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>7 miles, TSMO improvements tbd</i>
CIP/CTP Page#	<i>AA9451</i>	Estimated Total Cost	<i>\$49,448,000</i>

Description	Justification
<i>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.</i>	<i>This project will improve safety and operations and relieve congestion in this heavily traveled corridor.</i>

Fund Source: NHPP

									Project Totals
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	4-Year Total
CON									
OTH									
ENG	1,710	190	1,800	200					3,900
PP									
ROW									
Totals	1,710	190	1,800	200					3,900

Status: Engineering underway

Connection to LRTP Goals: 4. Increase Mobility

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 61-2305-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-97: US 50 to MD 32 TSMO	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
	MDOT SHA	BRTB	CTP Page	SHA-AA-1 Draft FY 2023	\$ 3,510	\$ 390
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.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total	
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 1,900	\$ 2,000	\$ -	\$ 3,900
		Federal	\$ -	\$ 1,710	\$ 1,800	\$ -	\$ 3,510
		State/Local	\$ -	\$ 190	\$ 200	\$ -	\$ 390
	Change (000s)	Total	\$ -	\$ 1,900	\$ 2,000	\$ -	\$ 3,900
		Federal	\$ -	\$ 1,710	\$ 1,800	\$ -	\$ 3,510
		State/Local	\$ -	\$ 190	\$ 200	\$ -	\$ 390



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 1,710	\$ 190	\$ 1,800	\$ 200	\$ -	\$ -	\$ 3,510	\$ 390	\$ 3,900
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,710	\$ 190	\$ 1,800	\$ 200	\$ -	\$ -	\$ 3,510	\$ 390	\$ 3,900

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 1,710	\$ 190	\$ 1,800	\$ 200	\$ -	\$ -	\$ 3,510	\$ 390	\$ 3,900
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,710	\$ 190	\$ 1,800	\$ 200	\$ -	\$ -	\$ 3,510	\$ 390	\$ 3,900

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,510	Federal	\$ 40,993	Federal	\$ 44,503
State/Local	\$ -	State/Local	\$ 390	State/Local	\$ 4,555	State/Local	\$ 4,945
Total	\$ -	Total	\$ 3,900	Total	\$ 45,548	Total	\$ 49,448

2023 - 2026 Transportation Improvement Program

Baltimore County

I-795: Dolfield Boulevard Interchange

TIP Id #	<i>63-0803-46</i>	Year of Operation	<i>2031</i>
Agency	<i>MDOT SHA</i>	Project Type	<i>New interchange</i>
Project Category	<i>Highway Capacity</i>	Functional Class	<i>Interstate</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>Full Interchange, 4 to 6 lanes</i>
CIP/CTP Page#	<i>BA4511</i>	Estimated Total Cost	<i>\$148,907,000</i>

Description	Justification
<i>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.</i>	<i>This project will provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.</i>

Fund Source: NHPP

									Project Totals
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	4-Year Total
CON									
OTH									
ENG	218	1,782	2,700	300					5,000
PP									
ROW									
Totals	218	1,782	2,700	300					5,000

Status: Design underway

Connection to LRTP Goals: 4. Increase Mobility

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 63-0803-46

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-795: Dolfield Boulevard Interchange	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
	MDOT SHA	BRTB	CTP Page	Federal	State/Local	Total
				\$ 2,918	\$ 2,452	\$ 5,370
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.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total	
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Federal	\$ 370	\$ 2,000	\$ 3,000	\$ -	\$ 5,370
		State/Local	\$ -	\$ 218	\$ 2,700	\$ -	\$ 2,918
		Total	\$ 370	\$ 1,782	\$ 300	\$ -	\$ 2,452
	Change (000s)	Federal	\$ -	\$ 218	\$ 2,700	\$ -	\$ 2,918
		State/Local	\$ 370	\$ 1,782	\$ 300	\$ -	\$ 2,452
		Total	\$ 370	\$ 2,000	\$ 3,000	\$ -	\$ 5,370



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1	\$ 1
PE	NHPP	\$ -	\$ 369	\$ 218	\$ 1,782	\$ 2,700	\$ 300	\$ -	\$ -	\$ 2,918	\$ 2,451	\$ 5,369
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 370	\$ 218	\$ 1,782	\$ 2,700	\$ 300	\$ -	\$ -	\$ 2,918	\$ 2,452	\$ 5,370

