

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #15-17**

**AMENDMENT TO THE 2014 – 2017 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, and Howard, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2014-2017 Transportation Improvement Program for the Baltimore region at its November 26, 2013 meeting, with federal approval on May 19, 2014; 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**, the Maryland Department of Transportation on the behalf of the State Highway Administration has requested approval of an amendment to the 2014-2017 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the State Highway Administration is requesting to integrate the award of a \$10 million Transportation Investment Generating Economic Recovery grant for MD 175 near Ft. Meade. This funding will be used for the construction phase to widen MD 175 between Reece Road and Disney Road from four to six lanes. The overall project (MD 175: MD 295 to MD 170) is being completed in phases as funding becomes available (see Attachment 1); 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 Moving Ahead for Progress in the 21<sup>st</sup> Century Act are met; and

**WHEREAS**, the Interagency Consultation Group has determined that this project is non-exempt, yet additional analysis is not required to augment the project's initial conformity determination according to the Conformity Rule (40 CFR Parts 51 and 93). The amendment will not change the design concept and scope or the timeframes of the project completion indicated in the conforming long range plan; and

***WHEREAS**, the proposed Transportation Improvement Program amendment was publicized for a 30-day review from December 15, 2014 to January 14, 2015 with a public meeting on January 8<sup>th</sup> and a presentation to the Public Advisory Committee on January 7<sup>th</sup>. XX comments were received on this project.*

**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 2014-2017 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 January 27, 2015.

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Date

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George G. Cardwell, Chairman  
Baltimore Regional Transportation Board



SHA

## 2014 - 2017 Transportation Improvement Program

Highway Capacity  
National Highway System

### MD 175: MD 295 to MD 170

TIP ID	61-0605-41	Year of Operation	2020
Agency	SHA	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	
Conformity Status	Not Exempt	Physical Data	4 lanes to 6-lane divided; 5.2 miles
CIP or CTP ID(s)	AA4361	Est. Total Cost	\$49,823,000

#### Description:

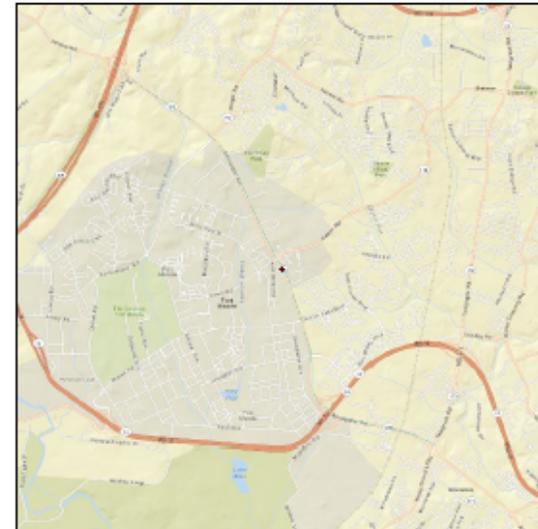
The purpose of this project is to improve access to Fort Meade. The section from MD 295 to MD 32 includes widening from 4 to 6 lanes, the section from MD 32 to MD 170 includes interchange and intersection improvements and Transportation System Management improvements. The entire corridor will see bicycle and pedestrian accommodations.

More project details can be found on the SHA web site at: <http://apps.roads.maryland.gov> (Search for project #AA436\_21)

#### Justification:

This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

**Amendment:** Direct a TIGER Grant to the construction phase of the widened section between Reece Rd and Disney Rd.



#### Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility – Improve access to jobs and other necessities for all segments of the population, including disabled, elderly, minority, and low-income populations, through coordination of land use associated with transportation investments  
7.B Promote Prosperity and Economic Opportunity – Coordinate transportation investments with state and local plans regarding growth and development



SHA

2014 - 2017 Transportation Improvement Program

Highway Capacity  
National Highway System

MD 175: MD 295 to MD 170

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System)) - NEW

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,744	\$0	\$1,744
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,744</b>	<b>\$0</b>	<b>\$1,744</b>

Transportation Investment Generating Economic Recovery - NEW

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$3,388	\$13,388
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$3,388</b>	<b>\$13,388</b>



SHA

2014 - 2017 Transportation Improvement Program

Highway Capacity  
National Highway System

MD 175: MD 295 to MD 170

(Funding in Thousands)

Section 1702 High Priority Project - ORIGINAL

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 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
PE	\$800	\$200	\$800	\$200	\$800	\$200	\$2,153	\$538	\$5,691
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$2,000	\$0	\$15,000	\$0	\$10,000	\$0	\$2,000	\$29,000
<b>Subtotal</b>	<b>\$800</b>	<b>\$2,200</b>	<b>\$800</b>	<b>\$15,200</b>	<b>\$800</b>	<b>\$10,200</b>	<b>\$2,153</b>	<b>\$2,538</b>	<b>\$34,691</b>
<b>Total</b>	<b>\$800</b>	<b>\$2,200</b>	<b>\$800</b>	<b>\$15,200</b>	<b>\$800</b>	<b>\$10,200</b>	<b>\$13,897</b>	<b>\$5,926</b>	<b>\$49,823</b>