



# BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2016-2019



**DEVELOPED BY THE BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

CITY OF ANNAPOLIS ♦ ANNE ARUNDEL COUNTY ♦ BALTIMORE CITY ♦ BALTIMORE COUNTY ♦ CARROLL COUNTY ♦ HARFORD COUNTY ♦ HOWARD COUNTY

MD DEPARTMENT OF TRANSPORTATION ♦ MD DEPARTMENT OF THE ENVIRONMENT ♦ MD DEPARTMENT OF PLANNING ♦ MD TRANSIT ADMINISTRATION



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## I. INTRODUCTION

### A. Summary

The Baltimore Region Transportation Improvement Program (TIP) documents the anticipated timing, cost, and rationale for federally-funded transportation improvements to be made in the Baltimore region<sup>1</sup> over the next four years. It is a program of specific projects, not a plan. In accordance with federal guidelines, the TIP is a translation of recommendations from the long-range transportation plan, *Plan It 2035*, for the Baltimore region into a short-term program of improvements. This includes specific capacity improvements that have been identified in the long-range plan, as well as system preservation projects and operational initiatives that are supported in the plan but have not been previously detailed. As such, the TIP ensures consistency between plan recommendations and project implementation in the region.

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<sup>1</sup>. As shown in Exhibit I-1, the Baltimore region is composed of Baltimore City, Annapolis and Anne Arundel, Baltimore, Carroll, Harford and Howard counties. As a result of Census 2010, there are three federally recognized urbanized areas in the region. One includes the City of Baltimore and portions of Anne Arundel, Baltimore, Carroll, Howard and Queen Anne's County. The second includes Westminster in Carroll County. The third is Aberdeen – Havre de Grace – Bel Air in Harford County and portions of Cecil County.

The TIP also serves as a multi-modal listing of transportation projects in the region for which federal funding requests are anticipated between fiscal years 2016-2019.<sup>2</sup>

A summary of the key federal requirements is provided in Chapter II. The summary is followed by several sections that provide information for the requirements in key areas. The relationship between the TIP and other transportation plans and programs in the region, its fulfillment of federal requirements, its regional review function and the procedures for amending it are described in Chapter III. Chapter IV explains the terms and symbols used in the project listings. Chapter V presents the financial plan supporting the projects in the four-year program. It also details the amount and source of federal funds to be requested for the coming fiscal year, FY 2016.

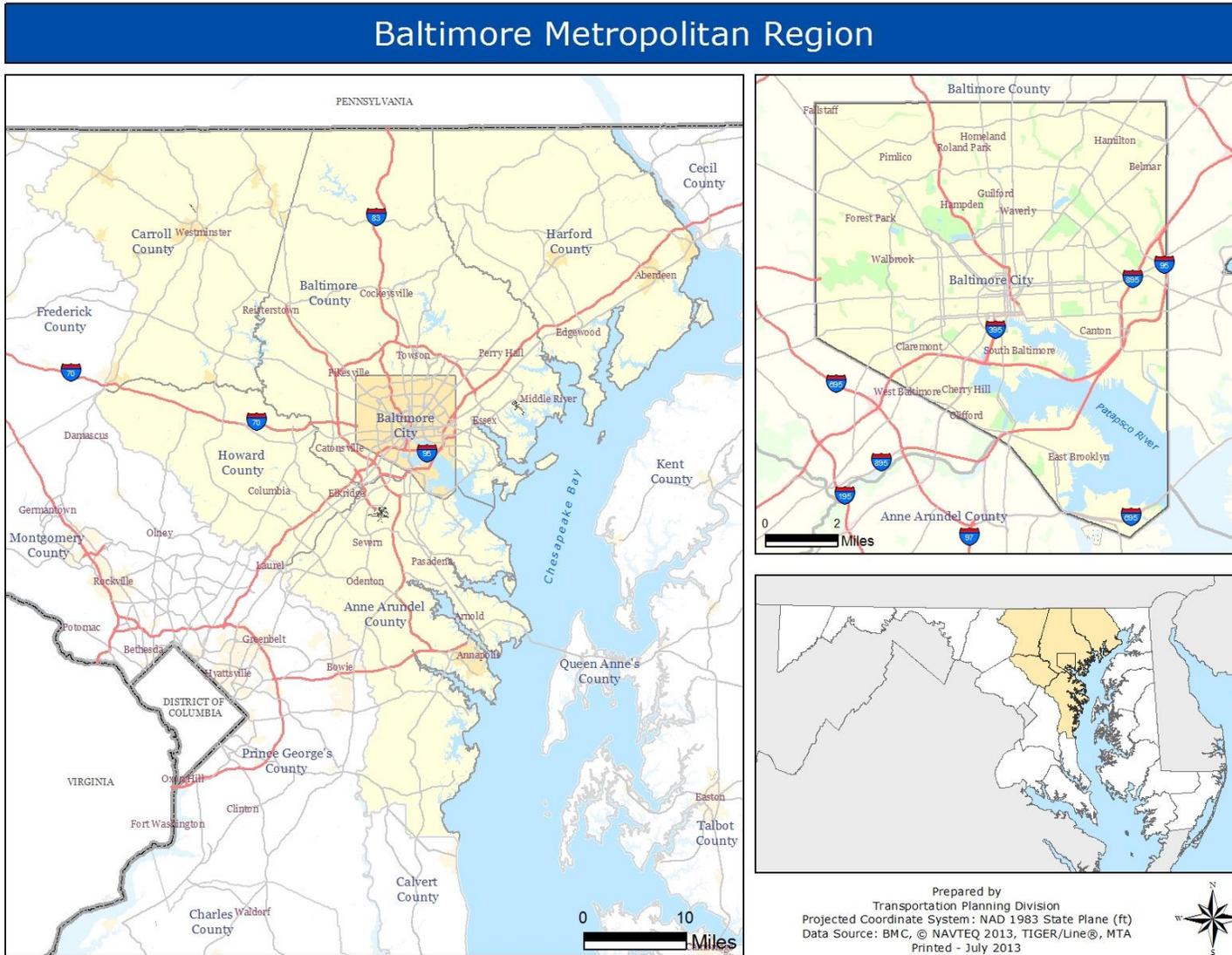
All federally funded projects in the TIP are listed in Chapter VI. The projects are grouped first according to the local jurisdiction or state agency responsible for their implementation. Within those sections they are then grouped by category in the following order: commuter rail, enhancement program,

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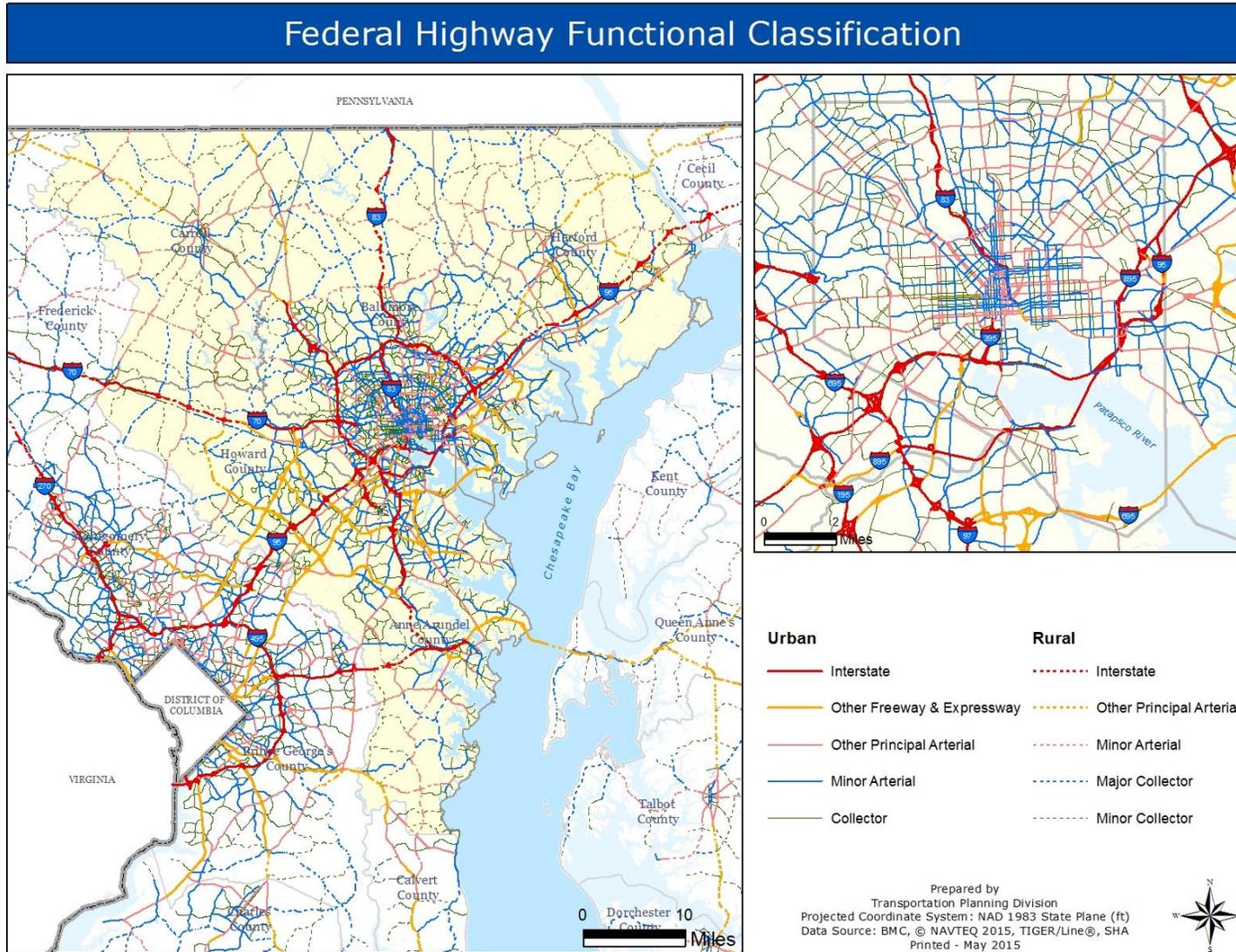
<sup>2</sup>. The Baltimore Region TIP follows the Maryland state fiscal year which is July 1 to June 30.

environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit, ports, and miscellaneous. A timetable for anticipated federal funding requests is presented for each project. The estimated total cost of the projects in the 2016-2019 TIP is approximately \$3.33 billion. Of that amount, \$2.26 billion will be provided by federal funding authorities, while the local and state matching funds are \$1.07 billion.

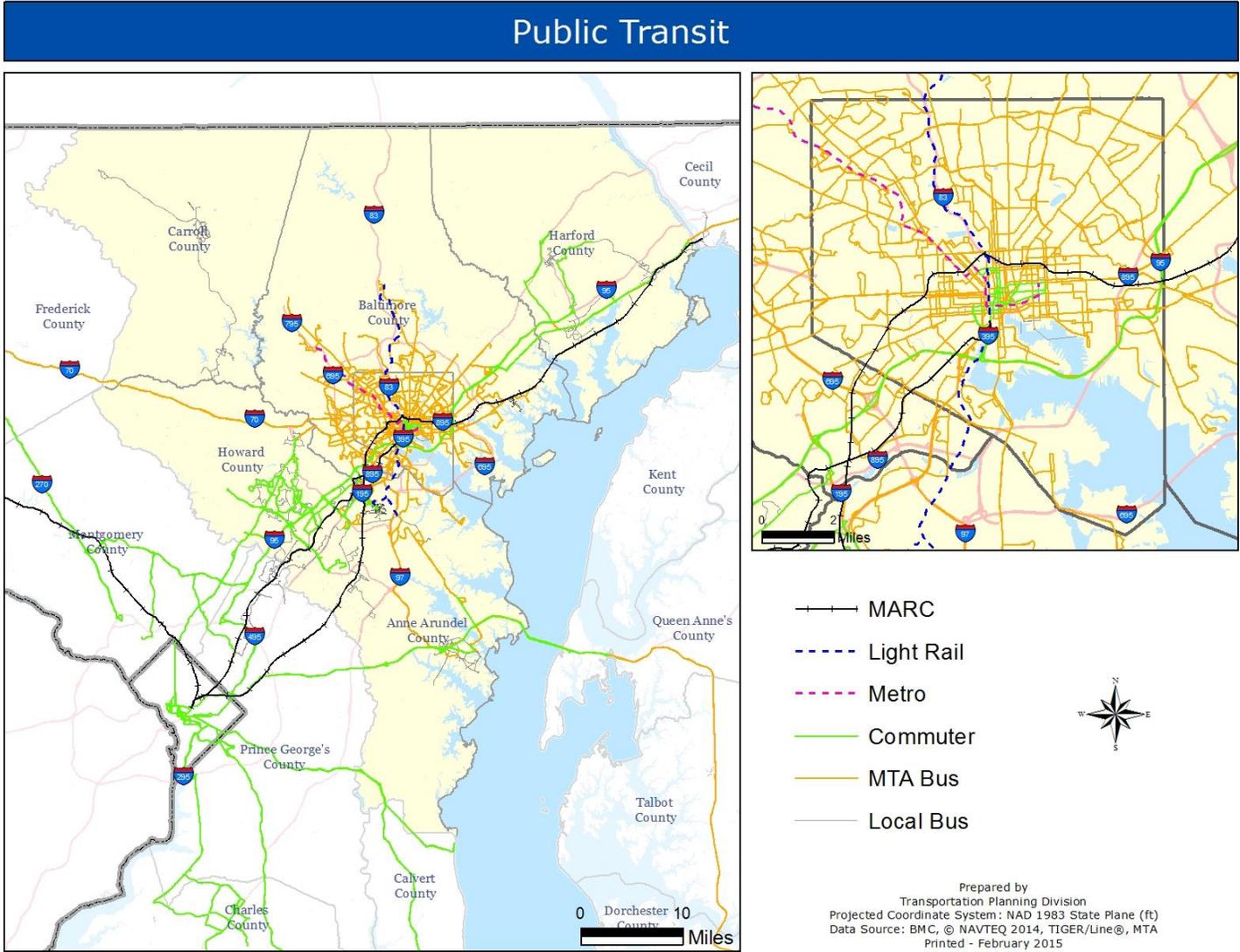
# Exhibit I-1: The Baltimore Region



## Exhibit I-2: The Baltimore Region Federal Highway Functional Classification



# Exhibit I-3: The Baltimore Region – Transit



## **B. Metropolitan Planning Organization Self-Certification**

At the time the metropolitan TIP, and the projects requesting funds in the coming fiscal year, are endorsed for funding out of the U. S. Department of Transportation (DOT), a Metropolitan Planning Organization (MPO) is required to certify that projects selected through the transportation planning process conform with all applicable federal laws and regulations. The Baltimore Regional Transportation Board (BRTB), in its capacity as the MPO for the Baltimore region, certifies via Resolution #16-2 that the transportation planning process is conducted in a manner that complies with the requirements of 23 USC 134, 49 USC 5303, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act. The certification requirement directs members of the BRTB to review the planning process that has been under way and ascertain that the requirements are being met. The review serves to maintain focus on essential activities. Members of the BRTB are listed in Appendix A of this document.

The BRTB's commitment to comply with applicable federal transportation planning requirements is evidenced by the following: ❶ the BRTB has a continuing, cooperative and comprehensive (3-C) transportation planning process that

results in plans and programs consistent with the general land use and master plans of the local jurisdictions in the urbanized area; ❷ the BRTB has adopted a public participation process that fulfills the requirements and intent of public participation and outreach as defined in the Metropolitan Planning Regulations; ❸ the BRTB adopted a financially constrained long-range transportation plan, *Plan It 2035*, for the Baltimore region consistent with the metropolitan planning factors in Moving Ahead for Progress in the 21st Century (MAP-21); ❹ the BRTB maintains a Congestion Management Process (CMP); ❺ the BRTB has determined that conformity (8-hour ozone, fine particulate matter and carbon monoxide) of *Plan It 2035* as amended and the 2016-2019 TIP for the Baltimore region has been conducted under the U.S. Environmental Protection Agency's (EPA's) final rule as amended; and ❻ the BRTB adheres to the federal Minority Business Enterprise/Women Business Enterprise (MBE/WBE) requirements set forth in 49 CFR Part 23.

### **C. Consistency with Plan It 2035**

In an effort to plan for future regional transportation needs and to comply with the intention of MAP-21 and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed *Plan It 2035*, the long-range transportation plan, in November 2011 (and as amended in November 2013). The factors that guided the development of *Plan It 2035* are listed in the Metropolitan Planning Regulations effective March 16, 2007.

*Plan It 2035* reports on regional growth in population, households and employment to the year 2035 and the projected travel demand generated as a result of the demographic data. It demonstrates how the existing and committed transportation network will be inadequate to accommodate future travel demand in an acceptable manner to ensure regional mobility objectives. To address the projected demands on the transportation system, *Plan It 2035* includes a range of projects through the year 2035.

A multi-modal array of transportation improvements are outlined in *Plan It 2035* with the requisite funding scenario needed to support the program. Non-motorized transportation alternatives are included, as well as inter-modal and transportation demand management strategies. The

transportation demand management strategies are particularly important to complement the infrastructure improvements and ensure the region meets the conformity requirements for transportation plans and programs by way of national air quality goals and objectives.

The capacity projects in the 2016-2019 TIP "flow" from the conforming Plan, resulting in a prioritized subset of projects for implementation. In this way, long-range policy recommendations are translated into short-range transportation improvements.

## II. FEDERAL REQUIREMENTS AND REGIONAL REVIEW FUNCTION

### A. Requirements of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)

Below is a discussion of key federal requirements that are in place regarding development of the TIP. These include a prioritized list of financially constrained improvements, a consideration of “flexing” funds between traditional highway and transit sources of money, completion of congestion management studies prior to inclusion of any project that contributes to an increase in single-occupant vehicles, and the role of public involvement throughout the process.

As a requirement of MAP-21, the BRTB, in cooperation with state and local agencies and transit operators, have developed a prioritized and financially reasonable TIP. Priority is reflected by the year in which a project is shown. Priorities and financial analysis are provided for all four years of the TIP. Financial reasonableness is evaluated on three fronts: ❶ MDOT ensures that federal funding requests during the TIP planning process are reasonable for our region; ❷ MDOT provides documentation of the state's capacity to meet the match requirements associated with state-sponsored projects in the

TIP; while ❸ Local governments also provide documentation of the same financial reasonableness requirements to match the federal funds requested for locally sponsored projects.

Federal law requires that projects proposed for inclusion in plans and programs be analyzed to ensure that the fiscal resources required to construct them are reasonably expected to be available within the timeframe specified. With the additional revenue projected as a result of passage of the Transportation Infrastructure Investment Act of 2013, the funding will be available to advance some projects. Within this context, the proposed projects have been assessed and found to meet the fiscal constraint requirement.

As a further requirement of MAP-21, the TIP is required to take full advantage of the increased flexibility of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) capital funds. MDOT provides a "statement of concurrence" that consideration of this provision (flexing funds) has been utilized in the development of all state initiatives. Documentation of project prioritization, financial reasonableness and flexible funding is included in Appendix B.

Projects included in the 2016-2019 TIP have been cooperatively determined by members of the BRTB. The

project selection process considered the air quality implications and regional mobility enhancement prior to inclusion in the final TIP document.

An additional requirement of MAP-21 is to include a financial plan that demonstrates that the projects proposed in the TIP can be funded. The TIP demonstrates that the region, through public and private funding, is reasonably able to generate the projected resources needed to carry out the projects in the TIP.

Another requirement of MAP-21 states that for “transportation management areas classified as nonattainment for ozone or carbon monoxide . . . , Federal funds may not be advanced in such area for any highway project that will result in a significant increase in the carrying capacity for single-occupant vehicles unless the project is addressed through a congestion management process (CMP)”. CMP guidelines were adopted by the BRTB in October, 1997. As potential capacity projects enter the state planning process, the BRTB is invited to participate in interagency discussions. This process allows the BRTB to offer recommendations during the process to address congestion prior to building additional lane capacity. At three stages in this interagency process the BRTB adopts a resolution approving the analysis to date. The BRTB also

conducts ongoing data collection and monitoring to assess conditions and ascertain the effectiveness of a range of strategies to relieve congestion.

Also as a requirement of the regulations implementing MAP-21 and its predecessors, the public must have an opportunity to review and comment on the TIP in the early stages of preparation with at least one public meeting. Formal public participation procedures to govern metropolitan transportation planning activities were updated by the MPO in January 2007. These guidelines reaffirmed a framework for public participation and information dissemination.

The BRTB offered citizens, affected public agencies, private providers of transportation and other interested parties reasonable opportunities to comment on a draft list of projects. A schedule of key dates in the development of the TIP was provided to the members of the Public Advisory Committee (PAC) along with a description of the information available in the TIP. Opportunities to comment on the draft list were publicized primarily through electronic means (website and e-newsletters) and PAC meetings, with outreach work undertaken by Public Involvement staff.

The draft TIP was made available online. For the draft TIP, flyers announcing public meetings were distributed online and to 77 public libraries in all jurisdictions in addition to advertising in local papers and social media. The PAC members were asked to distribute the flyer to their constituencies as an additional way of disseminating the information. Public involvement activities were announced on the Internet via the Baltimore Metropolitan Council (BMC) website. One public meeting was held for the public to comment on the draft TIP in addition to a live webinar held in the evening. In addition to these public meetings, the public was able to address the BRTB at its July 2015 meeting. Written comments by mail, email or social media are accepted during the public review periods. A summary of all comments received, both verbal and written, BRTB responses to comments, and the public participation notices are included in Appendix G.

## **B. Environmental Justice**

Environmental justice (EJ) considers whether low-income and minority populations bear disproportionate impacts resulting from governmental decisions. Historically, EJ was borne out of civil rights and environmental complaints from low-income and minority communities. Concerns were raised, showing that these communities may suffer disproportionately from exposure to toxic chemicals and the siting of industrial plants and waste facilities.

In 1997, the U.S. Department of Transportation (DOT) issued an “Order to Address Environmental Justice in Minority Populations and Low-income Populations.”

The DOT Order directs consideration of two groups. A person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines is considered low-income. A person belonging to any of the following groups is considered part of a minority population:

- Person of origin in any of the black racial groups of Africa;
- Person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin;

- Person having origins in way of the original peoples of the Far East, Southeast Asia, Indian subcontinent, or Pacific Islands; or
- Person having origins in way of the original people of North America (American Indian, Alaskan Native) and who maintains cultural identification through tribal affiliation or community recognition.

The DOT Order applies to all policies, programs and other activities undertaken, funded or approved by the DOT, including metropolitan planning. There are three fundamental DOT environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Metropolitan planning organizations (MPOs) are responsible for assessing the benefits and burdens of transportation system investments for different socio-economic groups. This includes both a data collection effort and engagement of

minority, low-income, and disability populations in public involvement activities.

In *Plan It 2035*, an analysis was done to measure the region's ability to improve access to jobs and other destinations. Included in this document is information about where upcoming transportation projects are located relative to concentrations of minority and low-income populations. Two maps (Exhibit II-1 and Exhibit II-2) show areas where the percentages of minority and low-income populations are higher than for the region. Data from the 2010 Census is used to calculate the regional information.

#### Minority Populations

From the 2009-2013 American Community Survey, the region's minority population is 41% of the total population, although the concentrations of such groups are not equally distributed throughout the region. For example, the number of African-Americans living in Baltimore City is significantly higher than in other jurisdictions. In order to show where large concentrations of minorities are living in the region, Census tract data (i.e. neighborhoods) was used with populations greater than 41%. Exhibit II-1 shows census tracts with minority populations greater than 41%.

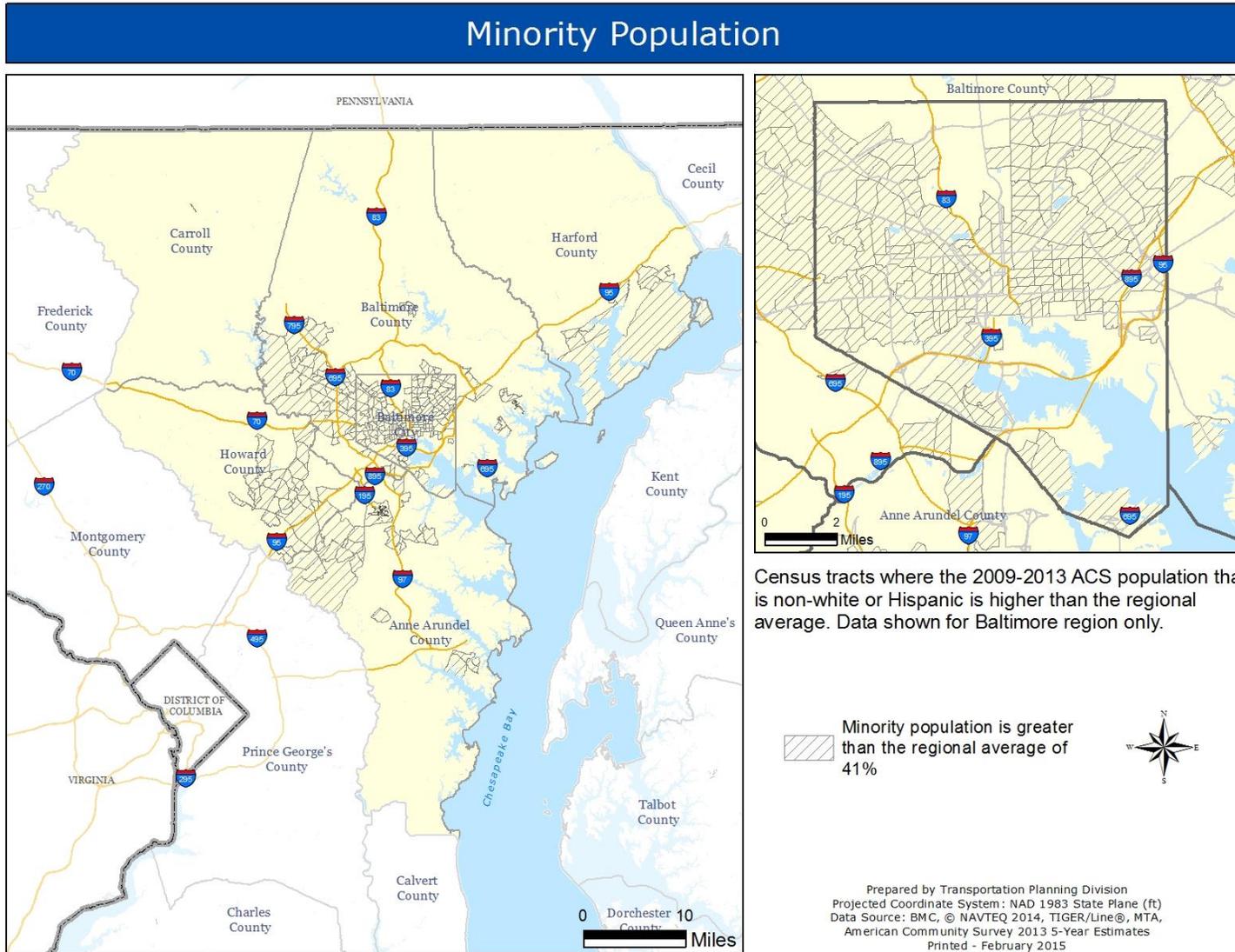
#### Low-income Populations

Similarly, income is not distributed equally throughout any region. As a result, the 5-year estimate of the region's median household income from the 2009-2013 American Community Survey (\$69,367) was used to show the levels of income around this region. Low-income populations can be identified as earning 50% or less of the median household income. Therefore, a household at the 50% rate has a maximum income of \$34,684, while a household at the 80% rate has a maximum income of \$55,494. Exhibit II-2 shows census block groups that are below 50%, between 50% and 80%, and above 80% of the region's median household income.

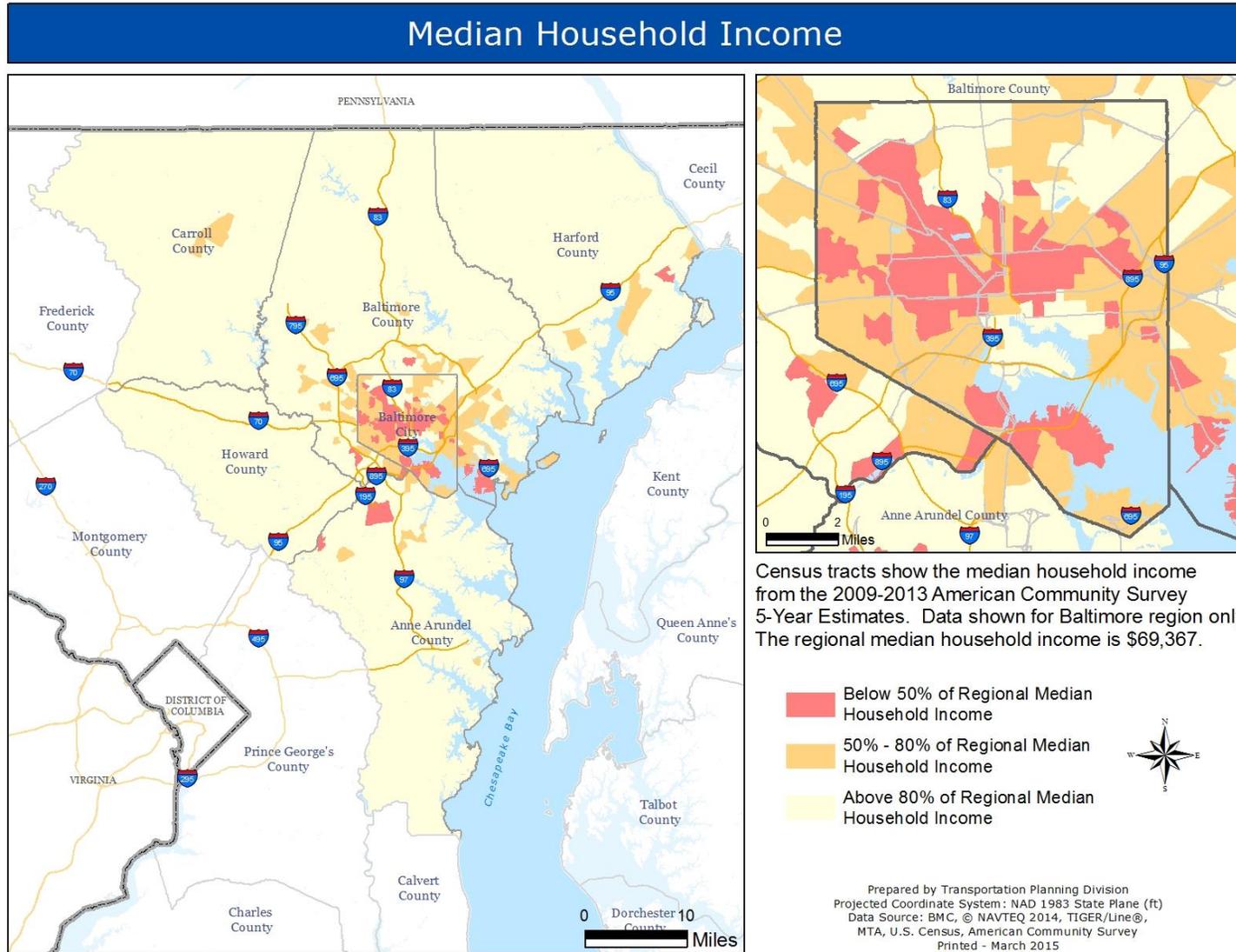
When a transportation project enters project planning, consideration of EJ is undertaken. These studies are conducted by the appropriate state agency (e.g. Maryland State Highway Administration, Maryland Transit Administration, or Maryland Transportation Authority) or a local jurisdiction during the project planning phase. Opportunities for public participation are central to these efforts.

Additional EJ maps are available in Section VI: Individual Project Listings. These maps show the locations (by jurisdiction) of specific projects in relation to minority and low-income population concentrations.

## Exhibit II-1: Minority Concentration, Baltimore Region



## Exhibit II-2: Low Income Concentration, Baltimore Region



### **C. Coordinating Human Service Transportation**

MAP-21 continues to support transportation initiatives for elderly and disabled populations through the FTA Section 5310 Capital Grant Program and low-income populations through the eligibility of job access and reverse commute projects under FTA Section 5307 Urbanized Area Formula Grants program. MAP-21 also continues the requirement that all of these programs be coordinated. The Maryland Transit Administration (MTA) is the administrator for all three programs and coordinates with the BRTB on the implementation of these programs.

The BRTB takes the lead, with assistance from MTA, for development of the Baltimore Region Coordinated Public Transit Human Services Transportation Plan. The coordination takes place in the form of a locally developed yet coordinated plan. For projects funded through these programs, recipients must certify that the projects “are included in locally developed, coordinated public transit-human services transportation plan”. This provision is aimed at improving transportation services for persons with disabilities, older adults and individuals with lower incomes, and ensuring that communities are coordinating

transportation resources provided through multiple federal programs. MTA and the BRTB updated the Baltimore Area Coordinated Transportation Plan in October 2015.

## **D. Additional Programs for Seniors and Persons with Disabilities**

In addition to the FTA Section 5310 Program, MTA has been actively pursuing ways to assist the elderly and persons with disabilities. The MTA operates a fleet of buses that is fully accessible to the elderly and persons with disabilities. All new bus purchases are lift-equipped.

As part of their training program, bus operators receive disability awareness/passenger assistance technique training for the special needs of passengers. This training emphasizes Americans with Disabilities Act (ADA) service requirements and techniques for communicating with the elderly and people who are disabled. The needs of the elderly and disabled customers, those with hidden disabilities and blind, deaf and mentally disabled travelers are discussed. Operators are instructed in the operation of the lift-equipment and in providing assistance to riders from the disability community.

MTA operates a Mobility Program and Reduced Fare Program for the elderly and persons with disabilities. Mobility provides comparable ADA service for those who cannot use fixed-route service. The Reduced Fare Program provides a 66% discount for the elderly and persons with disabilities in accordance with

requirements for recipients of federal operating assistance from FTA (49 CFR 609.23).

In addition to these programs, MTA initiated two programs: MTA Taxi Access II Service and the Senior Ride Program.

### MTA Taxi Access II Service

The MTA Taxi Access II Service is a program that is open to eligible MTA Mobility customers. This program offers program participants same day transportation options through a network of taxi and sedan providers. Participants in the program can use the service for any purpose and take it to anywhere within the service area of Mobility. There is a premium fare of \$3.00 that the participant pays for each ride and the participant is responsible for any portion of a fare that exceeds the \$20.00 limit. Participants may be accompanied by up to 3 people per trip if all passengers start and end the ride at the same location. A list of participating companies is available to users.

### Senior Ride Program

Since FY 2006, MTA has awarded grants to qualified applicants to encourage and facilitate the development of volunteer transportation services for low-income and

moderate-income seniors. Each year, MTA has offered statewide approximately \$180,000 in State funds to be matched with a 25% local contribution. The projects must provide door-to-door transportation services, use primarily volunteer drivers, and have a dispatching system.

## **E. Status of Projects from the 2014-2017 TIP**

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP that were implemented must be tracked and any significant delays in the planned implementation of these major projects must be explained. In order to meet this guideline, Table II-1 lists all projects by jurisdiction including the TIP number, year of operation and status of the project.

Key for Table II-1:

XX means the project is not in the new TIP either because funds have been received, the project is complete, the project is between funding stages, or it is not being pursued. The reason is noted in the project status. Ongoing means that this project continues year after year. NA means not applicable, usually used for a study where year of operation has yet to be determined.

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b><u>Baltimore Metropolitan Council</u></b>				
CMAQ Areawide	80-0801-09	Ongoing	XX	All funds were obligated in FY 2015 and years prior.
<b><u>Anne Arundel County</u></b>				
Chesterfield Road Bridge over Bacon Ridge Branch	11-1101-13	2016	2016	In the current TIP.
Furnace Avenue Bridge over Deep Run	11-1103-13	2018	2018	In the current TIP.
Sands Road Bridge over Wilson Owens Branch	11-1203-13	2016	2016	Assumed completion July 2016
Harwood Road Bridge over Stocketts Run	11-1208-13	2018	2018	Project to be completed
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2017	2017	Project to be completed
O'Connor Road Bridge over Deep Run	11-1403-13	2018	2018	Project to be completed
<b><u>Baltimore City</u></b>				
Citywide Road Resurfacing- Federal Aid Program	12-0207-11	Ongoing	XX	Project on hold.
Edmondson Avenue Bridge over Gwynns Falls and CSX Railroad	12-1002-43	2015	XX	Not in 16-19 TIP. Plan, specification and estimate submitted. Funded for construction in FY 2015.
Citywide Bridge Preservation and Rehabilitation	12-1030-13	Ongoing	XX	Project on hold.
Boston Street Realignment and Reconstruction	12-1102-42	2014	2016	65 % review stage completed
Reconnecting West Baltimore	12-1122-03	2017	2017	95% submission
Key Highway and Light Street Roundabout	12-1123-12	2015	2016	95% design stage
Central Avenue - Phase II	12-1205-12	2017	2017	Plan specifications and estimates
Citywide Street and Urban Reconstruction	12-1213-11	Ongoing	XX	Project on hold.
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	2015	2019	Perring Parkway Ramp - design proposal stage
Sisson Street Bridge over CSX Railroad	12-1216-13	2017	2017	30% design stage
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Ongoing	Ongoing	Various projects in design and construction
Citywide Safety and Intelligent Transportation System	12-1218-07	Ongoing	Ongoing	Various project elements in construction
Citywide Guide Sign Replacement	12-1222-19	Ongoing	2016	Various installations ongoing
Cherry Hill Light Rail Station - Area Improvement	12-1225-64	2014	XX	65% design stage
Harford Road Bridge over Herring Run	12-1402-13	2017	2017	95% design stage

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b>Baltimore City</b> (continued)				
Wilkens Avenue Bridge over Gwynns Falls	12-1403-13	2017	2017	60% design stage
Belair Road Complete Streets	12-1404-11	2016	2020	scoping/proposal
Waterview Avenue and Hollins Ferry Road Reconstruction	12-1406-12	2017	XX	Project on hold.
Red Line Development	12-1407-06	2021	XX	Project on hold
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	2017	2017	Processing for design notice to proceed
Seton Hill Complete Streets	12-1409-11	2017	XX	Project on hold.
I-83: Joint Repairs - Phase II	12-1411-13	2017	2018	95% design stage
Bayview MARC Intermodal Station	12-1413-56	2018	2018	Consultant selection in process
Citywide System Preservation Resurfacing	12-1414-11	2015	Ongoing	Consultant selection in process
Citywide Concrete Pavement Rehabilitation	12-1416-11	2015	XX	Project on hold
Citywide ADA Improvements	12-1417-39	2015	Ongoing	Improvements in construction
Hanover Street Bridge Multimodal Corridor	12-1419-13	NA	NA	MOU under review
Hawkins Point Bridge over CSX Railroad	12-9903-13	2017	2017	Plan specifications and estimates
<b>Baltimore County</b>				
Dogwood Road Bridge #72 Over Dogwood Run	13-0001-13	2015	2017	Design nearly complete, 6/2017 construction advertisement date planned, project in ROW acquisition but delayed by issues involving MD DNR property & unknown property-owner parcel.
Gwynnbrook Avenue Bridge #202 over Gwynns Falls	13-0411-13	2014	2017	Design complete, 11/2015 construction advertisement date planned, project in ROW acquisition but delayed by issues involving MD DNR property.
Mohrs Lane Bridge #143 over CSX Railroad	13-0803-13	2015	2018	Project in final design phase, 11/2015 construction advertisement date planned.
Ensor Road Bridge #158 over Third Mine Branch	13-1003-13	2014	XX	Design complete, 4/2015 construction advertisement date planned, project currently in ROW acquisition but delayed due to condemnation process on 1 property.
Gunpowder Road Bridge #409	13-1005-13	2016	2019	Design planned FY2017, construction FY2018. Project may be delayed due to other projects having higher priority.
Hammonds Ferry Road over CSX Railroad	13-1012-13	2015	2017	Design underway, 1/2016 advertisement date planned. Project may be delayed due to other projects having higher priority
Lansdowne Boulevard Bridge #113 over CSX Railroad	13-1105-13	2020	2021	Design planned FY2018, Construction FY2020.

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b>Baltimore County</b> (continued)				
Jericho Covered Bridge over Little Gunpowder Falls	13-1106-13	2014	XX	Design complete, summer 2015 construction scheduled.
Piney Grove Road Bridge #140 over CSX railroad	13-1107-13	2017	2021	Design planned FY2018, construction FY2020.
Peninsula Expressway Bridge #119 over CSX Railroad	13-1108-13	2018	2020	Design planned FY2016, construction FY2018. Project may be delayed due to other projects having higher priority.
Gores Mill Road Bridges #136, 138 and 346	13-1109-13	2015	2017	Preliminary design underway, 11/2015 construction advertisement date planned.
Dogwood Road Bridge #347 over Dogwood Run	13-1201-13	2016	2016	Design underway, 6/2015 construction advertisement date planned.
Old Ingleside Avenue Bridge #96 over Dead Run	13-1202-13	2020	2020	Design planned FY2016, construction FY2020.
Gorsuch Mill Road Bridge #71 over Blackrock Run	13-1203-13	2017	2019	Design planned FY2016, construction FY2020
Old Court Road Bridge #237 over Bens Run	13-1204-13	2014	2017	Design planned FY2014, construction FY2016
Sparks Road Bridge #18 over Gunpowder Falls	13-1206-13	2016	2017	Design planned FY2016, construction FY2017. Project may be delayed due to other projects having higher priority.
Golden Ring Road Bridge #110 over Stemmers Run	13-1208-13	2018	2020	Design planned FY2017, construction FY2020.
Rolling Road Bridge #358 over Branch of Dead Run	13-1209-13	2018	2021	Design planned FY2016, construction FY2018.
Ingleside Avenue Bridge #97 over Dead Run and Dogwood Road	13-1210-13	2020	2020	Design planned FY2016, construction FY2020.
Campbell Boulevard Extension - Phase II	13-1401-42	2015	XX	Construction ongoing and expected to be complete in 2015
Owings Mills Boulevard Extension - Phase II	13-1404-42	2016	XX	Construction ongoing and expected to be complete in 2016
Rolling Road Widening - Phase I	13-1405-41	2016	2018	Construction to start in FY 2016
Security Boulevard Extension	13-1406-42	2016	2018	Construction to start in FY 2017
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program
<b>Carroll County</b>				
Stone Chapel Road over Little Pipe Creek	14-1103-13	2015	2019	Preliminary engineering FY 2016
Governor Brown Trail	14-1401-25	2017	2017	In the current (FY 2016-2019) TIP
Countywide Bridge Maintenance, Repair, and Replacement	14-1402-13	2017	Ongoing	In the current (FY 2016-2019) TIP

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b><u>Carroll County</u></b> (continued)				
Boxwood Drive Extension	14-1403-42	2020	XX	No funds have been expended and project is not moving forward for foreseeable future.
Georgetown Boulevard Extension	14-1404-42	2020	XX	No funds have been expended and project is not moving forward for foreseeable future.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing
<b><u>Harford County</u></b>				
Watervale Road Bridge # 63 over Winters Run	15-0404-13	2015	2016	In the current TIP and expected to be in operation in FY 2016
Harford Creamery Road Bridge # 104 over Little Deer Creek	15-0405-13	2014	XX	Under construction and expected to be in operation in FY 2015
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	2014	2016	In the current TIP and expected to be in operation in FY 2016
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2015	2018	In the current TIP and expected to be in operation in FY 2018
Chestnut Hill Bridge #40	15-1101-13	2016	2018	In the current TIP and expected to be in operation in FY 2018
Phillips Mill Road Bridge #70 over an East Branch tributary	15-1102-13	2018	2019	In the current TIP and expected to be in operation in FY 2019
Prospect Road Bridge #217 over Deep Run	15-1104-13	2016	2020	In the current TIP and expected to be in operation in FY 2020
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	2014	2016	In the current TIP and expected to be open to traffic in FY 2016
Bata Boulevard Access Road	15-1402-42	2016	2020	In the current TIP and funded for design in FY 2017
Tollgate Road	15-1404-42	2017	2018	In the current TIP and expected to be in operation in FY 2018
Stafford Road Bridge #24 over Deer Creek	15-1501-13	2017	2017	In the current TIP and expected to be open to traffic in FY 2017
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
<b><u>Howard County</u></b>				
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	In the current TIP - Bridge projects are being developed and implemented from year to year
Dorsey Run Road: MD 103 to Montevideo Road	16-1402-41	2015	XX	Phase B of construction underway in FY15. Project anticipated to be completed by FY17.
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	2015	2020	Design and land acquisition underway for Phase 1, Phase 2 design set for FY16. Project anticipated to be completed by FY20.
Dorsey Run Road: Guilford Road to CSX Railroad Spur	16-1404-42	2014	XX	Project is currently in phase 2. Project anticipated to be completed by FY17.

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b>Howard County</b> (continued)				
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	2016	2020	Project design and land acquisition in process. Project anticipated to be completed by FY20.
MD 175 at Blandair Park	16-1407-46	2018	2019	Construction of phase 1 continues, design of phase 2 to begin in FY15. Project anticipated to be completed in FY19.
Skylark Boulevard extended to MD 216	16-1409-42	2017	2017	In the current TIP
Snowden River Parkway: Broken Land Pkwy to Oakland Mills Rd	16-1410-41	2016	2020	Project will be phased. Design and land acquisition is in progress. Project anticipated to be completed in FY20.
<b>MDOT</b>				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project
<b>MTA - Commuter Rail</b>				
MARC BWI Garage Repairs	71-1401-55	2016	XX	Will be combined w/MARC Riverside Procurement to create a new project (MARC Facilities)
MARC Bayview Station	72-1202-56	2020	2020	Project is moving on with state funding only
MARC Halethorpe Station Parking Expansion	73-0204-55	2014	XX	Completed
MARC Aberdeen Station Parking Expansion D&E	75-1101-02	2018	XX	Project on hold
MARC Edgewood Station Improvements	75-1201-54	2013	XX	Completed
MARC Maintenance and Layover Facility	70-1201-56	2018	XX	No longer in Baltimore Region, now in Cecil County
MARC Riverside Facility Procurement	70-1202-56	2014	XX	Will be combined w/ MARC BWI Garage to create a new project (MARC Facilities)
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Ongoing
MARC Improvements	70-1502-54	Ongoing	Ongoing	Ongoing
MARC Facilities	70-1503-55	Ongoing	Ongoing	Ongoing
<b>MTA - Transit</b>				
Central Maryland Transit Operations and Maintenance Facility	16-0201-66	2015	XX	Federal funding is provided through MTA but Howard County is managing construction of this project. Anticipate occupancy 5/20/2015.
Bus Replacement	40-0009-05	Ongoing	XX	Will now become MTA Core Bus and Paratransit Vehicle Replacement (40-1601-05) - a new project to the 16-19 TIP
Bus & Rail System Preservation and Improvement	40-0015-64	Ongoing	Ongoing	Project is ongoing and is on schedule

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b>MTA Transit</b> (continued)				
Small Urban Transit Systems - Operating Assistance	40-0104-61	Ongoing	Ongoing	Project is ongoing and is on schedule
Baltimore Red Line	40-0602-69	2022	2022	Project is in the Preliminary Engineering phase and is on schedule
Metro Station Fire Management Systems (SCADA)	40-0603-39	2013	XX	Completed
New Freedom Program	40-0801-69	Ongoing	XX	Section 5310 will be replacing Section 5317 (New Freedom)
Light Rail Mid-Life Overhaul	40-1001-64	2019	2019	Project is on schedule.
Closed Circuit Television Improvements	40-1002-69	Ongoing	XX	Anticipated completion of phase IV is 6/2015.
Metro Railcar Overhaul and Emergency Repairs	40-1003-64	Ongoing	XX	Project is now included in the Metro Railcar and Signaling Systems Replacement project (40-1403-64)
PA/LED Sign Replacement - LRT and Metro	40-1004-64	2014	XX	Completed
Bus New Main Shop	40-1103-66	2016	XX	TIP ID changed to 40-1401-66. Project completed
Metro Electrical Substation Improvements	40-1201-64	2013	XX	Completed
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	2015	2018	Project on schedule. Will be completed in 2018.
Bus and Rail Preventive Maintenance	40-1204-64	Ongoing	Ongoing	Will appear as an ongoing project in the 2016 TIP
Bus Hybrid Battery Replacement	40-1302-65	Ongoing	XX	Will be completed in 2015
Metro Railcar and Signaling Systems Replacement	40-1403-64	2016	2016	On Schedule
Bus Efficiency Enhancements Research and Demonstrations	40-1501-05	2015	XX	Should be completed in 2015
Seniors and Individuals with Disabilities	40-1502-69	Ongoing	Ongoing	Project is ongoing
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and is on schedule
Rural Transit Systems - Capital	40-9501-05	Ongoing	XX	Project might get funds in FY 2016
Small Urban Transit Systems - Capital	40-9502-05	Ongoing	Ongoing	Project is ongoing and is on schedule
Ridesharing - Baltimore Region	40-9901-01	Ongoing	Ongoing	Project is ongoing and is on schedule
Job Access and Reverse Commute Program	40-9909-69	Ongoing	XX	Section 5310 will replace section 5316 (JARC)
Local Bus & Facilities - Annapolis	41-1101-63	Ongoing	XX	Project is not moving forward
Mobility Bus Implementation	42-1001-69	Ongoing	XX	Combined w/ Bus Replacement (40-0009-05)
Howard Street Revitalization	42-1004-39	2014	XX	Completed
Bus Wash Replacement	42-1101-64	2015	XX	Completed

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
Charm City Circulator Harbor Connector Electrification Project	42-1401-05	2016	XX	Funds might get pushed to FY 2016
Howard County Electric Bus Project	46-1101-05	2014	XX	Completed
<b>State Highway Administration</b>				
MD 175: MD 295 to MD 170	61-0605-41	2020	2020	Project ongoing. Only segment 1, MD175/MD295 interchange, is the phase moving forward under this TIP ID
MD 175: Rockenbach & Disney Rd. Intersection Reconstructions	61-1401-39	2014	XX	Project Completed
MD 175: Mapes and Reece Road Intersection Reconstructions	61-1402-39	2016	2017	Under Construction
MD 198: MD 295 to MD 32	61-1403-41	2020	2020	Preliminary Engineering ongoing
US 50: MD 70 to MD 2	61-1404-41	NA	NA	Project Planning ongoing
I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41	2018	2018	Mother project - all current construction projects have their own project sheets (to match the CTP)
MD 140: Garrison View Road to CSX Railroad Bridge	63-0802-41	2020	2020	Preliminary Engineering ongoing. The name had been for the whole corridor. Phase 1 & 2 now have their own TIP IDs and comprise the whole corridor, with this project now becoming phase 2. The limits are indicated on each project sheet.
I-795: Dolfield Road Interchange	63-0803-46	2026	2026	Preliminary Engineering ongoing
I-695: Bridge over MD 26 Reconstruction	63-0804-13	2014	XX	Completed
US 40: Bridge over Patapsco River Reconstruction	63-1104-13	2014	XX	Completed
US 40: Pulaski Highway Revitalization	63-1105-09	NA	XX	This project has been dropped from the SHA CTP and is not being pursued
US 40: Middle River Road to South of MD 43 Reconstruction	63-1106-11	2016	XX	Removed from CTP as a Major Project. It is included in the System Preservation Program and funding is on hold
I-695: MD 372 Bridge Reconstruction	63-1201-13	2013	XX	Completed
I-695: MD 144 Bridge Reconstruction	63-1202-13	2014	XX	Construction to be complete in FY 2015. No funding in the new TIP
MD 140: Painter's Mill Road Intersection Reconstruction	63-1203-19	2016	2017	Utility work underway. Title changed to "MD 140: Garrison View Road to Painters Mill Road - Phase 1" and TIP ID changed to 63-1203-41
I-695: Low-Cost Operational and Safety Improvements Study	63-1204-04	NA	NA	Preliminary Engineering ongoing

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b>State Highway Administration</b> (continued)				
I-695: Bridge Over Milford Mill Road Reconstruction	63-1205-43	2015	2016	Construction ongoing
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	2018	2018	Construction ongoing
MD 129: Bridge over I-695 Rehabilitation	63-1207-13	2016	XX	This project is now an SHA System Preservation project and is to be completed in 2015
I-83: Middletown Road Bridge Reconstruction	63-1401-13	2014	XX	Completed. Construction went into FY 2015 but was completed in CY 2014.
MD 295: I-895 to North of Daisy Avenue - Noise Wall	63-1405-31	2016	2017	Construction ongoing
MD 140: Bridge Over the North Branch of the Patapsco River	64-1201-13	2015	XX	Completed. This project had been moved to the System Preservation Program and was removed from the CTP.
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Streetscape)	64-1401-19	2019	2019	Funded for construction starting in Spring 2016
US 40: MD 715 Interchange Reconstruction	65-0803-46	2013	XX	Completed
BRAC Intersections near APG	65-0804-39	2016	XX	Completed
MD 24: South of Sharon Road to north of Stirrup Run Culvert	65-1101-12	2014	XX	Construction will be complete by the end of FY 2015.
MD 22: Old Post Road Intersection Reconstruction	65-1202-12	2015	2016	Construction ongoing
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	2017	2016	Construction ongoing
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 1	65-1401-12	2016	2014	Construction complete. Right-of-way funding extends into FY 2017
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-12	2018	2019	Preliminary Engineering ongoing. TIP ID changed to 65-1402-41.
MD 22: Paradise Road Intersection Reconstruction	65-1403-12	2018	2017	Construction ongoing. TIP ID changed to 65-1403-41
US 1: Baltimore County to Prince George's County Line Study	66-0501-19	NA	XX	Project on hold.
MD 32: Patuxent Freeway Access Management	66-0802-42	2014	XX	This project is now an SHA System Preservation project. This project is now just Wellworth Way Access Management. It is no longer a major project given the reduction in scope.
US 29: Seneca Drive to south MD 175 Reconstruction - Phase 1	66-1101-41	2016	2017	Construction ongoing. Phase 1A has been broken out and given its own TIP ID (66-1601-42). This matches the CTP, where phases 1A, 1B, and 2 are all major projects and have their own CTP sheets.

**Table II-1: Status of Projects in the 2014-2017 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		14-17 TIP	16-19 TIP	
<b>State Highway Administration</b> (continued)				
MD 175 Snowden River Road Park-and-Ride Expansion	66-1201-02	2014	XX	This project is now an SHA System Preservation project and is to be completed in Spring 2015
I-95: Welcome Center Truck Parking Lot Expansion	66-1203-04	2014	2014	Construction complete. FY 2016 funding is for the maintenance period of landscape and storm water.
MD 32: Rosemary Lane Interchange	66-1402-46	2030	XX	This project is funded under 66-1405-41, the MD 32 corridor project, until funded for construction. It can be added as a stand alone project at that time.
I-70: MD 32 to US 29	66-1403-41	NA	XX	Project on hold in project planning phase
MD 32 at Linden Church Road	66-1404-46	2014	XX	Completed
MD 32: MD 108 to I-70	66-1405-41	2024	2024	Preliminary Engineering ongoing. Funding flows are for Rosemary Lane interchange
US 29: Middle Patuxent River to Seneca Drive	66-1406-41	2020	2020	Preliminary Engineering ongoing
Morgan State University Transportation Research Program	60-0702-99	Ongoing	Ongoing	Ongoing
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Ongoing	Ongoing	Ongoing
Areawide Resurfacing And Rehabilitation	60-9501-11	Ongoing	Ongoing	Ongoing
Areawide Congestion Management	60-9504-04	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing
Areawide Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	Ongoing
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	Ongoing
Areawide Transportation Alternatives Projects	60-9903-29	Ongoing	Ongoing	Ongoing

## **F. Conformity with Air Quality Planning**

The Clean Air Act Amendments require careful evaluation of the conformity between transportation plans and programs against the applicable State Implementation Plan (SIP) for attaining air quality standards. The procedures for performing this evaluation have been documented and issued by the U.S. Environmental Protection Agency (EPA) in the final rule, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved under Title 23 USC or the Federal Transit Act", hereafter termed Final Rule.

The Baltimore region is designated as a nonattainment area with regard to the 8-hour ozone National Ambient Air Quality Standard (NAAQS), and is in a "maintenance" phase for the annual fine particulate matter NAAQS and the carbon monoxide NAAQS. The BRTB has conducted a comprehensive analysis of conformity for the 2016-2019 TIP with air quality goals as a pre-condition of its acceptance by federal funding agencies. The results of this work, as summarized below and in an accompanying report entitled Conformity Determination of the 2016-2019 Transportation

Improvement Program and Amended *Plan It 2035*, concluded that the region's transportation plan and program are in conformity with air quality goals.

The conformity determination referred to above is founded upon technical analyses of the impact on areawide emissions of air pollutants associated with building, or not building, projects contained in the TIP. These air quality analyses are based upon Round 8-A cooperative socio-economic forecasts, which were endorsed on June 24, 2014. All projects that serve as emission reduction strategies (ERS) in the TIP are identified as such by the ERS heading on the top right corner of the page. ERS-related projects are documented in the conformity determination report.

It should be noted that many of the projects contained in the TIP involve non-capacity improvements such as bridge replacement, bridge rehabilitation, streetscaping, road reconstruction, road resurfacing, road rehabilitation, traffic engineering, safety projects, and bicycle and pedestrian facilities. These improvements do not alter the functional traffic capacity of the facilities being improved and are "exempt" from the requirement to determine conformity according to the Final

Rule. Therefore they were not included in the travel demand model-based technical analysis.

Projects in the TIP that are not identified as exempt in the Final Rule are identified in the conformity document as “non-exempt.” They are not exempt from the requirement to determine conformity. These projects in the TIP typically involve capacity improvements. Non-exempt projects which are regionally significant were included in the travel demand model. Non-exempt, non-regionally significant projects were evaluated to determine whether they were suitable to be included in the travel demand model. Non-exempt, non-regionally significant projects which were not able to be evaluated in the travel demand model were reviewed through a manual quantitative analysis.

Upon completion of the travel demand forecasting task, the results were analyzed by the Maryland Department of Environment (MDE) to estimate the emission effects of the highway based transportation system. The results are portrayed in tons per day of NO<sub>x</sub>, VOC, and CO, and tons per year of PM<sub>2.5</sub> and the PM<sub>2.5</sub> precursor NO<sub>x</sub>, for future horizon years.

Documentation of local CO analyses is required for some “exempt” and all “non-exempt” projects that are located in the Central Business District of Baltimore City.

Conformity determinations by the BRTB were made with input from the local jurisdictions and modal administrations. All projects were assessed by the Interagency Consultation Group (ICG) to determine conformity status for testing. Through coordination with the submitting agencies, the BRTB made a determination of conformity by testing projects in the model or performing quantitative analyses.

### III. PROGRAM DEVELOPMENT

#### A. Integration with Federal, State and Local Programs

The projects contained in the 2016-2019 TIP flow from *Plan It 2035* with detailed information extracted from the capital programs of state and local agencies responsible for implementing transportation projects in the region. Project information was provided by these agencies from the 2016-2019 portions of their respective multi-year improvement programs.<sup>3</sup> For a surface transportation project to be eligible for inclusion in the State TIP (STIP), and thus to receive federal aid, it must first be listed in the TIP.

Because the TIP must reflect regional priorities and be consistent with recommendations contained in the long-range transportation plan, it is important that a "regional voice" be expressed in the preparation of individual agencies' capital programs. Meetings that take place as part of the effort to produce a short-range element begin to accomplish this. The meetings foster a more fully coordinated project selection process for the TIP, providing for sound technical analysis early in the programming process, full discussion among local

and state agencies and avoidance of unrealistic over-programming.

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<sup>3</sup>. A list of contributing agencies is attached.

## **B. Federal Fund Sources for Surface Transportation Projects**

Federal regulations require that certain highway and transit projects inside or serving the urbanized area be included in the TIP to gain federal approval. Projects proposed to be funded through the following programs in the current or following fiscal year must be included in the TIP:

- 1702 High Priority Project
- Bridge Replacement and Rehabilitation
- Congestion Mitigation and Air Quality Improvement Program
- FTA Capital and Operating – Sections 5307, 5309, 5310, 5311, 5329, 5337, and 5339
- Highway Safety Improvement Program
- High-Speed Intercity Passenger Rail
- National Highway Performance Program
- National Highway System
- Surface Transportation Program
- Transportation Alternatives Program
- Transportation, Community and System Preservation Grant
- Transportation Investment Generating Economic Recovery

The BRTB endorsement of the TIP is a DOT requirement and is an opportunity for the BRTB to support or oppose proposed

projects in the above program categories.<sup>4</sup> Inclusion of these projects in the TIP indicates endorsement by the BRTB for federal funding of the proposed project phase(s).

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<sup>4</sup>. Endorsement of projects for planning/preliminary engineering does not imply any commitment of funds for later phases (right-of-way acquisition, construction).

#### IV. EXPLANATION OF TERMS AND SYMBOLS

The TIP covers a four year period. It includes projects for which federal funds are expected to be requested in Fiscal Years 2016, 2017, 2018 and 2019.

The projects are listed first by implementing agency - Baltimore City and the five counties in alphabetical order, the Office of the Secretary, and the two MDOT modal administrations, included as MTA - Commuter Rail, MTA - Transit, and the State Highway Administration (SHA). Projects to be implemented by SHA are broken down further by county in alphabetical order.

Within these groups, projects are listed by category in the following order: commuter rail, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit, ports and miscellaneous. The ERS category consists of the following types of projects: ridesharing, park-and-ride lots or garages, bicycle and pedestrian facilities, traffic engineering, fleet improvement, system expansion and ITS. The preservation category consists of the following types of projects: road resurfacing/rehabilitation, road reconstruction, bridge repairs/deck replacement and bridge inspections. All new,

relocated or widened roads and bridges or interchange reconstructions that increase capacity are considered highway capacity, not preservation. Each category of projects is further subdivided by funding source. A full project index is included at the end of the document.

The project numbers (TIP Reference Number) printed below each project name show the project's location and type according to the following codes: **AB-CCCC-DD**, where:

- A** Implementing Agency
- 0 - Other State Agencies
  - 1 - Local Project
  - 2 - Maryland Transportation Authority
  - 3 - Maryland Port Administration
  - 4 - Maryland Transit Administration (Transit)
  - 5 - Maryland Aviation Administration
  - 6 - State Highway Administration
  - 7 - Maryland Transit Administration (Rail)
  - 8 - Baltimore Metropolitan Council
  - 9 - Office of the Secretary

- B** Location / Jurisdiction selected
- 0 - Regional
  - 1 - Anne Arundel County
  - 2 - Baltimore City
  - 3 - Baltimore County
  - 4 - Carroll County
  - 5 - Harford County
  - 6 - Howard County
  - 7 - Incorporated Towns
  - 8 - City of Annapolis

**CCCC** The first two digits display the year the project first appeared in the TIP; the last two digits are supplied numerically by the software system.

**DD** Project Type by Category:  
EMISSION REDUCTION STRATEGY (ERS)

- 01 - Ridesharing
- 02 - Park-and-ride lots
- 03 - Bicycle/pedestrian facilities
- 04 - Traffic engineering
- 05 - Fleet improvement
- 06 - System expansion
- 07 - ITS
- 09 - Other (ERS)

HIGHWAY PRESERVATION

- 11 - Road resurfacing/rehabilitation
- 12 - Road reconstruction
- 13 - Bridge repair/deck replacement
- 14 - Bridge inspections
- 19 - Other

ENHANCEMENT PROGRAM

- 21 - Archaeology
- 22 - Acquisition/preservation of easements or sites
- 23 - Rehabilitation/operation of historic transportation structures/facilities
- 24 - Landscaping
- 25 - Bicycle/pedestrian facility
- 29 - Other

ENVIRONMENTAL/SAFETY

- 31 - Noise barriers
- 32 - Lighting, signs
- 33 - Wetland mitigation
- 34 - Scenic beautification, reforestation
- 38 - Environmental other
- 39 - Safety other

HIGHWAY CAPACITY

- 41 - Roadway widening
- 42 - New or extended roadways
- 43 - Bridge widening
- 44 - New bridge/elimination of at-grade crossing
- 45 - Interchange ramp added or widened
- 46 - New interchange

COMMUTER RAIL

- 51 - Operating assistance
- 52 - Operations support equipment
- 53 - Fleet improvement
- 54 - Preservation and improvements
- 55 - Rehabilitation of facilities
- 56 - New rail facilities
- 59 - Other

TRANSIT

- 61 - Operating assistance
- 62 - Operations support equipment
- 63 - Fleet improvement
- 64 - Preservation and improvements
- 65 - Rehabilitation
- 66 - New bus facilities
- 69 - Other

AIRPORTS

- 71 - Facility maintenance
- 72 - Facility rehabilitation
- 73 - Facility expansion
- 79 - Other

PORTS

- 81 - Facility maintenance
- 82 - Facility rehabilitation
- 83 - Facility expansion
- 89 - Other

MISCELLANEOUS

- 99 - Miscellaneous

Wherever possible, local Capital Improvement Program (**CIP**) number or state Consolidated Transportation Program (**CTP**) page numbers are provided to assist in finding projects in their respective capital improvement or development programs. For road and bridge projects, the **Functional Class** of the existing facility as specified by the FHWA functional classification system is given. Functional classes are:

- Interstate
- Freeway
- Principal arterial
- Minor arterial
- Collectors, major or minor
- Local

**Funding Source** indicates the source of federal aid using the following symbols:

For Federal Highway Administration Funds:

1702	Section 1702 High Priority Project
BRR	Bridge Replacement and Rehabilitation
CMAQ	Congestion Mitigation and Air Quality
HSIP	Highway Safety Improvement Program
HSIPR	High Speed Intercity Passenger Rail
NHPP	National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
NHS	National Highway System
STPC	Surface Transportation Program (Surface Transportation, Bridge (Off-System))
TAC	Transportation Alternatives (Transportation Enhancement, Safe Routes to School, Recreational Trails)
TCSP	Transportation, Community and System Preservation Grant
TIGER	Transportation Investment Generating Economic Recovery
Other	Other

For Federal Transit Administration Funds:

5307C	Section 5307 Urbanized Area Formula Program (funding for capital projects)
5307O	Section 5307 Urbanized Area Formula Program (funding for operating projects)
5309S	Section 5309 New Starts
5310	Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
5311O	Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
5329	Section 5329 State Safety Oversight
5337	Section 5337 (State of Good Repair Formula Program)
5339F	Section 5339 (Bus and Bus Facilities Formula Program)
CMAQ	Congestion Mitigation and Air Quality (flexed to transit becomes 5307)

**Year of Operation** indicates when the facility or service will be open to traffic or for public use. **Conformity Status** reflects one of two classifications: Exempt (for projects which are exempt from the requirement to determine conformity) or Not Exempt (for capacity type projects evaluated using the travel demand model or evaluated off-model) in accordance with meeting the CAAA. The **Physical Data** line, which pertains to road and bridge projects, indicates the project length in **Miles** and the present/future number of **Lanes**. Also included for road projects is an indication if the project is a **Highway Capacity Improvement** or if it is part of the **National Highway System**. The National Highway System Designation (NHS) was signed into law on November 28, 1995. The NHS designates key road segments that provide improved access to work and markets; to ports, airports, and rail stations; to our national parks; and to bordering countries. Principal contributions of the NHS are to facilitate sustainable economic growth by enhancing intermodal and highway system connections, improving productivity and efficiency of commercial vehicle operations, facilitating the movement of agricultural produce, advancing safety, alleviating congestion, supporting national defense, and improving system

performance. Nationally, the total mileage is about 161,000 miles and includes the Interstate Highway System, as well as other roads important to the nation's economy, defense and mobility.

As called for in the Moving Ahead for Progress in the 21st Century Act (MAP-21), Section 1104 expanded the NHS to include urban and rural principal arterials that were not included in the NHS before October 1, 2012.

New maps are based on the 2011 Highway Performance Monitoring System (HPMS) for purposes of identifying the non-NHS principal arterials for inclusion in the NHS. The maps include the non-NHS principal arterial coding from the State-submitted HPMS GIS Shape files. The updated NHS maps incorporate these additional principal arterials as well as any principal arterial functional reclassification adjustments that were reported by September 20, 2012.

For all projects, the adopted plan or program in which the project is contained is designated in the funding table on the second page of the project summary.

In the listing in Chapter VI, project costs are presented on the basis of the amount of federal funding previously received or

expected to be requested during a particular year. All figures are in thousands of dollars. The abbreviations in the **Phase** column stand for the following:

PP - Project Planning

PE - Preliminary Engineering

ROW - Right-of-way or property acquisition

CON - Construction

OTH - Other

The **Matching Funds** column indicates the state and/or local funds programmed to match the federal funding requested for that fiscal year. In all but a few cases, the local match is provided by the agency or jurisdiction under which the project is listed.

## V. THE FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the BRTB has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (FY 2016 through FY 2019).

Further, the 2016-2019 TIP is financially constrained by program and by year. The framework of both *Plan It 2035*, the regional long-range transportation plan, and the FY 2016 TIP meet this requirement. This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, the MPO members, MDOT, and state (MTA) and local transit operator(s) have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP

reflect year of expenditure dollars, based on reasonable financial principles and information as described here.

The Maryland Department of Transportation (MDOT)'s 2015 - 2020 Consolidated Transportation Program (CTP) provides investment in the transportation system for all modes of transportation across the State. The CTP development process is instrumental to the development of the TIP. The transportation priorities guiding the CTP find their origin from the local jurisdictions that share their transportation priorities with the Transportation Secretary and at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law requiring the Transportation Secretary to visit with and present the Draft CTP to elected officials from each county and the City of Baltimore. Meetings are held with local jurisdiction staff before the Tour meeting. These meetings give local staff an opportunity to coordinate priorities and to hear firsthand from MDOT staff the current status of the CTP and the revenue and investments that have changed since the previous year.

The draft CTP becomes the basis for development of the metropolitan TIP. The state and federal financial forecast that supports the TIP is based on a six-year Financial Plan

developed by MDOT that is updated semi-annually. The forecasted revenues and expenditures use the latest available economic estimates. The TIP is based on conservative assumptions formulated from historical trends for projected funding. The TIP serves several purposes. It is the documentation of the intent to implement specific facilities and projects from the long-range transportation plan. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. The TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the Annual Element of the program.

A summary of available federal funds for the Baltimore region in FY 2016 and their allocation by fund source to implementing agencies is included. The project listings provide specific requests by fund source and identify the source of the matching funds. Included in Appendix B are letters that document availability of matching funds from project sponsors.

## A. Revenue Projections

Several years ago, MDOT assumed a very different revenue picture to develop state and regional programs. The nationwide economic downturn and slow recovery continues to have an enormous impact on the revenue projections for both the State of Maryland and for MDOT. Maryland's transportation system has felt less impact from the revenue falloff than other states because of an increase in transportation revenue in 2007 and again in 2013.

