

## I. INTRODUCTION TO AMENDED 2016-2019 TIP

### 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, *Maximize2040*, 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,

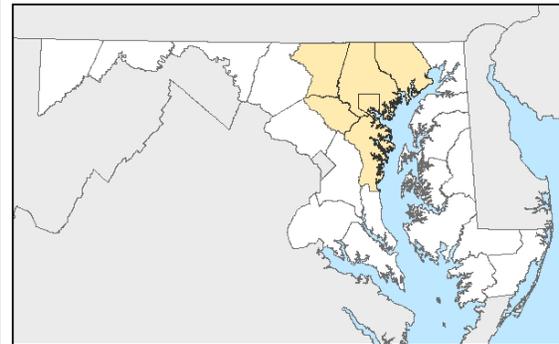
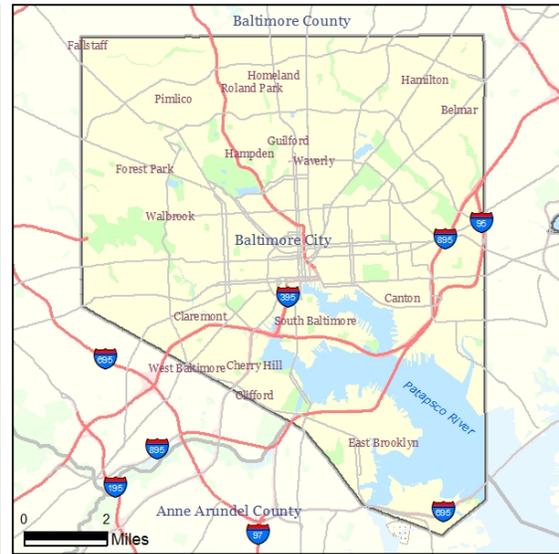
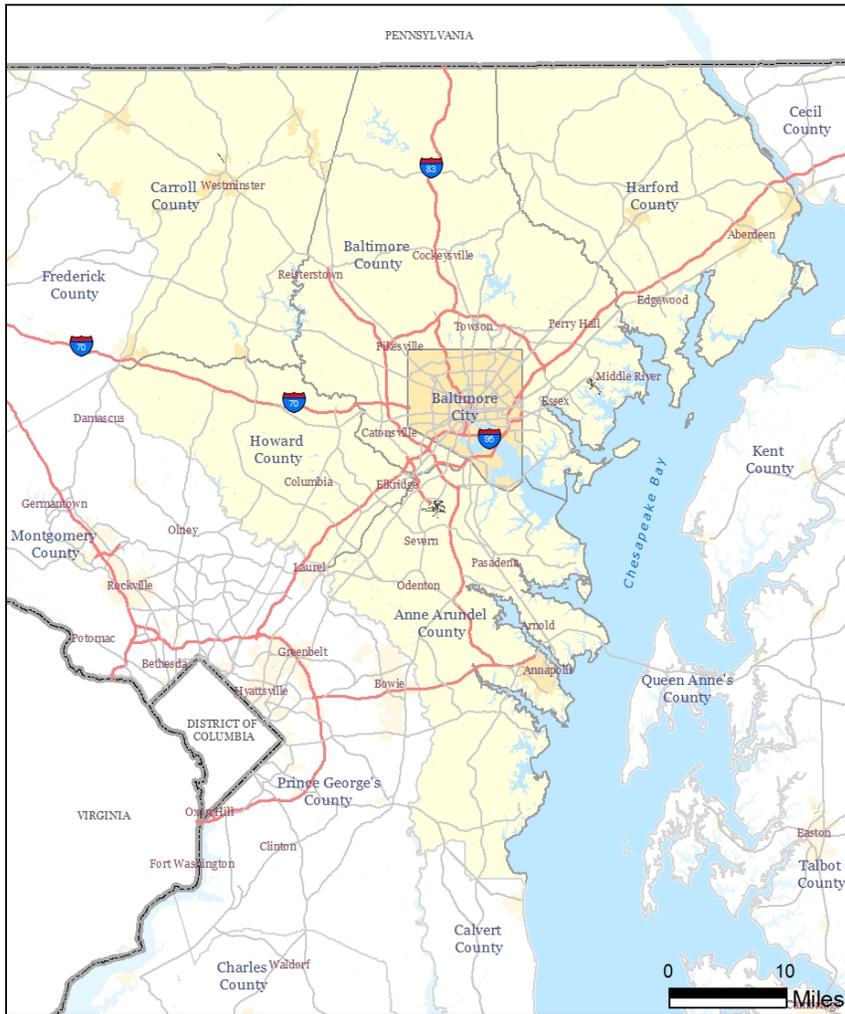
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<sup>2</sup>. The Baltimore Region TIP follows the Maryland state fiscal year which is July 1 to June 30.

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

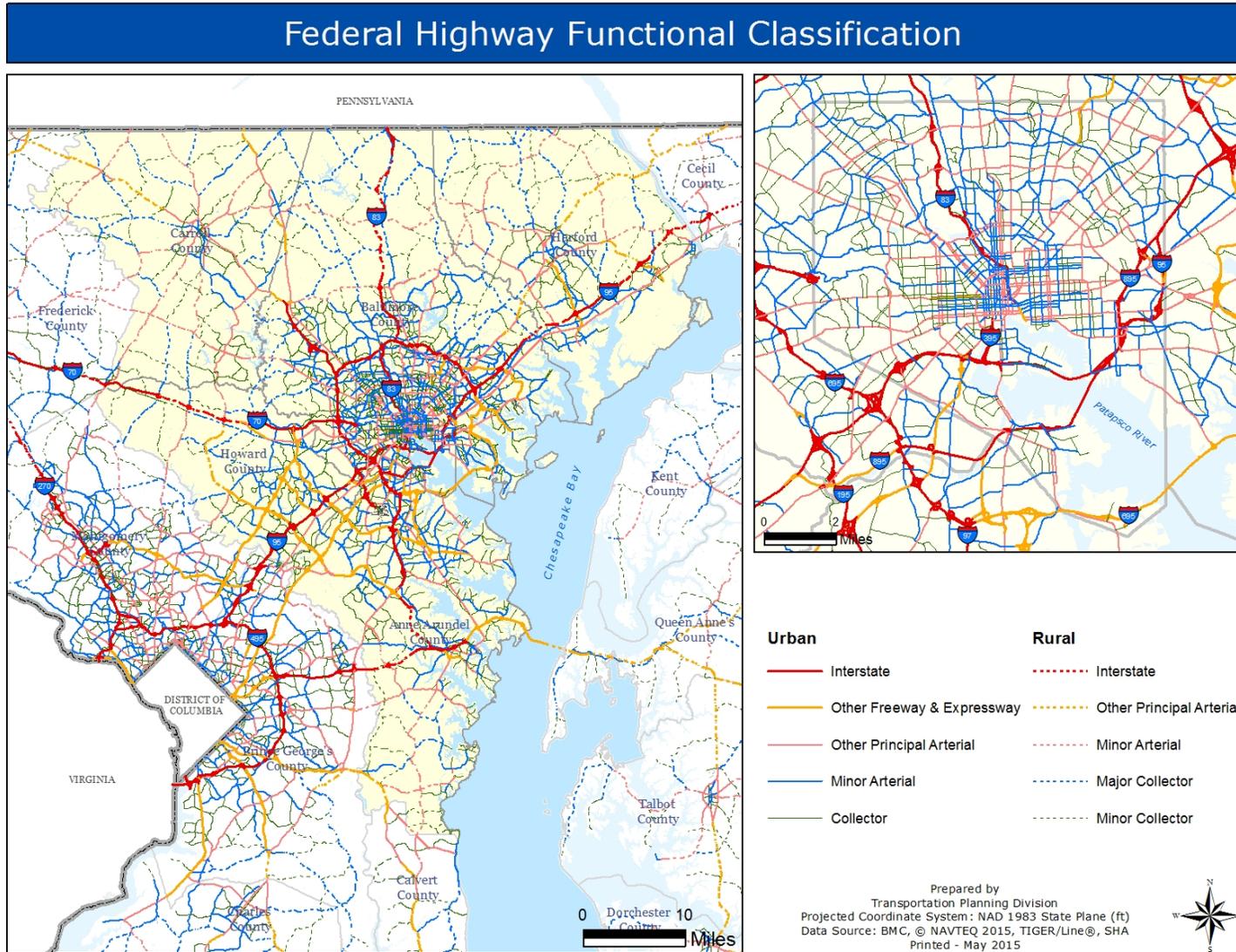
## Baltimore Metropolitan Region



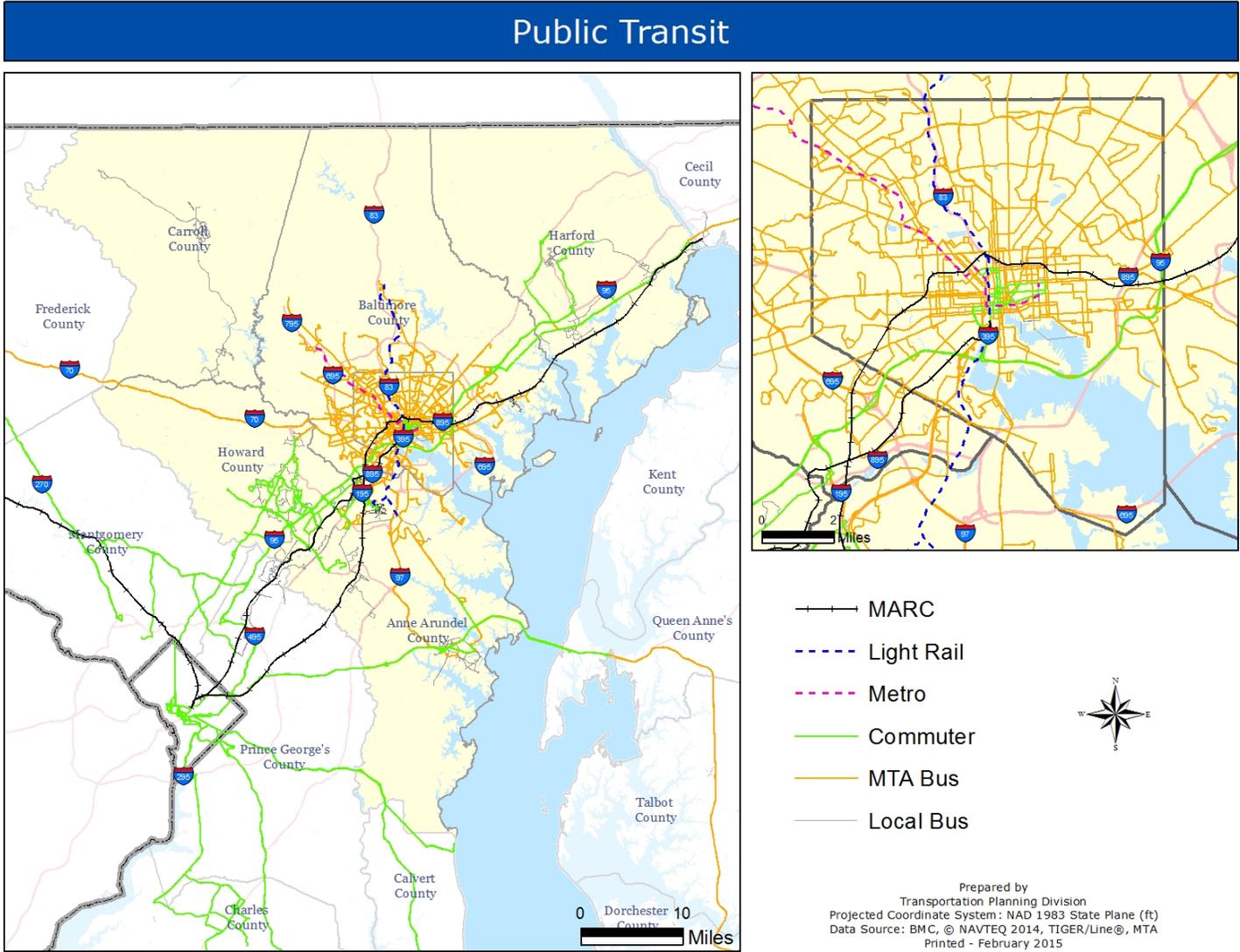
Prepared by  
Transportation Planning Division  
Projected Coordinate System: NAD 1983 State Plane (ft)  
Data Source: BMC, © NAVTEQ 2013, TIGER/Line®, MTA  
Printed - July 2013



## 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, *Maximize2040*, 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 *Maximize2040* and the amended 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 Maximize2040**

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 *Maximize2040, A Performance-Based Transportation Plan*, the long-range transportation plan, in November 2015. The factors that guided development of *Maximize2040* are listed in the Metropolitan Planning Regulations effective March 16, 2007.

*Maximize2040* reports on regional growth in population, households and employment to the year 2040 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, *Maximize2040* includes a range of projects through the year 2040.

A multi-modal array of transportation improvements are outlined in *Maximize2040* 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 amended 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 amended 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 September 2014. These guidelines reaffirmed a framework for public participation and information dissemination.

The BRTB offered individuals, 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 amended 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, the Baltimore Sun online 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 in each jurisdiction for the public to comment on the amended 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 October and November 2015 meetings. Written comments by mail, email or social media were 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 *Maximize2040*, 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%.

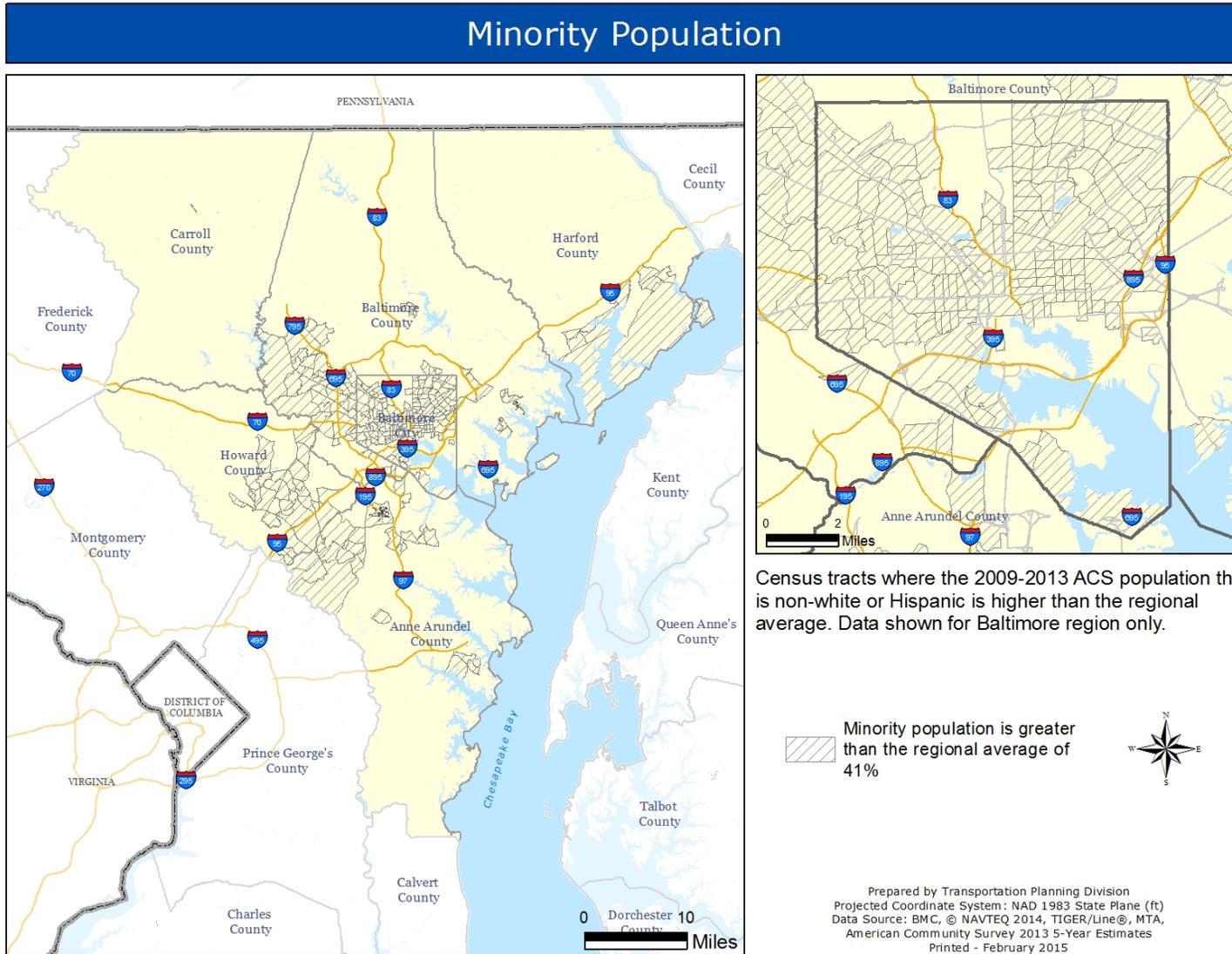
#### Low-income Populations

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.