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1	\$ 1
PE	NHPP	\$ -	\$ 369	\$ 218	\$ 1,782	\$ 2,700	\$ 300	\$ -	\$ -	\$ 2,918	\$ 2,451	\$ 5,369
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 370	\$ 218	\$ 1,782	\$ 2,700	\$ 300	\$ -	\$ -	\$ 2,918	\$ 2,452	\$ 5,370

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 2,637	Federal	\$ 2,918	Federal	\$ 123,005	Federal	\$ 128,560
State/Local	\$ 4,291	State/Local	\$ 2,452	State/Local	\$ 13,614	State/Local	\$ 20,357
Total	\$ 6,928	Total	\$ 5,370	Total	\$ 136,619	Total	\$ 148,917

2023 - 2026 Transportation Improvement Program

Carroll County

MD 32: 2nd Street to Main Street

TIP Id #	64-2301-12	Year of Operation	2026
Agency	MDOT SHA	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.5 miles
CIP/CTP Page#	CL5031	Estimated Total Cost	\$7,322,000

Description	Justification
<i>This project will improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street.</i>	<i>This project will improve operations and safety along MD 32 from 2nd Street to Main Street.</i>

Fund Source: NHPP

									Project Totals
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	4-Year Total
CON									
OTH									
ENG	450	50	270	30	90	10			900
PP									
ROW									
Totals	450	50	270	30	90	10			900

Status: Engineering underway

Connection to LRTP Goals:

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

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 64-2301-12

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 32 (Sykesville Road): 2nd Street to Main Street	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO BRTB	CTP Page SHA-CL-1 Draft FY 2023	\$ 810	\$ 90	\$ 900
Description	Improve intersection geometry, extend turn lanes, and modify access along MD 32 (Sykesville Road) from 2nd Street to Main Street.					
Justification	This project will improve operations and safety along MD 32 (Sykesville Road).					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding				Total	
		FY 2022	FY 2023	FY 2024	FY 2025		
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ -	\$ -	\$ -	
		Federal	\$ -	\$ -	\$ -	\$ -	
		State/Local	\$ -	\$ -	\$ -	\$ -	
	Proposed (000s)	Total	\$ -	\$ 500	\$ 300	\$ 100	\$ 900
		Federal	\$ -	\$ 450	\$ 270	\$ 90	\$ 810
		State/Local	\$ -	\$ 50	\$ 30	\$ 10	\$ 90
	Change (000s)	Total	\$ -	\$ 500	\$ 300	\$ 100	\$ 900
		Federal	\$ -	\$ 450	\$ 270	\$ 90	\$ 810
		State/Local	\$ -	\$ 50	\$ 30	\$ 10	\$ 90

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 450	\$ 50	\$ 270	\$ 30	\$ 90	\$ 10	\$ 810	\$ 90	\$ 900
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 450	\$ 50	\$ 270	\$ 30	\$ 90	\$ 10	\$ 810	\$ 90	\$ 900

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 450	\$ 50	\$ 270	\$ 30	\$ 90	\$ 10	\$ 810	\$ 90	\$ 900
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 450	\$ 50	\$ 270	\$ 30	\$ 90	\$ 10	\$ 810	\$ 90	\$ 900

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 810	Federal	\$ 5,147	Federal	\$ 5,957
State/Local	\$ 703	State/Local	\$ 90	State/Local	\$ 572	State/Local	\$ 1,365
Total	\$ 703	Total	\$ 900	Total	\$ 5,719	Total	\$ 7,322

2023 - 2026 Transportation Improvement Program

Carroll County

MD 97: MD 140 to MD 496 Corridor Study

TIP Id #	<i>64-2302-41</i>	Year of Operation	<i>tbd</i>
Agency	<i>MDOT SHA</i>	Project Type	<i>Roadway widening</i>
Project Category	<i>Highway Capacity</i>	Functional Class	<i>Other Principal Arterial</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>2.4 miles</i>
CIP/CTP Page#	<i>CL3771</i>	Estimated Total Cost	<i>tbd</i>

Description	Justification
<i>Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496.</i>	<i>This roadway provides direct access to the Carroll County Regional Airport, industrial parks, and growing economic development opportunities within the corridor.</i>