The State's Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases, which when fully implemented, will provide more than \$4 billion in new transportation funding from FY 2014 to FY 2019. For the latest CTP (2015-2020), Maryland has been able to maintain a \$15.8 billion capital program and continue funding many of the safety and system preservation projects. As Maryland's economy continues to recover from the national economic downturn, the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21<sup>st</sup> century. Total projected revenues amount to \$28.5 billion for the six-year period (2015-2020). This

estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior General Assembly sessions. Pertinent details follow:

- Opening Balance: MDOT's goal is to transition to a \$150 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- Motor Vehicle Fuel Tax: This revenue is projected to be \$5.8 billion over the six year period. Motor fuel taxes include the 30.3 cents per gallon gasoline and the 31.05 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 2.2 cents per gallon over the program period. The sales and use tax equivalent piece will be phased in. The rate for fiscal year 2015 is 6 cents per gallon. When fully implemented by July of 2015, the sales and use tax is estimated to average 9.6 cents per gallon.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$4.7 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used car sales and vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Following the recent national down cycle, it is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration, Miscellaneous, and Other Fees:** These fees are projected to generate \$3.6 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$917 million. MDOT's share of the 8.25 percent corporate income tax will be 16.6 percent for fiscal years 2014 – 2016 and 14.6 percent each fiscal year thereafter.
- This plan assumes passage of the Federal Marketplace Fairness Act, which enables states to require internet sellers to collect sales taxes. MDOT is slated to receive 4 percent of the State's sales and use tax revenue, after certain required distributions, beginning in fiscal year 2016. Revenue from this source is projected to be \$847 million. If federal legislation does not pass, the Transportation Act provides for additional increases to the sales and use tax equivalent rate applied to motor fuel. When fully phased in, this contingent revenue stream is estimated to be approximately equal to the 4 percent sales tax distribution.
- **Federal Aid:** This source is projected to contribute \$5.5 billion for operating and capital programs. This amount does not include \$643 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$569 million is for operating assistance.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.7 billion, with \$1.1 billion from MTA; \$300 million from MPA; and \$1.3 billion from Maryland Aviation Administration (MAA). MTA revenues primarily include rail and bus fares, which will be indexed to inflation beginning in fiscal year 2015. MPA revenues include terminal operations, the World Trade Center, and

other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- Bond Proceeds: It is projected that \$3.6 billion of bonds will be sold in the six year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.
- Other Sources: The remaining sources are projected to provide \$743 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

## **B. Federal Aid Assumptions**

MAP-21 authorizes highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2014. MAP-21 provided \$286.5 billion nationally over the initial six years. Congress continues to discuss a new bill or more likely a short-term extension. Since FFY 2012, Maryland has received approximately \$580 million annually for highways and \$168 million annually for transit formula programs (including WMATA's allocation for Maryland service).

Typically Maryland allocates federal funds to projects in its programs based on conservative projections of future federal funding. The majority of funds authorized by MAP-21 will be used for projects already committed in the state capital program and for unfunded system preservation needs.

Uncertainty over the long-term solvency of the Federal Highway Trust Fund (HTF) has constrained everyone's ability to adequately plan for future investments. Over the past several years Congress added billions of dollars in general funds to the HTF in order to protect against projected shortfalls, but additional general fund transfers are increasingly unlikely. If Congress is unable to find the revenue to prevent a future deficit, they will be forced to

reduce the amount of federal aid provided to states. This action would have a dramatic impact on programs that are currently funded in the both the Consolidated Transportation Program and the Transportation Improvement Program.

### **Federal Highway**

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy.

Since FFY 2004 OA has ranged from 84 percent to 93 percent. The OA level received in FFY 2014 was 94.7 percent. Given fiscal concerns with the soundness of the Federal Highway Trust Fund (FHTF), MDOT now assumes an OA level of 94.0 percent for FFY 2015, 87.5 percent for FFY 2016 and 80.0 percent for FFYs 2017 through 2020. If Congress does not act by the end of July 2015 to fully fund the FHTF, these amounts will need to be reduced, possibly dramatically.

## **Federal Transit**

The majority of Maryland's federal transit funds are also distributed by formula. MDOT expects to receive approximately \$580 million in highway formula funding and \$200 million in transit formula funding in FFY 2015, the same funding levels provided in FFY 2014.

### **C. Where The Money Comes From**

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund.

This fund is separate from the State's General Fund that pays for most other State government operations and programs. Funds are collected as follows: MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the Baltimore-Washington International (BWI) Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. Congress last enacted long-term federal surface transportation authorizing legislation in June, 2012.

Total projected Trust Fund revenues amount to \$28.5 billion for the six-year period of 2015 - 2020. These amounts

incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

#### **D. Where The Money Goes**

The MDOT program is fiscally constrained. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes towards funding capital projects.

## **E. Documentation of Financial Capacity for Transit Activities**

On January 30, 2002, the FTA issued circular C7008.1A. This circular states that FTA will assess the financial capacity of applicants for Sections 5307 and 5309 funding on the basis of overall current financial condition and future financial capability. In response to FTA's requirement, the TIP provides evidence of satisfactory financial capacity from agencies and local jurisdictions seeking Sections 5307 and 5309 funding. All transit projects are reflected under the MTA headings, however documentation of local match for transit projects is provided. This information is included in Appendix B.

### The Maryland Transit Administration

The MTA, as a modal administration under the MDOT, derives financial capacity through Maryland's Transportation Trust Fund. The fund is credited with transportation-related receipts, including proceeds of motor vehicle titling and fuel taxes, a portion of the State's corporate income tax, registration fees for motor vehicles, bus and rail fares, port fees and airport revenues, together with bond and note proceeds, federal funds and other receipts. Capital expenditures are financed from net

revenues of the Department, federal grants and the proceeds of sales of Consolidated Transportation Bonds.

### City of Annapolis

Matching funds for the City's transit projects are provided by the City and the State of Maryland. The City's portion of the local match is provided through the Off-Street Parking Fund. Documentation and approval of the local funds are contained in the City of Annapolis operating Budget and Capital Improvement Program (CIP). The State portion of the match is provided through the Transportation Trust Fund.

### Harford County

State and local matching funds have been committed for Harford County transit services. State funds are provided through the Transportation Trust Fund; local funds are dedicated in the County Office of Economic Development budget.

### Howard County

State and local matching funds have also been committed for Howard County transit services. Adequate matching funds in the form of bonds and local revenues are available to match TIP projects.

## **F. FY 2016 Federal-Aid Annual Element Listing and Summary**

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2016 is provided in Table 2. This list brings together information found in Chapter VI, the section containing individual project listings for each jurisdiction and modal administration. Projects in the Annual Element can also be identified in the main project listings as those with dollar amounts in the FY 2016 columns.

Table 1 summarizes, by jurisdiction and agency, the level of federal funds requested in the FY 2016 Annual Element. Table 2 shows the projects in the FY 2016 Annual Element, the source of funds, the amount of federal funding being requested and the matching funds to be provided. Table 3 shows total costs, both federal and matching, programmed for FY 2016-2019 by project category and location. Exhibits 1 through 5 graphically summarize the FY 2016 Annual Element. Exhibit 1 displays the number of projects in the FY 2016 Annual Element by implementing agency while Exhibit 2 displays the distribution of FY 2016 Annual Element federal funds by implementing agency (in thousands of dollars). Exhibit 3

displays the number of projects in the FY 2016 Annual Element by project category. Exhibit 4 displays the distribution of FY 2016 Annual Element federal funds by project category (in thousands of dollars) while Exhibit 5 shows the distribution of FY 2016 Annual Element federal funds by funding source (in millions of dollars). Exhibit 6 displays a comparison of total project costs for the published 2011-2014, 2012-2015, 2014-2017, and 2016-2019 TIPs.

**Table 1: Annual Elements  
(Costs in \$1,000's)**

**Summary of the FY 2016 Federal-Aid Annual Element (continued on next page)**

<b>Jurisdiction/Agency</b>	<b>1702</b>	<b>5307C</b>	<b>5307O</b>	<b>5309S</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>BRR</b>
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										\$600
Howard County										
MTA - Commuter Rail - Regional								\$18,107		
MTA - Transit - Regional		\$63,258	\$1,594	\$100,000	\$1,216	\$301		\$19,220	\$3,930	
Office of the Secretary							\$608			
SHA - Anne Arundel County	\$1,660									
SHA - Baltimore County	\$684									
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County	\$1,657									
SHA - Regional										
<b>Total</b>	<b>\$4,001</b>	<b>\$63,258</b>	<b>\$1,594</b>	<b>\$100,000</b>	<b>\$1,216</b>	<b>\$301</b>	<b>\$608</b>	<b>\$37,327</b>	<b>\$3,930</b>	<b>\$600</b>
<b>Baltimore region Annual Apportionment</b>		\$67,095	\$3,215	\$100,000	\$1,997	\$5,501	\$602	\$52,026	\$3,930	
<b>Carryover programed in this TIP</b>	\$4,001					statewide	\$6			\$600

- 1702 Section 1702 High Priority Project
- 5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
- 5307O Section 5307 Urbanized Area Formula Program (funding for operating projects)
- 5309S Section 5309 New Starts
- 5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311O Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
- 5329 Section 5329 State Safety Oversight
- 5337 Section 5337 State of Good Repair Formula Program
- 5339F Section 5339 Bus and Bus Facilities Formula Program
- BRR Bridge Replacement and Rehabilitation

**Summary of the FY 2016 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>HSIPR</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>STPC</b>	<b>TAC</b>	<b>TCSP</b>	<b>TIGER</b>	<b>Total</b>
Anne Arundel County							\$2,539				\$2,539
Baltimore City				\$10,000		\$1,000	\$54,760		\$1,600	\$1,100	\$68,460
Baltimore County							\$15,620				\$15,620
Carroll County							\$1,849	\$600			\$2,449
Harford County							\$1,345				\$1,945
Howard County											\$0
MTA - Commuter Rail - Regional											\$18,107
MTA - Transit - Regional	\$44,800										\$234,319
Office of the Secretary			\$36							\$3	\$647
SHA - Anne Arundel County							\$7,199				\$8,859
SHA - Baltimore County				\$47,526							\$48,210
SHA - Carroll County						\$456					\$456
SHA - Harford County							\$12,655				\$12,655
SHA - Howard County				\$1,342							\$2,999
SHA - Regional	\$3,968	\$9,225		\$72,880	\$4,656	\$45	\$116,892	\$3,802			\$211,468
<b>Total</b>	<b>\$48,768</b>	<b>\$9,225</b>	<b>\$36</b>	<b>\$131,748</b>	<b>\$4,656</b>	<b>\$1,501</b>	<b>\$212,859</b>	<b>\$4,402</b>	<b>\$1,600</b>	<b>\$1,103</b>	<b>\$628,733</b>
<b>Baltimore region Annual Apportionment</b>	<b>\$53,554</b>	<b>\$16,872</b>	<b>\$36</b>	<b>\$163,851</b>		<b>\$1,501</b>	<b>\$75,366</b>	<b>\$3,989</b>	<b>\$1,600</b>	<b>\$1,103</b>	<b>\$552,238</b>
<b>Carryover programed in this TIP</b>					\$4,656		\$137,493	\$413			\$147,169

- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)
- HSIP Highway Safety Improvement Program
- HSIPR High Speed Intercity Passenger Rail
- NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
- NHS National Highway System
- Other Other (includes University of Baltimore, Amtrak, and National Summer Transportation Institute Program)
- STPC Surface Transportation Program (Surface Transportation, Bridge (Off-System))
- TAC Transportation Alternatives (Transportation Enhancement, Safe Routes to School, Recreational Trails)
- TCSP Transportation, Community and System Preservation Grant
- TIGER Transportation Investment Generating Economic Recovery

**Summary of the FY 2017 Federal-Aid Annual Element (Costs in \$1,000's - continued below)**

<b>Jurisdiction/Agency</b>	<b>1702</b>	<b>5307C</b>	<b>5307O</b>	<b>5309S</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail - Regional								\$18,333	
MTA - Transit - Regional		\$63,776	\$1,594	\$100,000	\$2,985	\$301		\$19,607	\$4,003
Office of the Secretary							\$603		
SHA - Anne Arundel County	\$1,600								
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
<b>Total</b>	<b>\$1,600</b>	<b>\$63,776</b>	<b>\$1,594</b>	<b>\$100,000</b>	<b>\$2,985</b>	<b>\$301</b>	<b>\$603</b>	<b>\$37,940</b>	<b>\$4,003</b>

**Summary of the FY 2017 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>HSIPR</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>STPC</b>	<b>TAC</b>	<b>TIGER</b>	<b>Total</b>
Anne Arundel County							\$2,585			\$2,585
Baltimore City				\$7,200			\$44,540			\$51,740
Baltimore County							\$2,420			\$2,420
Carroll County							\$2,857	\$300		\$3,157
Harford County							\$1,650			\$1,650
Howard County										\$0
MTA - Commuter Rail - Regional										\$18,333
MTA - Transit - Regional	\$44,800									\$237,066
Office of the Secretary			\$28						\$4	\$635
SHA - Anne Arundel County							\$7,230		\$10,000	\$18,830
SHA - Baltimore County				\$37,024						\$37,024
SHA - Carroll County										\$0
SHA - Harford County							\$12,648			\$12,648
SHA - Howard County				\$2,400						\$2,400
SHA - Regional	\$3,968	\$9,225		\$68,626	\$4,656	\$45	\$116,892	\$3,802		\$207,214
<b>Total</b>	<b>\$48,768</b>	<b>\$9,225</b>	<b>\$28</b>	<b>\$115,250</b>	<b>\$4,656</b>	<b>\$45</b>	<b>\$190,822</b>	<b>\$4,102</b>	<b>\$10,004</b>	<b>\$595,702</b>

**Summary of the FY 2018 Federal-Aid Annual Element (Costs in \$1,000's)**

Jurisdiction/Agency	1702	5307C	5307O	5309S	5311O	5337	5339F	CMAQ	HSIP	NHPPC	NHS	STPC	TAC	Total
Anne Arundel County												\$709		\$709
Baltimore City												\$31,600		\$31,600
Baltimore County												\$10,080		\$10,080
Carroll County												\$2,387		\$2,387
Harford County												\$2,660		\$2,660
Howard County														\$0
MTA - Commuter Rail - Regional						\$18,052								\$18,052
MTA - Transit - Regional		\$64,696	\$1,594	\$100,000	\$301	\$19,997	\$4,077	\$44,800						\$235,465
SHA - Anne Arundel County	\$1,132											\$13,565		\$14,697
SHA - Baltimore County										\$27,616				\$27,616
SHA - Carroll County														\$0
SHA - Harford County												\$5,556		\$5,556
SHA - Howard County										\$1,003				\$1,003
SHA - Regional								\$3,968	\$9,225	\$62,098	\$4,656	\$116,892	\$3,802	\$200,641
<b>Total</b>	<b>\$1,132</b>	<b>\$64,696</b>	<b>\$1,594</b>	<b>\$100,000</b>	<b>\$301</b>	<b>\$38,049</b>	<b>\$4,077</b>	<b>\$48,768</b>	<b>\$9,225</b>	<b>\$90,717</b>	<b>\$4,656</b>	<b>\$183,449</b>	<b>\$3,802</b>	<b>\$550,466</b>

**Summary of the FY 2019 Federal-Aid Annual Element (Costs in \$1,000's)**

Jurisdiction/Agency	5307C	5307O	5309S	5310	5311O	5337	5339F	CMAQ	HSIP	NHPPC	NHS	STPC	TAC	Total
Anne Arundel County												\$833		\$833
Baltimore City												\$28,560		\$28,560
Baltimore County												\$1,500		\$1,500
Carroll County														\$0
Harford County												\$2,586		\$2,586
Howard County														\$0
MTA - Commuter Rail - Regional						\$7,165								\$7,165
MTA - Transit - Regional	\$46,866	\$1,594	\$100,000	\$2,985	\$301	\$20,397	\$4,153	\$39,317						\$215,613
SHA - Anne Arundel County												\$9,481		\$9,481
SHA - Baltimore County										\$18,845				\$18,845
SHA - Carroll County														\$0
SHA - Harford County												\$3,988		\$3,988
SHA - Howard County														\$0
SHA - Regional								\$3,968	\$9,225	\$62,098	\$4,656	\$116,892	\$3,802	\$200,641
<b>Total</b>	<b>\$46,866</b>	<b>\$1,594</b>	<b>\$100,000</b>	<b>\$2,985</b>	<b>\$301</b>	<b>\$27,562</b>	<b>\$4,153</b>	<b>\$43,285</b>	<b>\$9,225</b>	<b>\$80,943</b>	<b>\$4,656</b>	<b>\$163,840</b>	<b>\$3,802</b>	<b>\$489,212</b>



## Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Anne Arundel County - Anne Arundel County</b>					
Chesterfield Road Bridge over Bacon Ridge Branch	11-1101-13	Bridge repair/deck replacement	STPC	576	593
Sands Road Bridge over Wilson Owens Branch	11-1203-13	Bridge repair/deck replacement	STPC	150	150
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STPC	1,813	1,223
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STPC	0	121
Subtotal				2,539	2,087
<b>Baltimore City - Baltimore City</b>					
Boston Street Realignment and Reconstruction	12-1102-42	New or extended roadways	STPC	4,800	1,200
Reconnecting West Baltimore	12-1122-03	Bicycle/pedestrian facilities	NHPPC	1,600	400
			TCSP	1,600	400
Key Highway and Light Street Intersection Improvement	12-1123-12	Road reconstruction	STPC	2,080	520
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	Miscellaneous	Other	1,000	0
Park Circle Intersection Improvements	12-1204-12	Road reconstruction	STPC	5,120	1,280
Central Avenue - Phase II	12-1205-12	Road reconstruction	STPC	9,200	2,300
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Bicycle/pedestrian facility	STPC	240	60
Citywide Traffic Safety and Intelligent Transportation System	12-1218-07	ITS	STPC	4,000	1,000
Midtown Streetscape/Traffic Improvements	12-1222-11	Road resurfacing/rehabilitation	STPC	6,720	1,680
Citywide Guide Sign Replacement	12-1222-19	Other	NHPPC	3,600	900
Harford Road Bridge Over Herring Run	12-1402-13	Bridge repair/deck replacement	STPC	9,600	2,400



## Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	Road reconstruction	NHPPC	4,800	1,200
I-83: Joint Repairs - Phase II	12-1411-13	Bridge repair/deck replacement	STPC	3,200	800
Bayview MARC Intermodal Station	12-1413-56	New rail facilities	STPC	4,250	750
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	STPC	2,500	625
Citywide ADA Improvements	12-1417-39	Other	STPC	800	200
Hanover Street Bridge Multimodal Corridor	12-1419-13	Bridge repair/deck replacement	TIGER	1,100	700
Orleans Street Viaduct Rehabilitation	12-1601-13	Bridge repair/deck replacement	STPC	200	50
Remington Avenue Bridge over Stony Run	12-1602-13	Bridge repair/deck replacement	STPC	720	180
Radecke Avenue over Moores Run	12-1603-13	Bridge repair/deck replacement	STPC	200	50
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STPC	400	100
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STPC	120	30
Reconnecting Charles Street - Mt. Royal to Lanvale Street	12-1606-12	Road reconstruction	STPC	400	100
Citywide Road Reconstruction	12-1607-12	Road reconstruction	STPC	210	40
<b>Subtotal</b>				<b>68,460</b>	<b>16,965</b>
<b>Baltimore County - Baltimore County</b>					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STPC	1,440	360
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	13-0411-13	Bridge repair/deck replacement	STPC	1,440	360
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STPC	7,300	2,200
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STPC	2,000	500



## Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	Bridge repair/deck replacement	STPC	800	200
Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	13-1109-13	Bridge repair/deck replacement	STPC	600	1,500
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13	Bridge repair/deck replacement	STPC	400	100
Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	13-1203-13	Bridge repair/deck replacement	STPC	320	80
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	Bridge repair/deck replacement	STPC	560	140
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	Bridge repair/deck replacement	STPC	40	10
Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13	Bridge repair/deck replacement	STPC	320	80
Ingleside Avenue Bridge No. B-0097 over Dead Run and Dogwood Road	13-1210-13	Bridge repair/deck replacement	STPC	400	100
Rolling Road Widening - Phase I	13-1405-41	Roadway widening	Other	0	5,000
Security Boulevard Extension	13-1406-42	New or extended roadways	Other	0	4,000
Subtotal				15,620	14,630
<b>Carroll County - Carroll County</b>					
Stone Chapel Road over Little Pipe Creek	14-1103-13	Bridge repair/deck replacement	STPC	160	40
Governor Brown Trail	14-1401-25	Bicycle/pedestrian facility	TAC	600	25
Countywide Bridge Maintenance, Repair, and Replacement	14-1402-13	Bridge repair/deck replacement	STPC	1,159	288
Babylon Road Bridge over Silver Run	14-1601-13	Bridge repair/deck replacement	STPC	160	40
Bridge Inspection Program	14-9401-14	Bridge inspections	STPC	370	0
Subtotal				2,449	393
<b>Harford County - Harford County</b>					
Watervale Road Bridge # 63 over Winters Run	15-0404-13	Bridge repair/deck replacement	STPC	625	150



# Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Pleasantville Road Bridge # 67	15-0406-13	Bridge repair/deck replacement	BRR	600	185
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	Bridge repair/deck replacement	STPC	150	100
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STPC	200	100
Phillips Mill Road Bridge #70 over East Branch Tributary	15-1102-13	Bridge repair/deck replacement	STPC	50	50
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	Bridge repair/deck replacement	STPC	120	0
Bata Boulevard Access Road	15-1402-42	New or extended roadways	Other	0	450
Tollgate Road	15-1404-42	New or extended roadways	Other	0	1,100
Glenville Road Bridge #30	15-1601-13	Bridge repair/deck replacement	STPC	200	50
Bridge Inspection Program	15-9411-14	Bridge inspections	STPC	0	50
<b>Subtotal</b>				<b>1,945</b>	<b>2,235</b>
<b>Howard County - Howard County</b>					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STPC	0	400
MD 175 at Blandair Park	16-1407-46	New interchange	Other	0	13,400
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	9,350
<b>Subtotal</b>				<b>0</b>	<b>23,150</b>
<b>MTA - Commuter Rail - Baltimore City</b>					
<b>Subtotal</b>				<b>0</b>	<b>0</b>
<b>MTA - Commuter Rail - Regional</b>					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	9,702	2,426



# Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MARC Improvements	70-1502-54	Preservation and improvements	5337	6,892	1,723
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	1,513	378
<b>Subtotal</b>				<b>18,107</b>	<b>4,527</b>
<b>MTA - Transit - Regional</b>					
Bus and Rail System Preservation and Improvement	40-0015-64	Preservation and improvements	5307C	1,880	470
Small Urban Transit Systems - Operating	40-0104-61	Operating assistance	5307O	297	297
Baltimore Red Line	40-0602-69	Other	5309S	100,000	100,000
Light Rail Mid-Life Overhaul	40-1001-64	Preservation and improvements	CMAQ	28,333	7,083
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	6,193	1,548
			5339F	3,639	910
2016 Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	19,384	4,846
			5337	19,220	4,806
Metro Railcar and Signaling Systems Rehab and Replacement	40-1403-64	Preservation and improvements	5307C	28,010	7,003
			CMAQ	3,641	910
Seniors and Individuals with Disabilities	40-1502-69	Other	5310	1,216	304
MTA Core Bus and Paratransit Vehicle Replacement	40-1601-05	Fleet improvement	5307C	7,011	1,753
			CMAQ	11,276	2,819
Urban Transit Systems - Capital	40-1602-05	Fleet improvement	5307C	620	155
Urban Transit Systems - Operating	40-1603-05	Fleet improvement	5307O	1,297	1,297



## Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	301	301
Small Urban Transit Systems - Capital	40-9502-05	Fleet improvement	5307C	160	40
			5339F	291	73
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	1,550	0
Subtotal				234,319	134,615
<b>Office of the Secretary - Baltimore City</b>					
Baltimore and Potomac Tunnel	92-1101-99	Miscellaneous	HSIPR	26	0
Port of Baltimore Enhancements	92-1401-83	Facility expansion	TIGER	3	7
Subtotal				29	7
<b>Office of the Secretary - Harford County</b>					
Susquehanna Bridges	95-1401-59	Other	HSIPR	10	0
Subtotal				10	0
<b>Office of the Secretary - Regional</b>					
State Safety Oversight	90-1401-39	Other	5329	608	170
Subtotal				608	170
<b>SHA - Anne Arundel County</b>					
MD 175: MD 295 to MD 170	61-0605-41	Traffic engineering	1702	1,060	140
			Other	0	5,000



# Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39	Other	STPC	7,199	1,683
MD 198: MD 295 to MD 32	61-1403-41	Roadway widening	Other	0	500
US 50: MD 70 to MD 2	61-1404-41	Roadway widening	Other	0	1,400
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	1702	600	150
Subtotal				8,859	8,873
<b>SHA - Baltimore County</b>					
I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41	Roadway widening	NHPPC	0	0
MD 140: Garrison View Road to North of Owings Mills Boulevard (Phase 2)	63-0802-41	Roadway widening	NHPPC	0	500
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	1,350	150
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	NHPPC	265	2,049
I-695: Low-Cost Operational and Safety Improvements	63-1204-04	Traffic engineering	NHPPC	350	276
I-695: Bridge Over Milford Mill Road Reconstruction	63-1205-43	Bridge widening	NHPPC	8,234	972
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	Roadway widening	1702	684	84
			NHPPC	0	9,271
MD 295: I-895 to North of Daisy Avenue - Noise Wall	63-1405-31	Noise barriers	NHPPC	6,082	1,715
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHPPC	13,814	3,897
I-695 Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	NHPPC	15,949	65
			Other	0	2,158
MD 25: Bridge Replacement over Georges Run	63-1603-13	Bridge repair/deck replacement	NHPPC	1,482	418



# Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 25: Bridge Replacement over Georges Run	63-1603-13	Bridge repair/deck replacement	Other	0	190
Subtotal				48,210	21,745
<b>SHA - Carroll County</b>					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	456	1,322
Subtotal				456	1,322
<b>SHA - Harford County</b>					
MD 22: Old Post Road Intersection Reconstruction	65-1202-12	Road reconstruction	STPC	2,954	704
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	Roadway widening	STPC	3,657	817
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 1	65-1401-12	Road reconstruction	STPC	262	85
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	Roadway widening	STPC	2,197	614
MD 22: Paradise Road Intersection Reconstruction	65-1403-41	Roadway widening	STPC	3,585	1,367
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	Other	0	65
Subtotal				12,655	3,652
<b>SHA - Howard County</b>					
US 29: Seneca Drive to MD 175- Phase 1B	66-1101-41	Roadway widening	NHPPC	257	11,174
I-95: Welcome Center Truck Parking Lot Expansion	66-1203-04	Traffic engineering	NHPPC	94	2
MD 32: MD 108 to I-70	66-1405-41	Roadway widening	NHPPC	800	200
			Other	0	10



# Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	NHPPC	0	700
US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only	66-1601-42	New or extended roadways	1702	1,657	33
			NHPPC	191	18
<b>Subtotal</b>				<b>2,999</b>	<b>12,137</b>
<b>SHA - Regional</b>					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	25,011	6,253
			STPC	28,198	7,050
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	500	125
			NHPPC	25,922	6,482
			STPC	37,058	9,264
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,944	486
			NHPPC	1,966	491
			STPC	3,886	971
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	300	75
			NHPPC	4,472	1,118
			NHS	4,656	1,164
			STPC	12,094	3,024
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,024	506



## Transportation Improvement Program - FY 2016-2019

Table 2: FY 2016 Annual Element (Funds in \$1000s)

<b>Project Name</b>	<b>Project ID</b>	<b>Project Type</b>	<b>Funding Source</b>	<b>Federal Funds</b>	<b>Matching Funds</b>
Areawide Safety And Spot Improvements	60-9508-19	Other	HSIP	8,425	2,106
			NHPPC	15,475	3,869
			STPC	28,905	7,225
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	34	10
			STPC	6,751	1,688
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	3,802	951
<b>Subtotal</b>				<b>211,468</b>	<b>52,858</b>

Table 3: Total Cost by Project Category and Location

## Total Costs Programmed in the BRTB Region

<b>Location</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
<b>Commuter Rail</b>					
Baltimore City	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Harford County	\$10,000	\$2,150	\$0	\$0	\$12,150
Regional	\$22,634,000	\$22,916,000	\$22,565,000	\$8,956,000	\$77,071,000
<b>Commuter Rail Total</b>	<b>\$27,644,000</b>	<b>\$22,918,150</b>	<b>\$22,565,000</b>	<b>\$8,956,000</b>	<b>\$82,083,150</b>
<b>Enhancement Program</b>					
Baltimore City	\$300,000	\$2,000,000	\$300,000	\$2,000,000	\$4,600,000
Carroll County	\$625,000	\$300,000	\$0	\$0	\$925,000
Regional	\$4,753,000	\$4,753,000	\$4,753,000	\$4,753,000	\$19,012,000
<b>Enhancement Program</b>	<b>\$5,678,000</b>	<b>\$7,053,000</b>	<b>\$5,053,000</b>	<b>\$6,753,000</b>	<b>\$24,537,000</b>
<b>Environmental/Safety</b>					
Anne Arundel County	\$8,882,000	\$6,762,000	\$4,333,000	\$0	\$19,977,000
Baltimore City	\$1,000,000	\$200,000	\$1,000,000	\$200,000	\$2,400,000
Baltimore County	\$7,797,000	\$3,835,000	\$0	\$0	\$11,632,000
Regional	\$27,681,000	\$27,706,000	\$26,903,000	\$26,903,000	\$109,193,000
<b>Environmental/Safety</b>	<b>\$45,360,000</b>	<b>\$38,503,000</b>	<b>\$32,236,000</b>	<b>\$27,103,000</b>	<b>\$143,202,000</b>
<b>Emission Reduction Strategy</b>					
Baltimore City	\$9,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$24,000,000

Table 3: Total Cost by Project Category and Location

## Total Costs Programmed in the BRTB Region

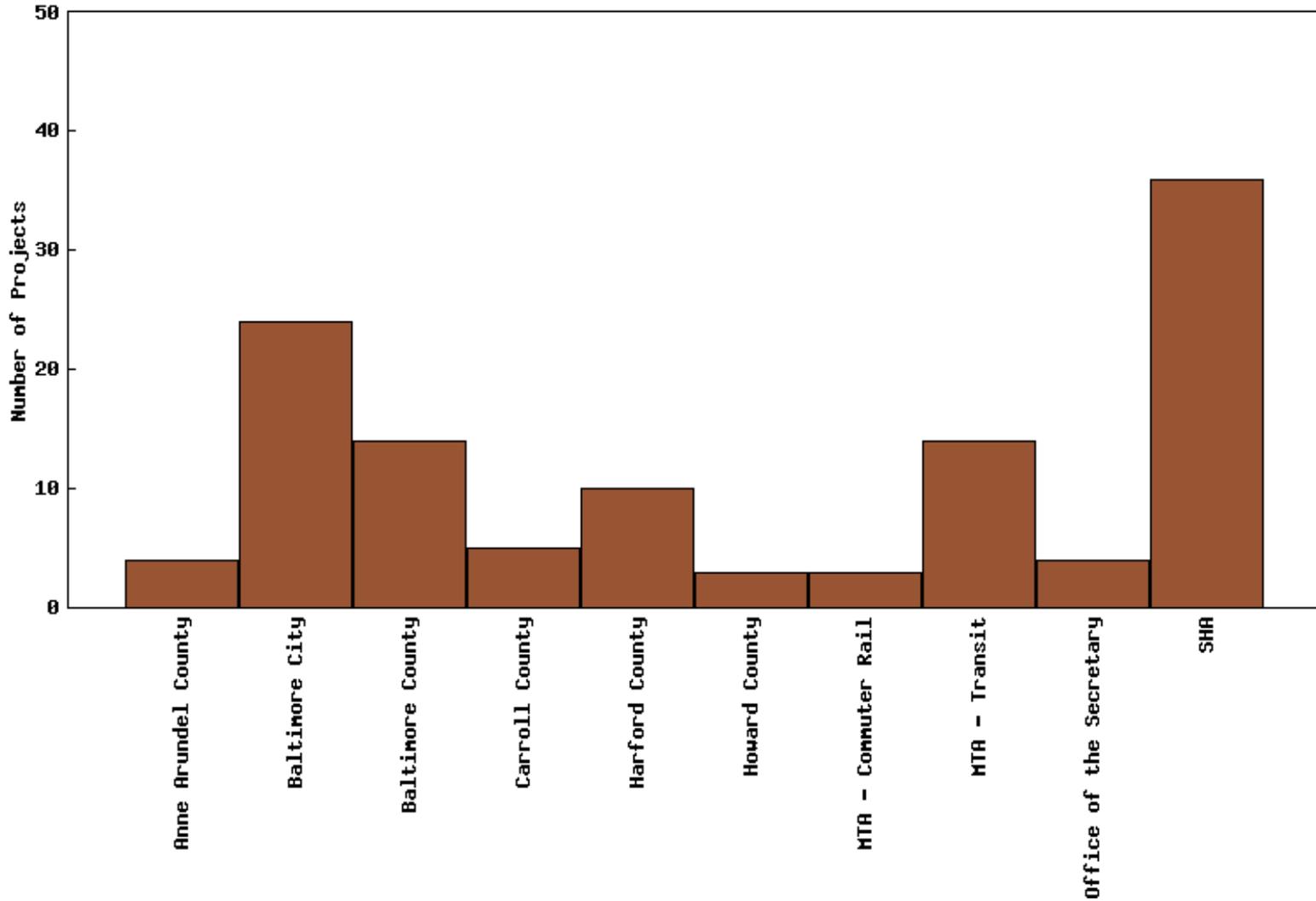
<b>Location</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Baltimore County	\$626,000	\$400,000	\$1,200,000	\$7,500,000	\$9,726,000
Howard County	\$96,000	\$0	\$0	\$0	\$96,000
Regional	\$38,086,000	\$43,747,000	\$43,616,000	\$53,363,000	\$178,812,000
<b>Emission Reduction</b>	<b>\$47,808,000</b>	<b>\$49,147,000</b>	<b>\$49,816,000</b>	<b>\$65,863,000</b>	<b>\$212,634,000</b>
<b>Highway Capacity</b>					
Anne Arundel County	\$8,850,000	\$23,332,000	\$24,915,000	\$18,375,000	\$75,472,000
Baltimore City	\$6,000,000	\$0	\$0	\$0	\$6,000,000
Baltimore County	\$68,442,000	\$58,068,000	\$44,090,000	\$19,479,000	\$190,079,000
Harford County	\$13,787,000	\$16,346,000	\$7,179,000	\$5,113,000	\$42,425,000
Howard County	\$37,790,000	\$46,047,000	\$13,646,000	\$3,771,000	\$101,254,000
<b>Highway Capacity Total</b>	<b>\$134,869,000</b>	<b>\$143,793,000</b>	<b>\$89,830,000</b>	<b>\$46,738,000</b>	<b>\$415,230,000</b>
<b>Highway Preservation</b>					
Anne Arundel County	\$4,626,000	\$3,610,000	\$1,007,000	\$1,113,000	\$10,356,000
Baltimore City	\$63,125,000	\$57,575,000	\$33,200,000	\$28,600,000	\$182,500,000
Baltimore County	\$23,340,000	\$2,757,000	\$12,200,000	\$1,500,000	\$39,797,000
Carroll County	\$3,995,000	\$11,856,000	\$9,727,000	\$3,140,000	\$28,718,000
Harford County	\$6,700,000	\$2,294,000	\$3,495,000	\$3,070,000	\$15,559,000

Table 3: Total Cost by Project Category and Location

## Total Costs Programmed in the BRTB Region

<b>Location</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
Howard County	\$400,000	\$550,000	\$1,525,000	\$400,000	\$2,875,000
Regional	\$222,881,000	\$217,572,000	\$209,403,000	\$209,403,000	\$859,259,000
<b>Highway Preservation</b>	<b>\$325,067,000</b>	<b>\$296,214,000</b>	<b>\$270,557,000</b>	<b>\$247,226,000</b>	<b>\$1,139,064,000</b>
<b>Transit</b>					
Regional	\$340,592,000	\$338,533,000	\$329,810,000	\$308,869,000	\$1,317,804,000
<b>Transit Total</b>	<b>\$340,592,000</b>	<b>\$338,533,000</b>	<b>\$329,810,000</b>	<b>\$308,869,000</b>	<b>\$1,317,804,000</b>
<b>Ports</b>					
Baltimore City	\$11,139	\$12,451	\$1,950	\$0	\$25,540
<b>Ports Total</b>	<b>\$11,139</b>	<b>\$12,451</b>	<b>\$1,950</b>	<b>\$0</b>	<b>\$25,540</b>
<b>Miscellaneous</b>					
Baltimore City	\$1,026,374	\$26,515	\$0	\$0	\$1,052,889
Regional	\$45,000	\$45,000	\$0	\$0	\$90,000
<b>Miscellaneous Total</b>	<b>\$1,071,374</b>	<b>\$71,515</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,142,889</b>
<b>Grand Total</b>	<b>\$928,100,513</b>	<b>\$896,245,116</b>	<b>\$799,868,950</b>	<b>\$711,508,000</b>	<b>\$3,335,722,579</b>

Exhibit 1: Number of FY 2016 Annual Element Projects by Implementing Agency



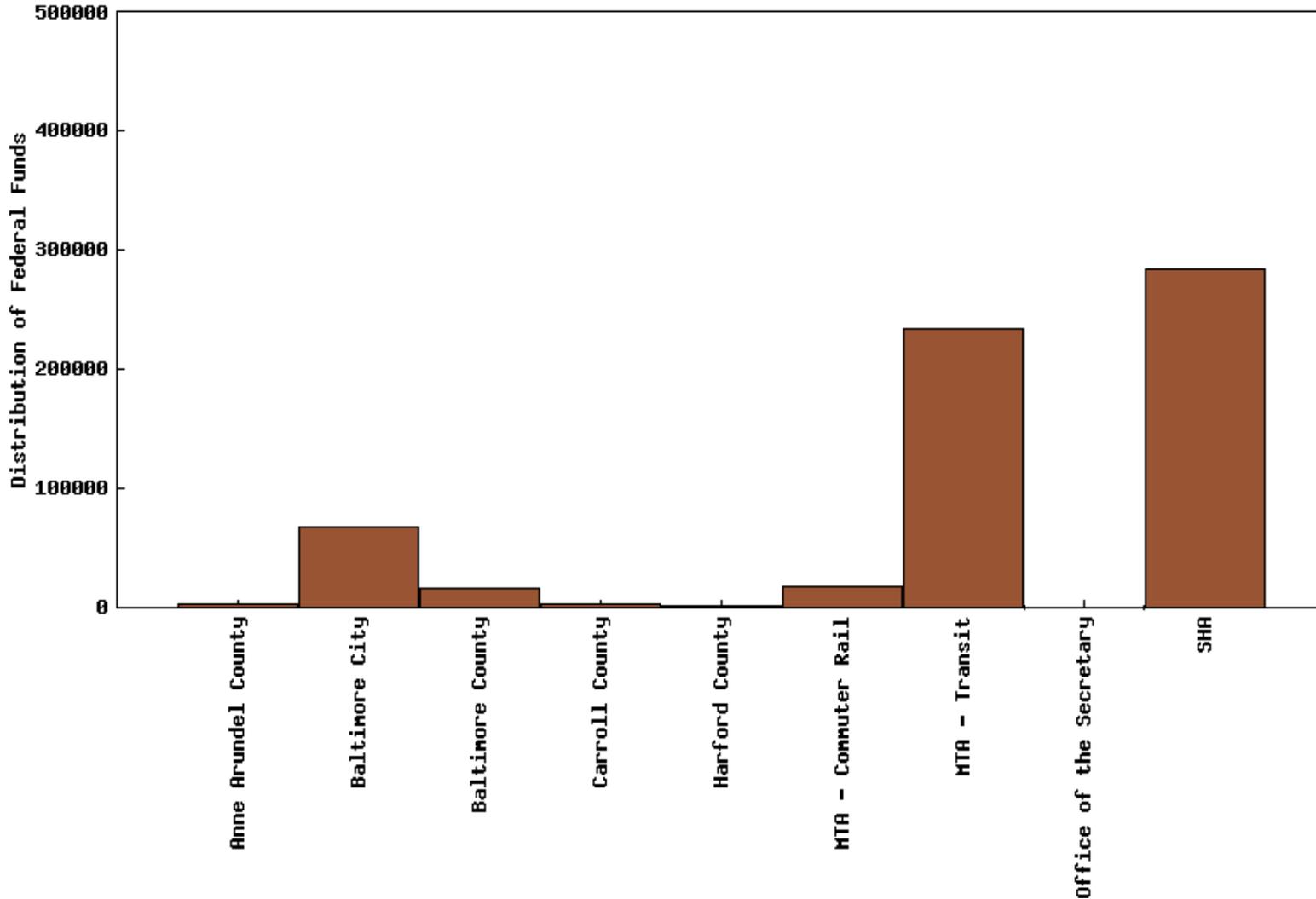


Exhibit 3: Number of FY 2016 Annual Element Projects by Category

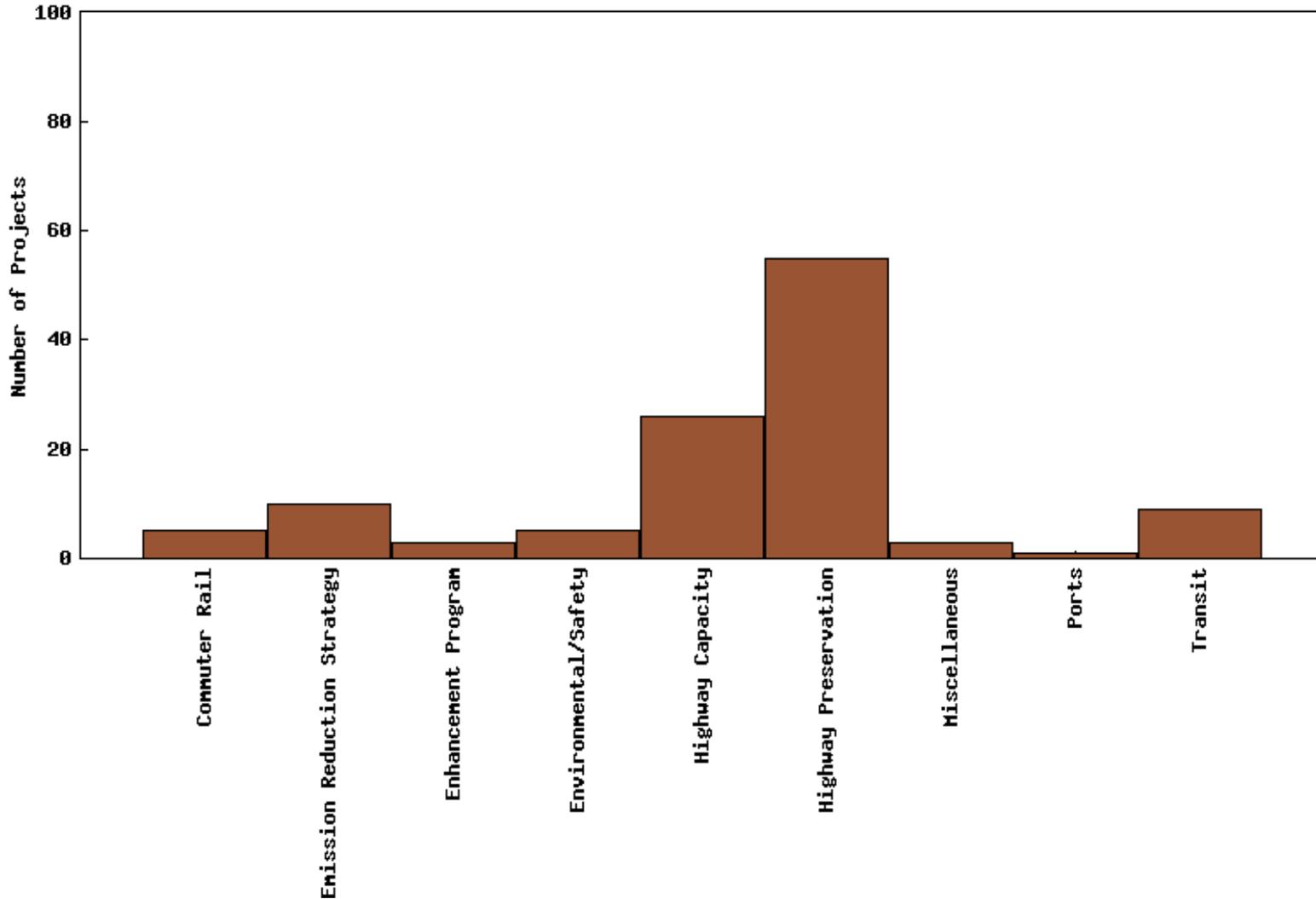


Exhibit 4: FY 2016 Annual Element Federal Fund Requests by Project Category (Funds in \$1,000's)

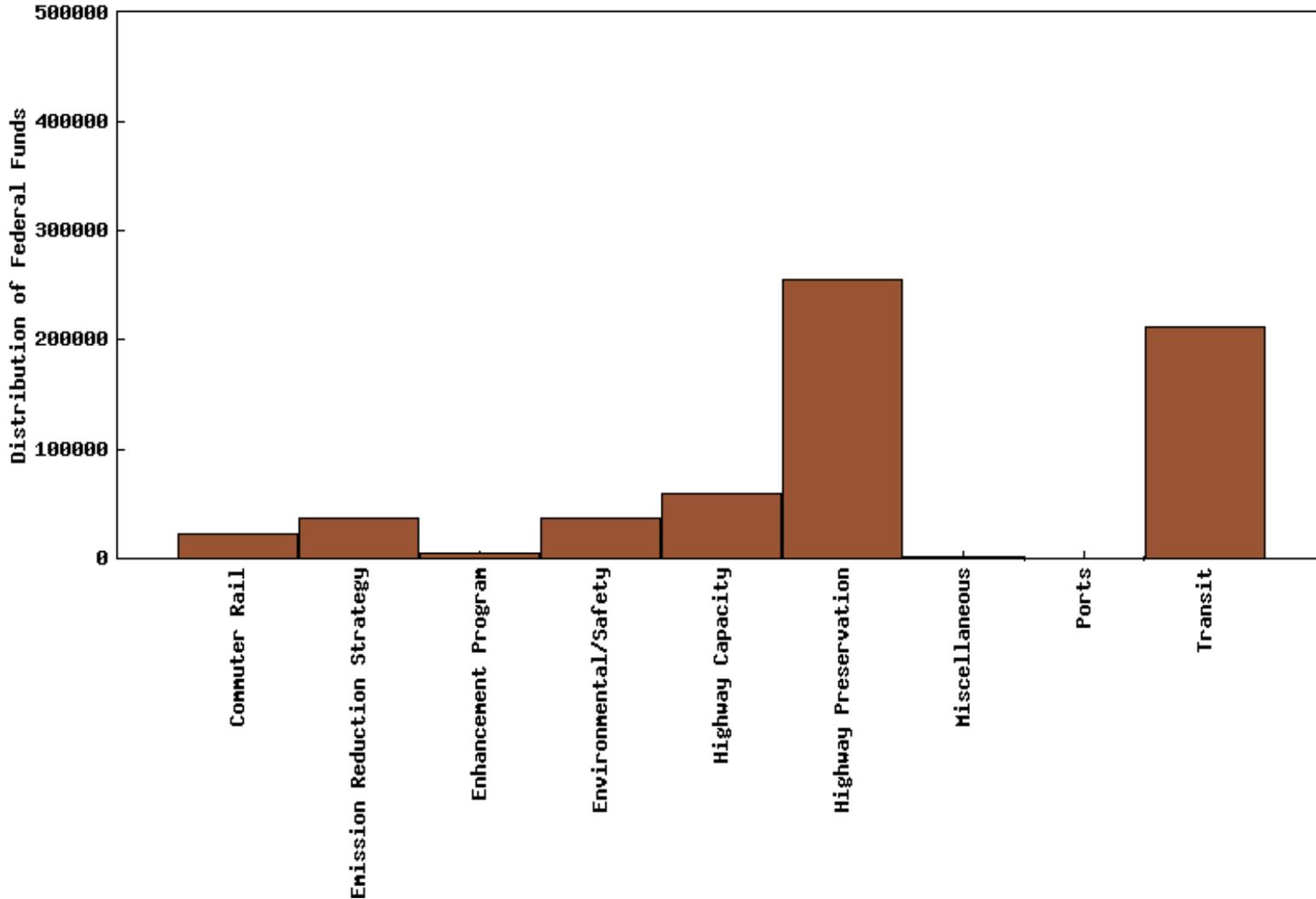


Exhibit 5: FY 2016 Annual Element Federal Fund Requests by Funding Source (Funds in \$1,000,000's)

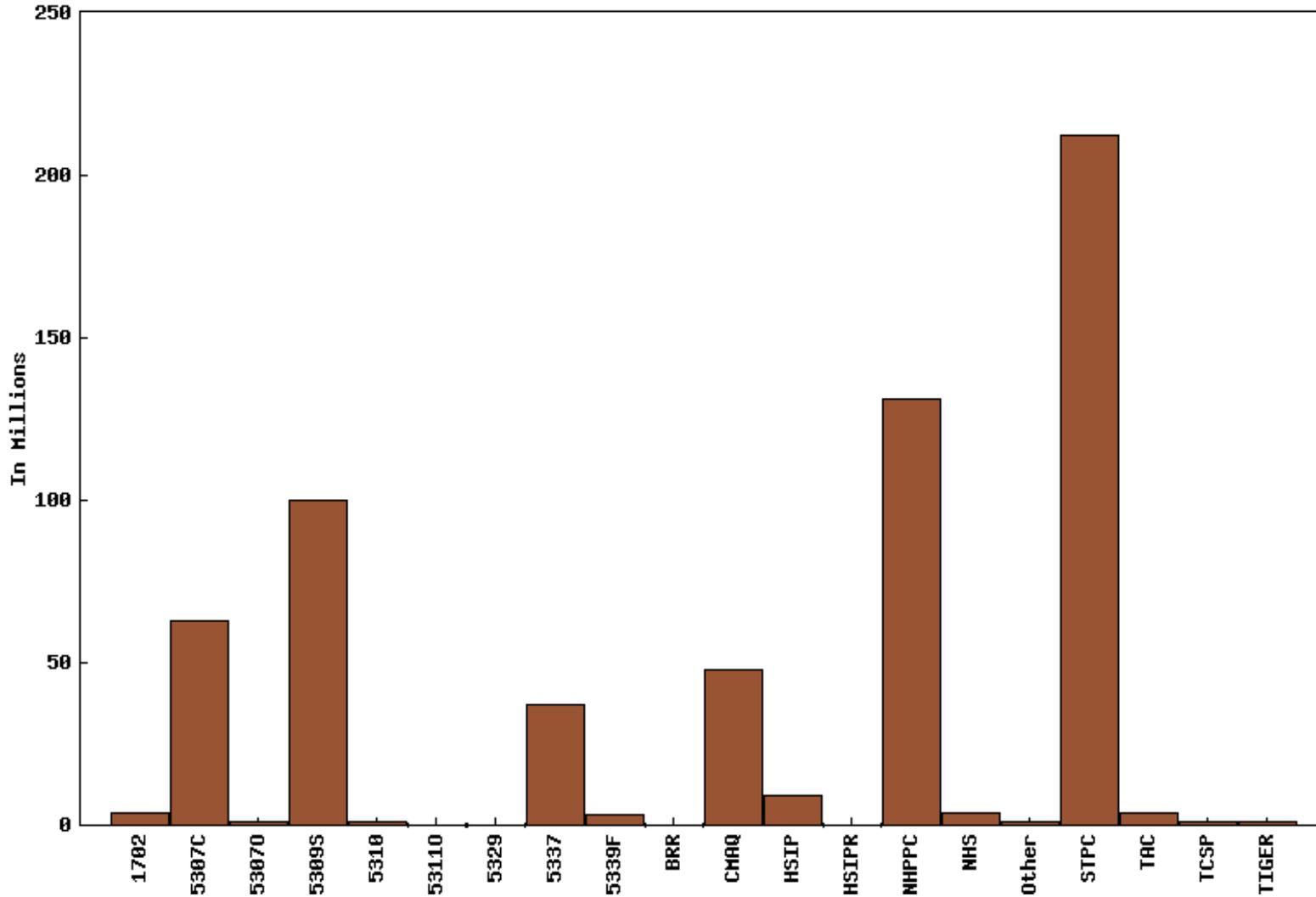
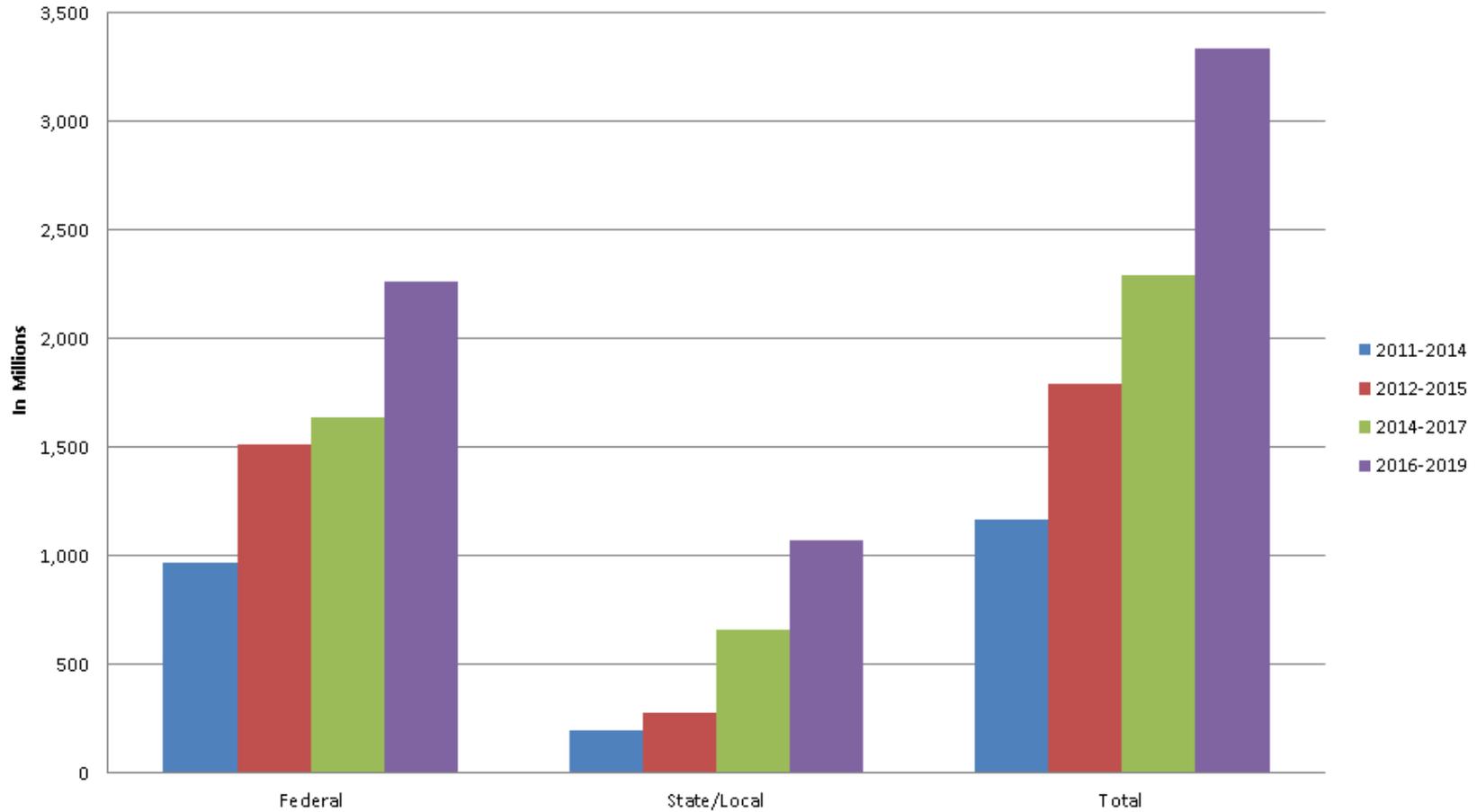


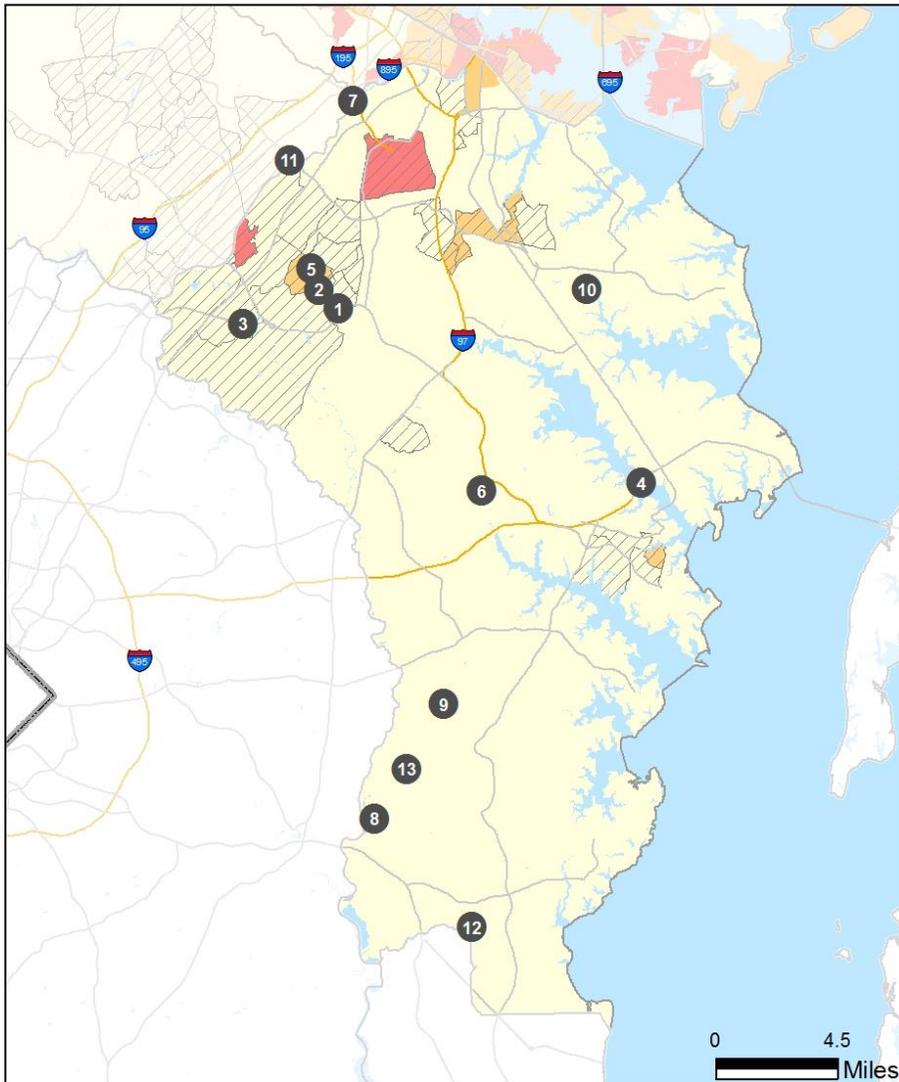
Exhibit 6: Comparison of Total Costs of Projects in the 2011, 2012, 2014, and 2016 TIP (Funds in \$1,000,000's)



## **VI. Jurisdiction Maps Showing Low-income and Minority Concentration: Exhibits VI-1 to 6**

The following maps with accompanying project listings represent the projects that could be shown through mapping techniques. There are numerous projects that cannot be mapped such as bus purchases and operating assistance. For more detailed information on federally funded projects, please refer to the appropriate sections following the maps. Regionally significant and non-federally funded projects are included along with federally funded projects in section VI. A full project index is included at the end of the document.

## Anne Arundel County Projects in Relation to Low-Income & Minority Concentrations



**Project Sponsor: State Highway Administration**

1 MD 175: Mapes and Reece Road Intersection Reconstructions	61-1402-39
2 MD 175: MD 295 to MD 170	61-0605-41
3 MD 198: MD 295 to MD 32	61-1403-41
4 US 50: MD 70 to MD 2	61-1404-41
5 MD 175: Disney Road to Reece Road	61-1601-41

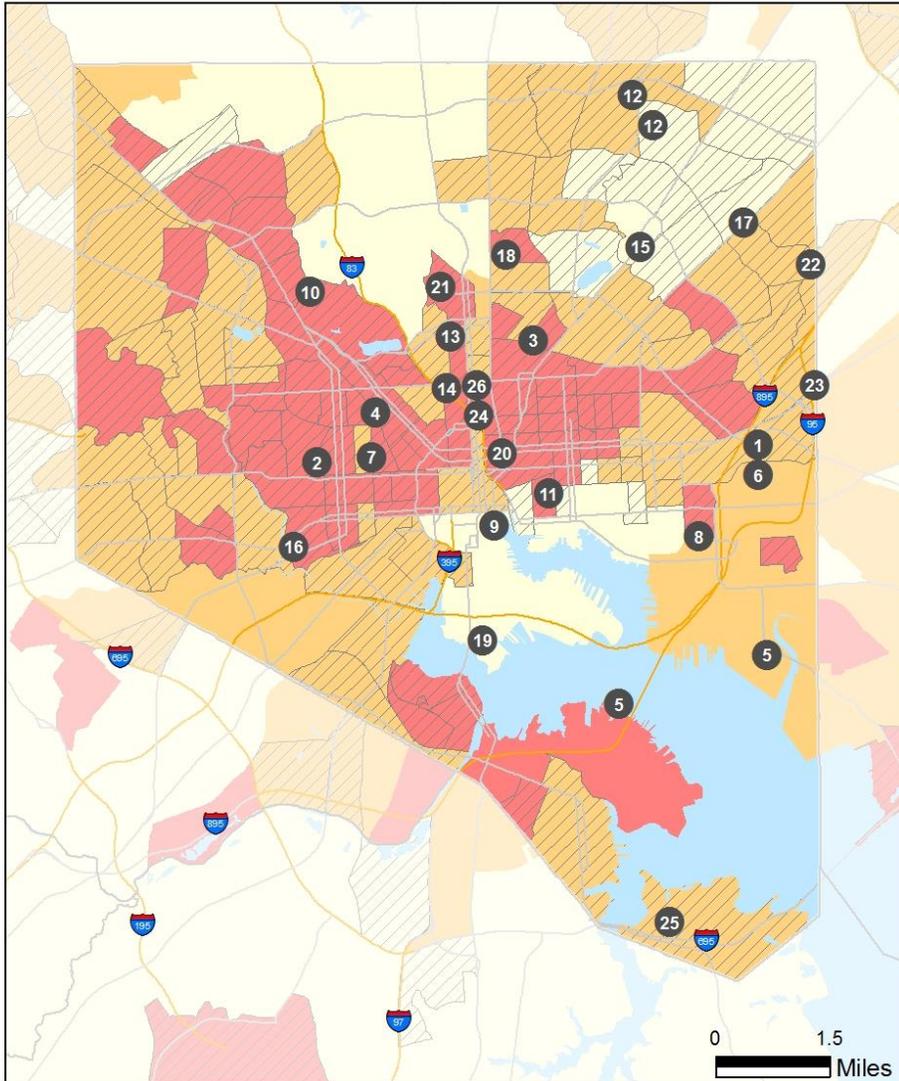
**Project Sponsor: Anne Arundel County**

6 Chesterfield Road Bridge over Bacon Ridge Branch	11-1101-13
7 Furnace Avenue Bridge over Deep Run	11-1103-13
8 Sands Road Bridge over Wilson Owens Branch	11-1203-13
9 Harwood Road Bridge over Stocketts Run	11-1208-13
10 Magothy Bridge Road Bridge over Magothy River	11-1402-13
11 O'Connor Road Bridge over Deep Run	11-1403-13
12 McKendree Road Culvert over Lyons Creek	11-1601-19
13 Polling House Road Bridge over Rock Branch	11-1602-13

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

# Baltimore City Projects in Relation to Low-Income & Minority Concentrations



**Project Sponsor: Maryland Transit Administration**

1	MARC Bayview Station	72-1202-56
2	Baltimore Red Line	40-0602-69
3	Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65

**Project Sponsor: Office of the Secretary**

4	Baltimore and Potomac Tunnel	92-1101-99
5	Port of Baltimore Enhancements	92-1401-83

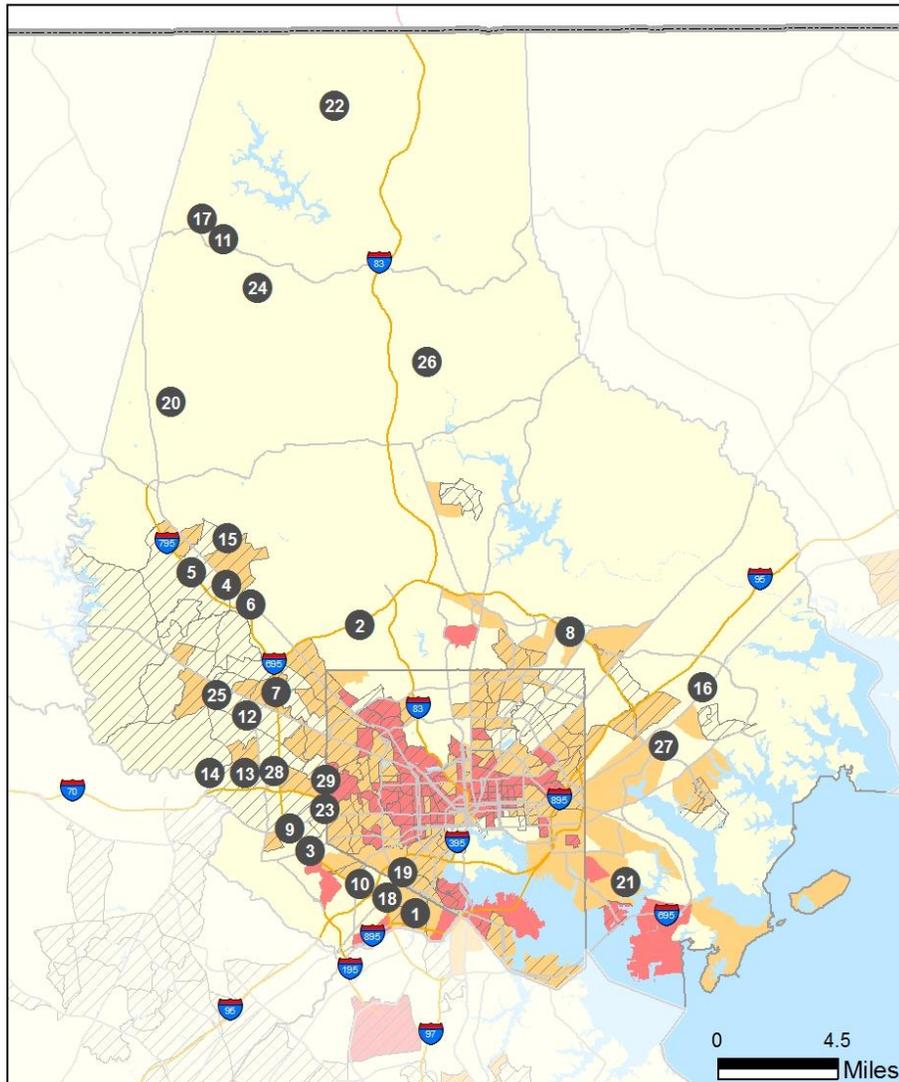
**Project Sponsor: Baltimore City**

6	Bayview MARC Intermodal Station	12-1413-56
7	Reconnecting West Baltimore	12-1122-03
8	Boston Street Realignment and Reconstruction	12-1102-42
9	Key Highway and Light Street Intersection Improvement	12-1123-12
10	Park Circle Intersection Improvements	12-1204-12
11	Central Avenue - Phase II	12-1205-12
12	Perring Parkway Ramp & Hillen Road Bridge	12-1215-13
13	Sisson Street Bridge over CSX Railroad	12-1216-13
14	Midtown Streetscape/Traffic Improvements	12-1222-11
15	Harford Road Bridge Over Herring Run	12-1402-13
16	Wilkins Avenue Bridge Over Gwynns Falls	12-1403-13
17	Belair Road Complete Streets	12-1404-11
18	Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12
19	Hanover Street Bridge Multimodal Corridor	12-1419-13
20	Orleans Street Viaduct Rehabilitation	12-1601-13
21	Remington Avenue Bridge over Stony Run	12-1602-13
22	Radecke Avenue over Moore's Run	12-1603-13
23	Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13
24	Reconnecting Charles Street - M. Royal to Lanvale Street	12-1606-12
25	Hawkins Point Bridge over CSX Railroad	12-9903-13
26	Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

# Baltimore County Projects in Relation to Low Income & Minority Concentrations



**Project Sponsor: State Highway Administration**

1	MD 295: I-895 to North of Daisy Avenue - Noise Wall	63-1405-31
2	I-895: Low-Cost Operational and Safety Improvements	63-1204-04
3	I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41
4	MD 140: Garrison View Road to North of Owings Mills Boulevard (Phase 2)	63-0802-41
5	I-795: Dolfield Boulevard Interchange	63-0803-46
6	MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41
7	I-695: Bridge Over Milford Mill Road Reconstruction	63-1205-43
8	I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41
9	I-695: US 40 to MD 144	63-1601-41
10	I-695 Bridge Replacements at Benson Ave and US 1	63-1602-43
11	MD 25: Bridge Replacement over Georges Run	63-1603-13

**Project Sponsor: Baltimore County**

12	Rolling Road Widening - Phase I	13-1405-41
13	Security Boulevard Extension	13-1406-42
14	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13
15	Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	13-0411-13
16	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13
17	Gunpowder Road Bridge No. B-0409	13-1005-13
18	Bridge No. B-0100 Hammonds Ferry Road over CSX Railroad	13-1012-13
19	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13
20	Piney Grove Road Bridge No. B-0140 over CSX Railroad	13-1107-13
21	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
22	Gores Mill Road Bridges No. B-0136, 0137, 0138 & 0346	13-1109-13
23	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13
24	Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	13-1203-13
25	Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13
26	Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13
27	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
28	Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13
29	Ingleside Avenue Bridge No. B-0097 over Dead Run and Dogwood Road	13-1210-13

