

Citywide Bicycle and Pedestrian Improvements

TIP ID	12-1217-25	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	509-019	Est. Total Cost	\$4,788,000

Description:

The Citywide Bicycle and Pedestrian Group includes but is not limited to the Bicycle Master Plan as well as design and construction of Baltimore City bicycle infrastructure and its trails system. FY20 projects:
 *FY 2020 Planning: Druid Park Lake Drive Complete Streets Realignment Study, Wolfe Street and Washington Street Bicycle Feasibility Study, Arlington Avenue Greenway Planning Study
 *FY 2020 Engineering: Bush Street Cycle Track, Middle Branch Greenway Network, Eutaw Place Cycle Track, Potomac Street Phase II
 *FY 2020 Construction: Baker Street Bicycle Boulevard, Melrose Avenue Bicycle Boulevard, Covington Street Bicycle Boulevard, S Hanover Street Bicycle Lanes, Biddle Street Bicycle Lanes, West Baltimore Bicycle Boulevards, Madison Street Bicycle Lanes, St Lo Drive Cycle Track

Justification:

Infrastructure to improve multi-modal access throughout the city. A citywide bicycle network will encourage alternative modes of transportation, reduce emissions, and decrease dependence on single occupancy vehicles.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.



Citywide Bicycle and Pedestrian Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$960	\$240	\$600	\$120	\$657	\$131	\$875	\$175	\$3,758
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$360	\$90	\$0	\$0	\$0	\$0	\$0	\$0	\$450
PL	\$464	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$580
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,784	\$446	\$600	\$120	\$657	\$131	\$875	\$175	\$4,788
Total	\$1,784	\$446	\$600	\$120	\$657	\$131	\$875	\$175	\$4,788

Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

TIP ID	12-1218-07	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	ITS
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-077, 512-078, 512-080, 512-009	Est. Total Cost	\$22,511,000

Description:

Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, installation of fiber optic and copper communications citywide, ITS deployment and upgrades citywide, geometric improvements at multiple intersections, and traffic signal reconstruction.

Justification:

It is necessary to upgrade the aging infrastructure of traffic signals and ITS devices to reduce congestion and delays, distribute traffic volumes through the roadway network, and improve the safety of motorists and pedestrians.

Connection to Long-Range Transportation Planning Goals:

- 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$14,720	\$3,565	\$991	\$445	\$1,540	\$250	\$0	\$0	\$21,511
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,720	\$4,565	\$991	\$445	\$1,540	\$250	\$0	\$0	\$22,511
Total	\$14,720	\$4,565	\$991	\$445	\$1,540	\$250	\$0	\$0	\$22,511

Transportation Management Center Upgrade

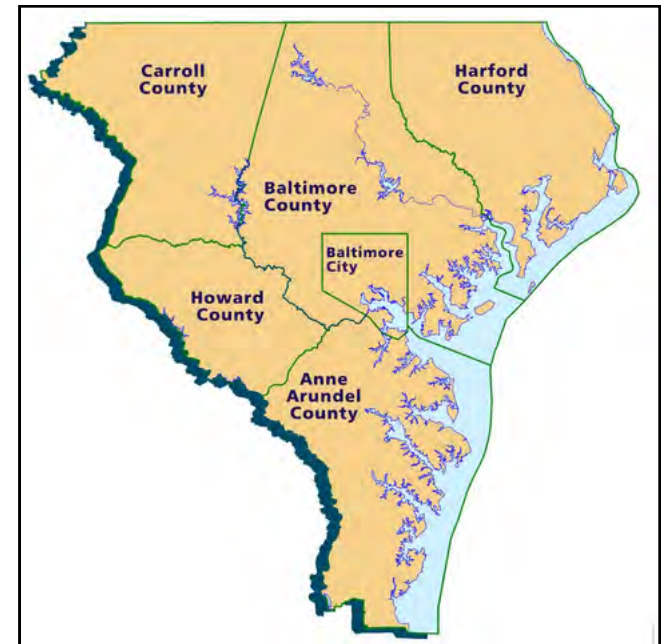
TIP ID	12-1701-04	Year of Operation	2021
Agency	Baltimore City	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-005	Est. Total Cost	\$6,000,000

Description:

System integration and facility equipment upgrade citywide. This project will upgrade the central computer system or Advance Traffic Management System (ATMS) which controls and communicates with traffic signals in the field. The system includes software and computer hardware (servers and switches). The current system, known as an “i2 System,” is more than ten years old and replacement is not available since the vendor has discontinued the system. Replacement with a new system requires a complete upgrade of hardware and software, installation of communication equipment for fiber optics, and a copper cable network and camera control system to complete the functions of the ATMS.

Justification:

Existing system requires upgrades and expansion for better functioning of the Traffic Management Center.



Connection to Long-Range Transportation Planning Goals:

- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 6.C Improve System Security -- Apply security-related management and operations techniques.



Transportation Management Center Upgrade

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$4,200	\$1,050	\$0	\$0	\$0	\$0	\$0	\$0	\$5,250
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
Total	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000

Perring Parkway Ramp and Hillen Road Bridge

TIP ID	12-1215-13	Year of Operation	2022
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	506-760	Est. Total Cost	\$11,070,000

Description:

Replace Perring Parkway Ramp over Herring Run and Hillen Road Bridge over Herring Run.

Engineering for this project was originally authorized in FY16.

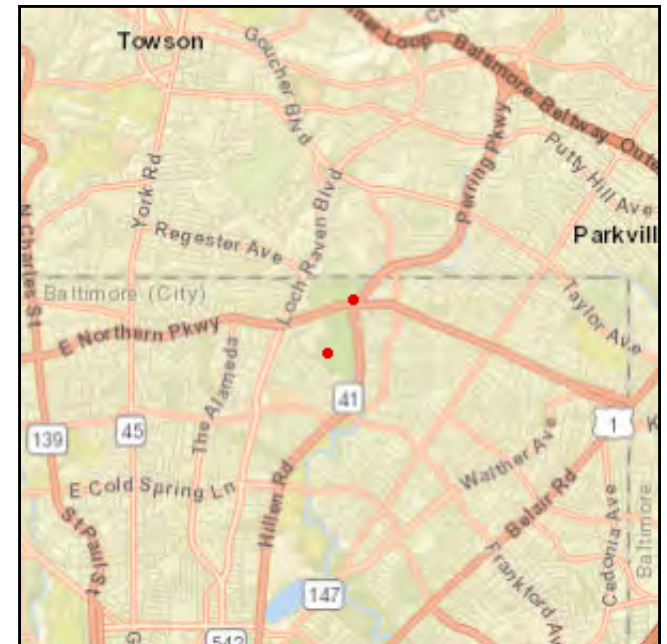
Justification:

Deteriorated bridges require replacement to maintain the safety and function of the roadway network. This project is necessary to protect public safety.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle and pedestrian facilities to create a multi-modal transportation system throughout the City.

Connection to Long-Range Transportation Planning Goals:

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





2020 - 2023 Transportation Improvement Program

Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$8,200	\$1,800	\$0	\$0	\$10,000
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	\$0	\$0	\$0	\$0	\$8,200	\$1,800	\$0	\$0	\$10,000
Total	\$0	\$0	\$0	\$0	\$8,200	\$1,800	\$0	\$0	\$10,000

Sisson Street Bridge over CSX Railroad

TIP ID	12-1216-13	Year of Operation	2022
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	506-766	Est. Total Cost	\$8,250,000

Description:

The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. CSX is providing 75% of the construction cost for the project.

