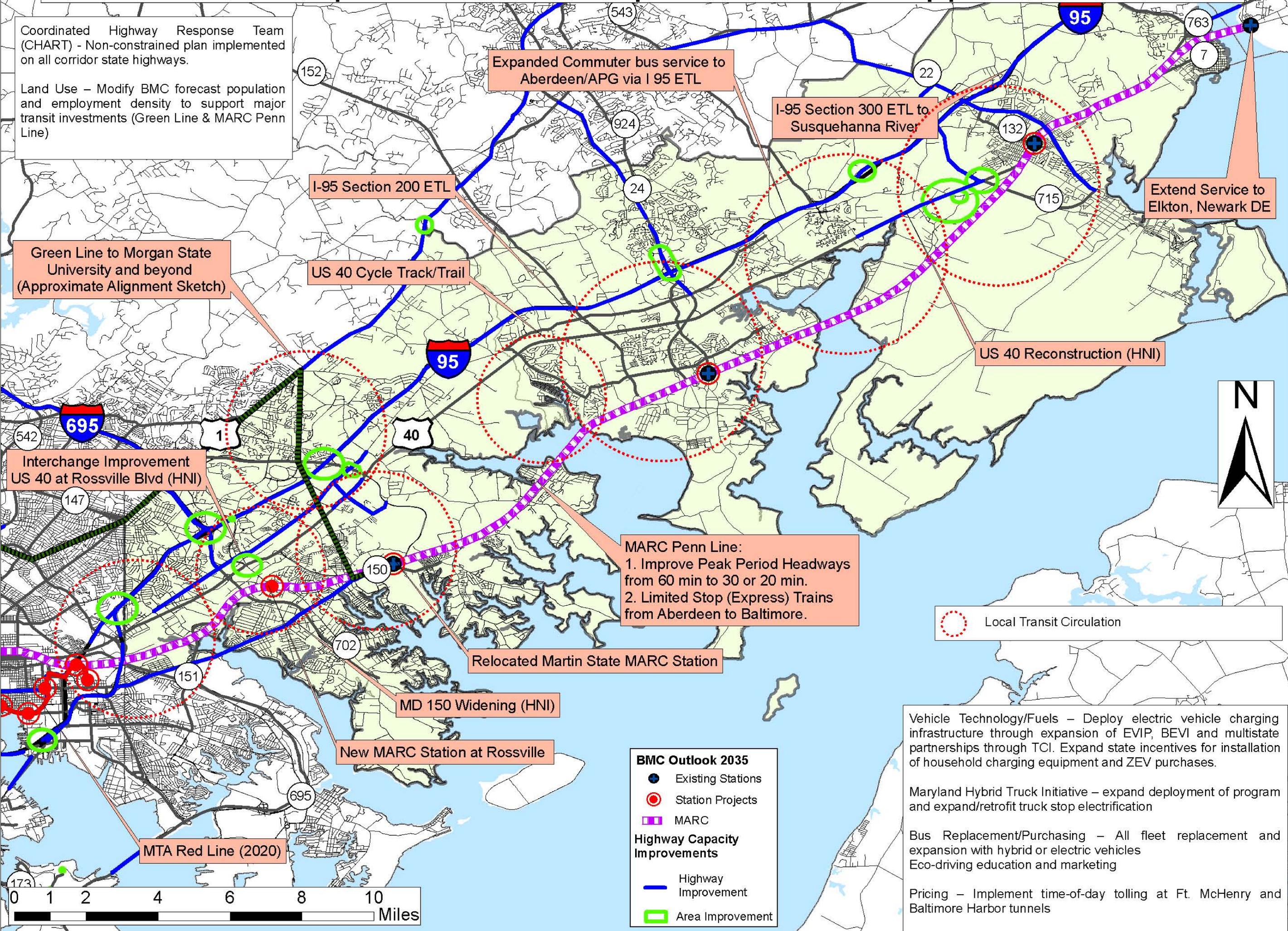


# Scenario 2: Comprehensive Transportation with Supportive Land Use

Coordinated Highway Response Team (CHART) - Non-constrained plan implemented on all corridor state highways.

Land Use - Modify BMC forecast population and employment density to support major transit investments (Green Line & MARC Penn Line)



Expanded Commuter bus service to Aberdeen/APG via I 95 ETL

I-95 Section 300 ETL to Susquehanna River

Extend Service to Elkton, Newark DE

I-95 Section 200 ETL

US 40 Cycle Track/Trail

US 40 Reconstruction (HNI)

Green Line to Morgan State University and beyond (Approximate Alignment Sketch)

Interchange Improvement US 40 at Rossville Blvd (HNI)

MARC Penn Line:  
 1. Improve Peak Period Headways from 60 min to 30 or 20 min.  
 2. Limited Stop (Express) Trains from Aberdeen to Baltimore.

Relocated Martin State MARC Station

MD 150 Widening (HNI)

New MARC Station at Rossville

MTA Red Line (2020)

Local Transit Circulation

**BMC Outlook 2035**

- Existing Stations
- Station Projects
- ▬ MARC

**Highway Capacity Improvements**

- ▬ Highway Improvement
- ▭ Area Improvement

Vehicle Technology/Fuels - Deploy electric vehicle charging infrastructure through expansion of EVIP, BEVI and multistate partnerships through TCI. Expand state incentives for installation of household charging equipment and ZEV purchases.

Maryland Hybrid Truck Initiative - expand deployment of program and expand/retrofit truck stop electrification

Bus Replacement/Purchasing - All fleet replacement and expansion with hybrid or electric vehicles  
 Eco-driving education and marketing

Pricing - Implement time-of-day tolling at Ft. McHenry and Baltimore Harbor tunnels