Minority population is greater than the regional average of 41%

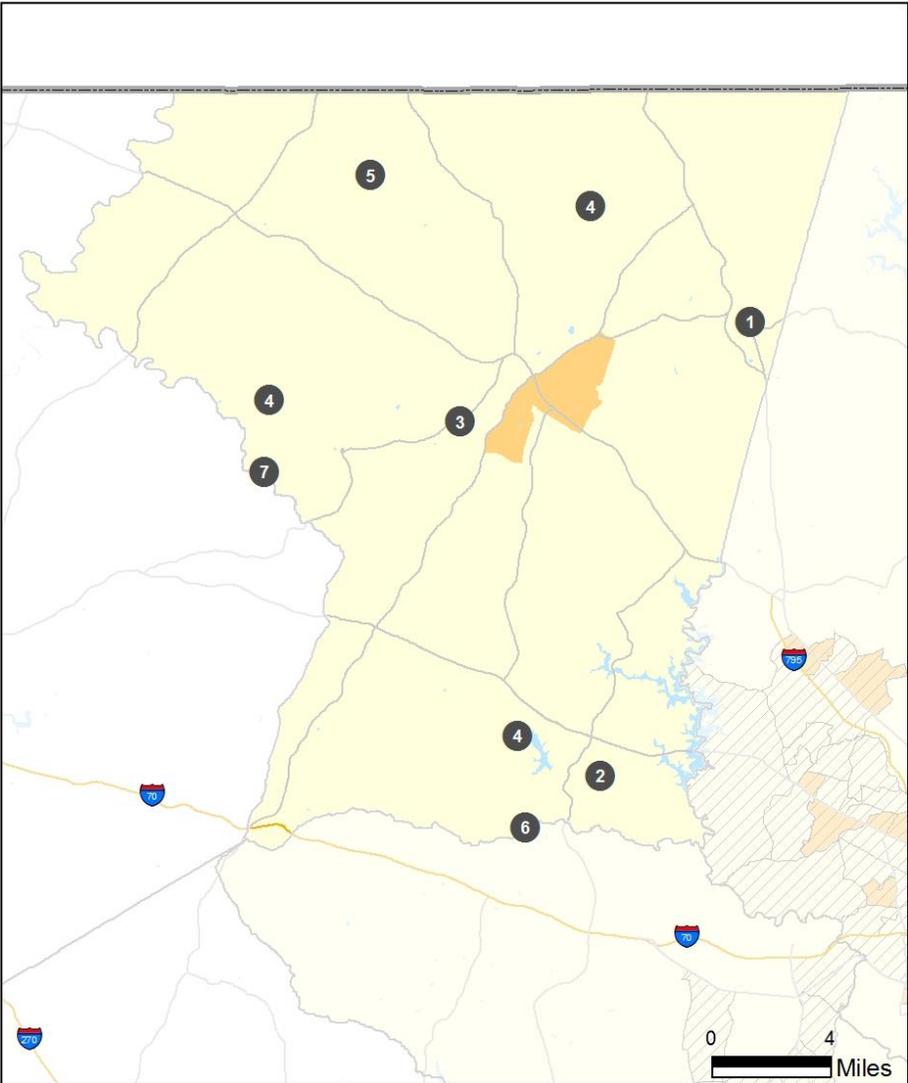
Below 50% of Regional Median Household Income

50% - 80% of Regional Median Household Income

Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BM C, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

# Carroll County Projects in Relation to Low-Income & Minority Concentrations

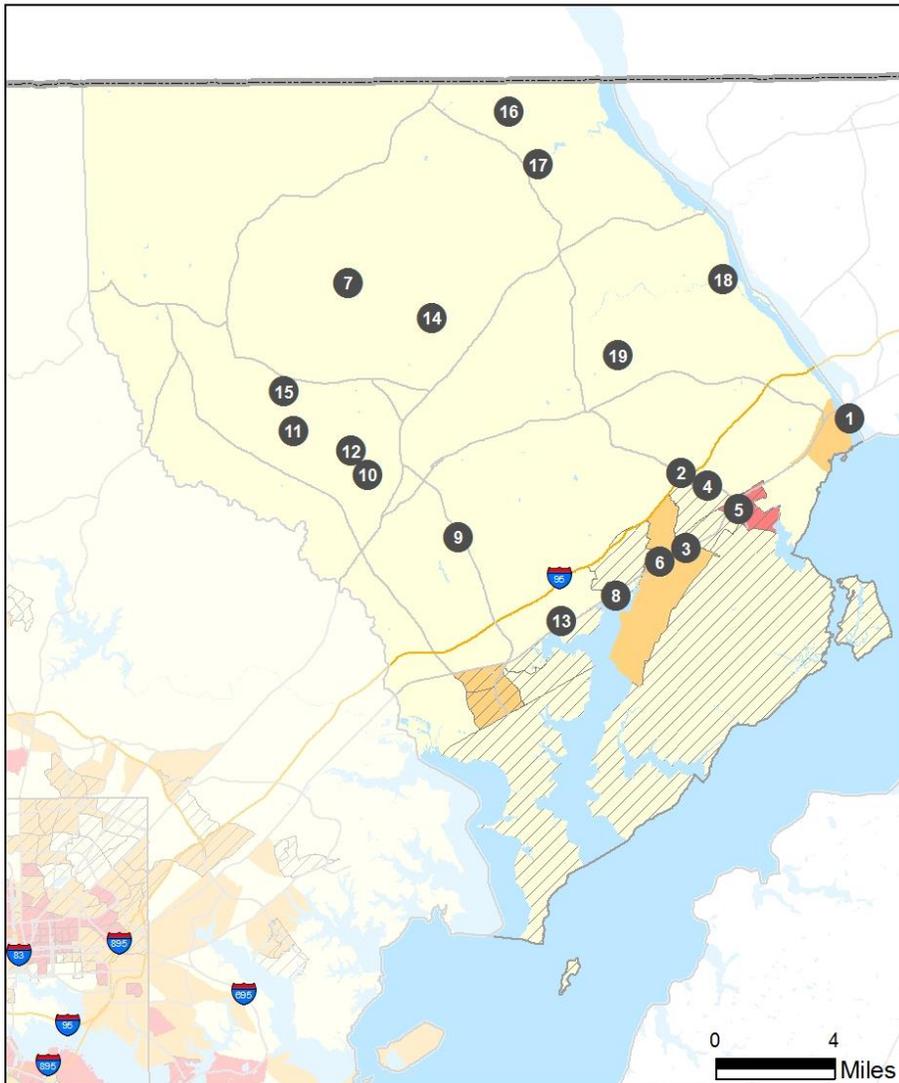


- Project Sponsor: State Highway Administration**
- 1 MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement) 64-1401-19
- Project Sponsor: Carroll County**
- 2 Governor Brown Trail 14-1401-25
  - 3 Stone Chapel Road over Little Pipe Creek 14-1103-13
  - 4 Countywide Bridge Maintenance, Repair, and Replacement 14-1402-13
  - 5 Babylon Road Bridge over Silver Run 14-1601-13
  - 6 Gaither Road Bridge over South Branch Patapsco River 14-1602-13
  - 7 McKinstry Mill Road Bridge over Sams Creek 14-1603-13

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

# Harford County Project in Relation to Low-Income & Minority Concentrations



**Project Sponsor: Office of the Secretary**

1 Susquehanna River Bridge 95-1401-59

**Project Sponsor: State Highway Administration**

- 2 MD 22: Beards Hill Road Intersection Reconstruction 65-1205-41
- 3 US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2 65-1402-41
- 4 MD 22: Paradise Road Intersection Reconstruction 65-1403-41
- 5 MD 22: Old Post Road Intersection Reconstruction 65-1202-12
- 6 US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 1 65-1401-12
- 7 MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G 65-1601-12

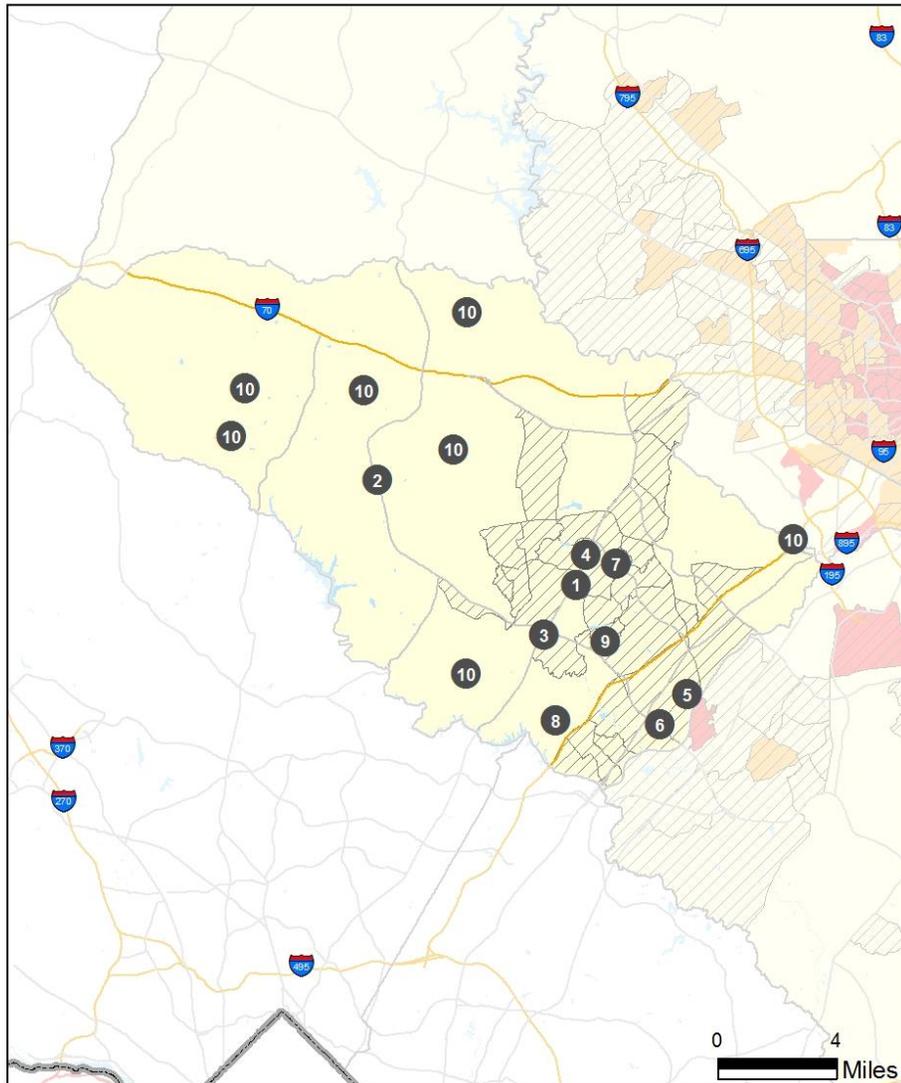
**Project Sponsor: Harford County**

- 8 Bata Boulevard Access Road 15-1402-42
- 9 Tollgate Road 15-1404-42
- 10 Watervale Road Bridge #63 over Winters Run 15-0404-13
- 11 Pleasantville Road Bridge #67 15-0406-13
- 12 Carrs Mill Road Bridge #216 over Bear Cabin Branch 15-0701-13
- 13 Abingdon Road Bridge #169 over CSX Railroad 15-1001-13
- 14 Chestnut Hill Bridge #40 15-1101-13
- 15 Phillips Mill Road Bridge #70 over an East Branch tributary 15-1102-13
- 16 Prospect Road Bridge #217 over Deep Run 15-1104-13
- 17 Robinson Mill Road Bridge #154 over Broad Creek 15-1401-13
- 18 Stafford Road Bridge #24 over Deer Creek 15-1501-13
- 19 Glenville Road Bridge #30 15-1601-13

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average. Census tracts showing the median household income are from the 2007-2011 American Community Survey 5-Year Estimates. The regional median household income is \$67,891. Data shown for Baltimore region only. Data Source: BMC, © NAVTEQ 2013, TIGER/Line®, MTA, U.S. Census, American Community Survey.

# Howard County Projects in Relation to Low-Income & Minority Concentrations



**Project Sponsor: State Highway Administration**

- |   |            |
|---|------------|
| 1 US 29: Seneca Drive to MD 175 - Phase 1B                                | 66-1101-41 |
| 2 MD 32: MD 108 to I-70   | 66-1405-41 |
| 3 US 29: Middle Patuxent River to Seneca Drive - Phase 2                  | 66-1406-41 |
| 4 US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only | 66-1601-42 |

**Project Sponsor: Howard County**

- |  |            |
|--|------------|
| 5 Dorsey Run Road: MD 175 to CSX Railroad Spur                     | 16-1403-41 |
| 6 Guilford Road: US 1 to Dorsey Run Road                           | 16-1405-41 |
| 7 MD 175 at Blandair Park  | 16-1407-46 |
| 8 Skylark Boulevard extended to MD 216                             | 16-1409-42 |
| 9 Snowden River Parkway: Broken Land Parkway to Oakland Mills Road | 16-1410-41 |
| 10 Bridge Repairs and Deck Replacement                             | 16-0436-13 |

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

Project Details

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State Highway Administration.....	293

### Chesterfield Road Bridge over Bacon Ridge Branch

<b>TIP ID</b>	11-1101-13	<b>Year of Operation</b>	2016
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$1,474,000

**Description:**

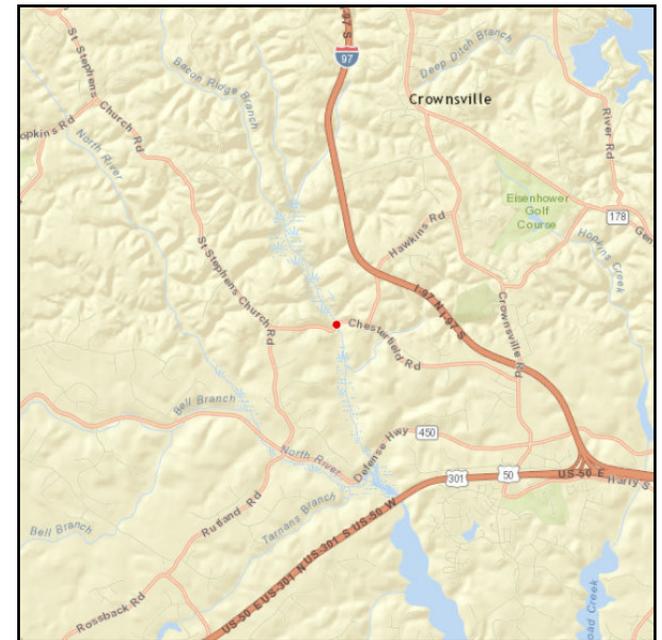
This project will reconstruct the existing bridge to correct existing deficiencies, substandard approach road and bridge deck geometry.

**Justification:**

Correct existing deficiencies.

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

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





### Chesterfield Road Bridge over Bacon Ridge Branch

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$576	\$593	\$0	\$0	\$0	\$0	\$0	\$0	\$1,169
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>\$576</b>	<b>\$593</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,169</b>
<b>Total</b>	<b>\$576</b>	<b>\$593</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,169</b>

### Furnace Avenue Bridge over Deep Run

<b>TIP ID</b>	11-1103-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$1,613,000

**Description:**

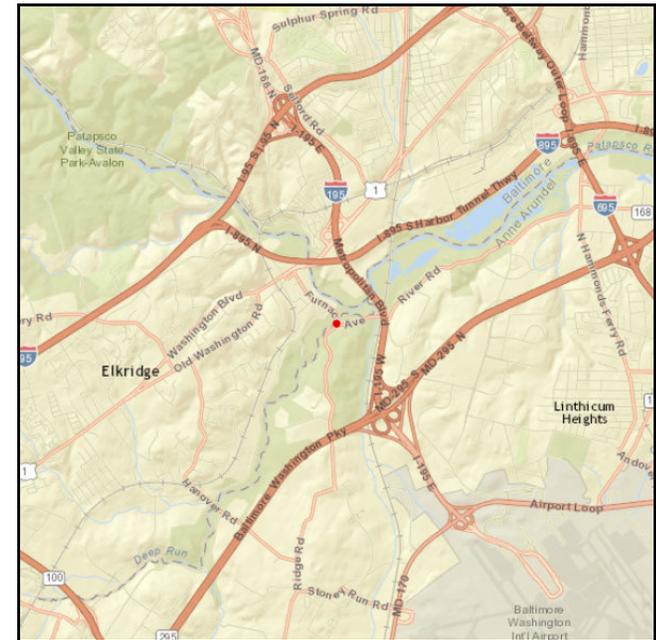
Reconstruct existing bridge to correct existing deficiencies, substandard approach road and bridge deck geometry.

**Justification:**

Correct bridge deficiencies.

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

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





### Furnace Avenue Bridge over Deep Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$920	\$303	\$0	\$0	\$0	\$0	\$1,223
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>\$920</b>	<b>\$303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,223</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920</b>	<b>\$303</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,223</b>

### Sands Road Bridge over Wilson Owens Branch

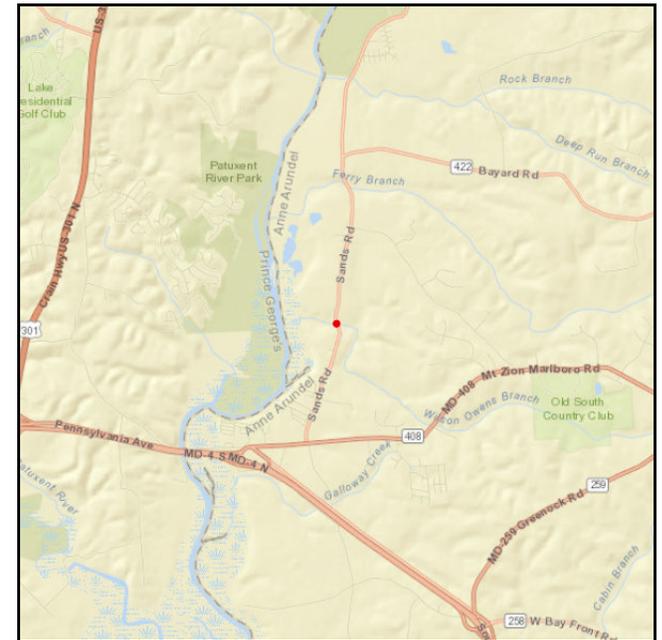
<b>TIP ID</b>	11-1203-13	<b>Year of Operation</b>	2016
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$3,874,000

**Description:**  
Replace existing bridge

**Justification:**  
Beyond useful life

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

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





Sands Road Bridge over Wilson Owens Branch

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$150	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$300
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>\$150</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>
<b>Total</b>	<b>\$150</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>

### Harwood Road Bridge over Stocketts Run

<b>TIP ID</b>	11-1208-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,863,000

**Description:**

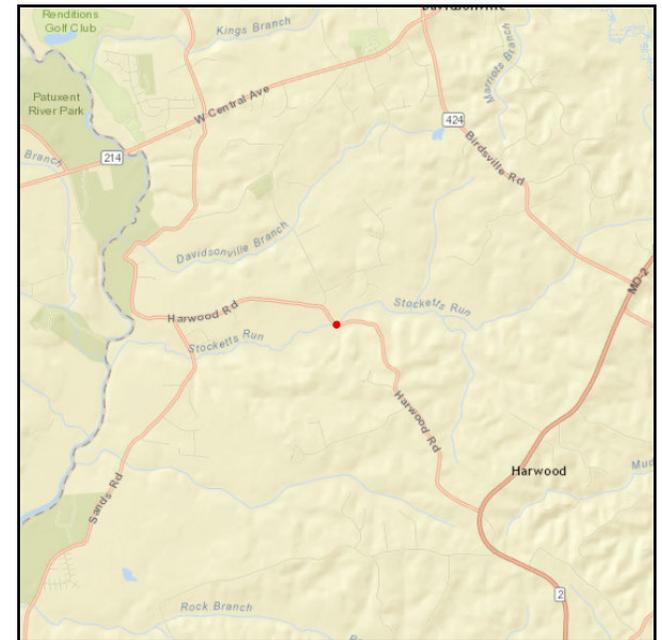
This project will replace the existing bridge over Stocketts Run.

**Justification:**

Correct bridge deficiencies, geometry and substandard approach.

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

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





### Harwood Road Bridge over Stocketts Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$835	\$528	\$0	\$0	\$0	\$0	\$1,363
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>\$835</b>	<b>\$528</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,363</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$835</b>	<b>\$528</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,363</b>

### Magothy Bridge Road Bridge over Magothy River

<b>TIP ID</b>	11-1402-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$3,366,000

**Description:**

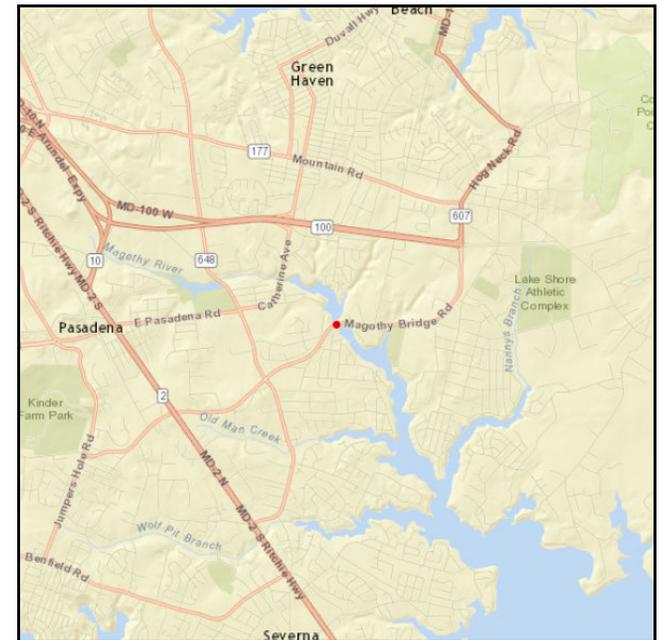
Replace bridge deck and add shoulders to the bridge over the Magothy River.

**Justification:**

This bridge is functionally obsolete.

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

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





### Magothy Bridge Road Bridge over Magothy River

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,813	\$1,223	\$0	\$0	\$0	\$0	\$0	\$0	\$3,036
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>\$1,813</b>	<b>\$1,223</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,036</b>
<b>Total</b>	<b>\$1,813</b>	<b>\$1,223</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,036</b>

### O'Connor Road Bridge over Deep Run

<b>TIP ID</b>	11-1403-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$883,000

**Description:**

Replace bridge over Deep Run at O'Connor Road.

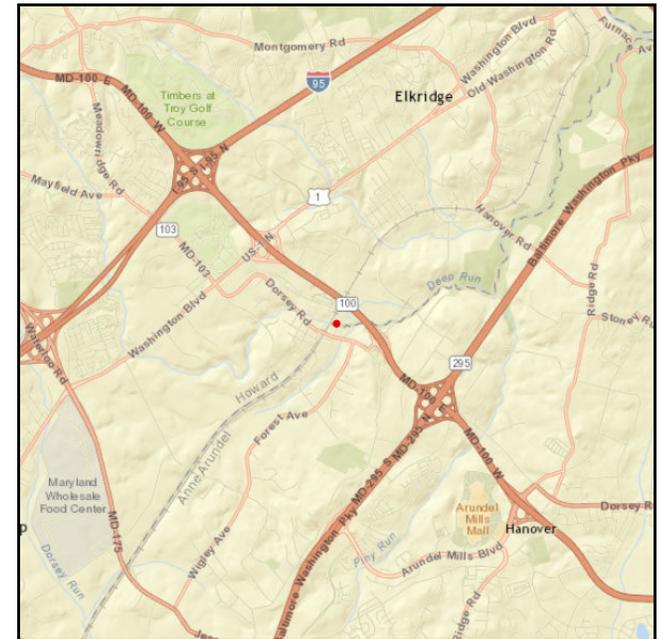
PE funding in a previous TIP (FY 2015).

**Justification:**

Structurally deficient.

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

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





O'Connor Road Bridge over Deep Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$830	\$53	\$0	\$0	\$0	\$0	\$883
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>\$830</b>	<b>\$53</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$883</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$830</b>	<b>\$53</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$883</b>

### McKendree Road Culvert over Lyons Creek

<b>TIP ID</b>	11-1601-19	<b>Year of Operation</b>	2020
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,159,000

**Description:**

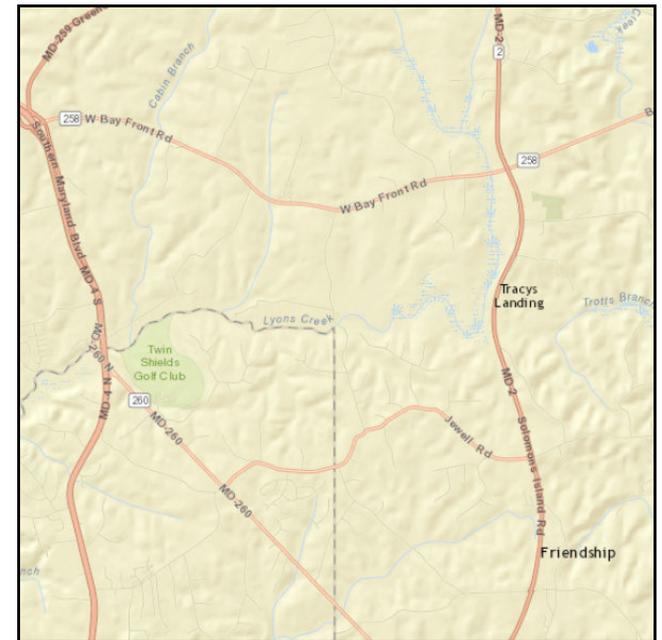
This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert.

**Justification:**

The existing culvert is structurally deficient.

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

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





**McKendree Road Culvert over Lyons Creek**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$709	\$234	\$0	\$0	\$943
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$121
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$95	\$0	\$0	\$0	\$0	\$95
<b>Subtotal</b>	<b>\$0</b>	<b>\$121</b>	<b>\$0</b>	<b>\$95</b>	<b>\$709</b>	<b>\$234</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,159</b>
<b>Total</b>	<b>\$0</b>	<b>\$121</b>	<b>\$0</b>	<b>\$95</b>	<b>\$709</b>	<b>\$234</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,159</b>

### Polling House Road Bridge over Rock Branch

<b>TIP ID</b>	11-1602-13	<b>Year of Operation</b>	2021
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,223,000

**Description:**

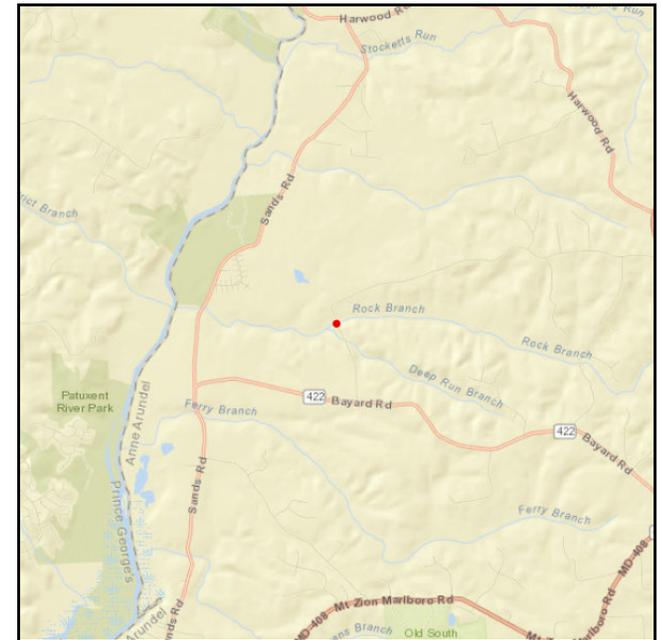
This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry.

**Justification:**

Correct deteriorated structure and obsolete deck geometry.

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

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





**Polling House Road Bridge over Rock Branch**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$833	\$280	\$1,113
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$46	\$0	\$0	\$0	\$0	\$46
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$0	\$64
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46</b>	<b>\$0</b>	<b>\$64</b>	<b>\$833</b>	<b>\$280</b>	<b>\$1,223</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46</b>	<b>\$0</b>	<b>\$64</b>	<b>\$833</b>	<b>\$280</b>	<b>\$1,223</b>

### Bayview MARC Intermodal Station

<b>TIP ID</b>	12-1413-56	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	New rail facilities
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	527-703	<b>Est. Total Cost</b>	\$5,000,000

**Description:**

Ongoing coordination with MTA, to provide guidance and advice on design and environmental studies for access improvements and parking facilities for the Bayview Intermodal Station in coordination with MTA's Red Line Project. These parking facilities are in cooperation with MTA's construction of the MARC station & platform.

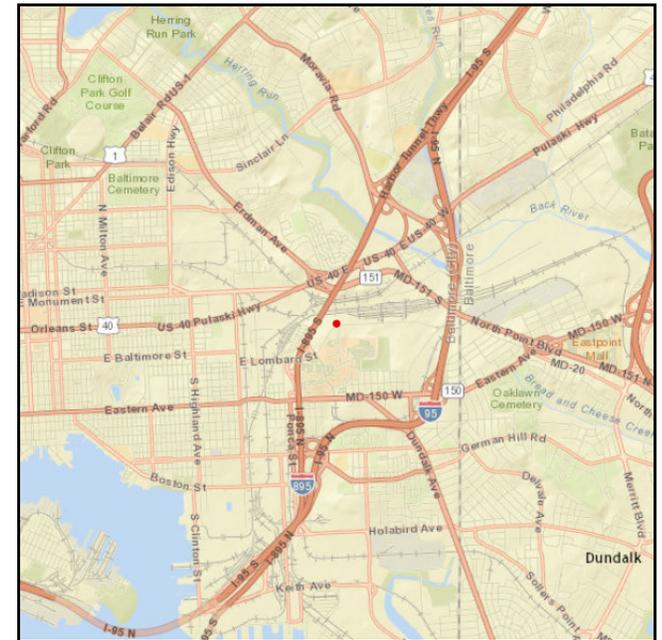
**Justification:**

The Bayview MARC Intermodal Station, near the Johns Hopkins Bayview Medical Campus in East Baltimore, to be constructed by the City of Baltimore, will provide an intermodal station that will help to serve transit customers of the existing MARC commuter rail, MTA bus routes, the proposed Red Line light rail, and local residents and employees and patrons of the nearby medical center.

\*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 facilities to create a multi-modal transportation system throughout the City.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





### Bayview MARC Intermodal Station

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$4,250	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
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>\$4,250</b>	<b>\$750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>
<b>Total</b>	<b>\$4,250</b>	<b>\$750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

### Citywide Bicycle and Pedestrian Improvements

<b>TIP ID</b>	12-1217-25	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Enhancement Program	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Various	<b>Est. Total Cost</b>	\$7,100,000

**Description:**

The Citywide Bicycle and Pedestrian Group includes but is not limited to:  
 - Planning, design, and construction of Baltimore City Bicycle Routes  
 - A city-wide bicycle network which will encourage alternative modes of transportation, reduce emissions and automobile trips.

**Justification:**

Infrastructure to improve multi-modal access throughout the city, reduce emissions and decrease dependence on single occupancy vehicles.

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

- 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.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger





**Citywide Bicycle and Pedestrian Improvements**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,600	\$400	\$0	\$0	\$1,600	\$400	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$0	\$0	\$240	\$60	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$240</b>	<b>\$60</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$240</b>	<b>\$60</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$4,600</b>
<b>Total</b>	<b>\$240</b>	<b>\$60</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$240</b>	<b>\$60</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$4,600</b>

### Citywide ADA Improvements

<b>TIP ID</b>	12-1417-39	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$3,450,000

**Description:**

ADA improvements near transit stops.

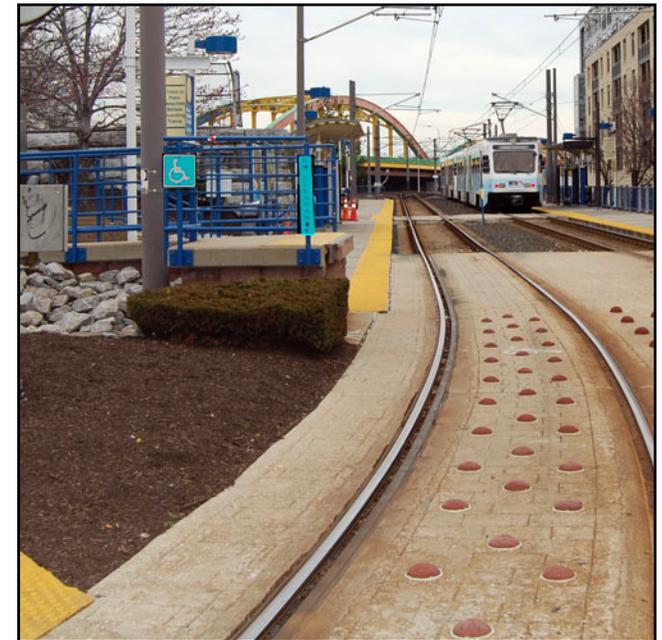
**Justification:**

ADA improvements for curb ramps and access to transit are required to provide access for all Baltimore residents, commuters, and visitors. This project is in addition to ADA improvements identified as part of the citywide preservation and resurfacing.

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 facilities to create a multi-modal transportation system throughout the City.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 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.





### Citywide ADA Improvements

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$800	\$200	\$0	\$0	\$800	\$200	\$0	\$0	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$160	\$40	\$0	\$0	\$160	\$40	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$160</b>	<b>\$40</b>	<b>\$800</b>	<b>\$200</b>	<b>\$160</b>	<b>\$40</b>	<b>\$2,400</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$160</b>	<b>\$40</b>	<b>\$800</b>	<b>\$200</b>	<b>\$160</b>	<b>\$40</b>	<b>\$2,400</b>

### Reconnecting West Baltimore

<b>TIP ID</b>	12-1122-03	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facilities
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	10 foot bike/ped loop, .65 miles
<b>CIP or CTP ID(s)</b>	508-003	<b>Est. Total Cost</b>	\$4,471,000

**Description:**

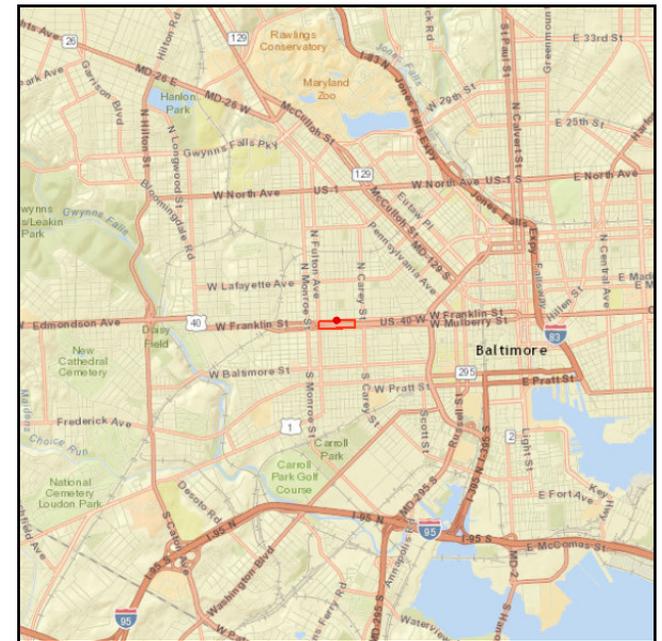
This project includes reconfiguring the Fulton Avenue Bridge to enhance bicycle and pedestrian accessibility. It also includes a pedestrian/bicycle loop circling US 40 between Calhoun and Fulton Avenue. The project includes landscaping, pedestrian safety, upgrading of existing traffic signals, ADA and innovative stormwater management practices. This project will add approximately .65 miles of bicycle and pedestrian facilities to the city's transportation network.

**Justification:**

This project supports Baltimore City's long-term vision of a sustainable transportation network in West Baltimore that provides affordable commuting options for low-income populations.

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

- 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.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





### Reconnecting West Baltimore

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
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>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>



### Reconnecting West Baltimore

(Funding in Thousands)

#### Transportation, Community and System Preservation Grant

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
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>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>
<b>Total</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>

### Citywide Traffic Safety and Intelligent Transportation System

<b>TIP ID</b>	12-1218-07	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	ITS
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$20,000,000

**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.

Includes Signal Reconstruction Program, ITS Improvement, and Traffic Safety programs from Baltimore City DOT CIP.

**Justification:**

Additions to and replacement of traffic control devices, fiber optic connections, and other traffic devices that can serve as demand management to reduce congestion and distribute traffic volumes through the roadway network.

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

2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.





**Citywide Traffic Safety and Intelligent Transportation System**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$20,000
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>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$20,000</b>
<b>Total</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$20,000</b>

### Boston Street Realignment and Reconstruction

<b>TIP ID</b>	12-1102-42	<b>Year of Operation</b>	2016
<b>Agency</b>	Baltimore City	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes
<b>CIP or CTP ID(s)</b>	509-402	<b>Est. Total Cost</b>	\$43,000,000

**Description:**

The roadway will provide a partial continuation of the existing city grid system by widening Boston Street between Conkling and the rail road crossing. The project will include constructing a portion of Eaton Street from Toone Street south to the new roadway.

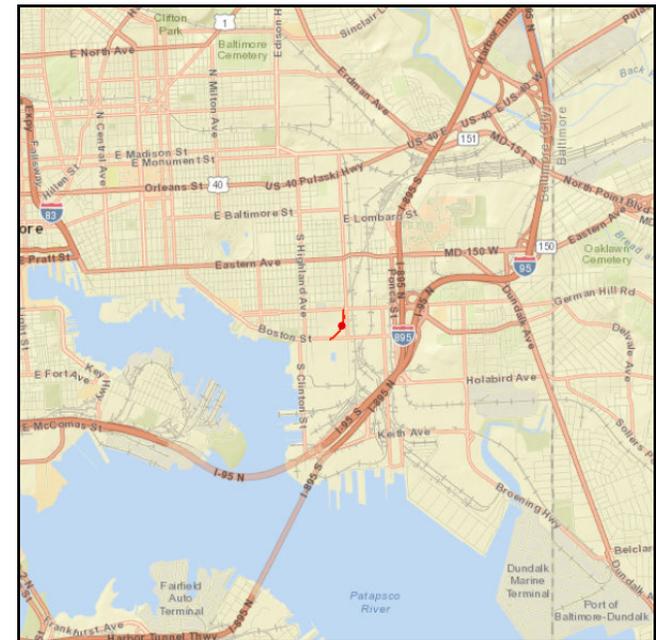
PE funding in a previous TIP (FY 2013).

**Justification:**

The project will accommodate transportation demand accelerated by residential and business development in the project area; address roadway deficiencies resulting from substandard intersection geometry; increase roadway capacity to improve operational issues; improve mobility between the project area and I-95; provide for safe pedestrian and bicycle travel in the Brewer’s Hill, Canton Crossing, and Toone Street development areas; and improve multimodal connectivity by complementing planned rail transit facilities. Project is a major implementation item of the Southeast Baltimore Traffic Management Plan.

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

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





### Boston Street Realignment and Reconstruction

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
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>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>

## Key Highway and Light Street Intersection Improvement

<b>TIP ID</b>	12-1123-12	<b>Year of Operation</b>	2016
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	514-719	<b>Est. Total Cost</b>	\$6,600,000

**Description:**

Intersection improvements at Key Highway and Light Street.

PE for this project was originally authorized in FY 2012 when the TIP ID for this project was 12-1134-12.

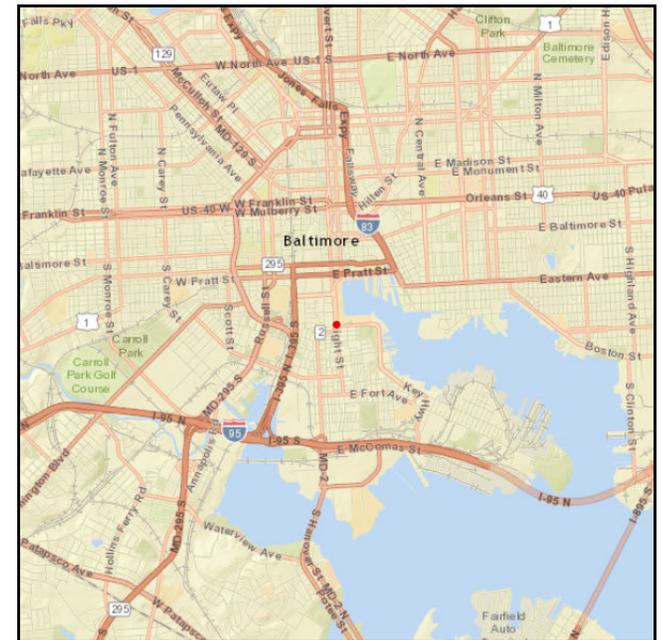
**Justification:**

The intersection of Key Highway and Light Street has a high crash rate and is confusing for pedestrians and vehicular traffic. This intersection is also an important gateway into the Inner Harbor tourist area and South Baltimore neighborhoods. Reconstruction will improve pedestrian and traffic safety while making the intersection a greener, more attractive community gateway.

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 facilities to create a multi-modal transportation system throughout the City.

**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.





### Key Highway and Light Street Intersection Improvement

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,080	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600
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>\$2,080</b>	<b>\$520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,600</b>
<b>Total</b>	<b>\$2,080</b>	<b>\$520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,600</b>

### Park Circle Intersection Improvements

<b>TIP ID</b>	12-1204-12	<b>Year of Operation</b>	2016
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	
<b>CIP or CTP ID(s)</b>	527-627	<b>Est. Total Cost</b>	\$7,300,000

**Description:**

This project includes Reisterstown Road, Park Heights Avenue and Druid Park Drive intersection improvements. The work includes the intersection reconfiguration and roadway widening along Reisterstown Road and Druid Drive, pavement reconstruction and mill/overlay, reconstruction of curb & gutter, sidewalks, ADA-compliant pedestrian ramps, bus pads, and driveway/alley entrances, landscaping and streetscape elements, storm drain pipes, drainage inlets and a stormwater management facility, new pedestrian lighting, signals, and a retaining wall.

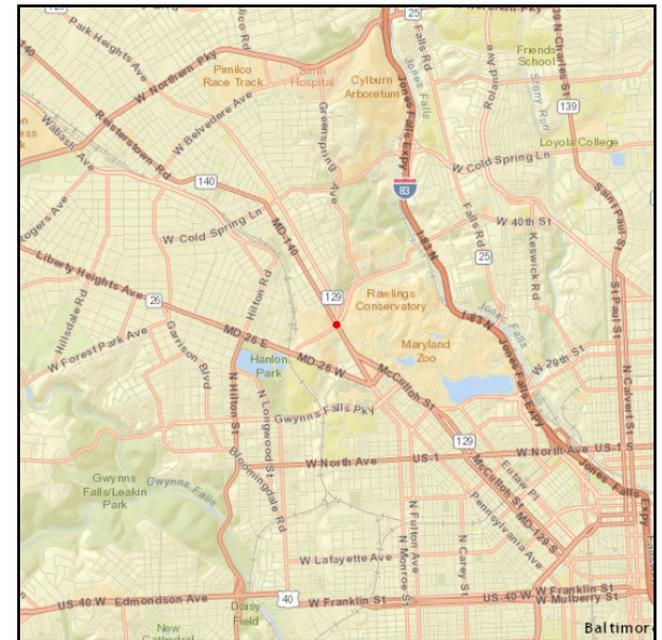
PE for this project was originally authorized in FY 2012.

**Justification:**

The intersection at Reisterstown Road and Druid Park Drive has a high crash rate and is confusing for pedestrians and vehicle traffic. The wide roadway width and open area of asphalt is also an uninviting gateway into NW Baltimore and Druid Hill Park. Reconstruction of this intersection will improve pedestrian and traffic safety while making the intersection greener and a more attractive community gateway.

**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.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





### Park Circle Intersection Improvements

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$5,120	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$6,400
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>\$5,120</b>	<b>\$1,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,400</b>
<b>Total</b>	<b>\$5,120</b>	<b>\$1,280</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,400</b>

### Central Avenue - Phase II

<b>TIP ID</b>	12-1205-12	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	.64 miles, 4 to 4 lanes
<b>CIP or CTP ID(s)</b>	508-021	<b>Est. Total Cost</b>	\$51,000,000

**Description:**

Engineering and construction of a stormwater culvert and reconstruction of Central Ave., including a new bridge connecting to Harbor Point. This project will be coordinated with the design of the Red Line.

The amended date of authorization for PE funding for this project was in FY 2015.

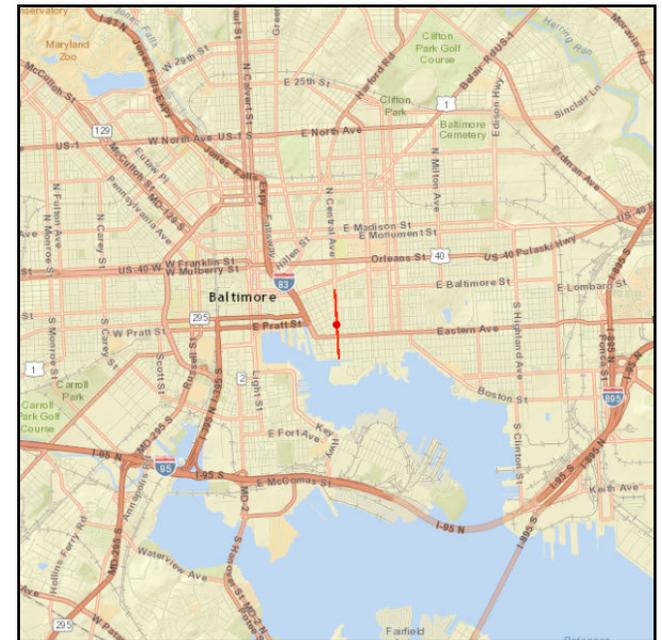
**Justification:**

The roadway is in poor condition and serves as a primary route for traffic accessing downtown and the JFX. Repair will improve pedestrian access, road safety and leverage neighborhood investment in Southeast Baltimore.

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 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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





**Central Avenue - Phase II**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$9,200	\$2,300	\$0	\$0	\$0	\$0	\$0	\$0	\$11,500
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>\$9,200</b>	<b>\$2,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,500</b>
<b>Total</b>	<b>\$9,200</b>	<b>\$2,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,500</b>





**Perring Parkway Ramp and Hillen Road Bridge**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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
PE	\$0	\$0	\$400	\$100	\$400	\$100	\$0	\$0	\$1,000
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>\$400</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$7,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$7,500</b>

### Sisson Street Bridge over CSX Railroad

<b>TIP ID</b>	12-1216-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	506-766	<b>Est. Total Cost</b>	\$5,400,000

**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.

PE for this project was originally authorized in FY 2013.

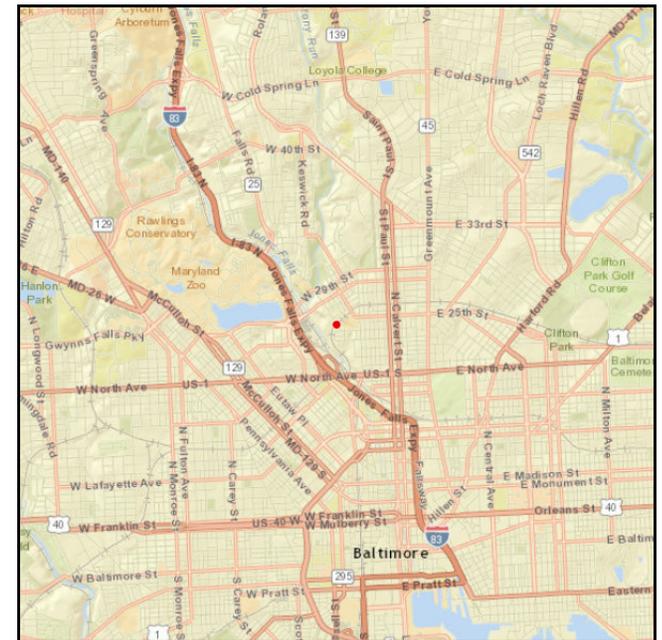
**Justification:**

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

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 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).





### Sisson Street Bridge over CSX Railroad

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$5,000
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>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

### Midtown Streetscape/Traffic Improvements

<b>TIP ID</b>	12-1222-11	<b>Year of Operation</b>	2016
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, .85 miles
<b>CIP or CTP ID(s)</b>	508-104	<b>Est. Total Cost</b>	\$9,300,000

**Description:**

Streetscape on Mount Royal Avenue from North Avenue to Guilford Avenue, including safety improvements, ADA compliant curb ramps and on-street bike lanes.

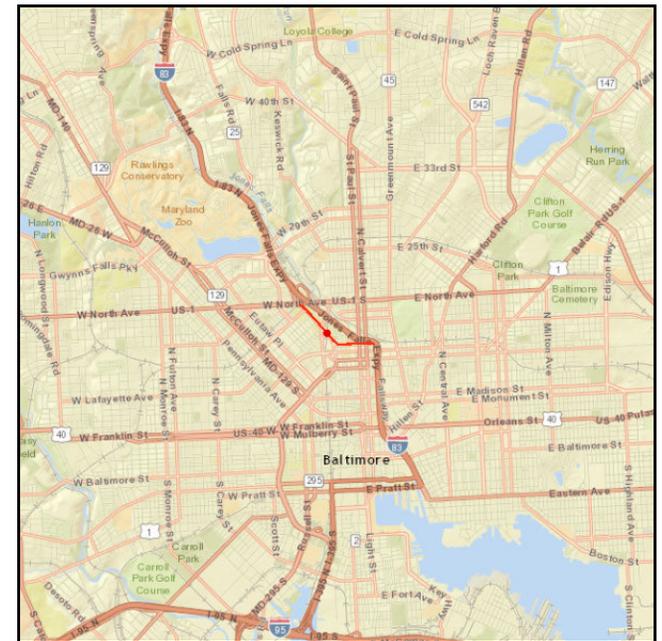
The Amended date of Authorization for PE funding for this project was in FY 2014.

**Justification:**

This project will preserve and make improvements to the existing highway system.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 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.





Midtown Streetscape/Traffic Improvements

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,720	\$1,680	\$0	\$0	\$0	\$0	\$0	\$0	\$8,400
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>\$6,720</b>	<b>\$1,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>
<b>Total</b>	<b>\$6,720</b>	<b>\$1,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>

### Citywide Guide Sign Replacement

<b>TIP ID</b>	12-1222-19	<b>Year of Operation</b>	2016
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-003	<b>Est. Total Cost</b>	\$4,500,000

**Description:**

Guide sign replacement including but not limited to signs on I-83, MD 295 and other major arterials.

**Justification:**

Preserve the existing highway network by replacing obsolete navigational traffic signage.

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

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





### Citywide Guide Sign Replacement

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,600	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500
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>\$3,600</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>
<b>Total</b>	<b>\$3,600</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>

### Harford Road Bridge Over Herring Run

<b>TIP ID</b>	12-1402-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	509-087	<b>Est. Total Cost</b>	\$24,000,000

**Description:**

The bridge has deteriorated beyond repair. A total reconstruction of the bridge is needed.

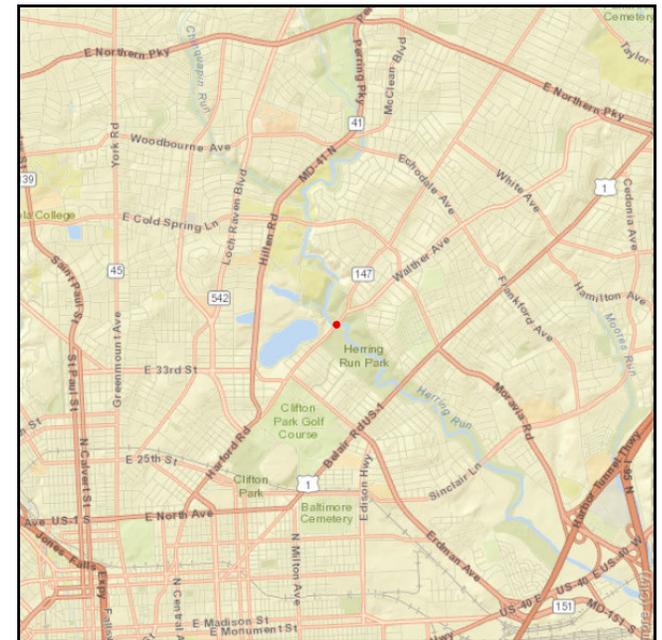
The date of authorization for PE funding for this project was in FY 2015.

**Justification:**

A total reconstruction of the bridge is needed. City funding will leverage other sources, including an 80/20 federal match.

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

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





**Harford Road Bridge Over Herring Run**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$9,600	\$2,400	\$9,600	\$2,400	\$0	\$0	\$0	\$0	\$24,000
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>\$9,600</b>	<b>\$2,400</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,000</b>
<b>Total</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,000</b>

### Wilkens Avenue Bridge Over Gwynns Falls

<b>TIP ID</b>	12-1403-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	509-326	<b>Est. Total Cost</b>	\$10,000,000

**Description:**

This project involves replacement of the bridge, which has deteriorated beyond repair.

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

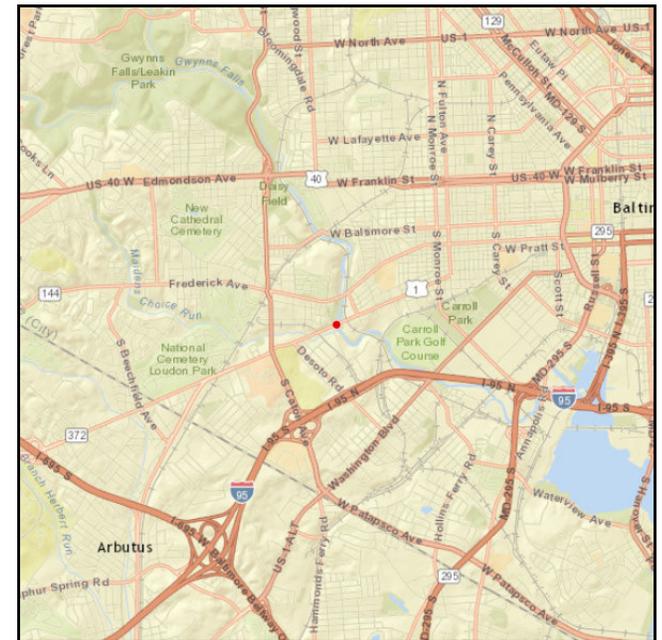
**Justification:**

This bridge has deteriorated beyond repair. The bridge sufficiency rating is 44.2. 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.

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 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).





**Wilkens Avenue Bridge Over Gwynns Falls**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$9,000
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>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>

### Belair Road Complete Streets

<b>TIP ID</b>	12-1404-11	<b>Year of Operation</b>	2020
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	508-004	<b>Est. Total Cost</b>	\$5,800,000

**Description:**

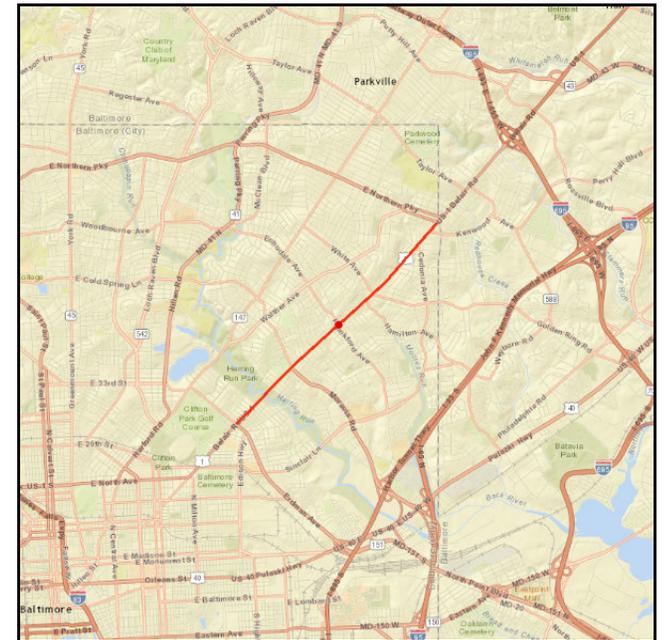
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. Phase I includes intersection improvements at Belair Rd and Frankford Ave node.

**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.





### Belair Road Complete Streets

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$240	\$60	\$2,000	\$500	\$0	\$0	\$2,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$240	\$60	\$300
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>\$240</b>	<b>\$60</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$240</b>	<b>\$60</b>	<b>\$3,100</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240</b>	<b>\$60</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$240</b>	<b>\$60</b>	<b>\$3,100</b>

### Greenmount Avenue Reconstruction: 43rd Street to 29th Street

<b>TIP ID</b>	12-1408-12	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	508-020	<b>Est. Total Cost</b>	\$6,700,000

**Description:**

Reconstruction of Greenmount Avenue between 43rd and 29th street, including milling/repaving, lighting, landscaping, new sidewalks and traffic calming.

PE funding in previous a TIP (FY 2014).

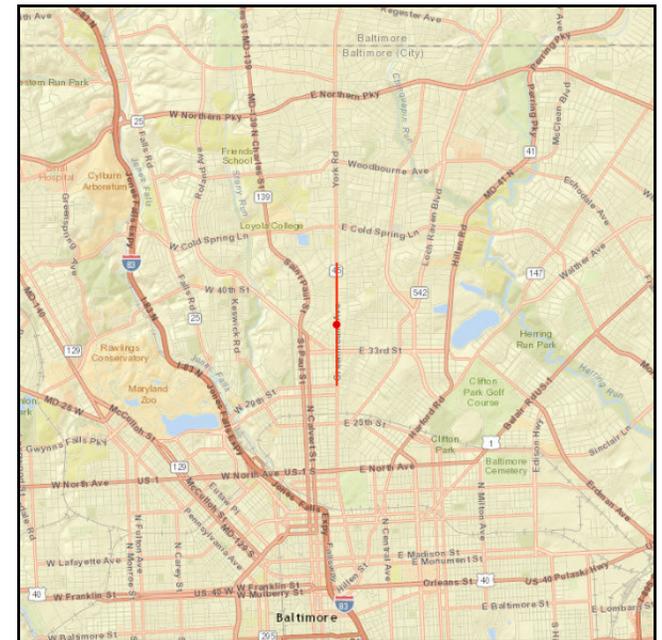
**Justification:**

Continuation of the original Gateway project begun in 2006 as the Baltimore City Gateway that is in need of rehabilitation/reconstruction to halt the physical deterioration of the roadway that jeopardizes motorist 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 facilities to create a multi-modal transportation system throughout the City.

**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).





**Greenmount Avenue Reconstruction: 43rd Street to 29th Street**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
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>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>

**I-83: Joint Repairs - Phase II**

<b>TIP ID</b>	12-1411-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 6 lanes
<b>CIP or CTP ID(s)</b>	508-028	<b>Est. Total Cost</b>	\$4,000,000

**Description:**

Restore I-83 joints at various locations to extend life of bridge structures.

**Justification:**

Deteriorated bridge joints require replacement to maintain safety and function of roadway bridge network.

**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: Joint Repairs - Phase II**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
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>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>
<b>Total</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>

### Citywide System Preservation

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

**Description:**

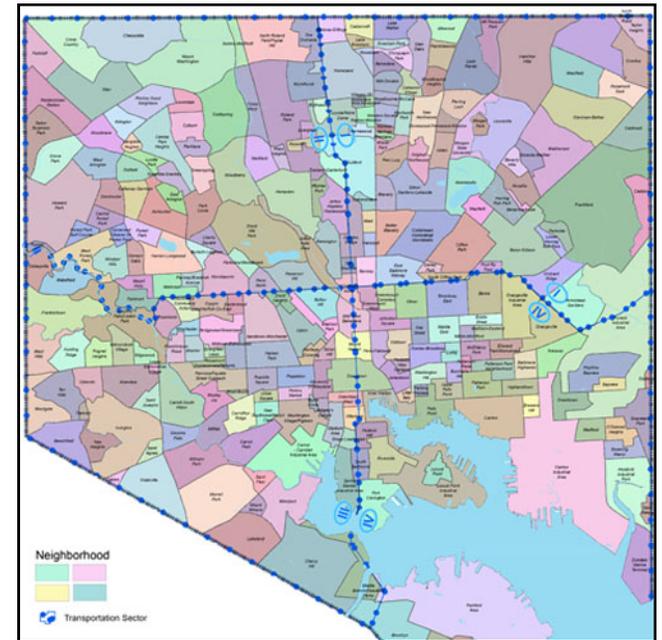
Citywide system preservation includes rehabilitation and maintenance, streetscapes and intersection improvements, including ADA ramps and sidewalk improvements.

**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)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,200	\$525	\$2,200	\$525	\$2,200	\$525	\$2,200	\$525	\$10,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$300	\$100	\$300	\$100	\$300	\$100	\$300	\$100	\$1,600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$12,500</b>
<b>Total</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$12,500</b>

### Hanover Street Bridge Multimodal Corridor

<b>TIP ID</b>	12-1419-13	<b>Year of Operation</b>	n/a
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1 mile, 5 to 5 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,800,000

**Description:**

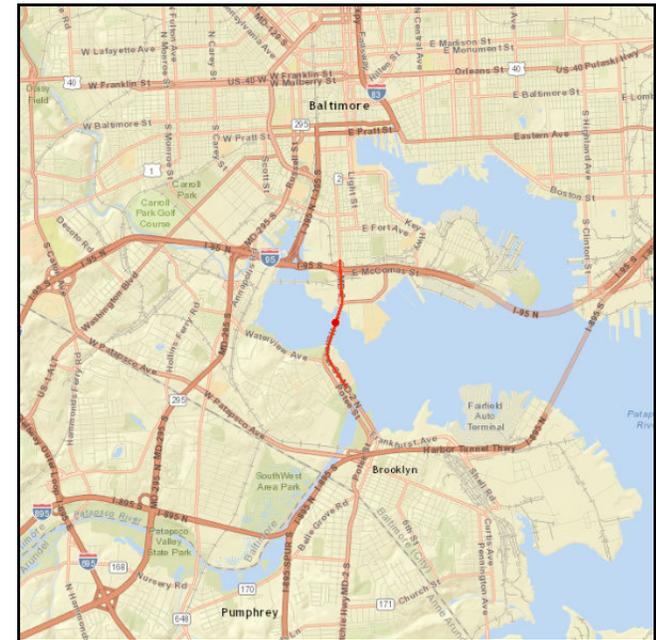
A Multimodal Corridor Plan will establish the framework for Baltimore City’s investment in the Hanover Street Bridge, improve multimodal corridor accessibility and freight access as well as highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.

**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)

**Transportation Investment Generating Economic Recovery**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$1,100	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,100</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>
<b>Total</b>	<b>\$1,100</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>

### Orleans Street Viaduct Rehabilitation

<b>TIP ID</b>	12-1601-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 6 lanes, 1728 feet
<b>CIP or CTP ID(s)</b>	Various	<b>Est. Total Cost</b>	\$6,000,000

**Description:**

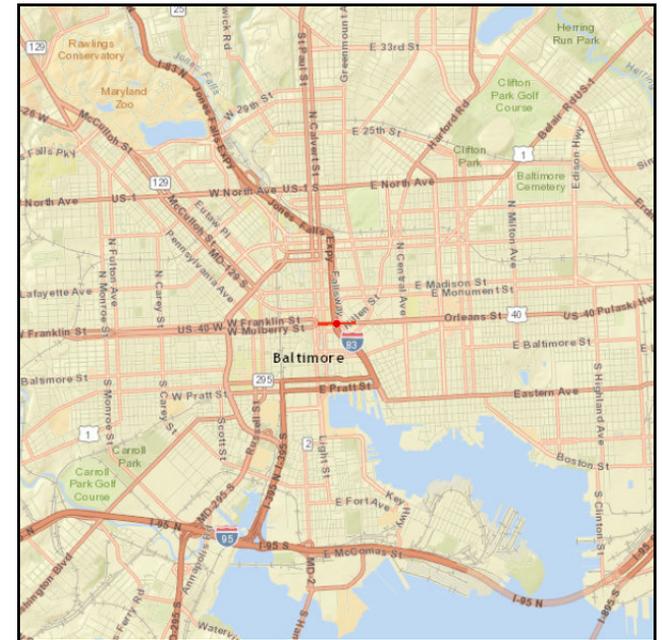
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge.

**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.  
 \* Could serve to improve conditions for bicycling and/or walking per approved local, regional and/or statewide and pedestrian planning documents.

**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 Viaduct Rehabilitation

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$5,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$200	\$50	\$200	\$150	\$0	\$0	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$150</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>
<b>Total</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$150</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>

### Remington Avenue Bridge over Stony Run

<b>TIP ID</b>	12-1602-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	Various	<b>Est. Total Cost</b>	\$5,900,000

**Description:**

This work will include but will not be limited to replacing the deteriorating bridge with a new structure that will meet current standards.

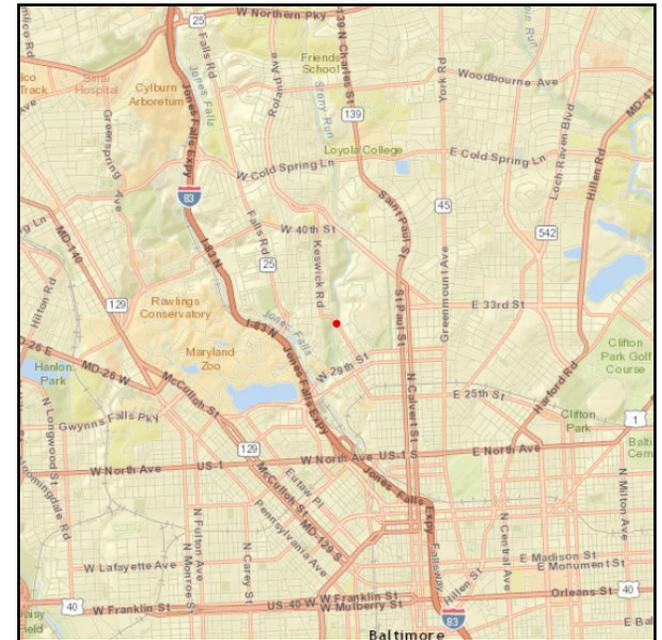
**Justification:**

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

\* Could serve to improve conditions for bicycling and/or walking per approved local, regional, and/or statewide bicycle and pedestrian planning documents.

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$5,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$720	\$180	\$0	\$0	\$0	\$0	\$0	\$0	\$900
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$720</b>	<b>\$180</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,900</b>
<b>Total</b>	<b>\$720</b>	<b>\$180</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,900</b>

### Radecke Avenue over Moores Run

<b>TIP ID</b>	12-1603-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	Various	<b>Est. Total Cost</b>	\$4,500,000

**Description:**

This work will include but will not be limited to replacing the deteriorated bridge with a new structure that will meet current standards.

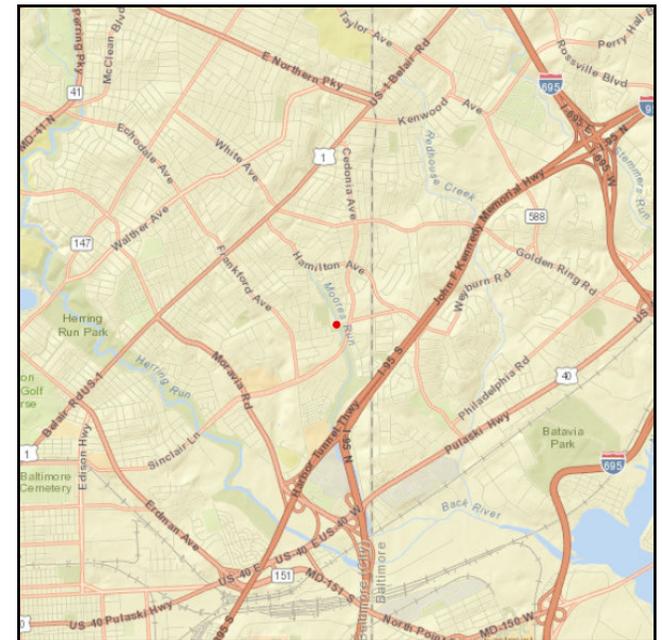
**Justification:**

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.

\* Could serve to improve conditions for bicycling and/or walking per approval of local, regional and/or statewide bicycle and pedestrian planning documents.

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,200	\$800	\$0	\$0	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$200	\$50	\$200	\$50	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$50</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>
<b>Total</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$50</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>

### I-83 Concrete Deck Mill and Resurface

<b>TIP ID</b>	12-1604-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 6 lanes
<b>CIP or CTP ID(s)</b>	Various	<b>Est. Total Cost</b>	\$16,000,000

**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.

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$12,000	\$3,000	\$0	\$0	\$15,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$0	\$0	\$0	\$0	\$1,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$12,000</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$12,000</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>

### Moravia Road Ramp Bridge over Pulaski Highway

<b>TIP ID</b>	12-1605-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	Various	<b>Est. Total Cost</b>	\$2,450,000

**Description:**

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

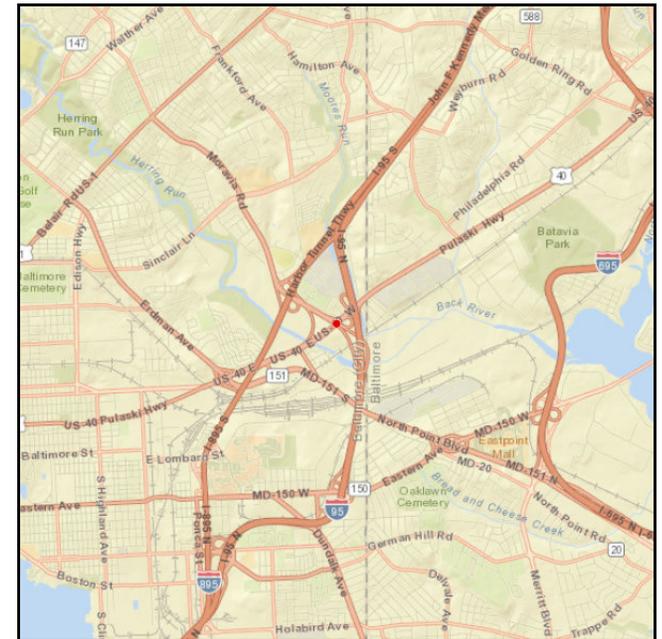
**Justification:**

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.

\* Could serve to improve conditions for bicycling and/or walking per approval of local, regional and/or statewide bicycle and pedestrian planning documents.