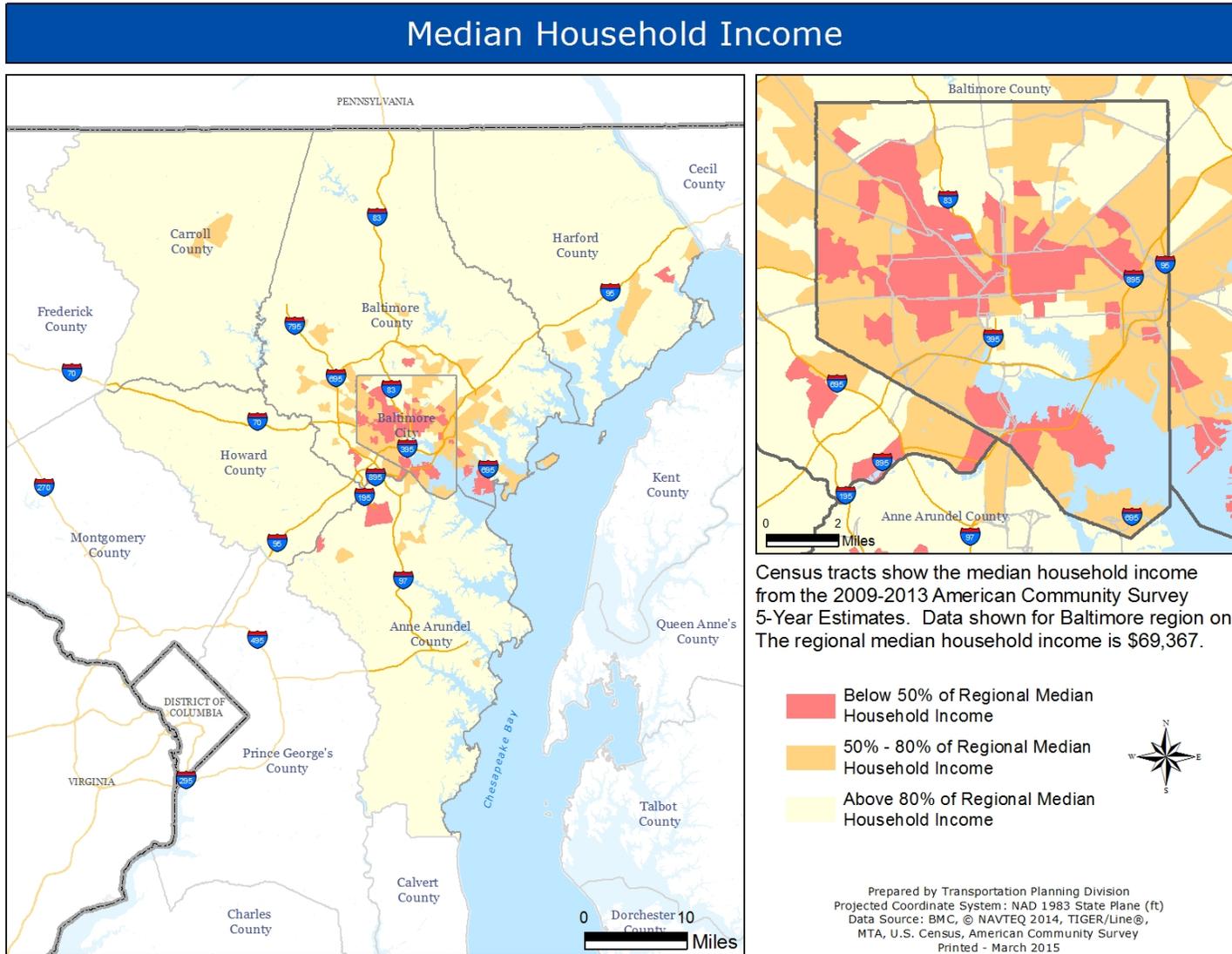
When a transportation project enters project planning, consideration of EJ is undertaken. These studies are conducted by the appropriate state agency (e.g. Maryland State Highway Administration, Maryland Transit Administration, or Maryland Transportation Authority) or a local jurisdiction during the 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 amended 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 amended 2016-2019

Transportation Improvement Program and *Maximize2040*, 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 amended 2016-2019 TIP flow from *Maximize2040* 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).

### 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:**

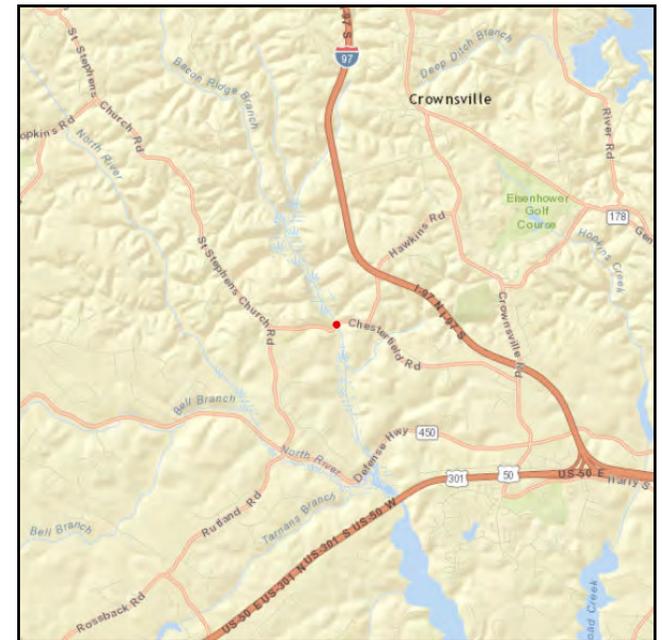
This project will reconstruct the existing bridge to correct existing deficiencies, substandard approach road and bridge deck geometry.

**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:**

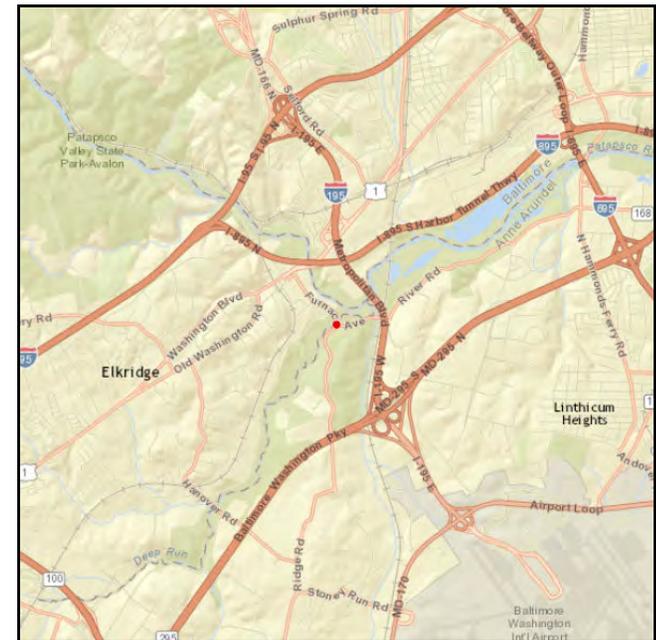
Reconstruct existing bridge to correct existing deficiencies, substandard approach road and bridge deck geometry.

**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:**

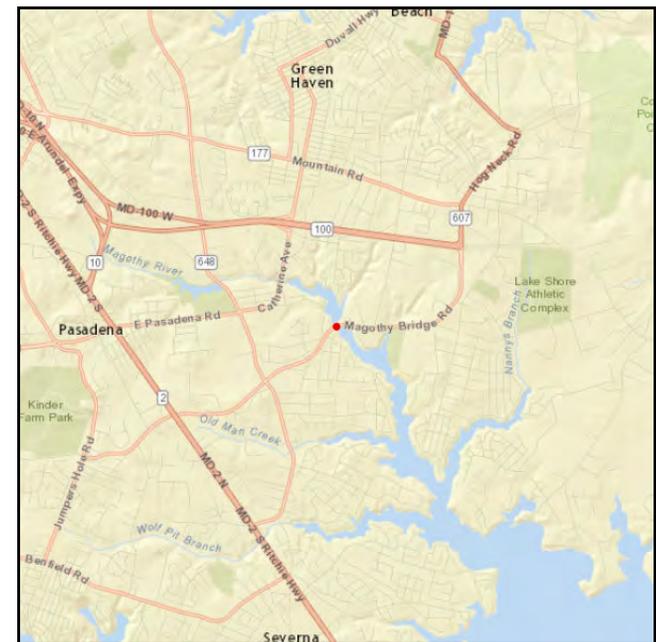
Replace bridge deck and add shoulders to the bridge over the Magothy River.

**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>	\$1,228,000

**Description:**

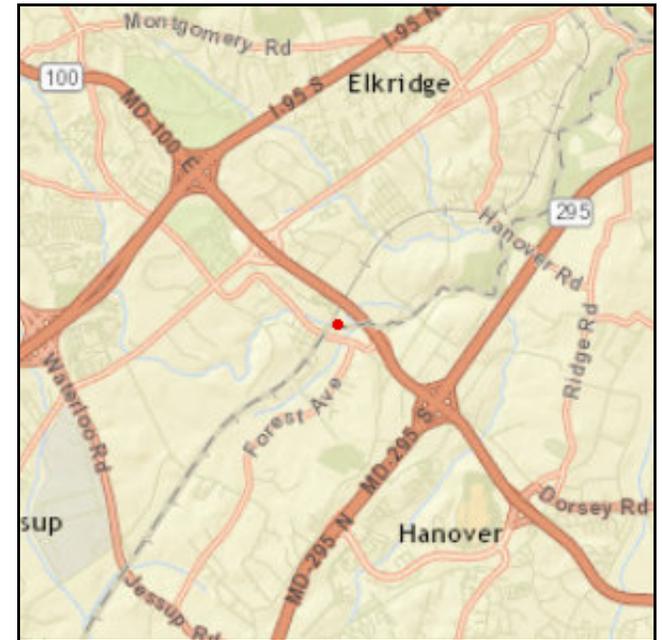
Replace bridge over Deep Run at O'Connor Road.

**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	\$276	\$69	\$0	\$0	\$0	\$0	\$0	\$0	\$345
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$276</b>	<b>\$69</b>	<b>\$830</b>	<b>\$53</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,228</b>
<b>Total</b>	<b>\$276</b>	<b>\$69</b>	<b>\$830</b>	<b>\$53</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,228</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:**

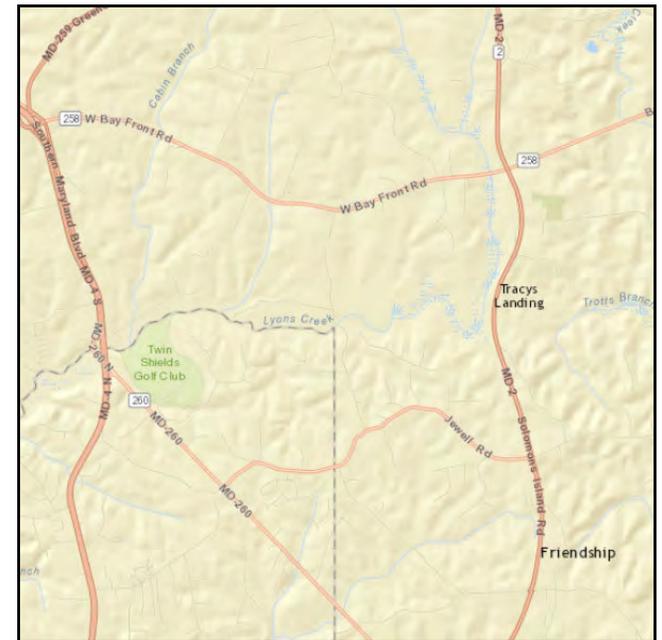
This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert.

**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:**

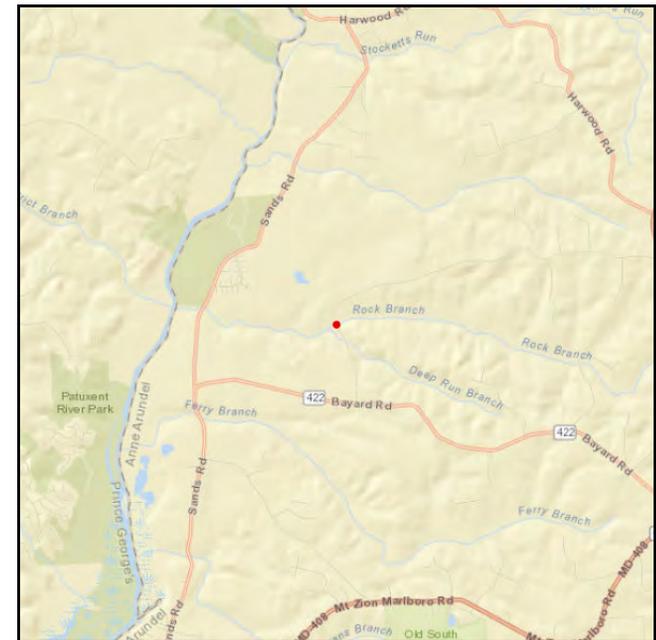
This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry.

**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.

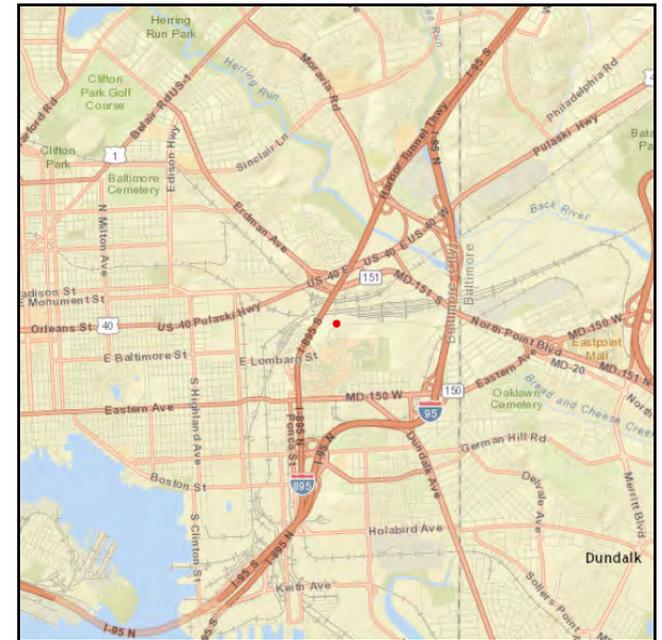
**Justification:**

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.

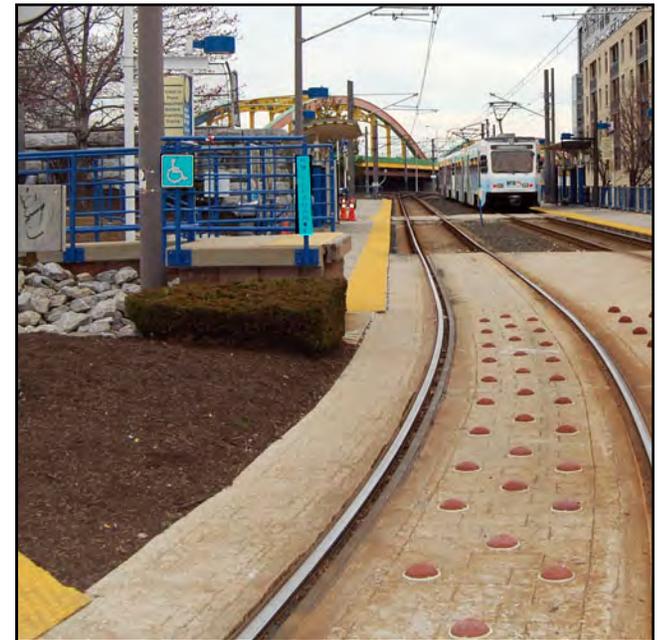
**Justification:**

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:**

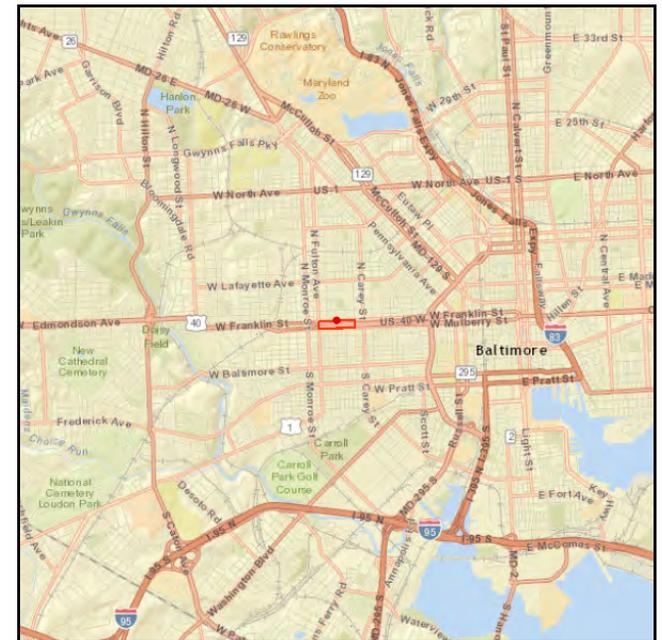
This project includes reconfiguring the Fulton Avenue Bridge to enhance bicycle and pedestrian accessibility. It also includes a pedestrian/bicycle loop circling US 40 between Calhoun and Fulton Avenue. The project includes landscaping, pedestrian safety, upgrading of existing traffic signals, ADA and 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	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$18,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$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.

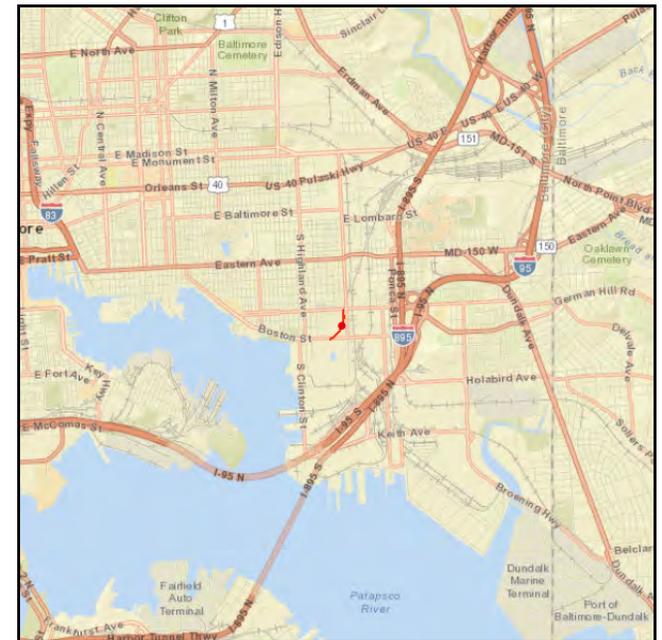
PE funding in a previous TIP (FY 2013).

**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>

**Citywide Road Resurfacing - Federal Aid Program**

<b>TIP ID</b>	12-0207-11	<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>	\$10,000,000

**Description:**

Resurfacing or rehabilitation of various roadways on the Federal Aid system citywide. Work is to generally include the removal and replacement of existing asphalt surfaces. It may also include roadway base repairs, minor curb and sidewalk repairs, and other isolated roadway appurtenance modifications.

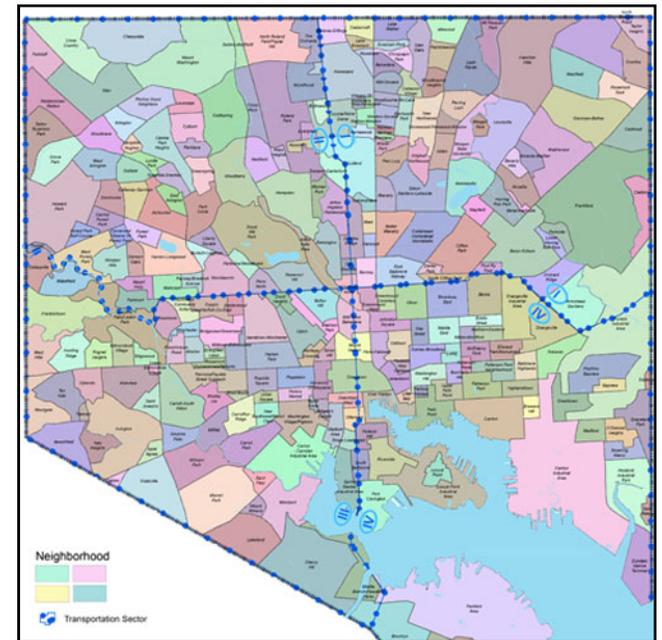
**Justification:**

It is imperative that these roadways be resurfaced at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. If resurfacing does not occur soon, reconstruction will be necessary at a cost of 3 to 4 times the existing resurfacing costs.

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.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).





**Citywide Road Resurfacing - Federal Aid 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	\$8,000	\$2,000	\$0	\$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>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Total</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</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.