Fund Source: STBG

									Project Totals
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	4-Year Total
CON									
OTH									
ENG									
PP	400	100							500
ROW									
Totals	400	100							500

Status: Planning underway

Connection to LRTP Goals:

4. Increase Mobility

7E. Promote Prosperity and Economic Opportunity – Improve access to existing communities and regional economic activity

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 64-2302-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97: MD 140 to MD 496 Corridor Study	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	BRTB	SHA-CL-5 Draft FY 2023	\$ 400	\$ 100	\$ 500
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	The roadway provides direct access to the Carroll County Regional Airport, industrial parks, and growing economic development opportunities within the corridor.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding				Total	
		FY 2022	FY 2023	FY 2024	FY 2025		
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ -	\$ -	\$ -	
		Federal	\$ -	\$ -	\$ -	\$ -	
		State/Local	\$ -	\$ -	\$ -	\$ -	
	Proposed (000s)	Total	\$ -	\$ 500	\$ -	\$ -	\$ 500
		Federal	\$ -	\$ 400	\$ -	\$ -	\$ 400
		State/Local	\$ -	\$ 100	\$ -	\$ -	\$ 100
	Change (000s)	Total	\$ -	\$ 500	\$ -	\$ -	\$ 500
		Federal	\$ -	\$ 400	\$ -	\$ -	\$ 400
		State/Local	\$ -	\$ 100	\$ -	\$ -	\$ 100

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 400	Federal	\$ -	Federal	\$ 400
State/Local	\$ -	State/Local	\$ 100	State/Local	\$ -	State/Local	\$ 100
Total	\$ -	Total	\$ 500	Total	\$ -	Total	\$ 500

2023 - 2026 Transportation Improvement Program

Harford County

MD 22: MD 462 to Mount Royal Avenue Noise Abatement

TIP Id #	<i>65-2301-31</i>	Year of Operation	<i>2026</i>
Agency	<i>MDOT SHA</i>	Project Type	<i>Noise barriers</i>
Project Category	<i>Environmental/Safety</i>	Functional Class	<i>Freeway/Expressway</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>0.4 miles</i>
CIP/CTP Page#	<i>HA3488</i>	Estimated Total Cost	<i>\$5,686,000</i>

Description	Justification
<i>This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue.</i>	<i>This Type 1A noise abatement project is needed to mitigate the impacts associated with the BRAC improvement projects.</i>

Fund Source: NHPP

									Project Totals
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	4-Year Total
CON									
OTH									
ENG	1,272	318							1,590
PP									
ROW									
Totals	1,272	318							1,590

Status: Engineering underway

Connection to LRTP Goals:

2.A Improve and Maintain the Existing Infrastructure – Improve the condition of roadway systems

MARYLAND STATEWIDE TIP FY 2022-2025

65-2301-31

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
	MDOT SHA	BRTB	n/a	\$ 1,272	\$ 318	\$ 1,590
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.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ 1,590	\$ -	\$ -	\$ 1,590
	Federal	\$ -	\$ 1,272	\$ -	\$ -	\$ 1,272
	State/Local	\$ -	\$ 318	\$ -	\$ -	\$ 318
	Total	\$ -	\$ 1,590	\$ -	\$ -	\$ 1,590
	Change (000s)	\$ -	\$ 1,272	\$ -	\$ -	\$ 1,272
	State/Local	\$ -	\$ 318	\$ -	\$ -	\$ 318

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 1,272	\$ 318	\$ -	\$ -	\$ -	\$ -	\$ 1,272	\$ 318	\$ 1,590
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,272	\$ 318	\$ -	\$ -	\$ -	\$ -	\$ 1,272	\$ 318	\$ 1,590

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 1,272	\$ 318	\$ -	\$ -	\$ -	\$ -	\$ 1,272	\$ 318	\$ 1,590
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,272	\$ 318	\$ -	\$ -	\$ -	\$ -	\$ 1,272	\$ 318	\$ 1,590

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,272	Federal	\$ 3,277	Federal	\$ 4,549
State/Local	\$ -	State/Local	\$ 318	State/Local	\$ 819	State/Local	\$ 1,137
Total	\$ -	Total	\$ 1,590	Total	\$ 4,096	Total	\$ 5,686