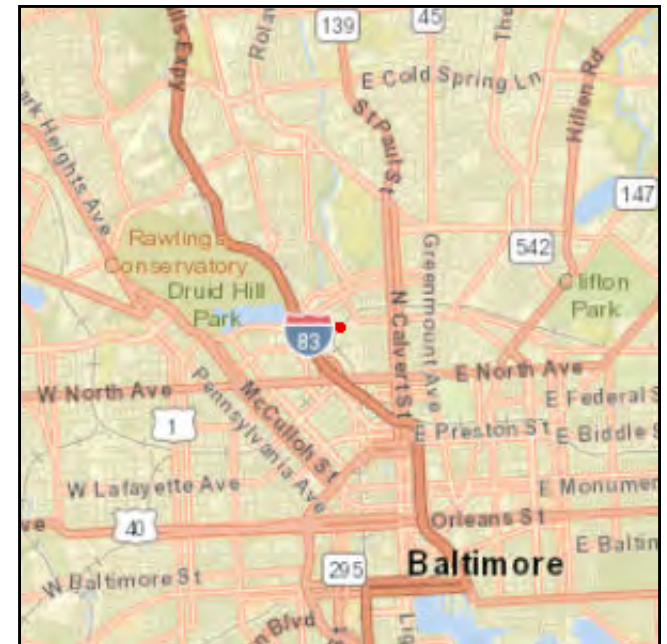
Engineering funds for this project were authorized in FY19.

Justification:

Deteriorated bridge requires replacement to maintain the safety and function of the roadway network. With a current Bridge Sufficiency Rating of only 37, the bridge requires a total replacement structure.

Connection to Long-Range Transportation Planning Goals:

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





Sisson Street Bridge over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
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	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
Total	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

Wilkens Avenue Bridge Over Gwynns Falls

TIP ID	12-1403-13	Year of Operation	2023
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-326	Est. Total Cost	\$14,800,000

Description:

This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

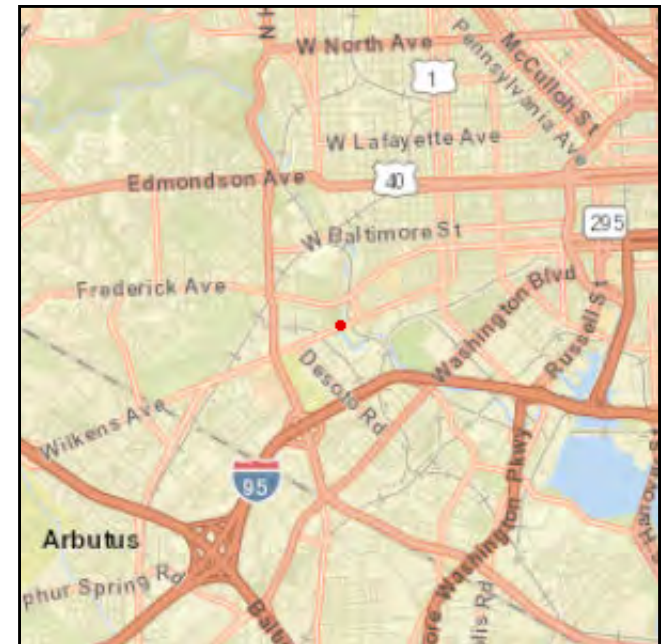
Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

Justification:

This bridge has deteriorated beyond repair. The bridge sufficiency rating is 43.7. City funding will leverage other fund sources, including an 80-20 federal aid match to MVR. Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. This project is necessary to protect public safety.

Connection to Long-Range Transportation Planning Goals:

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





Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
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	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
Total	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800

Belair Road Complete Streets

TIP ID	12-1404-11	Year of Operation	2024
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	527-008	Est. Total Cost	\$12,100,000

Description:

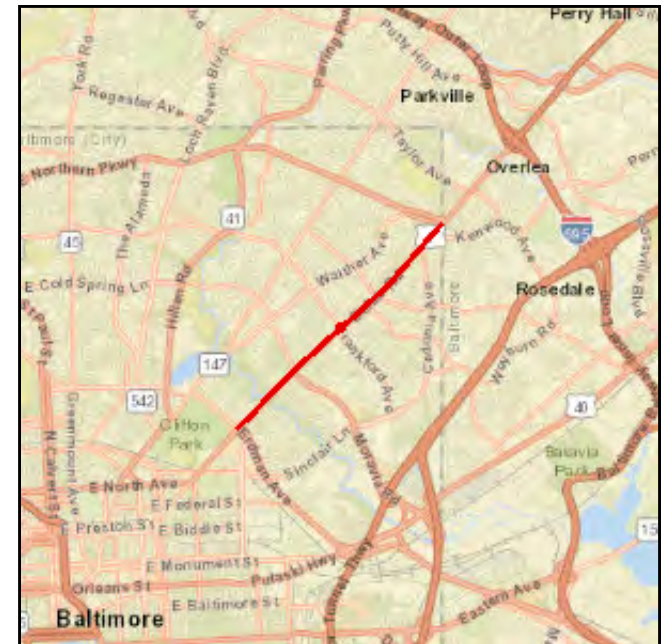
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood Ave. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2020 Eng and FY 2023 construction funds are for Phase II which includes the intersection of Belair Rd and Erdman Ave. FY 2021 Eng and FY 2024 construction funds are for Phase III which includes the intersection of Belair Rd and Fleetwood Ave. Phase I, which includes the intersection of Belair Rd and Frankford Avenue, advertised for construction in FY19.

Justification:

Belair Road is a high speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





Belair Road Complete Streets

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$6,080	\$1,520	\$7,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$480	\$120	\$0	\$0	\$0	\$0	\$1,600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$480	\$120	\$0	\$0	\$6,080	\$1,520	\$9,200
Total	\$800	\$200	\$480	\$120	\$0	\$0	\$6,080	\$1,520	\$9,200

Citywide System Preservation

TIP ID	12-1414-11	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	508-056	Est. Total Cost	\$3,500,000

Description:

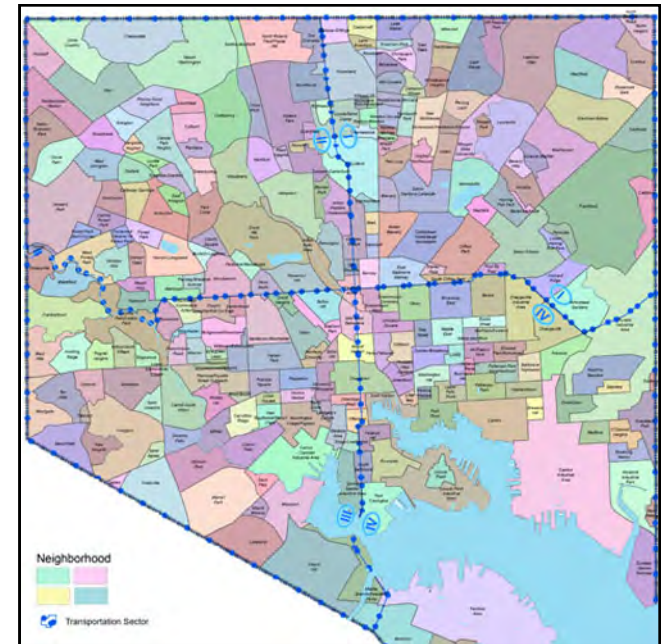
Citywide system preservation includes resurfacing, rehabilitation and maintenance, streetscapes, signals, and intersection improvements, as well as ADA ramps and sidewalk improvements on federal-aid roadways. Current projects include, but are not limited to:
 -Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue
 -Clinton Street rehabilitation from Boston Street to Keith Avenue