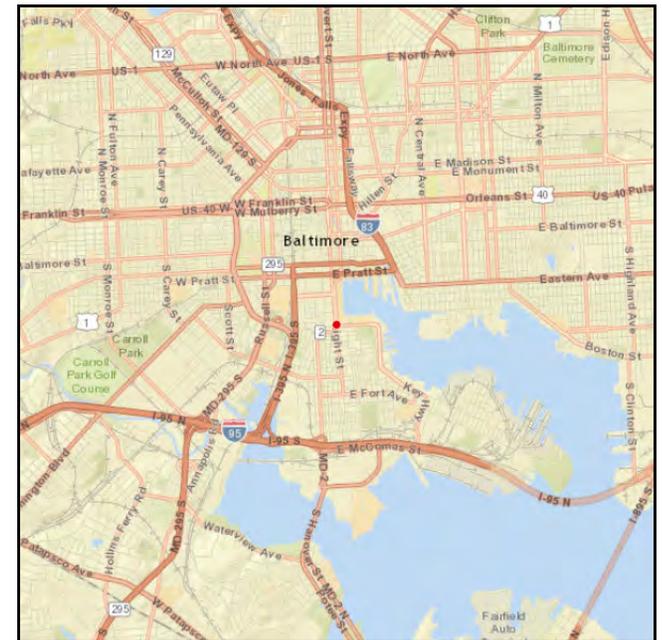
**Justification:**

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.

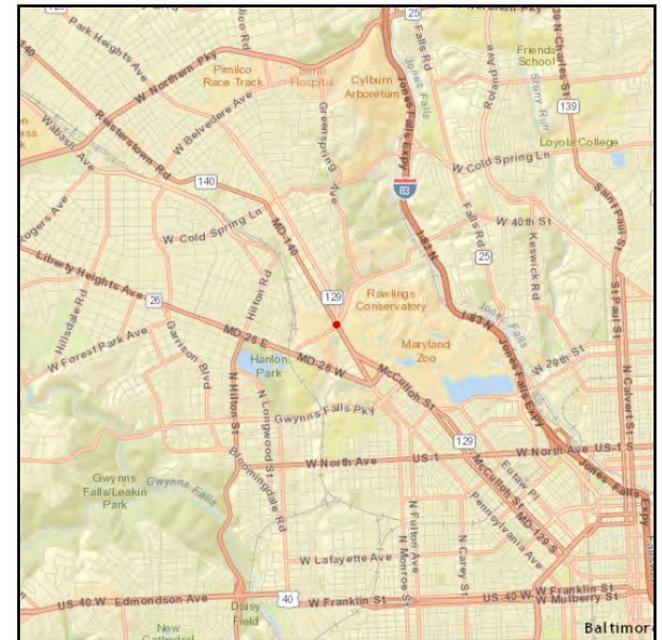
PE for this project was originally authorized in FY 2012.

**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.

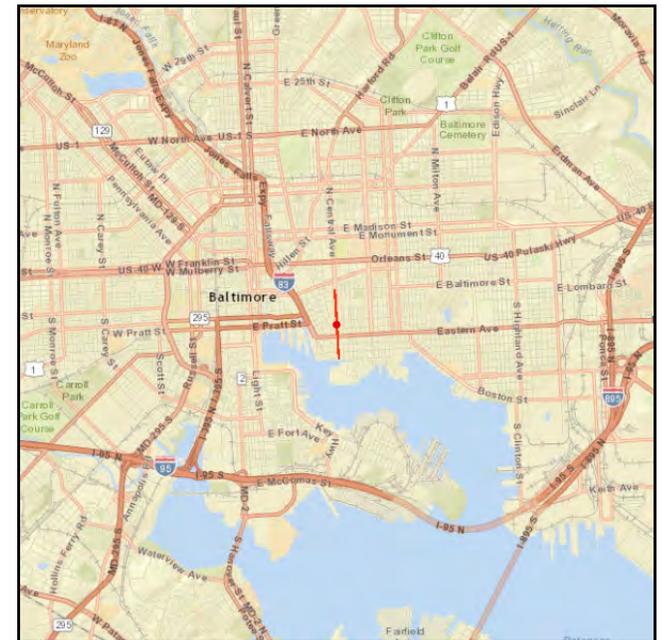
**Justification:**

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

<b>TIP ID</b>	12-1215-13	<b>Year of Operation</b>	2021
<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>	506-759	<b>Est. Total Cost</b>	\$7,220,000

**Description:**

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

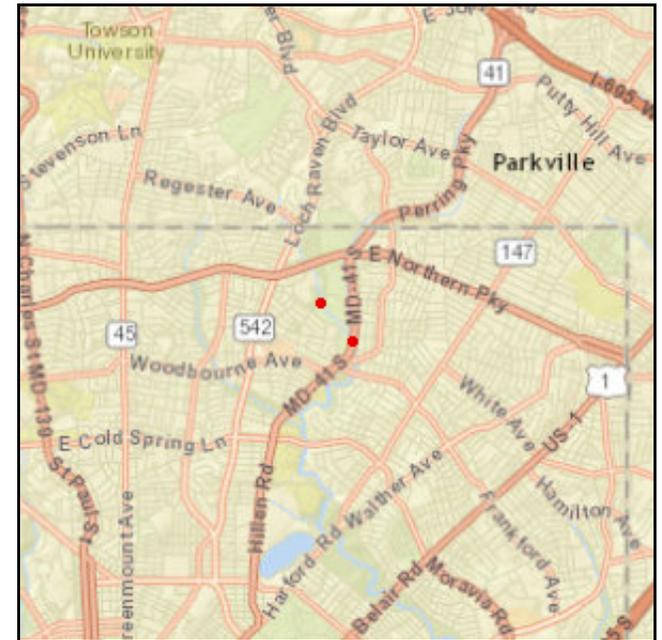
**Justification:**

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

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

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

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





**2016 - 2019 Transportation Improvement Program**

**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	\$5,200	\$1,300	\$0	\$0	\$6,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$120	\$0	\$0	\$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>\$600</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,220</b>
<b>Total</b>	<b>\$600</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,220</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.

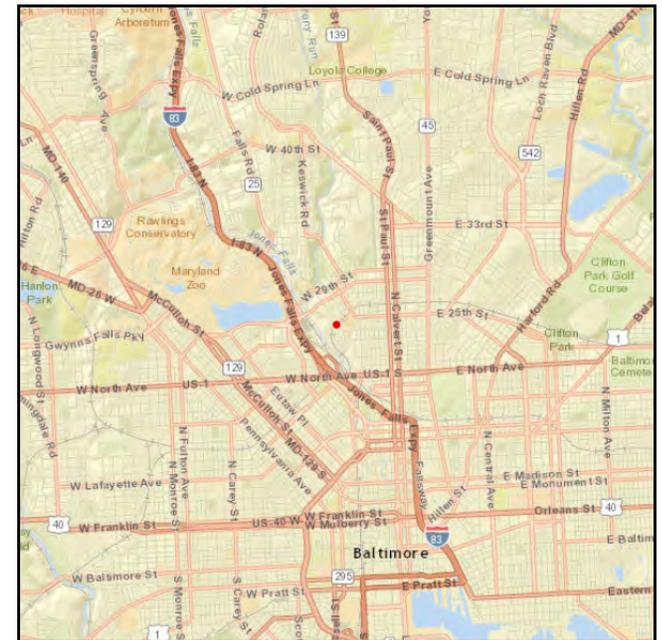
**Justification:**

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.

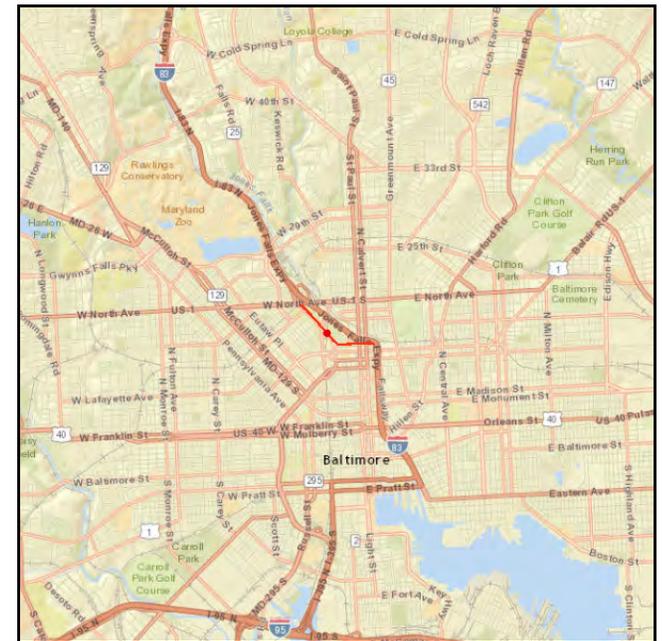
The Amended date of Authorization for PE funding for this project was in FY 2014.

**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.

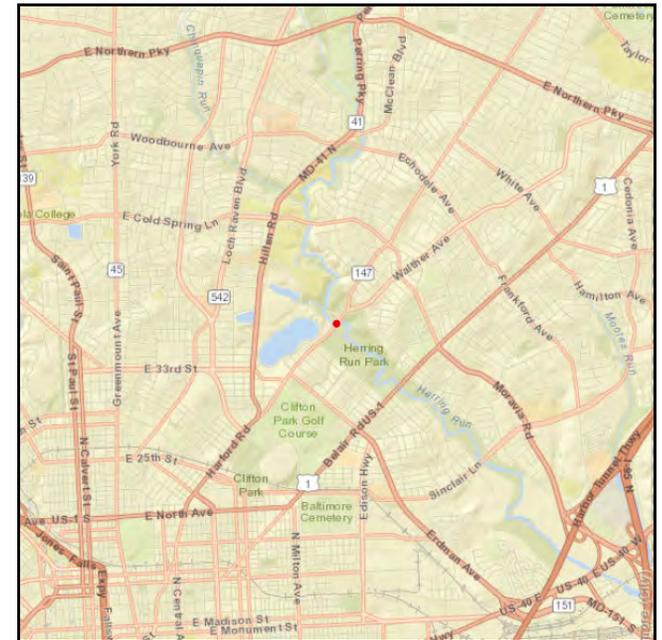
The date of authorization for PE funding for this project was in FY 2015.

**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>

### Wilkins 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.

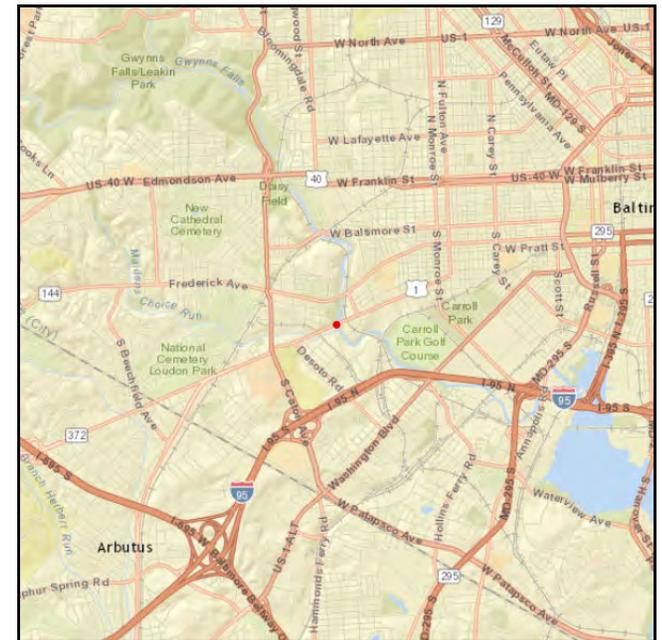
**Justification:**

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).





2016 - 2019 Transportation Improvement Program

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:**

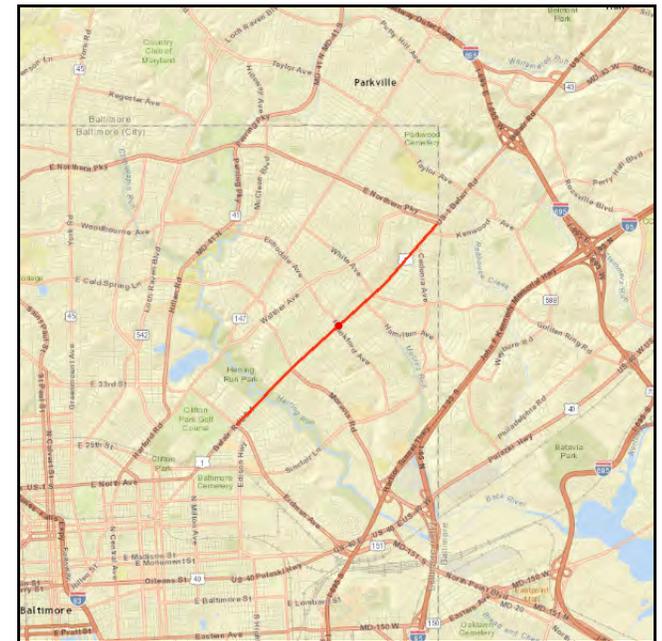
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. Phase I includes intersection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

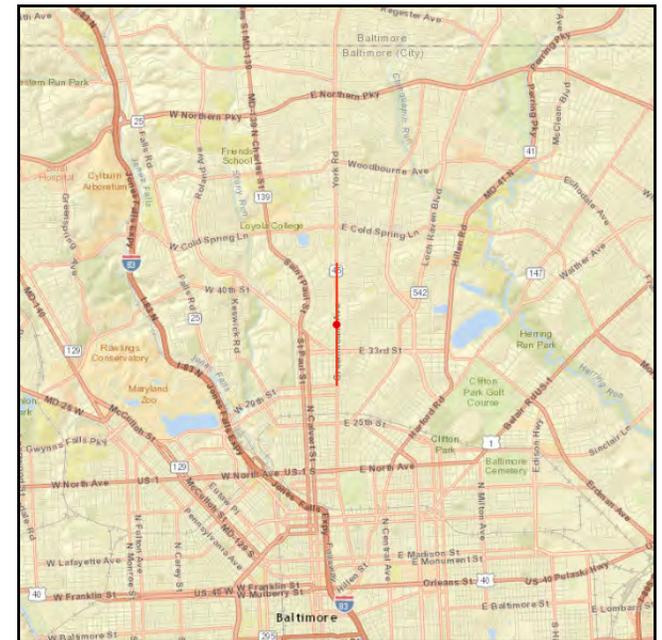
**Justification:**

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:**

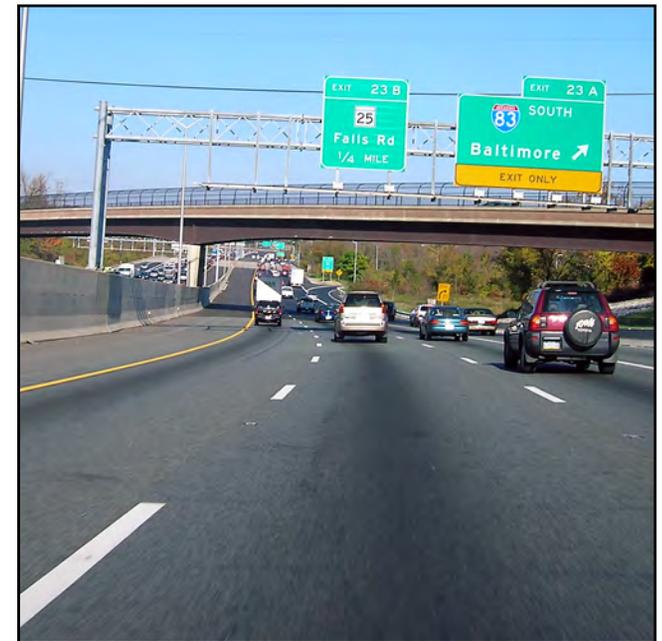
Restore I-83 joints at various locations to extend life of bridge structures.

**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:**

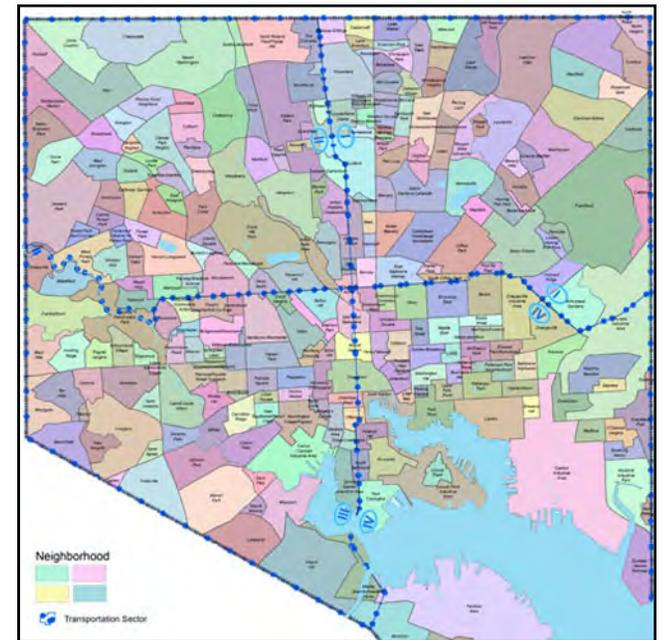
Citywide system preservation includes rehabilitation and maintenance, streetscapes and intersection improvements, including ADA ramps and sidewalk improvements.

**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:**

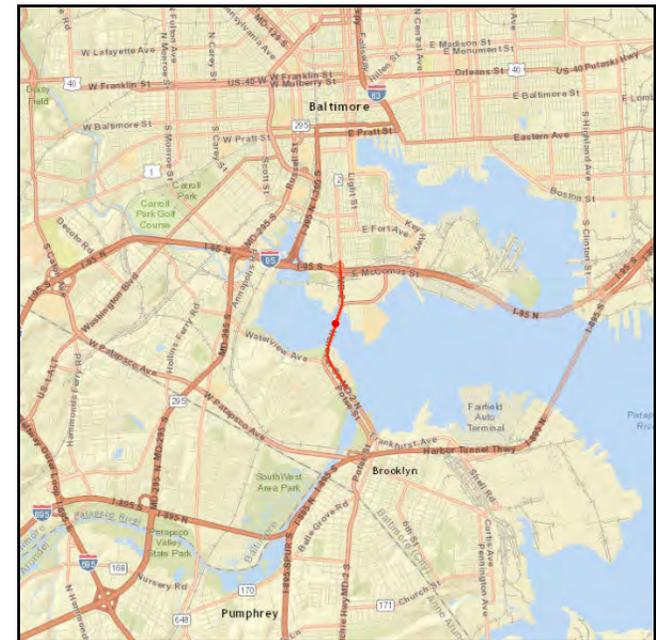
A Multimodal Corridor Plan will establish the framework for Baltimore City’s investment in the Hanover Street Bridge, improve multimodal corridor accessibility and freight access as well as highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety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

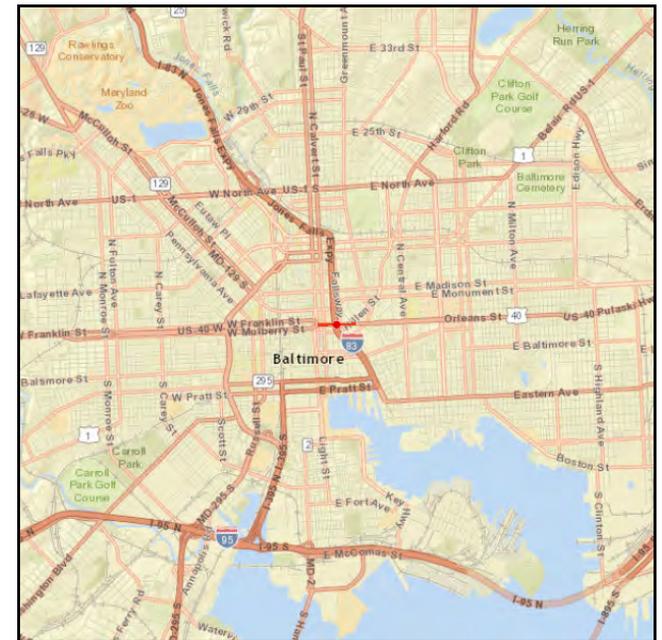
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge.