2023 - 2026 Transportation Improvement Program

SHA - Regional

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

TIP Id #	66-2301-25	Year of Operation	TBD
Agency	MDOT SHA	Project Type	Bicycle/pedestrian facility
Project Category	Environmental/Safety	Functional Class	N/A
Conformity Status	Exempt	Physical Data	TBD
CIP/CTP Page#	HO3174	Estimated Total Cost	\$500,000

Description	Justification
<i>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)</i>	<i>Provides safe bicycle and pedestrian connectivity for the Rivers Edge community and surrounding areas.</i>

Fund Source: NHPP

									Project Totals
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	4-Year Total
CON									
OTH									
ENG		500							500
PP									
ROW									
Totals		500							500

Status: Engineering underway

Connection to LRTP 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.*

MARYLAND STATEWIDE TIP FY 2022-2025

66-2301-25

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 29: John Hopkins Road to MD 32 Bicycle-Pedestrian Route	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
		BRTB	SHA-HO-5 Draft FY 2023	\$ -	\$ 500	\$ 500
Description	Complete a feasibility study as well as provide survey data to aide in determining potential bicycle and pedestrian connectivity between John Hopkins Road and MD 32 through the Rivers Edge community and over the Middle Patuxent River. 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.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding				Total
		FY 2022	FY 2023	FY 2024	FY 2025	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 500	\$ -	\$ 500
		Federal	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ 500	\$ -	\$ 500
	Change (000s)	Total	\$ -	\$ 500	\$ -	\$ 500
		Federal	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ 500	\$ -	\$ 500



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500	\$ 500

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	Federal	\$ -	Federal	\$ -	Federal	\$ -
State/Local	\$ -	State/Local	\$ 500	State/Local	\$ -	State/Local	\$ 500
Total	\$ -	Total	\$ 500	Total	\$ -	Total	\$ 500

2023 - 2026 Transportation Improvement Program

Queen Anne’s County

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

TIP Id #	<i>67-2301-41</i>	Year of Operation	<i>tbd</i>
Agency	<i>MDOT SHA</i>	Project Type	<i>Roadway Widening</i>
Project Category	<i>Highway Capacity</i>	Functional Class	<i>Major Collector</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>2.5 miles</i>
CIP/CTP Page#	<i>QA3061</i>	Estimated Total Cost	<i>tbd</i>

Description	Justification
<i>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.</i>	<i>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.</i>

Fund Source: STBG

									Project Totals
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	4-Year Total
CON									
OTH									
ENG									
PP	400	100							500
ROW									
Totals	400	100							500

Status: Planning underway

*Connection to LRTP Goals:
4. Increase Mobility*

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 67-2301-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
MDOT SHA		BRTB	SHA-QA-3 Draft FY 2023	\$ 400	\$ 100	\$ 500
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.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ 500	\$ -	\$ -	\$ 500
	Federal	\$ -	\$ 400	\$ -	\$ -	\$ 400
	State/Local	\$ -	\$ 100	\$ -	\$ -	\$ 100
	Total	\$ -	\$ 500	\$ -	\$ -	\$ 500
	Federal	\$ -	\$ 400	\$ -	\$ -	\$ 400
	State/Local	\$ -	\$ 100	\$ -	\$ -	\$ 100



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 400	Federal	\$ -	Federal	\$ 400
State/Local	\$ -	State/Local	\$ 100	State/Local	\$ -	State/Local	\$ 100
Total	\$ -	Total	\$ 500	Total	\$ -	Total	\$ 500



December 20, 2022

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed is one amendment to the *2023-2026 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on December 20, 2022. The documentation enclosed supports changes to the *2023-2026 TIP* for eight MDOT Maryland State Highway Administration (MDOT SHA) projects:

- **TSMO System 1: 60-2301-41**
- **I-97: US 50 to MD 32 TSMO: 61-2305-41**
- **I-795: Dolfield Boulevard Interchange: 63-0803-46**
- **MD 32: 2nd Street to Main Street: 64-2301-12**
- **MD 97: MD 140 to MD 496 Corridor Study: 64-2302-41**
- **MD 22: MD 462 to Mount Royal Avenue: Noise Abatement: 65-2301-31**
- **US 29: Johns Hopkins Road to MD 32: Bicycle-Pedestrian Route: 66-2301-25**
- **MD 18B: Castle Marina Drive to the Kent Narrows: Corridor Study: 67-2301-41**

This amendment were presented to the Technical Committee on December 6, 2022.