Justification:

This project will bring key streets and intersections into a state of good repair while improving access, safety and aesthetics.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Citywide System Preservation

(Funding in Thousands)

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

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
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	\$2,400	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
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	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Total	\$2,800	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500

Hanover Street Bridge Multimodal Corridor

TIP ID	12-1419-13	Year of Operation	n/a
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	5 to 5 lanes, 1 mile
CIP or CTP ID(s)	509-006	Est. Total Cost	\$3,000,000

Description:

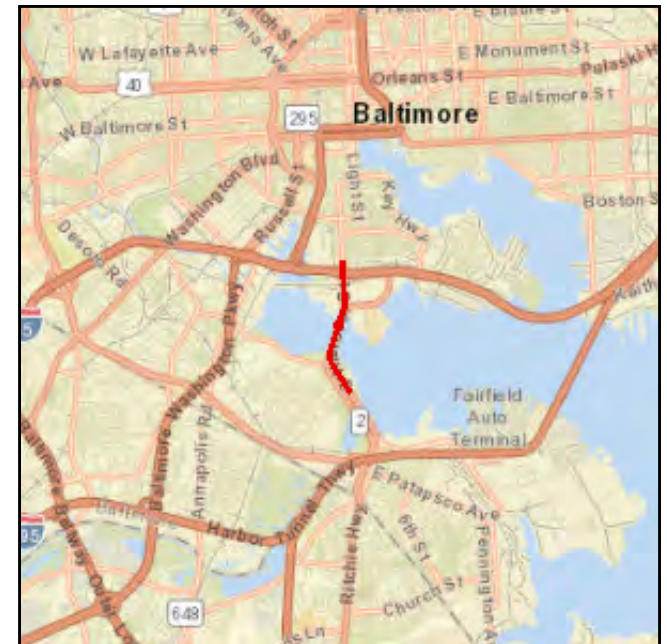
A Multimodal Corridor Plan, completed in 2018, established the framework for Baltimore City’s investment in the Hanover Street Bridge Corridor for transportation, education, recreation, regional competitiveness and economic development. It determined potential alternatives and cost estimates for these alternatives. This study will determine whether the Hanover Street Bridge should be rehabilitated, or a new bridge should be designed and constructed.

Justification:

The Hanover Street Bridge serves as a gateway from South Baltimore to the City’s urban core, and is frequently used as a secondary route for Baltimore’s booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge was constructed in 1916 and is rated in fair condition, according to the Federal Highway Administration’s National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Hanover Street Bridge Multimodal Corridor

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$2,400	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,400	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
Total	\$2,400	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

Orleans Street Bridge over I-83 and City Streets

TIP ID	12-1601-13	Year of Operation	2028
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 6 lanes, 1728 feet
CIP or CTP ID(s)	506-006	Est. Total Cost	\$8,000,000

Description:

This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk along the south side of the bridge will remain in place.

Justification:

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The current sufficiency rating is 64.8.

Connection to Long-Range Transportation Planning Goals:

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





Orleans Street Bridge over I-83 and City Streets

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$512	\$128	\$0	\$0	\$0	\$0	\$640
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$512	\$128	\$0	\$0	\$0	\$0	\$640
Total	\$0	\$0	\$512	\$128	\$0	\$0	\$0	\$0	\$640

Remington Avenue Bridge over Stony Run

TIP ID	12-1602-13	Year of Operation	2024
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-761	Est. Total Cost	\$9,900,000

Description:

This work will include but will not be limited to rehabilitating the deteriorating bridge so that it meets current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The estimated total cost has decreased from \$17.1 million due to a change in scope from a replacement to a rehabilitation. Rehabilitation of the bridge will achieve the same goals without the additional costs associated with replacement.

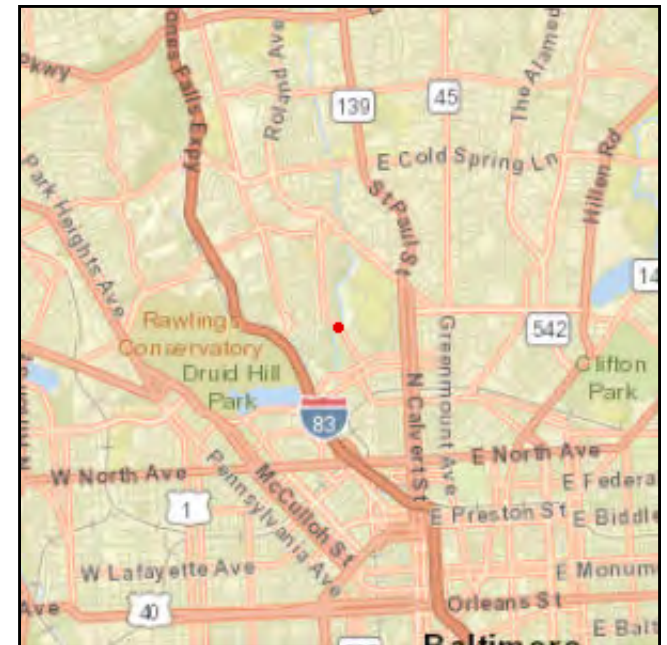
Engineering for this project was authorized in FY16.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as undermining of the substructure. The current sufficiency rating is 17.1

Connection to Long-Range Transportation Planning Goals:

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





Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$9,000
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	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$9,000
Total	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$9,000

Radecke Avenue over Moores Run

TIP ID	12-1603-13	Year of Operation	2026
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-762	Est. Total Cost	\$5,850,000

Description:

This work will include but will not be limited to replacing the deteriorated bridge with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

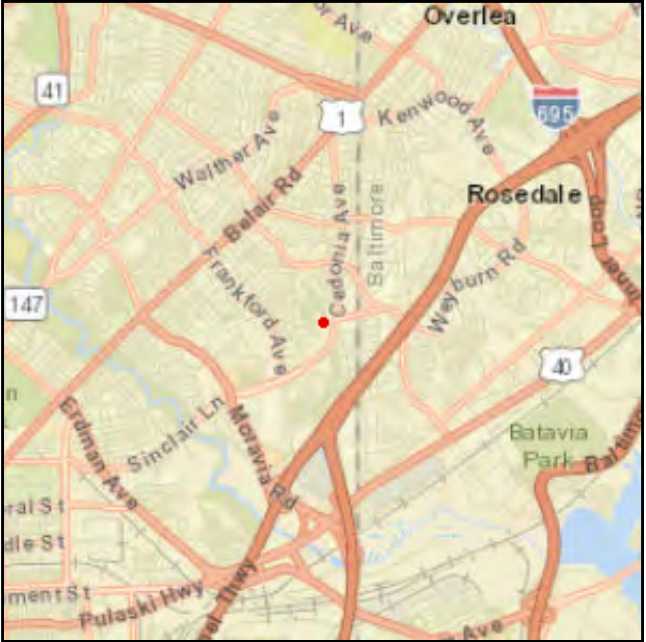
Engineering for this project was authorized in FY19.