**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.

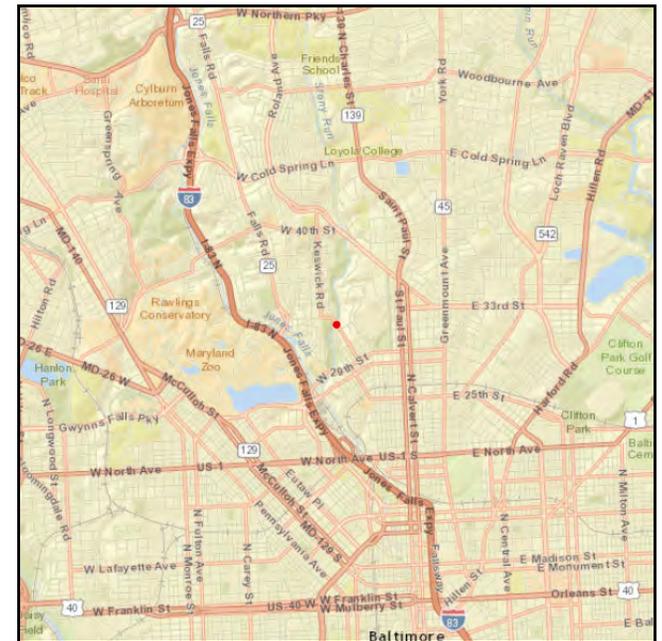
**Justification:**

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.

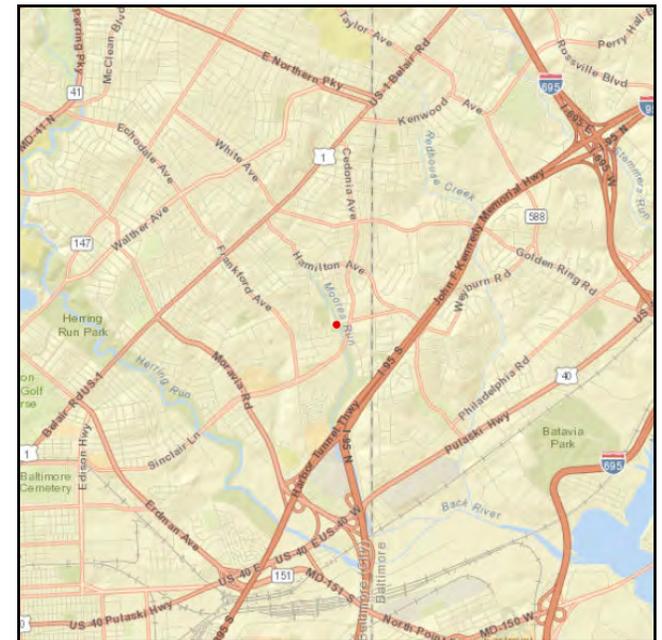
**Justification:**

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:**

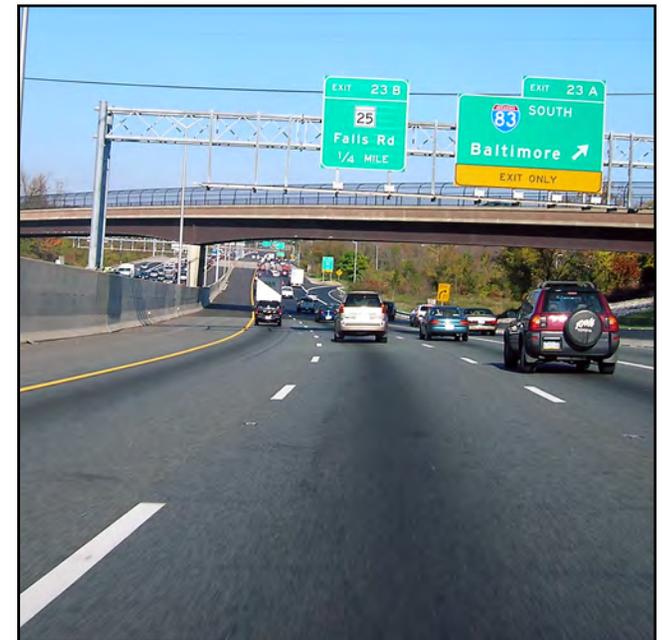
This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards.

**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.

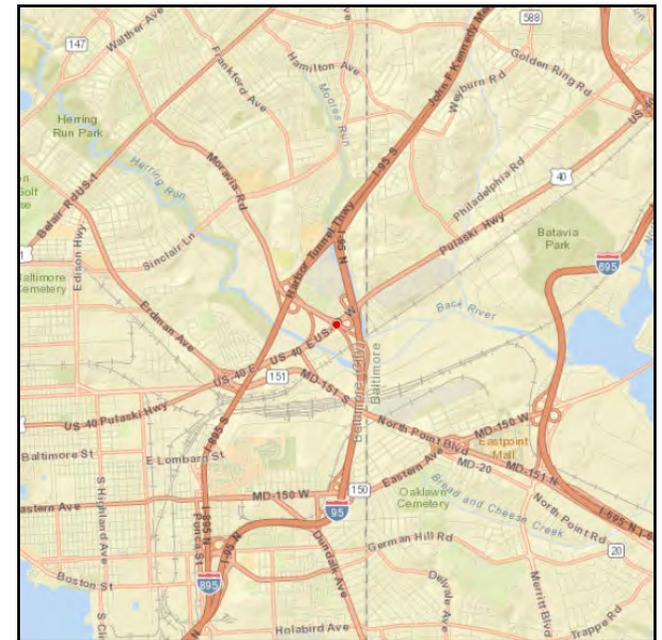
**Justification:**

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:**

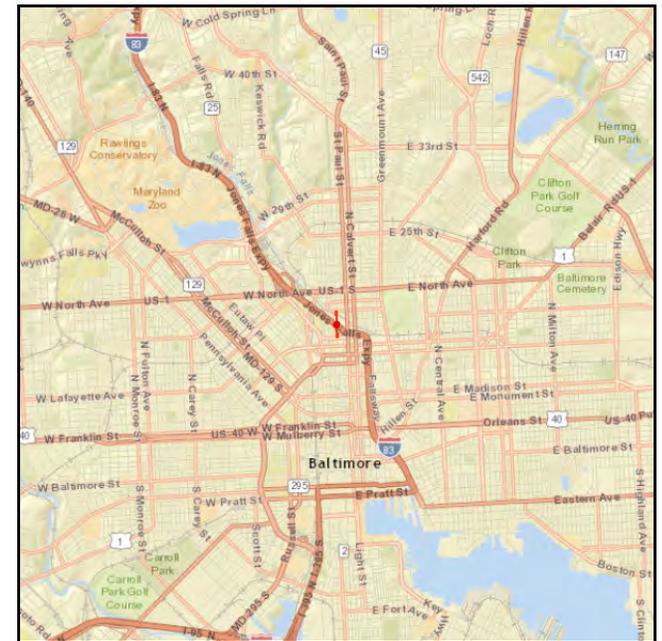
Improving pedestrian connectivity along Charles Street in the vicinity of I-83 and Penn Station in Baltimore, which may include bridge flanking on part or all of the Charles Street viaduct to accommodate potential new development between Oliver Street and Lanvale Street. Pedestrian circulation and streetscape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

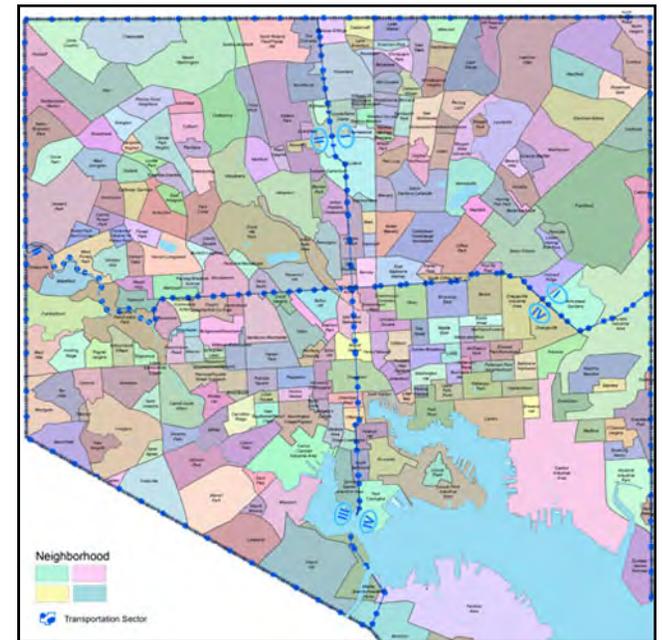
**Justification:**

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>

### East Baltimore Development Inc. (EBDI) Road Reconstruction

<b>TIP ID</b>	12-1608-12	<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>	Local
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$6,800,000

**Description:**

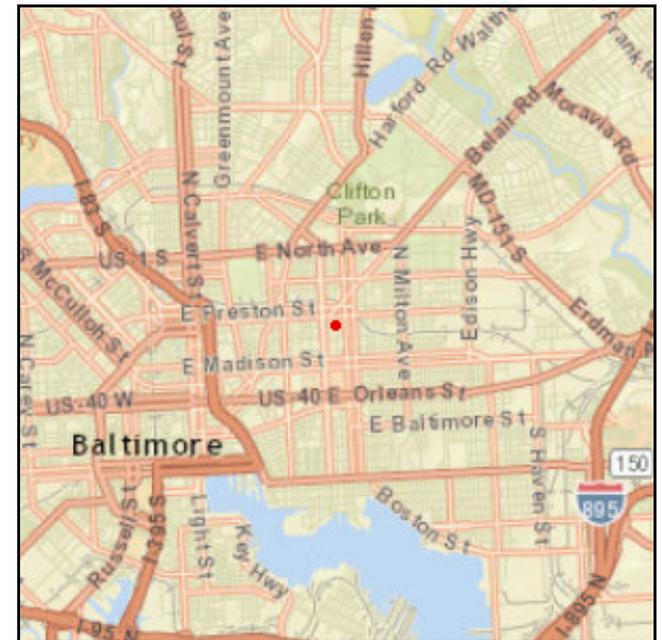
This roadway rehabilitation project includes two phases (Phase 2A and Phase 1D) encompassing Chase Street, McDonogh Street, and Rutland Avenue bound by Broadway to the west, Wolfe Street to the east, Biddle Street to the north and Eager Street to the south. Improvements will include full depth pavement reconstruction and resurfacing, reconstruction of curb and gutter, sidewalks, ADA-compliant pedestrian ramps, driveway and alley reconstruction, landscaping, streetscape elements, lighting, signing, and various utility improvements. A previous phase (Phase 1C) completed construction in the summer of 2015 under the TIP ID # 12-1212-99.

**Justification:**

As significant development revitalizes the blocks north of Johns Hopkins Hospital, the roadway and infrastructure improvements provided through this project will replace a deficient network of roads and utilities. The project will provide the necessary infrastructure for the up and coming community and new businesses expected within the area.

**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.





**East Baltimore Development Inc. (EBDI) Road Reconstruction**

(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	\$2,620	\$655	\$2,620	\$655	\$0	\$0	\$0	\$0	\$6,550
OTH	\$100	\$25	\$100	\$25	\$0	\$0	\$0	\$0	\$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>\$2,720</b>	<b>\$680</b>	<b>\$2,720</b>	<b>\$680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,800</b>
<b>Total</b>	<b>\$2,720</b>	<b>\$680</b>	<b>\$2,720</b>	<b>\$680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,800</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.

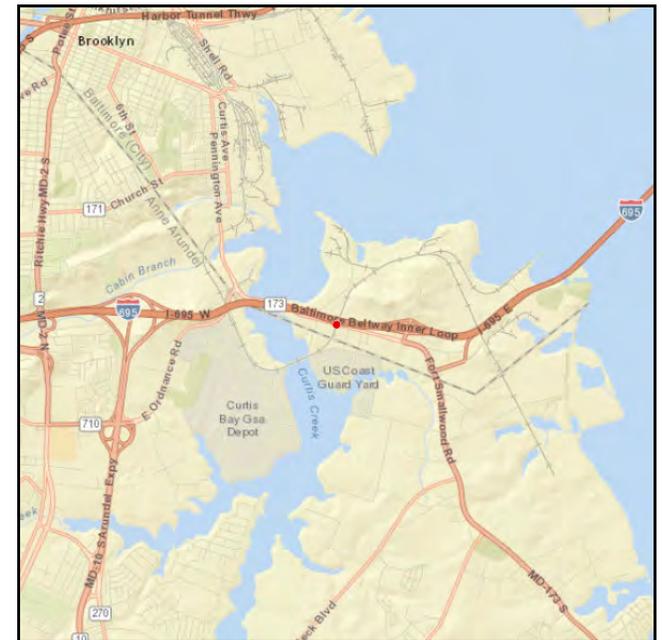
**Justification:**

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

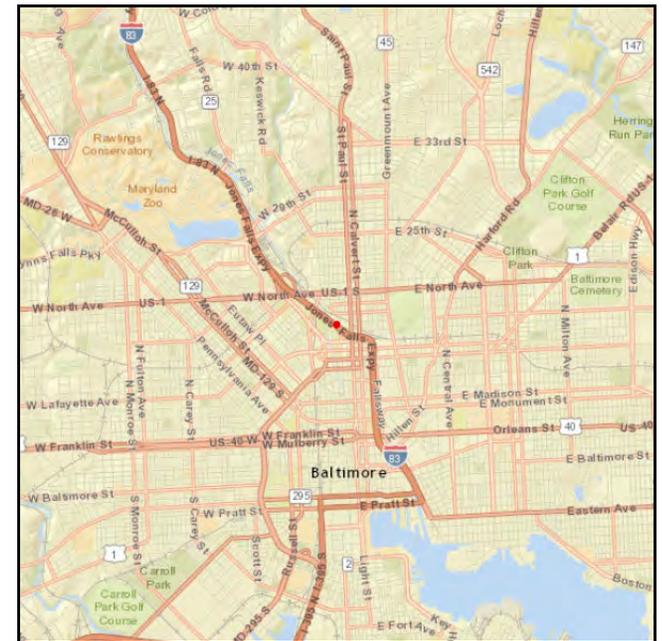
**Description:**

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:**

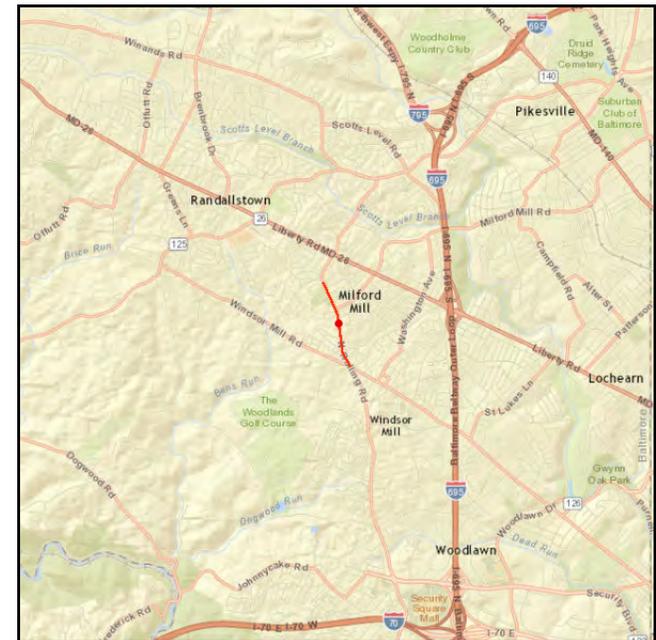
This is a roadway widening project from Windsor Mill Road to Orchard Ave.

**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:**

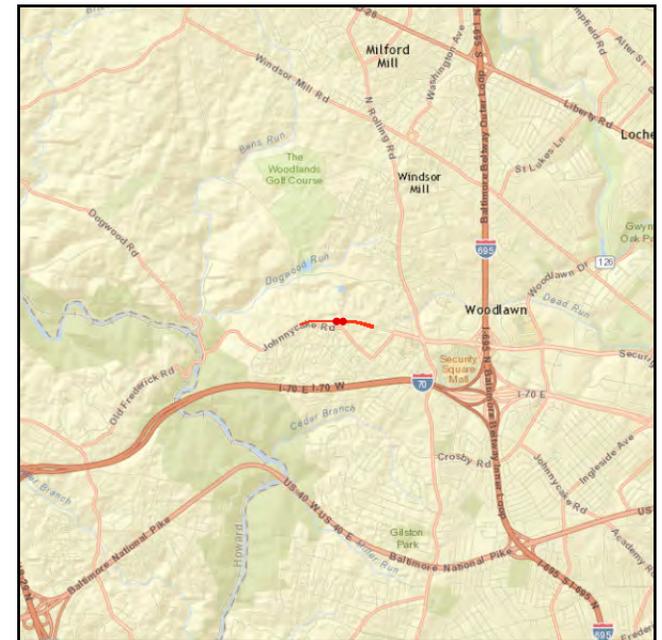
Extension of Security Boulevard from its current terminus to Johnnycake Road.

**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.

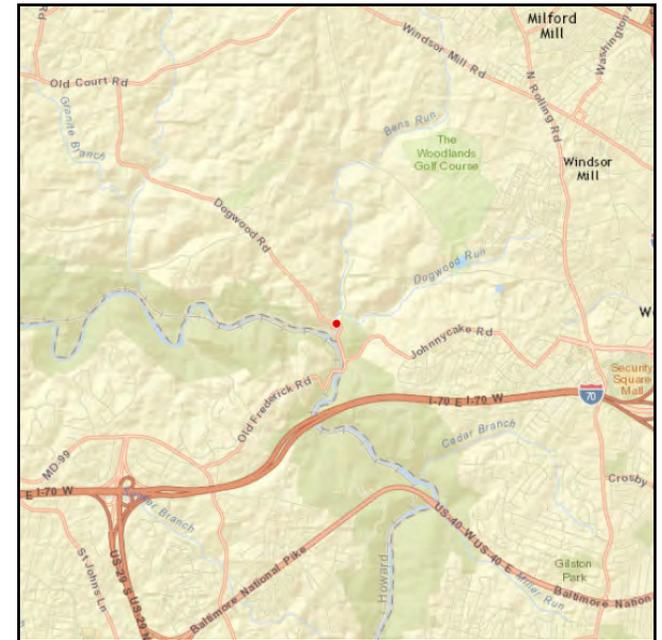
PE funding in previous a TIP (FY 2013).