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$860	\$215	\$860	\$215	\$2,150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$120	\$30	\$120	\$30	\$0	\$0	\$0	\$0	\$300
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$120</b>	<b>\$30</b>	<b>\$120</b>	<b>\$30</b>	<b>\$860</b>	<b>\$215</b>	<b>\$860</b>	<b>\$215</b>	<b>\$2,450</b>
<b>Total</b>	<b>\$120</b>	<b>\$30</b>	<b>\$120</b>	<b>\$30</b>	<b>\$860</b>	<b>\$215</b>	<b>\$860</b>	<b>\$215</b>	<b>\$2,450</b>

## Reconnecting Charles Street - Mt. Royal to Lanvale Street

<b>TIP ID</b>	12-1606-12	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	508-034	<b>Est. Total Cost</b>	\$2,500,000

**Description:**

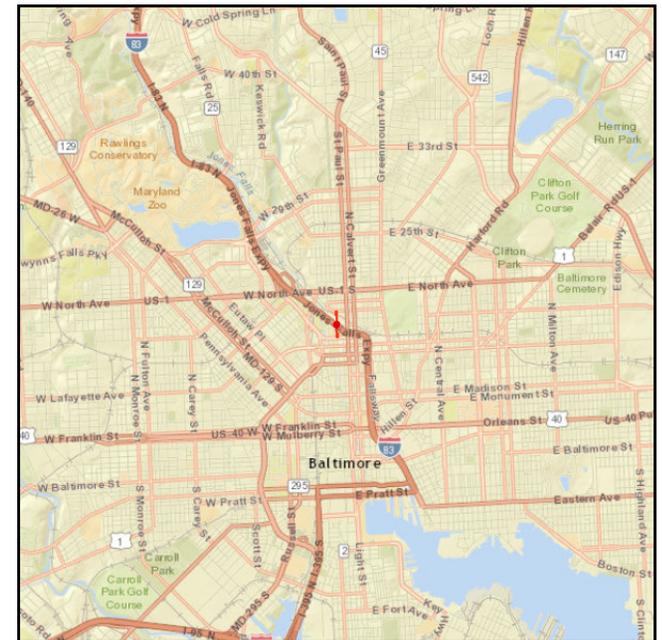
Improving pedestrian connectivity along Charles Street in the vicinity of I-83 and Penn Station in Baltimore, which may include bridge flanking on part or all of the Charles Street viaduct to accommodate potential new development between Oliver Street and Lanvale Street. Pedestrian circulation and streetscape improvements are included in the project.

**Justification:**

Central Baltimore has been the subject of several neighborhood planning efforts during the past five years. Greenmount West, Charles North, and Barclay have all produced comprehensive master plans, and North Avenue is scheduled for infrastructure upgrades which will enhance bicycle and pedestrian safety. The viaducts connecting Station North with Mt. Royal Street are a gap in central Baltimore’s urban fabric. The JFX constitutes a major barrier between Station North and Mt. Royal Street. Maryland Ave., Charles St, and St. Paul between Lanvale Street and Mt. Royal Ave are “dead zones” which discourage street life and separate vibrant adjacent neighborhoods. Poor pedestrian conditions, high speed traffic, lack of green space, and blank building fronts in the area discourage the continued development of adjacent neighborhoods.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 7.G Promote Prosperity and Economic Opportunity -- Promote development around existing transit





### Reconnecting Charles Street - Mt. Royal to Lanvale Street

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,600	\$400	\$0	\$0	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>

### Citywide Road Reconstruction

<b>TIP ID</b>	12-1607-12	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>	508-044,046,051,053	<b>Est. Total Cost</b>	\$21,850,000

**Description:**

Reconstruction of various roadways on the Federal Aid system- Sectors 1-4 of 4. Work is to generally include full depth reconstruction of roadways. It may also include curb and sidewalk reconstruction and other isolated roadway appurtenance modifications.

\* In the event that any street identified for reconstruction is eligible, NHS may be used. Project includes all 4 sector reconstruction JOC projects and CBD.

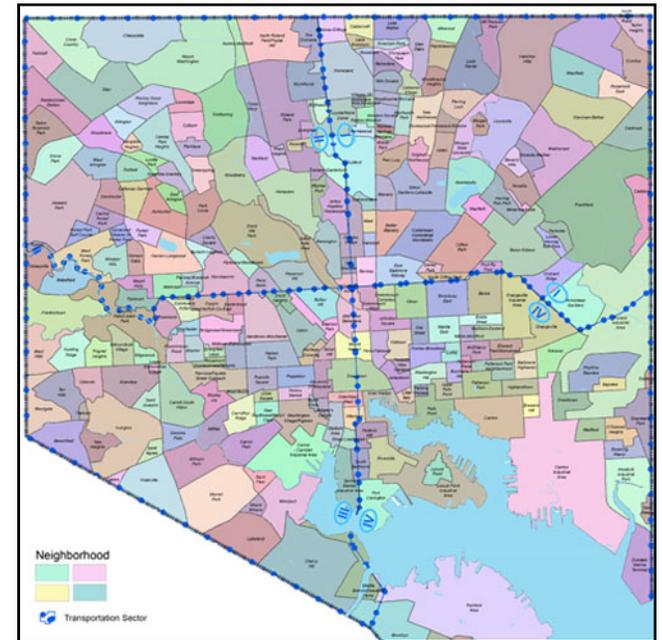
**Justification:**

Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. 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 facilities to create a multi-modal transportation system throughout the city.

**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).





**Citywide Road Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$3,200	\$800	\$0	\$0	\$14,000	\$3,600	\$21,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$210	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$210</b>	<b>\$40</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,000</b>	<b>\$3,600</b>	<b>\$21,850</b>
<b>Total</b>	<b>\$210</b>	<b>\$40</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,000</b>	<b>\$3,600</b>	<b>\$21,850</b>

### Hawkins Point Bridge over CSX Railroad

<b>TIP ID</b>	12-9903-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>	507-416	<b>Est. Total Cost</b>	\$20,000,000

**Description:**

The project entails reconstruction of the bridge, which has a sufficiency rating of 33.

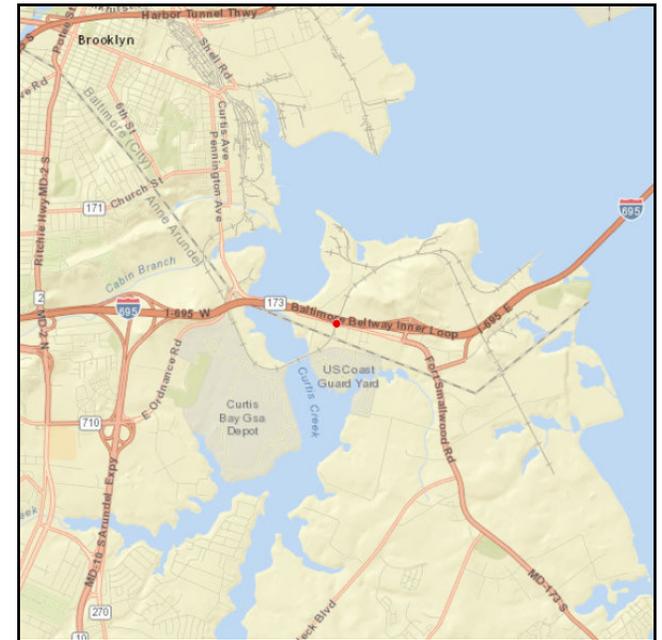
**Justification:**

In conjunction with the bridge reconstruction, the project also consists of a 0.85 mile roadway improvement, which is being deferred. Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. 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 facilities to create a multi-modal transportation system throughout the City.

**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).





**Hawkins Point Bridge over CSX Railroad**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$13,920	\$3,480	\$0	\$0	\$0	\$0	\$17,400
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>\$13,920</b>	<b>\$3,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,920</b>	<b>\$3,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,400</b>

### Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

<b>TIP ID</b>	12-1201-99	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Controlled Access Point
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$1,000,000

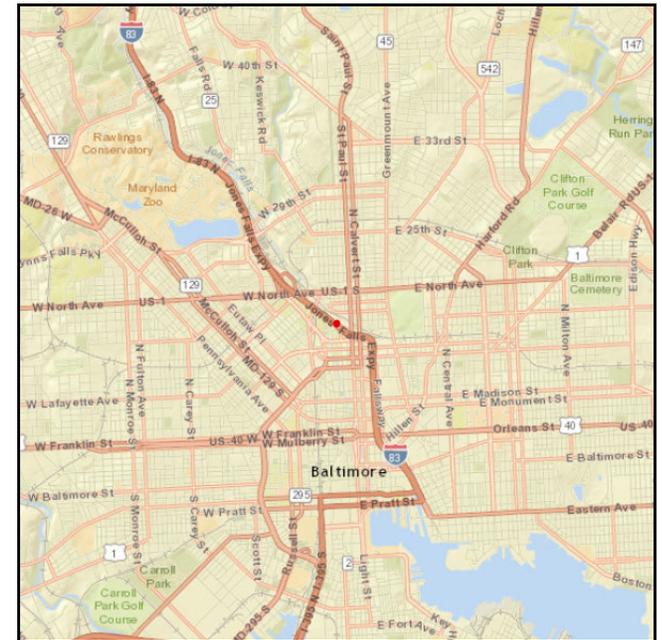
**Description:**

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.

**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.

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





Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
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>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

### Rolling Road Widening - Phase I

<b>TIP ID</b>	13-1405-41	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes, 5000 ft.
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$5,000,000

**Description:**

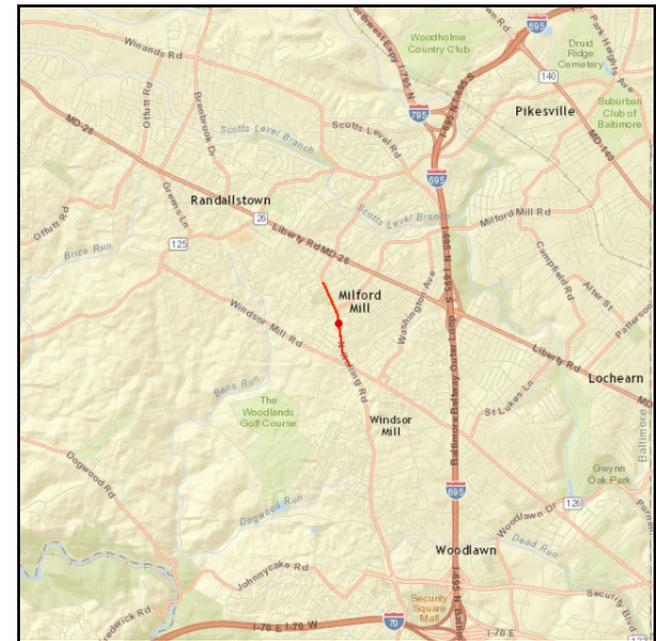
This is a roadway widening project from Windsor Mill Road to Orchard Ave.

**Justification:**

This will provide more road capacity and reduce traffic congestion as well as provide safer pedestrian access. These changes are necessary due to inadequate lanes and sidewalks as well as high vehicular and pedestrian volumes.

**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).
- 4. Increase Mobility





Rolling Road Widening - Phase I

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
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>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>

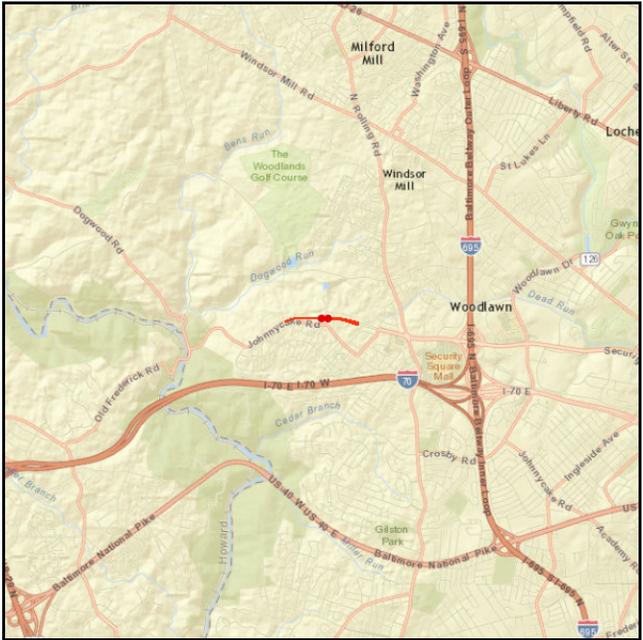
### Security Boulevard Extension

<b>TIP ID</b>	13-1406-42	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore County	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0 to 3 lanes, 4000 ft.
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$4,000,000

**Description:**  
 Extension of Security Boulevard from its current terminus to Johnnycake Road.

**Justification:**  
 To provide an east-west connection from Howard County to HCFA (Social Security Administration). In addition, the project opens the area up to future development.

**Connection to Long-Range Transportation Planning Goals:**  
 4. Increase Mobility





Security Boulevard Extension

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
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>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>

### Dogwood Road Bridge No. B-0072 Over Dogwood Run

<b>TIP ID</b>	13-0001-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,800,000

**Description:**

Replacement of existing bridge.

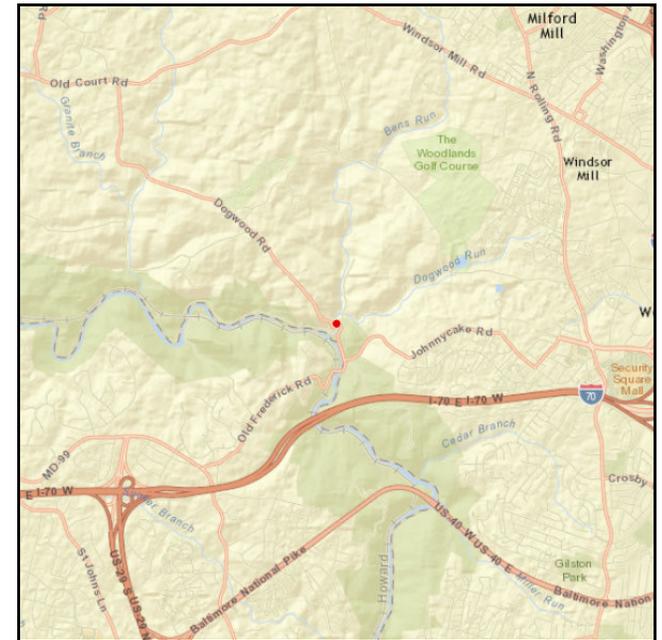
PE funding in previous a TIP (FY 2013).

**Justification:**

The National Bridge Inspection Program recommends replacement due to extensive concrete contamination. This project is consistent with federal, state and local bridge replacement policies.

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

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





**Dogwood Road Bridge No. B-0072 Over Dogwood Run**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,440	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
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>\$1,440</b>	<b>\$360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>
<b>Total</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>

### Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls

<b>TIP ID</b>	13-0411-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,800,000

**Description:**

Complete replacement of Bridge No. B-202 on Gwynnbrook Avenue over Gwynns Falls.

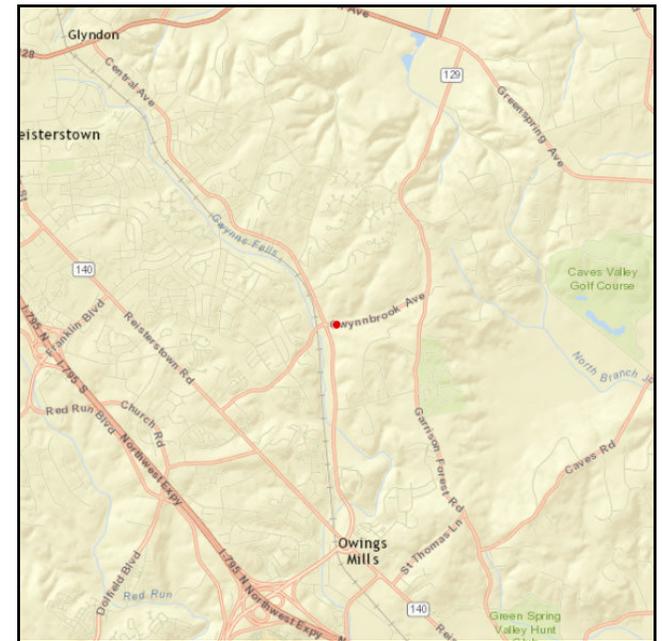
PE funding in previous a TIP (FY 2010).

**Justification:**

Existing bridge is deteriorated beyond repair. The bridge sufficiency rating is 5.5% and is classified as structurally deficient.

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

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





### Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,440	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
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>\$1,440</b>	<b>\$360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>
<b>Total</b>	<b>\$1,440</b>	<b>\$360</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>

### Mohrs Lane Bridge No. B-0143 over CSX Railroad

<b>TIP ID</b>	13-0803-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$9,500,000

**Description:**

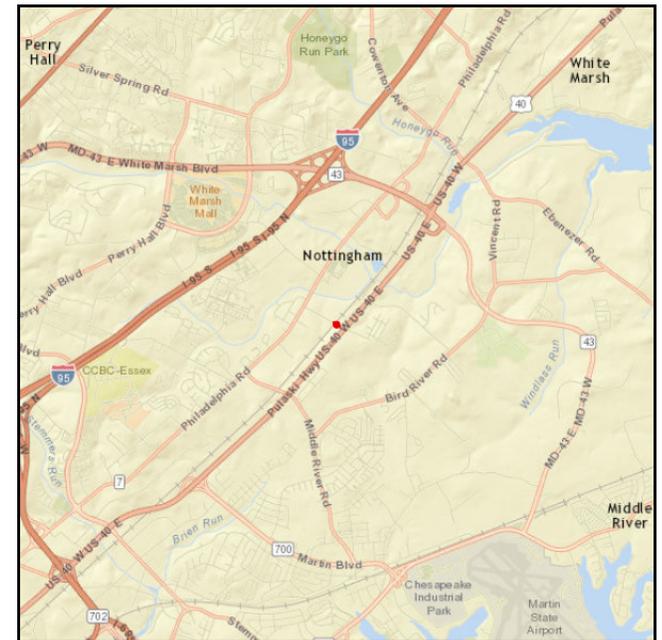
Replacement of existing bridge to include sidewalks and wider lanes as well as the approaches to accommodate future Campbell Blvd.

**Justification:**

This replacement project will enhance transportation facilities, improve safety, and provide access for goods movement.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Mohrs Lane Bridge No. B-0143 over CSX Railroad

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$7,300	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500
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>\$7,300</b>	<b>\$2,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,500</b>
<b>Total</b>	<b>\$7,300</b>	<b>\$2,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,500</b>

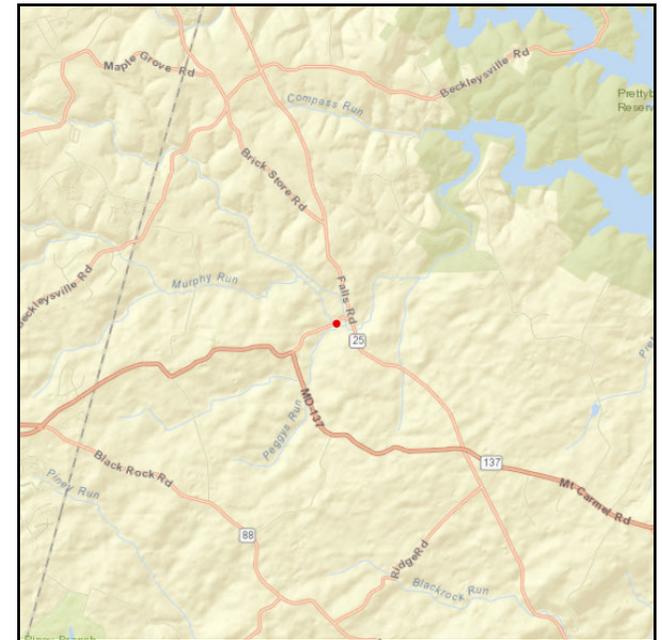
### Gunpowder Road Bridge No. B-0409

<b>TIP ID</b>	13-1005-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,400,000

**Description:**  
Replacement of the existing bridge.

**Justification:**  
This replacement project will enhance transportation facilities, improve safety, and provide access for goods movement.

**Connection to Long-Range Transportation Planning Goals:**  
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**Gunpowder Road Bridge No. B-0409**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$800	\$200	\$0	\$0	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$320	\$80	\$0	\$0	\$0	\$0	\$400
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>\$320</b>	<b>\$80</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400</b>

### Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad

<b>TIP ID</b>	13-1012-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,500,000

**Description:**

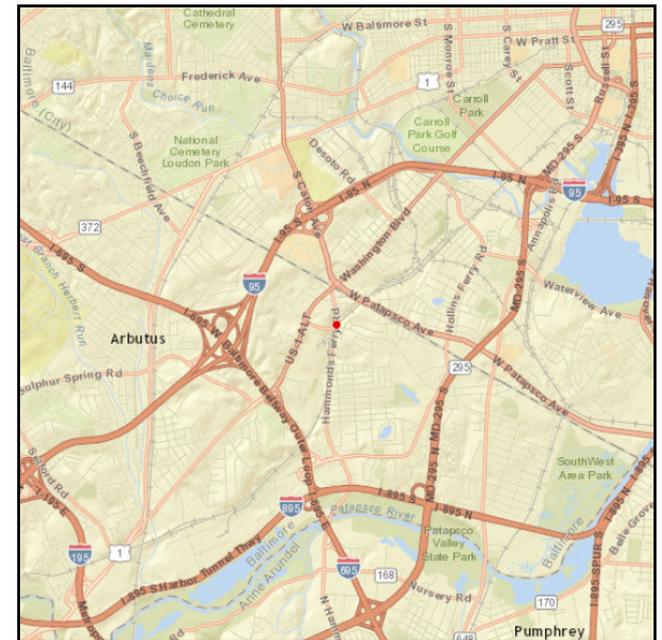
Deck replacement and rehabilitation of Bridge No. B-100 on Hammonds Ferry Road over CSX railroad.

**Justification:**

Bridge has deteriorated and is in need of rehabilitation.

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

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





**Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
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>\$2,000</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>
<b>Total</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>

### Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

<b>TIP ID</b>	13-1105-13	<b>Year of Operation</b>	2021
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,800,000

**Description:**

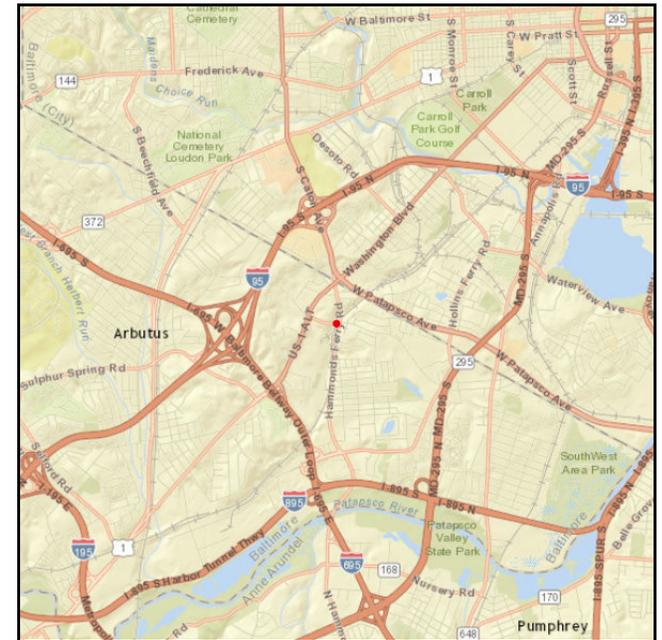
Steel girder bridge carrying two lanes of traffic each way and two sidewalks on Lansdowne Boulevard over CSX railroad tracks.

**Justification:**

Bridge is deteriorated and is in need of major rehabilitation. A superstructure replacement is anticipated for this project.

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

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





### Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500
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>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

### Piney Grove Road Bridge No. B-0140 over CSX railroad

<b>TIP ID</b>	13-1107-13	<b>Year of Operation</b>	2021
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$3,500,000

**Description:**

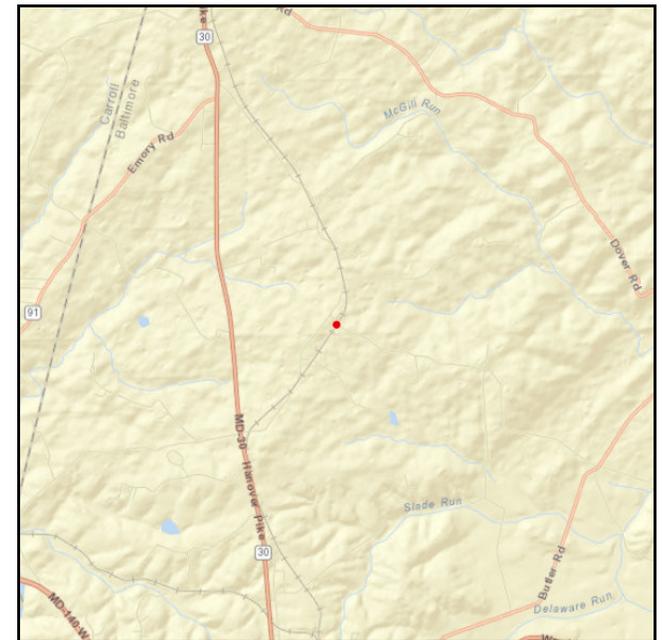
Existing timber bridge, 44' long, 16' wide carrying a single lane of traffic over CSX railroad tracks.

**Justification:**

Bridge is classified as structurally deficient and currently posted for 8 tons (SUV) and 13 tons (CVW). It is in need of total replacement. The Bridge is currently owned and maintained by CSX but Baltimore County inspects the bridge. Before beginning preliminary engineering the bridge ownership will be transferred from CSX to Baltimore County.

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

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





Piney Grove Road Bridge No. B-0140 over CSX railroad

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500
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>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

### Peninsula Expressway Bridge No. B-0119 over CSX Railroad

<b>TIP ID</b>	13-1108-13	<b>Year of Operation</b>	2020
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$8,400,000

**Description:**

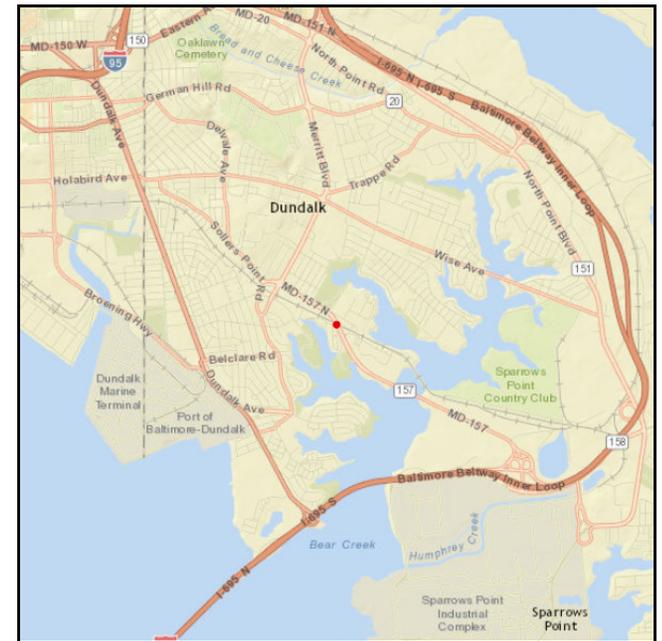
Replacement of Dual Bridge No. 119 on Peninsula Expressway over CSX railroad tracks.

**Justification:**

The dual steel girder bridges are classified as structurally deficient and are in need of total replacement.

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

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





**Peninsula Expressway Bridge No. B-0119 over CSX Railroad**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$5,920	\$1,480	\$0	\$0	\$7,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,920</b>	<b>\$1,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,920</b>	<b>\$1,480</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>

**Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346**

<b>TIP ID</b>	13-1109-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,100,000

**Description:**

Replacement of three bridges (136, 138, and 346) in close proximity to one another on Gores Mill Road. All three bridges provide inadequate roadway width. The project also includes the widening of Bridge 137 from 19'-1" to 22' for traffic safety purposes given the close proximity of this bridge to Bridge 138. Bridge 137 is otherwise in good condition. Bridges 136 & 138 qualify for Federal aid funding. Bridges 137 and 346 will be all County funded projects.

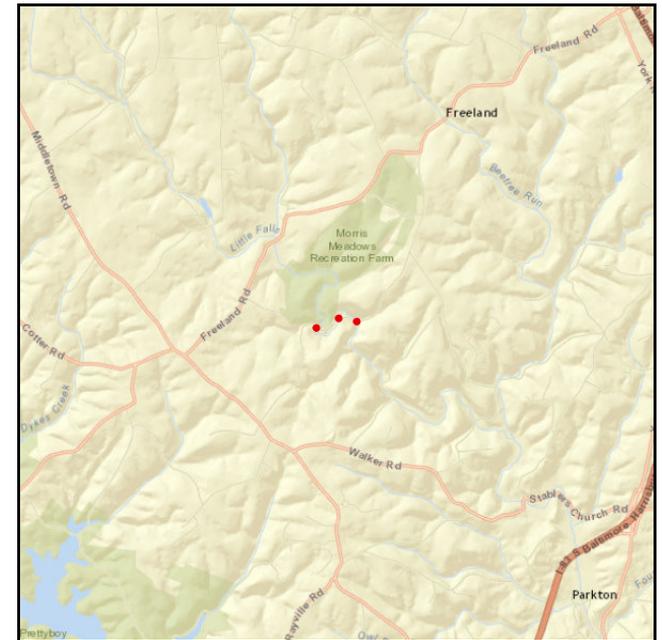
PE funding in a previous TIP.

**Justification:**

Three bridges (136, 138, and 346) are structurally deficient and in need of total replacement. One bridge (137) will be widened for safety reasons. Two structures are eligible for federal aid while two structures will be all County funded.

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

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





**Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$600	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100
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>\$600</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100</b>
<b>Total</b>	<b>\$600</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100</b>

### Old Ingleside Avenue Bridge No. B-0096 over Dead Run

<b>TIP ID</b>	13-1202-13	<b>Year of Operation</b>	2020
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,500,000

**Description:**

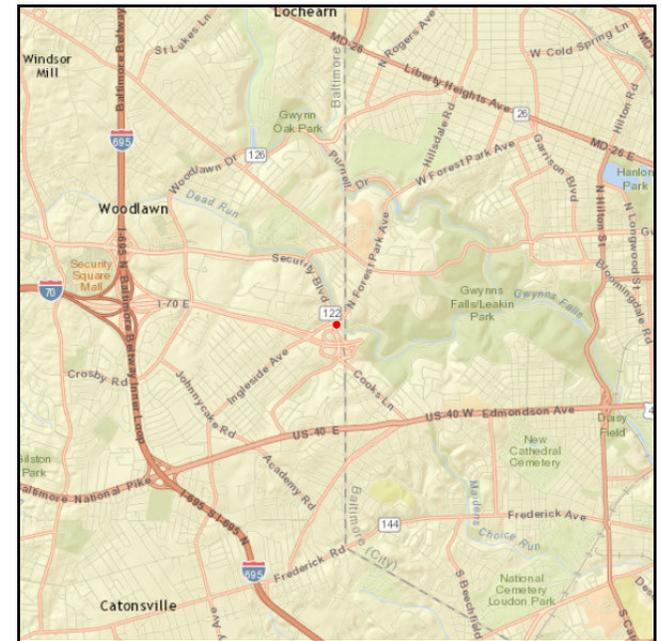
Replacement of Bridge No. B-96 on Old Ingleside Avenue over Dead Run. Existing bridge is a historic arch structure. Preliminary design will include evaluation of rehabilitation versus replacement study.

**Justification:**

Deteriorated structure with a Bridge Sufficiency Rating of 27.9%. The Structural Inventory and Assessment Items No. 67 & 68 equal 2 and the bridge is classified as structurally deficient. Item No. 67 is for structural evaluation and No. 68 is for deck geometry. A rating of 2 for these items equates to "basically intolerable requiring high priority of replacement."

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

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





Old Ingleside Avenue Bridge No. B-0096 over Dead Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

### Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run

<b>TIP ID</b>	13-1203-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,600,000

**Description:**

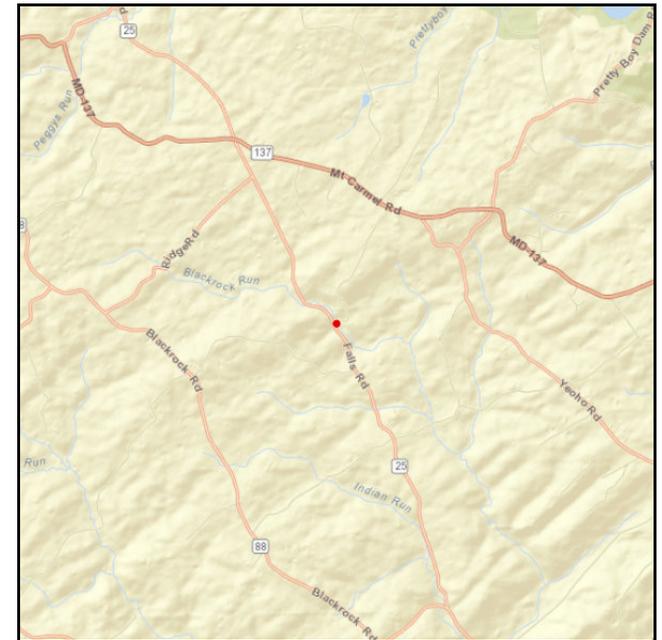
Replacement of Bridge No. B-71 on Gorsuch Mill Road over Blackrock Run.

**Justification:**

Existing structure is a deteriorated prefabricated (non-historic) truss bridge with a bridge sufficiency rating of 28.3%. Both the deck and superstructure are in poor condition.

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

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





**Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$960	\$240	\$0	\$0	\$1,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>

### Old Court Road Bridge No. B-0237 over Bens Run

<b>TIP ID</b>	13-1204-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$700,000

**Description:**

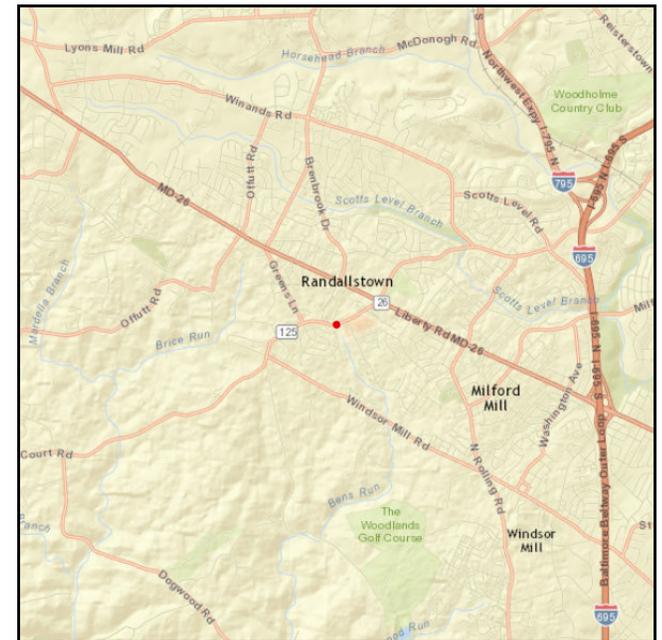
Superstructure replacement for Bridge No. B-237 on Old Court Road over Bens Run.

**Justification:**

Existing hollow prestressed concrete box beams are deteriorated. The bridge sufficiency rating is 45.3% and both the superstructure and deck are in poor condition.

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

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





Old Court Road Bridge No. B-0237 over Bens Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$560	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$700
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>\$560</b>	<b>\$140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>
<b>Total</b>	<b>\$560</b>	<b>\$140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700</b>

### Sparks Road Bridge No. B-0018 over Gunpowder Falls

<b>TIP ID</b>	13-1206-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$550,000

**Description:**

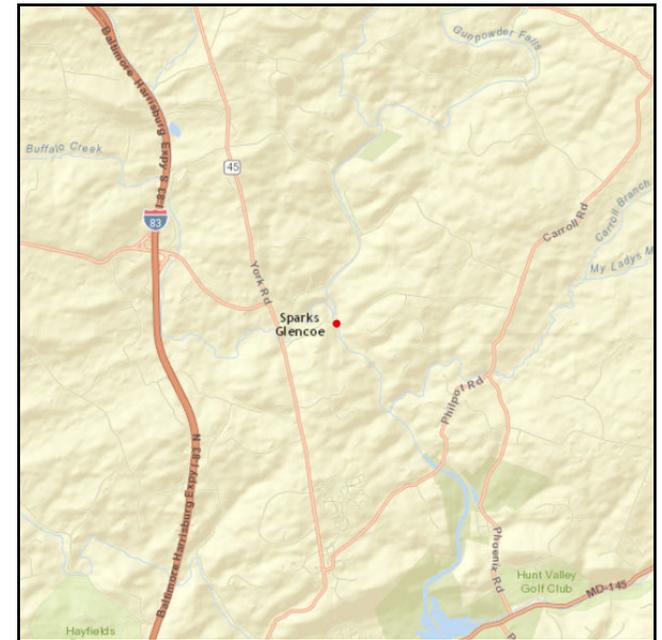
Cleaning and painting of Bridge No. B-18 on Sparks Road over Gunpowder Falls. The existing bridge is a historic truss structure.

**Justification:**

The existing paint coating is deteriorated and in need of replacement.

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

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





**Sparks Road Bridge No. B-0018 over Gunpowder Falls**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$400	\$100	\$0	\$0	\$0	\$0	\$500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$40	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$50
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$40</b>	<b>\$10</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550</b>
<b>Total</b>	<b>\$40</b>	<b>\$10</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550</b>

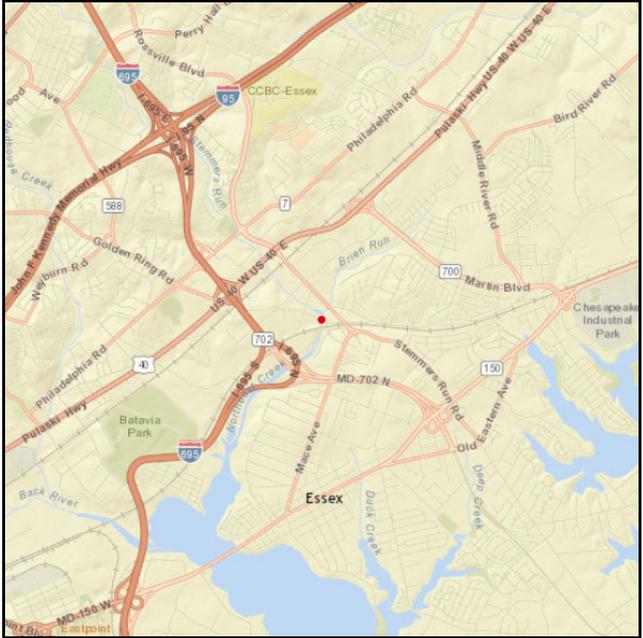
### Golden Ring Road Bridge No. B-0110 over Stemmers Run

<b>TIP ID</b>	13-1208-13	<b>Year of Operation</b>	2020
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,500,000

**Description:**  
 Replacement of Bridge No. B-110 on Golden Ring Road over Stemmers Run.

**Justification:**  
 Existing bridge is deteriorated and is classified as structurally deficient. The bridge sufficiency rating is 40.2% with the superstructure in poor condition.

**Connection to Long-Range Transportation Planning Goals:**  
 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**Golden Ring Road Bridge No. B-0110 over Stemmers Run**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$400	\$100	\$0	\$0	\$0	\$0	\$500
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>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

### Rolling Road Bridge No. B-0358 over Branch of Dead Run

<b>TIP ID</b>	13-1209-13	<b>Year of Operation</b>	2021
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,400,000

**Description:**

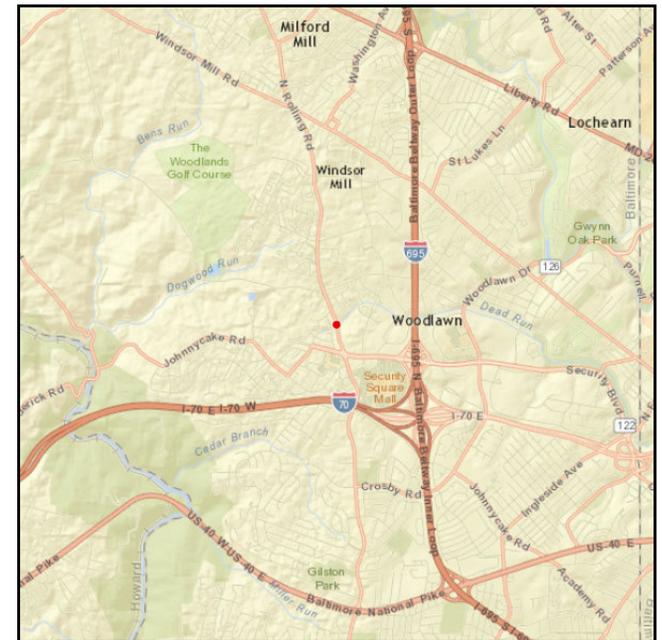
Replacement of Bridge No. B-358 on Rolling Road over Branch of Dead Run.

**Justification:**

Existing concrete box culvert is deteriorated and in poor condition with a bridge sufficiency rating of 14.3%.

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

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





**Rolling Road Bridge No. B-0358 over Branch of Dead Run**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

### Ingleside Avenue Bridge No. B-0097 over Dead Run and Dogwood Road

<b>TIP ID</b>	13-1210-13	<b>Year of Operation</b>	2020
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,100,000

**Description:**

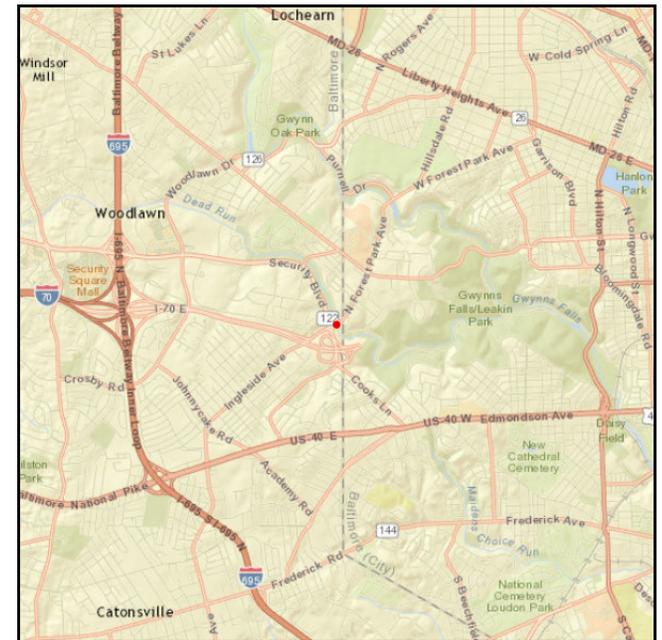
Deck replacement and rehabilitation of Bridge No. B-97 on Ingleside Avenue over Dead Run and Dogwood Road.

**Justification:**

Existing bridge is deteriorated and in need of overall rehabilitation. The bridge sufficiency rating is 59.3% and the Structural Inventory and Assessment Item No. 68 equals 2. Structural Inventory and Assessment Item No. 68 is for deck geometry. A rating of 2 for this item equates to "basically intolerable requiring high priority of replacement."

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

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





**Ingleside Avenue Bridge No. B-0097 over Dead Run and Dogwood Road**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,600	\$0	\$0	\$0	\$1,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100</b>

### Bridge Inspection Program

<b>TIP ID</b>	13-8901-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,800,000

**Description:**  
 Countywide inspection of all bridges as federally mandated. Includes review of countywide bridge inspection reports and bridge replacement and/or rehabilitation federal aid capital projects.

**Justification:**  
 Federally mandated and federally aided program which requires inspection of all bridges over 20 feet every two years. The county also inspects all bridges under 20 feet every two years. Certain critical bridges and the investigation of scour effects on bridges are included in this program.

**Connection to Long-Range Transportation Planning Goals:**  
 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





### Bridge Inspection Program

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$1,300	\$0	\$0	\$0	\$1,500	\$0	\$2,800
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>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$2,800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$2,800</b>

### Governor Brown Trail

<b>TIP ID</b>	14-1401-25	<b>Year of Operation</b>	2017
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Enhancement Program	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	7 miles
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$1,135,000

**Description:**

The Macadam trail will link the Town of Sykesville to various destinations within the Freedom designated growth area, including the Liberty Road (MD 26) corridor and Sykesville Road (MD 32) corridor.

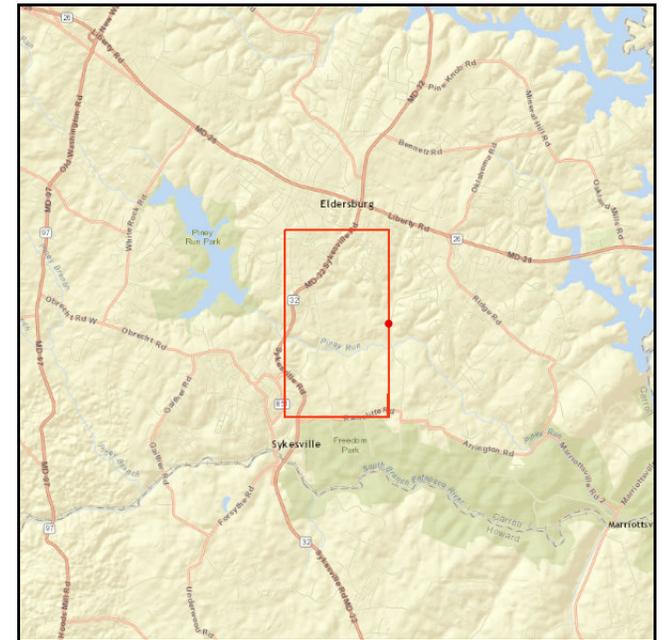
**Justification:**

Provides a non-motorized transportation facility to the overall transportation system; enhances mobility for disadvantaged populations; improves access within a designated growth area to various destinations, including recreational facilities, employment and shopping areas, schools, and the Town of Sykesville.

Could serve to improve conditions for bicycling and/or walking in accordance with approved local, regional, and/or statewide bicycle and pedestrian planning documents.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4.F Increase Mobility -- Support a regional, long-distance bikeway network.





**Governor Brown Trail**

(Funding in Thousands)

**Transportation Alternatives (Transportation Enhancement, Safe Routes to School, Recreational Trails)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$600
OTH	\$300	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$325
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>\$600</b>	<b>\$25</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$925</b>
<b>Total</b>	<b>\$600</b>	<b>\$25</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$925</b>

### Stone Chapel Road over Little Pipe Creek

<b>TIP ID</b>	14-1103-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	124	<b>Est. Total Cost</b>	\$929,000

**Description:**

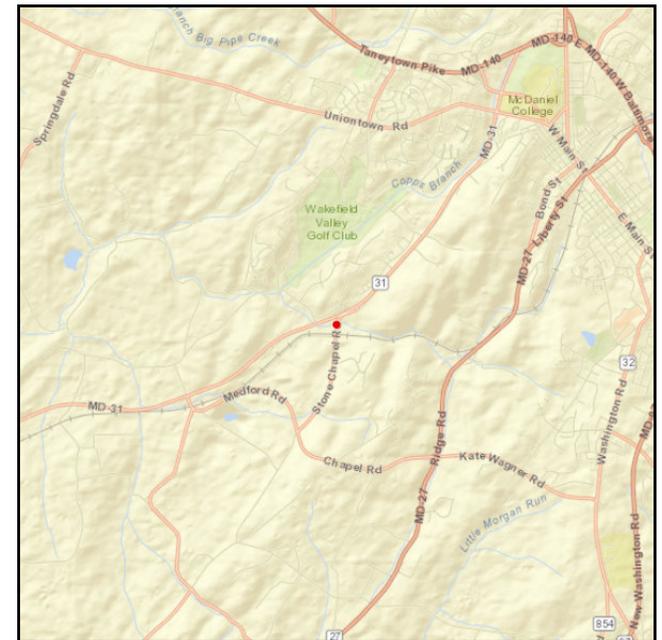
Rehabilitation of existing bridge to provide efficient access for local truck traffic to MD 31.

**Justification:**

The repairs/replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. This project will enhance the safety of the county's infrastructure.

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

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





Stone Chapel Road over Little Pipe Creek

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$583	\$146	\$0	\$0	\$729
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$160	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$0</b>	<b>\$583</b>	<b>\$146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$929</b>
<b>Total</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$0</b>	<b>\$583</b>	<b>\$146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$929</b>

### Countywide Bridge Maintenance, Repair, and Replacement

<b>TIP ID</b>	14-1402-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$4,820,000

**Description:**

This project includes performing maintenance, repair, and replacement of bridges. Current work includes but is not limited to:

White Rock Road over Piney Run: Replace the existing 2-cell culvert with a 2-cell concrete box.

Bixlers Church Road over Big Pipe Creek: Replace the existing 2-cell culvert with a new structure, including piers and abutments.

Shepherds Mill Road over Little Pipe Creek: Replace the existing 3 span bridge with a new structure, including piers and abutments.

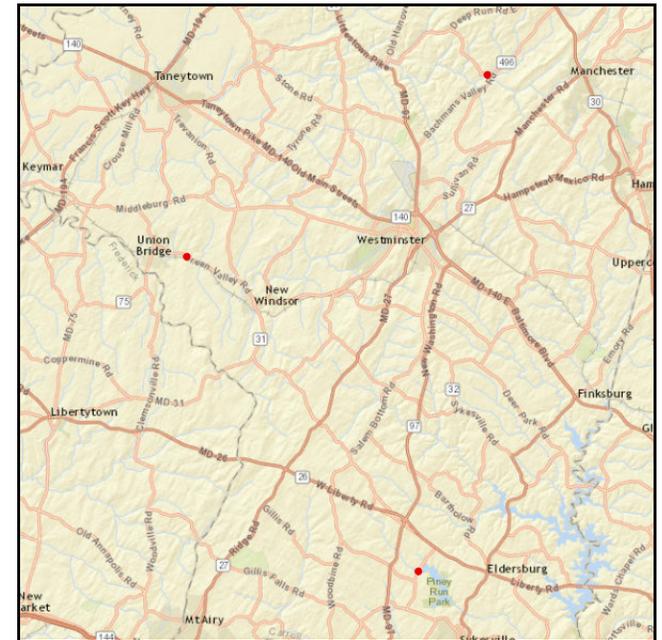
Cleaning and painting of various bridges throughout Carroll County

**Justification:**

This work will address structural safety issues and deterioration of the existing 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).





**Countywide Bridge Maintenance, Repair, and Replacement**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,159	\$288	\$2,697	\$676	\$0	\$0	\$0	\$0	\$4,820
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>\$1,159</b>	<b>\$288</b>	<b>\$2,697</b>	<b>\$676</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,820</b>
<b>Total</b>	<b>\$1,159</b>	<b>\$288</b>	<b>\$2,697</b>	<b>\$676</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,820</b>

### Babylon Road Bridge over Silver Run

<b>TIP ID</b>	14-1601-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$909,000

**Description:**

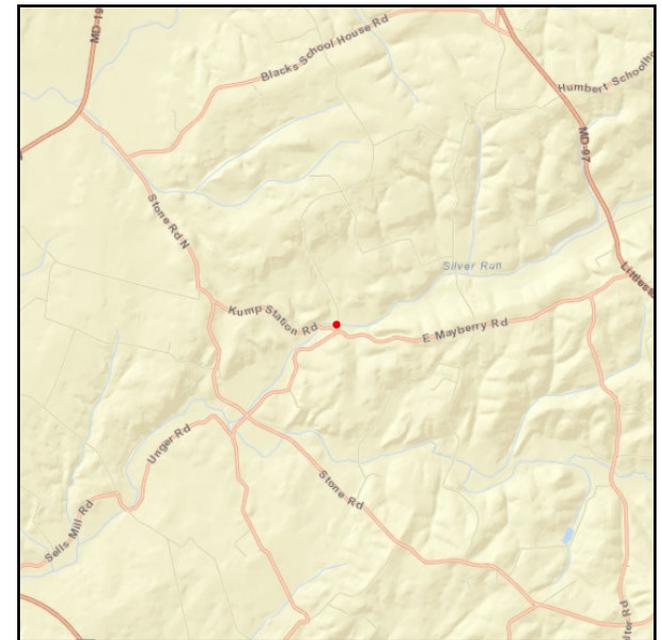
Replacement of existing bridge to provide efficient access for local traffic and emergency service vehicles.

**Justification:**

The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. This project will enhance the safety of the County's infrastructure.

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

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





Babylon Road Bridge over Silver Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$567	\$142	\$0	\$0	\$709
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$160	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$0</b>	<b>\$567</b>	<b>\$142</b>	<b>\$0</b>	<b>\$0</b>	<b>\$909</b>
<b>Total</b>	<b>\$160</b>	<b>\$40</b>	<b>\$0</b>	<b>\$0</b>	<b>\$567</b>	<b>\$142</b>	<b>\$0</b>	<b>\$0</b>	<b>\$909</b>

### Gaither Road Bridge over South Branch Patapsco River

<b>TIP ID</b>	14-1602-13	<b>Year of Operation</b>	2021
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,128,000

**Description:**

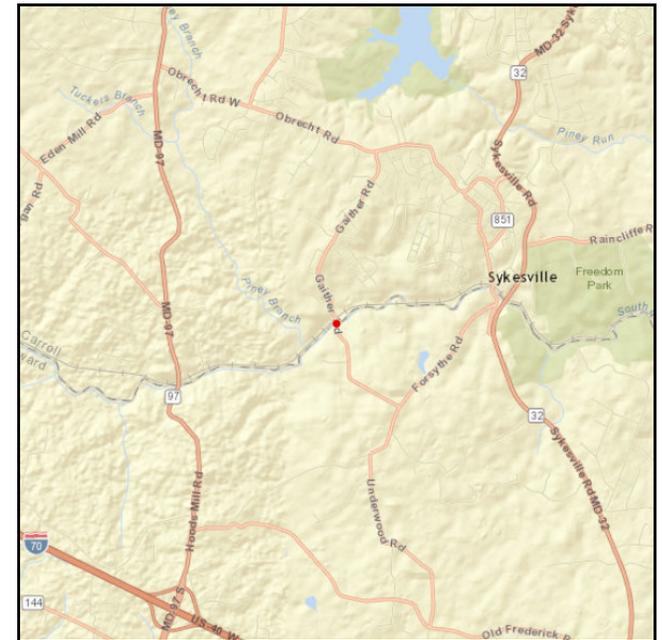
Replacement of existing bridge to provide efficient access for local traffic and emergency service vehicles.

**Justification:**

The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. This project will enhance the safety of the County's infrastructure.

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

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





**Gaither Road Bridge over South Branch Patapsco River**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$184	\$46	\$0	\$0	\$230
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>\$184</b>	<b>\$46</b>	<b>\$0</b>	<b>\$0</b>	<b>\$230</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$184</b>	<b>\$46</b>	<b>\$0</b>	<b>\$0</b>	<b>\$230</b>

### McKinstry's Mill Road Bridge over Sams Creek

<b>TIP ID</b>	14-1603-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,016,000

**Description:**

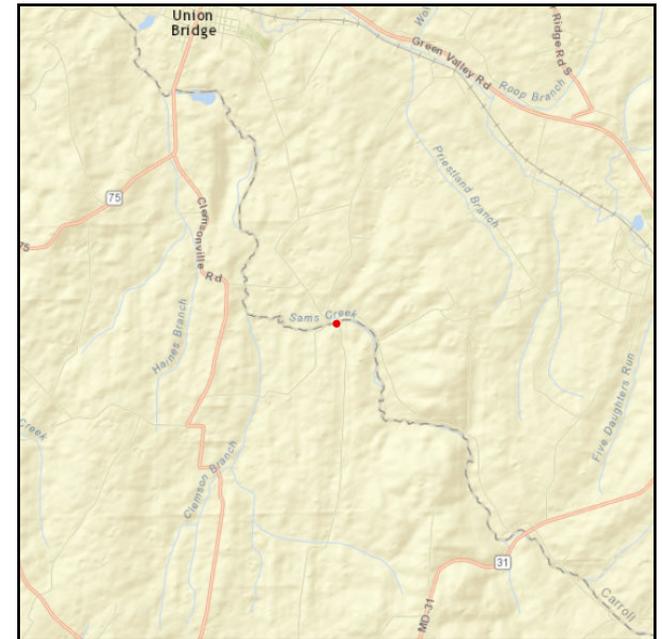
Replacement of existing bridge to provide efficient access for local traffic and emergency service vehicles.

**Justification:**

The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. This project will enhance the safety of the County's infrastructure.

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

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





McKinstry's Mill Road Bridge over Sams Creek

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$653	\$163	\$0	\$0	\$816
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$160	\$40	\$0	\$0	\$0	\$0	\$200
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>\$160</b>	<b>\$40</b>	<b>\$653</b>	<b>\$163</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,016</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160</b>	<b>\$40</b>	<b>\$653</b>	<b>\$163</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,016</b>

**Bridge Inspection Program**

<b>TIP ID</b>	14-9401-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Carroll County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$770,000

**Description:**

This project includes a field inspection of 132 County-owned and-maintained structures, completion and submittal of inspection reports to county and state agencies for each structure.

**Justification:**

Ensure compliance with National Bridge Inspection Program, preserve highway infrastructure, and maintain 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).





Bridge Inspection Program

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$370	\$0	\$0	\$0	\$400	\$0	\$0	\$0	\$770
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>\$370</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$770</b>
<b>Total</b>	<b>\$370</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$770</b>

### Bata Boulevard Access Road

<b>TIP ID</b>	15-1402-42	<b>Year of Operation</b>	2020
<b>Agency</b>	Harford County	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0 to 2 lanes, 700 feet
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$600,000

**Description:**

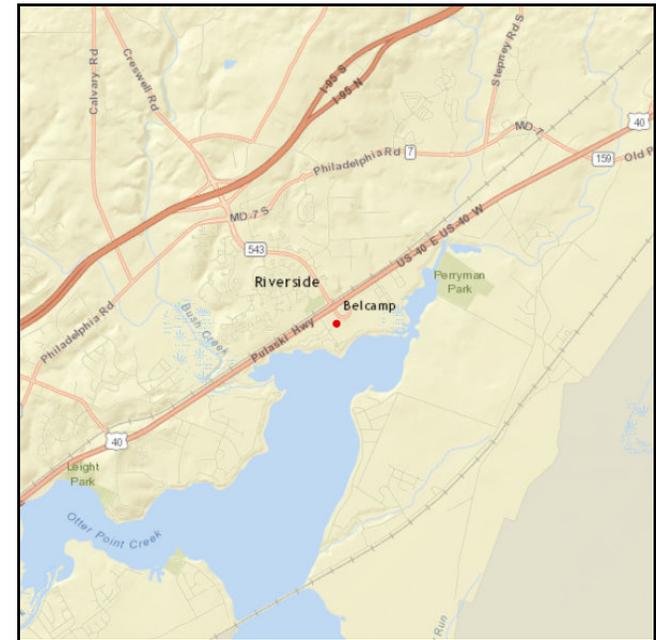
The project will construct an access road from MD 543 directly to Bata Boulevard. The project has been planned since the redevelopment of the Bata land site. Right of way to construct the road has been reserved and the alignment is rough graded. This project will relieve existing and anticipated delays at the existing US 40/MD 543 intersection by eliminating the left turns from MD 543 to westbound US 40. Increases in traffic from both Perryman and BRAC will necessitate the capacity improvements. This project will be multi-modal in that bicycle lanes and pedestrian access will be considered where possible and appropriate.

**Justification:**

This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The anticipated increases in traffic volumes from BRAC will also create additional delays at the MD 543/US 40 interchange. This project will divert some traffic to another location thereby reducing delays and adding capacity to the intersection.

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

- 4. Increase Mobility





Bata Boulevard Access Road

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$400
OTH	\$0	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$40
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
<b>Subtotal</b>	<b>\$0</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>
<b>Total</b>	<b>\$0</b>	<b>\$450</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$450</b>

### Tollgate Road

<b>TIP ID</b>	15-1404-42	<b>Year of Operation</b>	2018
<b>Agency</b>	Harford County	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0 to 2 lanes, .25 miles
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,100,000

**Description:**

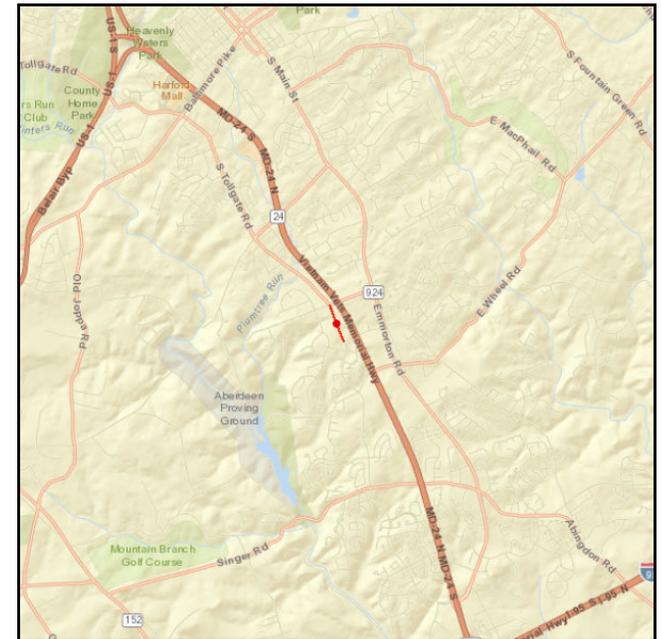
The Tollgate Road corridor is being improved to meet current traffic demands. Once all current projects are completed, the only remaining concern would be the "missing" segment from Plumtree Road south to Bel Air South Parkway. This will be a developer funded project.

**Justification:**

This project meets the goals of the Transportation Element of the Master Plan by maintaining a safe and adequate transportation network to serve existing and future populations.

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

- 4. Increase Mobility





Tollgate Road

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
OTH	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
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>\$1,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>

### Watervale Road Bridge # 63 over Winters Run

<b>TIP ID</b>	15-0404-13	<b>Year of Operation</b>	2016
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 Lanes
<b>CIP or CTP ID(s)</b>	H044506	<b>Est. Total Cost</b>	\$3,955,000

**Description:**

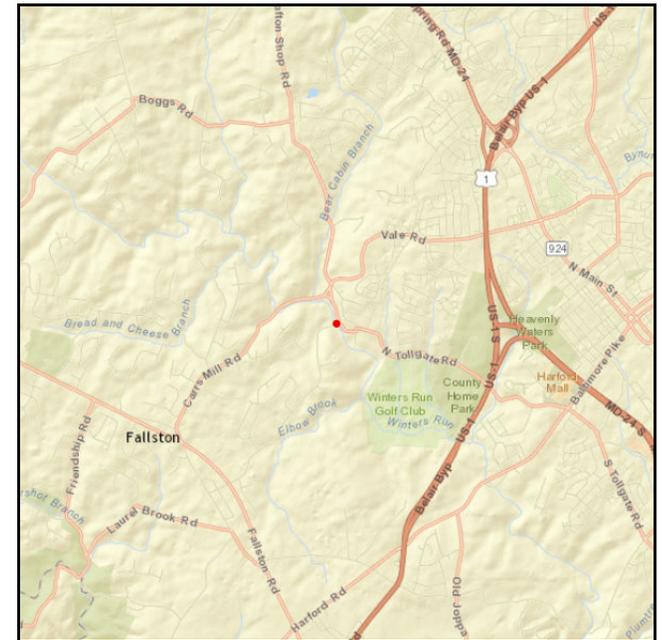
This project will replace the bridge that carries Watervale Road over Winters Run.

**Justification:**

The existing single-lane configuration of the bridge, and its minimal 3-ton rating, are inadequate for the current traffic volumes and classifications of Watervale Road. In addition, the bridge is quickly deteriorating and requires substantial repairs to both the super and substructures.

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

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





Watervale Road Bridge # 63 over Winters Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$565	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$700
OTH	\$60	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$75
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>\$625</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$775</b>
<b>Total</b>	<b>\$625</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$775</b>

### Pleasantville Road Bridge # 67

<b>TIP ID</b>	15-0406-13	<b>Year of Operation</b>	2016
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2/2 lanes
<b>CIP or CTP ID(s)</b>	H044503	<b>Est. Total Cost</b>	\$785,000

**Description:**

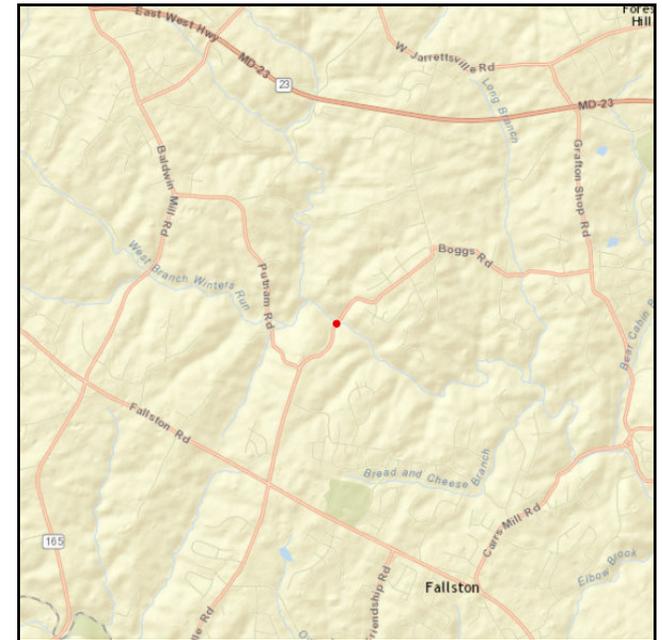
This project is to replace the bridge that carries Pleasantville Road over Winters Run.

**Justification:**

Replacement is necessary due to the bridge's multiple deficiencies including substandard railings and curbs, deteriorating abutments and low load rating.

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

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





Pleasantville Road Bridge # 67

(Funding in Thousands)

Bridge Replacement and Rehabilitation

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$546	\$169	\$0	\$0	\$0	\$0	\$0	\$0	\$715
OTH	\$54	\$16	\$0	\$0	\$0	\$0	\$0	\$0	\$70
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>\$600</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$785</b>
<b>Total</b>	<b>\$600</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$785</b>

### Carrs Mill Road Bridge #216 over Bear Cabin Branch

<b>TIP ID</b>	15-0701-13	<b>Year of Operation</b>	2016
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H084501	<b>Est. Total Cost</b>	\$2,245,000

**Description:**

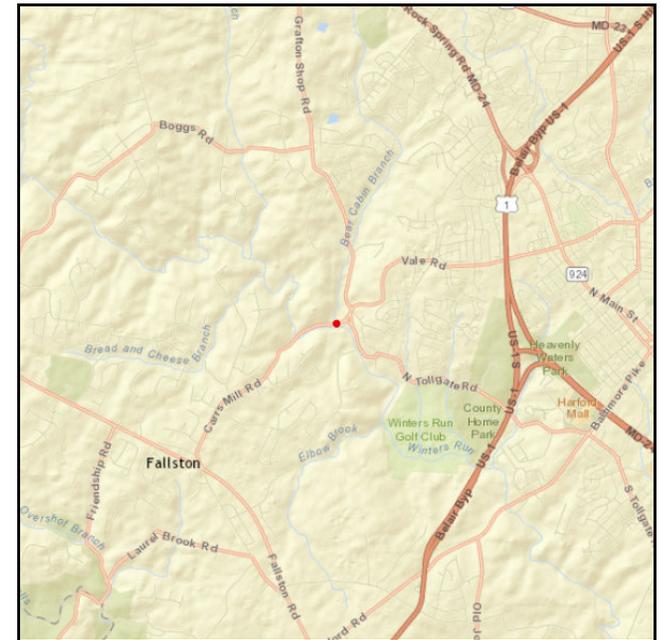
This project is to replace the triple-cell concrete pipe bridge that carries Carrs Mill Road over Bear Cabin Branch. The concrete pipes and the slate headwalls are severely deteriorated and need to be replaced.

**Justification:**

The project will improve the road alignment at this structure and the hydraulic capacity of the structure. This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

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

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





Carrs Mill Road Bridge #216 over Bear Cabin Branch

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
OTH	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
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>\$150</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>
<b>Total</b>	<b>\$150</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250</b>





**Abingdon Road Bridge #169 over CSX Railroad**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$400	\$100	\$1,940	\$485	\$0	\$0	\$2,925
OTH	\$0	\$0	\$0	\$0	\$160	\$40	\$0	\$0	\$200
PE	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
<b>Subtotal</b>	<b>\$200</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$2,100</b>	<b>\$525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,425</b>
<b>Total</b>	<b>\$200</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$2,100</b>	<b>\$525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,425</b>

### Chestnut Hill Bridge #40

<b>TIP ID</b>	15-1101-13	<b>Year of Operation</b>	2018
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$4,000,000

**Description:**

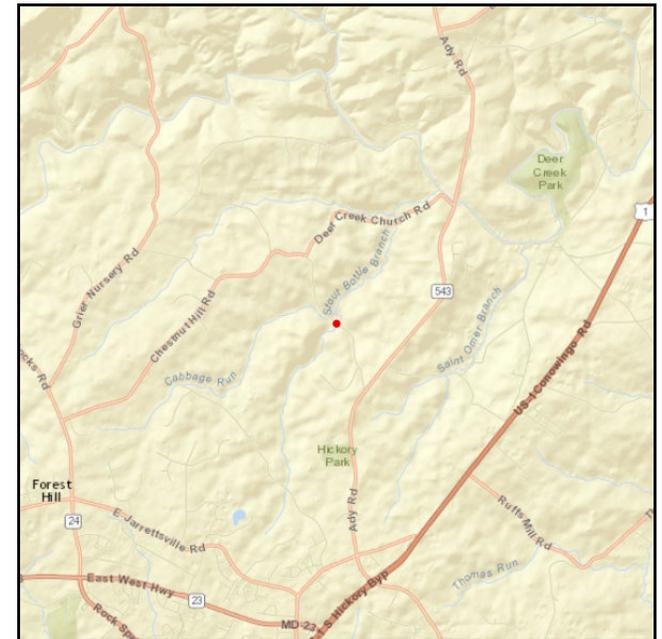
This project will replace the existing Chestnut Hill Road Bridge.

**Justification:**

The current structure is a single-lane bridge with deteriorating superstructure and an inadequate waterway opening.

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

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





Chestnut Hill Bridge #40

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$50	\$520	\$130	\$0	\$0	\$700
OTH	\$0	\$0	\$0	\$0	\$40	\$10	\$0	\$0	\$50
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$30	\$0	\$0	\$0	\$0	\$30
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80</b>	<b>\$560</b>	<b>\$140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$780</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80</b>	<b>\$560</b>	<b>\$140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$780</b>

### Phillips Mill Road Bridge #70 over East Branch Tributary

<b>TIP ID</b>	15-1102-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,910,000

**Description:**

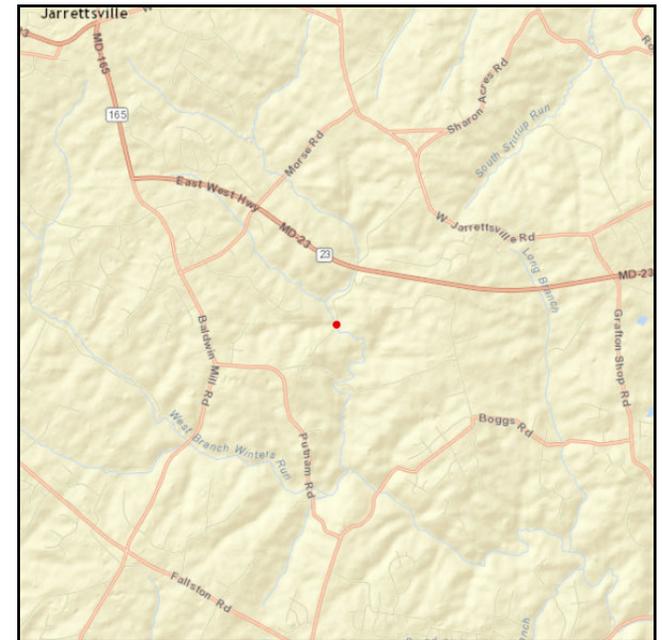
This project is to replace the bridge that carries Phillips Mill Road over a tributary to East Branch.