MDOT SHA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #23-8 to support these changes to the *2023-2026 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang".

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Lisa Minnick, MDOT SHA
Ms. Tara Penders MDOT SHA



Summary of 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



<p>MD 97: MD 140 to MD 496 Corridor Study 64-2302-41</p>	<p>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.</p>	<p>Planning study to identify multi-modal transportation needs and develop conceptual safety and capacity improvements on MD 97 from MD 140 to MD 496.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #23-10</p>
<p>MD 22: MD 462 to Mount Royal Avenue: Noise Abatement 65-2301-31</p>	<p>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.</p>	<p>This project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #23-10</p>
<p>US 29: Johns Hopkins Road to MD 32: Bicycle-Pedestrian Route 66-2301-25</p>	<p>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.</p>	<p>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)</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #23-10</p>
<p>MD 18B: Castle Marina Drive to the Kent Narrows: Corridor Study 67-2301-41</p>	<p>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.</p>	<p>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.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #23-10</p>

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 (see attachment) 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



Samuel Snead, Chair
Baltimore Regional Transportation Board

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.





2023 - 2026 Transportation Improvement Program

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



2023 - 2026 Transportation Improvement Program

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.

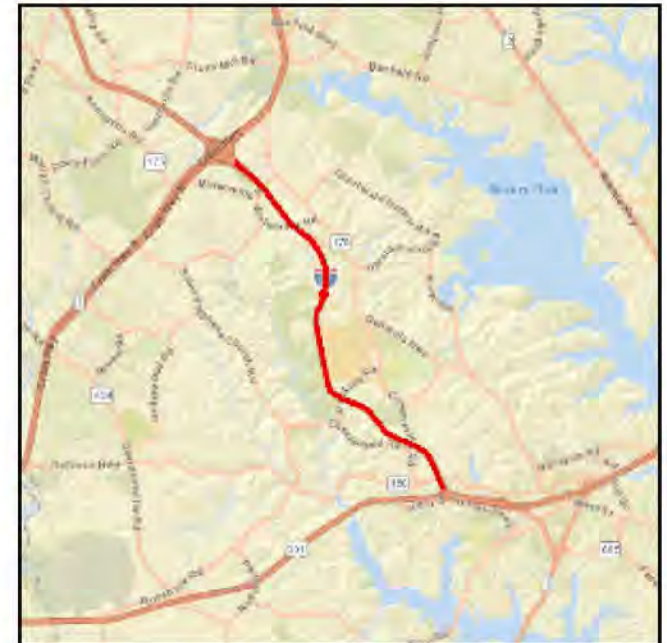
Justification:

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





2023 - 2026 Transportation Improvement Program

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





2023 - 2026 Transportation Improvement Program

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).





2023 - 2026 Transportation Improvement Program

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.





2023 - 2026 Transportation Improvement Program

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

November 21, 2022

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an Amendment to add several projects to the Baltimore Region's FY 2023-2026 Transportation Improvement Program (TIP) on behalf of the MDOT State Highway Administration (MDOT SHA).

These amendments will add planning and design funding to the FY 2023-2026 TIP for several new transportation projects in fiscal years 2023 thru 2025:

- TSMO System 1: Transportation Systems Management and Operations (TSMO) in several locations in the Baltimore Region. The project is a combination of information technology and geometric improvements on portions of I-70, US 29, and US 40 in Howard and Baltimore counties.
- I-97: US 50 to MD 32 TSMO, including information technology, geometric improvements, and ramp improvements from eastbound US 50 to northbound I-97.
- Full interchange at I-795 and Dolfield Boulevard with I-795 widening (Baltimore County's top economic development related improvement).
- MD 32: 2nd Street to Main Street operations, safety, and access improvements.
- MD 97: MD 140 to MD 496 corridor study that will identify multi-modal transportation needs, including safety and capacity improvements.
- MD 22: MD 462 to Mount Royal Avenue Noise Abatement project to extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue to mitigate impacts associated with past Base Realignment and Closure (BRAC) improvements.
- US 29: John Hopkins Road to MD 32 Bicycle-Pedestrian Route feasibility study for a preferred east to west trail alignment between Rivers Edge Community, Clarksville Hunt Community, and the Johns Hopkins Library Services Center.
- MD 18B: Castle Marina Drive to Kent Narrows multi-modal transportation needs identification to develop conceptual improvements for possible future funding for MD 18B from Castle Marina Drive to the Kent Narrows.