**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:**

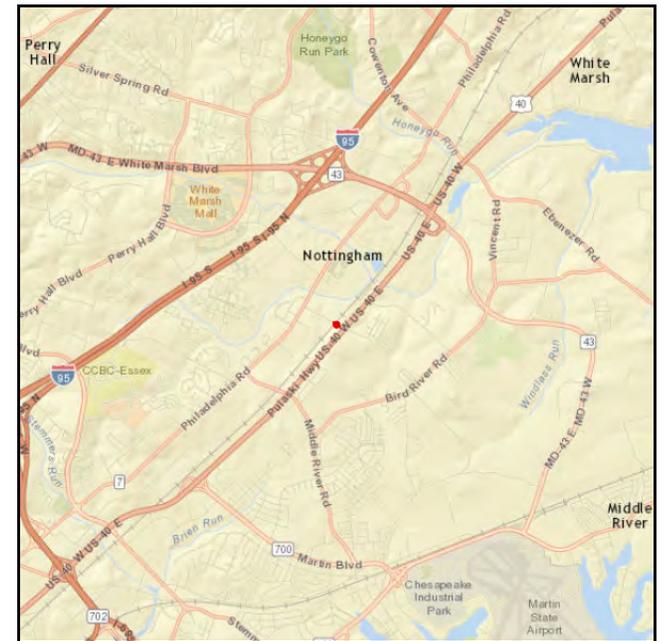
Replacement of existing bridge to include sidewalks and wider lanes as well as the approaches to accommodate future Campbell Blvd.

**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>

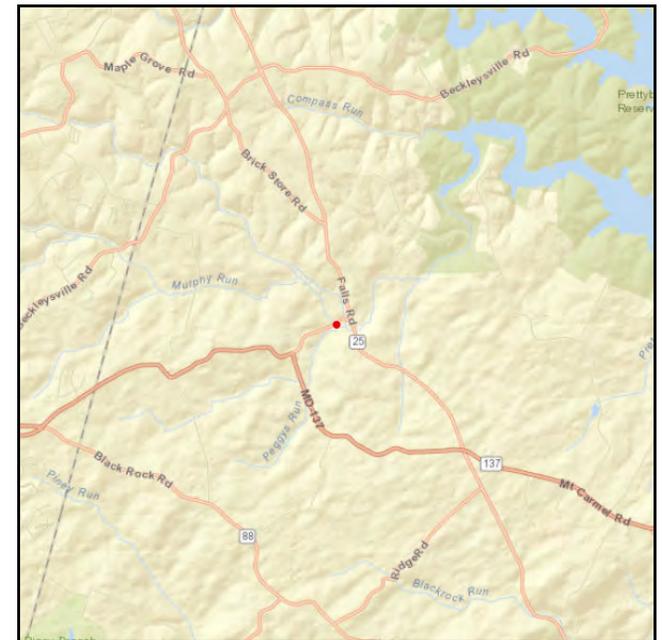
### Gunpowder Road Bridge No. B-0409

<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:**

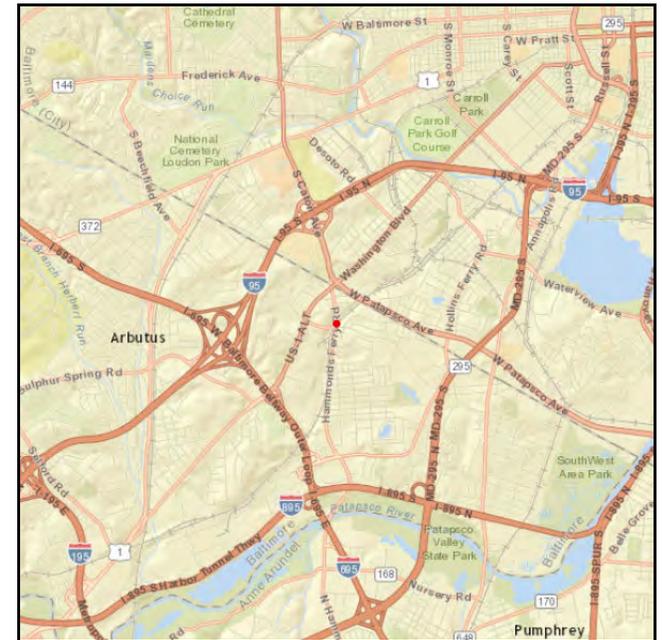
Deck replacement and rehabilitation of Bridge No. B-100 on Hammonds Ferry Road over CSX railroad.

**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:**

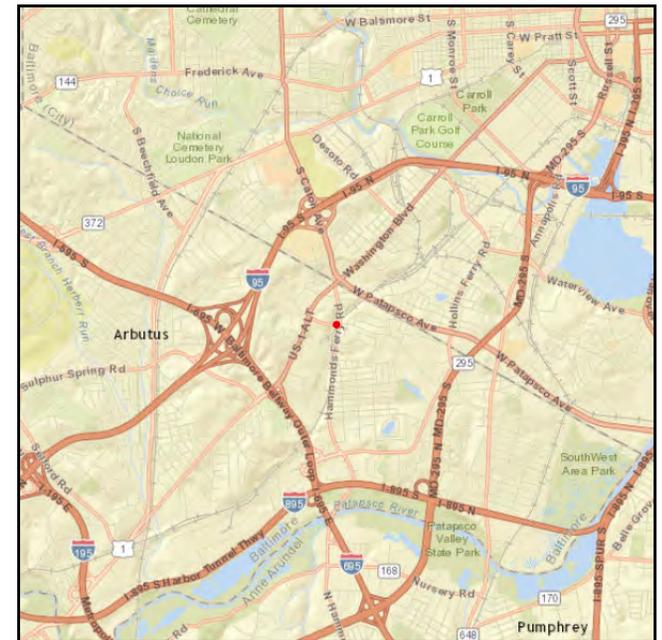
Steel girder bridge carrying two lanes of traffic each way and two sidewalks on Lansdowne Boulevard over CSX railroad tracks.

**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:**

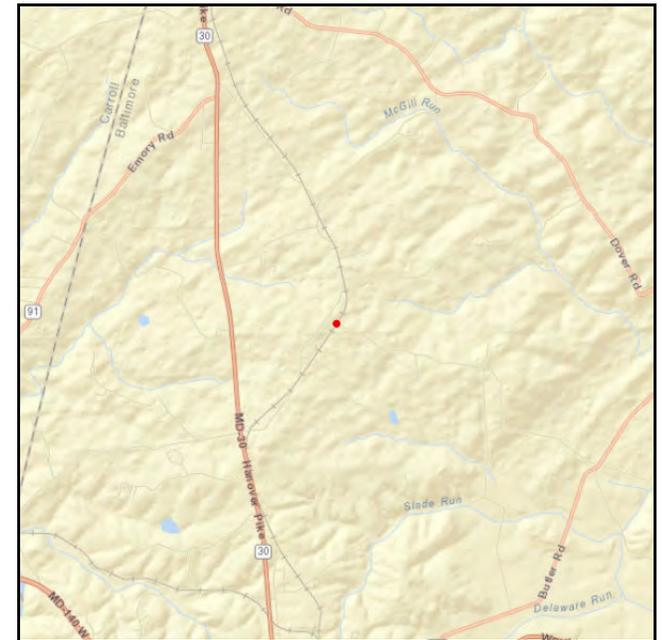
Existing timber bridge, 44' long, 16' wide carrying a single lane of traffic over CSX railroad tracks.

**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>

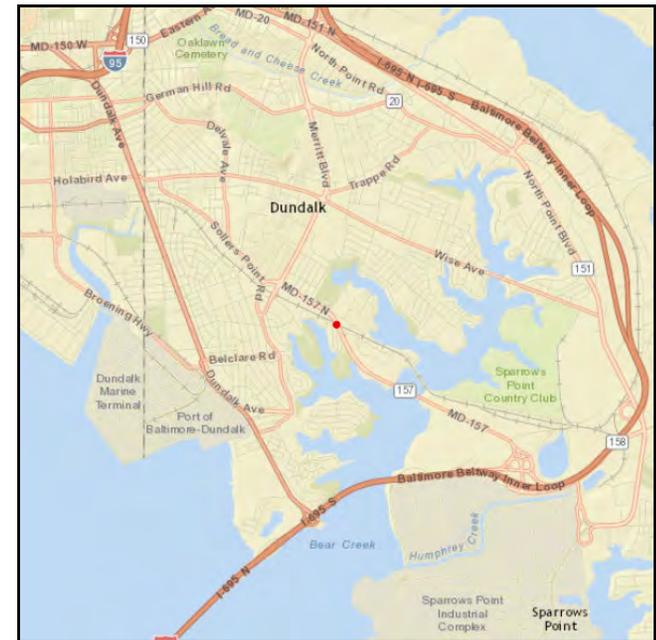
### Peninsula Expressway Bridge No. B-0119 over CSX Railroad

<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.

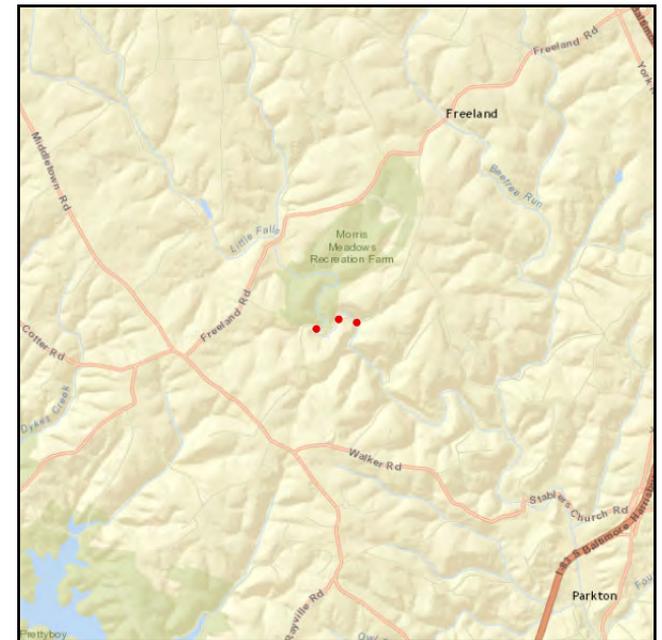
PE funding in a previous TIP.

**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:**

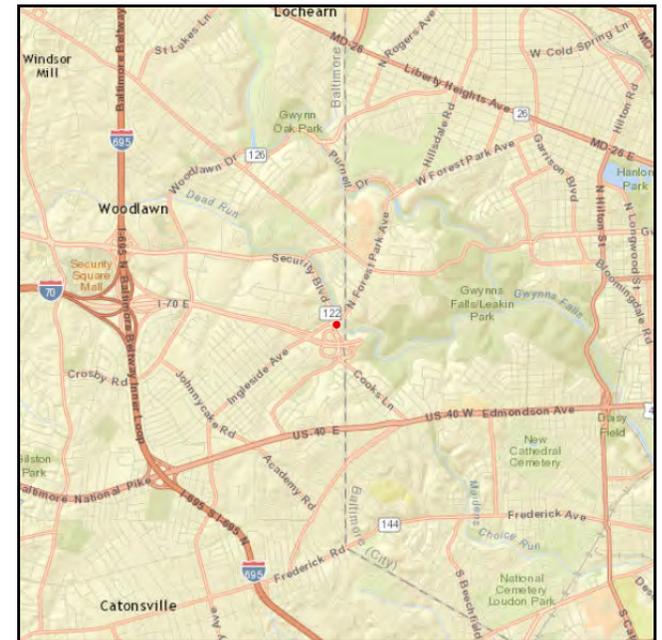
Replacement of Bridge No. B-96 on Old Ingleside Avenue over Dead Run. Existing bridge is a historic arch structure. Preliminary design will include evaluation of rehabilitation versus replacement study.

**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:**

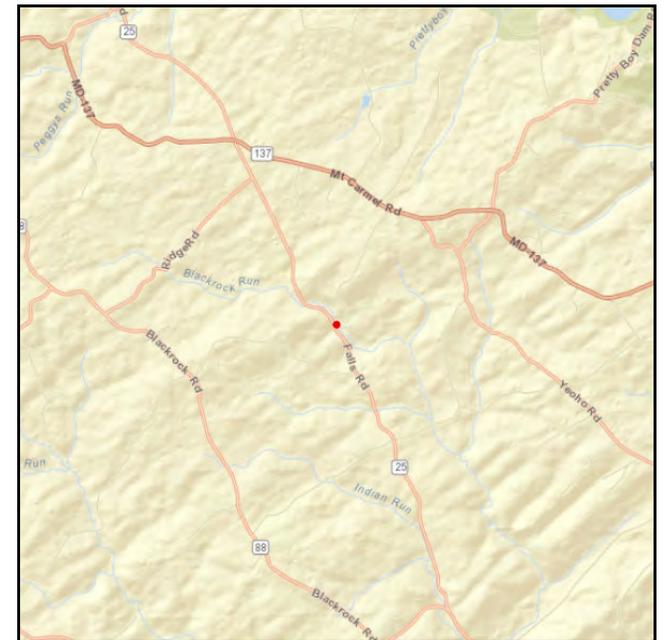
Replacement of Bridge No. B-71 on Gorsuch Mill Road over Blackrock Run.

**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:**

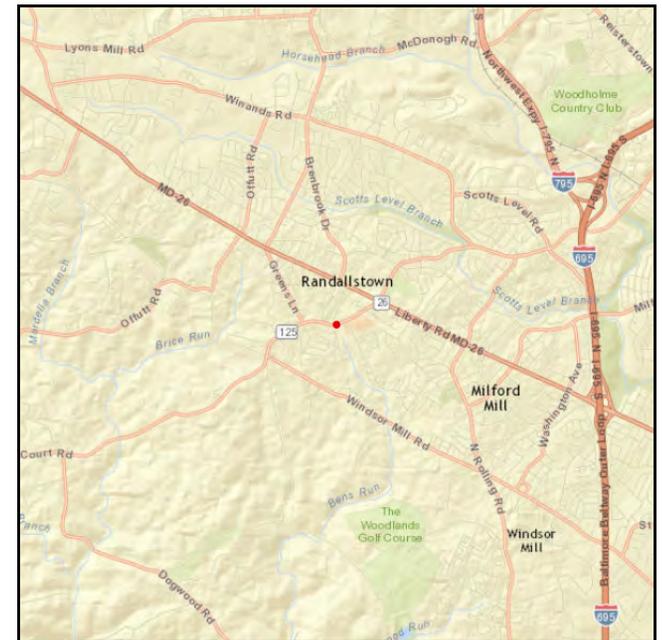
Superstructure replacement for Bridge No. B-237 on Old Court Road over Bens Run.

**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:**

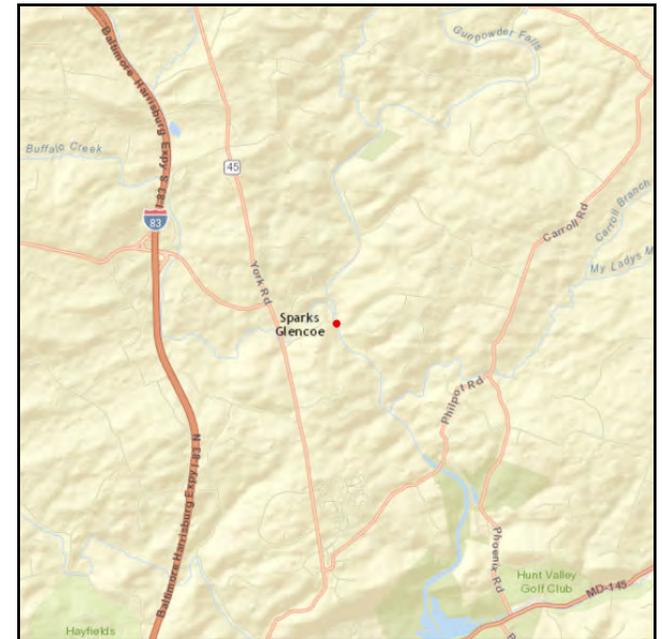
Cleaning and painting of Bridge No. B-18 on Sparks Road over Gunpowder Falls. The existing bridge is a historic truss structure.

**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:**

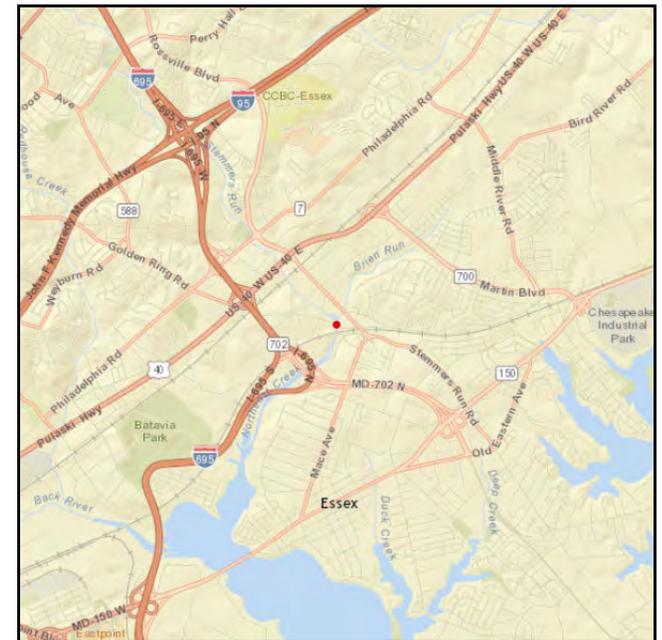
Replacement of Bridge No. B-110 on Golden Ring Road over Stemmers Run.

**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:**

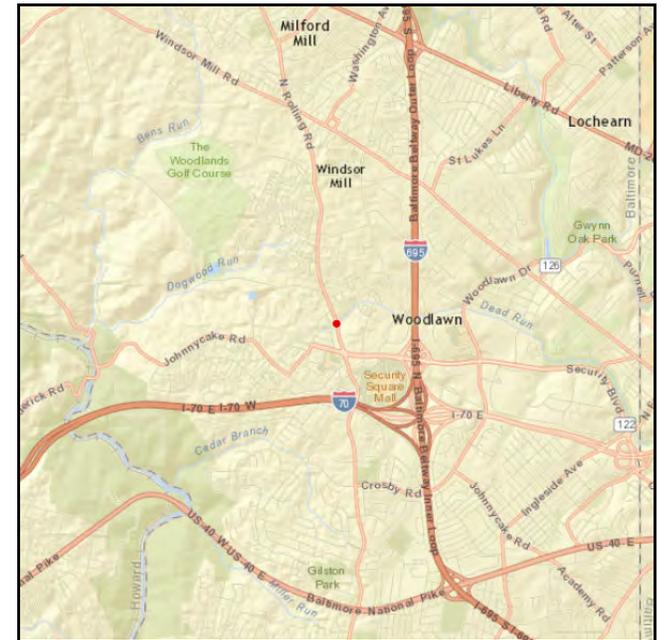
Replacement of Bridge No. B-358 on Rolling Road over Branch of Dead Run.