**Justification:**

The existing structure shows scour around the abutments, a deteriorated deck, and an undersized waterway opening.

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

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





**Phillips Mill Road Bridge #70 over East Branch Tributary**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,040	\$260	\$1,300
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$60	\$15	\$75
PE	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$50	\$0	\$0	\$0	\$0	\$50
<b>Subtotal</b>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>	<b>\$275</b>	<b>\$1,525</b>
<b>Total</b>	<b>\$50</b>	<b>\$50</b>	<b>\$0</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>	<b>\$275</b>	<b>\$1,525</b>

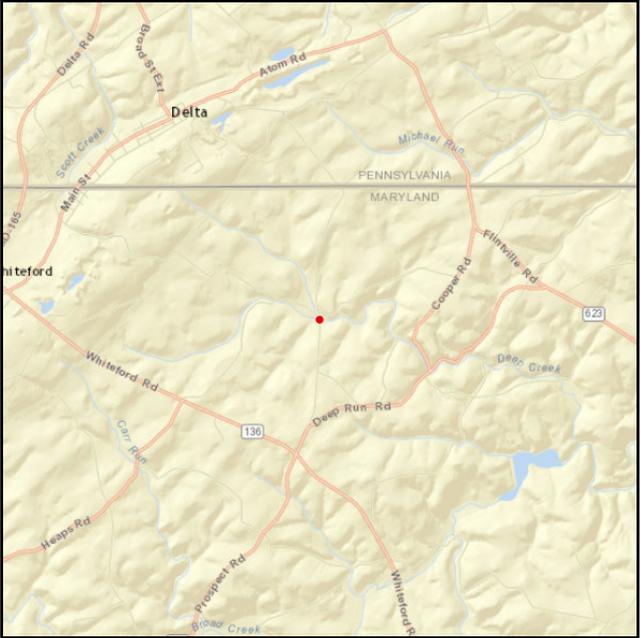
**Prospect Road Bridge #217 over Deep Run**

<b>TIP ID</b>	15-1104-13	<b>Year of Operation</b>	2020
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$835,000

**Description:**  
 This project is to replace the three-cell culvert that carries Prospect Road over Deep Run.

**Justification:**  
 The existing structure is undersized and the pipes are deteriorating. Additionally, the opening is undersized and needs to be increased to resist flooding and blockages.

**Connection to Long-Range Transportation Planning Goals:**  
 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Prospect Road Bridge #217 over Deep Run

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$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	\$10	\$0	\$0	\$10
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10</b>

### Robinson Mill Road Bridge #154 over Broad Creek

<b>TIP ID</b>	15-1401-13	<b>Year of Operation</b>	2016
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,385,000

**Description:**

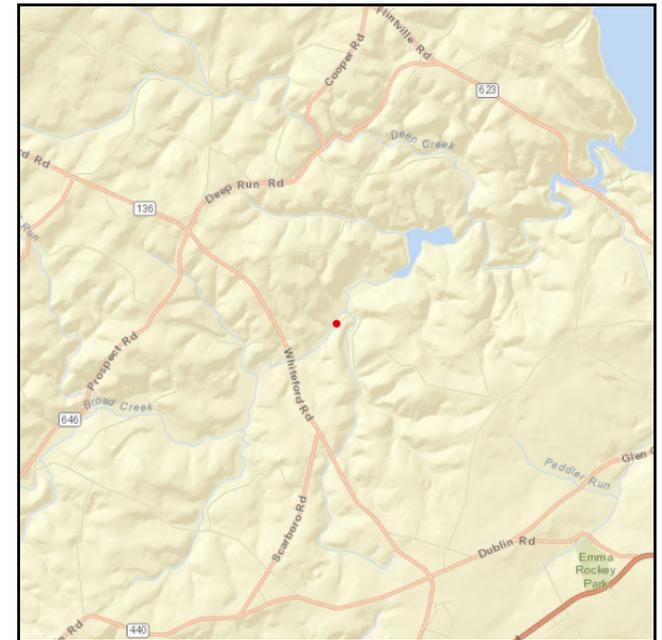
This project is to replace the entire bridge that carries Robinson Mill Road over Broad Creek. The two-lane approach road on both ends of the bridge includes horizontal curves that restrict sight distance across the bridge.

**Justification:**

The beams and deck are severely deteriorated and need to be replaced. This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

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

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





**Robinson Mill Road Bridge #154 over Broad Creek**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120
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>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120</b>
<b>Total</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120</b>

### Stafford Road Bridge #24 over Deer Creek

<b>TIP ID</b>	15-1501-13	<b>Year of Operation</b>	2017
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,000,000

**Description:**

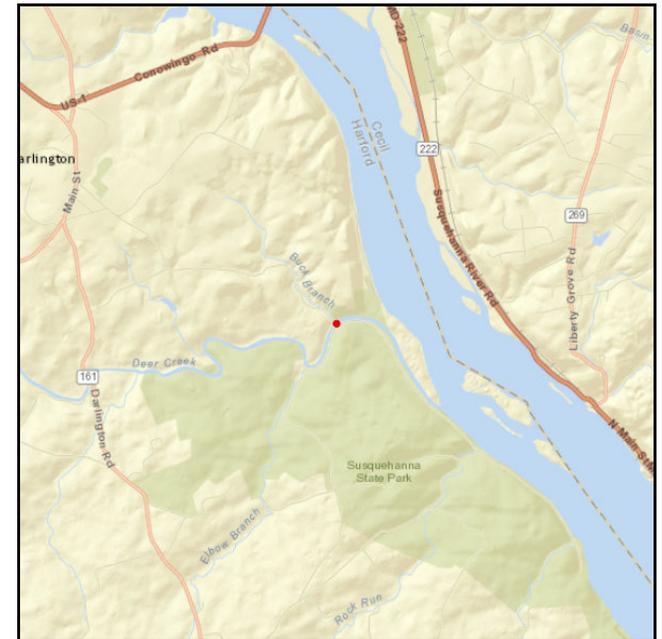
This is a bridge rehabilitation project to consist of repair and/or replacement of the bridge deck and repairs to the beam seats, abutments, wingwalls, piers, backwalls, rocker bearings, and railing posts. The current sufficiency rating is 52.3.

**Justification:**

The bridge, built in 1950, shows numerous deficiencies and areas of deterioration. The purpose of this project is to rehabilitate the bridge to extend its useful life for another 40 years.

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

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





Stafford Road Bridge #24 over Deer Creek

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$563	\$187	\$0	\$0	\$0	\$0	\$750
OTH	\$0	\$0	\$37	\$13	\$0	\$0	\$0	\$0	\$50
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>\$600</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>

### Glenville Road Bridge #30

<b>TIP ID</b>	15-1601-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,440,000

**Description:**

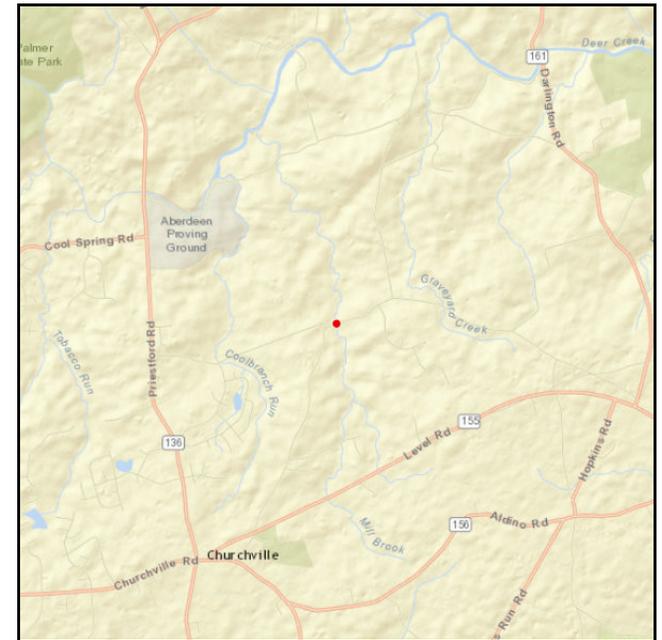
Replace the bridge that carries Glenville Road over Mill Brook.

**Justification:**

The existing bridge is a single lane, steel beam, concrete deck structure. The existing concrete deck, exterior beams, and wingwalls are severely deteriorated and there is evidence of scour under the western abutment.

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

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





**Glenville Road Bridge #30**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$776	\$209	\$985
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$60	\$0	\$60
PE	\$200	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$25
<b>Subtotal</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$836</b>	<b>\$209</b>	<b>\$1,320</b>
<b>Total</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$836</b>	<b>\$209</b>	<b>\$1,320</b>

### Bridge Inspection Program

<b>TIP ID</b>	15-9411-14	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Harford County	<b>Project Type</b>	Bridge inspections
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	H054501	<b>Est. Total Cost</b>	\$1,510,000

**Description:**

This federal program provides funding for the inspection of bridges in Harford County.

**Justification:**

Federal law mandates the inspection of all bridges over 20 feet clear span on a two-year cycle. The bridge inspection data is analyzed to develop priorities for bridge repairs & replacements. As of September 2009, Harford County maintains 66 structures under 20 feet and 155 structures longer than 20 feet.

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

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





**Bridge Inspection Program**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$50	\$650	\$0	\$0	\$160	\$650	\$0	\$1,510
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>\$50</b>	<b>\$650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160</b>	<b>\$650</b>	<b>\$0</b>	<b>\$1,510</b>
<b>Total</b>	<b>\$0</b>	<b>\$50</b>	<b>\$650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160</b>	<b>\$650</b>	<b>\$0</b>	<b>\$1,510</b>

### Dorsey Run Road: MD 175 to CSX Railroad Spur

<b>TIP ID</b>	16-1403-41	<b>Year of Operation</b>	2020
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes, 1.1 miles
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$8,800,000

**Description:**

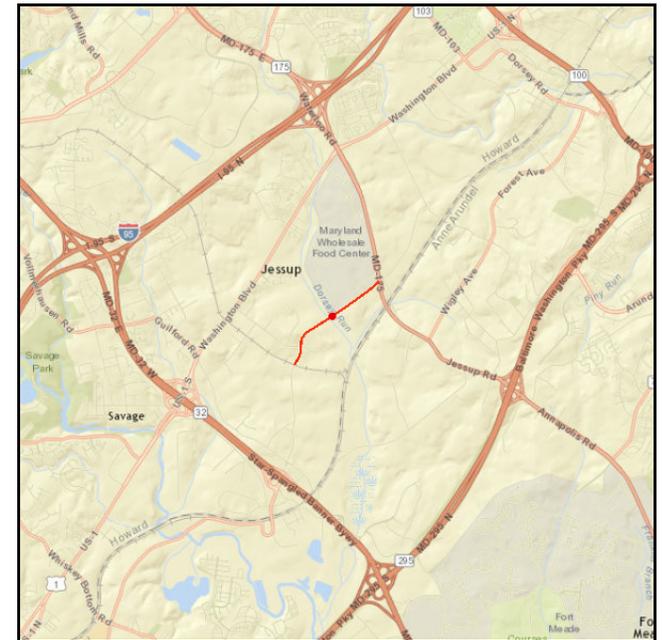
This project is to study, design, and reconstruct Dorsey Run Road to four lanes from MD 175 south to the CSX railroad spur crossing; a distance of 6,000 linear feet.

**Justification:**

The existing road is substandard with varying width and limited capacity. Dorsey Run Road is classified in the Plan Howard 2030 as a major collector and four lanes are needed to accommodate the increasing volumes of traffic.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Dorsey Run Road: MD 175 to CSX Railroad Spur

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$0	\$8,000
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	\$800	\$0	\$0	\$800
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>\$8,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,800</b>

### Guilford Road: US 1 to Dorsey Run Road

<b>TIP ID</b>	16-1405-41	<b>Year of Operation</b>	2020
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes; 1 mile
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$16,720,000

**Description:**

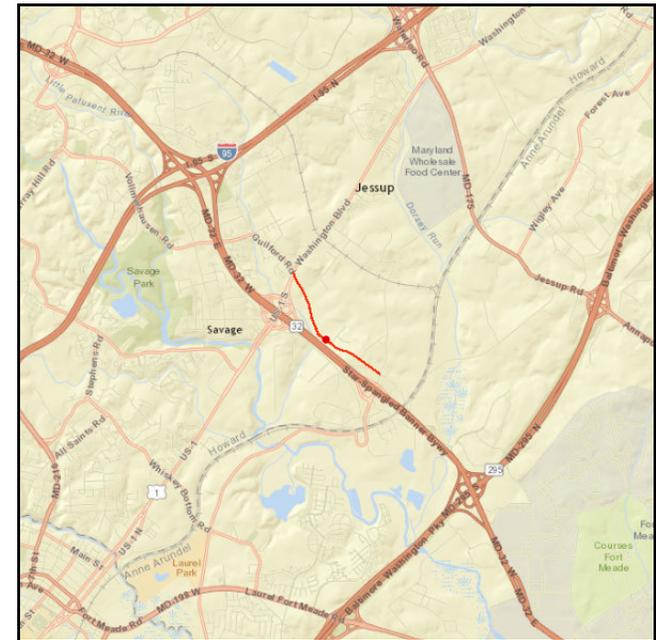
This project is to study, design, and reconstruct Guilford Road to three lanes from US 1 to Old Dorsey Run Road; a distance of 5,800 linear feet.

**Justification:**

The existing road is sub-standard with varying width and limited capacity. Guilford Road is classified as a major collector in the Plan Howard 2030 and three lanes are needed to accommodate the increasing volume of commercial traffic.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Guilford Road: US 1 to Dorsey Run Road

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$16,000	\$0	\$0	\$0	\$0	\$16,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$720	\$0	\$0	\$0	\$0	\$720
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>\$16,720</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,720</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,720</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,720</b>

### MD 175 at Blandair Park

<b>TIP ID</b>	16-1407-46	<b>Year of Operation</b>	2019
<b>Agency</b>	Howard County	<b>Project Type</b>	New interchange
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	Full interchange
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$13,400,000

**Description:**

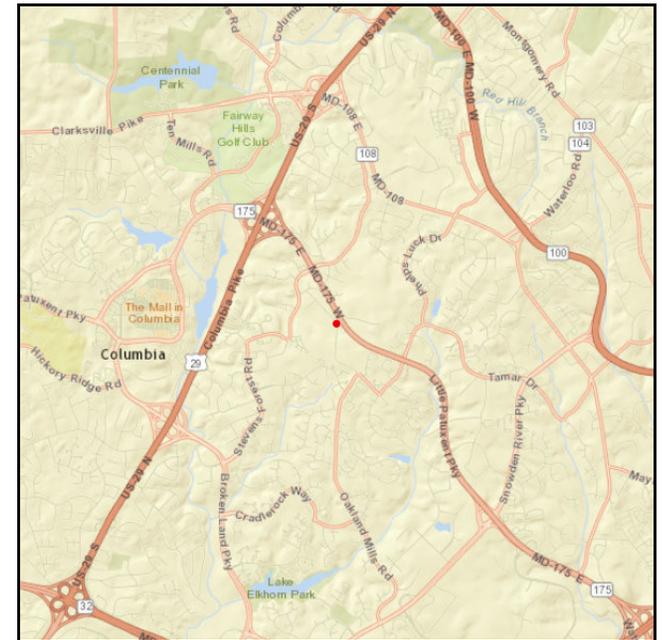
Grade-separated bridge with ramps at MD 175/Oakland Mills Road extended. Will provide access to and from Howard County Blandair Park.

**Justification:**

MD 175, an 8-lane Principal Arterial from I-95 to US 29, has significant regional peak hour traffic. The proposed interchange with Oakland Mills Road will ensure future capacity, level of service, and acceptable operating conditions, as well as improved access to Blandair park.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





**MD 175 at Blandair Park**

(Funding in Thousands)

**Other**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$400
<b>Subtotal</b>	<b>\$0</b>	<b>\$13,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$13,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,400</b>

### Skylark Boulevard extended to MD 216

<b>TIP ID</b>	16-1409-42	<b>Year of Operation</b>	2017
<b>Agency</b>	Howard County	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0 to 4 lanes, 2600 feet
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$16,000,000

**Description:**

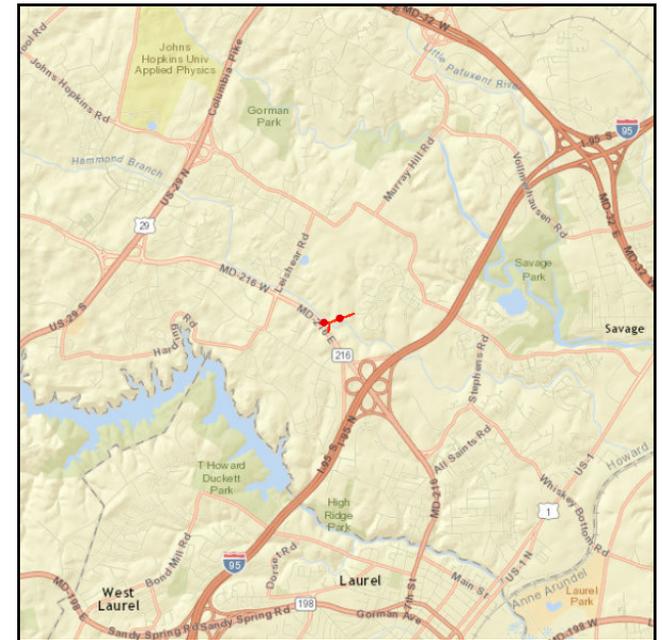
Installation of the typical section of a Major Collector Road based on the Howard County Design Manual. The add includes a 4-lane 300 foot bridge that will provide access from Emerson, a major residential and commercial planned unit development north of MD 216.

**Justification:**

Extension of Skylark Boulevard to MD 216 will facilitate balance of flows on the I-95/MD216 interchange thereby relieving current peak hour congestion. The developer of Emerson planned unit development through a Developer Agreement with Maryland State Highway Administration and Howard County will construct the Skylark Boulevard at the build phase of Emerson.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





**Skylark Boulevard extended to MD 216**

(Funding in Thousands)

**Other**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$14,000	\$0	\$0	\$0	\$0	\$14,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$0	\$1,500
PP	\$0	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$500
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>

### Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

<b>TIP ID</b>	16-1410-41	<b>Year of Operation</b>	2020
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	4 to 6 lanes, 6300 Feet
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$9,350,000

**Description:**

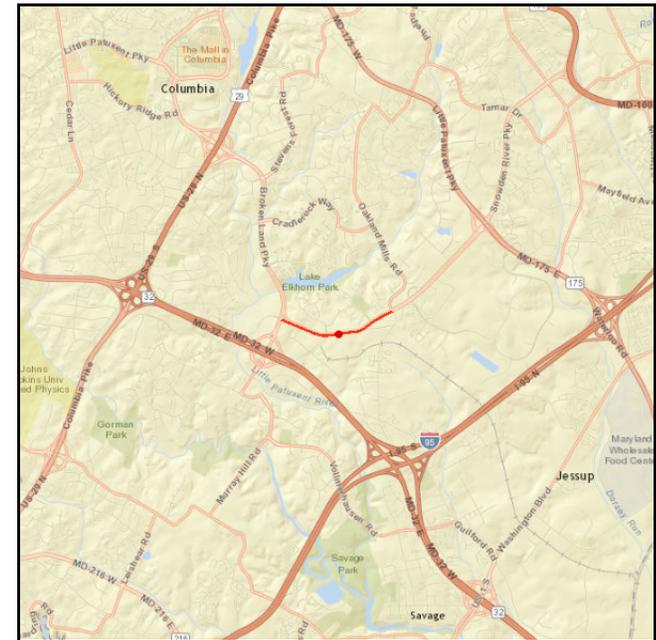
A project on Snowden River Parkway from Broken Land Parkway to Oakland Mills Road to design and construct a third lane and sidewalks.

**Justification:**

This project will develop the third lane on each side between these two intersections, will increase the capacity of the roadway and provide an improved level of service. Project requested by the Traffic Division.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).





Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$8,500	\$0	\$0	\$0	\$0	\$0	\$0	\$8,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$0	\$850
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>\$9,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,350</b>
<b>Total</b>	<b>\$0</b>	<b>\$9,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,350</b>

### Bridge Repairs and Deck Replacement

<b>TIP ID</b>	16-0436-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Howard County	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,875,000

**Description:**

This project is to repair/replace bridge decks at the following locations: River Road bridge over Rockburn Branch, Henryton Road bridge over a tributary to the Patapsco River, Pindell School Road bridge over Hammond Branch, Daisy Road bridges over Cattail Creek and Little Cattail Creek, Pfefferkorn Road bridge over Middle Patuxent River, Carroll Mill Road bridge over Benson Branch, retaining walls, and emergency structure reconstruction.

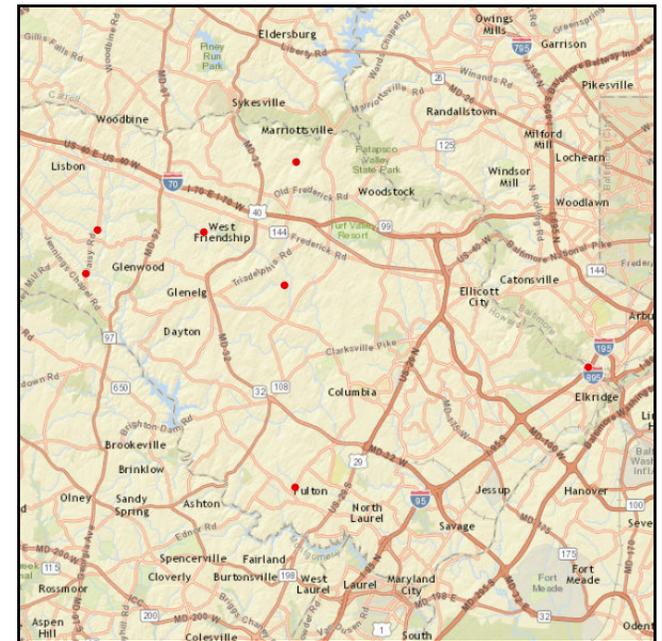
**Justification:**

This project will alleviate bridge deterioration and improve the safety and longevity of all bridges included in the bridge repair and rehabilitation program. The local match for many of these projects exceeds the 80/20 federal/local match ratio for the local share of funds.

\* Could serve to improve conditions for bicycling and/or walking per approved local, regional and/or statewide bicycle and pedestrian planning documents.

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

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





Bridge Repairs and Deck Replacement

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$125	\$0	\$335	\$0	\$1,110	\$0	\$210	\$1,780
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$275	\$0	\$105	\$0	\$405	\$0	\$80	\$865
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$110	\$0	\$10	\$0	\$110	\$230
<b>Subtotal</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$550</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$0</b>	<b>\$400</b>	<b>\$2,875</b>
<b>Total</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$550</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$0</b>	<b>\$400</b>	<b>\$2,875</b>

### MARC Bayview Station

<b>TIP ID</b>	72-1202-56	<b>Year of Operation</b>	2020
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	New rail facilities
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	1292	<b>Est. Total Cost</b>	\$0

**Description:**

Design a new MARC Station at the Johns Hopkins Bayview Medical Center. The new station is to be fully accessible, with high-level platforms as well as station amenities and security, to be completed before the Red Line is constructed. This project is coordinated with the Baltimore City-sponsored Transit Oriented Development (TOD) study which includes parking for the Red Line Light Rail Station. The City is preparing the NEPA Document and parking layout to benefit access to the Bayview MARC Station pedestrian bridge.

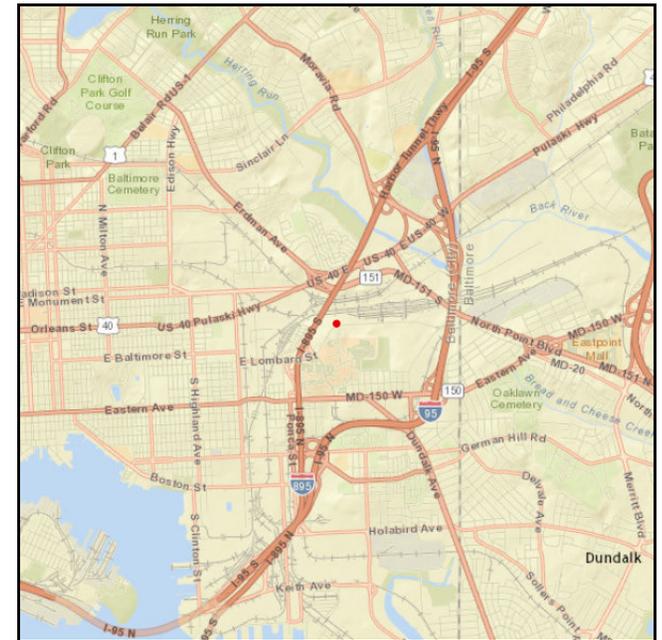
Note: In addition to the matching funds listed below, MTA has committed \$1.6 million in non-federal dollars to complete the funding package for this project.

**Justification:**

A new MARC Station at the Bayview Medical Center will make a critical transit connection with one of the City's major employment centers, MTA's core bus network, and it will also create a future connection for the Baltimore Red Line.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





MARC Bayview Station

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$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>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### MARC Rolling Stock Overhauls and Replacement

<b>TIP ID</b>	70-1501-53	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$43,960,000

**Description:**

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features.

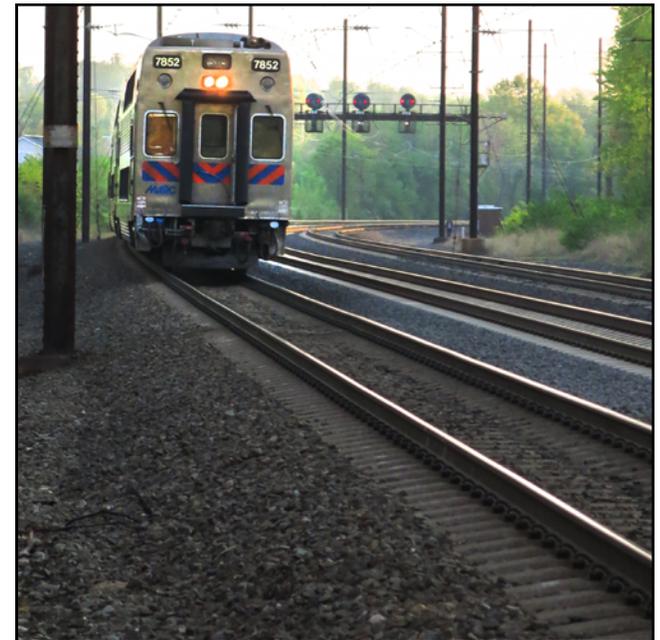
Note: In addition to matching funds listed, MTA has committed \$13.1 million in 100% state dollars.

**Justification:**

Overhauls will extend the life cycle of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

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

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





**MARC Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$9,702	\$2,426	\$5,273	\$1,318	\$17,300	\$4,325	\$2,893	\$723	\$43,960
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>\$9,702</b>	<b>\$2,426</b>	<b>\$5,273</b>	<b>\$1,318</b>	<b>\$17,300</b>	<b>\$4,325</b>	<b>\$2,893</b>	<b>\$723</b>	<b>\$43,960</b>
<b>Total</b>	<b>\$9,702</b>	<b>\$2,426</b>	<b>\$5,273</b>	<b>\$1,318</b>	<b>\$17,300</b>	<b>\$4,325</b>	<b>\$2,893</b>	<b>\$723</b>	<b>\$43,960</b>

### MARC Improvements

<b>TIP ID</b>	70-1502-54	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$29,254,000

**Description:**

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak Operating Agreement. These improvements include: Baltimore Penn Station Lighting Design, B&P Tunnel Block Ties, B&P Lighting Improvements, Inner Track Platform upgrades, Lead Track to Jessup Yard, Camden Positive Train Control, Perryville P&R Lot Repairs, and MARC Station Parking Lot Beautification.

Note: In addition to the matching funds listed, MTA has committed \$8.5 million in 100% state dollars.

**Justification:**

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

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

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





**MARC Improvements**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,892	\$1,723	\$11,791	\$2,948	\$752	\$188	\$3,968	\$992	\$29,254
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>\$6,892</b>	<b>\$1,723</b>	<b>\$11,791</b>	<b>\$2,948</b>	<b>\$752</b>	<b>\$188</b>	<b>\$3,968</b>	<b>\$992</b>	<b>\$29,254</b>
<b>Total</b>	<b>\$6,892</b>	<b>\$1,723</b>	<b>\$11,791</b>	<b>\$2,948</b>	<b>\$752</b>	<b>\$188</b>	<b>\$3,968</b>	<b>\$992</b>	<b>\$29,254</b>

### MARC Facilities

<b>TIP ID</b>	70-1503-55	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Commuter Rail	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$3,857,000

**Description:**

- 1) Procure the Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC.
- 2) BWI - Comprehensive structural inspection of both garages #1 & #2, with design and construction of recommended structural repairs. Scope also includes repairs to Mechanical, Plumbing, Fire Protection and Electrical systems and Elevators.
- 3) West Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access and to make it ADA compliant.
- 4) MARC Martin State Airport – Purchase private property and construct two additional storage tracks with related infrastructure.

**Justification:**

- 1) Baltimore region space needed for MARC train maintenance and storage.
- 2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
- 3) This will improve bus transit connections, upgrade pedestrian access, widen community wide accessibility, and provide connectivity to the Red Line and Light Rail
- 4) Baltimore region space needed for MARC train maintenance and storage.

Note: In addition to the matching funds listed, MTA has committed \$5.8 million in state dollars.

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

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





**MARC Facilities**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,513	\$378	\$1,269	\$317	\$0	\$0	\$304	\$76	\$3,857
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>\$1,513</b>	<b>\$378</b>	<b>\$1,269</b>	<b>\$317</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304</b>	<b>\$76</b>	<b>\$3,857</b>
<b>Total</b>	<b>\$1,513</b>	<b>\$378</b>	<b>\$1,269</b>	<b>\$317</b>	<b>\$0</b>	<b>\$0</b>	<b>\$304</b>	<b>\$76</b>	<b>\$3,857</b>

### MTA Core Bus and Paratransit Vehicle Replacement

<b>TIP ID</b>	40-1601-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	1447/0541	<b>Est. Total Cost</b>	\$117,821,000

**Description:**

This project provides for the routine replacement of buses past their useful service life. MTA will replace these buses with new clean diesel buses. Planned fleet replacement is through the purchase of 50, 40-foot clean diesel buses. This project will also cover the purchase of vehicles under the MTA's Mobility (paratransit) program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. Mobility service is provided within three quarters of a mile of any fixed route service in Baltimore City and Baltimore and Anne Arundel Counties. Fixed route refers to Local Bus, Light Rail or Metro routes operated by the MTA. Mobility service is not offered within three quarters of a mile of Commuter Bus or MARC Train routes.

Note: In addition to the matching funds listed, MTA has committed \$42.5 million in 100% state dollars.

**Justification:**

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with diesel-electric hybrid buses helps meet higher federal emissions standards.

Funds are also needed to provide paratransit service within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

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

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger





**MTA Core Bus and Paratransit Vehicle Replacement**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for capital projects)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$7,011	\$1,753	\$15,565	\$3,891	\$7,956	\$1,989	\$12,068	\$3,017	\$53,250
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>\$7,011</b>	<b>\$1,753</b>	<b>\$15,565</b>	<b>\$3,891</b>	<b>\$7,956</b>	<b>\$1,989</b>	<b>\$12,068</b>	<b>\$3,017</b>	<b>\$53,250</b>

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$3,786	\$947	\$3,862	\$966	\$9,561
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>\$3,786</b>	<b>\$947</b>	<b>\$3,862</b>	<b>\$966</b>	<b>\$9,561</b>



**MTA Core Bus and Paratransit Vehicle Replacement**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$11,276	\$2,819	\$7,251	\$1,813	\$10,969	\$2,742	\$14,512	\$3,628	\$55,010
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>\$11,276</b>	<b>\$2,819</b>	<b>\$7,251</b>	<b>\$1,813</b>	<b>\$10,969</b>	<b>\$2,742</b>	<b>\$14,512</b>	<b>\$3,628</b>	<b>\$55,010</b>
<b>Total</b>	<b>\$18,287</b>	<b>\$4,572</b>	<b>\$22,816</b>	<b>\$5,704</b>	<b>\$22,711</b>	<b>\$5,678</b>	<b>\$30,442</b>	<b>\$7,611</b>	<b>\$117,821</b>

**Urban Transit Systems - Capital**

<b>TIP ID</b>	40-1602-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$3,100,000

**Description:**

Capital assistance to Urban Transit Systems throughout the region to purchase vehicles, equipment, and facilities. Transit agencies eligible for funding in the Baltimore region include Harford County.

**Justification:**

Urban Transit Capital will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.



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

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 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 vehicles / apply emission reduction technologies.



**Urban Transit Systems - Capital**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for capital projects)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$620	\$155	\$620	\$155	\$620	\$155	\$620	\$155	\$3,100
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>\$620</b>	<b>\$155</b>	<b>\$620</b>	<b>\$155</b>	<b>\$620</b>	<b>\$155</b>	<b>\$620</b>	<b>\$155</b>	<b>\$3,100</b>
<b>Total</b>	<b>\$620</b>	<b>\$155</b>	<b>\$620</b>	<b>\$155</b>	<b>\$620</b>	<b>\$155</b>	<b>\$620</b>	<b>\$155</b>	<b>\$3,100</b>

**Urban Transit Systems - Operating**

<b>TIP ID</b>	40-1603-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$10,376,000

**Description:**

Operating assistance to Urban Transit systems throughout the Urbanized Aberdeen region. Transit agencies eligible for funding include Harford County.

**Justification:**

Urban Transit Operating will enable transportation systems to finance the operation of their services.

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

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 vehicles / apply emission reduction technologies.





**Urban Transit Systems - Operating**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for operating projects)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$10,376
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>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$10,376</b>
<b>Total</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$1,297</b>	<b>\$10,376</b>

### Small Urban Transit Systems - Capital

<b>TIP ID</b>	40-9502-05	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$2,256,000

**Description:**

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment and facilities. Baltimore region small urban transit systems include Carroll County and Anne Arundel County.

**Justification:**

Small urban transit capital will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

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

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 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 vehicles / apply emission reduction technologies.





### Small Urban Transit Systems - Capital

(Funding in Thousands)

#### Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
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>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$800</b>



**Small Urban Transit Systems - Capital**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$291	\$73	\$291	\$73	\$291	\$73	\$291	\$73	\$1,456
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>\$291</b>	<b>\$73</b>	<b>\$291</b>	<b>\$73</b>	<b>\$291</b>	<b>\$73</b>	<b>\$291</b>	<b>\$73</b>	<b>\$1,456</b>
<b>Total</b>	<b>\$451</b>	<b>\$113</b>	<b>\$451</b>	<b>\$113</b>	<b>\$451</b>	<b>\$113</b>	<b>\$451</b>	<b>\$113</b>	<b>\$2,256</b>

### Ridesharing - Baltimore Region

<b>TIP ID</b>	40-9901-01	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Ridesharing
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	0045/1419	<b>Est. Total Cost</b>	\$6,200,000

**Description:**

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program.

**Justification:**

The State of Maryland Ridesharing Project is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to Locally Operated Transit Systems (LOTS) to assist with the promotion and management of their Rideshare Program.

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

- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





**Ridesharing - Baltimore Region**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$1,550	\$0	\$6,200
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>\$1,550</b>	<b>\$0</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$6,200</b>
<b>Total</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$1,550</b>	<b>\$0</b>	<b>\$6,200</b>

**Bus and Rail System Preservation and Improvement**

<b>TIP ID</b>	40-0015-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Multiple	<b>Est. Total Cost</b>	\$10,407,000

**Description:**

This is an ongoing project to rehabilitate Bus, Light Rail, and Metro vehicles, facilities and infrastructure, including operating division, MTA offices, park-and-ride lots, bus turnarounds, bridges, tunnels, track, and equipment.

Note: In addition to the matching funds listed, MTA has committed \$30 million in 100% state dollars.

**Justification:**

To improve service and safety and assure the preservation of the Bus, Light Rail, and Metro system. This project supports regional M&O initiatives.

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

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





**Bus and Rail System Preservation and Improvement**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for capital projects)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,880	\$470	\$2,470	\$618	\$3,975	\$994	\$0	\$0	\$10,407
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>\$1,880</b>	<b>\$470</b>	<b>\$2,470</b>	<b>\$618</b>	<b>\$3,975</b>	<b>\$994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,407</b>
<b>Total</b>	<b>\$1,880</b>	<b>\$470</b>	<b>\$2,470</b>	<b>\$618</b>	<b>\$3,975</b>	<b>\$994</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,407</b>

### Small Urban Transit Systems - Operating

<b>TIP ID</b>	40-0104-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$2,376,000

**Description:**

Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll County and Anne Arundel County.

**Justification:**

Operating assistance will enable transportation systems to finance operation of their services, including administrative expenses, and augment local funds by financing net operating deficits.

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

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 vehicles / apply emission reduction technologies.





Small Urban Transit Systems - Operating

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for operating projects)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$2,376
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>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$2,376</b>
<b>Total</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$297</b>	<b>\$2,376</b>

### Baltimore Red Line

<b>TIP ID</b>	40-0602-69	<b>Year of Operation</b>	2022
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Other
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	14.1 Miles
<b>CIP or CTP ID(s)</b>	0862	<b>Est. Total Cost</b>	\$2,650,000,000

**Description:**

This project encompasses planning, preliminary engineering, final design and construction of a 14.1 mile Light Rail Transit line from Baltimore County Woodlawn area to Johns Hopkins Bayview Hospital in Baltimore City. Alternatives Analysis (AA), the Draft Environmental Impact Statement (FEIS), and Preliminary Engineering (PE) are complete. Final Design of the project is underway and FTS has recommended the project for a Full Funding Grant Agreement. Funding will be available pending approval of the president's proposed budget.

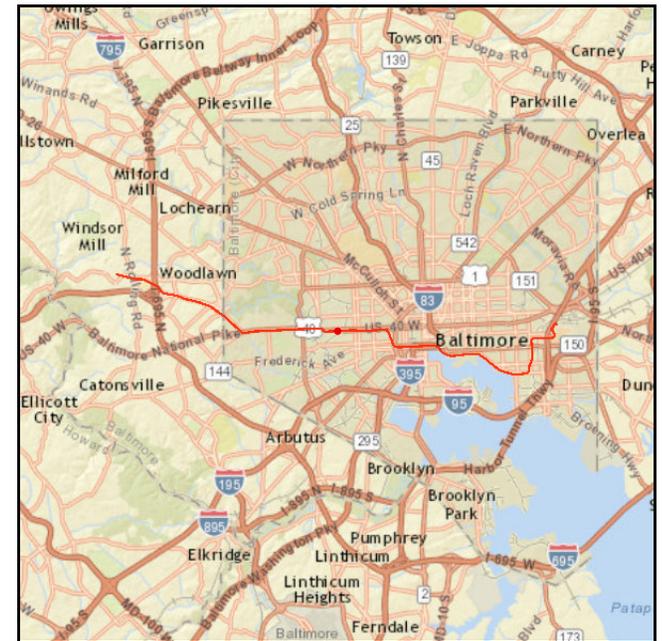
The total cost of the project is \$2.645 billion and includes \$900 million in Federal Aid from the FTA Section 5309 New Starts program through FY 2024.

**Justification:**

The Red Line will improve transit mobility in an east-west corridor of the Baltimore region from the Woodlawn area to Bayview Hospital. This project is intended to help address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts, and help address regional air quality issues.

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

- 4.C Increase Mobility -- Expand transit service coverage / hours of operation.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





**Baltimore Red Line**

(Funding in Thousands)

**Section 5309 (New Starts)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$800,000
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>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$800,000</b>
<b>Total</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$800,000</b>

### Light Rail Mid-Life Overhaul

<b>TIP ID</b>	40-1001-64	<b>Year of Operation</b>	2019
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	1153	<b>Est. Total Cost</b>	\$69,842,000

**Description:**

Plan and design the facilitation of maintenance objectives for the Light Rail vehicle fleet: perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet, identify and remedy all obsolete parts issues, overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. First vehicles will be placed back in service starting in 2015, and last vehicle will be placed back in service in 2019.

Note: In addition to matching funds, MTA has committed \$12.3 million in state dollars.

**Justification:**

Overhaul designed to reduce system failures and improve reliability and service.

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

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





**Light Rail Mid-Life Overhaul**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$28,333	\$7,083	\$21,998	\$5,500	\$5,542	\$1,386	\$0	\$0	\$69,842
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>\$28,333</b>	<b>\$7,083</b>	<b>\$21,998</b>	<b>\$5,500</b>	<b>\$5,542</b>	<b>\$1,386</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,842</b>
<b>Total</b>	<b>\$28,333</b>	<b>\$7,083</b>	<b>\$21,998</b>	<b>\$5,500</b>	<b>\$5,542</b>	<b>\$1,386</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,842</b>

### Kirk Bus Facility Replacement - Phase 1 & 2

<b>TIP ID</b>	40-1203-65	<b>Year of Operation</b>	2018
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Rehabilitation of facilities
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	0705	<b>Est. Total Cost</b>	\$148,347,000

**Description:**

Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight.

Note: In addition to the matching funds listed, MTA has committed \$26 million in 100% state dollars.

**Justification:**

The current facility supports 14 bus routes operating in Baltimore City and Baltimore County and was built over 65 years ago and cannot accommodate MTA's modern fleet or hybrid and articulated buses. A new facility is required to ensure efficient transit traffic and parking in the nearby community. MTA has worked with the community for many years to develop a plan to modernize the Kirk Division Bus Facility. Phase 1 year of completion - 2015, Phase 2 year of completion - 2018.



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

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.



**Kirk Bus Facility Replacement - Phase 1 & 2**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for capital projects)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,193	\$1,548	\$1,450	\$363	\$6,194	\$1,549	\$0	\$0	\$17,297
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>\$6,193</b>	<b>\$1,548</b>	<b>\$1,450</b>	<b>\$363</b>	<b>\$6,194</b>	<b>\$1,549</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,297</b>



**Kirk Bus Facility Replacement - Phase 1 & 2**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,639	\$910	\$3,712	\$928	\$0	\$0	\$0	\$0	\$9,189
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>\$3,639</b>	<b>\$910</b>	<b>\$3,712</b>	<b>\$928</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,189</b>

**Congestion Mitigation and Air Quality**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$14,001	\$3,500	\$0	\$0	\$0	\$0	\$17,501
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>\$14,001</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,501</b>
<b>Total</b>	<b>\$9,832</b>	<b>\$2,458</b>	<b>\$19,163</b>	<b>\$4,791</b>	<b>\$6,194</b>	<b>\$1,549</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,987</b>

2016 Bus and Rail Preventive Maintenance

<b>TIP ID</b>	40-1204-64	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$191,523,000

**Description:**

Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

**Justification:**

Regular preventive maintenance on the transit system will allow MTA to provide safe and reliable service. Proper maintenance extends the useful life of transit vehicles.

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

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





2016 Bus and Rail Preventive Maintenance

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$19,384	\$4,846	\$18,607	\$4,652	\$18,207	\$4,552	\$17,799	\$4,450	\$92,497
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>\$19,384</b>	<b>\$4,846</b>	<b>\$18,607</b>	<b>\$4,652</b>	<b>\$18,207</b>	<b>\$4,552</b>	<b>\$17,799</b>	<b>\$4,450</b>	<b>\$92,497</b>

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$19,220	\$4,806	\$19,607	\$4,901	\$19,997	\$4,999	\$20,397	\$5,099	\$99,026
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>\$19,220</b>	<b>\$4,806</b>	<b>\$19,607</b>	<b>\$4,901</b>	<b>\$19,997</b>	<b>\$4,999</b>	<b>\$20,397</b>	<b>\$5,099</b>	<b>\$99,026</b>
<b>Total</b>	<b>\$38,604</b>	<b>\$9,652</b>	<b>\$38,214</b>	<b>\$9,553</b>	<b>\$38,204</b>	<b>\$9,551</b>	<b>\$38,196</b>	<b>\$9,549</b>	<b>\$191,523</b>

## Metro Railcar and Signaling Systems Rehab and Replacement

<b>TIP ID</b>	40-1403-64	<b>Year of Operation</b>	2016
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Preservation and improvements
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	1415/1445/1281	<b>Est. Total Cost</b>	\$187,941,000

### Description:

The Metro Railcar fleet consists of 90 cars (45 semi-permanent married pairs). Based on the 30 year design life, the Metro cars are due for replacement. The replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences and ensure improved reliability.

Note: In addition to the matching funds listed, MTA has committed \$70.3 million in 100% state dollars.

### Justification:

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety.

The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. The replacement of the Signaling System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety.

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

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





**Metro Railcar and Signaling Systems Rehab and Replacement**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for capital projects)**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$28,010	\$7,003	\$24,904	\$6,226	\$27,584	\$6,896	\$16,219	\$4,055	\$120,897
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>\$28,010</b>	<b>\$7,003</b>	<b>\$24,904</b>	<b>\$6,226</b>	<b>\$27,584</b>	<b>\$6,896</b>	<b>\$16,219</b>	<b>\$4,055</b>	<b>\$120,897</b>



**Metro Railcar and Signaling Systems Rehab and Replacement**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,641	\$910	\$0	\$0	\$26,739	\$0	\$23,255	\$12,499	\$67,044
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>\$3,641</b>	<b>\$910</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,739</b>	<b>\$0</b>	<b>\$23,255</b>	<b>\$12,499</b>	<b>\$67,044</b>
<b>Total</b>	<b>\$31,651</b>	<b>\$7,913</b>	<b>\$24,904</b>	<b>\$6,226</b>	<b>\$54,323</b>	<b>\$6,896</b>	<b>\$39,474</b>	<b>\$16,554</b>	<b>\$187,941</b>

Seniors and Individuals with Disabilities

<b>TIP ID</b>	40-1502-69	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Other
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$9,320,000

Description:

Capital and Operating assistance to provide non-profit agencies with funding to support transportation of the elderly and individuals with disabilities. Based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan, a competitive selection process results in awards.

Justification:

This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Connection to Long-Range Transportation Planning Goals:

3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





**Seniors and Individuals with Disabilities**

(Funding in Thousands)

**Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,216	\$304	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$9,320
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>\$1,216</b>	<b>\$304</b>	<b>\$2,985</b>	<b>\$915</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,985</b>	<b>\$915</b>	<b>\$9,320</b>
<b>Total</b>	<b>\$1,216</b>	<b>\$304</b>	<b>\$2,985</b>	<b>\$915</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,985</b>	<b>\$915</b>	<b>\$9,320</b>

**Rural Transit Systems - Operating Assistance**

<b>TIP ID</b>	40-9204-61	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Operating assistance
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NONE	<b>Est. Total Cost</b>	\$2,408,000

**Description:**

Operating assistance to transit systems located in the Baltimore region. Systems include Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit), and Howard County (Howard Transit).

**Justification:**

To fulfill a demonstrated need for general-purpose transportation for persons living or traveling in the Baltimore region.

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

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 vehicles / apply emission reduction technologies.





Rural Transit Systems - Operating Assistance

(Funding in Thousands)

Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$301	\$2,408
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>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$2,408</b>
<b>Total</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$301</b>	<b>\$2,408</b>

### Susquehanna Bridges

<b>TIP ID</b>	95-1401-59	<b>Year of Operation</b>	n/a
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Other
<b>Project Category</b>	Commuter Rail	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TSO-5	<b>Est. Total Cost</b>	\$12,000

**Description:**

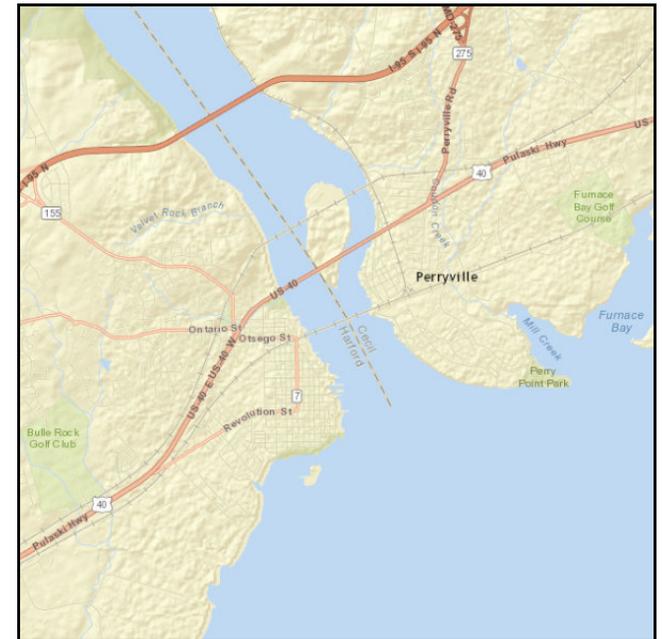
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a bridge replacement of the existing Northeast Corridor Susquehanna River Bridge. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor.

**Justification:**

The Bridges on the Amtrak Northeast Corridor in Maryland (Gunpowder, Bush and Susquehanna) are nearing the end of their useful life and require additional capacity for future passenger and freight operations. MDOT and Amtrak will pursue necessary funding to advance the replacement of three bridges in total.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





### Susquehanna Bridges

(Funding in Thousands)

#### High Speed Intercity Passenger Rail

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$10	\$0	\$2	\$0	\$0	\$0	\$0	\$0	\$12
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$10</b>	<b>\$0</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12</b>
<b>Total</b>	<b>\$10</b>	<b>\$0</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12</b>

### State Safety Oversight

<b>TIP ID</b>	90-1401-39	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	TSO-7	<b>Est. Total Cost</b>	\$1,581,000

**Description:**

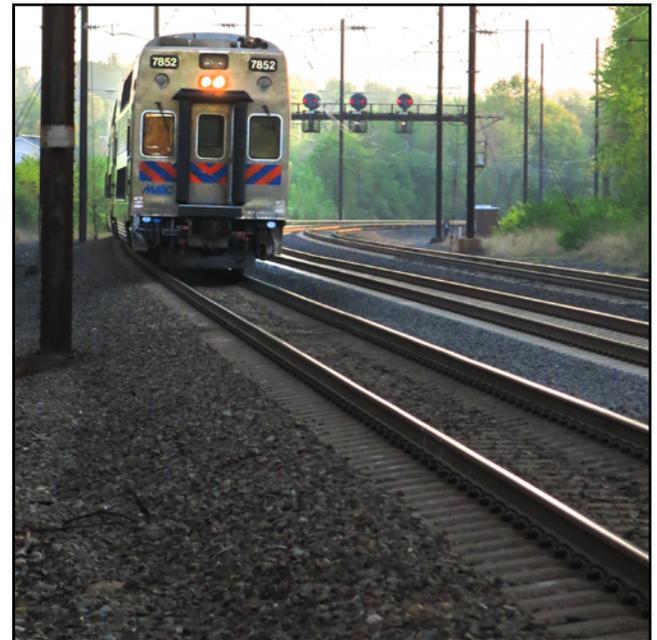
This is a national transit safety initiative to establish a process for oversight of program compliance. The process will advance the provision of safe, reliable and equitable transit service through adherence to legislative, policy and regulatory requirements as established by FTA. It will provide an unbiased source of integrated information to promote transit safety and effective grant management.

**Justification:**

To make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs and information sharing.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 1.D Improve System Safety -- Improve emergency response time.





### State Safety Oversight

(Funding in Thousands)

#### Section 5329 (State Safety Oversight)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$608	\$170	\$603	\$200	\$0	\$0	\$0	\$0	\$1,581
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>\$608</b>	<b>\$170</b>	<b>\$603</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,581</b>
<b>Total</b>	<b>\$608</b>	<b>\$170</b>	<b>\$603</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,581</b>

### Port of Baltimore Enhancements

<b>TIP ID</b>	92-1401-83	<b>Year of Operation</b>	n/a
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Facility expansion
<b>Project Category</b>	Ports	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	MPA-9	<b>Est. Total Cost</b>	\$38,605

**Description:**

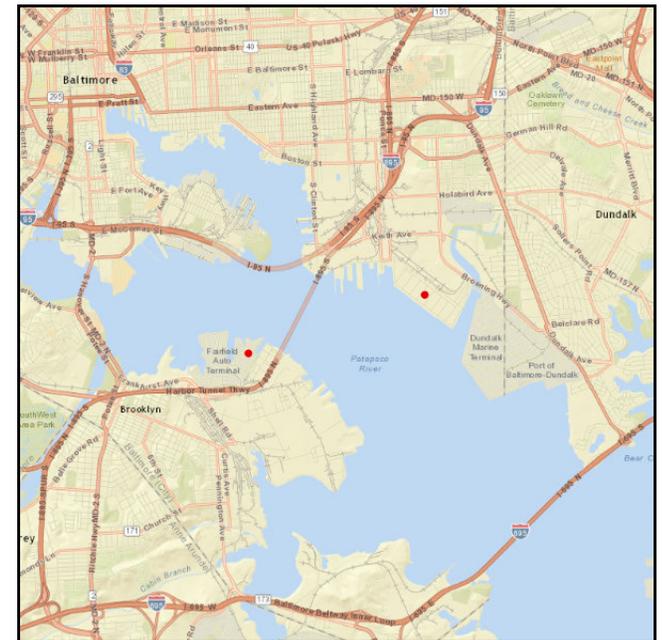
MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

**Justification:**

The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that will be able to transit the Panama Canal when it is expanded in 2016. The suitable material dredged from this widening will be used as fill in the WWII-era shipbuilding basin to create new land needed for cargo storage (and cost avoidance to replace dilapidated bulkheads). Rail access to Fairfield will allow more efficient cargo movement.

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

- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
- 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.





**Port of Baltimore Enhancements**

(Funding in Thousands)

**Transportation Investment Generating Economic Recovery**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3	\$7	\$4	\$8	\$0	\$1	\$0	\$0	\$23
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>\$3</b>	<b>\$7</b>	<b>\$4</b>	<b>\$8</b>	<b>\$0</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23</b>
<b>Total</b>	<b>\$3</b>	<b>\$7</b>	<b>\$4</b>	<b>\$8</b>	<b>\$0</b>	<b>\$1</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23</b>

### Baltimore and Potomac Tunnel

<b>TIP ID</b>	92-1101-99	<b>Year of Operation</b>	n/a
<b>Agency</b>	Office of the Secretary	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2.3 miles
<b>CIP or CTP ID(s)</b>	TSO-6	<b>Est. Total Cost</b>	\$52,000

**Description:**

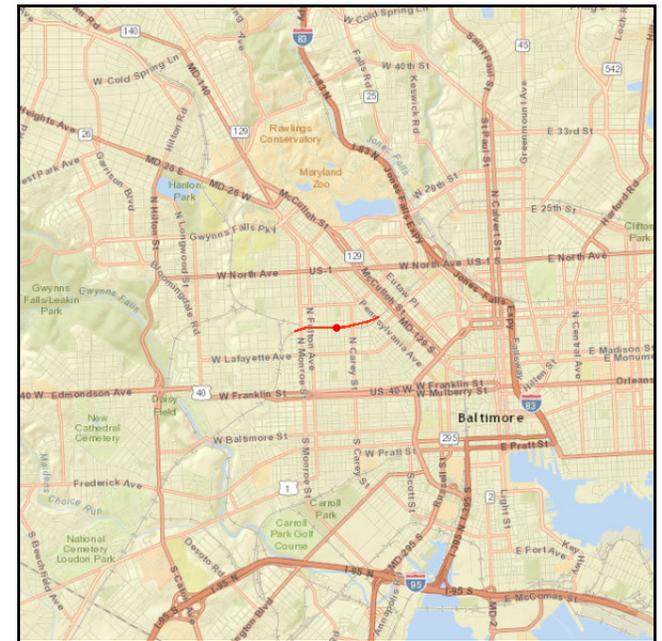
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing B&P Tunnel. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor through Baltimore.

**Justification:**

The B&P Tunnel opened in 1873 and is approaching the end of its useful life. The new alignment and infrastructure should increase capacity, reduce travel times, add Fire and Life Safety Facilities, reduce maintenance costs, increase clearance, and potentially provide structural and operational redundancy.

**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).
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





### Baltimore and Potomac Tunnel

(Funding in Thousands)

#### High Speed Intercity Passenger Rail

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$26	\$0	\$26	\$0	\$0	\$0	\$0	\$0	\$52
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$26</b>	<b>\$0</b>	<b>\$26</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52</b>
<b>Total</b>	<b>\$26</b>	<b>\$0</b>	<b>\$26</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52</b>

### MD 175: Mapes Road and Reece Road Intersection Reconstruction

<b>TIP ID</b>	61-1402-39	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA	<b>Project Type</b>	Other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	1 Mile
<b>CIP or CTP ID(s)</b>	AA5806	<b>Est. Total Cost</b>	\$28,256,000

**Description:**

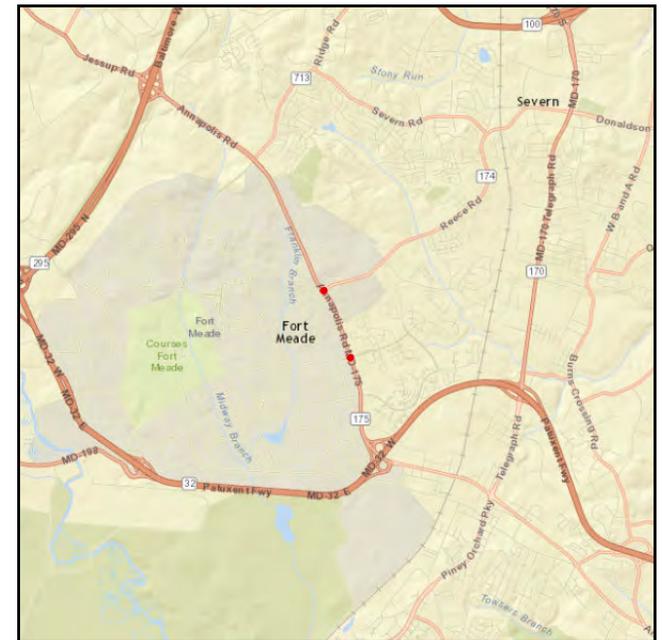
Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement) for the length of 1 mile.

**Justification:**

This project will improve safety and operations along MD 175 and ease growing congestion resulting from the BRAC expansion of Fort Meade.

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

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





2016 - 2019 Transportation Improvement Program

**MD 175: Mapes Road and Reece Road Intersection Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,950	\$647	\$3,275	\$719	\$3,079	\$677	\$0	\$0	\$11,347
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	\$4,249	\$1,036	\$2,211	\$557	\$461	\$116	\$0	\$0	\$8,630
<b>Subtotal</b>	<b>\$7,199</b>	<b>\$1,683</b>	<b>\$5,486</b>	<b>\$1,276</b>	<b>\$3,540</b>	<b>\$793</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,977</b>
<b>Total</b>	<b>\$7,199</b>	<b>\$1,683</b>	<b>\$5,486</b>	<b>\$1,276</b>	<b>\$3,540</b>	<b>\$793</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,977</b>

**MD 175: MD 295 to MD 170**

<b>TIP ID</b>	61-0605-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	4 lanes to 6-lane divided; 5.2 miles
<b>CIP or CTP ID(s)</b>	AA4361	<b>Est. Total Cost</b>	\$76,900,000

**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. The entire corridor will see bicycle and pedestrian accommodations.

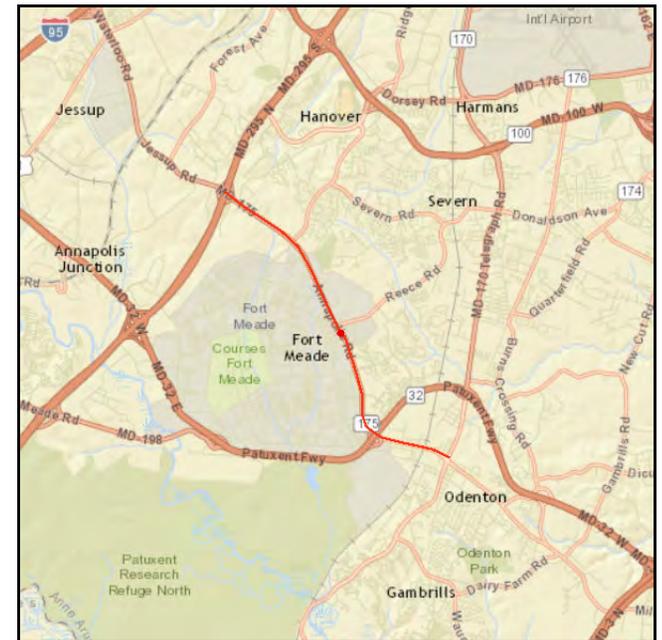
The project will be completed in phases. Segment 1 is the MD 175/MD 295 interchange, which is funded at \$1.5 million for project engineering and included in the fund flows for this TIP ID. Segment 2 is MD 175: Disney Road to Reece Road. This project is funded for design and construction. The TIP Reference #: 61-1601-41.

**Justification:**

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

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

- 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.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**MD 175: MD 295 to MD 170**

(Funding in Thousands)

**Section 1702 High Priority Project**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$1,060	\$140	\$1,200	\$0	\$1,132	\$0	\$0	\$0	\$3,532
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,060</b>	<b>\$140</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$1,132</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,532</b>

**Other**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$5,000	\$0	\$6,000	\$0	\$10,467	\$0	\$6,060	\$27,527
<b>Subtotal</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$10,467</b>	<b>\$0</b>	<b>\$6,060</b>	<b>\$27,527</b>

<b>Total</b>	<b>\$1,060</b>	<b>\$5,140</b>	<b>\$1,200</b>	<b>\$6,000</b>	<b>\$1,132</b>	<b>\$10,467</b>	<b>\$0</b>	<b>\$6,060</b>	<b>\$31,059</b>
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**MD 198: MD 295 to MD 32**

<b>TIP ID</b>	61-1403-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2.66 Miles
<b>CIP or CTP ID(s)</b>	AA5101	<b>Est. Total Cost</b>	\$200,000,000

**Description:**

Project to address capacity needs on MD 198 from MD 295 to MD 32. Bicycle and pedestrian access will be provided where appropriate. (BRAC related)

This project will be improved in phases. Phase I is the MD 198 / MD 295 partial interchange project, which is projected to be complete in 2020. This project will widen the roadway to add turning lanes; however, it does not add additional through-traffic lanes.

**Justification:**

MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

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

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





**MD 198: MD 295 to MD 32**

(Funding in Thousands)

**Other**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$500	\$0	\$500	\$0	\$400	\$0	\$99	\$1,499
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>\$500</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$99</b>	<b>\$1,499</b>
<b>Total</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$400</b>	<b>\$0</b>	<b>\$99</b>	<b>\$1,499</b>

**US 50: MD 70 to MD 2**

<b>TIP ID</b>	61-1404-41	<b>Year of Operation</b>	n/a
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.7 miles
<b>CIP or CTP ID(s)</b>	AA2211	<b>Est. Total Cost</b>	\$23,000,000

**Description:**

Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

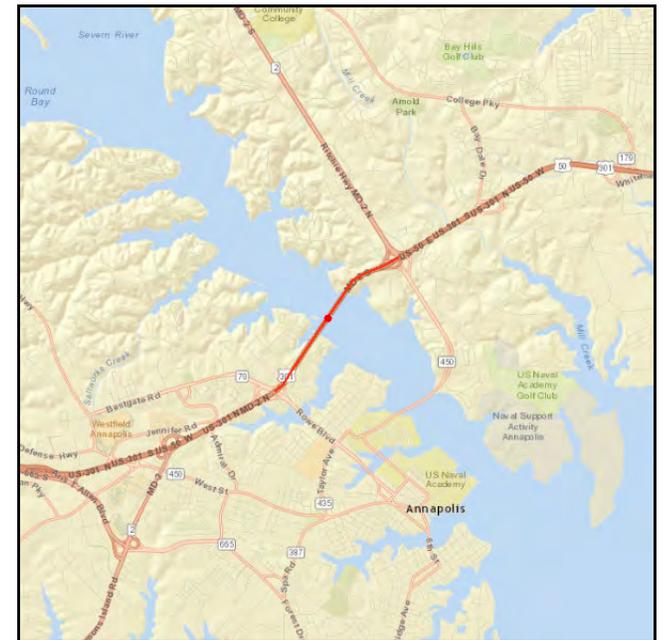
There are currently three through lanes in each direction of US 50. The preferred alternative adds an additional through lane on eastbound US 50.

**Justification:**

The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

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

- 4. Increase Mobility





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

US 50: MD 70 to MD 2

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400</b>

**MD 175: Disney Road to Reece Road**

<b>TIP ID</b>	61-1601-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 6 lanes
<b>CIP or CTP ID(s)</b>	AA4364	<b>Est. Total Cost</b>	\$41,514,000

**Description:**

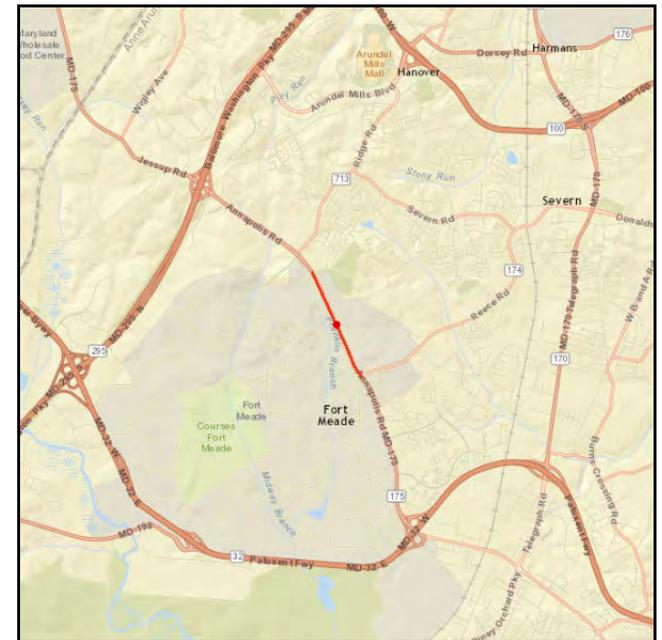
This project is a breakout of the MD 175: MD 295 to MD 170 corridor project, TIP ID #61-0605-41. It will widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway. Bicycle and pedestrian facilities will be provided.

**Justification:**

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

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA

### 2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

## MD 175: Disney Road to Reece Road

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,744	\$3,388	\$10,025	\$2,891	\$9,481	\$2,735	\$30,264
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>\$1,744</b>	<b>\$3,388</b>	<b>\$10,025</b>	<b>\$2,891</b>	<b>\$9,481</b>	<b>\$2,735</b>	<b>\$30,264</b>



**MD 175: Disney Road to Reece Road**

(Funding in Thousands)

**Transportation Investment Generating Economic Recovery**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
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>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

**Section 1702 High Priority Project**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$600	\$150	\$400	\$100	\$0	\$0	\$0	\$0	\$1,250
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$600</b>	<b>\$150</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250</b>
<b>Total</b>	<b>\$600</b>	<b>\$150</b>	<b>\$12,144</b>	<b>\$3,488</b>	<b>\$10,025</b>	<b>\$2,891</b>	<b>\$9,481</b>	<b>\$2,735</b>	<b>\$41,514</b>

**MD 295: I-895 to North of Daisy Avenue - Noise Wall**

<b>TIP ID</b>	63-1405-31	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA	<b>Project Type</b>	Noise barriers
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.1 Miles
<b>CIP or CTP ID(s)</b>	BA9782	<b>Est. Total Cost</b>	\$14,879,000

**Description:**

This project will install noise walls along MD 295 to reduce highway noise for residents of the Riverview and Baltimore highlands communities in Baltimore County. The project will also include the construction of drainage systems to allow stormwater to continue downstream and landscaping (tree plantings and slope treatments).

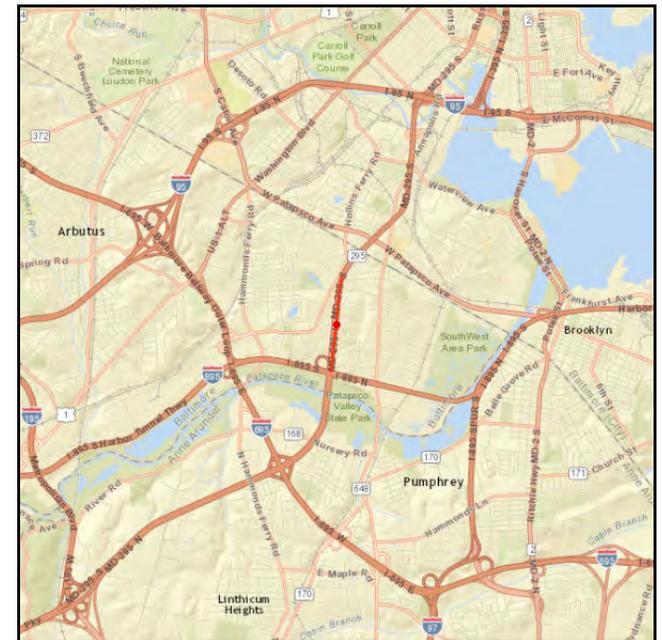
Breakout from Areawide Environmental Projects - 60-9506-38

**Justification:**

The MD 295 noise wall project will reduce noise impacts to Riverview and Highlands communities in Baltimore County.