Mr. Todd Lang
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The details of these amendments can be found in the attached request memoranda. The proposed actions will not impact scheduling or funding availability for other projects in the TIP, which continues to be fiscally constrained.

If you have questions or need additional information, please contact Dan Janousek, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: OPCP DIRECTOR HEATHER MURPHY
ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
 OPCP REGIONAL PLANNER DAN JANOUSEK
FROM: *TJP* **FOR** OPPE RIPD CHIEF MATT BAKER **11/17/2022**
SUBJECT: REQUEST TO AMEND THE FISCAL YEAR 2023-2026 BALTIMORE
 REGIONAL TRANSPORTATION BOARD (BRTB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)
DATE: NOVEMBER 17, 2022
RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming (OPCP) approve and forward to BRTB for its approval the following TIP amendments.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2023-2026 BRTB TIP to reflect the following eight actions. Seven of these actions reflect new projects and one amends a project on hold since 2020 and currently not in the FY 2023-2026 BRTB TIP.

TIP	PROJECT	PHASE	NEW FUNDING
60-2301-41	TSMO System 1	PP	\$234,000
		PE	\$2,000,000
61-2305-41	I-97: US 50 to MD 32 TSMO	PE	\$3,900,000
63-0803-46	I-795: Dolfield Boulevard Interchange	PE	\$5,000,000
64-2301-12	MD 32: 2nd Street to Main Street	PE	\$900,000
64-2302-41	MD 97: MD 140 to MD 496 Corridor Study	PP	\$500,000

TIP	PROJECT	PHASE	NEW FUNDING
65-2301-31	MD 22: MD 462 to Mount Royal Avenue Noise Abatement	PE	\$1,590,000
66-2301-25	US 29: John Hopkins Road to MD 32 Bicycle-Pedestrian Route	PE	\$500,000
67-2301-41	MD 18B: Castle Marina Drive to the Kent Narrows Corridor Study	PP	\$500,000

ANALYSIS

TSMO System 1 (BRTB 60-2301-41) – This requested amendment reflects the addition of a new project to the FY 2023-2026 BRTB TIP. The project will add \$234,000 in planning funding and \$2,000,000 in design funding to the FY 2023-2026 BRTB TIP to take the project to the 30 percent design milestone, reflecting a recent increase in the estimated design funding for this project. The project is a combination of information technology and geometric improvements within TSMO System 1, which includes portions of I-70, US 29, and US 40 in Howard and Baltimore counties. The total project cost is estimated to be \$76.7 million.

I-97: US 50 to MD 32 TSMO (BRTB 61-2305-41) – This requested amendment reflects the addition of a new project to the FY 2023-2026 BRTB TIP. The project will add \$3,900,000 in design funding to the FY 2023-2026 TIP to take the project to the 30 percent design milestone, reflecting a recent increase in the estimated design funding for this project. The project is a combination of information technology and geometric improvements including ramp improvements from eastbound US 50 to northbound I-97. The total project cost is estimated to be \$49.4 million.

I-795: Dolfield Boulevard Interchange (BRTB 63-0803-46) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TIP. The project was in the BRTB TIP in previous years but has been on hold. The project is now moving forward with preliminary design and will add \$5,000,000 in design funding to the FY 2023-2026 TIP to take the project to the 30 percent design milestone, reflecting a recent increase in the estimated design funding for this project. The project will add a full interchange at Dolfield Boulevard and widen I-795 from Owings Mills Boulevard to Franklin Boulevard. The total project cost is estimated to be \$149 million.

MD 32: 2nd Street to Main Street (BRTB 64-2301-12) – This requested amendment reflects the addition of a new project to the FY 2023-2026 BRTB TIP. The project will add \$900,000 in design funding to the FY 2023-2026 BRTB TIP. The project will improve operations and safety by upgrading intersection geometry, extending turn lanes, and modifying access along MD 32 from 2nd Street to Main Street. The project is anticipated to be complete in early 2026, with construction funding anticipated to be programmed in 2023. The total project cost is estimated to be \$7.3 million.