Justification:

The project will correct the deteriorated condition of the bridge and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as severe corrosion of the steel beams. The current sufficiency rating is 51.4.

Connection to Long-Range Transportation Planning Goals:

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





Radecke Avenue over Moores Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$600	\$3,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$600	\$3,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$600	\$3,000

I-83 Concrete Deck Mill and Resurface

TIP ID	12-1604-13	Year of Operation	2025
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	6 to 6 lanes
CIP or CTP ID(s)	509-005	Est. Total Cost	\$16,250,000

Description:

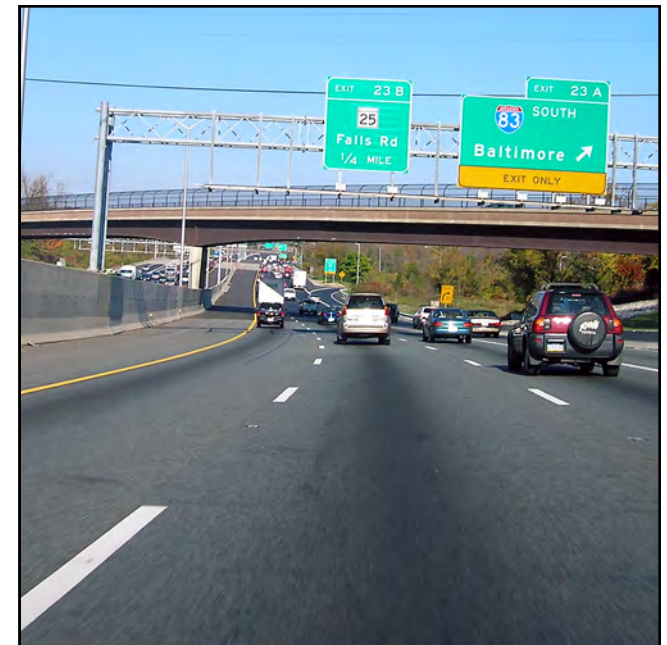
This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) of the concrete decks, causing numerous potholes.

Connection to Long-Range Transportation Planning Goals:

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





I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

Moravia Road Ramp Bridge over Pulaski Highway

TIP ID	12-1605-13	Year of Operation	2026
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	508-184	Est. Total Cost	\$5,675,000

Description:

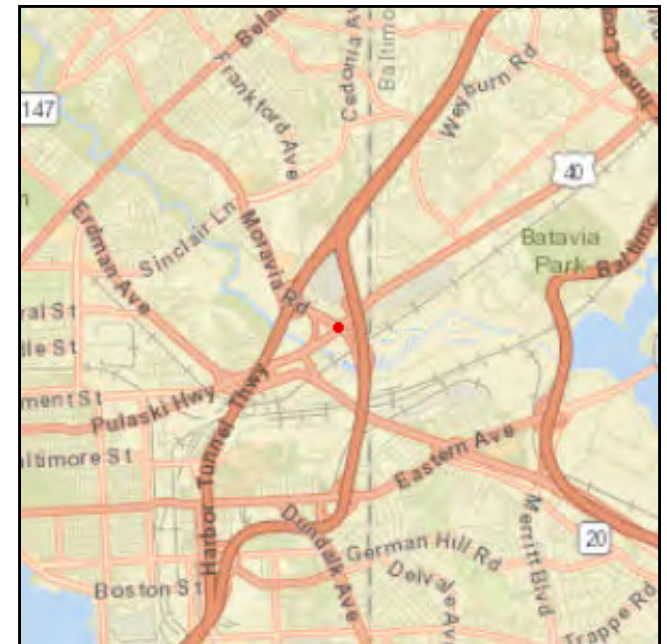
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

Justification:

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge exhibits continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The current sufficiency rating is 80.8.

Connection to Long-Range Transportation Planning Goals:

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





Moravia Road Ramp Bridge over Pulaski Highway

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$960	\$240	\$0	\$0	\$1,200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$960	\$240	\$0	\$0	\$1,200
Total	\$0	\$0	\$0	\$0	\$960	\$240	\$0	\$0	\$1,200

MLK Blvd. and Howard St. Intersection Improvements

TIP ID	12-1706-11	Year of Operation	2024
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 6 lanes
CIP or CTP ID(s)	508-398	Est. Total Cost	\$6,000,000

Description:

Martin Luther King Jr. Blvd. and Howard Street Intersection improvements will include roadway pavement rehabilitation and realignment, pedestrian ramp modifications, storm water drainage, stormwater management, signals, signing, roadway markings, street lighting and landscaping within the project limits.

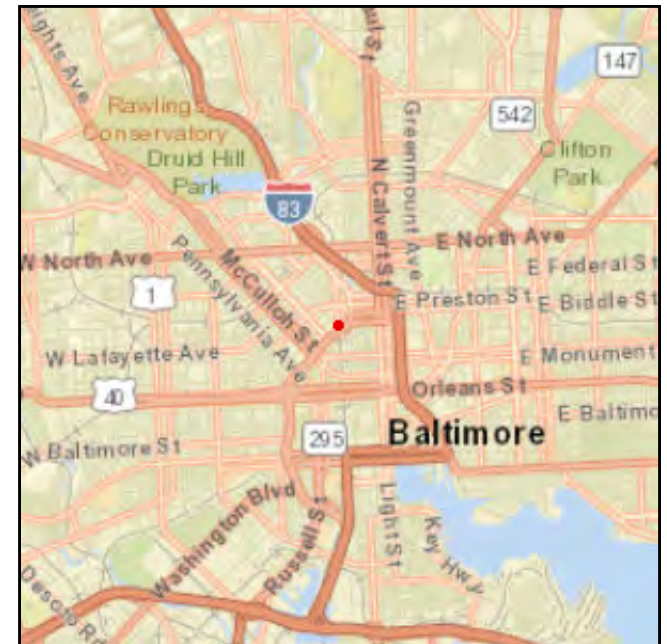
This project was previously included in the TIP as Citywide Earmarks and Enhancements (12-1212-99).