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

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





2016 - 2019 Transportation Improvement Program

**MD 295: I-895 to North of Daisy Avenue - Noise Wall**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,082	\$1,715	\$2,991	\$844	\$0	\$0	\$0	\$0	\$11,632
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>\$6,082</b>	<b>\$1,715</b>	<b>\$2,991</b>	<b>\$844</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,632</b>
<b>Total</b>	<b>\$6,082</b>	<b>\$1,715</b>	<b>\$2,991</b>	<b>\$844</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,632</b>

**I-695: Low-Cost Operational and Safety Improvements**

<b>TIP ID</b>	63-1204-04	<b>Year of Operation</b>	n/a
<b>Agency</b>	SHA	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$10,448,000

**Description:**

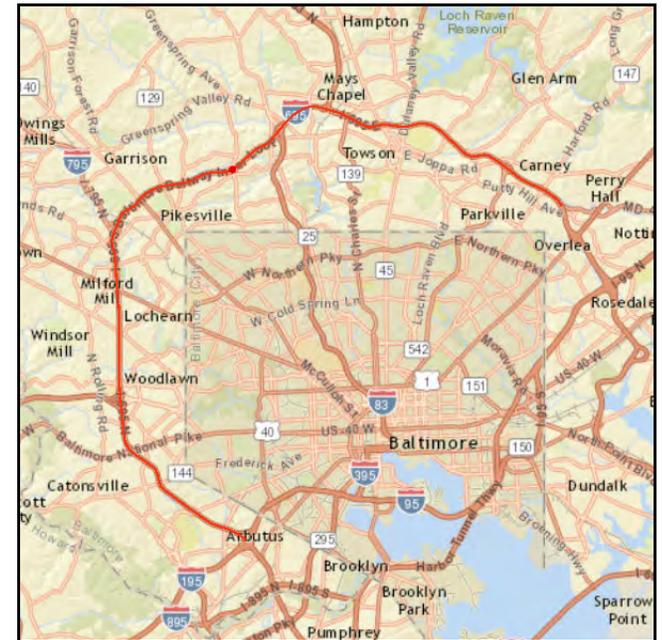
A traffic analysis using traffic simulation modeling software was conducted by SHA to identify ways to improve operational and overall safety conditions on I-695 from I-95 (Arbutus) to MD 43 (White Marsh). The next phase is to initiate Preliminary Engineering to advance design of the conceptual operational and safety improvements, while considering the planned widening of I-695. Current analysis indicates the project likely recommended next will be auxiliary lanes at Cromwell Bridge Road.

**Justification:**

These traffic management strategies will increase safety and improve traffic operations, with minor interim improvements. The improvements will ease congestion at choke points along I-695. Improvements to the Baltimore Beltway are a top transportation priority for Baltimore County.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**I-695: Low-Cost Operational and Safety Improvements**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$350	\$276	\$280	\$120	\$840	\$360	\$5,250	\$2,250	\$9,726
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$350</b>	<b>\$276</b>	<b>\$280</b>	<b>\$120</b>	<b>\$840</b>	<b>\$360</b>	<b>\$5,250</b>	<b>\$2,250</b>	<b>\$9,726</b>
<b>Total</b>	<b>\$350</b>	<b>\$276</b>	<b>\$280</b>	<b>\$120</b>	<b>\$840</b>	<b>\$360</b>	<b>\$5,250</b>	<b>\$2,250</b>	<b>\$9,726</b>

**I-695: I-95 to MD 122 (Southwest Beltway)**

<b>TIP ID</b>	63-0602-41	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 8 Lanes
<b>CIP or CTP ID(s)</b>	AW7581	<b>Est. Total Cost</b>	\$0

**Description:**

The overall purpose of this project is to study the six-lane portions of I-695 for widening to an eight-lane freeway from I-95 to MD 122 (Security Boulevard). This umbrella project funded PE in 2014 for two projects that have since been broken out. Funding did not go beyond 30% PE:

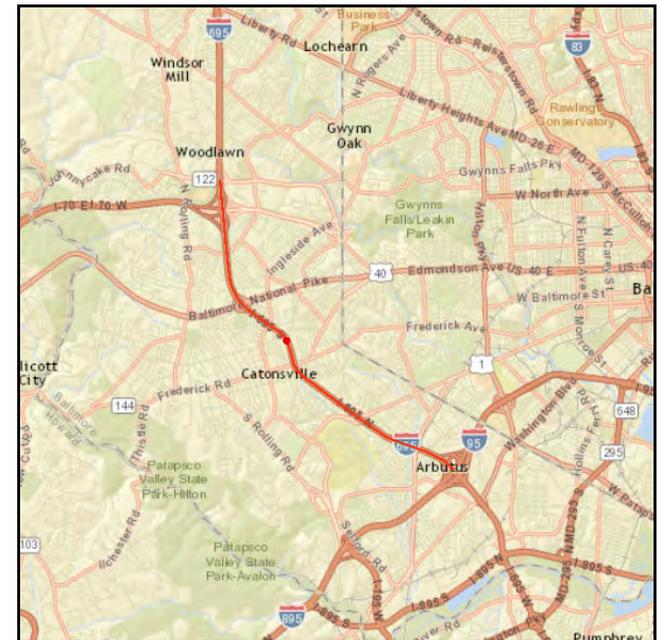
- a) I-695 Outer Loop widening from south of US 40 to MD 144: The project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144. This project has separate cash flows and TIP ID #63-1601-41.
- b) Replacement of bridge on I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert Run and realignment of I-695 Inner Loop ramp from US 1 over Leeds Avenue, and US 1 from Knecht Avenue to Linden Avenue. This project has separate cash flows and TIP ID #63-1602-43.

**Justification:**

The purpose of this project is to improve mobility and safety on I-695 by widening the roadway to provide a fourth mainline lane on the outer and inner loops of the beltway. The project will also provide pavement width to accommodate for the ultimate section of the beltway.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2016 - 2019 Transportation Improvement Program

I-695: I-95 to MD 122 (Southwest Beltway)

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$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>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### MD 140: Garrison View Road to North of Owings Mills Boulevard (Phase 2)

<b>TIP ID</b>	63-0802-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0.75 Mile, 2 to 3 lanes
<b>CIP or CTP ID(s)</b>	BA7291	<b>Est. Total Cost</b>	\$24,198,000

**Description:**

Capacity and safety improvements to MD 140 from Garrison View Road to north of Owings Mills Boulevard including; an additional through lane on southbound MD 140, addition of left and right turn lanes, and added width for bicycle compatability. This results in two through lanes on northbound MD 140 and three through lanes on southbound MD 140. Pedestrian improvements will be provided where appropriate.

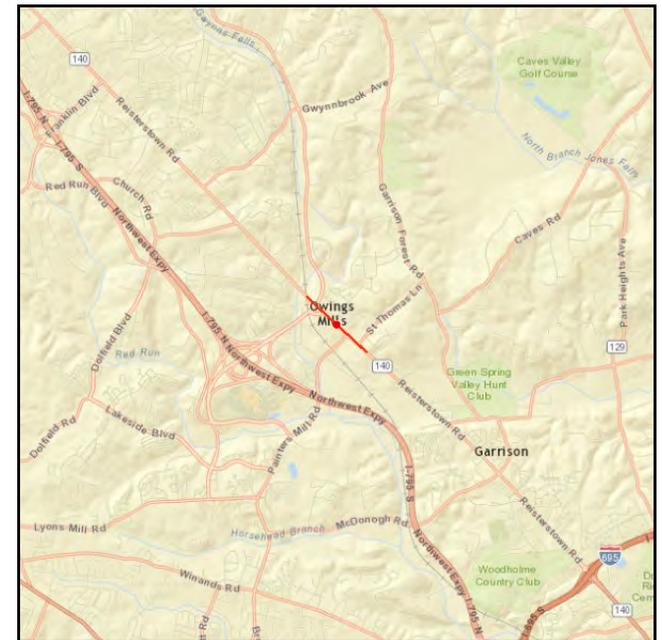
This is phase 2 of MD 140 corridor improvements. Phase I - MD 140: Garrison View Road to Painters Mill Road, including the intersection, has TIP ID #63-1203-41

**Justification:**

This project will provide additional capacity and access to planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 business corridor.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility





2016 - 2019 Transportation Improvement Program

**MD 140: Garrison View Road to North of Owings Mills Boulevard (Phase 2)**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$500	\$0	\$470	\$0	\$228	\$0	\$0	\$1,198
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>\$500</b>	<b>\$0</b>	<b>\$470</b>	<b>\$0</b>	<b>\$228</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,198</b>
<b>Total</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$470</b>	<b>\$0</b>	<b>\$228</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,198</b>

### I-795: Dolfield Boulevard Interchange

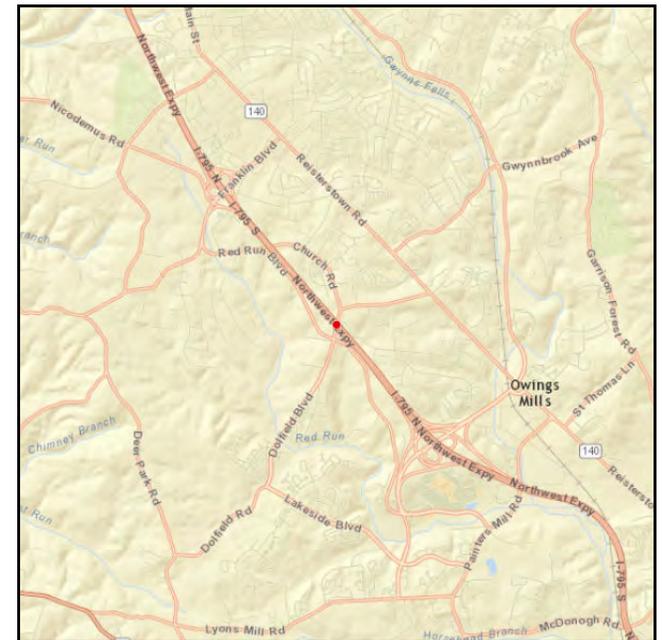
<b>TIP ID</b>	63-0803-46	<b>Year of Operation</b>	2026
<b>Agency</b>	SHA	<b>Project Type</b>	New interchange
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	Full Interchange, 2 to 3 lanes
<b>CIP or CTP ID(s)</b>	BA4511	<b>Est. Total Cost</b>	\$41,000,000

**Description:**

Preferred Alternative 4C Option 10 consists of widening the I-795 mainline from 2 to 3 through lanes, widening the Dolfield Boulevard/Pleasant Hill Road bridge over I-795, adding northbound and southbound on and off-ramps forming a full interchange at Dolfield Blvd, auxiliary lanes between the new Dolfield Blvd interchange ramps and the Owings Mills Blvd interchange ramps, and making local intersection improvements. Tollgate Road, between Hewitt Farms Road and Dolfield Blvd, would be relocated tying into the intersection of Dolfield Blvd and Church Road. Pleasant Hill Road would tie into relocated Tollgate Road forming a T-intersection. The intersection of Relocated Tollgate Road and Pleasant Hill Road would consist of right in/right out movements only onto Pleasant Hill Road. A new roadway through the swim club property is proposed to replace left turn movements from Pleasant Hill Rd.

**Justification:**

This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.



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

- 4. Increase Mobility



SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**I-795: Dolfield Boulevard Interchange**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$1,350	\$150	\$1,350	\$150	\$900	\$100	\$450	\$50	\$4,500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,350</b>	<b>\$150</b>	<b>\$1,350</b>	<b>\$150</b>	<b>\$900</b>	<b>\$100</b>	<b>\$450</b>	<b>\$50</b>	<b>\$4,500</b>
<b>Total</b>	<b>\$1,350</b>	<b>\$150</b>	<b>\$1,350</b>	<b>\$150</b>	<b>\$900</b>	<b>\$100</b>	<b>\$450</b>	<b>\$50</b>	<b>\$4,500</b>

### MD 140: Garrison View Road to Painters Mill Road - Phase 1

<b>TIP ID</b>	63-1203-41	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0.3 Miles, 2 to 3 lanes
<b>CIP or CTP ID(s)</b>	BA7292	<b>Est. Total Cost</b>	\$13,502,000

**Description:**

Improvements include widening northbound MD 140 to provide a third through lane (lane is 16'-wide bicycle-compatible) and 5' raised median, constructing 5' ADA-compliant sidewalks, resurfacing roadway, landscaping and utility relocations. Southbound improvements to be provided by developer. Culvert and utility work to be done in advance contract.

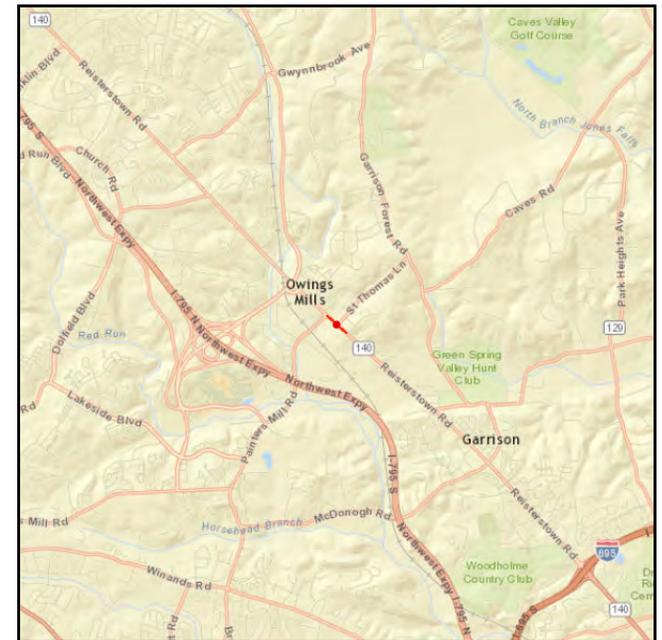
This is phase 1 of MD 140 construction. Phase 2 is the MD 140: Garrison View Road to north of Owings Mills Boulevard project (TIP ID #63-0802-41).

**Justification:**

The purpose of this project is to relieve current and anticipated traffic congestion based on background growth and proposed development, including Transit Oriented Development at the Owings Mills Metro Station. The project will address safety and operational concerns along MD 140. It will help reduce overall delays along the corridor and enhance vehicular and pedestrian safety. This is a top transportation priority project for Baltimore County.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**MD 140: Garrison View Road to Painters Mill Road - Phase 1**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,003	\$0	\$0	\$0	\$0	\$0	\$0	\$1,003
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$265	\$66	\$0	\$0	\$0	\$0	\$0	\$0	\$331
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$980	\$0	\$1,015	\$0	\$0	\$0	\$0	\$1,995
<b>Subtotal</b>	<b>\$265</b>	<b>\$2,049</b>	<b>\$0</b>	<b>\$1,015</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,329</b>
<b>Total</b>	<b>\$265</b>	<b>\$2,049</b>	<b>\$0</b>	<b>\$1,015</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,329</b>

### I-695: Bridge Over Milford Mill Road Reconstruction

<b>TIP ID</b>	63-1205-43	<b>Year of Operation</b>	2016
<b>Agency</b>	SHA	<b>Project Type</b>	Bridge widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	8 to 8 lanes
<b>CIP or CTP ID(s)</b>	BA4622	<b>Est. Total Cost</b>	\$27,608,000

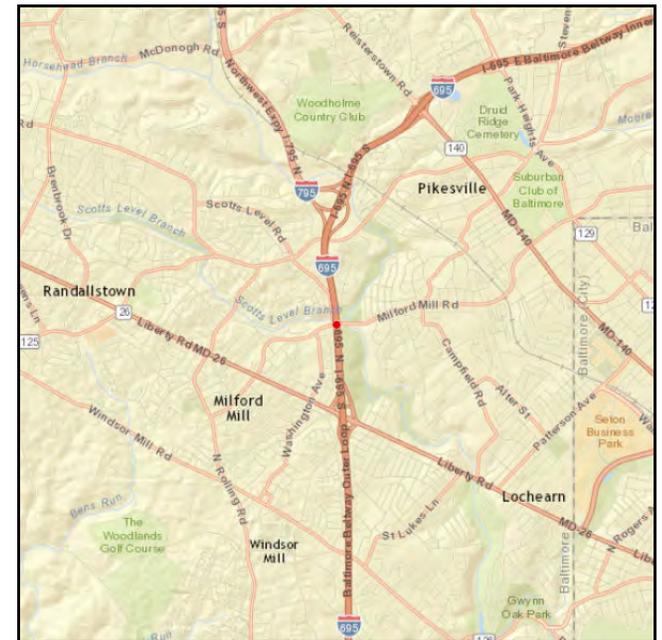
**Description:**

Replace the existing I-695 Bridge over Milford Mill Road. It will be removed and replaced with a wider bridge to improve safety and allow for future widening of I-695. No additional traffic lanes are being provided at this time. Sidewalks along Millford Road under the bridge will be rebuilt to accommodate the new bridge structure.

More project details can be found on the SHA web site at: <http://apps.roads.maryland.gov> (Search for project #BA462\_22)

**Justification:**

The existing bridge is deteriorated and structurally deficient.



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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.



SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**I-695: Bridge Over Milford Mill Road Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$8,234	\$972	\$0	\$0	\$0	\$0	\$0	\$0	\$9,206
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>\$8,234</b>	<b>\$972</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,206</b>
<b>Total</b>	<b>\$8,234</b>	<b>\$972</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,206</b>

### I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction

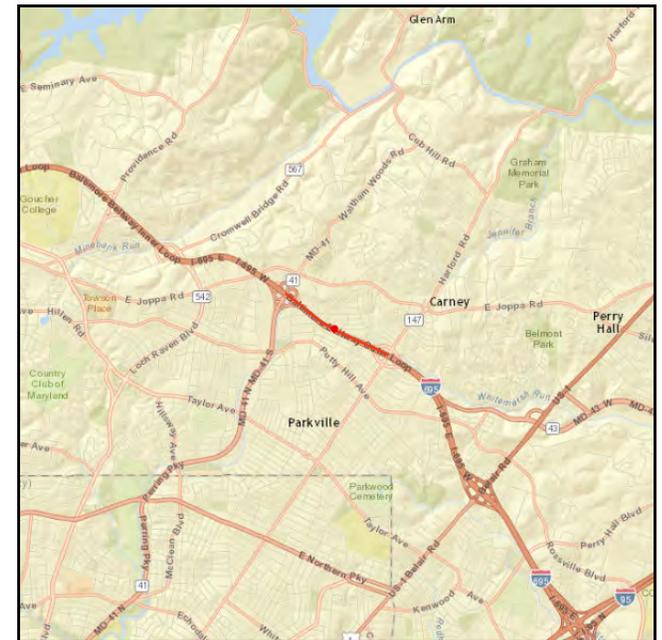
<b>TIP ID</b>	63-1206-41	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	6 to 8 lanes; 11.4 miles
<b>CIP or CTP ID(s)</b>	BA4581	<b>Est. Total Cost</b>	\$32,376,000

**Description:**

The purpose of this project is to provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include a wider median, wider shoulders and replacement of the existing Old Harford Road bridge over I-695, accommodating future widening along I-695. This project also includes the reconfiguration of an existing one-lane ramp off of the I-695 Inner Loop at MD 147 (Harford Road). The new ramp will increase from one to three lanes, including a double-left and an exclusive right-turn lane. A traffic signal and 350 feet of storage capacity will be provided. The existing one-lane ramp will be removed, reducing the need to weave on this section of I-695.

**Justification:**

These changes will increase capacity and improve safety on this segment of the I-695 Beltway.



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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



**I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$9,271	\$0	\$10,178	\$0	\$0	\$0	\$0	\$19,449
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>\$9,271</b>	<b>\$0</b>	<b>\$10,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,449</b>

**Section 1702 High Priority Project**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$684	\$84	\$0	\$0	\$0	\$0	\$0	\$0	\$768
<b>Subtotal</b>	<b>\$684</b>	<b>\$84</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$768</b>
<b>Total</b>	<b>\$684</b>	<b>\$9,355</b>	<b>\$0</b>	<b>\$10,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,217</b>

**I-695: US 40 to MD 144**

<b>TIP ID</b>	63-1601-41	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	3 to 4 lanes
<b>CIP or CTP ID(s)</b>	BA7271	<b>Est. Total Cost</b>	\$117,430,000

**Description:**

This project will widen I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway.

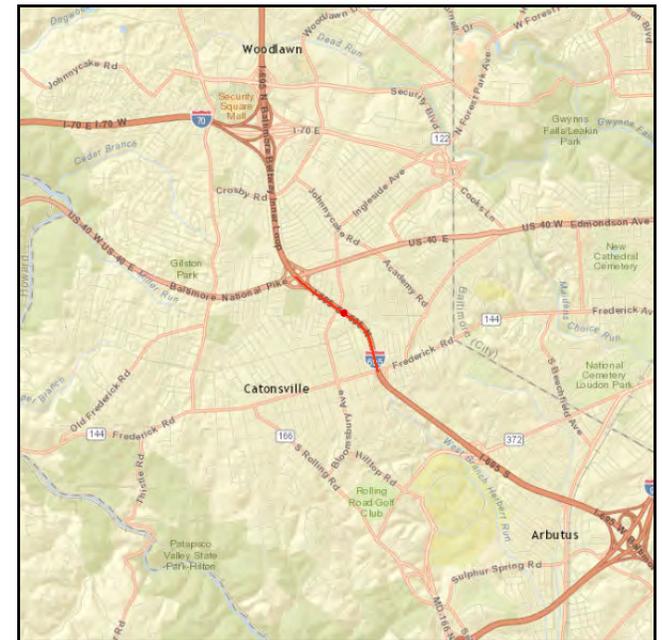
This project is a breakout of the I-695, from I-95 to MD 122, corridor project, which has TIP ID #63-0602-41.

**Justification:**

This project will provide additional capacity and improve safety and operations on this segment of I-695.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4. Increase Mobility





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**I-695: US 40 to MD 144**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$13,814	\$3,897	\$19,667	\$10,865	\$20,337	\$16,371	\$13,145	\$5,834	\$103,930
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>\$13,814</b>	<b>\$3,897</b>	<b>\$19,667</b>	<b>\$10,865</b>	<b>\$20,337</b>	<b>\$16,371</b>	<b>\$13,145</b>	<b>\$5,834</b>	<b>\$103,930</b>
<b>Total</b>	<b>\$13,814</b>	<b>\$3,897</b>	<b>\$19,667</b>	<b>\$10,865</b>	<b>\$20,337</b>	<b>\$16,371</b>	<b>\$13,145</b>	<b>\$5,834</b>	<b>\$103,930</b>

### I-695 Bridge Replacements at Benson Ave and US 1

<b>TIP ID</b>	63-1602-43	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA	<b>Project Type</b>	Bridge widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	BA3661	<b>Est. Total Cost</b>	\$50,936,000

**Description:**

Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave; Bridge 0311405 on I-695 Inner Loop over Leeds Avenue, US 1, AMTRAK and Herbert Run. The project also includes the realignment of access to the I-695 on-ramp from Leeds Ave. to US 1. Both bridges will be widened to accommodate the future widening of I-695 (one additional through lane) to improve safety. No additional traffic lanes are being provided at this time.

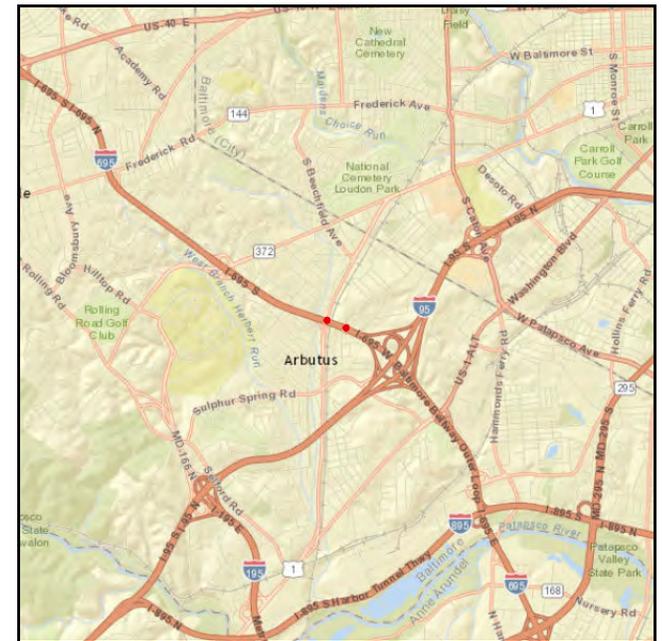
This project is a breakout of the larger corridor project, I-695 from I-95 to MD 122, which has TIP ID #63-0602-41 and separate funding flows.

**Justification:**

The bridges on I-695 Inner Loop over Benson and Leeds/US 1/ AMTRAK/ Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**I-695 Bridge Replacements at Benson Ave and US 1**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$15,949	\$65	\$12,736	\$1,273	\$5,539	\$615	\$0	\$0	\$36,177
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>\$15,949</b>	<b>\$65</b>	<b>\$12,736</b>	<b>\$1,273</b>	<b>\$5,539</b>	<b>\$615</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,177</b>



SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

I-695 Bridge Replacements at Benson Ave and US 1

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$2,158	\$0	\$364	\$0	\$0	\$0	\$0	\$2,522
<b>Subtotal</b>	<b>\$0</b>	<b>\$2,158</b>	<b>\$0</b>	<b>\$364</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,522</b>
<b>Total</b>	<b>\$15,949</b>	<b>\$2,223</b>	<b>\$12,736</b>	<b>\$1,637</b>	<b>\$5,539</b>	<b>\$615</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,699</b>

**MD 25: Bridge Replacement over Georges Run**

<b>TIP ID</b>	63-1603-13	<b>Year of Operation</b>	2016
<b>Agency</b>	SHA	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Bridge Replacement, 2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	BA8101	<b>Est. Total Cost</b>	\$3,216,000

**Description:**  
 Replace bridge #0301900 along MD 25, Falls Road, over Georges Run.

**Justification:**  
 The bridge is nearing the end of its structural life and needs to be replaced.

**Connection to Long-Range Transportation Planning Goals:**  
 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**MD 25: Bridge Replacement over Georges Run**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,482	\$418	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900
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>\$1,482</b>	<b>\$418</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,900</b>

**Other**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$190	\$0	\$57	\$0	\$0	\$0	\$0	\$247
<b>Subtotal</b>	<b>\$0</b>	<b>\$190</b>	<b>\$0</b>	<b>\$57</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$247</b>
<b>Total</b>	<b>\$1,482</b>	<b>\$608</b>	<b>\$0</b>	<b>\$57</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,147</b>

### MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)

<b>TIP ID</b>	64-1401-19	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.58 miles, 2 to 2 lanes
<b>CIP or CTP ID(s)</b>	CL3411	<b>Est. Total Cost</b>	\$23,584,000

**Description:**

The purpose of this project is to provide Community Safety and Enhancement improvements on MD 30 Business (Main Street in Hampstead) from North Woods Trail to CSX Railroad by reconstructing the existing roadway with ADA compliant sidewalks on both sides of the street, bicycle facilities, curb and gutter, crosswalks, and driveway entrances. The project will also upgrade the drainage system, provide stormwater management facilities, provide landscaping, modify traffic signals and relocate utilities as necessary.

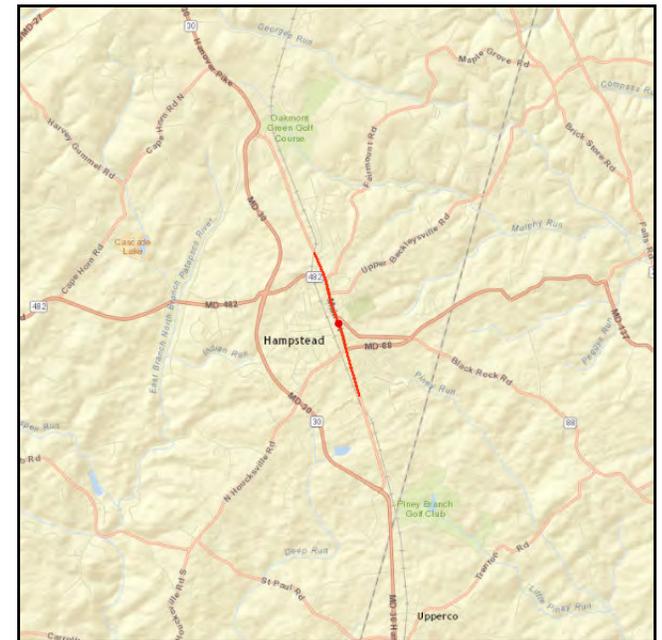
**Justification:**

This project will provide significant improvements to the roadway, sidewalk and drainage infrastructure in the town of Hampstead. It will also address operational issues at intersections.

\* Preliminary engineering and right-of-way phases were funded under the Areawide Urban Reconstruction Program.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





**MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)**

(Funding in Thousands)

**Other**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,245	\$0	\$8,283	\$0	\$6,843	\$0	\$3,140	\$19,511
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$149
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$307	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$384
<b>Subtotal</b>	<b>\$456</b>	<b>\$1,322</b>	<b>\$0</b>	<b>\$8,283</b>	<b>\$0</b>	<b>\$6,843</b>	<b>\$0</b>	<b>\$3,140</b>	<b>\$20,044</b>
<b>Total</b>	<b>\$456</b>	<b>\$1,322</b>	<b>\$0</b>	<b>\$8,283</b>	<b>\$0</b>	<b>\$6,843</b>	<b>\$0</b>	<b>\$3,140</b>	<b>\$20,044</b>

### MD 22: Beards Hill Road Intersection Reconstruction

<b>TIP ID</b>	65-1205-41	<b>Year of Operation</b>	2016
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	Intersection, 4 to 6 Lanes
<b>CIP or CTP ID(s)</b>	HA3484	<b>Est. Total Cost</b>	\$15,987,000

**Description:**

The project will include adding an additional lane on MD 22- eastbound and westbound (outside widening) as well as an additional left-turn lane from MD 22 eastbound to Beards Hill Road. This results in a capacity increase from two to three through lanes both eastbound and westbound.

The existing left-turn lanes on Beards Hill Road will be widened to double left-turn lanes on each approach to MD 22.

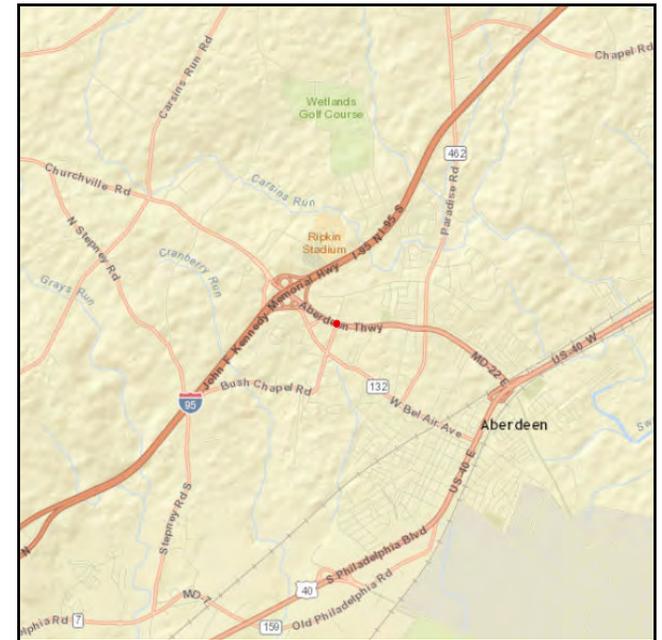
Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project.

**Justification:**

Improved access to Aberdeen Proving Ground is a vital component needed to accommodate the increase of employment as a result of BRAC. The intersection improvements will improve safety, capacity and operations in the near-term.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





2016 - 2019 Transportation Improvement Program

**MD 22: Beards Hill Road Intersection Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,204	\$704	\$3,966	\$873	\$0	\$0	\$0	\$0	\$8,747
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	\$453	\$113	\$0	\$0	\$0	\$0	\$0	\$0	\$566
<b>Subtotal</b>	<b>\$3,657</b>	<b>\$817</b>	<b>\$3,966</b>	<b>\$873</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,313</b>
<b>Total</b>	<b>\$3,657</b>	<b>\$817</b>	<b>\$3,966</b>	<b>\$873</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,313</b>

**US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2**

<b>TIP ID</b>	65-1402-41	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	Intersection, 4 to 6 Lanes
<b>CIP or CTP ID(s)</b>	HA3487	<b>Est. Total Cost</b>	\$20,500,000

**Description:**

The project includes widening US 40 from two through lanes to three through lanes in each direction, plus added turn lanes. West bound US 40 widening will extend approximately 2,500 feet west of MD 7. East bound US 40 widening will extend approximately 3,000 feet east to tie into previous widening at the MD 715 interchange. MD 159 will be modified to tie into US 40 east bound widening. The bridge over Cranberry Run will also be widened.

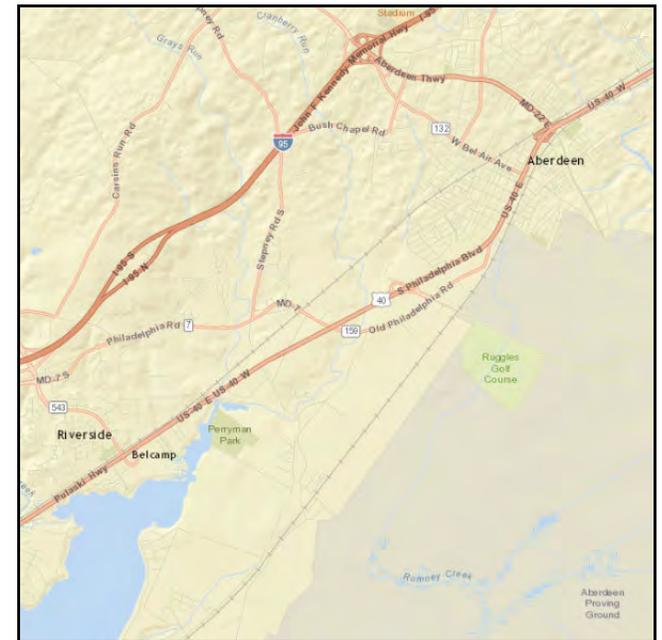
Funds allocated for the PE phase are reflected in the project for BRAC near Aberdeen Proving Ground.

**Justification:**

Improved access to Aberdeen Proving Ground is a vital component needed to accommodate the increase of employment as a result of BRAC. The intersection improvements will improve safety, capacity and operations in the near-term.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,006	\$566	\$4,196	\$1,184	\$4,671	\$1,317	\$3,866	\$1,090	\$18,896
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	\$191	\$48	\$0	\$0	\$0	\$0	\$0	\$0	\$239
<b>Subtotal</b>	<b>\$2,197</b>	<b>\$614</b>	<b>\$4,196</b>	<b>\$1,184</b>	<b>\$4,671</b>	<b>\$1,317</b>	<b>\$3,866</b>	<b>\$1,090</b>	<b>\$19,135</b>
<b>Total</b>	<b>\$2,197</b>	<b>\$614</b>	<b>\$4,196</b>	<b>\$1,184</b>	<b>\$4,671</b>	<b>\$1,317</b>	<b>\$3,866</b>	<b>\$1,090</b>	<b>\$19,135</b>

### MD 22: Paradise Road Intersection Reconstruction

<b>TIP ID</b>	65-1403-41	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	4 to 6 lanes
<b>CIP or CTP ID(s)</b>	HA3483	<b>Est. Total Cost</b>	\$21,196,000

**Description:**

The project will provide an additional lane in each direction on MD 22 between MD 462 and Beards Hill Road intersections, which results in three through lanes in each direction. MD 462 will be widened to provide exclusive left and right-turn lanes in both northbound and southbound directions. Sound Barriers will be installed along MD 22 east of MD 462.

Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project. Bicycle-compatible shoulders are being provided along MD 22 in accordance with SHA bike policy.

**Justification:**

Improved access to Aberdeen Proving Ground is a vital component needed to accommodate the increase of employment as a result of BRAC. The intersection improvements will improve safety, capacity and operations in the near-term.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**MD 22: Paradise Road Intersection Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$3,218	\$1,264	\$4,062	\$1,595	\$518	\$203	\$0	\$0	\$10,860
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	\$367	\$103	\$367	\$103	\$367	\$103	\$122	\$35	\$1,567
<b>Subtotal</b>	<b>\$3,585</b>	<b>\$1,367</b>	<b>\$4,429</b>	<b>\$1,698</b>	<b>\$885</b>	<b>\$306</b>	<b>\$122</b>	<b>\$35</b>	<b>\$12,427</b>
<b>Total</b>	<b>\$3,585</b>	<b>\$1,367</b>	<b>\$4,429</b>	<b>\$1,698</b>	<b>\$885</b>	<b>\$306</b>	<b>\$122</b>	<b>\$35</b>	<b>\$12,427</b>

### MD 22: Old Post Road Intersection Reconstruction

<b>TIP ID</b>	65-1202-12	<b>Year of Operation</b>	2016
<b>Agency</b>	SHA	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Intersection
<b>CIP or CTP ID(s)</b>	HA3485	<b>Est. Total Cost</b>	\$8,875,000

**Description:**

This project will include a number of improvements on MD 22 at Old Post Road, including the following: add an additional through lane on eastbound MD 22, add a through lane and an auxiliary lane on westbound MD 22, create a second left-turn lane from eastbound MD 22 to northbound Old Post Road, add right turn lanes from MD 22 to Old Post Road (both directions), and include a wide outside lane to accommodate bicyclists and pedestrians on Old Post Road. Other work activities at this intersection include construction of new curb/gutter and sidewalks, grinding, resurfacing, signing, lighting, pavement marking, signal modification and landscaping.

**Justification:**

The purpose of the project is to improve the operation and safety of MD 22 at Old Post Road, as well as provide additional local capacity in the area of the intersection. These intersection improvements will improve access to Aberdeen Proving Ground. Improving access is a vital component to accommodate the increased employment from BRAC.

Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and





SHA

2016 - 2019 Transportation Improvement Program

Highway Preservation  
National Highway System

**MD 22: Old Post Road Intersection Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,852	\$678	\$0	\$0	\$0	\$0	\$0	\$0	\$3,530
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	\$102	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$128
<b>Subtotal</b>	<b>\$2,954</b>	<b>\$704</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,658</b>
<b>Total</b>	<b>\$2,954</b>	<b>\$704</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,658</b>

**US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 1**

<b>TIP ID</b>	65-1401-12	<b>Year of Operation</b>	2014
<b>Agency</b>	SHA	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Intersection
<b>CIP or CTP ID(s)</b>	HA3482	<b>Est. Total Cost</b>	\$4,091,000

**Description:**

Construct intersection improvements on US 40 at MD 7/MD 159 in Aberdeen. Phase 1 improves the MD 7 eastbound approach at US 40 to provide two exclusive left turn lanes, a channelized right turn lane and one through lane.

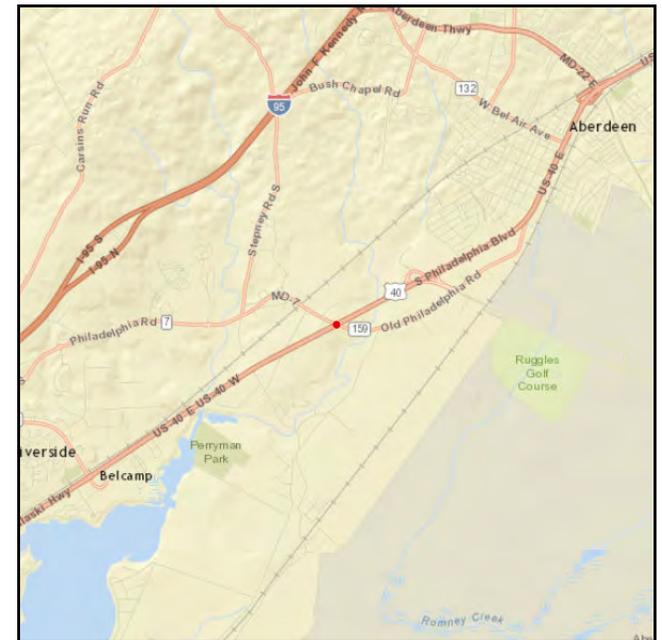
Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project.

**Justification:**

Improve access to the Aberdeen Industrial Park complexes and the Perryman Peninsula, as well as the Aberdeen Proving Grounds.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA

2016 - 2019 Transportation Improvement Program

Highway Preservation  
National Highway System

**US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 1**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$262	\$85	\$57	\$18	\$0	\$0	\$0	\$0	\$422
<b>Subtotal</b>	<b>\$262</b>	<b>\$85</b>	<b>\$57</b>	<b>\$18</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$422</b>
<b>Total</b>	<b>\$262</b>	<b>\$85</b>	<b>\$57</b>	<b>\$18</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$422</b>

**MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G**

<b>TIP ID</b>	65-1601-12	<b>Year of Operation</b>	
<b>Agency</b>	SHA	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.8 Miles
<b>CIP or CTP ID(s)</b>	HA3342	<b>Est. Total Cost</b>	\$9,100,000

**Description:**

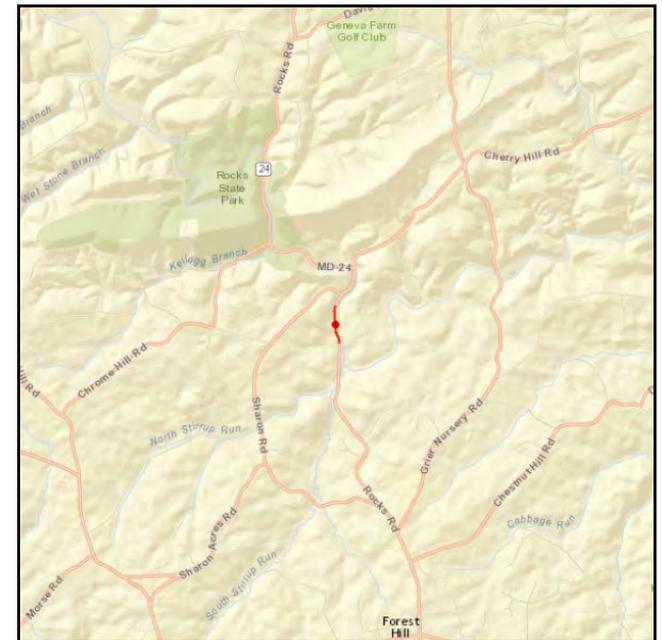
MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

**Justification:**

The purpose of these projects is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

**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).





MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$65	\$0	\$114	\$0	\$0	\$0	\$0	\$179
<b>Subtotal</b>	<b>\$0</b>	<b>\$65</b>	<b>\$0</b>	<b>\$114</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$179</b>
<b>Total</b>	<b>\$0</b>	<b>\$65</b>	<b>\$0</b>	<b>\$114</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$179</b>

### I-95: Welcome Center Truck Parking Lot Expansion

<b>TIP ID</b>	66-1203-04	<b>Year of Operation</b>	2014
<b>Agency</b>	SHA	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	41 spaces
<b>CIP or CTP ID(s)</b>	HO2931	<b>Est. Total Cost</b>	\$5,362,000

**Description:**

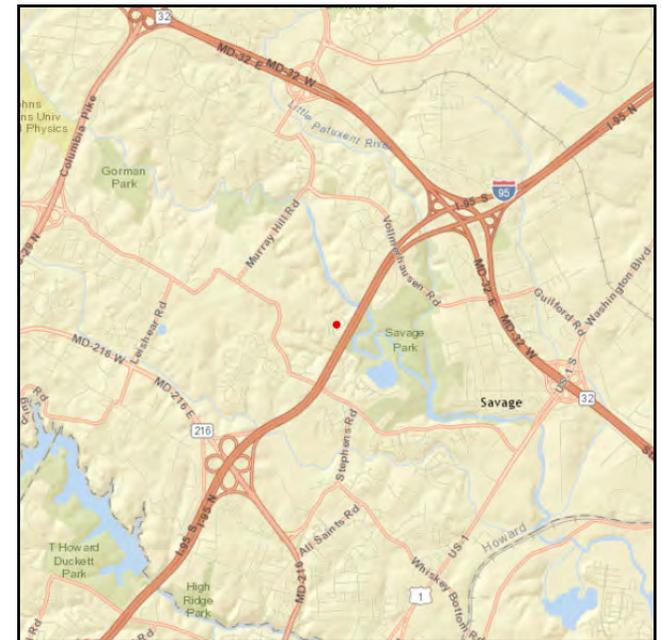
This project will construct 41 new truck parking spaces at the southbound welcome center on I-95 in Howard County to address a severe shortage of commercial vehicle parking along this portion of the I-95 corridor.

**Justification:**

This is a safety and improvements project to help reduce the number of trucks parking on exit and entrance ramps for the I-95 South Welcome Center.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**I-95: Welcome Center Truck Parking Lot Expansion**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$94	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$96
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>\$94</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$96</b>
<b>Total</b>	<b>\$94</b>	<b>\$2</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$96</b>

**US 29: Seneca Drive to MD 175- Phase 1B**

<b>TIP ID</b>	66-1101-41	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	5 to 6 lanes; 2.8 miles
<b>CIP or CTP ID(s)</b>	HO3171	<b>Est. Total Cost</b>	\$35,202,000

**Description:**

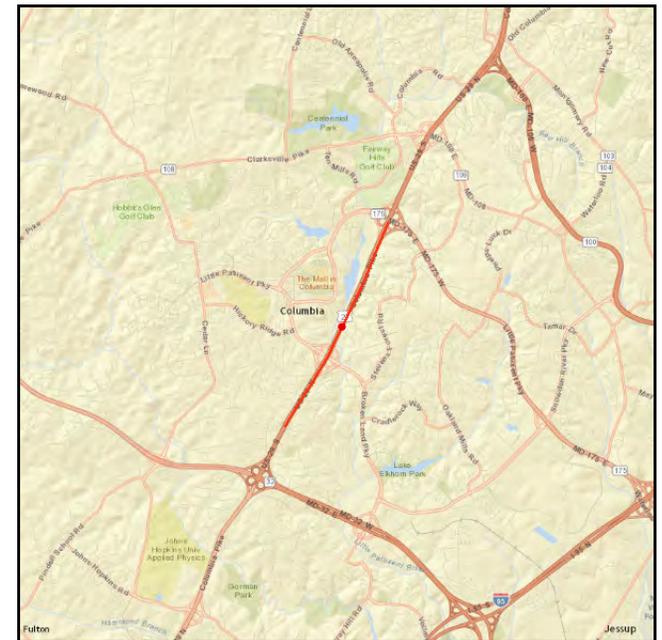
The US 29 Northbound widening project extends from Seneca Drive to south of MD 175, a distance of 2.8 miles. This section of Northbound US 29 is currently only two lanes wide, and the project scope includes widening into the median to add a third lane. The improvement will extend the acceleration and deceleration lanes at the Seneca Drive interchange, and remove the existing access points at Gales Lane and Old Columbia Road.

**Justification:**

The project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

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

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





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

US 29: Seneca Drive to MD 175- Phase 1B

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$10,803	\$0	\$7,027	\$0	\$0	\$0	\$0	\$17,830
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	\$257	\$371	\$0	\$0	\$0	\$0	\$0	\$0	\$628
<b>Subtotal</b>	<b>\$257</b>	<b>\$11,174</b>	<b>\$0</b>	<b>\$7,027</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,458</b>
<b>Total</b>	<b>\$257</b>	<b>\$11,174</b>	<b>\$0</b>	<b>\$7,027</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,458</b>

**MD 32: MD 108 to I-70**

<b>TIP ID</b>	66-1405-41	<b>Year of Operation</b>	2024
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes; 9.1 miles
<b>CIP or CTP ID(s)</b>	HO7561	<b>Est. Total Cost</b>	\$232,800,000

**Description:**

Project to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns, a total corridor length of 9.06 miles. Shoulders will accommodate bicycles.

Current engineering and right-of-way cash flows fund a new interchange at Rosemary Lane, which has a proposed advertisement date of summer 2018.

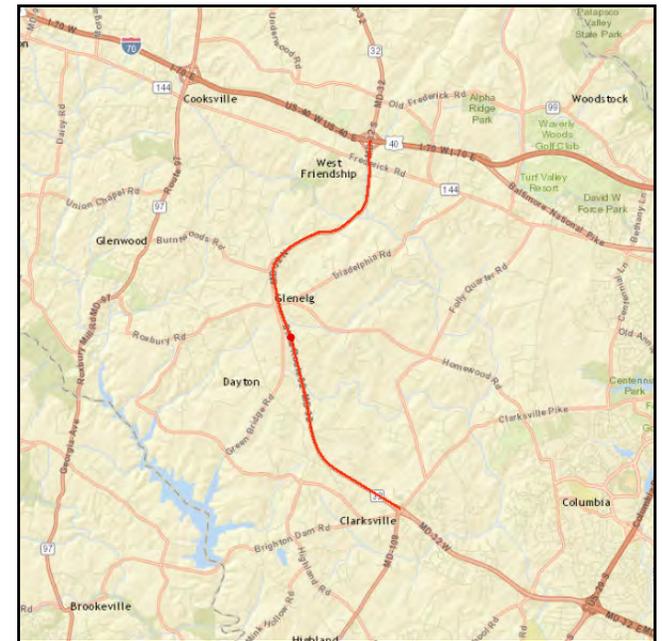
New interchanges have also been proposed at MD 144 and I-70; however, these projects are not funded.

**Justification:**

This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

MD 32: MD 108 to I-70

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$2,400	\$600	\$1,003	\$251	\$0	\$0	\$5,254
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$1,003</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,254</b>



SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**MD 32: MD 108 to I-70**

(Funding in Thousands)

**Other**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$10	\$0	\$2,600	\$0	\$2,600	\$0	\$3,771	\$8,981
<b>Subtotal</b>	<b>\$0</b>	<b>\$10</b>	<b>\$0</b>	<b>\$2,600</b>	<b>\$0</b>	<b>\$2,600</b>	<b>\$0</b>	<b>\$3,771</b>	<b>\$8,981</b>
<b>Total</b>	<b>\$800</b>	<b>\$210</b>	<b>\$2,400</b>	<b>\$3,200</b>	<b>\$1,003</b>	<b>\$2,851</b>	<b>\$0</b>	<b>\$3,771</b>	<b>\$14,235</b>

### US 29: Middle Patuxent River to Seneca Drive - Phase 2

<b>TIP ID</b>	66-1406-41	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	5 to 6 lanes; 1.7 miles
<b>CIP or CTP ID(s)</b>	HONEW1	<b>Est. Total Cost</b>	\$59,400,000

**Description:**

Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

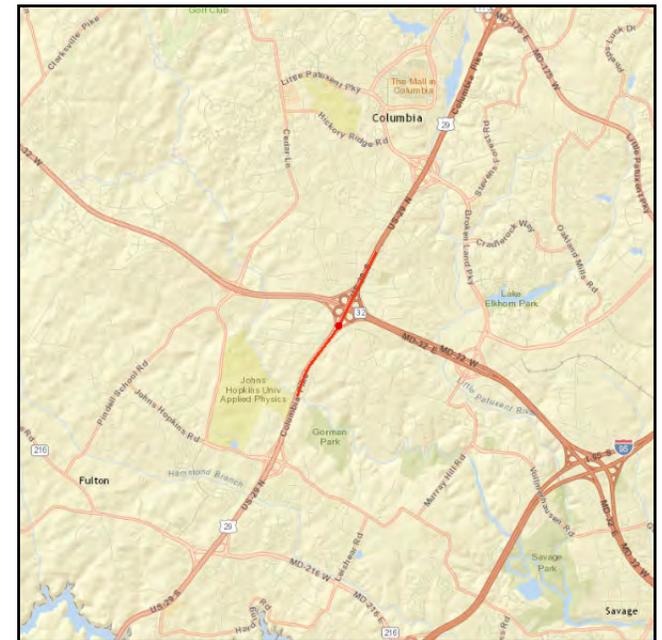
Related projects include: US 29: Seneca Drive to MD 175, Phase 1A, Old Columbia Road Access Only; TIP ID # 66-1601-42, as well as, US 29: Seneca Lane to MD 175, Phase 1B, which is assigned TIP ID # 66-1101-41.

**Justification:**

This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes in each direction.

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

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





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

**US 29: Middle Patuxent River to Seneca Drive - Phase 2**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$700	\$0	\$700	\$0	\$992	\$0	\$0	\$2,392
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>\$700</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,392</b>
<b>Total</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$700</b>	<b>\$0</b>	<b>\$992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,392</b>

**US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only**

<b>TIP ID</b>	66-1601-42	<b>Year of Operation</b>	2015
<b>Agency</b>	SHA	<b>Project Type</b>	New or extended roadways
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Freeway & Expressways
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	HO3172	<b>Est. Total Cost</b>	\$8,227,000

**Description:**

Construct access improvements by relocating direct access to Gales Lane and Old Columbia Drive from US 29 to the local road system (Phase 1A).

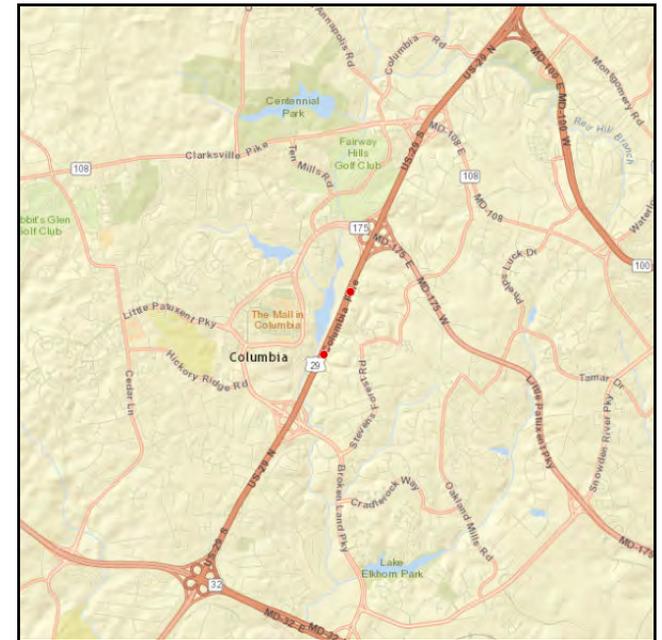
Related projects include: US 29: Seneca Lane to MD 175, Phase 1B, which is assigned TIP ID # 66-1101-41, as well as, US 29: Middle Patuxent River to Seneca Drive, Phase 2, which is assigned TIP ID # 66-1406-41.

**Justification:**

This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes in each direction.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only**

(Funding in Thousands)

**Section 1702 High Priority Project**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$1,657	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$1,690
<b>Subtotal</b>	<b>\$1,657</b>	<b>\$33</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,690</b>



**US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$191	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$209
<b>Subtotal</b>	<b>\$191</b>	<b>\$18</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209</b>
<b>Total</b>	<b>\$1,848</b>	<b>\$51</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,899</b>

### Areawide Transportation Alternatives Projects

<b>TIP ID</b>	60-9903-29	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Other
<b>Project Category</b>	Enhancement Program	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	N/A	<b>Est. Total Cost</b>	\$19,012,000

**Description:**

This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure. These projects may include but are not limited to pedestrian/bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program also includes Safe Routes to School and National Recreational Trails projects.

**Justification:**

Transportation enhancements are projects which add community and environmental value to the transportation system.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 4.F Increase Mobility -- Support a regional, long-distance bikeway network.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





### Areawide Transportation Alternatives Projects

(Funding in Thousands)

#### Transportation Alternatives (Transportation Enhancement, Safe Routes to School, Recreational Trails)

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,728	\$682	\$2,728	\$682	\$2,728	\$682	\$2,728	\$682	\$13,640
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$644	\$161	\$644	\$161	\$644	\$161	\$644	\$161	\$3,220
PP	\$215	\$54	\$215	\$54	\$215	\$54	\$215	\$54	\$1,076
ROW	\$215	\$54	\$215	\$54	\$215	\$54	\$215	\$54	\$1,076
<b>Subtotal</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$19,012</b>
<b>Total</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$3,802</b>	<b>\$951</b>	<b>\$19,012</b>

### Areawide Environmental Projects

<b>TIP ID</b>	60-9506-38	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Environmental other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$107,612,000

**Description:**

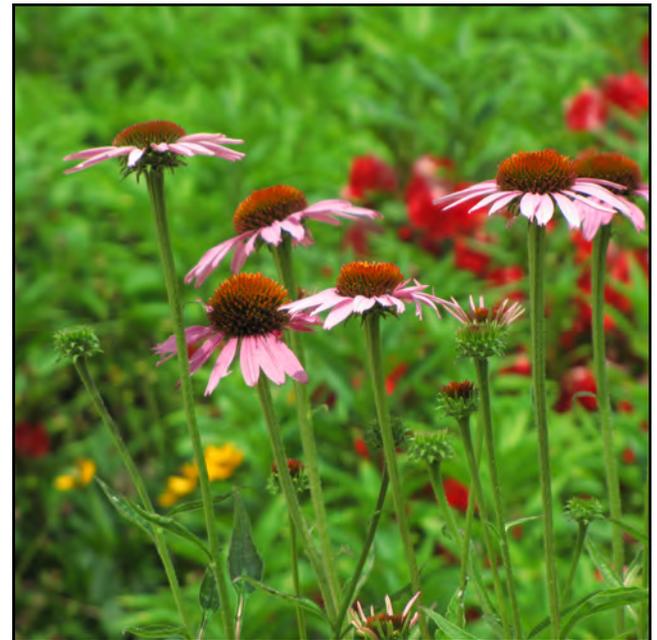
This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements, which may include but are not limited to, projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities.

**Justification:**

Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

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

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





### Areawide Environmental Projects

(Funding in Thousands)

#### Highway Safety Improvement Program

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$300	\$75	\$300	\$75	\$300	\$75	\$300	\$75	\$1,500
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>\$300</b>	<b>\$75</b>	<b>\$300</b>	<b>\$75</b>	<b>\$300</b>	<b>\$75</b>	<b>\$300</b>	<b>\$75</b>	<b>\$1,500</b>



**Areawide Environmental Projects**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$4,113	\$1,028	\$4,113	\$1,028	\$4,113	\$1,028	\$4,113	\$1,028	\$20,564
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$216	\$54	\$216	\$54	\$216	\$54	\$216	\$54	\$1,080
PP	\$71	\$18	\$71	\$18	\$71	\$18	\$71	\$18	\$356
ROW	\$72	\$18	\$72	\$18	\$72	\$18	\$72	\$18	\$360
<b>Subtotal</b>	<b>\$4,472</b>	<b>\$1,118</b>	<b>\$4,472</b>	<b>\$1,118</b>	<b>\$4,472</b>	<b>\$1,118</b>	<b>\$4,472</b>	<b>\$1,118</b>	<b>\$22,360</b>

**National Highway System**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$4,114	\$1,028	\$4,114	\$1,028	\$4,114	\$1,028	\$4,114	\$1,028	\$20,568
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$70	\$18	\$70	\$18	\$70	\$18	\$70	\$18	\$352
ROW	\$72	\$18	\$72	\$18	\$72	\$18	\$72	\$18	\$360
<b>Subtotal</b>	<b>\$4,656</b>	<b>\$1,164</b>	<b>\$4,656</b>	<b>\$1,164</b>	<b>\$4,656</b>	<b>\$1,164</b>	<b>\$4,656</b>	<b>\$1,164</b>	<b>\$23,280</b>



### Areawide Environmental Projects

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$9,270	\$2,318	\$9,270	\$2,318	\$9,270	\$2,318	\$9,270	\$2,318	\$46,352
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,694	\$424	\$1,694	\$424	\$1,694	\$424	\$1,694	\$424	\$8,472
PP	\$565	\$141	\$565	\$141	\$565	\$141	\$565	\$141	\$2,824
ROW	\$565	\$141	\$565	\$141	\$565	\$141	\$565	\$141	\$2,824
<b>Subtotal</b>	<b>\$12,094</b>	<b>\$3,024</b>	<b>\$12,094</b>	<b>\$3,024</b>	<b>\$12,094</b>	<b>\$3,024</b>	<b>\$12,094</b>	<b>\$3,024</b>	<b>\$60,472</b>
<b>Total</b>	<b>\$21,522</b>	<b>\$5,381</b>	<b>\$21,522</b>	<b>\$5,381</b>	<b>\$21,522</b>	<b>\$5,381</b>	<b>\$21,522</b>	<b>\$5,381</b>	<b>\$107,612</b>

### Areawide Congestion Management

<b>TIP ID</b>	60-9504-04	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-21	<b>Est. Total Cost</b>	\$39,059,000

**Description:**

This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards.

**Justification:**

These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.

\*Supports regional M&O initiatives.

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

- 4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).
- 5.C Conserve and Enhance the Environment -- Provide incentives for zero-emission vehicles.





**Areawide Congestion Management**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$446	\$112	\$446	\$112	\$446	\$112	\$446	\$112	\$2,232
PP	\$149	\$37	\$149	\$37	\$149	\$37	\$149	\$37	\$744
ROW	\$149	\$37	\$149	\$37	\$149	\$37	\$149	\$37	\$744
<b>Subtotal</b>	<b>\$1,944</b>	<b>\$486</b>	<b>\$1,944</b>	<b>\$486</b>	<b>\$1,944</b>	<b>\$486</b>	<b>\$1,944</b>	<b>\$486</b>	<b>\$9,720</b>

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,680	\$420	\$1,680	\$420	\$1,680	\$420	\$1,680	\$420	\$8,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$149	\$37	\$149	\$37	\$149	\$37	\$149	\$37	\$744
PP	\$110	\$27	\$110	\$27	\$110	\$27	\$110	\$110	\$631
ROW	\$27	\$7	\$27	\$7	\$27	\$7	\$27	\$7	\$136
<b>Subtotal</b>	<b>\$1,966</b>	<b>\$491</b>	<b>\$1,966</b>	<b>\$491</b>	<b>\$1,966</b>	<b>\$491</b>	<b>\$1,966</b>	<b>\$574</b>	<b>\$9,911</b>



**Areawide Congestion Management**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,550	\$638	\$2,550	\$638	\$2,550	\$638	\$2,550	\$638	\$12,752
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,182	\$295	\$1,182	\$295	\$1,182	\$295	\$1,182	\$295	\$5,908
PP	\$77	\$19	\$77	\$19	\$77	\$19	\$77	\$19	\$384
ROW	\$77	\$19	\$77	\$19	\$77	\$19	\$77	\$19	\$384
<b>Subtotal</b>	<b>\$3,886</b>	<b>\$971</b>	<b>\$3,886</b>	<b>\$971</b>	<b>\$3,886</b>	<b>\$971</b>	<b>\$3,886</b>	<b>\$971</b>	<b>\$19,428</b>
<b>Total</b>	<b>\$7,796</b>	<b>\$1,948</b>	<b>\$7,796</b>	<b>\$1,948</b>	<b>\$7,796</b>	<b>\$1,948</b>	<b>\$7,796</b>	<b>\$2,031</b>	<b>\$39,059</b>

### Areawide Bridge Replacement And Rehabilitation

<b>TIP ID</b>	60-9310-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$225,623,000

**Description:**

This is an ongoing program to provide major upgrade and maintenance of structures on State highways. These are non-capacity improvements, which may include but are not limited to, structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.

**Justification:**

Will preserve the existing structures, increase safety, and improve highway beautification.

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

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





SHA

**2016 - 2019 Transportation Improvement Program**

Highway Preservation  
National Highway System

**Areawide Bridge Replacement And Rehabilitation**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$20,538	\$5,135	\$9,756	\$2,439	\$9,756	\$2,439	\$9,756	\$2,439	\$62,258
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,335	\$834	\$3,335	\$843	\$3,335	\$834	\$3,335	\$834	\$16,685
PP	\$569	\$142	\$569	\$142	\$569	\$142	\$569	\$142	\$2,844
ROW	\$569	\$142	\$569	\$142	\$569	\$142	\$569	\$142	\$2,844
<b>Subtotal</b>	<b>\$25,011</b>	<b>\$6,253</b>	<b>\$14,229</b>	<b>\$3,566</b>	<b>\$14,229</b>	<b>\$3,557</b>	<b>\$14,229</b>	<b>\$3,557</b>	<b>\$84,631</b>



SHA

2016 - 2019 Transportation Improvement Program

Highway Preservation  
National Highway System

**Areawide Bridge Replacement And Rehabilitation**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$21,742	\$5,435	\$21,742	\$5,435	\$21,742	\$5,435	\$21,742	\$5,435	\$108,708
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,874	\$969	\$3,874	\$969	\$3,874	\$969	\$3,874	\$969	\$19,372
PP	\$1,291	\$323	\$1,291	\$323	\$1,291	\$323	\$1,291	\$323	\$6,456
ROW	\$1,291	\$323	\$1,291	\$323	\$1,291	\$323	\$1,291	\$323	\$6,456
<b>Subtotal</b>	<b>\$28,198</b>	<b>\$7,050</b>	<b>\$28,198</b>	<b>\$7,050</b>	<b>\$28,198</b>	<b>\$7,050</b>	<b>\$28,198</b>	<b>\$7,050</b>	<b>\$140,992</b>
<b>Total</b>	<b>\$53,209</b>	<b>\$13,303</b>	<b>\$42,427</b>	<b>\$10,616</b>	<b>\$42,427</b>	<b>\$10,607</b>	<b>\$42,427</b>	<b>\$10,607</b>	<b>\$225,623</b>

**Areawide Resurfacing And Rehabilitation**

<b>TIP ID</b>	60-9501-11	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$325,564,000

**Description:**

This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements, which may include but are not limited to, milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

**Justification:**

Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change.

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

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





SHA

### 2016 - 2019 Transportation Improvement Program

Highway Preservation  
National Highway System

## Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

### Highway Safety Improvement Program

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$500	\$125	\$500	\$125	\$500	\$125	\$500	\$125	\$2,500
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>\$500</b>	<b>\$125</b>	<b>\$500</b>	<b>\$125</b>	<b>\$500</b>	<b>\$125</b>	<b>\$500</b>	<b>\$125</b>	<b>\$2,500</b>



SHA

2016 - 2019 Transportation Improvement Program

Highway Preservation  
National Highway System

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$20,112	\$5,028	\$26,640	\$6,660	\$20,112	\$5,028	\$20,112	\$5,028	\$108,720
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,486	\$872	\$3,486	\$872	\$3,486	\$872	\$3,486	\$872	\$17,432
PP	\$1,162	\$291	\$1,162	\$291	\$1,162	\$291	\$1,162	\$291	\$5,812
ROW	\$1,162	\$291	\$1,162	\$291	\$1,162	\$291	\$1,162	\$291	\$5,812
<b>Subtotal</b>	<b>\$25,922</b>	<b>\$6,482</b>	<b>\$32,450</b>	<b>\$8,114</b>	<b>\$25,922</b>	<b>\$6,482</b>	<b>\$25,922</b>	<b>\$6,482</b>	<b>\$137,776</b>

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$32,578	\$8,144	\$32,578	\$8,144	\$32,578	\$8,144	\$32,578	\$8,144	\$162,888
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$2,688	\$672	\$2,688	\$672	\$2,688	\$672	\$2,688	\$672	\$13,440
PP	\$896	\$224	\$896	\$224	\$896	\$224	\$896	\$224	\$4,480
ROW	\$896	\$224	\$896	\$224	\$896	\$224	\$896	\$224	\$4,480
<b>Subtotal</b>	<b>\$37,058</b>	<b>\$9,264</b>	<b>\$37,058</b>	<b>\$9,264</b>	<b>\$37,058</b>	<b>\$9,264</b>	<b>\$37,058</b>	<b>\$9,264</b>	<b>\$185,288</b>
<b>Total</b>	<b>\$63,480</b>	<b>\$15,871</b>	<b>\$70,008</b>	<b>\$17,503</b>	<b>\$63,480</b>	<b>\$15,871</b>	<b>\$63,480</b>	<b>\$15,871</b>	<b>\$325,564</b>

### Areawide Safety And Spot Improvements

<b>TIP ID</b>	60-9508-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$274,140,000

**Description:**

This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.

**Justification:**

Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





SHA

**2016 - 2019 Transportation Improvement Program**

Highway Preservation  
National Highway System

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$1,720	\$430	\$1,720	\$430	\$1,720	\$430	\$1,720	\$430	\$8,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$182	\$46	\$182	\$46	\$182	\$46	\$182	\$46	\$912
PP	\$61	\$15	\$61	\$15	\$61	\$15	\$61	\$15	\$304
ROW	\$61	\$15	\$61	\$15	\$61	\$15	\$61	\$15	\$304
<b>Subtotal</b>	<b>\$2,024</b>	<b>\$506</b>	<b>\$2,024</b>	<b>\$506</b>	<b>\$2,024</b>	<b>\$506</b>	<b>\$2,024</b>	<b>\$506</b>	<b>\$10,120</b>



SHA

**2016 - 2019 Transportation Improvement Program**

Highway Preservation  
National Highway System

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

**Highway Safety Improvement Program**

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$6,825	\$1,706	\$6,825	\$1,706	\$6,825	\$1,706	\$6,825	\$1,706	\$34,124
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$960	\$240	\$960	\$240	\$960	\$240	\$960	\$240	\$4,800
PP	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
ROW	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
<b>Subtotal</b>	<b>\$8,425</b>	<b>\$2,106</b>	<b>\$8,425</b>	<b>\$2,106</b>	<b>\$8,425</b>	<b>\$2,106</b>	<b>\$8,425</b>	<b>\$2,106</b>	<b>\$42,124</b>

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$13,694	\$3,424	\$13,694	\$3,424	\$13,694	\$3,424	\$13,694	\$3,424	\$68,472
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,069	\$267	\$1,069	\$267	\$1,069	\$267	\$1,069	\$267	\$5,344
PP	\$356	\$89	\$356	\$89	\$356	\$89	\$356	\$89	\$1,780
ROW	\$356	\$89	\$356	\$89	\$356	\$89	\$356	\$89	\$1,780
<b>Subtotal</b>	<b>\$15,475</b>	<b>\$3,869</b>	<b>\$15,475</b>	<b>\$3,869</b>	<b>\$15,475</b>	<b>\$3,869</b>	<b>\$15,475</b>	<b>\$3,869</b>	<b>\$77,376</b>



SHA

**2016 - 2019 Transportation Improvement Program**

Highway Preservation  
National Highway System

**Areawide Safety And Spot Improvements**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$23,008	\$5,752	\$23,008	\$5,752	\$23,008	\$5,752	\$23,008	\$5,752	\$115,040
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,277	\$819	\$3,277	\$819	\$3,277	\$819	\$3,277	\$819	\$16,384
PP	\$1,310	\$327	\$1,310	\$327	\$1,310	\$327	\$1,310	\$327	\$6,548
ROW	\$1,310	\$327	\$1,310	\$327	\$1,310	\$327	\$1,310	\$327	\$6,548
<b>Subtotal</b>	<b>\$28,905</b>	<b>\$7,225</b>	<b>\$28,905</b>	<b>\$7,225</b>	<b>\$28,905</b>	<b>\$7,225</b>	<b>\$28,905</b>	<b>\$7,225</b>	<b>\$144,520</b>
<b>Total</b>	<b>\$54,829</b>	<b>\$13,706</b>	<b>\$54,829</b>	<b>\$13,706</b>	<b>\$54,829</b>	<b>\$13,706</b>	<b>\$54,829</b>	<b>\$13,706</b>	<b>\$274,140</b>

**Areawide Urban Reconstruction**

<b>TIP ID</b>	60-9511-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	A-20	<b>Est. Total Cost</b>	\$33,932,000

**Description:**

This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscape, signs, and markings and lighting improvements.

**Justification:**

Will improve safety and the flow of traffic, thereby reducing delay, queuing and congestion. This will also enhance the surrounding environment and community.