**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:**

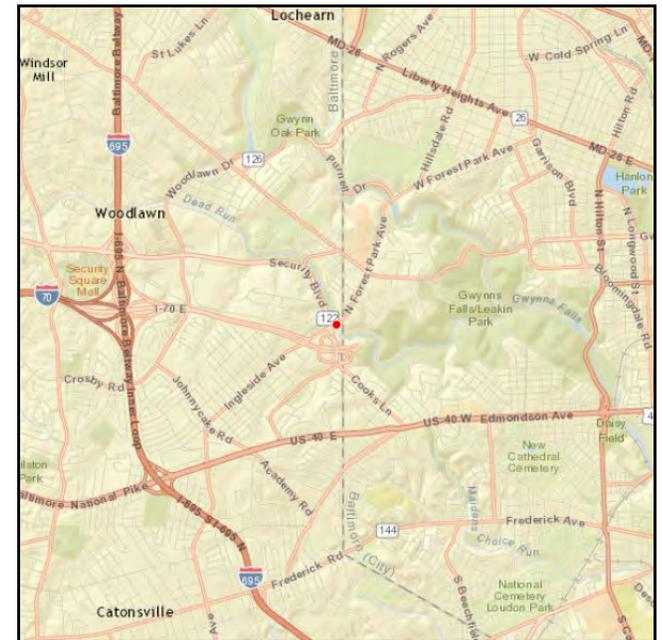
Deck replacement and rehabilitation of Bridge No. B-97 on Ingleside Avenue over Dead Run and Dogwood Road.

**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.

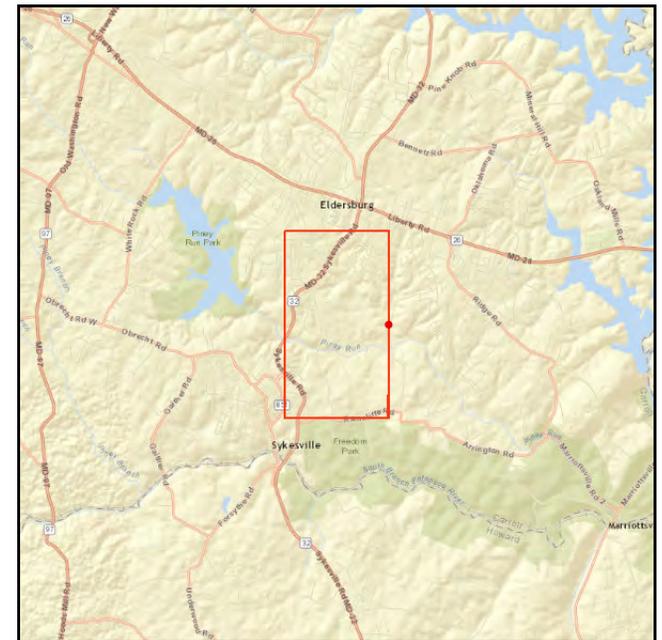
**Justification:**

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:**

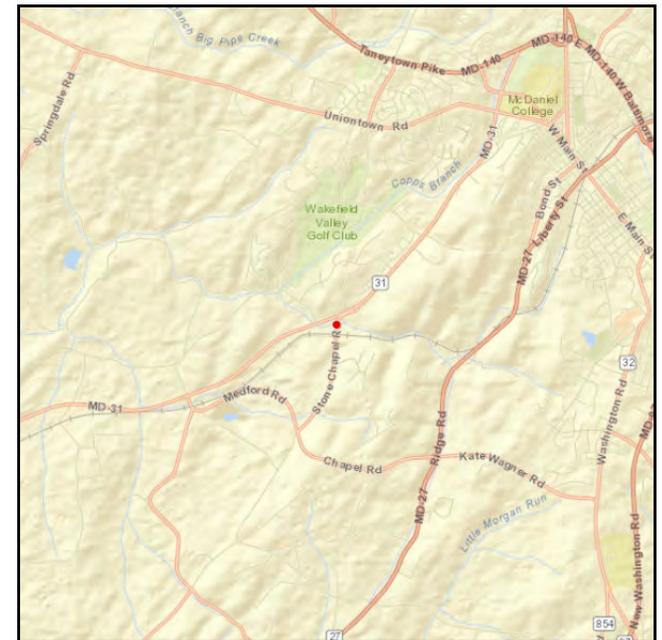
Rehabilitation of existing bridge to provide efficient access for local truck traffic to MD 31.

**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.

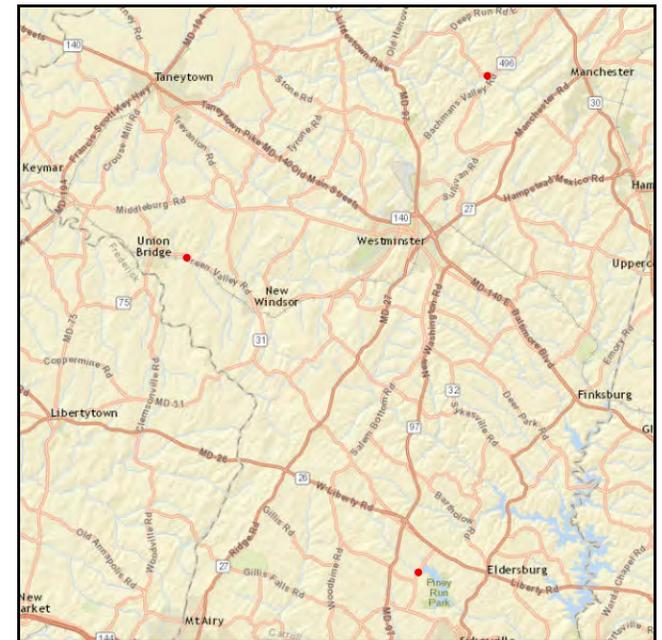
Cleaning and painting of various bridges throughout Carroll County

**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:**

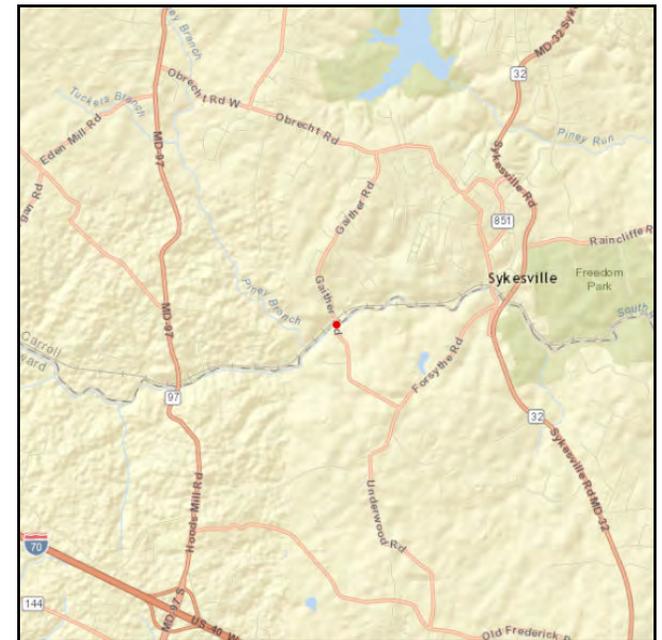
Replacement of existing bridge to provide efficient access for local traffic and emergency service vehicles.

**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:**

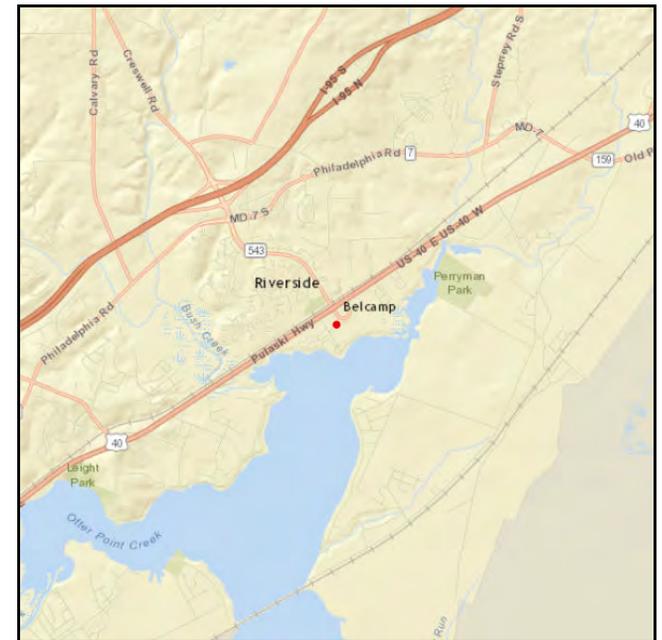
The project will construct an access road from MD 543 directly to Bata Boulevard. The project has been planned since the redevelopment of the Bata land site. Right of way to construct the road has been reserved and the alignment is rough graded. This project will relieve existing and anticipated delays 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:**

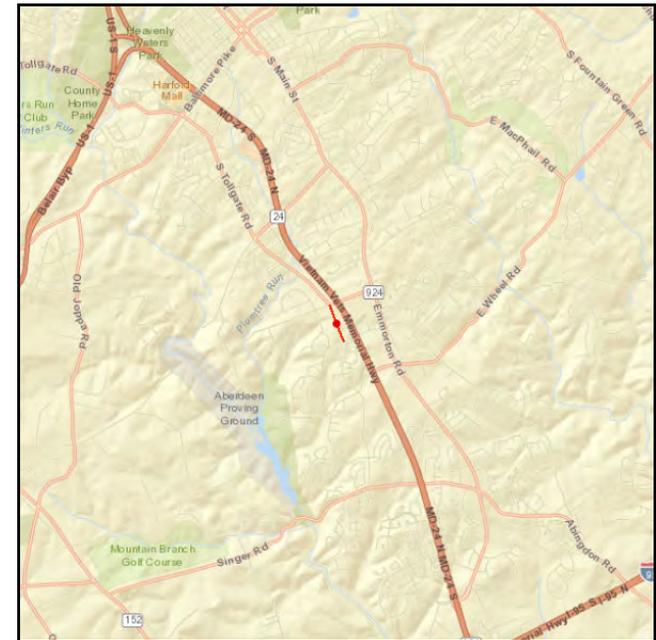
The Tollgate Road corridor is being improved to meet current traffic demands. Once all current projects are completed, the only remaining concern would be the "missing" segment from Plumtree Road south to Bel Air South Parkway. This will be a developer funded project.

**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:**

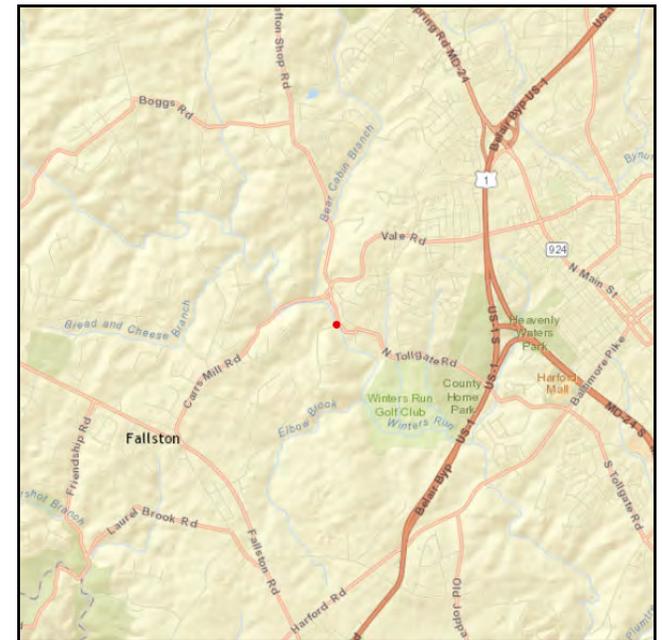
This project will replace the bridge that carries Watervale Road over Winters Run.

**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:**

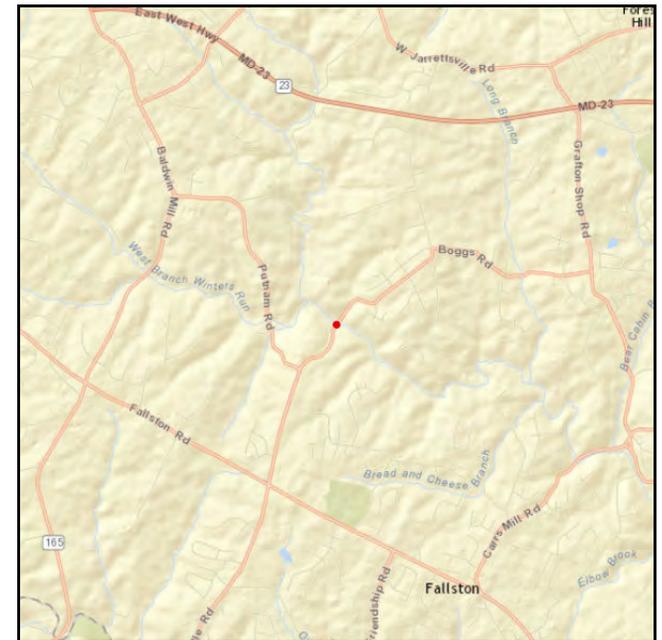
This project is to replace the bridge that carries Pleasantville Road over Winters Run.

**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:**

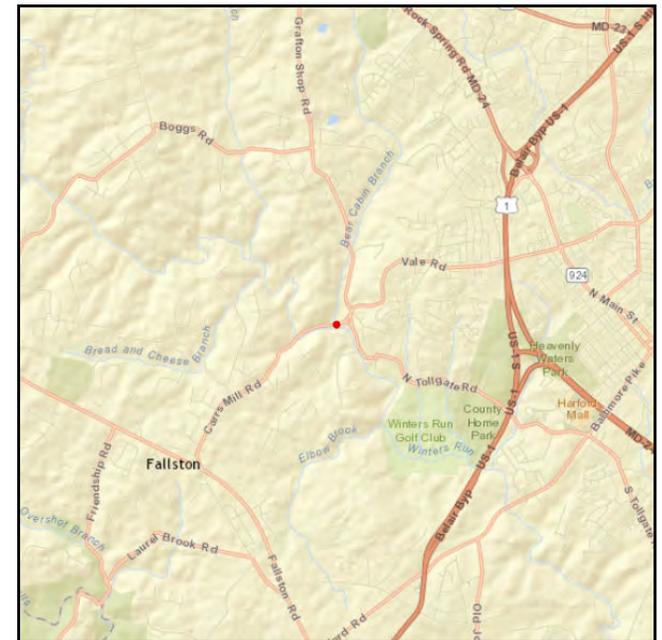
This project is to replace the triple-cell concrete pipe bridge that carries Carrs Mill Road over Bear Cabin Branch. The concrete pipes and the slate headwalls are severely deteriorated and need to be replaced.

**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

<b>TIP ID</b>	15-1001-13	<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>	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>	\$4,155,000

**Description:**

Replace the bridge that carries Abingdon Road over the CSX Railroad tracks

**Justification:**

Replacement is necessary due to the bridge's multiple deficiencies that include substandard railings and curbs, deteriorating deck and deteriorating beams.

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

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





**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:**

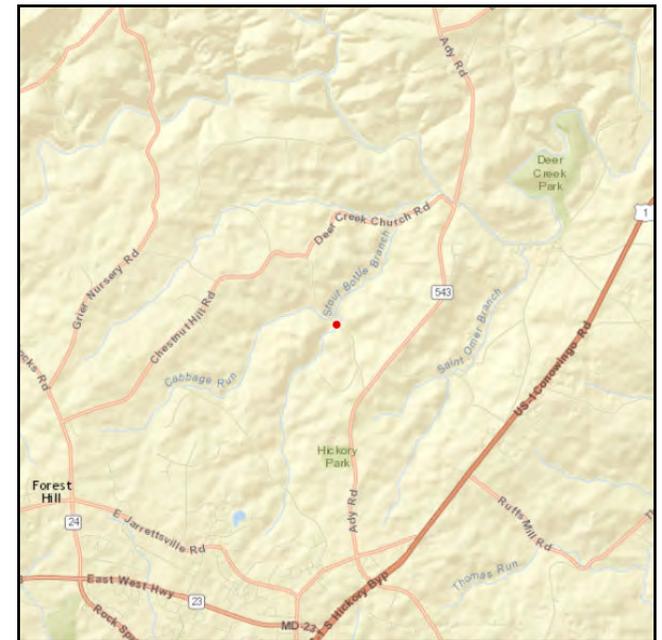
This project will replace the existing Chestnut Hill Road Bridge.

**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:**

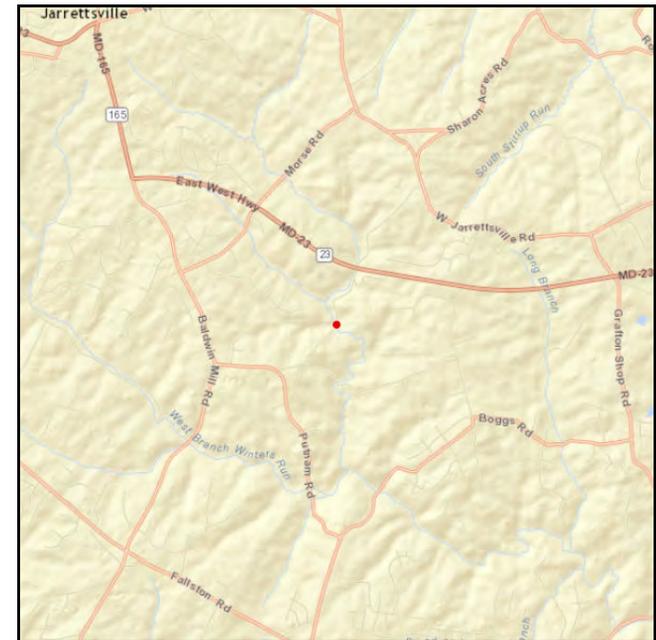
This project is to replace the bridge that carries Phillips Mill Road over a tributary to East Branch.

