

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-9**

**AMENDMENT TO THE 2025-2028 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2025-2028 Transportation Improvement Program for the Baltimore region at its July 23, 2024 meeting, with federal approval pending; 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, Howard County has requested approval of one amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Howard County is requesting to add the Traffic Signal and Crosswalk Improvement project to the 2025-2028 TIP. Howard County requests to install traffic signals and other related pedestrian infrastructure using Highway Safety Improvement Program (HSIP) funds; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure and Investment Jobs Act are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on October 1, 2024.

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 2025-2028 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 October 25, 2024.

Date

Anthony Russell, Chair
Baltimore Regional Transportation Board

Traffic Signal and Crosswalk Improvements

TIP ID	16-2501-04	Year of Operation	2025
Agency	Howard County	Project Type	Traffic engineering
Project Category	Environmental/Safety	Functional Class	Varies
Conformity Status	Exempt	Physical Data	N/A
CIP or CTP ID(s)	Varies	Est. Total Cost	\$1,424,000

Description:

This project will provide systemic treatments to 5 intersections that require similar modifications. The countermeasures involved will include the installation of traffic signal improvements and related pedestrian infrastructure upgrades. The intersections include Cedar Lane and Freetown Road, Cedar Lane and Owen Brown Road, Broken Land Parkway and Cradlerock Way South, Harpers Farm Road and Beaverkill Road, and Long Gate Parkway at Wheatfield Way. At all five intersections, new crosswalks with audible pedestrian pushbuttons and signal heads will be installed, existing crosswalks will be upgraded, and signal backplates with retroreflective borders will be installed. With these installations and improvements, Howard County aims to improve safety for all road users and improve multimodal connectivity.

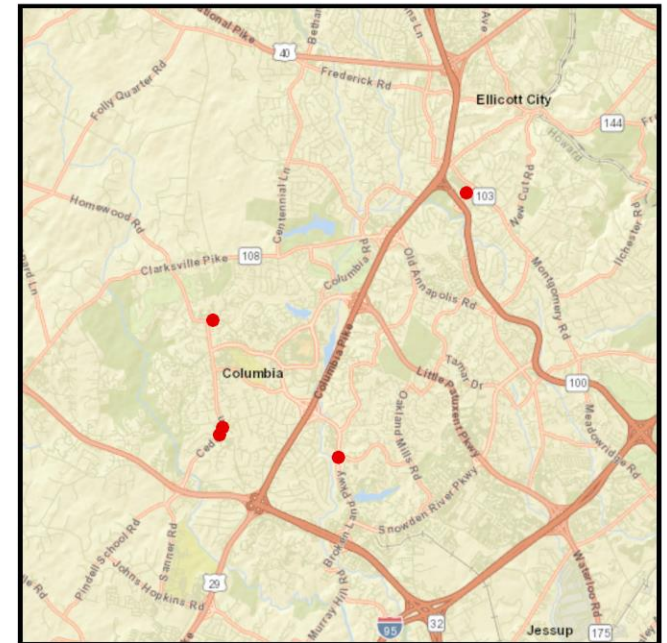
Justification:

Currently, several approaches lack marked crosswalks and pedestrian signal heads. Pedestrians must use vehicle signals to determine when to cross these approaches. These intersections are near large pedestrian generators, including transit stops and schools. There are also two planned projects to upgrade or install a new pedestrian/bicyclist path that are expected to increase pedestrian and bicyclist activity at these locations. The 2023-2024 school year had expanded non-bussing areas, which is expected to increase the number of children walking to school through this area. The minor approaches do not have a marked crosswalk or pedestrian signals; therefore, pedestrians must use the vehicle signals to cross without the clear direction of pedestrian signal heads.

Amendment: This amendment adds a new project to the FY 2025-2028 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$1,425,000 million (\$1,282,500 federal/\$142,500 matching) of HSIP for construction in FY 2025. Funding for this project is necessary to provide safe crossing at major intersections in Howard County. The estimated total cost of this project is \$1.425 million.

Connection to Long-Range Transportation Planning Goals:

- 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of bike/ped facilities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Traffic Signal and Crosswalk Improvements

(Funding in Thousands)

Highway Safety Improvement Program **-NEW**

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$1,282	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,282	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424
Total	\$1,282	\$142	\$0	\$0	\$0	\$0	\$0	\$0	\$1,424

Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
<p>Traffic Signal and Crosswalk Improvements: 16-2501-04</p>	<p>This amendment adds a new project to the FY 2025-2028 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$1,425,000 million (\$1,282,500 federal/\$142,500 matching) of HSIP for construction in FY 2025. Funding for this project is necessary to provide safe crossing at major intersections in Howard County.</p>	<p>This project will provide systemic treatments to 5 intersections that require similar modifications. The countermeasures involved will include the installation of traffic signal improvements and related pedestrian infrastructure upgrades. The intersections include:</p> <ol style="list-style-type: none"> 1. Cedar Lane and Freetown Road 2. Cedar Lane and Owen Brown Road 3. Broken Land Parkway and Cradlerock Way South 4. Harpers Farm Road and Beaverkill Road 5. Long Gate Parkway at Wheatfield Way. <p>At all five intersections, new crosswalks with audible pedestrian pushbuttons and signal heads will be installed, existing crosswalks will be upgraded, and signal backplates with retroreflective borders will be installed. With these installations and improvements, Howard County aims to improve safety for all road users and improve multimodal connectivity.</p> <p>Conformity Status: Exempt</p>	<p>Amendment Resolution #25-9</p>