Justification:

To improve and enhance transportation facilities throughout the city of Baltimore, and to create more inviting, livable, neighborhood-friendly streets which can still accommodate business patrons, local and through traffic.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





MLK Blvd. and Howard St. Intersection Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,400	\$1,100	\$0	\$0	\$5,500
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	\$4,400	\$1,100	\$0	\$0	\$6,000
Total	\$400	\$100	\$0	\$0	\$4,400	\$1,100	\$0	\$0	\$6,000

25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

TIP ID	12-2001-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 2,050 ft
CIP or CTP ID(s)	508-044	Est. Total Cost	\$9,500,000

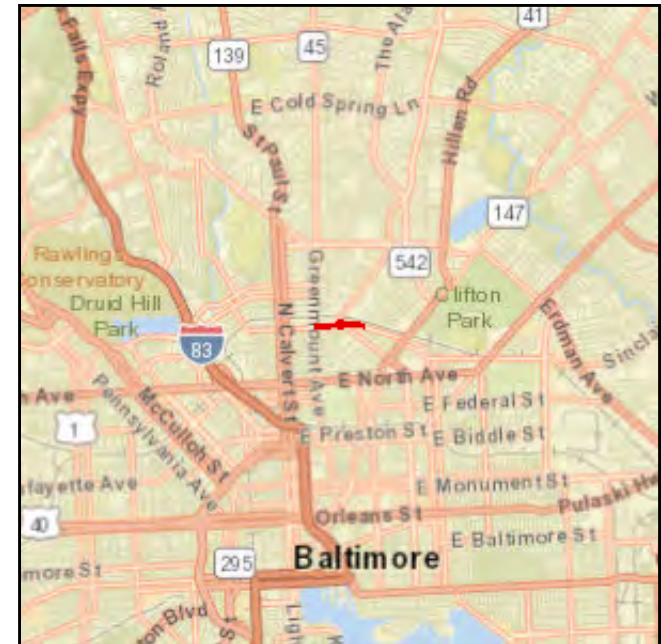
Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

In addition to roadway rehabilitation, a mixed use trail to accommodate bicycles and pedestrians will be included in the project.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along 25th Street and provide improved accommodations for pedestrians and cyclists.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger



25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400	\$1,600	\$8,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$300	\$0	\$0	\$0	\$0	\$6,400	\$1,600	\$9,500
Total	\$1,200	\$300	\$0	\$0	\$0	\$0	\$6,400	\$1,600	\$9,500

41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

TIP ID	12-2002-13	Year of Operation	2030
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 1,238 ft
CIP or CTP ID(s)	506-010	Est. Total Cost	\$50,600,000

Description:

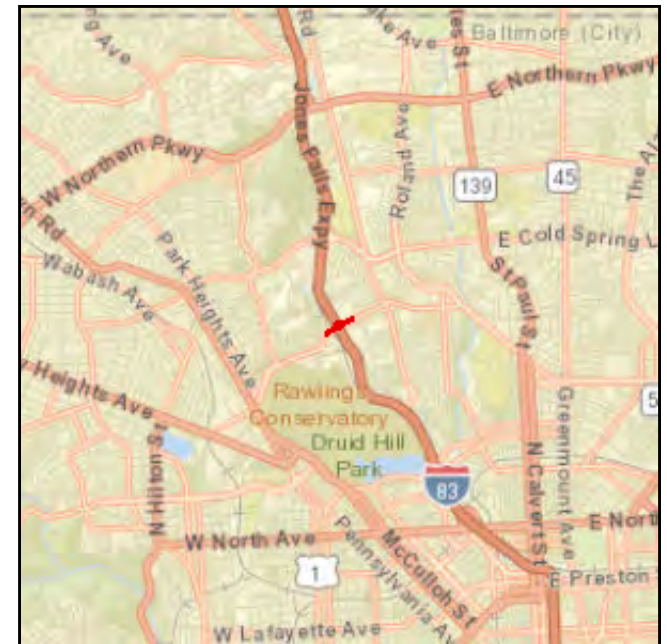
The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$50.6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

Justification:

The deteriorated bridge requires a rehabilitation or replacement to maintain the safety and function of the roadway network. The current Bridge Sufficiency Rating is 48.7.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$800	\$200	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$200	\$1,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$200	\$1,000

Citywide Asset Management

TIP ID	12-2003-19	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	527-044	Est. Total Cost	\$2,500,000

Description:

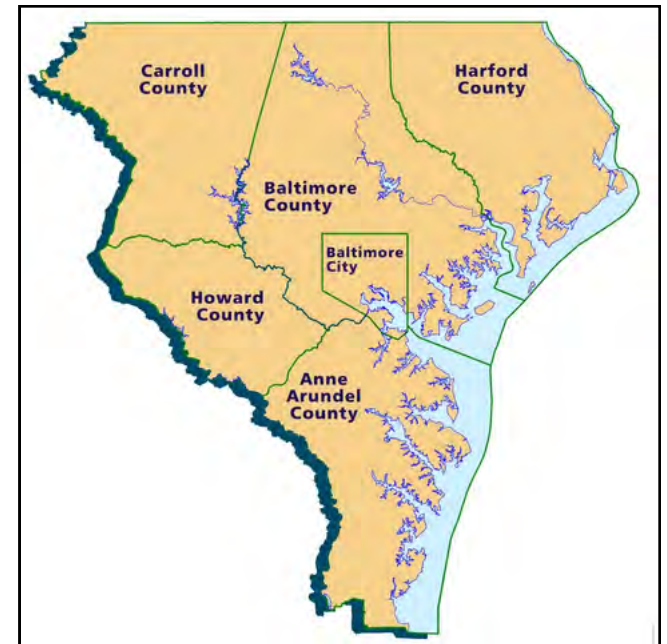
This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. These activities will include, but are not limited to data collection, condition assessment, condition index rating for prioritization rankings, road treatments, licensing software and equipment required for risk-based asset management

Justification:

The key drivers for the implementation of an asset management system are: (1) an aging infrastructure, (2) the need for service improvement at a reduced cost due to declining budgets and (3) an increased demand from the travelling public and communities.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Citywide Asset Management

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$800	\$200	\$400	\$100	\$400	\$100	\$400	\$100	\$2,500
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$400	\$100	\$400	\$100	\$400	\$100	\$2,500
Total	\$800	\$200	\$400	\$100	\$400	\$100	\$400	\$100	\$2,500

Baltimore Street from Howard Street to President Street

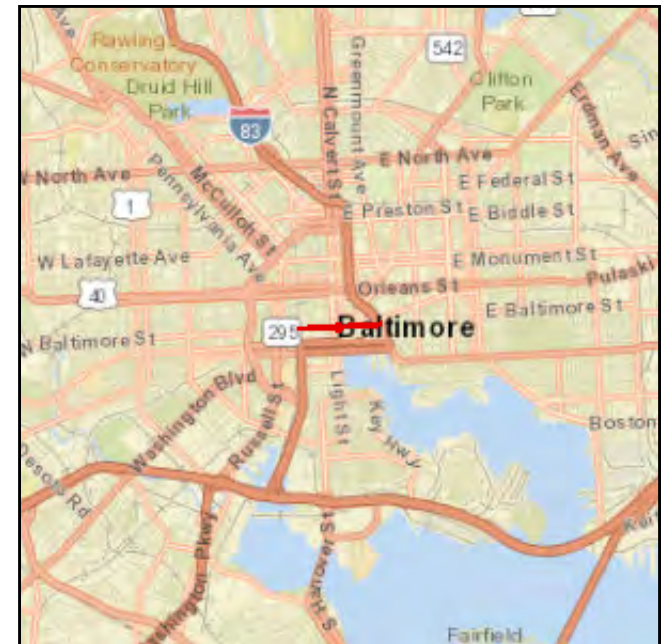
TIP ID	12-2004-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 3750 feet
CIP or CTP ID(s)	508-118	Est. Total Cost	\$20,000,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Project includes potential for improved transit facilities and improved pedestrian safety treatments.