MD 97: MD 140 to MD 496 Corridor Study (BRTB 64-2302-41) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TIP. The project will add \$500,000 in planning funds to the FY 2023-2026 BRTB TIP. The corridor study will identify multi-modal transportation needs and develop conceptual safety and capacity improvements for possible future funding for MD 97 from MD 140 to MD 496. Planning will get underway in 2023 and be complete in 2024.

Ms. Heather Murphy
Page Three

MD 22: MD 462 to Mount Royal Avenue Noise Abatement (BRTB 65-2301-31) – This requested amendment reflects the addition of a new project to the FY 2023-2026 BRTB TIP. The project will add \$1,590,000 in design funding to the FY 2023-2026 BRTB TIP. The project will extend the existing noise barriers along both sides of MD 22 from MD 462 to Mount Royal Avenue. This Type 1A noise abatement project will mitigate impacts associated with past BRAC improvement projects.

US 29: John Hopkins Road to MD 32 Bicycle-Pedestrian Route (66-2301-25) – This requested amendment reflects the addition of a new project to the FY 2023-2026 BRTB TIP. The project will add \$500,000 in design funding to the FY 2023-2026 BRTB TIP. This phase of the project is 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. Design is underway and is anticipated to be complete in the Spring of 2023.

MD 18B: Castle Marina Drive to the Kent Narrows (BRTB 67-2301-41) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TIP. The project will add \$500,000 in planning funds to the FY 2023-2026 BRTB TIP. The corridor study will identify multi-modal transportation needs and develop conceptual improvements for possible future funding for MD 18B from Castle Marina Drive to the Kent Narrows. Planning will get underway in 2023 and be complete in 2024.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the draft FY 2023-2028 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 BRTB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Ms. Lisa Minnick, MDOT SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5550 or via email at lminnick@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 BRTB TIP project 60-2301-41 report
- FY 2022-2025 Maryland STIP project BRTB 60-2301-41 report
- FY 2023-2026 BRTB TIP project 61-2305-41 report
- FY 2022-2025 Maryland STIP project BRTB 61-2305-41 report
- FY 2023-2026 BRTB TIP project 63-0803-46 report
- FY 2022-2025 Maryland STIP project BRTB 63-0803-46 report
- FY 2023-2026 BRTB TIP project 64-2301-12 report
- FY 2022-2025 Maryland STIP project BRTB 64-2301-12 report
- FY 2023-2026 BRTB TIP project 64-2302-41 report
- FY 2022-2025 Maryland STIP project BRTB 64-2302-41 report
- FY 2023-2026 BRTB TIP project 65-2301-31 report
- FY 2022-2025 Maryland STIP project BRTB 65-2301-31 report
- FY 2023-2026 BRTB TIP project 66-2301-25 report
- FY 2022-2025 Maryland STIP project BRTB 66-2301-25 report
- FY 2023-2026 BRTB TIP project 67-2301-41 report
- FY 2022-2025 Maryland STIP project BRTB 67-2301-41 report

cc: Mr. Eric Beckett, Deputy Director, OPPE, MDOT SHA
Mr. Ken Fender, District Engineer, District 2, MDOT SHA
Mr. Sean Johnson, Transportation Engineering Manager, Highway Design Division (HDD),
Office of Highway Development (OHD), MDOT SHA
Barrett Kiedrowski, P.E., Chief, Project Management Division, OPPE, MDOT SHA
Ms. Lisa Minnick, Regional Planner, RIPD, OPPE, MDOT SHA
Ms. Tara Penders, Assistant Chief, RIPD, OPPE, MDOT SHA
Andrew Radcliffe, Jr., P.E., Acting District Engineer, District 7, MDOT SHA
Mr. Mohammad Raqib, Chief, Mobility Planning and Engineering Division, Office of
Transportation Mobility and Operations, MDOT SHA
Sutapa Samanta, P.E., Acting District Engineer, District 4, MDOT SHA
Ms. Jill Smith, Transportation Design Engineer, HDD, OHD, MDOT SHA
Ms. April Stitt, Chief, Engineering Systems Team, District 7, MDOT SHA
Mekdes Tabor, P.E., Transportation Design Engineer, HDD, OHD, MDOT SHA
Kimberly Tran, P.E., District Engineer, District 5, MDOT SHA