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

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





SHA

2016 - 2019 Transportation Improvement Program

Highway Preservation  
National Highway System

Areawide Urban Reconstruction

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$24	\$6	\$24	\$6	\$24	\$6	\$24	\$6	\$120
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$6	\$2	\$6	\$2	\$6	\$2	\$6	\$2	\$32
PP	\$2	\$1	\$2	\$1	\$2	\$1	\$2	\$1	\$12
ROW	\$2	\$1	\$2	\$1	\$2	\$1	\$2	\$1	\$12
<b>Subtotal</b>	<b>\$34</b>	<b>\$10</b>	<b>\$34</b>	<b>\$10</b>	<b>\$34</b>	<b>\$10</b>	<b>\$34</b>	<b>\$10</b>	<b>\$176</b>



SHA

2016 - 2019 Transportation Improvement Program

Highway Preservation  
National Highway System

**Areawide Urban Reconstruction**

(Funding in Thousands)

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

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$5,433	\$1,358	\$5,433	\$1,358	\$5,433	\$1,358	\$5,433	\$1,358	\$27,164
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$790	\$198	\$790	\$198	\$790	\$198	\$790	\$198	\$3,952
PP	\$264	\$66	\$264	\$66	\$264	\$66	\$264	\$66	\$1,320
ROW	\$264	\$66	\$264	\$66	\$264	\$66	\$264	\$66	\$1,320
<b>Subtotal</b>	<b>\$6,751</b>	<b>\$1,688</b>	<b>\$6,751</b>	<b>\$1,688</b>	<b>\$6,751</b>	<b>\$1,688</b>	<b>\$6,751</b>	<b>\$1,688</b>	<b>\$33,756</b>
<b>Total</b>	<b>\$6,785</b>	<b>\$1,698</b>	<b>\$6,785</b>	<b>\$1,698</b>	<b>\$6,785</b>	<b>\$1,698</b>	<b>\$6,785</b>	<b>\$1,698</b>	<b>\$33,932</b>

### Morgan State University Transportation Research Program

<b>TIP ID</b>	60-0702-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$90,000

**Description:**

Transportation research, education and technology transfer activities involving university faculty, staff and students.

**Justification:**

The project will support research and solutions to real world transportation issues and meet the state and federal transportation objectives.

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





Morgan State University Transportation Research Program

(Funding in Thousands)

Other

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$45	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$90
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>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90</b>
<b>Total</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$90</b>

# **APPENDIX A**

## **COMMITTEE AND STAFF ROSTER**

# **METROPOLITAN PLANNING ORGANIZATION STAFF**

## **BALTIMORE METROPOLITAN COUNCIL**

**Mike Kelly  
Executive Director**

**Todd Lang  
Director, Transportation Planning**

**Regina Aris  
Assistant Director & Manager of Policy Development**

**Zach Kaufman  
TIP Project Manager**

## CONTRIBUTORS OF INFORMATION

AGENCY	CONTACT PERSON
<b>ANNAPOLIS</b>	<b>Kwaku Duah</b> , Transportation Planner
<b>ANNE ARUNDEL COUNTY</b>	<b>George Cardwell</b> , Planning Administrator
<b>BALTIMORE CITY</b>	<b>Betty Smoot</b> , City Planner III
<b>BALTIMORE COUNTY</b>	<b>Kevin Sabolcik</b> , Engineer
<b>CARROLL COUNTY</b>	<b>Bobbi Moser</b> , Comprehensive Planner
<b>HARFORD COUNTY</b>	<b>Alex Rawls</b> , Transportation Planner
<b>HOWARD COUNTY</b>	<b>Jefferson Miller</b> , Transportation Planner
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Tyson Byrne</b> , Regional Planner
<b>Maryland Transit Administration (Commuter Rail and Transit)</b>	<b>Terri Lippa</b> , Office of Capital Programming
<b>State Highway Administration</b>	<b>Tara Penders</b> , Assistant Regional Planner <b>Ted Yurek</b> , Regional Planner
<b>Maryland Transportation Authority</b>	<b>Richard Jaramillo</b> , Division of Capital Planning

## BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Michael J. Pantelides Mayor	Sally Nash, Assistant Director Department of Planning & Zoning
ANNE ARUNDEL COUNTY	Hon. Steve Schuh (Chair) County Executive	Margaret Kaii-Zigler, Administrator Research & GIS Office of Planning & Zoning
CITY OF BALTIMORE	Hon. Stephanie Rawlings-Blake Mayor	Frank Murphy, Senior Advisor Department of Transportation
BALTIMORE COUNTY	Hon. Kevin Kamenetz County Executive	Emery Hines, Senior Transportation Planner Transportation Planning Unit
CARROLL COUNTY	Hon. Stephen Wantz County Commissioner	Lynda Eisenberg, Chief, Bureau of Comp Planning Department of Land Use, Planning & Development
HARFORD COUNTY	Hon. Barry Glassman County Executive	Anthony McClune, Chief of Current Planning Department of Planning & Zoning
HOWARD COUNTY	Hon. Allan H. Kittleman (Vice-chair) County Executive	John Powell, Administrator Office of Transportation
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Pete Rahn Secretary	Don Halligan, Director Office of Planning and Capital Programming
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Ben Grumbles Secretary	Diane Franks, Manager Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. David Craig Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION	Mr. Paul Comfort Administrator	Pat Keller, Deputy CAO Statewide Service Development

## TECHNICAL COMMITTEE

<b>AGENCY</b>	<b>CONTACT PERSON</b>
<b>ANNE ARUNDEL COUNTY</b>	<b>Martha Arzu McIntosh</b> , Transportation Planner
<b>BALTIMORE CITY</b>	<b>Valorie LaCour</b> , Chief, Transportation Planning Division
<b>BALTIMORE COUNTY</b>	<b>Emery Hines</b> , Manager of Transportation Planning
<b>CARROLL COUNTY</b>	<b>Scott Graf</b> , Transportation Planner
<b>HARFORD COUNTY</b>	<b>Alex Rawls</b> , Transportation Planner
<b>HOWARD COUNTY</b>	<b>Benjamin Pickar</b> , Chief, Comp & Transportation Planning
<b>CITY OF ANNAPOLIS</b>	<b>Kwaku Duah</b> , Transportation Planner
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>	
<b>Office of Planning and Capital Programming</b>	<b>Tyson Byrne</b> , Regional Planner
<b>Maryland Transit Administration</b>	<b>Michael Helta</b> , Regional Planner
<b>State Highway Administration</b>	<b>Ted Yurek</b> , Regional Planner <b>Tara Penders</b> , Assistant Regional Planner
<b>MARYLAND DEPARTMENT OF THE ENVIRONMENT</b>	<b>Alexandria Kremasanka</b> , Natural Resources Planner
<b>MARYLAND DEPARTMENT OF PLANNING</b>	<b>Ken Choi</b> , Transportation Planner

# APPENDIX B

## DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING

## **Criteria for prioritizing projects in the TIP**

Project sponsors must consider a range of criteria when submitting projects for consideration in the TIP. Sponsors ascertain the ability of projects to meet the following criteria which supports long-range plan goals. Additionally, capacity projects must come from the region's approved long-range transportation plan.

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements MAP-21 Transportation Enhancement activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances social, energy and environmental efforts.
9. Facilitates the use of transit and/or alternatives to the single occupant vehicle.
10. Implements transportation system management strategies so as to meet transportation needs by using existing facilities more efficiently.
11. Improves pedestrian safety and access for transportation.
12. Improves bicycle safety and access for transportation.
13. Permits timely advancement and continuity of transportation projects.
14. Enhances transportation safety.

**FY 2016 – 2019 Transportation Improvement Program Prioritization**

<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Chesterfield Road Bridge over Bacon Ridge Branch	X			X										X
Furnace Avenue Bridge over Deep Run	X			X										X
Sands Road Bridge over Wilson Owens Branch	X			X										X
Bayview MARC Intermodal Station		X		X		X	X		X					
Central Avenue - Phase II	X		X	X		X					X			X
Boston Street Realignment and Reconstruction	X		X	X		X					X	X		X
Citywide Road Reconstruction	X			X							X			X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
Radecke Avenue over Moore's Run	X			X										X
Reconnecting Charles Street – Mt. Royal to Lanvale Street	X			X				X			X			X

<ol style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ol>	<ol style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ol>
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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Orleans Street Viaduct Rehabilitation	X			X										X
Remington Avenue Bridge over Stony Run	X			X										X
Belair Road Complete Streets	X	X		X		X			X		X	X		X
Citywide ADA Improvements	X	X		X					X		X			X
Citywide System Preservation	X			X							X			X
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	X	X		X		X			X		X	X		X
Hanover Street Bridge Multimodal Corridor	X			X										X
Harford Road Bridge over Herring Run	X			X										X
I-83 Joint Repairs - Phase II	X			X										X
Wilkens Avenue Bridge over Gwynns Falls	X			X										X
Citywide Bicycle and Pedestrian Improvements	X	X		X	X	X		X	X		X	X		X
Citywide Guide Sign Replacement	X			X										X
Citywide Traffic Safety and Intelligent Transportation System	X		X	X						X				X
Midtown Streetscape and Traffic Improvements	X	X		X		X			X		X	X		X
Park Circle Intersection Improvements	X			X					X		X			X
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X										X
Key Highway and Light Street Intersection Improvement	X			X							X			X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Reconnecting West Baltimore	X	X		X		X			X		X	X		X
Hawkins Point Bridge over CSX Railroad	X			X										X
Baltimore City Locked Gate – Interstate Access Point Approval				X										X
Gorsuch Mill Rd Bridge No. B-0071 over Blackrock Run	X			X										X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Ingleside Avenue Bridge No. B-0097 over Dead Run/Dogwood Rd	X			X										X
Old Court Road Bridge No. B-0237 over Bens Run	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			X										X
Rolling Road Bridge No. B-0358 over Branch of Dead Run	X			X										X
Sparks Road Bridge No. B-0018 over Gunpowder Falls	X			X										X
Gores Mill Road Bridges No. B-0136, B-0137, B-0138 and B-0346	X			X										X
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	X			X							X			X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X										X
Gunpowder Road Bridge No. B-0409	X			X										X
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	X			X										X
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X										X
Baltimore County Bridge Inspection Program	X			X										X
Rolling Road Widening - Phase I	X		X	X							X			X
Security Boulevard Extension			X	X		X								X
Babylon Road Bridge over Silver Run	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry Mill Road Bridge over Sam's Creek	X			X										X
Countywide Bridge Maintenance, Repair and Replacement	X			X										X
Governor Brown Trail		X		X	X	X		X	X		X	X		X
Stone Chapel Road over Little Pipe Creek	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Glenville Road Bridge #30	X			X										X
Chestnut Hill Bridge #40	X			X										X
Watervale Road Bridge #63 over Winters Run	X			X										X
Stafford Road Bridge #24 over Deer Creek	X			X										X
Robinson Mill Road Bridge #154 over Broad Creek	X			X										X
Phillips Mill Road Bridge #70 over East Branch Tributary	X			X										X

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|--|---|
| <ol style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ol> | <ol style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ol> |
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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Prospect Road Bridge #217 over Deep Run	X			X										X
Abingdon Road Bridge #169 over CSX Railroad	X			X										X
Carrs Mill Road Bridge #216 over Bear Cabin Branch	X			X										X
Pleasantville Road Bridge # 67	X			X										X
Harford County Bridge Inspection Program	X			X										X
Bata Boulevard Access Road			X	X		X					X	X		X
Tollgate Road			X	X		X								X
Howard County Bridge Repairs and Deck Replacement	X			X										X
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X		X								X
Guilford Road: US 1 to Dorsey Run Road	X		X	X		X								X
MD 175 at Blandair Park	X		X	X		X								X
Skylark Boulevard extended to MD 216	X		X	X		X								X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X		X								X
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X		X					X
MARC Improvements	X	X		X		X	X		X					X
MARC Facilities	X			X		X	X		X		X			X
MARC Bayview Station	X	X		X		X	X		X		X			X
Baltimore Red Line	X	X	X	X		X	X		X		X			X

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|--|---|
| <ol style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ol> | <ol style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ol> |
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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Urban Transit Systems – Operating Assistance	X	X		X		X			X					
Urban Transit Systems – Capital Assistance	X	X		X		X			X					X
Small Urban Transit Systems - Operating Assistance	X	X		X		X			X					
Small Urban Transit Systems – Capital Assistance	X	X		X		X			X					X
Rural Transit Systems - Operating Assistance	X	X		X		X			X					
Metro Railcar and Signaling Systems Rehab and Replacement	X	X		X		X			X					X
Kirk Bus Facility Replacement - Phase 1 & 2	X			X					X					X
2016 Bus and Rail Preventive Maintenance	X	X		X		X			X					X
Light Rail Mid-Life Overhaul	X	X		X		X			X					X
Bus & Rail System Preservation and Improvement	X	X		X		X			X					X
Ridesharing - Baltimore Region	X	X	X	X				X	X					
Seniors and Individuals with Disabilities	X			X		X		X						X
MTA Core Bus and Paratransit Vehicle Replacement	X	X		X		X			X					X
Susquehanna Bridges	X			X		X	X							X
State Safety Oversight	X			X										X
Baltimore and Potomac Tunnel	X			X		X	X							X
Port of Baltimore Enhancements	X			X										X
MD 175: Disney Road to Reece Road			X	X		X					X	X		X

<ul style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ul>	<ul style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ul>
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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
MD 175: Mapes and Reece Roads Intersection Reconstruction			X	X						X				X
MD 175: MD 295 to MD 170			X	X		X					X	X		X
US 50: MD 70 to MD 2			X	X		X								
MD 198: MD 295 to MD 32			X	X		X					X	X		X
I-695: US 40 to MD 144			X	X		X								X
MD 140: Garrison View Road to Painters Mill Rd - Phase 1			X	X		X					X			X
MD 140: Garrison View Road to North of Owings Mills Boulevard - Phase 2			X	X		X						X		X
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction			X	X		X								X
I-795: Dolfield Boulevard Interchange			X	X		X								X
I-695 Bridge Replacements at Benson Avenue and US 1			X	X		X								X
MD 25: Bridge Replacement over Georges Run	X			X										X
MD 295: I-895 to North of Daisy Avenue - Noise Wall				X				X						
I-695: Low-Cost Operational and Safety Improvements			X	X										X
I-695: Bridge Over Milford Mill Road Reconstruction	X			X							X		X	X
I-695: I-95 to MD 122			X	X		X								X
MD 30 Business: North Woods Trail to CSX Railroad				X				X			X	X		X
US 40: MD 7 and MD 159 Intersection Reconstruction - Phase 1			X	X		X				X				X

<ol style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ol>	<ol style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ol>
--	---

<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
US 40: MD 7 and MD 159 Intersection Reconstruction - Phase 2			X	X		X								X
MD 22: Paradise Road Intersection Reconstruction			X	X		X						X		X
MD 22: Beards Hill Road Intersection Reconstruction			X	X		X								X
MD 22: Old Post Rd Intersection Reconstruction			X	X		X				X	X	X		X
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Sec G	X			X				X						X
MD 32: MD 108 to I-70			X	X		X								X
US 29: Middle Patuxent River to Seneca Drive - Phase 2			X	X		X								X
US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access				X										X
US 29: Seneca Drive to MD 175 - Phase 1B			X	X		X								X
I-95 Welcome Center Truck Parking Lot Expansion		X		X				X						X
Areawide Transportation Alternatives Projects		X	X	X	X	X		X	X		X	X		X
Areawide Resurfacing and Rehabilitation	X			X										X
Areawide Congestion Management		X	X	X				X		X				X
Areawide Environmental Projects				X				X						
Areawide Safety and Spot Improvements	X		X	X										X
Areawide Urban Reconstruction	X		X	X							X	X		X
Areawide Bridge Replacement and Rehabilitation	X			X										X
Morgan State University Transportation Research Program				X					X	X				X

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. Preserves the regional transportation system</li> <li>2. Implements emission reduction measures</li> <li>3. Reduces congestion and prevents congestion in new areas</li> <li>4. Consistent with applicable short- and long-term comprehensive plans</li> <li>5. Implements Transportation Alternatives activities</li> <li>6. Provides accessibility and/or intermodal connectivity among major destinations</li> <li>7. Provides for connectivity of facilities within the region to facilities outside the region</li> </ol> | <ol style="list-style-type: none"> <li>8. Enhances social, energy and environmental efforts</li> <li>9. Facilitates transit and/or alternatives to the single occupant vehicle</li> <li>10. Implements transportation system management strategies</li> <li>11. Improves pedestrian safety and access</li> <li>12. Improves bicycle safety and access</li> <li>13. Permits timely advancement and continuity of projects</li> <li>14. Enhances transportation safety</li> </ol> |
|--|---|



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor  
**Boyd Rutherford**  
Lt. Governor  
**Pete K. Rahn**  
Secretary

May 29, 2015

Mr. Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

RE: FY2016-2019 Baltimore Region Transportation Improvement Program

Dear Mr. Lang:

The accompanying document is provided to complete the Maryland Department of Transportation's submission of materials for inclusion in the above referenced Transportation Improvement Program.

At this time it is expected that all of the projects are to have funds available for their implementation. These statements address flexibility in the use of federal funds and the fiscal reasonableness of the program.

Should you need any further information please contact me by phone at 410-865-1295 or email me at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us).

Sincerely,

Michael W. Nixon  
Manager, Regional Planning  
Office of Planning and Capital Programming

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

## **MARYLAND DEPARTMENT OF TRANSPORTATION**

### **Submission of Projects for inclusion in the Baltimore Region Transportation Improvement Program FY 2016-2019 July, 2015**

#### **Fiscal Reasonableness of the MDOT Program**

The accompanying table details a summary of the Maryland Department of Transportation's (MDOT) Operating and Capital Program. All MDOT projects included in this FY 2016-2019 TIP are part of the MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

#### **Exercising Flexibility in the use of Federal Funds**

The MDOT in its submission to the Baltimore Region TIP is exercising the funding flexibility provisions possible under SAFETEA-LU. MDOT has responsibility for a mix of transportation facilities throughout the state that includes highways, transit, port, aviation, as well as bicycle and pedestrian trails. This assures that intermodal opportunities are considered during all phases of the project development.

All activities of MDOT are funded from the Transportation Trust Fund (TTF). This fund combines transportation user fees, licensing and registration fees, motor fuel taxes, bond proceeds, and federal grants into a source that permits maximum flexibility in addressing intermodal transportation needs. Therefore, there are not administrative barriers to programming TTF money on whatever type of project best meets a particular need. MDOT's organizational structure and TTF make it simple to consider all possible application of Federal fund categories.

**DEPARTMENT OF TRANSPORTATION  
OPERATING AND CAPITAL PROGRAM SUMMARY  
BY FISCAL YEAR  
(\$ MILLIONS)**

	CURRENT YEAR 2015	BUDGET YEAR 2016	Planning Years				SIX - YEAR TOTAL
			2017	2018	2019	2020	
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office <sup>AD</sup>	82.9	88.1	61.3	16.8	16.6	15.0	280.7
Motor Vehicle Administration	33.4	27.2	17.8	15.3	15.5	16.0	125.2
Maryland Aviation Administration <sup>D</sup>	219.1	215.0	110.6	36.6	35.6	34.2	651.1
Maryland Port Administration	97.3	159.5	277.2	146.0	176.8	114.5	971.3
Maryland Transit Administration <sup>D</sup>	581.1	773.1	1,129.5	1,034.9	801.6	726.9	5,047.2
Washington Metropolitan Area Transit <sup>ACD</sup>	281.5	238.2	246.2	262.0	271.5	279.6	1,579.1
State Highway Administration <sup>B</sup>	1,229.7	1,396.2	1,316.6	1,164.2	1,121.0	961.2	7,188.9
<b>TOTAL CAPITAL</b>	<b>2,524.9</b>	<b>2,897.4</b>	<b>3,159.1</b>	<b>2,675.9</b>	<b>2,438.5</b>	<b>2,147.5</b>	<b>15,843.3</b>
Special Funds	1,465.4	1,729.2	1,909.0	1,593.9	1,513.1	1,322.7	9,533.3
Federal Funds	816.9	928.0	973.9	878.2	703.2	664.3	4,964.5
Other Funds <sup>F</sup>	242.5	240.2	276.3	203.8	222.2	160.5	1,345.5
<b><u>OPERATING PROGRAM</u></b>							
The Secretary's Office	84.1	83.7	87.0	90.0	93.0	96.0	533.8
Motor Vehicle Administration	197.1	207.2	215.0	224.0	233.0	240.0	1,316.3
Maryland Aviation Administration	180.8	187.6	194.0	201.0	208.0	215.0	1,186.4
Maryland Port Administration	48.7	51.3	53.0	55.0	57.0	59.0	324.0
Maryland Transit Administration	729.4	753.7	782.0	811.0	840.0	868.0	4,784.1
WMATA Grants (WMATA)	285.6	320.4	323.0	351.0	355.0	385.0	2,020.0
State Highway Administration	248.7	264.0	275.0	285.0	295.0	304.0	1,671.7
<b>TOTAL OPERATING</b>	<b>1,774.4</b>	<b>1,867.9</b>	<b>1,929.0</b>	<b>2,017.0</b>	<b>2,081.0</b>	<b>2,167.0</b>	<b>11,836.3</b>
Special Funds	1,679.8	1,771.9	1,834.0	1,922.0	1,986.0	2,072.0	11,265.7
Federal Funds	93.7	95.1	95.0	95.0	95.0	95.0	568.8
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR <u>2015</u>	YEAR <u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	
<b><u>DISTRIBUTION OF SHARED REVENUES</u></b>							
County and Municipality Program	169.7	169.3	170.5	172.0	175.0	177.6	1,034.1
<b>TOTAL DISTRIBUTION OF SHARED REVENUES</b>	169.7	169.3	170.5	172.0	175.0	177.6	1,034.1
Special Funds	172.4	174.2	-	-	-	-	346.6
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
Debt Service Requirements	-	-	-	-	-	-	-
Special Funds <sup>E</sup>	255.4	282.7	351.0	378.0	374.0	391.0	2,032.1
<b><u>DEPARTMENT TOTAL</u></b>	<u>4,469.0</u>	<u>4,934.6</u>	<u>5,258.6</u>	<u>4,864.9</u>	<u>4,694.5</u>	<u>4,492.1</u>	<u>28,713.7</u>
Special Funds	3,573.0	3,958.0	4,094.0	3,893.9	3,873.1	3,785.7	23,177.7
Federal Funds	910.6	1,023.1	1,068.9	973.2	798.2	759.3	5,533.3
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8
Other Funds	242.5	240.2	276.3	203.8	222.2	160.5	1,345.5

<sup>A</sup> - WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

<sup>B</sup> - Includes County and Municipality transfer funds from the federal government.

<sup>C</sup> - Capital Program WMATA Grants line includes federal funds received by WMATA directly.

<sup>D</sup> - "Other" funds are included in the totals for TSO, MAA, MTA and WMATA.

<sup>E</sup> - Debt Service for County Bonds is not included in FY 2017 - 2020.

<sup>F</sup> - Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

Financially Constrained Long Range Plan  
Year 2010 to 2040 Update  
For The  
Baltimore Metropolitan Area

Prepared by  
Maryland Department of Transportation

August 2013  
(Extended to 2040 July 2014)

## DOCUMENTATION OF ASSUMPTIONS

**Date:** August 2013 (Extended to 2040 July 2014)

**Subject:** Methodology and Assumptions used to derive the 2013 - 2040 Constrained Long-range Transportation Plan.

### Total Program Revenues/Expenditures (Operating and Capital):

- FY 1981 to FY 2012 figures are actual expenditures from historical records. FY 2013 to FY 2018 figures are from the FY 2013 Trust Fund Forecast and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2019 to FY 2040 projections of state funds use a historical annual average growth rate of 3.89%. A regression model was used to determine the appropriate starting point in FY 2019. Federal fund projections for the same period are based on an average growth rate of 2.75% for Highway and 4.7% for Transit program funds, but also assume an O. A. of 90%.

### Operating Expenditures:

- FY 1981 to FY 2012 are actual expenditures from historical records. Expenditures for FY 2013 to FY 2018 are operating budget projections contained in the FY 2013 Trust Fund Forecast.
- FY 2019 to FY 2040 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two econometric firms, Global Insight and Moody's Analytics. A blended average of the forecasts received from the two firms is used. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions. The size of this additional factor is decided based on testing to determine what amount, when added to CPI, best approximates the historical trend in operating expenditures.

### Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2012. FY 2013 to FY 2018

represents the current version of the capital program adjusted for the revenue increase passed during the 2013 legislative session.

- An annual growth rate of 2.2% is assumed for systems preservation for the FY 2019 – FY 2040 period. This growth rate is based on a regression analysis of historical system preservation expenditures.

#### Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

#### Baltimore Area - Percentage of Capital Expansion:

- Total capital figures from FY 1981 to Present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, & WMAT) costs. Non-surface included port, aviation, and motor vehicle administrations plus the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in the Baltimore Region was derived by adding the expenditures for all of MTA (excluding LOTS and non-Baltimore region Park and Ride expenditures), one-half of MARC and that portion of SHA that pertained to the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard counties).
- These Baltimore specific figures were used to derive estimates of Baltimore surface expansion. These figures, when used with the above-mentioned projections, produce the estimates shown for Baltimore as a percent of Total Surface Expansion.

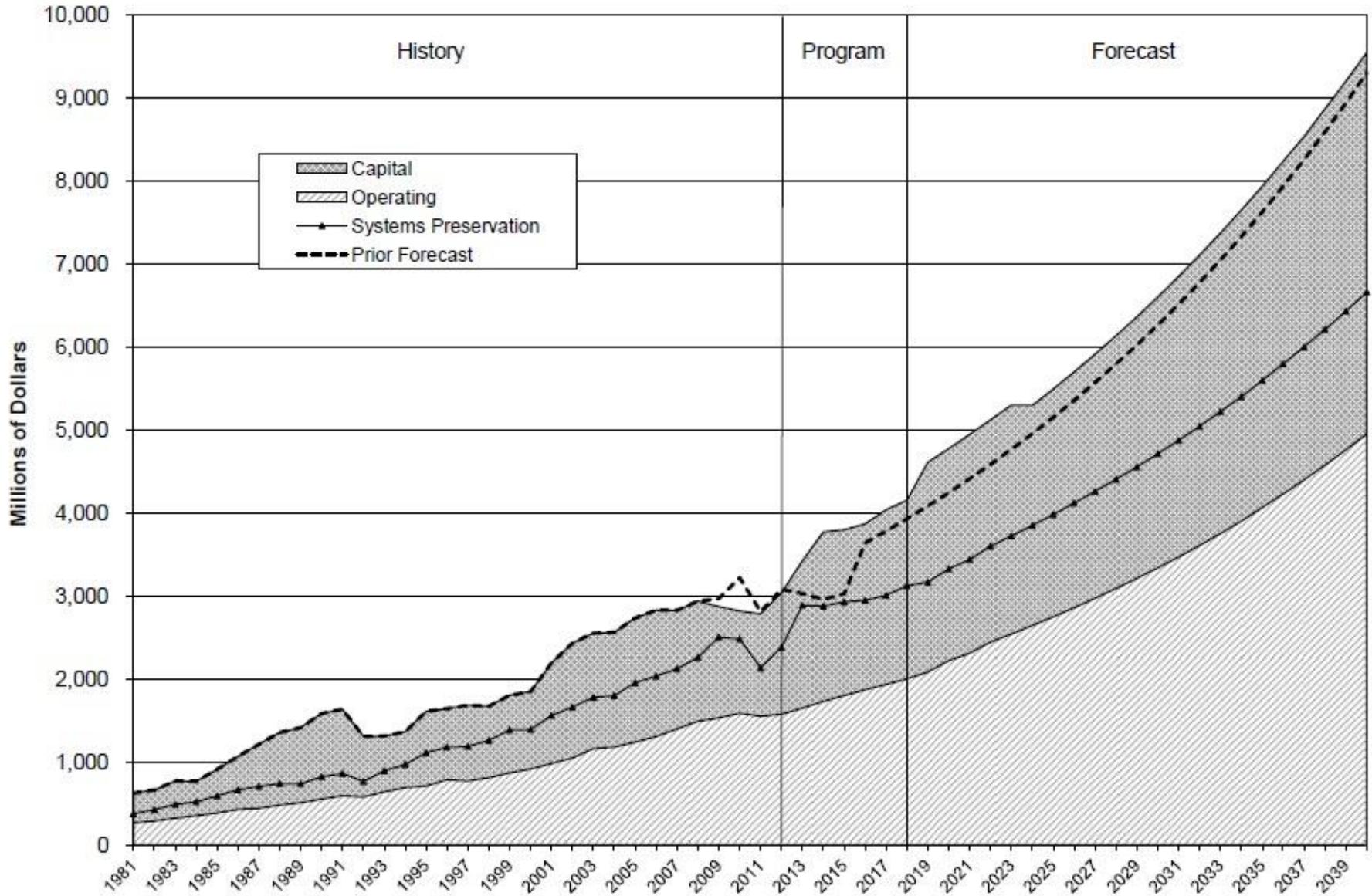
**MDOT Operating & Capital Expenditures - Statewide**  
 History, Program & Forecast

(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	362	167	519	246	765
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	260	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	760	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	467	1,606
1996	784	391	1,175	465	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	762	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,366	724	2,120	701	2,821
2008	1,488	766	2,254	880	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	896	2,479	336	2,815
2011	1,548	593	2,131	650	2,781
2012	1,572	806	2,378	656	3,034
2013	1,646	1,238	2,884	534	3,418
2014	1,728	1,148	2,876	891	3,767
2015	1,798	1,126	2,924	869	3,793
2016	1,967	1,078	2,945	918	3,863
2017	1,931	1,071	3,002	1,031	4,033
2018	1,968	1,121	3,119	1,029	4,148
2019	2,081	1,081	3,162	1,443	4,605
2020	2,217	1,105	3,322	1,447	4,769
2021	2,307	1,129	3,436	1,504	4,940
2022	2,441	1,154	3,595	1,521	5,116
2023	2,539	1,179	3,718	1,576	5,294
2024	2,641	1,205	3,846	1,444	5,290
2025	2,745	1,232	3,977	1,510	5,487
2026	2,855	1,259	4,114	1,579	5,693
2027	2,968	1,287	4,255	1,651	5,906
2028	3,086	1,315	4,401	1,726	6,127
2029	3,207	1,344	4,551	1,805	6,356
2030	3,334	1,373	4,707	1,887	6,594
2031	3,465	1,404	4,869	1,973	6,842
2032	3,604	1,434	5,038	2,061	7,099
2033	3,748	1,466	5,214	2,151	7,365
2034	3,897	1,498	5,395	2,246	7,641
2035	4,061	1,531	5,592	2,336	7,928
2036	4,224	1,565	5,789	2,438	8,227
2037	4,394	1,599	5,993	2,534	8,527
2038	4,571	1,635	6,206	2,632	8,838
2039	4,755	1,670	6,425	2,767	9,192
2040	4,947	1,707	6,654	2,884	9,538

MDOT - Office of Finance  
25-JUL-14

## MDOT Operating & Capital Expenditures - Statewide History, Program & Forecast



# BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement	
1981 - 2012	87.7%

Baltimore Enhancement % of Surface Enhancement	
1981 - 2012	41.6%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Baltimore New Starts	Total Baltimore Expansion Funds
2010	336						192
2011	650						173
2012	656						229
2013	534						231
2014	891						426
2015	869						250
2016	918						231
2017	1,031						284
2018	1,029						576
2019	1,433	1,257	23	1,280	533	100	633
2020	1,447	1,269	23	1,292	538	100	638
2021	1,504	1,319	23	1,342	559	100	659
2022	1,521	1,334	23	1,357	565	100	665
2023	1,576	1,382	23	1,405	585	97	682
2024	1,444	1,266	24	1,290	537	0	537
2025	1,510	1,324	24	1,348	561	0	561
2026	1,579	1,385	24	1,409	587	0	587
2027	1,651	1,448	24	1,472	613	0	613
2028	1,726	1,514	24	1,538	640	0	640
2029	1,805	1,583	25	1,608	670	0	670
2030	1,887	1,654	25	1,679	699	0	699
2031	1,973	1,730	25	1,755	731	0	731
2032	2,061	1,807	25	1,832	763	0	763
2033	2,151	1,886	25	1,911	796	0	796
2034	2,246	1,969	26	1,995	831	0	831
2035	2,336	2,048	26	2,074	864	0	864
2036	2,438	2,138	26	2,164	901	0	901
2037	2,534	2,222	26	2,248	936	0	936
2038	2,652	2,326	26	2,352	979	0	979
2039	2,767	2,426	27	2,453	1,021	0	1,021
2040	2,884	2,529	27	2,556	1,064	0	1,064
<b>Total 19-40</b>	<b>29,850</b>	<b>26,175</b>	<b>412</b>	<b>26,587</b>	<b>11,072</b>	<b>497</b>	<b>16,470</b>
<b>Total 10-40</b>	<b>36,764</b>						<b>19,062</b>



M A R Y L A N D  
County Executive Steven R. Schlieb

2664 RIVA ROAD, P.O. BOX 6675  
ANNAPOLIS, MARYLAND 21401  
OFFICE OF PLANNING AND ZONING

May 13, 2015

Mr. Todd Lang, Director of Transportation Planning  
Baltimore Metropolitan Council  
Offices at McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

Dear Mr. Lang:

This letter should serve as documentation for financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2016-2019 Transportation Improvement Program (TIP).

Anne Arundel County, subject to appropriation by the County Council, provides the necessary matching operating and capital funds for the Federal transportation related programs within the County. Traditionally, the source of those funds is appropriation from the General Revenue of Anne Arundel County. These funds are used to match Federal/State funds to support the planning and design underway at the Central Maryland Transit Operations Facility and the Federal Aid Bridge Program. County funds are also used to plan and construct highways, sidewalks and other transportation facilities.

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided through either direct earmarks or from allocation by modes of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2016-2019 TIP projects are financially reasonable.

If you have any questions, please contact me at (410) 222-7450.

Sincerely,

  
Larry R. Tom

Planning and Zoning Officer

cc: Bernie Marczyk, Director, Government Relations  
George Cardwell, Planning Administrator  
Margaret Kaii-Ziegler, Planning Administrator

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[www.arcountv.org](http://www.arcountv.org)



May 12, 2015

Mr. Todd Lang  
Transportation Planning Director  
Baltimore Metropolitan Council (BMC)  
Offices at McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Dear Mr. Lang:

This letter provides the "Statement of Financial Reasonableness" for Baltimore City's Transportation Improvement Program (TIP) funding request for FY 2016 to FY 2019.

The Baltimore City Board of Estimates adopted the FY 2016 – 2021 Six Year Capital Improvement Program in March 2015. The capital budget for FY 2016 – 2021 provides sufficient local matching funds for federal-funded transportation-related projects, as well as for local projects, all of which are contained in the FY 2016 - 2019 Baltimore City TIP. That is, prior appropriations combined with projected Highway User Revenue / MDTOT County Transportation Revenue Bond funds will be sufficient to cover Baltimore City's matching share for federal-aid requested through the Baltimore Metropolitan Council.

Please feel free to contact Ms. Lindsay Wines, Deputy Director for Administration, at (410) 396-6802 or via email at [Lindsay.Wines@baltimorecity.gov](mailto:Lindsay.Wines@baltimorecity.gov) should you have any questions or concerns regarding the information provided herein.

Respectfully,



William M. Johnson  
Director

W/MJ/FM/VL/LW/BD

Cc: Ms. Lindsay Wines, Deputy Director, BCDOT  
Mr. Frank Murphy, Senior Advisor, BCDOT  
Ms. Valorie LaCour, Division Chief, BCDOT Planning Division  
Mr. Bimal Devkota, Division Chief, BCDOT TEC Division

TRANSPORTATION  
RECEIVED

MAY 18 2015

PLANNING DIVISION



KEVIN KAMENETZ  
County Executive

EDWARD C. ADAMS, JR., Director  
Department of Public Works

May 21, 2015

Mr. Todd Lang  
Director, Transportation Planning  
Baltimore Metropolitan Council  
Offices at McHenry Row  
1500 Whetstone Way  
Suite 300  
Baltimore, MD 21230

Dear Todd:

Baltimore County's portion of the 2016-2019 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for Baltimore County's TIP projects. A summary of the approved operating budget and the sources of revenue can be found at <http://resources.baltimorecountymd.gov/Documents/Executive/fy16budgetmessage.pdf>. As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category.

Should you have any questions, please contact me at 410-887-3554.

Sincerely,

A handwritten signature in black ink, appearing to read "Emery J. Hines".

Emery J. Hines,  
Manager  
Bureau of Traffic Engineering  
and Transportation Planning

EJH/jfa

Lynda Eisenberg, Bureau Chief

410-386-2145, fax 410-386-2120  
Toll-free 1-888-302-8978  
MD Relay service 7-1-1/1-800-735-2258  
email: ccplanning@ccg.carr.org



Bureau of Comprehensive Planning  
Department of  
Land Use, Planning & Development  
Carroll County Government  
225 North Center Street  
Westminster, Maryland 21157

TRANSPORTATION  
RECEIVED

MAY 8 2015

May 5, 2015

PLANNING DIVISION

Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
Offices at McHenry Row  
1500 Whetstone Way  
Suite 300  
Baltimore, MD 21230

Re: Letter of Financial Commitment for the FY 2016-2019 Transportation Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2016-2019 TIP includes: five (5) projects to replace County-maintained bridges, a bridge inspection program for County-owned and maintained structures, and one (1) bicycle-pedestrian trail.

The County has committed funding in prior Community Investment Plans (CIP's) for three (3) of the bridge projects. The remaining two (2) bridge projects and the bridge inspection program are contained in the proposed FY 2016-2021 CIP.

Portions of the bike/ped trail project are contained in the current (FY 2015-2020) CIP and other portions are contained in the proposed FY 2016 CIP. Financial support for the remaining portions of the trail project will be added, pending funding availability, in future CIP's.

**DEPARTMENT OF LAND USE, PLANNING & DEVELOPMENT**  
*Planning a better future for Carroll County*

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Bobbi Moser at (410) 386-2145 ([bmoser@ccg.carr.org](mailto:bmoser@ccg.carr.org)).

Sincerely,



Lynda D. Eisenberg, Chief  
Bureau of Comprehensive Planning

cc: Jeffrey K. Topper, Deputy Director, Department of Public Works  
Jeff Degitz, Director, Department of Recreation and Parks  
Bobbi Moser, Comprehensive Planner, Bureau of Comprehensive Planning

**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE

**BILLY BONIFACE**  
DIRECTOR OF ADMINISTRATION



**BRADLEY F. KILLIAN**  
DIRECTOR OF PLANNING & ZONING

April 28, 2015

TRANSPORTATION  
RECEIVED

MAY 4 2015

PLANNING DIVISION

Todd Lang  
Director, Transportation Division  
Baltimore Metropolitan Council  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

RE: Harford County's 2016-2019 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2016-2019 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects that do not impact regional emissions or require a local carbon monoxide impact analysis.

The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; one increases the capacity of the bridge itself from a one-lane bridge to a two-lane bridge, allowing vehicles to travel across the bridge from either side without waiting. Allowing traffic to move in both directions at the same time reduces carbon monoxide emissions.

*MARYLAND'S NEW CENTER OF OPPORTUNITY*

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | [www.harfordcountymd.gov](http://www.harfordcountymd.gov)  
220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

Todd Lang  
Baltimore Metropolitan Council  
April 28, 2015  
Page 2

Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority will be placed on a year to year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

Financial Reasonableness

All projects in the Transportation Improvement Program are required to have a match from Harford County. The match for the roadway projects come from funds already approved in the FY 16 County Capital Budget under Highway Capital Projects. The Capital Budget for Bridge Replacement and Restoration allocates funds for land acquisition, engineering and construction from the Highway General Fund Revenue, Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (410) 638-3103, extension 1372.

Sincerely,



Bradley F. Killian,  
Director of Planning and Zoning

AR/lp

cc: The Honorable Barry Glassman, Harford County Executive  
Timothy F. Whittie, Director, Department of Public Works  
Robert Andrews, Administrator, Harford County Transit Services  
Jenny B. King, Deputy Director, Department of Planning and Zoning  
Anthony S. McClune, Current Planning Chief, Department of Planning and Zoning  
Jeffrey M. Stratmeyer, Chief Engineer, Department of Public Works



HOWARD COUNTY OFFICE OF TRANSPORTATION  
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-3130

John W. Powell, Jr.  
Administrator

[www.howardcountymd.gov](http://www.howardcountymd.gov)  
FAX 410-313-1655  
TDD 410-313-2323

April 28, 2015

Mr. Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
Office @ McHenry Row  
1500 Whetstone way, Suite 300  
Baltimore, MD 21230

Dear Mr. Lang:

This letter provides documentation to satisfy the financial reasonableness requirement of the TIP process.

Howard County's project submissions for the FY 2016-2019 TIP are for bridge repairs and deck replacements throughout the county. The Regionally Significant Projects include Dorsey Run Road reconstruction from MD 175 south to the CSX Railroad spur crossing, Guilford Road reconstruction from US 1 to Old Dorsey Run Road, MD 175 interchange at Oakland Mills Road, extension of Skylark Boulevard and Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road.

The County has committed adequate matching funds in the form of bonds and local revenues to match the aforementioned projects. The projects are funded by year of expenditure. The anticipated availability of these local matching funds is documented in the Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2016 and the Howard County Fiscal Year 2015 Capital Budgets. These documents will be provided via an electronic mail correspondence for your review.

Should you have any questions, please call me at 410-313-4360.

Sincerely,

  
Ben Pickar, Supervisor  
Office of Transportation

Attachments  
BP/jm

cc: Lonnie Robbins, Chief Administrative Officer  
Diane B. Wilson, Chief of Staff  
James Irvin, Director, DPW  
John W. Powell, Jr. Administrator, OOT

# **APPENDIX C**

## **SELF CERTIFICATION**

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD**

**RESOLUTION #16-2**

**APPROVING THE SELF-CERTIFICATION REVIEW OF THE BALTIMORE REGIONAL  
TRANSPORTATION BOARD**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) 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 Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on February 14, 2007 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

**WHEREAS**, §450.334 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General);
- 5) Section 1101(b) of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, known as MAP-21, (Public Law 112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT-funded projects (DBE);

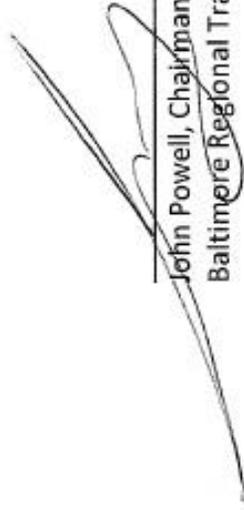
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging);
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities); and

**NOW, THEREFORE, BE IT RESOLVED** the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

**WE HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 28, 2015 meeting.

7-28-15

Date

  
 John Powell, Chairman  
 Baltimore Regional Transportation Board

7-22-15

Date

  
 Pete K. Rahn, Secretary  
 Maryland Department of Transportation

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
SELF CERTIFICATION**

**BACKGROUND**

*Baltimore Regional Transportation Board*

Under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act, known as MAP-21, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation
- transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard; the Maryland Departments of Transportation, the Environment, and Planning; and the Maryland Transit Administration. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.334. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the US Department of Transportation through the Federal Highway Administration (FHWA), Delmar Division Maryland Office, and the Federal Transit Administration (FTA) Region 3 Office; the Maryland Department of Transportation; member jurisdictions; locally operated transit service providers; and the public.

*Baltimore Metropolitan Council*

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides technical staff to assist the BRTB and its advisory committees. The technical staff includes transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. This includes developing the transportation plans and programs for the BRTB. BMC staff members also maintain a database of building permits issued throughout the region.

The BMC also serves as the host agency for other important regional functions and programs. These include the Regional Information Center, Urban Area Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

#### *BRTB Subcommittees and Advisory Groups*

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

#### *Baltimore Region Urbanized Area*

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 for the geographic location of each participating local jurisdiction).



Figure 1- Baltimore Metropolitan Planning Area

The planning area is part of the 2010 U.S. Census Bureau's Baltimore-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Havre De Grace – Bel Air Urbanized Area, and the Westminster Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

#### TRANSPORTATION PLANNING PROCESS

##### Federal Planning Factors

MAP-21 and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate eight specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These eight factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security for transportation system users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

#### FHWA Performance Management Measures / National Goals

MAP-21 places a major emphasis on managing and measuring the performance of the surface transportation system. Relative to highways, MAP-21 states:

Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through performance-based planning and programming.

As noted in the preceding passage, MAP-21 establishes several national transportation goals for highway systems. These include:

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System
- System Reliability – Improve the efficiency of the surface transportation system
- Freight Movement And Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- Reduced Project Delivery Delays – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

#### FTA Performance Management Measures / National Standards

Under MAP-21, the Federal Transit Administration is required to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. Each recipient of Section 5307 or Section 5311 funds will be required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and subrecipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients. The FTA envisions

adopting performance measures that provide a direct measure of each transit agency's State of Good Repair backlog.

#### **BRTB Performance Management Measures**

The BRTB's recent efforts to monitor and evaluate the performance of the region's surface transportation systems are described in detail in the sections titled "Ongoing Performance Monitoring Related to *Plan It 2035*" and "*Maximize2040: A Performance-Based Transportation Plan*," (see pages 14-15 of this attachment).

As part of the development of the next regional long-range transportation plan, the BRTB has adopted performance measures and established specific targets to comply with MAP-21 requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

#### **AIR QUALITY CONFORMITY**

According to 42 U.S.C. 7506 (c)(1): "No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title." The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region's air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, "conformity" means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a "moderate" nonattainment area for the 2008 8-hour ozone standard, a "maintenance" area for carbon monoxide (CO), and a maintenance area for annual PM 2.5.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

### CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

MAP-21 requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, MAP-21 emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple “add on” to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.
- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

### *Public Involvement Plan*

The Public Involvement Plan (PIP) for the Baltimore region, approved in 2014 in accordance with MAP-21, assists the BRTB in carrying out its responsibility to reach out to and engage the public and other interested parties. The PIP provides an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders.

### *Public Advisory Committee*

The BRTB continues to implement various efforts to engage citizens in the transportation planning process. The purpose of the Public Advisory Committee (PAC) is to review and evaluate recent public involvement techniques, particularly as they relate to the L RTP and new strategies for public involvement and outreach.

BMC staff continues to coordinate monthly meetings of the PAC and the two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as amendments to the TIP, elements of the long-range transportation plan currently in development, FTA funding programs, and MTA’s online bus tracking system. In addition, recently the PAC held one of its meetings at the CHART Statewide Operations Center. This meeting included a tour of the facilities.

Members of the PAC helped to staff the April 2014 event launching the development of the next long-range plan and soliciting public input on regional transportation goals for the region. PAC members also participated in two scenario planning workshops that considered possible future trends and conditions that could significantly affect the performance of future transportation systems.

#### *Other Examples of the BRTB's Commitment to Public Involvement*

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC web site includes minutes of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features include:

- direct mailings to 80+ interested parties regarding new public review and comment periods
- scheduled public appearances at various locations throughout the region to discuss issues face-to-face
- surveys to evaluate public opinion of its plans and programs
- use of Google Translate – this is a free translation service that provides instant translations between 58 different languages. It can translate words, sentences and web pages between any combination of Google supported languages. (although not appropriate for all situations, machine translation provides a quick grasp of foreign text)
- translation of a summary of the LRTP and TIP into Spanish
- publication of several e-newsletters

Current BRTB e-newsletters:

- *B'More Involved* – Transportation planning issues. Sent 2-4 times per month.
- *BikePed Beacon* – Biking and walking. Sent once per month.
- *Environmental News Brief* – Air quality and transportation. Sent quarterly.
- *Maryland Moves* (focusing on freight news). Sent six times a year.
- *On Transit*. Sent six times a year.
- Press releases – Sent as needed.

All e-newsletters and press releases can be accessed through links on the BMC web site: [www.baltometro.org](http://www.baltometro.org).

The BRTB also hosts a library, called the Regional Information Center, in partnership with the Enoch Pratt Free Library (Baltimore City's public library system).

#### TITLE VI / ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Executive Order 12898, "Federal Actions to Address Environmental Justice in

Minority and Low Income Populations,” was signed on February 11, 1994. The Executive Order and accompanying memorandum reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focus federal attention on the environmental and human health condition in minority and low-income communities.

The BRTB seeks to understand and acknowledge the needs and concerns of the public and interested parties, including minority and low-income communities, in developing transportation policies and in conducting activities as part of the transportation planning process. Further, the BRTB attempts to ensure that both the benefits and impacts of transportation investments are distributed as equitably as possible.

BMC staff continues to update a document to demonstrate Title VI compliance; most of the general requirements have been or are nearly completed. Most notable are the processes used to enhance and update the Public Involvement Plan and the Language Assistance Program / Limited English Proficiency Plan.

#### *Language Assistance Program / Limited English Proficiency Plan*

In FY 2015, BMC performed a review of the 2007 plan, updated the four-factor analysis based on the most recent data available, and updated the plan for providing services based on the current state of the practice. The updated plan, the *Language Assistance Program and Limited English Proficiency Plan*, will be available for public review from June 12 to July 13, 2015 with expected approval at the July BRTB meeting. The intent of this plan is to ensure, to the greatest extent possible, that residents who do not speak or read English proficiently have access to the planning process and published information, and that public notification is provided in other languages. The results of the four-factor analysis did not lead to necessary translation services; however the BRTB recognizes the growing Hispanic community and decided to provide key materials in Spanish. CTS Language Link provided the translation of the LEP document prior to public review as well as for the Public Participation plan. It is expected that some version of the 2016-2019 TIP, *Maximize2040*, and a brochure about the BRTB and planning process will be translated in early FY 2016.

As part of the update (and consistent with the US DOT’s policy related to “four-factor analysis”), BMC gathered the most recent LEP data for the Baltimore region from the 2007-2011 American Community Survey. This information will help staff to determine which populations in which jurisdictions might require additional attention with respect to outreach and engagement activities. The LEP Plan update also will document recent and planned efforts to meet with representatives of local jurisdictions and community groups to (1) gather additional information on LEP populations and (2) discuss more effective ways to reach and engage those populations.

#### *Other Examples of the BRTB’s Commitment to Title VI and Environmental Justice*

In addition to LEP data, BMC gathers data on six additional “vulnerable populations” in order to guide outreach to those populations. Staff published a web-based application to share the dataset — called the Vulnerable Population Index (VPI) — in FY 2015.

In addition, the BRTB refined its approach to prioritization of individual transportation investments to include the extent to which low income and minority populations are served. And it will once again perform a technical evaluation of all planned investments to make sure low income and minority populations share equal access to the benefits of the long range plan.

#### REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

MAP-21 requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation plan

#### Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region annual transportation planning work scope. Annually, the MPO begins developing the program in November and FHWA/FTA approves it by June. The UPWP identifies the planning budget and the planning activities to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding for the FY 2014 transportation planning activities for the Baltimore region is \$ 6,606,080.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee.

The BRTB has been timely in its submittal of the draft and final report for approval. However, the Federal Review Team recommended during the certification review that the BRTB increase its efforts to close out projects, submit invoices, and report in a timely manner. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

#### Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this time frame, their estimated year-of-expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Another way of expressing fiscal constraint is that neither the LRTP nor the TIP can be a “wish list” of projects. Both of these documents must show how the region expects to pay for each project.

#### *Current Plan (Plan It 2035) – adopted in 2011*

Development of *Plan It 2035* – *Plan It 2035* maintains the general emphasis of the region on maintaining system operations, preserving existing facilities, and judiciously adding new capacity. For *Plan It 2035*, the total estimated expansion, operation, and preservation costs able to be funded between 2016 and 2035 are \$44.9 billion. The percentage breakdown of these costs is: 53.6 percent for operation, 20.9 percent for preservation, and 25.5 percent for expansion.

#### *Goals and Strategies*

The federal planning factors are the basis of the regional goals and policies that inform *Plan It 2035*. The next LRTP, to be adopted in 2015, will continue this emphasis on the federal planning factors.

Working from this basis, the BRTB also considered comments from the public, comments from partner agencies, and insight gained from new federal policy directions relating to livability and sustainability in developing the goals and strategies of *Plan It 2035*. Also important was input from the *Imagine 2060* transportation / land use scenario planning process conducted in 2010.

The eight LRTP goals are:

- Improve Transportation System Safety
- Preserve the Existing Infrastructure
- Improve Accessibility
- Increase Mobility
- Preserve the Environment
- Improve Transportation System Security
- Promote Prosperity and Economic Opportunity
- Foster Participation and Cooperation among All Stakeholder Groups.

#### *Fiscal Constraint*

MDOT and the BRTB demonstrated fiscal constraint for *Plan It 2035* by including in the Preferred Alternative only those projects and programs for which there were sufficient reasonably anticipated funds. This involved a process of (1) forecasting federal, state, local, and other revenues reasonably anticipated to be available for the 2016-2035 timeframe and (2) developing estimated year of expenditure costs for proposed projects and programs. Proposed projects and programs that were not able to be funded (given the revenue forecasts) were either included in the list of illustrative projects or dropped from further consideration. These projects and programs can be reconsidered if and when additional funding becomes available (as occurred with the 2013 Plan It 2035 amendments).

#### *Public Involvement Process*

In planning and developing *Plan It 2035*, the BRTB devised a public involvement process in consultation with key stakeholders and members of the public. These include members of the PAC and persons representing low-income, minority, disabled, and other targeted populations as appropriate. The process provided an array of opportunities for the public to become informed and involved in helping to develop *Plan It 2035*.

**Ongoing Performance Monitoring Related to *Plan It 2035*** – As part of the development of *Plan It 2035*, the BRTB adopted several measures to help the region monitor and evaluate, over time, the performance of the region's surface transportation systems. The BRTB adopted at least one measure for every regional transportation goal.

The BRTB intended these performance measures to provide a high-level, region-wide look at how programs and projects in *Plan It 2035* and in the 4-year Transportation Improvement Program (TIP) collectively are helping the region address its transportation needs. As such, the BRTB made a conscious decision to keep these measures at a more general level rather than assign specific target years or numbers.

The BRTB directed BMC staff to report annually on progress relative to the performance measures. In accordance with this directive, BMC staff presented material to the Technical Committee and the BRTB each year. This material compared performance measure data from the baseline years shown in the plan to the most recent MDOT, SHA, and MTA data.

#### **2013 Amendments to *Plan It 2035***

The Maryland State Highway Administration (SHA) has proposed adding four projects to *Plan It 2035*. The projects are segments of larger projects that had been included in the final preferred alternative in the 2007 Plan. The BRTB dropped these larger projects from the final preferred alternative in *Plan It 2035* because of the federal requirement for a fiscally constrained plan. These larger projects were included in the list of illustrative projects in *Plan It 2035*.

The SHA amendments cover:

- Upgrading I-695 to eight lanes to match adjoining segments for two sections: (1) from MD 41 to east of Providence Road and (2) from south of US 40 to MD 144 (outer loop).

- Improvements to MD 32: (1) new access lane from MD 144 to Nixon's Farm Lane and (2) new interchange at Rosemary Lane.

The Maryland Transit Administration (MTA) has proposed a significant increase in the cost estimate for the Red Line project. This increase is the result of a combination of estimate adjustments, scope changes, and design development factors.

MDOT and the BRTB have maintained fiscal constraint for these SHA and MTA amendments by identifying additional funding from Maryland's Transportation Trust Fund. This additional funding is possible because of increases in the state's fuel taxes resulting from the enactment of the Transportation Infrastructure Investment Act of 2013.

Public involvement for the 2013 amendments to *Plan It 2035* was provided primarily through review by the PAC. The public review period for these amendments took place concurrently with public review for the draft FY 2014-2017 TIP and the associated draft Air Quality Conformity Determination. The review period ran from September 16 through October 18, 2013.

#### ***FY 2016-2019 TIP***

The BRTB and its Technical Committee reviewed the projects proposed for the 2016-2019 TIP. This included review by BMC staff for consistency with the LRTP, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB worked with its subcommittees, particularly the Public Advisory Committee, to review and evaluate the proposed list of projects. Based on results of this evaluation, the proposed projects were ranked and selected for inclusion in the TIP.

Projects identified in the first two years of the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The estimated total cost of projects in the 2016-2019 TIP is \$3.3 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the LRTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved LRTP and have been considered in the congestion management process for the region.

#### ***FY 2016-2016 TIP Financial Considerations***

As noted, the 2016-2019 TIP uses current and available revenue sources listed in the 2015 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under MAP-21.

#### *FY 2016-2019 TIP Public Involvement*

Public involvement for development of the TIP was provided primarily through review by the PAC. The public review period for the draft FY 2016-2019 TIP and the associated draft Air Quality Conformity Determination took place from June 12 through July 13, 2015. One public meeting and an open Public Advisory Committee meeting were held to present information and accept input/comments. Additionally, the BRTB provided six short webcasts (based on the six major jurisdictions) featuring highlights of the jurisdictions and related regional or nearby projects. The BRTB advertised in seven major newspapers and also sent flyers to all 77 libraries in the Baltimore region.

#### *Air Quality Conformity – FY 2016-2019 TIP*

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIPs for the Conformity Determination of the 2016-2019 TIP are the 2008 RFP SIP for 8-hour ozone (determined adequate on March 27, 2009), the 2003 carbon monoxide maintenance SIP and the PM 2.5 maintenance SIP.

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2017, 2025, and 2035. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2016-2019 TIP is found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

#### *Maximize2040: A Performance-Based Transportation Plan*

The BRTB is developing the upcoming 2015 LRTP, titled *Maximize2040: A Performance-Based Transportation Plan*. The BRTB is expected to adopt the final Maximize2040 in November 2015.

To date, the BRTB has adopted:

- regional goals and implementation strategies (incorporating input from BRTB advisory committees and the public at large)
- long-range population and employment forecasts developed by the Cooperative Forecasting Group (to be used in modeling the travel demand effects of the next set of adopted long-range plan projects and programs)
- revenue projections developed by MDOT
- performance measures and targets (consistent with MAP-21 requirements and incorporating input from BRTB advisory groups)
- criteria for evaluating and scoring candidate projects.

#### *Regional Transportation Goals*

The goals adopted for *Maximize2040* expand on the goals for *Plan It 2035*. A list of the *Maximize2040* goals follows:

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible.
- Improve System Security – Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural or man-made disasters.
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

#### *Performance Measures and Targets*

Consistent with MAP-21’s emphasis on performance-based planning, the BRTB has established several performance measures and targets. These will enable the BRTB to monitor and evaluate, over time, the performance of the region’s transportation system relative to the regional goals.

The adopted measures cover the areas required by MAP-21:

- System Safety – Roadways
- System Safety – Transit
- System Conditions – Roadways and Bridges
- System Conditions – Transit
- System Performance – Congestion
- System Performance – Freight
- System Performance – Emissions

In addition, the BRTB added several non-required measures to address accessibility (bicycle and pedestrian) issues and the potential effects of climate change.

BMC staff will continue to monitor proposed MAP-21 regulations related to performance measures. Also, staff will continue to work with MDOT, SHA, and MTA staffs to identify performance measures and targets common to the state and the MPO and to refine the processes for gathering data for performance measures.

#### *Evaluation of Candidate Projects / Fiscal Constraint of Plan*

BMC staff scored the candidate projects submitted by the jurisdictions and modal agencies for consideration. This scoring applied BRTB-adopted evaluation criteria to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address regional transportation needs.

In addition, SHA, MTA, and the jurisdictions provided 2015 cost estimates for these projects. BMC staff applied an inflation factor to these estimates to determine year of expenditure cost estimates. *Maximize2040* will be fiscally constrained, in accordance with federal requirements.

#### *Sharing and Listening: Public Outreach and Engagement*

Throughout the 18-month process to develop *Maximize2040*, the BRTB has shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2040* on Twitter and Facebook. In addition, the BRTB has provided the public with opportunities to comment on draft goals, submit project ideas, attend public meetings, and give feedback.

#### *Public / Stakeholder Input – Goals and Implementation Strategies*

The BRTB welcomed public comments on draft goals and strategies for *Maximize2040* in March and April 2014. In addition, the BRTB's advisory committees reviewed and commented on draft goals and strategies. The BRTB approved the final goals and strategies for *Maximize2040* in April 2014.

#### *Public / Stakeholder Input – Scenarios to Explore Critical Future Trends and Forces*

"How can the region make informed decisions about the future, especially when there are a lot of uncertainties about the future?" To address this question, the BRTB sought opinions from the public and regional experts. The public input phase of this process took place from September to December 2014. More than 200 people participated in a survey that asked about the social, economic, technological, environmental, and political forces that could play a significant role in shaping how the region will live and travel over the next 25 years.

From these results, the BRTB developed three scenarios and invited regional experts, including PAC members, to provide insight about how to craft *Maximize2040* to accommodate possible future trends and events.

#### *Public / Stakeholder Input – Project Ideas*

In considering the best mix of projects and programs, the BRTB solicited ideas for major, long-term projects from the public. This process took place from September to December 2014 and included an interactive map on the BMC website through which people could submit project ideas.

The public submitted more than 1,140 public project ideas. Nearly 180 of these ideas relate to major, long-term projects that potentially could be included in *Maximize2040*. The remaining

submittals recommend relatively small-scale and/or short-term projects outside the scope of Maximize2040. Many of these small-scale projects are important to the daily travels of people in the region, and they can be considered for short-term capital improvement programs.

Public / Stakeholder Input – Comments on Draft Plan

The BRTB will make the draft Maximize2040 available to the public for review and comment in summer 2015. The BRTB will address these comments in preparing the final version of Maximize2040.

#### **DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY**

##### *Disadvantaged Business Enterprise (DBE) Program*

BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually. In FY 2015, the DBE target was set at 29%. The BRTB exceeded this target with a DBE participation level of 32% for awarded contracts. The BRTB set a target of 29% for FY 2016 as well.

The BRTB participates in the Regional Procurement Diversity Expo sponsored by the Baltimore Regional Cooperative Purchasing Committee. The most recent Expo took place in October 2014. Additionally, the BRTB participated with the Baltimore Regional Cooperative Purchasing Committee in October 2012 with members of the Public Schools Subcommittee along with 23 other governmental agencies in the fifth annual Baltimore County Public Schools and Baltimore County Government MBE Outreach event. Participation included more than 450 attendees and 135 exhibitors.

##### *Equal Employment Opportunity*

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Employee Manual. The policy was last amended March 1, 2007. The policy states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

## AMERICANS WITH DISABILITIES ACT / REHABILITATION ACT *Americans with Disabilities Act*

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- All public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website is accessible to and usable by individuals with vision impairments.
- The telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- A list of resources for auxiliary aids and services has been developed and is maintained.

The Public Advisory Committee maintains a strong role in the consideration of the disabled population. In addition, the planning process now utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

### *Other ADA-related Activities*

The BMC undertook an ADA Self-Evaluation and the associated Transition plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on monthly, the BMC completed a review of the interior of the offices. Several areas have been noted where improvements are needed to maintain a fully compliant space. The exterior is under review by the development company and will be added to the report in the near future.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of LRTP and TIP projects for pedestrian accommodations. In 2013, a staff member participated in "Understanding ADA" training (which incorporated Section 504 considerations as well) through the National Transit Institute at WMATA headquarters in Washington, DC. Staff has also given presentations on the subject of pedestrian and transit accommodations for people with disabilities to a variety of audiences, including the self-advocacy group of the Arc of Howard County.

### *Rehabilitation Act*

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectable warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

### **OLDER AMERICANS ACT**

The BRTB acknowledges that older residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: [www.baltometro.org](http://www.baltometro.org).

### *1999 Baltimore Region Elderly Travel Study*

This study explores the activity patterns and travel characteristics of the elderly in the Baltimore region. In addition, the study also documents the major causal factors which directly affect how, when, and where the elderly travel, including the pervasive influence of the in-place retirement phenomena on elderly travel behavior. This study was one of the first regional elderly travel studies in the United States. Its findings have been since confirmed by other elderly travel studies.

### *2004 Naturally Occurring Retirement Communities (NORCs) in the Baltimore Region*

This study documents the distribution of the elderly population in the Baltimore region. The findings of this study show that the existing elderly population is widely scattered throughout low density suburban areas where public transportation service is not available and possibly not feasible. The study also documented that portions of the existing elderly population are concentrated in 29 population clusters throughout the region. These elderly population clusters could serve as the basis for planning transportation services to meet the travel needs of elderly residents that are no longer able to drive.

A summary version of these two studies is available in a paper titled “*Summary of Findings Concerning Elderly Travel in the Baltimore Region*,” which was prepared in conjunction with the 2005 White House Conference on Aging. Based on the 2010 Decennial Census, new NORC data is in development to provide an up-to-date geographic context for transportation planning, as well as to further detail demographic change in the region in general.

### **TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY**

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a number of travel options for people with disabilities, the elderly, and/or others with special mobility needs. Paratransit program information is posted on the BMC web site: [www.baltometro.org](http://www.baltometro.org).

*Coordinated Public Transit – Human Services Transportation Plan*

The BRTB was a partner with the state in developing the *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*, last updated in 2013 and being revised during summer of 2015. This Plan used the Regional Job Access and Reverse Commute Transportation Plan as a starting point to incorporate the FTA’s Job Access and Reverse Commute (JARC), New Freedom, and the Elderly and Persons with Disabilities programs into a locally developed coordinated transportation plan.

This plan met SAFETEA-LU’s federal planning requirement for the FTA’s Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 Job Access and Reverse Commute (JARC), and Section 5317 (New Freedom) programs of developing a locally coordinated public transit - human services transportation plan. MAP-21 eliminated the JARC and New Freedom programs as separate set-aside funding sources but added eligibility for these types of services to existing FTA programs. In light of these changes, the BRTB and MTA will determine how best to serve the needs of the low-income employed as well as the disabled and elderly through development of a revised Coordinated Public Transit – Human Services Transportation Plan.

*MTA Mobility/Paratransit*

Mobility/Paratransit is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses.

*Anne Arundel County*

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

*Baltimore County*

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

*Carroll County*

Butler Medical provides demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

*Harford County*

Harford Transit provides services in accordance with the ADA. Vehicles are wheelchair accessible.

*Howard County*

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

*Neighbor Ride*

For Howard County's older residents, this is a reasonably priced, reliable, supplemental transportation service that utilizes community volunteers and resources.

# **APPENDIX D**

## **AREAWIDE PROJECTS**

**Based on the 2015-2020 Consolidated Transportation Program  
KNOWN FY 2016 AREAWIDE PROJECTS AT TIME OF SUBMITTAL**

<b>Jurisdiction</b>	<b>Route</b>	<b>Termini</b>	<b>Description of Improvements</b>
<b>Areawide Transportation Alternatives Projects (60-9903-29)</b>			
Baltimore City	Jones Falls Trail	Phase V – Cylburn Arboretum to Mt. Washington Light Rail Station	Trail Extension
Carroll County		Finksburg Industrial Park Storm Water Management Facility	Drainage Improvements
<b>Areawide Environmental Projects (60-9506-38)</b>			
Anne Arundel County		Cowhide Branch stream restoration and fish passage	Mitigation of water pollution due to highway runoff
Howard County		Furnace Avenue Tributary	Wetlands replacement
	I 95 NB	Montgomery Road Overpass to I-895	Noise Barrier
<b>Areawide Recreational Trails Projects (60-0101-38)</b>			
Baltimore County		Baltimore County Farm Park Trail	Trail Extension
<b>Areawide Congestion Management Projects (60-9504-04)</b>			
Baltimore Region	Areawide	Coordinated Highways Action Response Team (CHART)	Operations of a statewide transportation response system.
Howard County	I-95 NB	I-95 Northbound Welcome Center park & ride expansion	36 additional parking spaces
<b>Areawide Safety and Spot Improvement (60-9508-19)</b>			
Anne Arundel County	MD 32	Sappington Station Road and MD 175	Drainage Improvement
	MD 258	at MD 794	Geometric Improvements
	MD 2	at Earleigh Heights Road/Magothy Bridge Road	Geometric Improvements
Baltimore County	US 40	Chesaco Avenue to Todds Lane	Safety and Resurfacing
	MD 147	at Glen Arm/Mt. Vista Road	Roundabout

Carroll County	MD 27	at Center Street	Widening and Resurfacing
	MD 31	at Tahoma Farm Road	Widening and Resurfacing
	MD 26	Emerald Lane to Calvert Way	Widening and Resurfacing
Howard County	US 29	at MD 108, MD 103 and US 40	Lighting Improvements
<b>Areawide Urban Reconstruction Projects (60-9511-19)</b>			
Baltimore County	US 40	at Mohr's Lane	Intersection Improvements
Harford	MD 755	Willoughby Beach Road to MARC station	Pedestrian Facilities & Drainage Improvements
<b>Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)</b>			
Baltimore County	MD 695	Bridge 03281 over Northeast Creek (estimated NTP 5/18/2015)	Bridge Rehabilitation
Harford County	MD 7	Structure 12107X0 over Tributary of Bynum Run (estimated NTP 5/18/2015)	Bridge Rehabilitation
<b>Areawide Resurfacing and Rehabilitation Projects (60-9501-11)</b>			
Anne Arundel County		Various locations in northern Anne Arundel County	Resurfacing
	I 695	MD 295 to MD 648 outer loop	Resurfacing
Baltimore County	I-83	Mt. Carmel Road to Shawan Road	Resurfacing
	MD 138	Monkton Road to JM Pierce Road	Resurfacing

# APPENDIX E

## Projects Between Funding Stages (On Hold) and Informational Projects

### Projects Between Funding Stages (On Hold)

Project Id	Project Title	Jurisdiction	Year of Operation	Project Category	Project Type
12-0002-99	Transportation Career Development Program	Baltimore City	Ongoing	Miscellaneous	Miscellaneous
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-0723-19	Reversible Lane System Replacement	Baltimore City	Ongoing	Highway Preservation	Other
12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Bridge repair/deck replacement
12-1116-42	New Vail Street	Baltimore City	2014	Highway Capacity	New or extended roadways
12-1213-11	Citywide Street and Urban Reconstruction	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1406-12	Waterview Avenue and Hollins Ferry Road Reconstruction	Baltimore City	2017	Highway Preservation	Road reconstruction
12-1407-06	Red Line Development	Baltimore City	2022	Emission Reduction Strategy	System Expansion
12-1409-11	Seton Hill Complete Streets	Baltimore City	2017	Highway Preservation	Road resurfacing/rehabilitation
12-1410-11	Citywide Roundabout Construction	Baltimore City	2018	Highway Preservation	Road resurfacing/rehabilitation
12-1416-11	Citywide Concrete Pavement Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
75-1101-02	MARC Aberdeen Station Parking Expansion D&E	MTA – Commuter Rail	2018	Emission Reduction Strategy	Park-and-ride lots
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29	SHA	NA	Highway Capacity	Roadway widening



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor  
**Boyd Rutherford**  
Lt. Governor  
**Pete K. Rahn**  
Secretary

April 8, 2015

Mr. Todd R. Lang, Director  
Transportation Planning  
ATTN: Ms. Regina Aris  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

RE: Eastern Federal Lands Highway Division Projects Represented in the Transportation Improvement Program

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) as a member of the Baltimore Regional Transportation Board (BRTB) on behalf of the Eastern Federal Lands Highway Division is requesting to submit two projects to the Transportation Improvement Program (TIP): the Baltimore Washington Parkway Wall Restoration Project and Resurface BW Parkway. As these are Federal Projects on Federal lands in the Baltimore region, we are requesting that the BRTB include these projects in Appendix E with the other projects receiving only federal funds. Attached is the notice from the Eastern Federal Lands Highway Division and their list of projects. If you have any questions please contact Mr. Tyson Byrne, Regional Planner, at 410-865-1284 or [tbyrne@mdot.state.md.us](mailto:tbyrne@mdot.state.md.us).