Justification:

Baltimore Street experiences major pavement deterioration and shoving due to transit and truck traffic. The roadway needs to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of roadway users and increases maintenance activities.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.



Baltimore Street from Howard Street to President Street

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$1,200	\$300	\$0	\$0	\$0	\$0	\$1,500
PL	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$300	\$1,200	\$300	\$0	\$0	\$0	\$0	\$3,000
Total	\$1,200	\$300	\$1,200	\$300	\$0	\$0	\$0	\$0	\$3,000

Brehms Lane over Herring Run

TIP ID	12-2005-13	Year of Operation	2027
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 92 ft
CIP or CTP ID(s)	506-011	Est. Total Cost	\$5,000,000

Description:

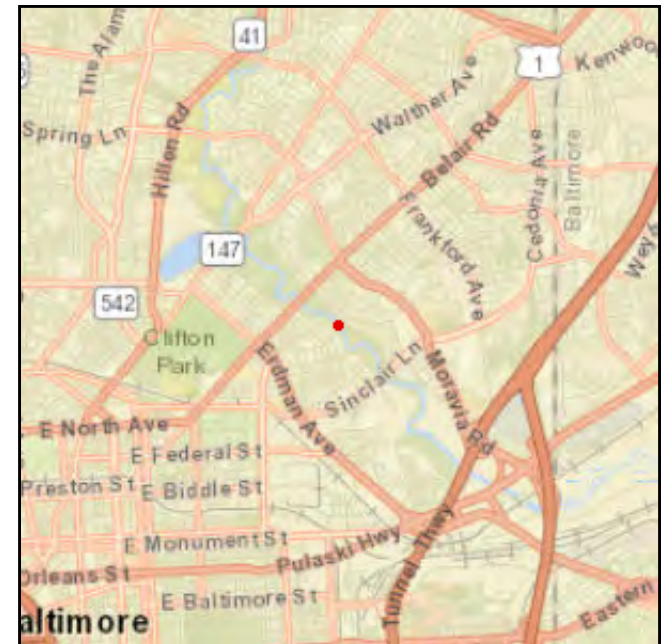
The 92-foot long bridge was originally built in 1963, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. With a current Bridge Sufficiency of only 46.3, the bridge requires a total replacement structure.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Brehms Lane over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$480	\$120	\$0	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600
Total	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

TIP ID	12-2007-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2500 ft
CIP or CTP ID(s)	508-051	Est. Total Cost	\$7,500,000

Description:

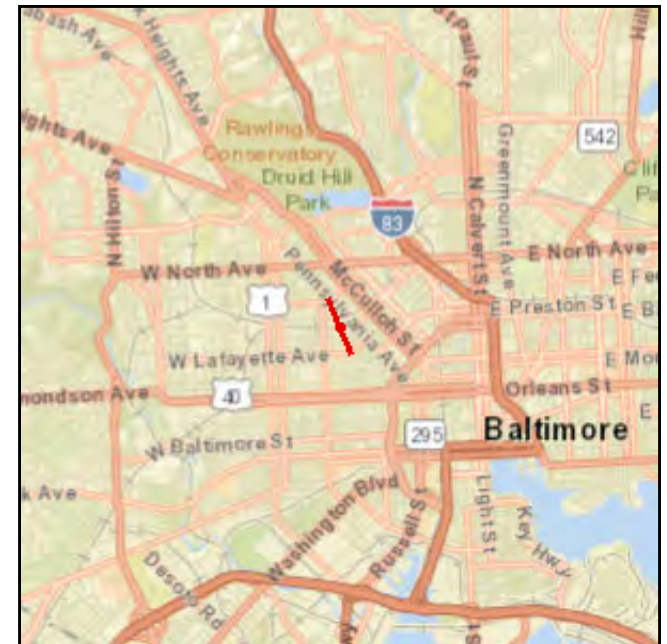
Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$300	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$7,500
Total	\$1,200	\$300	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$7,500

Hanover Street Over CSX

TIP ID	12-2008-13	Year of Operation	2027
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	5 to 5 lanes, 375 ft
CIP or CTP ID(s)	506-519	Est. Total Cost	\$20,205,000

Description:

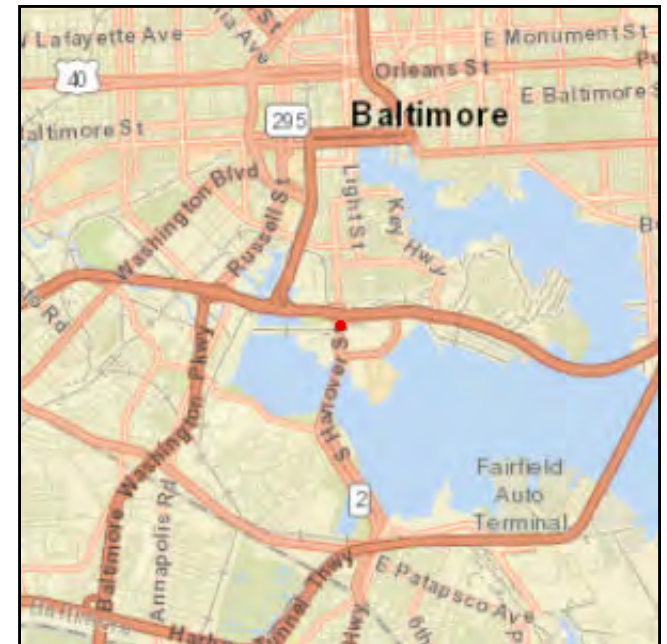
The 367-foot long bridge was originally built in 1900 and was rehabilitated in 1975, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. With a current Bridge Sufficiency of only 60.6, the bridge requires a total replacement structure.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Hanover Street Over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$735	\$185	\$0	\$0	\$920
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$735	\$185	\$0	\$0	\$920
Total	\$0	\$0	\$0	\$0	\$735	\$185	\$0	\$0	\$920

Howard Street over I-83, CSX, Amtrak, and Jones Falls

TIP ID	12-2009-13	Year of Operation	2030
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	5 to 5 lanes, 979 ft
CIP or CTP ID(s)	506-009	Est. Total Cost	\$49,450,000

Description:

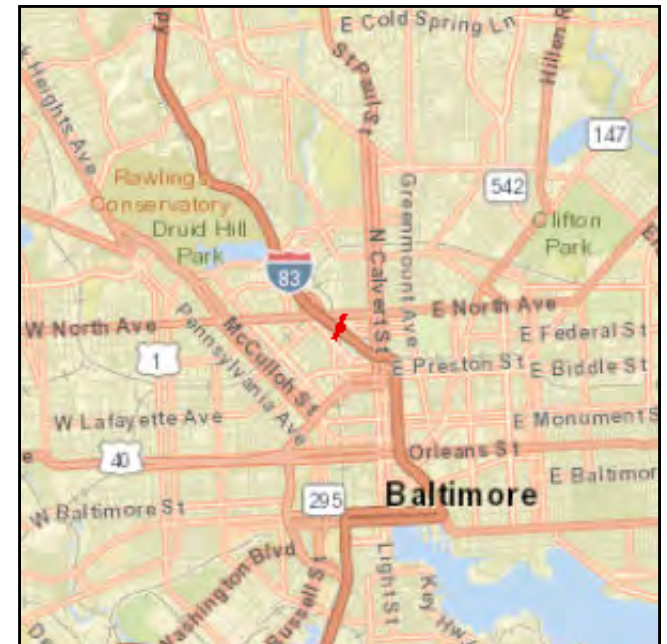
The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of \$49.45 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