**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:**

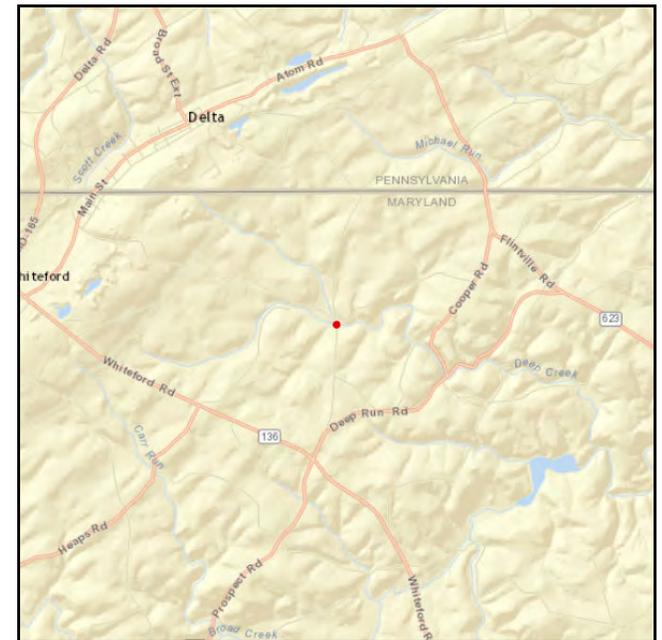
This project is to replace the three-cell culvert that carries Prospect Road over Deep Run.

**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:**

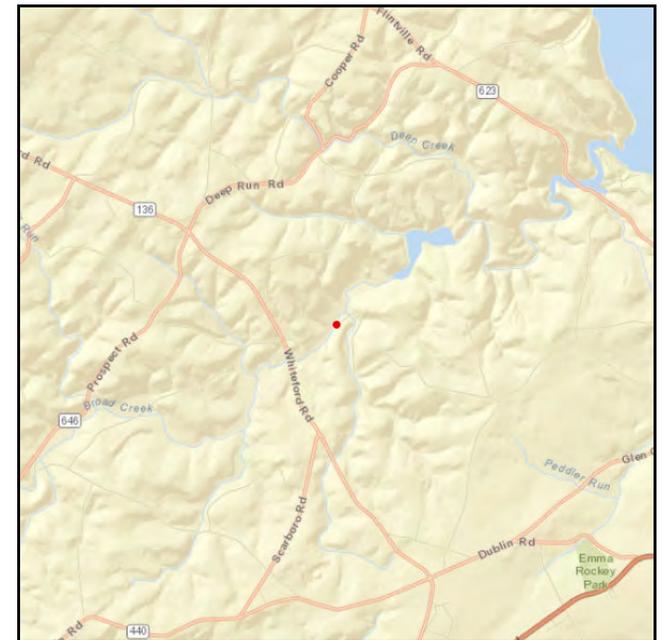
This project is to replace the entire bridge that carries Robinson Mill Road over Broad Creek. The two-lane approach road on both ends of the bridge includes horizontal curves that restrict sight distance across the bridge.

**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:**

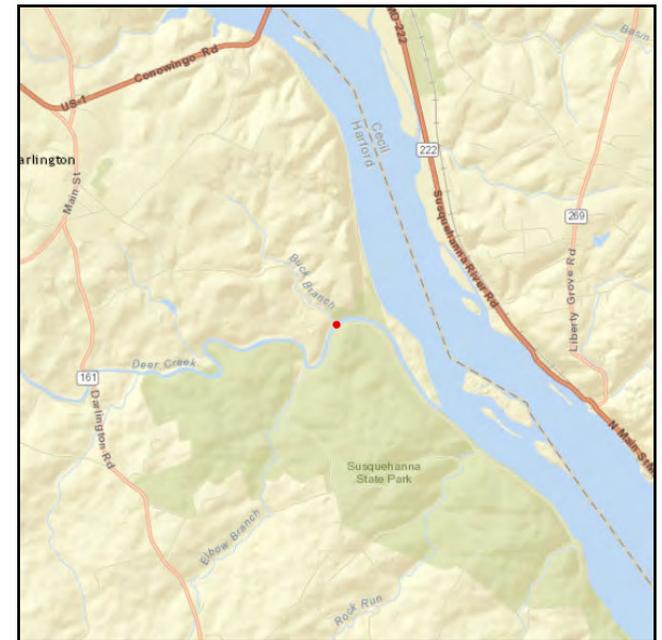
This is a bridge rehabilitation project to consist of repair and/or replacement of the bridge deck and repairs to the beam seats, abutments, wingwalls, piers, backwalls, rocker bearings, and railing posts. The current sufficiency rating is 52.3.

**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:**

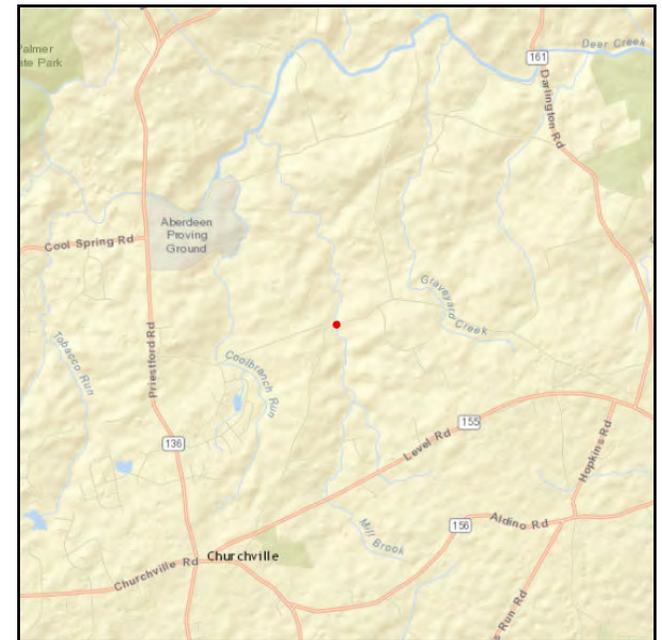
Replace the bridge that carries Glenville Road over Mill Brook.

**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

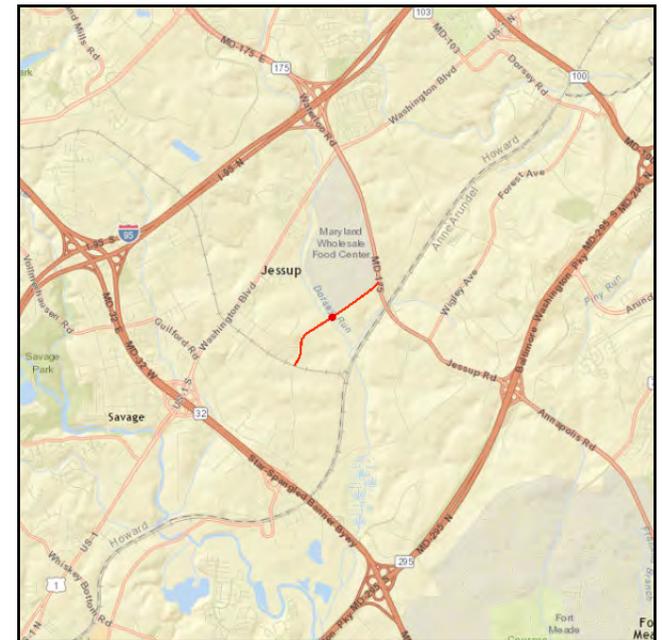
<b>TIP ID</b>	16-1403-41	<b>Year of Operation</b>	2020
<b>Agency</b>	Howard County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Local
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	2 to 4 lanes, 1.1 miles
<b>CIP or CTP ID(s)</b>		<b>Est.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

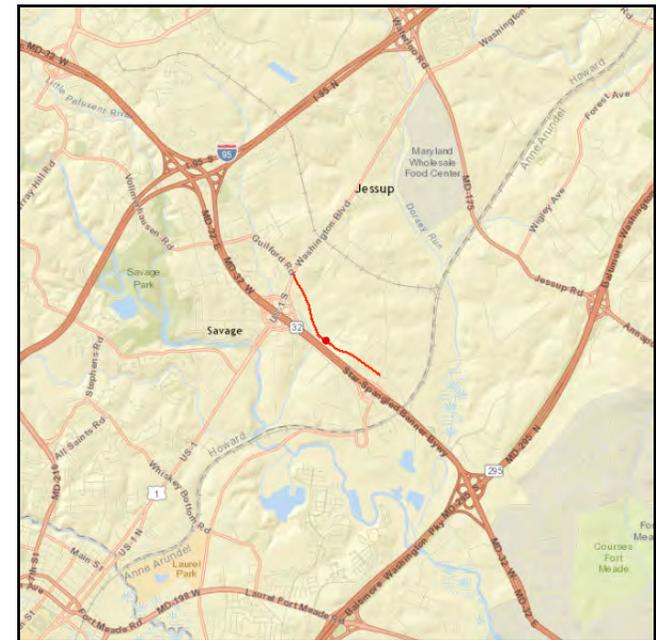
This project is to study, design, and reconstruct Guilford Road to three lanes from US 1 to Old Dorsey Run Road; a distance of 5,800 linear feet.

**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:**

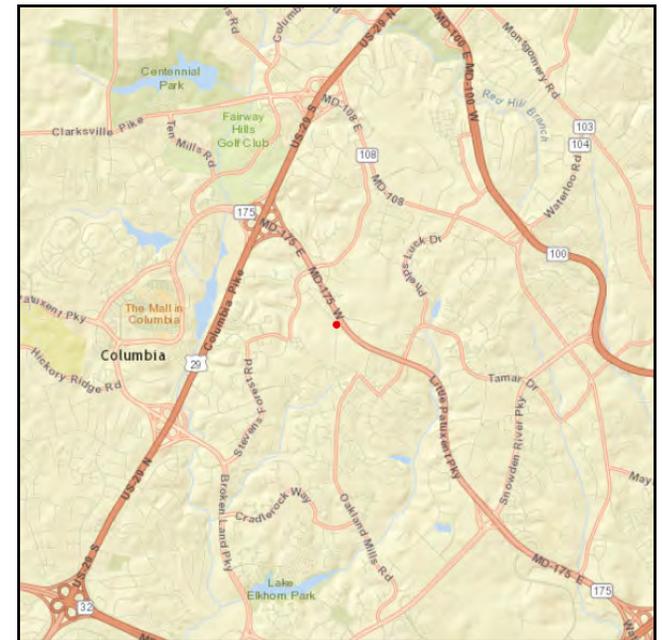
Grade-separated bridge with ramps at MD 175/Oakland Mills Road extended. Will provide access to and from Howard County Blandair Park.

**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:**

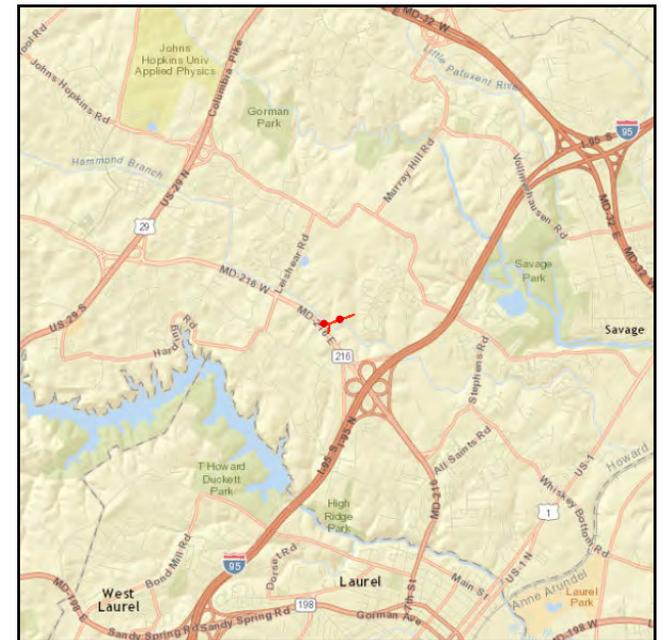
Installation of the typical section of a Major Collector Road based on the Howard County Design Manual. The add includes a 4-lane 300 foot bridge that will provide access from Emerson, a major residential and commercial planned unit development north of MD 216.

**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:**

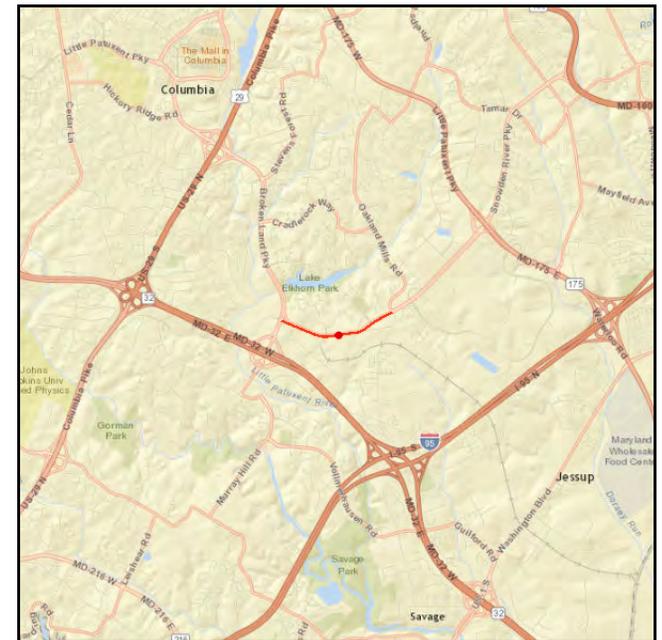
A project on Snowden River Parkway from Broken Land Parkway to Oakland Mills Road to design and construct a third lane and sidewalks.

**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.

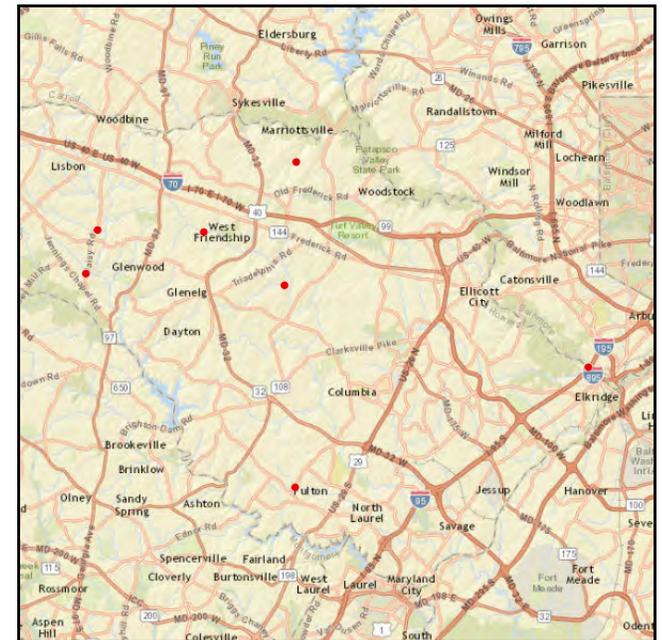
**Justification:**

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.

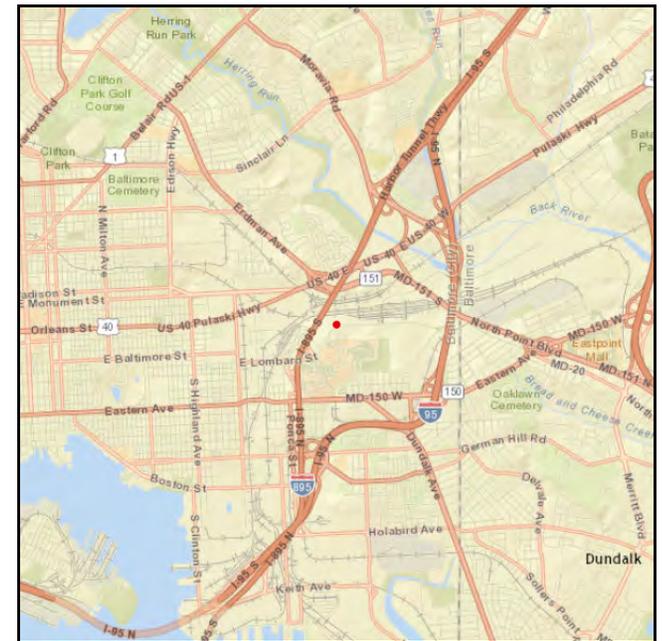
Note: In addition to the matching funds listed below, MTA has committed \$1.6 million in non-federal dollars to complete the funding package for this project.

**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.

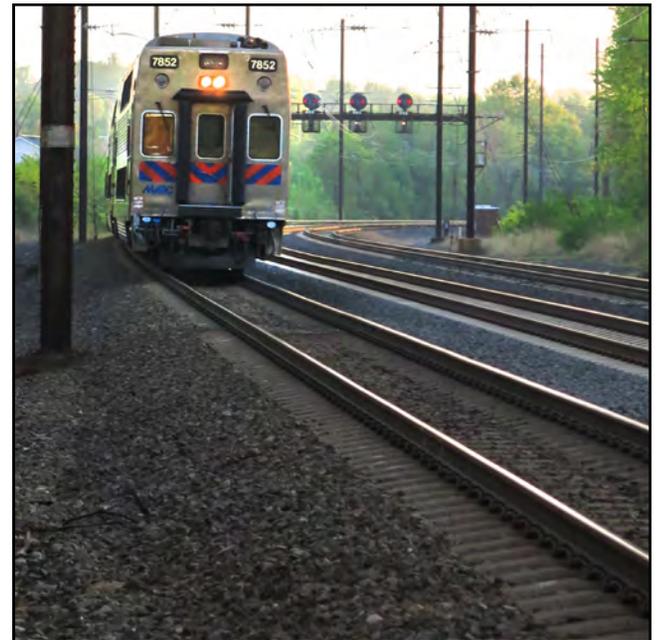
Note: In addition to matching funds listed, MTA has committed \$13.1 million in 100% state dollars.

**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>	
<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>	NA
<b>CIP or CTP ID(s)</b>	0862	<b>Est. Total Cost</b>	\$296,423,000

**Description:**

The TIP sheet shows \$4.5 million in state funds only. The funds will be used to close out the Red Line Project. Below is a brief list of items included in the close out:

- \*Assemble and archive documents in electronic and hard format.
- \*Decommission 150 monitoring wells. This accounts for approximately 50% of the \$4.5 million project cost.
- \*Complete an existing contract for environmental mitigation.

**Justification:**

The Red Line Project is no longer moving forward. At this time the only funds being shown in the TIP are state funds in the amount of \$4.5 million, which will be used to close out the project. Previous funding requests are as follows:

- \*Section 5309: \$7,470,000 federal/\$1,868,000 matching
- \*Section 5307: \$69,506,000 federal/\$17,377,000 matching

Note: In addition to the matching funds listed, MTA has committed \$195,702,000 in state dollars.