Sincerely,

Mr. Michael W. Nixon, Manager, Regional Planning  
Office of Planning and Capital Programming

Attachments

cc: Mr. Tyson Byrne, Regional Planner, Office of Planning and Capital Programming, Maryland  
Department of Transportation

My telephone number is  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076



# Memorandum

**Subject:** Fiscal year 2015-2018 Transportation Improvement Program Mid-Year Update      **Date:** MAR 31, 2015

**From:** Ms. Karen A. Schmidt  Director, Program Administration      **In Reply Refer To:** HFPP-15

**To:** Mr. Gregory K. Murrill  
Division Administrator  
HDA-MD

The Eastern Federal Lands Highway Division (EFLHD) has developed a FY 2015-2018 Transportation Improvement Program (TIP) Mid-Year Update for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. The attached spreadsheet contains an overall list of projects for your State. This list will soon be placed on the EFLHD website (<http://www.efl.fhwa.dot.gov>) in order to provide reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's TIP to your State Department of Transportation for inclusion (*as an appendix*) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO). If you have questions or comments regarding the TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or [Lewis.Grimm@dot.gov](mailto:Lewis.Grimm@dot.gov). Thank you for your assistance.

Attachment

cc:  
Mr. Kwame Arhin, Planning Program Manager, FHWA, HDA-MD, Baltimore, MD



**FY2015 - FY2018 Transportation Improvement Program**  
 Federal Highway Administration  
 Eastern Federal Lands Highway Division  
 Mid-Year Update (Reflects Additional Projects Since October 1, 2014)

Last Printed: 26Mar15

PROJECT	AWARD FY	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER AGENCY	DESCRIPTION	CATEGORY	PRIMARY FUND SOURCE	ESTIMATED PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	ADMIN BY / DELIVER BY	Phase	CHANGE FROM LAST UPDATE	CONG DIST NUMBER	FLMA REGION
<b>MD -- Maryland</b>														
BAWA_1(0)_2(3)	FY2015	MD	Prince George's	Baltimore Washington Parkway	Resurface & restore the Baltimore Washington Parkway, in both directions at MD 197	3RH	FLTP	Between \$500,000 and \$1,000,000	Title 23	EFLHD	In Design	New project	MD-05	NPS_NC
CHOH_10(1)	FY2015	MD	Montgomery	Chesapeake and Ohio Canal National Historical Park	Safety Improvements on the Great Falls Entrance Road	3RH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	In Acquisition	No change	MD-08	NPS_NC
FW_PATU_HPP_4304	FY2015	MD	Prince Georges	Patuxent Research Refuge	Rehab. American Holly Dr (Rte 10), Beech Forest Rd (Rte 100), & 3 Parking Lots (Rtes 900, 901, 902).	3RL	SAFETEA-LU	Between \$250,000 and \$500,000	Title 23	FWS	Planned	No change	MD-04	FWS_R5
MD Dorchester_139(1)	FY2015	MD	Dorchester	Blackwater National Wildlife Refuge	Engineering/Hydraulic Study of Maple Dam Road (County Rte. 139) thru Blackwater NWR & Dorchester Co.	4R	FLHD	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	No change	MD-01	FWS_R5
MD_ASIS_2013-1(3)	FY2015	MD	Worcester	Assateague Island National Seashore	ERFO-Hurricane Sandy relocation of Bayside and South Beach PAs	MISC	ERFO	Less than \$25,000	Title 23	EFLHD	In Acquisition	No change	MD-01	NPS_NE
CATO_900(1)	FY2016	MD	Frederick	Catoctin Mountain Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	BRRP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MD-08	NPS_NC
GREE_11(1)	FY2016	MD	Prince George's	Greenbelt Park	Main Entrance Rd. & Park Central Rd. Bridge Replacement and Resurfacing of Rtes. 10, 11, 200 & 201	3RH_BRRP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MD-05	NPS_NC
SUIT_1(2)_2(2)	FY2016	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Pkwy & Forestville Rd incl. sidewalk, signals, lights, signing, pavement markings	MISC	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	In Design	No change	MD-05	NPS_NC
BAWA_1(4)_2(4)	FY2017	MD	Prince George's, Anne Arundel	Baltimore Washington Parkway	Resurface BW Parkway	3RL	FLTP	Between \$5,000,000 and \$10,000,000	Title 23	EFLHD	In Design	No change	_VARIOUS	NPS_NC
BAWA_1A20_E20	FY2017	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 197.	RW	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	MD-05	NPS_NC
CATO_11(2)	FY2017	MD	Frederick	Catoctin Mountain Park	Repair Rte 11 Section 0 Foxville-Deerfield Road	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	Award year changed from FY2016 in FY2017	MD-08	NPS_NC
GWMP_6(1)_7(2)	FY2017	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Ciera Barton Pkwy mill and overlay includes guardrail and guardwall	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	No change	_VARIOUS	NPS_NC

# APPENDIX F

## FY 2014-2017 TIP Amendment and Administrative Modification Log

## Summary of 2014 – 2017 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
40-1204-64	Bus and Rail Preventive Maintenance	MTA - Transit	This Modification shifts \$2 million in unobligated Section 5309 Federal funds and \$510,000 in matching funds from FY 2013 to Section 5337 in FY 2014. MAP 21 merges Section 5309 into Section 5337 funding.	Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.  <b>Conformity Status:</b> Exempt	Admin Mod: 4/7/14
15-1401-13	Robinson Mill Road Bridge #154 over Broad Creek	Harford County	This modification is a request to add STP funds to FY 2015. Specifically, the Modification adds \$135,000 in Federal funds and \$65,000 in matching funds to the construction phase and \$65,000 to the other phase.	This project is to replace the entire bridge that carries Robinson Mill Road over Broad Creek. The two-lane approach road on both ends of the bridge includes horizontal curves that restrict sight distance across the bridge. <b>Conformity Status:</b> Exempt	Admin Mod: 4/7/14
15-1101-13	Chestnut Hill Bridge #40	Harford County	This Modification is a request to shift FY 2015 funds to FY 2016 and FY 2016 funds to FY 2017. FY 2013 PE funds are shifted to FY 2015 with a \$20,000 increase in Federal funds.	This project will replace the existing Chestnut Hill Road Bridge.  <b>Conformity Status:</b> Non-Exempt	Admin Mod: 4/7/14
15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	Harford County	This Modification is a request to increase the Federal funds for construction from \$1.068 million to \$1.2 million with a local match increase from \$267,000 to \$300,000.	This project is to replace the triple-cell concrete pipe bridge that carries Carrs Mill Road over Bear Cabin Branch. The concrete pipes and the slate headwalls are severely deteriorated and need to be replaced. <b>Conformity Status:</b> Exempt	Admin Mod: 5/12/14
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	State Highway Administration	Construction of this project was funded with the state fund due to the 2013 Transportation Investment Infrastructure Act of 2013 (TIIA). As a result, this project is currently listed in the regionally significant section of the 2014-2017 TIP. However, the funding source of the construction has now changed from the state to Federal funding under the National Highway Performance Program (NHPP). The total cost for the project remains the same.	The overall purpose of this project is to study the upgrade of I-695 to an eight-lane freeway from I-95 to MD 122 (Security Boulevard).  Break-out: a) I-695 Outer Loop widening from south of US 40 to MD 144: The project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144.  b) I-695, from I-95 (SW) to MD 122 Project: Replacement of bridge on I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert Run and realignment of I-695 Inner Loop ramp from US 1 over Leeds Avenue, and US 1 from Knecht Avenue to Linden Avenue.  Note 1: In FY 2012 TIP, the project TIP ID # was 63-0601-41. Note 2: The cash flow includes (a) I-695, from I-95 to MD 122, (b) I-695, from MD 144 to US 40, and (c) I-695 at US 1/Leeds Ave. <b>Conformity Status:</b> Non-Exempt	Admin Mod: 5/12/14

66-1101-41	US 29: Seneca Drive to south MD 175 Reconstruction - Phase 1	State Highway Administration	This Modification is a request to add \$280,000 in NHPP Federal funds and \$70,000 in matching funds to FY 2014 and FY 2015 right-of-way phase for a total increase of \$700,000.	The US 29 Northbound widening project extends from Seneca Drive to south of MD 175, a distance of 2.8 miles. This section of Northbound US 29 is currently only two lanes wide, and the project scope includes widening into the median to add a third lane. The improvement will extend the acceleration and deceleration lanes at the Seneca Drive interchange, and remove the existing access points at Gales Lane and Old Columbia Road. <b>Conformity Status:</b> Non-Exempt	Admin Mod: 6/2/14
61-1401-39	MD 175: Rockenbach & Disney Rd. Intersection Reconstructions	State Highway Administration	This Modification is a request to add \$2 million in Surface Transportation Program (STP) funds to the preliminary engineering phase of the project, distributed over fiscal years 2014 to 2017. Of the \$2 million, \$1.6 million will be Federal funds and the remaining \$400,000 will be matching funds.	Construct intersection capacity improvements from west of MD 713 (Rochenbach Road/Ridge Road) to east of Disney Road/26th Street. (BRAC intersection improvement). Widen MD 175 to accommodate an extra through lane from northwest of Rockenbach Road to southeast of Disney Road.  Related BRAC projects include: MD 175 at Reece Road and Mapes Road/Charter Oaks Boulevard; MD 175, widening from Disney Road to Reece Road; MD 175 Corridor Study from MD 295 to MD 170 including the MD 175/MD 295 Interchange.  More project details can be found on the SHA web site at: <a href="http://apps.roads.maryland.gov">http://apps.roads.maryland.gov</a> (Search for project # AA580_53) <b>Conformity Status:</b> Non-Exempt	Admin Mod: 6/2/14
61-1403-41	MD 198: MD 295 to MD 32	State Highway Administration	This is a new project to the 2014-2017 TIP adding \$1.6 million in Transportation Infrastructure Investment Act of 2013 funds for PE over the fiscal years 2014 – 2017.	This project is a study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC related)  This project will be improved in phases. Phase I is the MD 198 / MD 295 partial interchange project. <b>Conformity Status:</b> Non-Exempt	Admin Mod: 6/2/14
63-0802-41	MD 140: Garrison View Road to CSX Railroad Bridge	State Highway Administration	This Modification is a request to add \$1.7 million in Surface Transportation Program (STP) funds for PE split between FY 2015 and 2016.	Capacity and safety improvements to MD 140 from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).  This project will be improved in phases. Phase I - MD 140: Garrison View Road to Painters Mill Road, including the intersection. Phase II - MD 140: Garrison View Road to north of Owings Mills Boulevard. <b>Conformity Status:</b> Non-Exempt	Admin Mod: 6/2/14
60-9504-04	Areawide Congestion Management	State Highway Administration	This Modification is a request that the Areawide Congestion Management category be revised to include eligibility for the Dray Truck Replacement Project at the Port of Baltimore in the description of the Areawide. The money for the project is already included in the Areawide. This Modification would simply add the language to the write-up to include dray trucks.	This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards. <b>Conformity Status:</b> Exempt	Admin Mod: 7/7/14

12-1002-43	Edmondson Avenue Bridge over Gwynns Falls and CSX Railroad	Baltimore City	This Modification is a request to add \$4 million in local funding for the construction phase to FY 2014. \$1.3 million was spent previously on the preliminary engineering phase	Design and construct a complete replacement of the Edmondson Avenue Bridge over the Gwynns Falls/CSX Railroad. The new bridge will be 23 feet wider to accommodate a dual-track light rail line as currently proposed for the MTA Red Line. The new bridge will also incorporate sidewalks and lighting. <b>Conformity Status:</b> Non-Exempt	Admin Mod: 7/7/14
63-0803-46	I-795: Dolfield Road Interchange	State Highway Administration	This is a new project to the 2014-2017 TIP involving \$4.0 million of National Highway Performance Program funds added to the preliminary engineering phase.	This project is a study to develop interchange options at Dolfield Road. <b>Conformity Status:</b> Non-Exempt	Resolution 15-2: 7/22/14
14-1402-13	Countywide Bridge Maintenance, Repair, and Replacement	Carroll County	This is a new project to the 2014-2017 TIP.	This project includes performing maintenance, repair, and replacement of bridges. Current work includes but is not limited to: *White Rock Road over Piney Run: Replace the existing 2-cell culvert with a 2-cell concrete box. *Bixlers Church Road over Big Pipe Creek: Replace the existing 2-cell culvert with a new structure, including piers, and abutments. *Shepherds Mill Road over Little Pipe Creek: Replace the existing 3 span bridge with a new structure, including piers and abutments. *Cleaning and painting of various bridge throughout Carroll County <b>Conformity Status:</b> Exempt	Resolution 15-3: 7/22/14
12-1408-12	Greenmount Avenue Reconstruction: 43rd Street to 29th Street	Baltimore City	This Amendment updates the title and adds \$1.7 million in National Highway Performance Program funds. Additional funding includes \$700,000 in FY 2014 preliminary engineering funds and \$1 million in FY 2016 construction funds.	Reconstruction of Greenmount Avenue between 43rd and 29th street, including milling/repaving, lighting, landscaping, new sidewalks and traffic calming. <b>Conformity Status:</b> Exempt	Resolution 15-4: 7/22/14
12-1222-19	Citywide Guide Sign Replacement	Baltimore City	This project was previously in the 2012 -2015 TIP and is being added to the 2014-2017 TIP, utilizing National Highway Performance Program funds. The project allocates \$500,000 to the preliminary engineering phase in FY 2014 and \$4.5 million to the construction phase in FY 2016.	Guide sign replacement, including but not limited to signs on I-83, MD 295 and other major arterials. <b>Conformity Status:</b> Exempt	Resolution 15-4: 7/22/14
60-9504-04	Areawide Congestion Management	State Highway Administration	This Modification is a request to add \$8 million total: \$1.5 million (\$1.2 million Federal, \$0.3 million matching) to the preliminary engineering (PE) phase and to add \$5.25 million (\$4.2 million Federal, \$1.05 million matching) to the construction (CON) phase using STP funds in FY 15; Add \$0.25 million (\$0.2 million Federal, \$0.05 million matching) to the PE phase and add \$1.0 million (\$0.8 million Federal, \$0.2 million matching) to the CON phase using NHPP funds in FY 2015. The funding increase is for CHART, including vehicle/equipment maintenance, fuel, traffic advisory radio, and operational costs.	This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards. <b>Conformity Status:</b> Exempt	Admin Mod: 8/7/14

60-9508-19	Areawide Safety and Spot Improvements	State Highway Administration	This Modification is a request to add a total of \$15 million to this project using National Highway Performance Program funds in Fiscal Year 2015. Of the \$15 million, \$12 million would be Federal and \$3 million would be matching funds.	This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. <b>Conformity Status:</b> Exempt	Admin Mod: 9/9/14
40-0602-69	Baltimore Red Line	MTA – Transit	This Amendment is a request to shift \$55.2 million of Section 5307 and \$13.8 million of matching funds to the Project Planning phase from Fiscal Year 2014 to 2015. This amendment also programs \$100 million of Section 5309 and \$100 million of matching funds to the Construction phase in Fiscal Years 2016 and 2017.	This project encompasses planning, preliminary engineering, final design and construction of a 14.1 mile Light Rail Transit line from Baltimore County Woodlawn area to Johns Hopkins Bayview Hospital in Baltimore City. Alternatives Analysis (AA), the Draft Environmental Impact Statement (FEIS), and Preliminary Engineering (PE) are complete. Final Design of the project is underway and FTS has recommended the project for a Full Funding Grant Agreement. Funding will be available pending approval the president's proposed budget.  The total cost of the project is \$2.645 billion and includes \$900 million in Federal Aid from the FTA Section 5309 New Starts program through FY 2024. <b>Conformity Status:</b> Non-Exempt	Resolution 15-8: 9/23/14
NA	Baltimore Washington (BW) Parkway Wall Restoration and BW Parkway Resurfacing	Maryland Department of Transportation	This Modification is a request on behalf of the Eastern Federal Lands Highway Division that the BRTB include these projects in Appendix E with other Federal projects on Federal lands receiving only Federal funds.	These projects rehabilitate walls along the Baltimore Washington Parkway as well as resurface the Parkway.  <b>Conformity Status:</b> Exempt	Admin Mod: 10/9/14
40-1401-66	Bus New Main Shop	MTA - Transit	This Modification is a request to update funding to reflect a new mix of Federal and matching funds. Specifically, it updates Section 5307 to reflect \$7.317 million in Federal funds with a \$1.829 million match and updates Section 5339 to reflect \$1.483 million in Federal funds with a \$.371 match.	This project entails the construction of a new “sustainably designed” maintenance facility at 1300 Bush Street, which would increase the capacity for maintenance and allow additional articulated buses to be staged at Bush. The demolition of the existing building has already been initiated under an existing funded program. The initial implementation plans and layout for the building have also been completed along with the required environmental studies.  Note: In addition to the matching funds listed below, MTA has committed \$4.7 Million in non-federal dollars to complete the funding package for this project. <b>Conformity Status:</b> Exempt	Admin Mod: 10/9/14
11-1203-13	Sands Road Bridge over Wilson Owens Branch	Anne Arundel County	This Modification is a request to move Surface Transportation Program (STP) Construction funding from FY 2014 to FY 2015 with a total cost increase of \$162,000 (\$92,000 Federal/\$70,000 Matching). The project is seeking an updated cost estimate resulting from lost time handling utility relocation.	Replace existing bridge  <b>Conformity Status:</b> Exempt	Admin Mod: 11/6/14
11-1101-13	Chesterfield Road Bridge over Bacon Ridge Branch	Anne Arundel County	This Modification is a request to shift Surface Transportation Program (STP) Construction funds from FY 2015 to FY 2016 due to environmental permitting delays. The cost of the project is not changing.	This project will reconstruct the existing bridge to correct existing deficiencies, a substandard approach road, and bridge deck geometry. <b>Conformity Status:</b> Exempt	Admin Mod: 11/6/14

11-1103-13	Furnace Avenue Bridge over Deep Run	Anne Arundel County	This Modification is a request to add Surface Transportation Program (STP) funds to the PE phase (\$240,000 Federal/\$60,000 Match) in FY 2015 and to shift Construction funds from FY 2015 to FY 2017. 2017 Matching Construction funds will decrease by \$318,000. Thus, the total project cost decreases by \$18,000.	This project is to reconstruct the existing bridge to correct existing deficiencies, a substandard approach road, and bridge deck geometry.  <b>Conformity Status:</b> Exempt	Admin Mod: 11/6/14
11-1208-13	Harwood Road Bridge over Stocketts Run	Anne Arundel County	This Modification is a request for design exception which causes the design to slip from previous scheduling. Surface Transportation Program (STP) Construction funds will be moved from FY 2015 to FY 2017 with no total project cost increase.	This project will replace the existing bridge over Stocketts Run.  <b>Conformity Status:</b> Exempt	Admin Mod: 11/6/14
11-1402-13	Magothy Bridge Road Bridge over Magothy River	Anne Arundel County	This Modification is a request to shift Surface Transportation Program (STP) Construction funds from FY 2015 to FY 2016 due to environmental permitting delays. The cost of the project is not changing.	This project will replace the bridge deck and add shoulders to the bridge over the Magothy River.  <b>Conformity Status:</b> Non-Exempt	Admin Mod: 11/6/14
11-1403-13	O'Connor Road Bridge over Deep Run	Anne Arundel County	This Modification is a request to shift Surface Transportation Program (STP) Preliminary Engineering funds from FY 2014 to FY 2015 and to shift Construction funds from FY 2016 to FY 2017. The total project cost remains the same.	This project will replace the bridge over Deep Run at O'Connor Road.  <b>Conformity Status:</b> Non-Exempt	Admin Mod: 11/6/14
15-0404-13	Watervale Road Bridge # 63 over Winters Run	Harford County	This Modification is a request to shift Surface Transportation Program (STP) Construction funds from FY 2013 to FY 2015, with Federal funds increasing by \$50,000 and Matching funds increasing by approximately \$.6 million.	This project will replace the bridge that carries Watervale Road over Winters Run.  <b>Conformity Status:</b> Non-Exempt	Admin Mod: 11/6/14
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	State Highway Administration	This is a Modification to add additional National Highway Performance Program (NHPP) funding for the design phase of the I-695 Southwest Outer Loop from US 40 to MD 144 project. An amount of \$1.84 million under the NHPP will be added to the design phase of this project in FY 2015. Also, \$0.6 million in FY 2016 and \$0.3 million in FY 2017 will be brought forward to FY 2015 under the NHPP for the design of this project.	The overall purpose of this project is to study the upgrade of I-695 to an eight-lane freeway from I-95 to MD 122 (Security Boulevard).  Break-out Projects: a) I-695 Outer Loop widening from south of US 40 to MD 144: The project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144. This project has separate cash flows and TIP ID #63-1602-41.  b) Replacement of bridge on I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert Run and realignment of I-695 Inner Loop ramp from US 1 over Leeds Avenue, and US 1 from Knecht Avenue to Linden Avenue. This project has separate cash flows and TIP ID #63-1603-43 <b>Conformity Status:</b> Non-Exempt	Admin Mod: 11/6/14
63-1405-31	MD 295: I-895 to North of Daisy Avenue - Noise Wall	State Highway Administration	This is a Modification to allocate \$12.76 million to break out the MD 295 Noise Wall project from the Areawide Environmental System Preservation group project. SHA will allocate \$5.102 million in National Highway Performance Program (NHPP) Federal funds with \$1.276 million in Matching funds to each of FY 2015 and FY 2016.	This project will install noise walls along MD 295 to reduce highway noise for residents of the Riverview and Baltimore highlands communities in Baltimore County. The project will also include the construction of drainage systems to allow stormwater to continue downstream and landscaping (tree plantings and slope treatments).  This project is a breakout from Areawide Environmental Projects - 60-9506-38 <b>Conformity Status:</b> Exempt	Admin Mod: 11/6/14

12-1419-13	Hanover Street Bridge Multimodal Corridor	Baltimore City	This is a new project to the 2014-2017 TIP. Baltimore City has been awarded a \$1.1 million Federal Transportation Investment Generating Economic Recovery (TIGER) grant to create the Hanover Street Bridge Multimodal Corridor Plan. Baltimore City will provide a \$700,000 local match. Funds will be added to the Project Planning phase for Fiscal Year 2016.	A Multimodal Corridor Plan will establish the framework for Baltimore City's investment in the Hanover Street Bridge Corridor for transportation, education, recreation, regional competitiveness and economic development. The study will identify feasible methods of rehabilitating or replacing the Hanover Street Bridge, improve multimodal corridor accessibility and freight access as well as highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor. <b>Conformity Status:</b> Exempt	Resolution 15-10: 11/25/14
40-1003-64	Metro Railcar Overhaul and Emergency Repairs	MTA – Transit	This Amendment is a request to update this project by adding \$7.1 million of Section 5307 funding in Fiscal Year 2015 with \$1.79 million in state matching funds. The request also includes a reduction of \$446,000 in Section 5337 funds and an addition of \$116,000 in Section 5309 funds.	The mid-life overhaul provides for the upgrade, overhaul and/or installation of new vehicle systems. Metro railcar subsystems are to undergo future five-and ten-year ongoing overhauls. The scope of vehicle system overhaul includes the overhaul and repair of gearboxes, traction motors, air compressors, evaporator motors, PBM motors, HVAC compressors and truck assemblies. The ongoing Emergency Repair program covers equipment at end-of-life that was not captured during the mid-life/five-year overhaul program. Funds are utilized to support other capital projects and emergencies as they occur. Additionally, funds may be used to repair damaged railcar vehicles. <b>Conformity Status:</b> Exempt	Resolution 15-11: 11/25/14
40-1203-65	Kirk Bus Facility Replacement – Phase 1 & 2	MTA - Transit	This Amendment is a request to add Fiscal Year 2015 & Fiscal Year 2017 funding to Sections 5307 and 5339. MTA will be adding \$26.1 million of Section 5307 Federal funds and \$5.8 million of Section 5339 Federal funds.	Approximately 163 buses are stored, operated and maintained at the Kirk Division Bus Facility. Operations include preventive bus maintenance, inspections, heavy repairs, fueling, washing, administration, operator support facilities and dispatching. Phase I is the construction of a 100,000 square foot state-of-the-art, sustainable design, energy-efficient/green technology building that will house maintenance work to be performed in an enclosed environment, thereby enabling MTA to better control noise, exhaust fumes and visibility of the buses to the surrounding community. Phase II is the construction of a similar building to store buses overnight. Note: In addition to the matching funds listed below, MTA has committed \$31.7 million in non-Federal dollars to complete the funding package for this project. <b>Conformity Status:</b> Exempt	Resolution 15-11: 11/25/14
42-1401-05	Charm City Circulator Harbor Connector Electrification Project	MTA - Transit	This is a new project to the 2014-2017 TIP to allow Baltimore City to purchase a new, environmentally friendly vessel. The project includes \$854,000 of Section 5307 Federal funds with a \$151,000 match.	The Baltimore City Department of Transportation will be procuring an all-electric water taxi and high powered smart charging infrastructure for the Harbor Connector Commuter Service (water taxi system.) <b>Conformity Status:</b> Exempt	Resolution 15-11: 11/25/14
60-9508-19	Areawide Safety and Spot Improvements	State Highway Administration	This Amendment is a request to add a total of \$15 million to this project using National Highway Performance Program funds in Fiscal Year 2015. Of the \$15 million, \$12 million would be Federal and \$3 million would be matching funds.	This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. <b>Conformity Status:</b> Exempt	Resolution 15-12: 11/25/14

63-1203-19	MD 140: Painter's Mill Road Intersection Reconstruction	State Highway Administration	This is a request for an amendment to the FY 2014-2017 TIP to add right-of-way (\$784,000) and construction funding (\$505,014) for Phase 1: MD 140 (Reisterstown Road), from south of Garrison View Road to north of Painters Mill Road project. This break-out project will allow SHA to advance the utility work and the replacement of a culvert in order to reduce the construction time for the rest of the project, once additional funding is identified. This additional \$1.3 million will be funded with State funding.	Improvements include widening northbound MD 140 to provide a third through lane (Lane is 16'-wide bicycle-compatible), constructing 5' ADA-compliant sidewalk along northbound MD 140, reconstructing and widening existing sidewalk along southbound MD 140 adjacent to the M&T Bank Property, resurfacing both northbound and southbound roadway, landscaping and utility relocations. The length of the project is 0.30 miles. This is a breakout of the MD 140: Garrison View Road to north of Owings Mills Boulevard (TIP ID 63-0802-41).  <b>Conformity Status:</b> Non-Exempt	Resolution 15-14: 12/16/14
90-1401-39	State Safety Oversight	Maryland Department of Transportation	This is a new project to the 2014-2017 TIP. It adds \$603,000 in Section 5329 Federal funds and \$170,000 State matching funds in FY2015 Other phase and adds \$608,000 in Section 5329 Federal funds and \$200,000 State matching funds in FY2016 Other phase.	This is a national transit safety initiative to establish a process for oversight of program compliance. The process will advance the provision of safe, reliable and equitable transit service through adherence to legislative, policy and regulatory requirements as established by FTA. It will provide an unbiased source of integrated information to promote transit safety and effective grant management. <b>Conformity Status:</b> Exempt	Resolution 15-15: 12/16/14
80-0801-09	CMAQ Areawide	Baltimore Metropolitan Council	This Modification obligates Congestion Mitigation and Air Quality (CMAQ) funds in FY 2015 that were originally programmed in previous years for 3 Howard County projects. Obligation amounts are \$897,000 in Federal funds with a \$373,000 Match.	The BRTB will use a competitive selection process to select Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects in FY 2014. CMAQ projects are intended to reduce air pollution emissions from the transportation sector.  <b>Conformity Status:</b> Exempt	Admin Mod: 1/8/15
40-1204-64	Bus and Rail Preventive Maintenance	MTA - Transit	This Modification is an update to the existing project that adds funding in FY 2015 – FY 2017 as a result of shifting funds from other projects. The overall increase consists of \$13.4 million in Section 5307 funds and \$2.8 million in Section 5337 funds.	Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.  <b>Conformity Status:</b> Exempt	Admin Mod: 1/8/15
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	State Highway Administration	This Modification adds \$5.32 million in State funding in FY 2017 as part of the \$18.08 million cost of a noise/retaining wall along the Inner Loop from US 40 to MD 144. Remaining funds will be added to future TIPs.	The overall purpose of this project is to study the upgrade of I-695 to an eight-lane freeway from I-95 to MD 122 (Security Boulevard).  Break-out Projects: a) I-695 Outer Loop widening from south of US 40 to MD 144: The project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144. This project has separate cash flows and TIP ID #63-1602-41.  b) Replacement of bridge on I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert Run and realignment of I-695 Inner Loop ramp from US 1 over Leeds Avenue, and US 1 from Knecht Avenue to Linden Avenue. This project has separate cash flows and TIP ID #63-1603-43 <b>Conformity Status:</b> Non-Exempt	Admin Mod: 1/8/15

12-1213-11	Citywide Street and Urban Reconstruction	Baltimore City	Baltimore City is adding ADA ramps and sidewalk improvements to the list of activities to be funded under this Areawide project. This additional activity is funded through a Transportation, Community, and System Preservation (TCSP) Grant in the amount of \$827,000 Federal funds with a \$207,000 Match.	Urban reconstruction projects, including major rehabilitation and maintenance , streetscapes, and intersection improvements. includes but is not limited to: - North Avenue Streetscape (508-608), - West Baltimore MARC neighborhood improvements (508-616), - Reisterstown Road from City Line to Rogers Avenue, - Dundalk Avenue from City Line to Eastern Avenue, - May include safety and spot improvements at other locations, - ADA ramps and sidewalk improvements  * In the event that any street identified for resurfacing is eligible, NHS funds may be used. <b>Conformity Status:</b> Exempt	Admin Mod: 1/8/15
61-0605-41	MD 175: MD 295 to MD 170	State Highway Administration	This is a request for an amendment to the 2014-2017 TIP to add \$44.667 million to the construction phase: \$10 million TIGER Grant, \$24.667 million Federal STP funds, and \$10 million State Matching funds. Most of the funds are outside of the TIP years. Funding is represented for only FY 2017 at \$15.1 million: \$10 million TIGER Grant, \$1.755 Federal STP funds, and \$3.4 million State funds.	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 while 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: <a href="http://apps.roads.maryland.gov">http://apps.roads.maryland.gov</a> (Search for project #AA436_21) <b>Conformity Status:</b> Non-Exempt	Resolution 15-17: 1/27/15
40-1403-64	Metro Railcar and Signaling Systems Replacement	MTA – Transit	This is a new project to the 2014-2017 TIP. The MTA plans to obligate \$54.5 million in Federal funds with a \$13.6 million match in section 5307 in FY 2015 through FY 2017, and \$3.6 million in Federal funds with a \$.9 million match in CMAQ in FY 2017.	The Metro Railcar fleet consists of 90 cars (45 semi-permanent married pairs). Based on the 30 year design life, the Metro cars are due for replacement. The replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences and ensure improved reliability.  Note: in addition to the state match below, the state will commit an additional \$228.9 million in non-Federal funds. <b>Conformity Status:</b> Exempt	Resolution 15-18: 1/27/15
11-1208-13	Harwood Road Bridge over Stocketts Run	Anne Arundel County	This Modification adds Surface Transportation Program (STP) funds in the amount of \$200,000 Federal with a \$50,000 Match for a total cost increase of \$250,000 to the FY 2015 preliminary engineering phase.	This project will replace the existing bridge over Stocketts Run.  <b>Conformity Status:</b> Exempt	Admin Mod: 2/5/15
40-9502-05	Small Urban Transit Systems – Capital	MTA - Transit	This is a request for an amendment to the 2014-2017 TIP to add \$290,000 in unobligated Section 5307, \$293,000 in unobligated Section 5339, and \$145,000 in State matching funds for fiscal years 2015, 2016, and 2017 for a total of \$2.184 million in new funding.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. Baltimore Region small urban transit systems include Harford (Harford County Transportation Services) and Carroll County.  <b>Conformity Status:</b> Exempt	Resolution 15-21: 2/24/15
12-1122-03	Reconnecting West Baltimore	Baltimore City	This amendment programs a Transportation, Community and System Preservation (TCSP) grant in the FY 2014-2017 TIP that had been in the FY 2012 TIP. It adds \$1.6 million in Federal funds with a \$400,000 local match to FY 2016. The amendment adds identical NHPP funding in FY 2016 to complete the cost package.	This project includes reconfiguring the Fulton Avenue Bridge to enhance bicycle and pedestrian accessibility. It also includes a pedestrian/bicycle loop circling US 40 between Calhoun and Fulton Avenue. The project includes landscaping, pedestrian safety, upgrading of existing traffic signals, ADA and innovative stormwater management practices. <b>Conformity Status:</b> Exempt	Resolution 15-22: 2/24/15

64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Streetscape)	State Highway Administration	This is a new project to the 2014-2017 TIP utilizing state funds for the construction phase. These funds will be allocated in the amount of \$1.25 million in FY 2016 and \$8.28 million in FY 2017. The remaining funds, \$6.84 million in FY 2018 and \$3.14 million in FY 2019, will be reflected in future TIPs.	The purpose of this project is to provide Streetscape improvements on MD 30 Business from North Woods Trail to CSX Railroad (Hampstead Streetscape) by reconstructing the existing roadway with ADA compliant sidewalks on both sides of the street, bicycle facilities, curb and gutter, crosswalks, and driveway entrances. The project will also upgrade the drainage system, provide stormwater management facilities, provide landscaping, modify traffic signals and relocate utilities as necessary. <b>Conformity Status:</b> Exempt	Resolution 15-23: 2/24/15
13-1003-13	Ensor Road Bridge #158 over Third Mine Branch	Baltimore County	This Modification shifts Surface Transportation Program (STP) construction funds for FY 2014 to FY 2015, with an overall increase in funding of \$102,000. This increase represents an \$81,600 Federal funds increase and a \$20,400 Local funds increase. In addition, the year of operation has shifted from 2014 to 2016.	Bridge No. B-0158 on Ensor Road over Third Mine Branch is to be completely removed and replaced. The 90 year old bridge is considered structurally deficient with a current sufficiency rating of 42% and restricted load postings. The existing structure is a two span, concrete slab bridge, approximately 25' long and carries two lanes of traffic on a 19'-6" clear roadway. The new, hydraulically in-kind, bridge will be a single span, prestressed concrete slab bridge, 32' long carrying two lanes of traffic on a 22' clear roadway. The immediate approach roadways will be widened to transition onto the wider new bridge. <b>Conformity Status:</b> Exempt	Admin Mod: 3/10/15
15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	Harford County	This Modification shifts \$65,000 in construction funds from FY 2014 to FY 2015 and adds funds to FY 2015 and FY 2016. Federal Surface Transportation Program (STP) funds in the amounts of \$125,000 and \$150,000 are added to the construction phase for FY 2015 and FY 2016, respectively. Matching funds are added in the amounts of \$75,000 to the construction phase in FY 2015 and \$100,000 to the other phase for inspection fees. In addition, the year of operation has shifted from 2014 to 2016.	This project is to replace the triple-cell concrete pipe bridge that carries Carrs Mill Road over Bear Cabin Branch. The concrete pipes and the slate headwalls are severely deteriorated and need to be replaced. <b>Conformity Status:</b> Exempt	Admin Mod: 3/10/15
40-1501-05	Bus Efficiency Enhancements Research and Demonstrations	MTA – Transit	This is a new project to the 2014-2017 TIP utilizing Section 5312 (Research, Development, and Deployment Projects) funds. The project allocates \$496,000 in Federal Section 5312 funds and \$212,000 in State matching funds in FY 2015 for a total of \$708,000 in new funding.	The Maryland Transit Administration will receive funding to develop and demonstrate a retrofit of 41 hybrid buses. The MTA proposes to retrofit 41 2011 and 2012 model year buses with a new beltless alternator to reduce alternator maintenance, related belt failures, road calls, improve fuel economy and subsequently, greenhouse gas emissions. <b>Conformity Status:</b> Exempt	Resolution 15-28: 4/28/15
15-1501-13	Stafford Road Bridge #24 over Deer Creek	Harford County	This is a new project to the 2014-2017 TIP utilizing Surface Transportation Program (STP) funds. Preliminary engineering funds in the amount of \$200,000 (\$160,000 Federal/\$40,000 Local) are being included in FY 2015. Construction funds in the amount of \$750,000 (\$563,000 Federal/\$187,000 Local) and Other funds in the amount of \$50,000 (\$37,000 Federal/\$13,000 Local) are being included in FY 2017. The Other funds are for inspection fees.	This is a bridge rehabilitation project to consist of repair and/or replacement of the bridge deck and repairs to the beam seats, abutments, wingwalls, piers, backwalls, rocker bearings, and railing posts. The current sufficiency rating is 52.3. <b>Conformity Status:</b> Exempt	Resolution 15-29: 4/28/15

70-1501-53	MARC Rolling Stock Overhauls and Replacement	MTA – Commuter Rail	This is a new project to the 2014-2017 TIP. The project was previously shown only in the Statewide Transportation Improvement Program (STIP). It is now being split between the Baltimore and Washington TIPs. The Amendment allocates \$26.1 million in Section 5337 construction funds (\$20.9 million Federal/\$5.2 million Matching) split between FY 2015 – 2017. Additional funds are added to FY 2018 and 2019.	This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features.  <b>Conformity Status:</b> Exempt	Resolution 15-30: 5/26/15
70-1502-54	MARC Improvements	MTA – Commuter Rail	This is a new project to the 2014-2017 TIP. The project was previously shown only in the Statewide Transportation Improvement Program (STIP). It is now being split between the Baltimore and Washington TIPs. The Amendment allocates \$33.3 million in Section 5337 construction funds (\$26.6 million Federal/\$6.7 million Matching) split between FY 2015 – 2017. Additional funds are added to FY 2018 and 2019.	This project provides funding to implement on-going improvements derived from the MARC Master Plan and Amtrak Operating Agreement. These improvements include:  -Baltimore Penn Station Lighting Design -B&P Tunnel Block Ties -B&P Lighting Improvements -Inner Track Platform upgrades -Lead Track to Jessup Yard -Camden Positive Train Control -Perryville P&R Lot Repairs -MARC Station Parking Lot Beautification <b>Conformity Status:</b> Exempt	Resolution 15-30: 5/26/15
70-1503-55	MARC Facilities	MTA – Commuter Rail	This is a new project to the 2014-2017 TIP utilizing Section 5337 funds. The project allocates construction funds in FY 2015 (\$2.5 million Federal/\$.6 million Matching), FY 2016 (\$1.5 million Federal/\$.4 million Matching), and FY 2017 (\$1.3 million Federal, \$.3 million Matching) for a total of \$6.6 million in new funding.	This project includes funding for several MARC facilities: 1) Procure the Riverside Maintenance Facility, which CSXT has offered to sell to MTA. Maintenance activities for equipment on the MARC Camden Line would then be under direct control of MARC. 2) BWI - Comprehensive structural inspection of both garages #1 & #2, with design and construction of recommended structural repairs. Scope also includes repairs to Mechanical, Plumbing, Fire Protection and Electrical systems and Elevators. 3) W. Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access and make it ADA compliant. 4) MARC Martin State Airport – Purchase private property and construct two additional storage tracks with related infrastructure. <b>Conformity Status:</b> Exempt	Resolution 15-30: 5/26/15
NA	Baltimore Washington (BW) Parkway Wall Restoration and BW Parkway Resurfacing	Maryland Department of Transportation	This Modification is a request on behalf of the Eastern Federal Lands Highway Division that the BRTB include these projects in Appendix E with other Federal projects on Federal lands receiving only Federal funds.	These projects rehabilitate walls along the Baltimore Washington Parkway as well as resurface the Parkway.  <b>Conformity Status:</b> Exempt	Admin Mod: 4/13/15
40-1502-69	Seniors and Individuals with Disabilities	MTA – Transit	This is a new project to the 2014-2017 TIP utilizing Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) funds. The project was previously shown only in the Statewide Transportation Improvement Program (STIP). However, under Map-21 the funds must now be included in the TIP. The project allocates funds in FY 2015 (\$3 million Federal/\$.9 million Matching), FY 2016 (\$1.2 million Federal/\$.3 million Matching), and FY 2017 (\$3 million Federal/\$.9 million Matching) for a total of \$9.3 million in funding.	Capital and Operating assistance to provide non-profit agencies with funding to support transportation of the elderly and individuals with disabilities.  <b>Conformity Status:</b> Exempt	Amendment approved by Executive Committee: 6/3/15

# **APPENDIX G**

## **PUBLIC PARTICIPATION COMPONENT**

**ADVERTISEMENT placed in the following publications:**

- Aegis
- Afro-American
- Baltimore Sun Online
- Carroll County Times
- Facebook
- Howard County Times
- Prensa Libre
- Towson Times



**How should our region spend \$3.3 billion in transportation funds? Let us know!**

The Baltimore Regional Transportation Board seeks public comments through **Monday, July 13** on drafts of:

- \$3.3 billion in funding for the 2016-2019 Transportation Improvement Program (TIP)
- The Air Quality Conformity Determination
- The Limited English Proficiency (LEP) Plan

For more information on these proposed documents and public involvement opportunities, visit **[www.baltometro.org](http://www.baltometro.org)**.



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REVIEW



## 2016-2019 TIP, Air Quality Report & Limited English Proficiency Plan

Comments Welcome through July 13, 2015

The Baltimore Regional Transportation Board (BRTB) works on a range of planning products throughout the year and is releasing three transportation related documents for public review.

### **The 2016-2019 Transportation Improvement Program (TIP)**

The TIP is a listing of transportation projects requesting funding that includes about \$3.3 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects throughout the region over the next four years.

### **The Air Quality Report (Conformity Determination) of the TIP and Plan**

The Air Quality Conformity Determination report details a comprehensive analysis of effects of the draft 2016-2019 TIP for the Baltimore region as well as long-range projects).

### **Limited English Proficiency (LEP) Plan**

The intent of the Plan is to ensure that where substantial numbers of residents of the Baltimore region exist who do not speak or read English proficiently, these LEP individuals have access to the planning process and published information, and that public notification is provided in other languages. The draft plan includes a four-part analysis and a plan for providing services to LEP individuals.

**Download** the draft documents at [www.baltometro.org](http://www.baltometro.org) or view a print copy in the Regional Information Center at BMC (address below). The website also has links to presentations that can be viewed online.

### **Share Your Comments**

The public is invited to share their thoughts on the proposed regional transportation planning activities from **Friday, June 12 through Monday, July 13, 2015**.

Please send all comments in writing to: The Baltimore Regional Transportation Board, Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230; Fax: 410-732-8248; or E-mail: [comments@baltometro.org](mailto:comments@baltometro.org).

Comments may also be shared in person during the Public Comment Opportunity at the BRTB meetings at 9 a.m. on July 28 (tentative vote).

For more information, contact Regina Aris at [raris@baltometro.org](mailto:raris@baltometro.org) or 410-732-9572.

## FLYER

Distributed to 77 public libraries in all 6 jurisdictions.

Posted in BMC offices.

Distributed to Public Advisory Committee.

Posted on BMC web site

Shared via social media

## PRESS RELEASE



Baltimore  
Metropolitan  
Council

FOR IMMEDIATE RELEASE  
CONTACT: Laura Van Wert, 410-732-9564

### **\$3.3 BILLION IN TRANSPORTATION FUNDING OPEN FOR PUBLIC COMMENT THROUGH JULY 13**

BRTB considers approval of 2016-2019 Transportation Improvement Program; Air Quality Determination Report; and Limited English Proficiency Plan

**BALTIMORE, MD (June 12, 2015)** – The Baltimore Regional Transportation Board (BRTB) will accept public comments for three draft transportation documents until Monday, July 13. These documents include the 2016-2019 Transportation Improvement Program, Air Quality Determination Report and Limited English Proficiency Plan. The BRTB will vote on them on Tuesday, July 28, at 9 a.m.

To view each of these draft transportation documents in full, visit [www.baltometro.org](http://www.baltometro.org). Physical copies also are available through the Baltimore Metropolitan Council's Regional Information Center. Details about each of them are as follows:

#### **2016-2019 Transportation Improvement Program (TIP)**

The 2016-2019 TIP, which is the list of regional transportation projects requesting federal funding, includes more than \$3.3 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes towards maintaining, operating and expanding the transportation system. The TIP is fiscally constrained. Select projects throughout the region in the TIP include:

- Regionally: MARC Train improvements to locomotives, coaches, stations and tracks.
- Anne Arundel County: Widening of MD 175 from Disney to Reece roads as part of a larger project to address current and future congestion near Fort Meade; and repairs and/or deck replacement for eight bridges including the O'Connor Road Bridge over Deep Run.
- Baltimore City: Americans with Disabilities Act (ADA) improvements near transit stops; Bicycle and pedestrian route improvements including a .65 bike loop in West Baltimore; Phase II of the Kirk Bus Division modernization project; and streetscape/improvement projects along Belair Road, Greenmount Avenue, and Mount Royal Avenue.
- Baltimore County: Adding a lane on both loops of I-695 from MD 41 to MD 147; adding a lane on the outer loop of I-695 from US 40 to MD 144; and 17 local bridge projects.
- Carroll County: Streetscape improvements on MD 30 Business in Hampstead including ADA compliant sidewalks and bicycle facilities and construction of the Governor Brown Trail linking Sykesville to various destinations within the Freedom Designated Growth Area.
- Harford County: Reconstruction of the intersection at US 40 and MD 7/MD 159 and widening of US 40 in the vicinity of this intersection; Bridge repair and/or deck replacement for 11 bridges including the Abingdon Road Bridge over the CSX Railroad.
- Howard County: Adding a third lane to US 29 northbound from Seneca Drive to south of MD 175 and adding a third lane in each direction and sidewalks to Snowden River Parkway from Broken Land Parkway to Oakland Mills Road

In addition, the BRTB will publish several jurisdictional multimedia presentations to highlight proposed TIP projects during the week of June 15.

### **Air Quality Conformity Determination**

The Baltimore region is designated as not meeting the Clean Air Standards and so must review its current transportation plan and program to ensure conformity with the State Air Quality Implementation Plan (SIP). The Air Quality Conformity Determination report details a comprehensive analysis of effects of the draft 2016-2019 TIP for the Baltimore region and the long-range projects in Plan It 2035 (as amended). The report addresses the following criteria pollutants: ozone, fine particulate matter and carbon monoxide.

### **Limited English Proficiency (LEP) Plan**

The intent of the LEP plan is to ensure that where there are a substantial number of residents in the Baltimore region who do not speak or read English proficiently, these individuals will have access to the planning process and published information, and that public notification is provided in other languages. The draft plan includes a four-part analysis and lays out how the BRTB will provide services to LEP individuals.

The BRTB will host a webinar about the draft transportation documents on Wednesday, June 24, from 6-7 p.m. Details and instructions will be published at [www.baltometro.org](http://www.baltometro.org). The BRTB also will host a public meeting on Wednesday, July 1, 4:30-6:30 p.m. during the Public Advisory Committee monthly meeting at the Baltimore Metropolitan Council's office. Comments also are welcome during the Public Comment Opportunity during the BRTB meeting on Tuesday, July 28 at 9 a.m.

In addition, public comments will be accepted by email at [comments@baltometro.org](mailto:comments@baltometro.org); by fax at 410-732-8248; on Twitter [@BaltoMetroCo](https://twitter.com/BaltoMetroCo) and [@bmoreinvolved](https://twitter.com/bmoreinvolved), using the hashtag #BRTBlistens; or by mail at:

Attn: Public Involvement Coordinator  
The Baltimore Regional Transportation Board  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

For more information, visit [www.baltometro.org](http://www.baltometro.org) or contact Regina Aris, assistant director, by email at [raris@baltometro.org](mailto:raris@baltometro.org), or by phone at 410-732-9572.

The BRTB is the federally recognized metropolitan planning organization for transportation in the region. BMC provides the BRTB with technical and staff support.

*The BRTB operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws. Appropriate services can be provided to qualified individuals with disabilities or those in need of language assistance who submit a request at least seven days prior to a meeting. Call 410-732-0500.*

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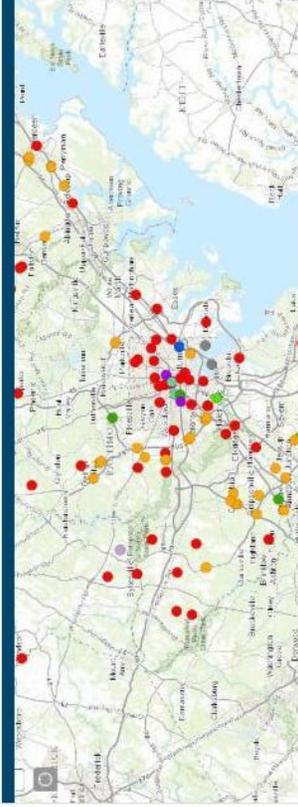
*The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments (COG), hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development.*

*BMC's Board of Directors includes the Baltimore City mayor, Anne Arundel, Baltimore, Carroll, Harford and Howard county executives, a member of the Maryland State Senate, a member of the Maryland House of Delegates and a gubernatorial appointee from the private sector.*

# NOTICE IN B'MORE INVOLVED



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## **\$3.3 BILLION IN TRANSPORTATION PROJECTS OPEN FOR PUBLIC COMMENT**

*Air Quality Report also available for review through Monday, July 13*

The Baltimore Regional Transportation Board (BRTB) seeks public comments through Monday, July 13 on two transportation-related documents - the 2016-2019 Transportation Improvement Program (TIP) and the associated Air Quality Report.

The TIP lists highway, transit, bicycle and pedestrian projects throughout the region worth approximately \$3.3 billion in federal, state and local money during the next four years.



The Baltimore region does not currently meet the Clean Air Standards and must review its current transportation plan and program to ensure conformity with the State Air Quality Implementation Plan (SIP).

The Air Quality Conformity Determination Report details a comprehensive analysis of effects of the draft 2016-2019 TIP and the long-range projects in *Plan It 2035* (as amended) on the region's ozone, fine particulate matter and carbon monoxide pollution levels.

Highlights of the TIP projects are online via webcast for each jurisdiction (visit our [YouTube channel](#) or use the link below to view) and all the draft projects can be viewed in an online interactive map. The full draft TIP and Air Quality Report are online and print versions are available at the Baltimore Metropolitan Council's Regional Information Center.

Please send all comments in writing by **4:30 p.m. on Monday, July 13** to: The Baltimore Regional Transportation Board, Attn: Public Involvement Coordinator, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230; Fax: 410-732-8248; E-mail: [comments@baltometro.org](mailto:comments@baltometro.org) or Twitter: [@BaltoMetroCo](https://twitter.com/BaltoMetroCo) and [@BMoreInvolved](https://twitter.com/BMoreInvolved) using the hashtag #BRTBlistens. The BRTB is scheduled to vote on these documents on Tuesday, July 28.

**See the projects on our interactive map**

**Learn more or download the TIP or Air Quality Report**

## WEBSITE (Page 1 of 2)

The website featured downloadable copies of the documents, highlights via webcasts on YouTube, and details on how to submit a comment. Links to the site were shared on BMC social media accounts multiple times.

**Baltimore Metropolitan Council**

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### 2016-2019 Transportation Improvement Program and Air Quality Report

Home | 2014-2017 Transportation Improvement Program, Plan It 2035 Amendments, and Air Quality Report | Our Work | Transportation Plans | Short Range Planning

\$3.3 Billion in Transportation Projects Open for Public Comment Through July 13

## \$3.3 Billion in Transportation Projects Open for Public Comment Through July 13

### BRTB Considers Approval of 2016-2019 Transportation Improvement Program and Air Quality Report

The Baltimore Regional Transportation Board (BRTB) as the Metropolitan Planning Organization (MPO) for the Baltimore region welcomed public comments through **Monday, July 13** on two transportation-related documents – the 2016-2019 Transportation Improvement Program (TIP) and Air Quality Report. The BRTB is scheduled to vote on these documents on **Tuesday, July 28**.

Details about these plans are available below and in print at the Baltimore Metropolitan Council's Regional Information Center.

#### 2016 - 2019 Transportation Improvement Program (TIP)

The 2016–2019 TIP is a listing of transportation projects requesting funding that includes about \$3.3 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects throughout the region during the next four years. The funding will go towards maintaining, operating and expanding the transportation system.

Select projects throughout the region in the TIP include:

### Regionally

MARC Train improvements to locomotives, coaches, stations and tracks.

#### Anne Arundel County

Widening of MD 175 from Disney to Reece roads as part of a larger project to address current and future congestion near Fort Meade; and repairs and/or deck replacement for eight bridges including the O'Connor Road Bridge over Deep Run.

**Anne Arundel County Webcast**

Public comments will be accepted until Monday, July 13. Those interested in commenting on projects may do so publicly during several meetings. They are scheduled for:

- Wednesday, June 23, 6-7 p.m. – webinar (details and instructions on website)
- Wednesday, July 1, 4:30-6:30 p.m. – at the Public Advisory Committee meeting
- Tuesday, July 28, 9 a.m. – at the BRTB meeting

#### Baltimore City

Americans with Disabilities Act (ADA) improvements near transit stops; Bicycle and pedestrian route improvements including a .65 bike loop in West Baltimore; Phase II of the Kirk Bus Division modernization project; and streetscape/improvement projects along Belair Road, Greenmount Avenue, and Mount Royal Avenue.

**Baltimore City Webcast**

The Citywide ADA Improvements project focuses on ADA improvements near transit stops to provide access to Baltimore residents, commuters, and visitors.

It includes \$2.4 million in funding for FY 2016-2019.

#### Baltimore County

Adding a lane on both loops of I-695 from MD 41 to MD 147; adding a lane on the outer loop of I-695 from US 40 to MD 144; and 17 local bridge projects.

**Baltimore County Webcast**

State Highway Administration

- The 2016 to 2019 TIP also includes 11 State Highway Administration projects
- \$131.7 million in federal funding
- \$72.9 million in SHA matching funds
- For a total of \$204.6 million in funding

#### Carroll County

Street improvements on MD 30 Business in Hampstead including ADA compliant sidewalks and bicycle facilities and construction of the Governor Brown Trail linking Sykesville to various destinations within the Freedom Designated Growth Area.

**Carroll County Webcast**

Public comments will be accepted until Monday, July 13. Those interested in commenting on projects may do so publicly during several meetings in July. They are scheduled for:

- Wednesday, June 23, 6-7 p.m. – webinar (details and instructions on website)
- Wednesday, July 1, 4:30-6:30 p.m. – at the Public Advisory Committee meeting
- Tuesday, July 28, 9 a.m. – at the BRTB meeting

#### Harford County

Reconstruction of the intersection at US 40 and MD 7/MD 159 and widening of US 40 in the vicinity of this intersection; Bridge repair and/or deck replacement for 11 bridges including the Abingdon Road Bridge over the CSX Railroad.

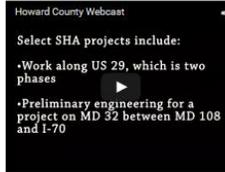
**Harford County Webcast**

Parauque Road Intersection Reconstruction

## WEBSITE (Page 2 of 2)

### Howard County

Adding a third lane to US 29 northbound from Seneca Drive to south of MD 175 and adding a third lane in each direction and sidewalks to Snowden River Parkway from Broken Land Parkway to Oakland Mills Road.



The draft 2016-2019 TIP is available in PDF format for download:

- o Download the full TIP (25,033 KB)
- o Introduction and Background
- o Financial Plan
- o Projects by Jurisdiction, Low-income and Minority Concentration
- o Baltimore City Projects
- o Anne Arundel County Projects
- o Baltimore County Projects
- o Carroll County Projects
- o Harford County Projects
- o Howard County Projects
- o MTA Projects
- o SHA and Office of the Secretary Projects
- o Appendices

View the location and types of proposed projects in this interactive map.

In addition, we will be publishing several jurisdictional multimedia presentations to highlight proposed TIP projects during the week of **June 15**.

### Air Quality Report of Transportation Plan and Program – Known as a Conformity Determination

The Baltimore region has been designated as not meeting the Clean Air Standards and so must review its current transportation plan and program to ensure conformity with the State Air Quality Implementation Plan (SIP). The Air Quality Conformity Determination report details a comprehensive analysis of effects of the draft 2016-2019 TIP for the Baltimore region and the long-range projects in Plan It.2035 (as amended). The report addresses the following criteria pollutants: ozone, fine particulate matter and carbon monoxide.



The draft Conformity Determination is available in PDF format for download:

- o Conformity Determination
- o Conformity Determination Appendices

### Public Comment Period

A comment period was held from Friday, June 12, through Monday, July 13. Four individuals submitted written comments.

[Public Comments](#) | [Flyer](#)

During the comment period several public meetings were held (as listed below). Those unable to attend the public meetings were encouraged to view the [public meeting presentation](#).

- o **Wednesday, June 24** 6 to 7 p.m. – webinar (To join this webinar, from your computer, tablet or smartphone visit <https://global.gotomeeting.com/join/924470285> and follow the instructions to launch GoToMeeting or dial in using your phone to 1-877-309-2070 (Toll-free) or (312) 757-3119 and enter access code # 924-470-285.)
- o **Wednesday, July 1**, 4:30 to 6:30 p.m. in conjunction with the Public Advisory Committee of the BRTB's Policy & Legislation Subcommittee  
Baltimore Metropolitan Council
- o **Tuesday, July 28** 9 a.m. – BRTB meeting  
Baltimore Metropolitan Council

The Baltimore Metropolitan Council is transit accessible by MTA Bus Route 1 or the free Charm City Circulator Banner Route (check in advance to see if still operating)

#### For more information:

Regina Aris, Assistant Director, [ris@baltometro.org](mailto:ris@baltometro.org), 410-732-9572.

#### Notice

*The Baltimore Regional Transportation Board operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws. Appropriate services can be provided to qualified individuals with disabilities or those in need of language assistance who submit a request at least seven days prior to a meeting. Call 410-732-0500.*

Last Updated on Wednesday, 15 Jul 2015 22:15

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## PUBLIC COMMENTS (Page 1 of 2)

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**From:** Logan Mitchell Sr  
**Sent:** Thursday, July 09, 2015 1:47 PM  
**To:** mhainesbenkhedda@baltometro.org  
**Subject:** RE: B'More Involved: Tell us how we should spend \$3.3 B in transportation funding

Hello Monica,

In ref to the Baltimore Red Line, the Governor wants to get a \$28 million grant to study a possible MagLev train route from Baltimore to DC in which the Japanese will loan about \$2.8 billion dollars that they want to have paid back, but he's willing to squander \$900 million from the Federal Govt plus the \$288 million that's already been spent on the Red Line. So who's going to really foot the bill on that one ?  
<http://www.baltimoresun.com/news/maryland/politics/bs-md-hogan-maglev-20150604-story.html>

Seems like one of the richest counties in the U.S. gets the go ahead for a new light rail system while Baltimore gets nothing again but a lot of talk.

Too bad that there's no alternative construction plan for the Red Line without the tunnel option that seems to have caused the spending problem since these types of trains are designed to run at the surface level.

Does your organization & any others have plans to fight to re-ignite the Red Line project minus the tunnel ?

The train can come down the "highway to nowhere", merge into the existing Light Rail tracks on Howard Street, turn left onto Baltimore Street or onto Pratt Street then on to Bayview. On the Return trip, come up Lombard Street, merge into the existing Light Rail tracks on Howard Street, come up to W. Franklin Street, turn left then continue out to CMS/Security Boulevard on the "highway to nowhere".

Those trains can run along with the traffic as they do in other cities & if necessary restrict the types of gas powered vehicles that run along Baltimore & Pratt streets during the 7:00am - 6:00pm Mon - Fri timeframe

Logan Mitchell Sr  
Baltimore Electric Rail Society  
<https://sites.google.com/site/baltimoreelectricrailsociety/home/other-transit-info/save-the-red-line-and-purple-line>

---

### Transportaion projects

letsmyselfyu@aol.com  
Thu, Jul 9, 2015 at 10:37 AM  
To: comments@baltometro.org

I am very disappointed that these projects are so car centric, with the exception of a few commuter rail things. To bad, bicycle infrastructure brings viability, safety, and lower car congestion to city streets.  
-Misty Letts  
21211

## PUBLIC COMMENTS (Page 2 of 2)

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**From:** Alvin Sachs  
**Sent:** Thursday, July 09, 2015 7:25 PM  
**To:** mhainesbenkhelda@baltometro.org  
**Subject:** FW: transportation \$\$

Re: your request for input for transport \$, for what's it worth here is my opinion:

Adding to rail use in or out of Baltimore is a waste of \$ and does not begin to solve traffic problems. There are too many cars for the roads, with no future plans to build new roads or to have less cars, and if there were, it would be too expensive anyhow. Trains although great in Europe are also too expensive to build in 2015 going forward for the amount of people that would use them. The main traffic problem is the Baltimore Beltway with continuous tie ups on west side, north side ( particularly around I83 ).

The only solution is a major bus network that people would ride at reasonable rates, comfortable coaches, etc. that follow routes around or near beltway. Eg: A coach could run from almost any surrounding community to Social Security morning and evening rush hours ) with say SSA putting in a charge to park that would " encourage " ridership. Obviously if it works then other large employers, schools, and institutions could also be on bus routes that follow the beltway, like the downtown to Columbia coach, I have seen.

We can get buses quickly and give incentives to gain ridership in the beginning, until the routes fill up and cars get off of the roads ( with one rider per car that 90% have.) It also follows that carpooling encouraging and incentives could also help at little or no cost. Gas might be cheaper now, but we all know it won't stay that way and even so there is not enough space on the roads. Just my opinion.

Alvin Sachs  
410486-6605 Enclave Homeowners Assn.

---

**Greg Cantori**  
Thu, Jul 9, 2015 at 8:25 PM  
To: "comments@baltometro.org" <comments@baltometro.org>

Your name tells all. BRTB!

Make Baltimore a leader in first class BRT while integrating the free circulator buses and bike ways and bike parking. Have the guts to take lanes for a dedicated BRT line with fully protected door level stations.

Learn more.

<http://www.streeffilms.org/bus-rapid-transit-bogota/>

Greg Cantori

## BRTB RESPONSE TO PUBLIC COMMENTS (Page 1 of 2)

#	Comment	Received From	Response
<b>BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2016 - 2019</b>			
1	<p>Adding to rail in or out of Baltimore is a waste of money and does not begin to solve traffic problems. Building new roads and rail lines are too expensive.</p> <p>The main traffic problem is the Baltimore Beltway with continuous tie ups on west side, north side (near I-83).</p> <p>The only solution is a major bus network that people would ride at reasonable rates, comfortable coaches, etc. that follow routes around or near beltway and connect with major employers who could "encourage" ridership by charging employees to park.</p> <p>It also follows that carpooling encouraging and incentives could also help at little or no cost.</p>	<p>Alvin Sachs <i>Enclave Homeowners Association</i></p>	<p>MTA provided the following information to assist the BRTB with their response. Back in the early 2000's, there was a "Beat the Beltway Blues" route that operated from Annapolis to New Carrollton and then around the Capital Beltway to Silver Spring and Bethesda. This service averaged about 15 riders per trip on the Beltway segment, which isn't bad for this type of route; but it wasn't good enough to spare the route during the mid-2000's budget crunch. Well before that (up to the mid-1990s), there was the Route 130, which operated between Randallstown and Towson. This route also averaged about 15 riders per trip, which was a service limited to one round trip per day and subject to cancellation.</p> <p>The main problem with routes of this sort is that they serve widely scattered origin points (this can be mitigated by having them originate at a Park-&amp;-Ride lot) and serve suburban destinations featuring widely scattered employment sites with ample free parking. By contrast, our much more successful routes into downtown Baltimore and Washington benefit from having heavily concentrated destinations where parking is expensive.</p> <p>Of any location served by the Baltimore Beltway, the Social Security Administration would probably be among the biggest ridership destinations, along with Towson. (It would be desirable to know what the main Origin-Destination pairs are, for motorists using the Beltway.) But even if Social Security were to be chosen as the terminus of a Beltway bus route, the difficulty is in choosing an area to have the route originate. In order to make it potentially effective, a route would need to have a pick-up point from a Park-&amp;-Ride lot located close to the Beltway, so that in terms of collecting its riders, the location would act as the narrow end of a funnel. Also, the west side of Baltimore County is already linked to Social Security via the No. 77 local bus route, so it is assumed that this route is already covering a portion of the potential transit market.</p>



Summary of public comments and BRTB Response: Baltimore Region 2016 – 2019 TIP. Released for public review June 12 to July 13, 2015  
[www.baltometro.org](http://www.baltometro.org)  
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*Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at [www.baltometro.org](http://www.baltometro.org) for documentation of any verbal comments received during BRTB meetings.*

## BRTB RESPONSE TO PUBLIC COMMENTS (Page 2 of 2)

#	Comment	Received From	Response
2	<p>Seems like one of the richest counties in the U.S. gets the go ahead for a new light rail system while Baltimore gets nothing again but a lot of talk. Also, there is talk of studying a costly MagLev train, yet no Red Line.</p> <p>Too bad that there's no alternative construction plan for the Red Line without the tunnel option.</p> <p>The train can come down the "highway to nowhere", merge into the existing Light Rail tracks on Howard St, turn left onto Baltimore St or onto Pratt St then on to Bayview. On the return trip, come up Lombard St, merge into the existing Light Rail tracks on Howard St, come up to W. Franklin St, turn left then continue out to CMS/Security Boulevard on the "highway to nowhere".</p> <p>If necessary restrict the types of gas powered vehicles that run along Baltimore &amp; Pratt streets during the 7 a.m. to 6 p.m., Monday through Friday timeframe.</p>	<p>Logan Mitchell Sr. <i>Baltimore Electric Rail Society</i></p>	<p>The BRTB appreciates your fiscal concern about the development of a MagLev system from Washington to Baltimore. While this project has received press and the Governor has expressed interest, the BRTB has not received directions to include this in any of our plans or programs.</p> <p>In the next two months the BRTB will be releasing a long-range transportation plan, <i>Maximize2040</i>, for public review that has been in development for nearly two years. There has not been ample time for the BRTB to assess the impacts of the announcements on the Red line or MagLev. It is likely a range of projects will be considered to address the transportation needs in the region with an eye to affordability to replace the loss of the Red Line. That review could result in an amendment to <i>Maximize2040</i> in the future. We welcome your review of <i>Maximize2040</i> when it is released.</p> <p><a href="http://www.maximize2040.com">www.maximize2040.com</a></p>
3	<p>The TIP is car centric, with the exception of a few commuter rail projects. I am very disappointed about this and the lack of investment in bicycle infrastructure which brings viability, safety, and lower car congestion to city streets.</p>	<p>Misty Letts</p>	<p>While not a significant portion of the TIP, bicycle and pedestrian improvements are advancing faster across the region than in the past. Also worth noting is that new roadway and bridge projects or major rehabilitation projects include provisions for bicycle and pedestrian access as well.</p> <p>All of the jurisdictions in the region have completed or are engaged in significant planning efforts to advance bicycle infrastructure.</p>
4	<p>Baltimore can be a leader in first class Bus Rapid Transit (BRT) while integrating the free circulator buses, bike ways, and bike parking.</p> <p>Take lanes for a dedicated BRT line with full protected door level stations.</p>	<p>Greg Cantori</p>	<p>There are several BRT projects identified in the region's current long range transportation plan and some are now in the planning phase to be implemented. As work is initiated to understand how to address transit needs in the region without the Red Line, BRT will certainly be worth considering.</p> <p>We welcome your review of <i>Maximize2040</i> when it is released.</p> <p><a href="http://www.maximize2040.com">www.maximize2040.com</a></p>



Summary of public comments and BRTB Response: Baltimore Region 2016 – 2019 TIP. Released for public review June 12 to July 13, 2015

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*Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at [www.baltometro.org](http://www.baltometro.org) for documentation of any verbal comments received during BRTB meetings.*

# APPENDIX H

## GLOSSARY OF TERMS

## GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MARC	Maryland Commuter Rail
ADA	Americans with Disabilities Act of 1990	MBE/WBE	Minority Business Enterprise/Women Business Enterprise
BMC	Baltimore Metropolitan Council	MCT	Major Traffic Corridors
BRTB	Baltimore Regional Transportation Board	MDE	Maryland Department of the Environment
CAAA	Clean Air Act Amendments of 1990	MDOT	Maryland Department of Transportation
CAC	Citizens Advisory Committee	MMTIS	Multi-modal Traveler Information System
CFR	Congressional Federal Register	MPO	Metropolitan Planning Organization
CIP	Capital Improvement Program	MTA	Maryland Transit Administration
CMAQ	Congestion Mitigation and Air Quality	NAAQS	National Ambient Air Quality Standards
CMP	Congestion Management Process	NEPA	National Environmental Policy Act
CO	Carbon Monoxide	NHS	National Highway System
CTP	Consolidated Transportation Program	NOx	Oxides of Nitrogen
DOT	Department of Transportation	OA	Obligation Authority
EJ	Environmental Justice	PC	Programmatically Conforming
EPA	Environmental Protection Agency	PM2.5	Particles smaller than 2.5 micrometers
ERS	Emission Reduction Strategy	ROW	Right-of-Way
FHWA	Federal Highway Administration	RPACG	Regional Protective Action Coordination Guidelines
FTA	Federal Transit Administration	SDP	Strategic Deployment Plan
HUR	Highway User Revenue	SHA	State Highway Administration
ICG	Interagency Consultation Group	SIP	State Implementation Plan
ITS	Intelligent Transportation Systems	STIP	State Transportation Improvement Program
JARC	Job Access and Reverse Commute	TIP	Transportation Improvement Program
M&O	Management and Operations	TMA	Transportation Management Association
MAA	Maryland Aviation Administration	TTF	Transportation Trust Fund
MAA	Maryland Aviation Administration	USC	United States Code
MAP-21	Moving Ahead for Progress in the 21st Century	WMATA	Washington Metropolitan Area Transit Authority



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