Justification:

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The current Bridge Sufficiency Rating is 31.2.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Howard Street over I-83, CSX, Amtrak, and Jones Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$800	\$200	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$250
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$250	\$800	\$200	\$0	\$0	\$1,250
Total	\$0	\$0	\$0	\$250	\$800	\$200	\$0	\$0	\$1,250

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

TIP ID	12-2010-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2700 ft
CIP or CTP ID(s)	508-053	Est. Total Cost	\$8,000,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

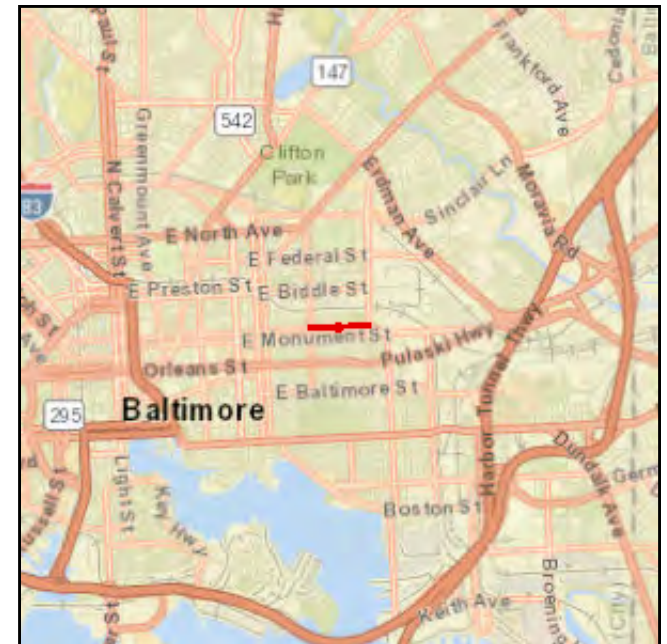
Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along Madison Street and provide improved pedestrian accommodations through shorter crossings.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Madison Street Rehabilitation from North Milton Avenue to Edison Highway

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$5,200	\$1,300	\$6,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$300	\$0	\$0	\$0	\$0	\$5,200	\$1,300	\$8,000
Total	\$1,200	\$300	\$0	\$0	\$0	\$0	\$5,200	\$1,300	\$8,000

Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

TIP ID	12-2011-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 4100 ft
CIP or CTP ID(s)	508-046	Est. Total Cost	\$15,000,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity. Pedestrian safety improvements will be included in the project.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$2,700	\$13,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$300	\$0	\$0	\$0	\$0	\$10,800	\$2,700	\$15,000
Total	\$1,200	\$300	\$0	\$0	\$0	\$0	\$10,800	\$2,700	\$15,000

Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge

TIP ID	12-2012-11	Year of Operation	2026
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	6 to 4 lanes, 5075 ft
CIP or CTP ID(s)	508-072	Est. Total Cost	\$15,100,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

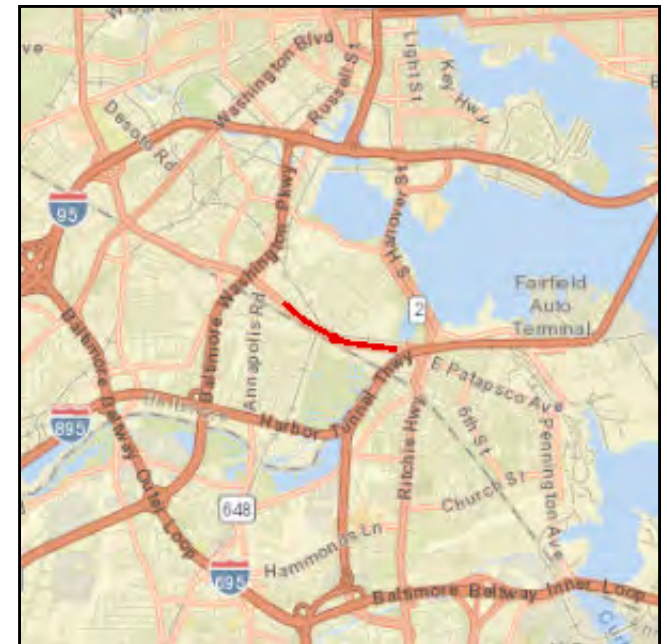
A mixed use trail and pedestrian accommodations will be added to the north side of Patapsco Avenue.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways where needed along these routes.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.





Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$10,880	\$2,720	\$13,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$300	\$0	\$0	\$0	\$0	\$10,880	\$2,720	\$15,100
Total	\$1,200	\$300	\$0	\$0	\$0	\$0	\$10,880	\$2,720	\$15,100

Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

TIP ID	12-2013-11	Year of Operation	2024
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 3500 ft
CIP or CTP ID(s)	508-056	Est. Total Cost	\$10,400,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades.

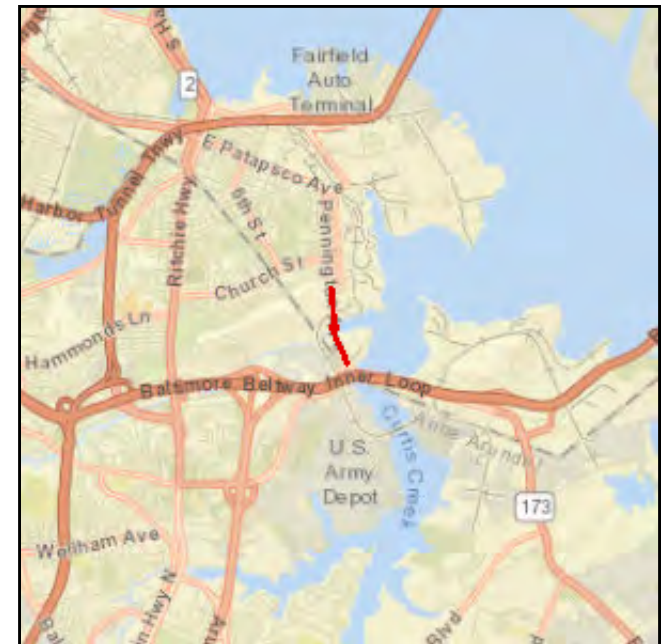
ADA compliant sidewalks will be added where there are no existing sidewalks.

