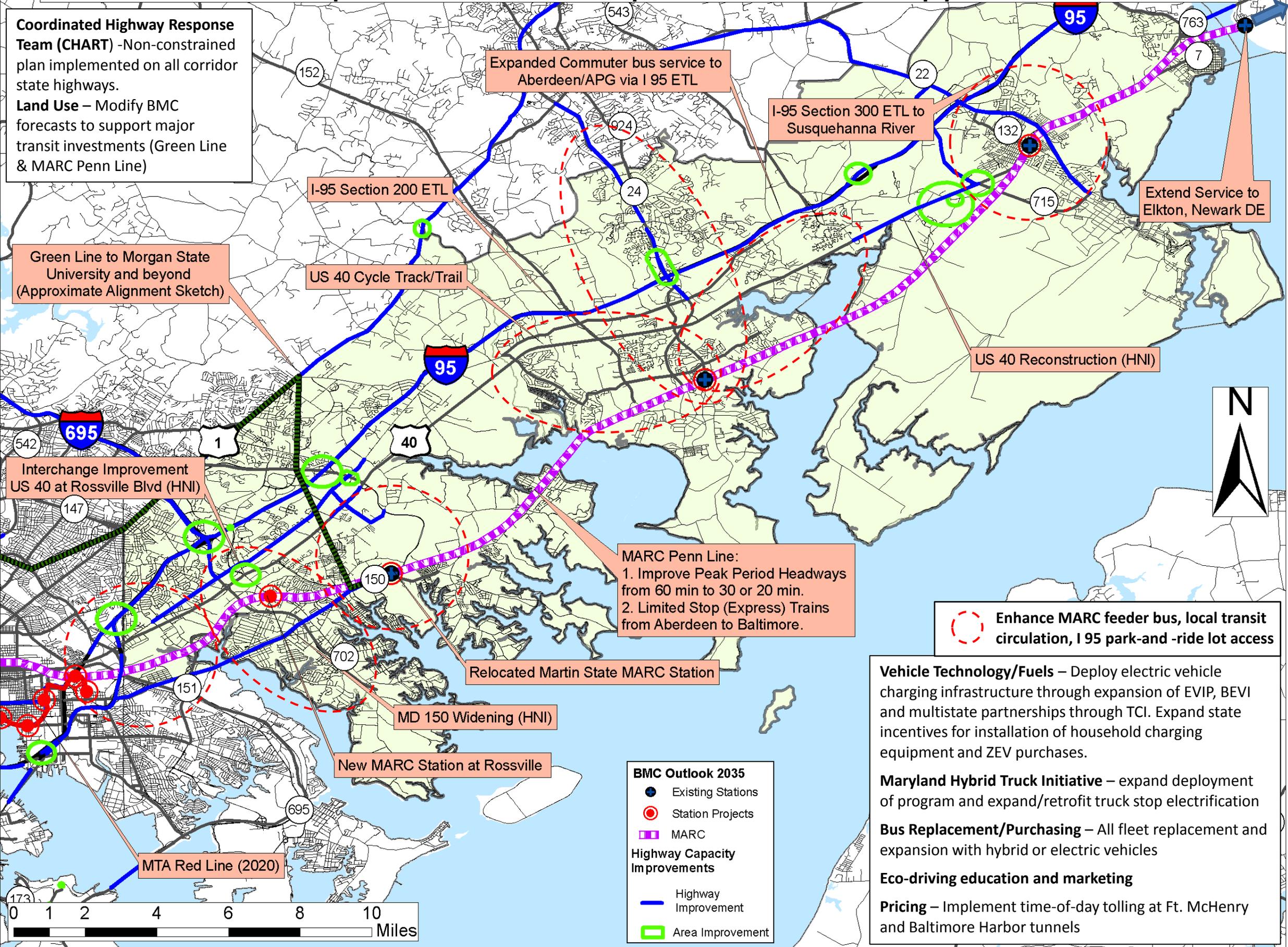


Scenario 2: Comprehensive Transportation with Supportive Land Use

Coordinated Highway Response Team (CHART) - Non-constrained plan implemented on all corridor state highways.
Land Use – Modify BMC forecasts to support major transit investments (Green Line & MARC Penn Line)



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

I-95 Section 200 ETL

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

US 40 Cycle Track/Trail

US 40 Reconstruction (HNI)

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.

Enhance MARC feeder bus, local transit circulation, I 95 park-and-ride lot access

Relocated Martin State MARC Station

MD 150 Widening (HNI)

New MARC Station at Rossville

MTA Red Line (2020)

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