Justification:

This project will bring key streets and intersections into a state of good repair while improving access, safety, and aesthetics

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$7,520	\$1,880	\$0	\$0	\$9,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$800	\$200	\$0	\$0	\$7,520	\$1,880	\$0	\$0	\$10,400
Total	\$800	\$200	\$0	\$0	\$7,520	\$1,880	\$0	\$0	\$10,400

Waterview Avenue over Ramp to 295

TIP ID	12-2015-13	Year of Operation	2027
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 75 ft
CIP or CTP ID(s)	506-007	Est. Total Cost	\$6,000,000

Description:

The 75-foot long bridge was originally built in 1950, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Justification:

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The current Bridge Sufficiency Rating is 55.5.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Waterview Avenue over Ramp to 295

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$384	\$96	\$0	\$0	\$0	\$0	\$480
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$384	\$96	\$0	\$0	\$0	\$0	\$480
Total	\$0	\$0	\$384	\$96	\$0	\$0	\$0	\$0	\$480

Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

TIP ID	12-1201-99	Year of Operation	2021
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	Controlled Access Point
CIP or CTP ID(s)	NA	Est. Total Cost	\$1,000,000

Description:

This project would modify the North Charles Street on-ramp to I-83 to allow access to Amtrak property west of Penn Station. This would be a controlled access point with a locked gate.

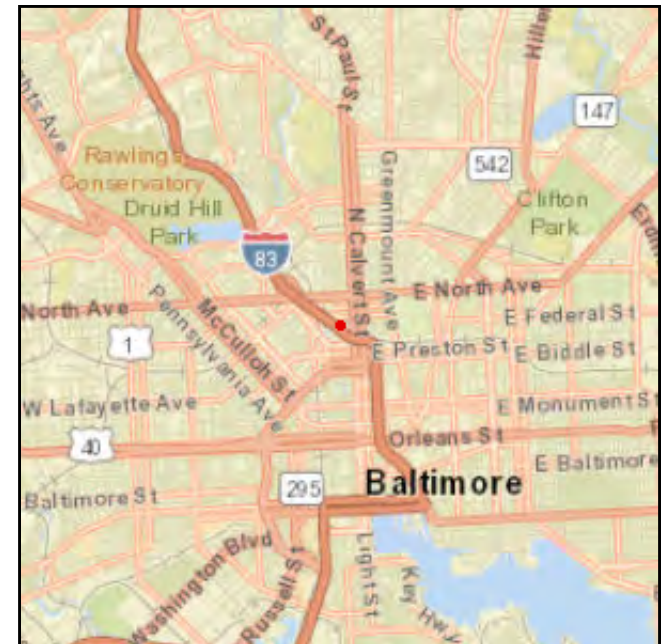
The construction phase of this project will be primarily funded by Amtrak Capital funds.

Justification:

Since Baltimore City has jurisdiction over I-83 and this project involves a modification to an interstate, FHWA is requiring this project to be in the TIP. However, Baltimore is not managing any portion of design and construction.

Connection to Long-Range Transportation Planning Goals:

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





Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

(Funding in Thousands)

Other

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
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	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

Capital Project Delivery Services

TIP ID	12-1901-99	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	508-378	Est. Total Cost	\$2,000,000

Description:

The purpose of this project is to provide the technological and project management improvements needed to support the design and construction phases of CIP projects. The TIP funding will be used for project delivery services of capital federal-aid roadway projects. This program was initiated in FY 2019.

Justification:

The project will provide continued support for the Oracle Contract Management application and will establish a Project Management Office within the Office of the Director.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Capital Project Delivery Services

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
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	\$500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Total	\$500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

Citywide Transportation Plan

TIP ID	12-2006-99	Year of Operation	2021
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	508-641	Est. Total Cost	\$1,700,000

Description:

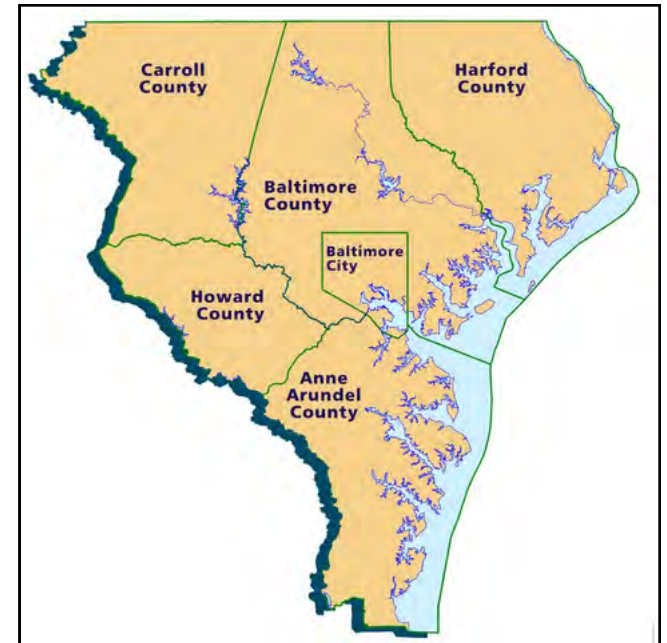
The Citywide transportation plan seeks to utilize previously approved and adopted transportation plans specific to areas and build on these with a comprehensive and multi-modal transportation master plan that will provide a transportation vision for the Department of Transportation to advance in future years.

Justification:

The master plan will guide the City toward reaching its goals of improved accessibility of all users, improved economic growth, and improved safety for all roadway users. The plan will aid in providing informed decision making and prioritization for future city projects.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Citywide Transportation Plan

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 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	\$1,200	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,200	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700
Total	\$1,200	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700

Citywide Transportation Studies

TIP ID	12-2014-99	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	527-047	Est. Total Cost	\$3,400,000

Description:

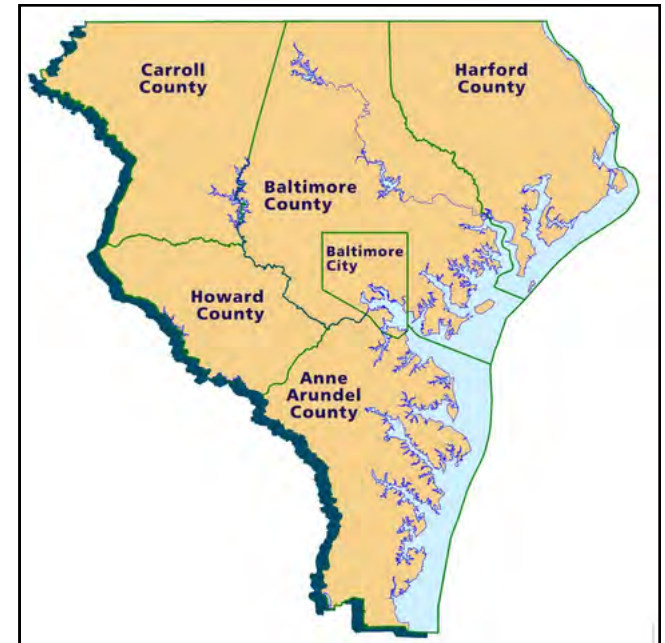
This project is to provide funding for transportation studies on federal-aid eligible roads related to, but not limited to, crash studies, traffic circulation studies, bicycle and pedestrian studies, and safety studies.

Justification:

The Baltimore City Department of Transportation often has to be flexible in planning around a changing transportation environment, with a fund dedicated to transportation studies that can address issues that arise and propose solutions for engineering and design.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Citywide Transportation Studies

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,200	\$200	\$800	\$200	\$800	\$200	\$0	\$0	\$3,400
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	\$1,200	\$200	\$800	\$200	\$800	\$200	\$0	\$0	\$3,400
Total	\$1,200	\$200	\$800	\$200	\$800	\$200	\$0	\$0	\$3,400