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





Baltimore Red Line

(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	\$4,500	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500
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>\$4,500</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>\$0</b>	<b>\$4,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</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:**

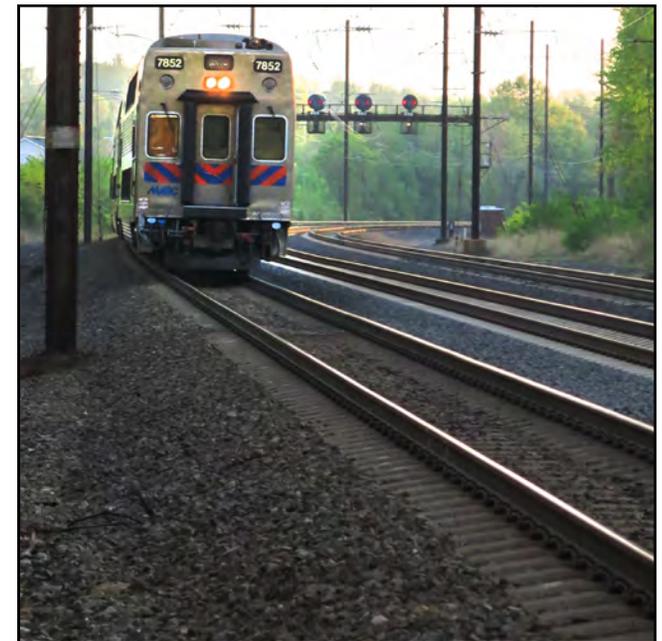
This is a national transit safety initiative to establish a process for oversight of program compliance. The process will advance the provision of safe, reliable and equitable transit service through adherence to legislative, policy and regulatory requirements as established by FTA. It will provide an 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:**

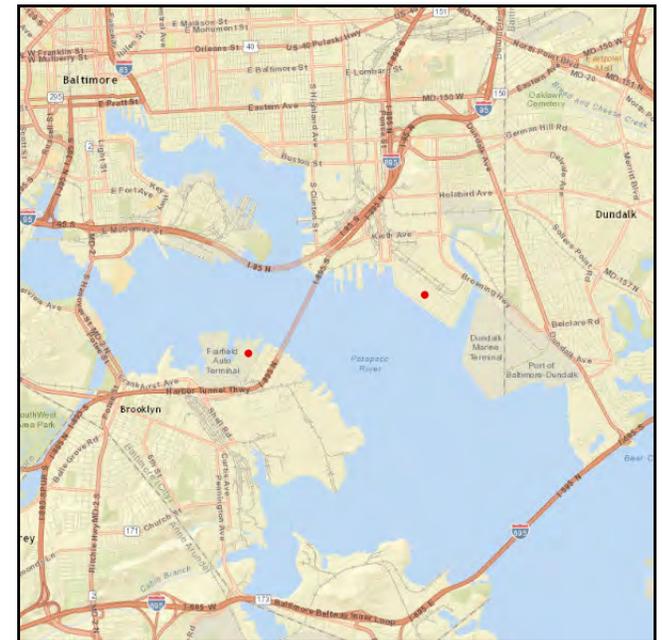
MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

**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:**

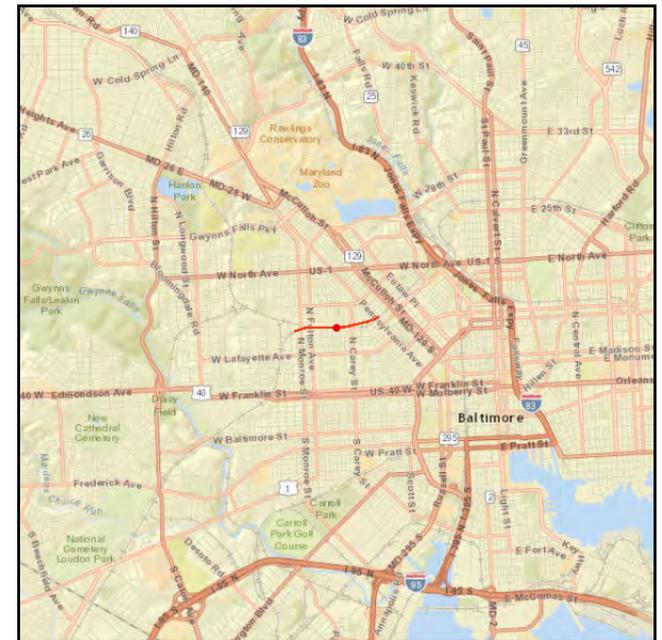
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing B&P Tunnel. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor through Baltimore.

**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:**

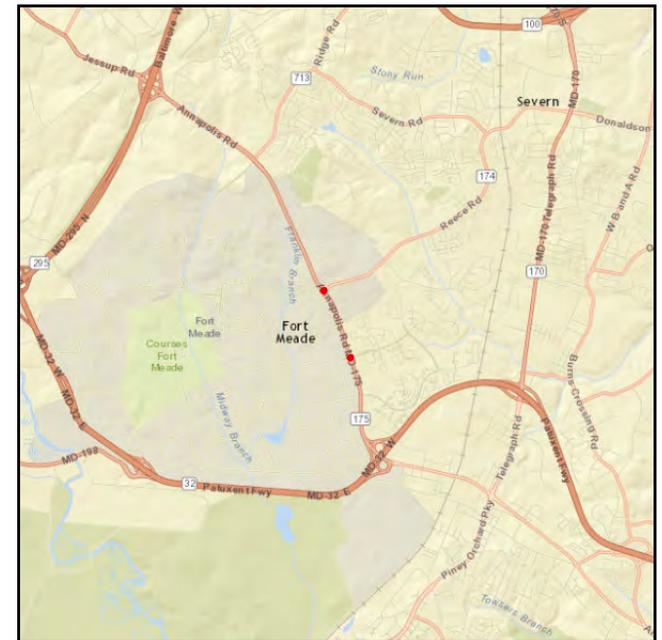
Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement) for the length of 1 mile.

**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.

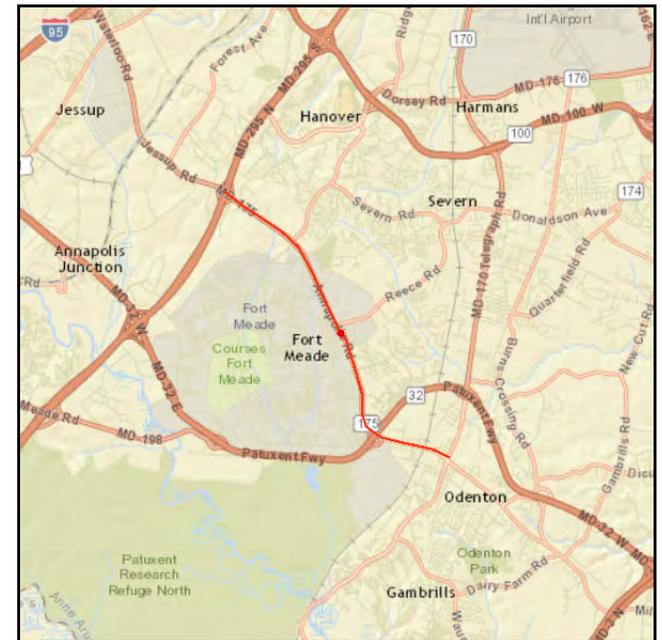
The project will be completed in phases. Segment 1 is the MD 175/MD 295 interchange, which is funded at \$1.5 million for project engineering and included in the fund flows for this TIP ID. Segment 2 is MD 175: Disney Road to Reece Road. This project is funded for design and construction. The TIP Reference #: 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>

**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)

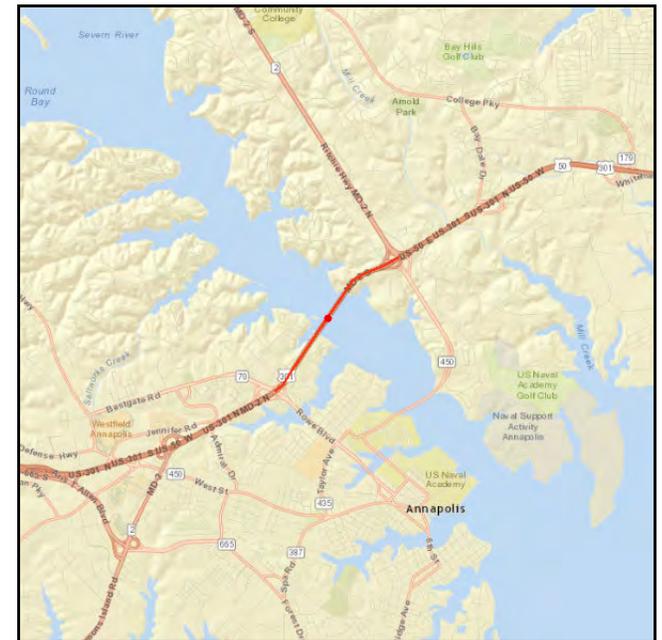
There are currently three through lanes in each direction of US 50. The preferred alternative adds an additional through lane on eastbound US 50.

**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:**

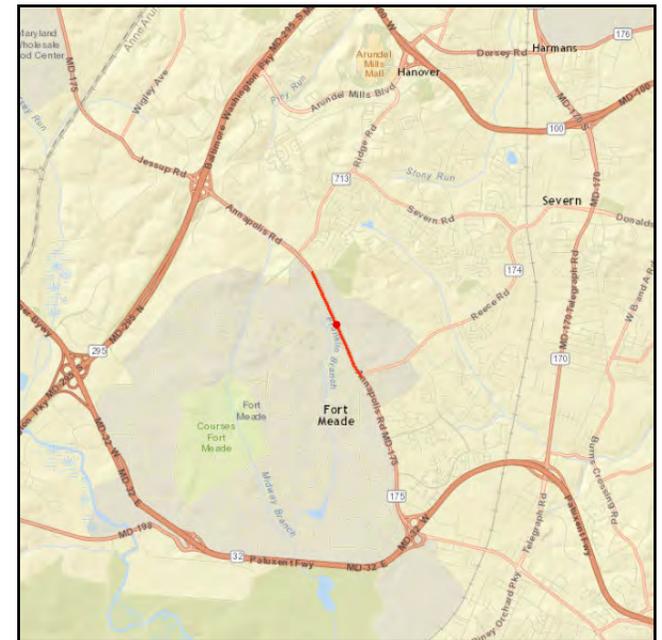
This project is a breakout of the MD 175: MD 295 to MD 170 corridor project, TIP ID #61-0605-41. It will widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway. Bicycle and pedestrian facilities will be provided.

**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).

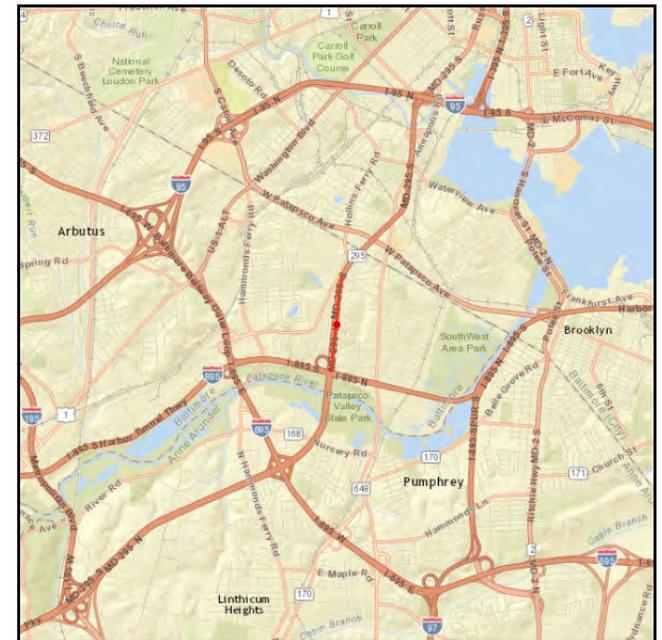
Breakout from Areawide Environmental Projects - 60-9506-38

**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).





SHA

2016 - 2019 Transportation Improvement Program

Environmental/Safety  
National Highway System

**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:**

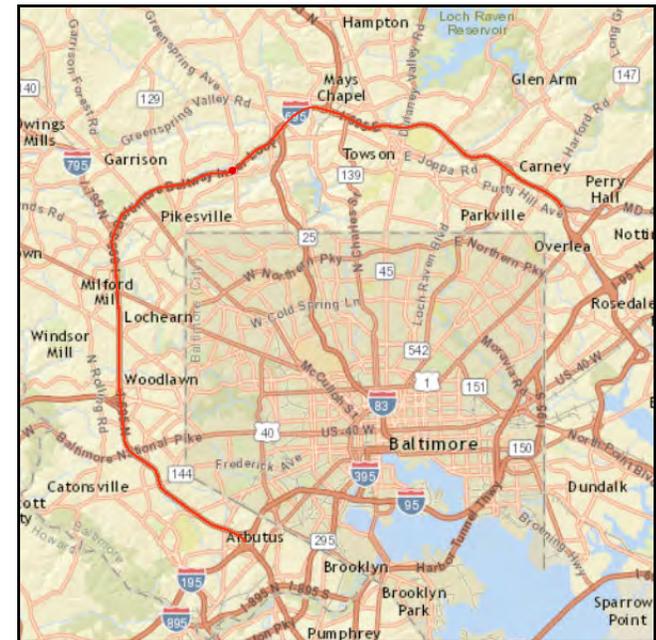
A traffic analysis using traffic simulation modeling software was conducted by SHA to identify ways to improve operational and overall safety conditions on I-695 from I-95 (Arbutus) to MD 43 (White Marsh). The next phase is to initiate Preliminary Engineering to advance design of the conceptual operational 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:

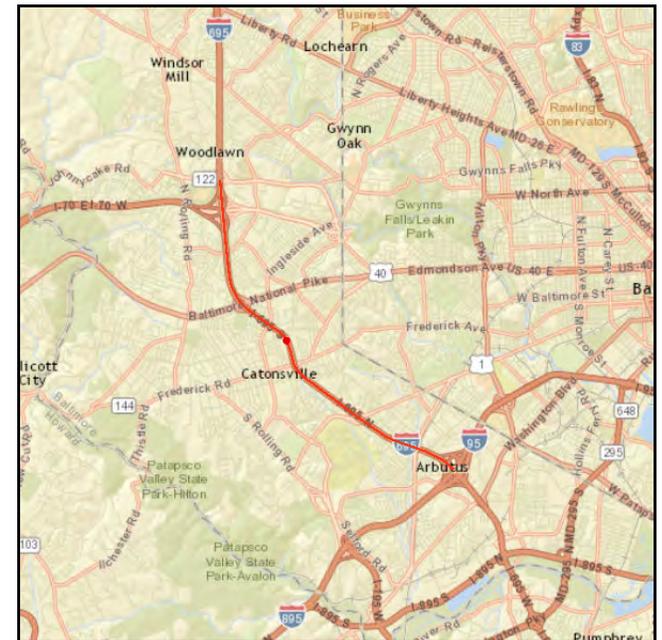
- a) I-695 Outer Loop widening from south of US 40 to MD 144: The project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144. This project has separate cash flows and TIP ID #63-1601-41.
- b) Replacement of bridge on I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert 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).





SHA

2016 - 2019 Transportation Improvement Program

Highway Capacity  
National Highway System

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 compatibility. 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.

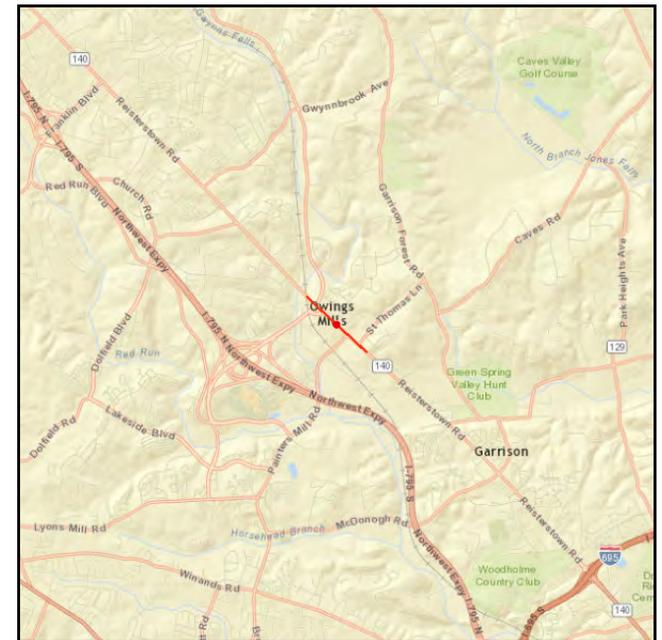
This is phase 2 of MD 140 corridor improvements. Phase I - MD 140: Garrison View Road to Painters Mill Road, including the intersection, has TIP ID #63-1203-41

**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





**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.

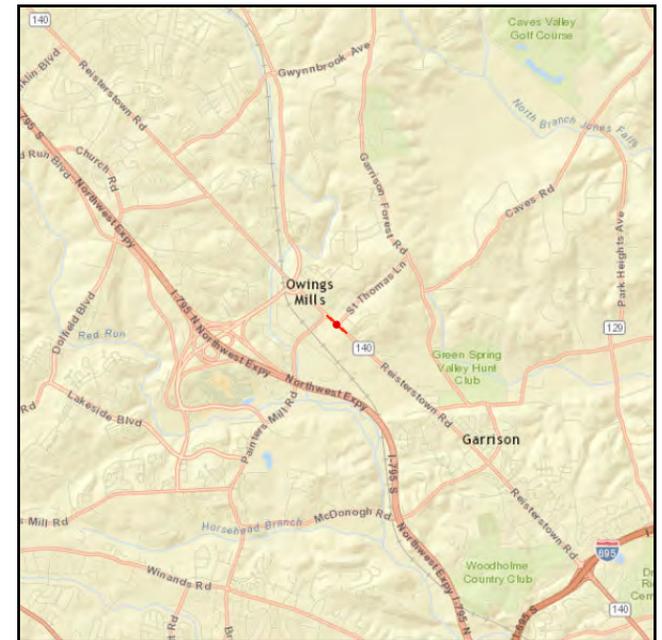
This is phase 1 of MD 140 construction. Phase 2 is the MD 140: Garrison View Road to north of Owings Mills Boulevard project (TIP ID #63-0802-41).

**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





2016 - 2019 Transportation Improvement Program

**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.

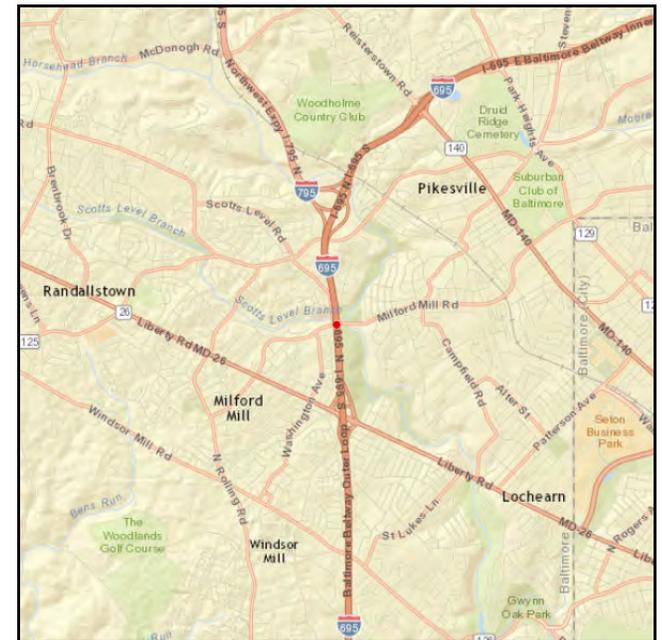
More project details can be found on the SHA web site at: <http://apps.roads.maryland.gov> (Search for project #BA462\_22)

**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:**

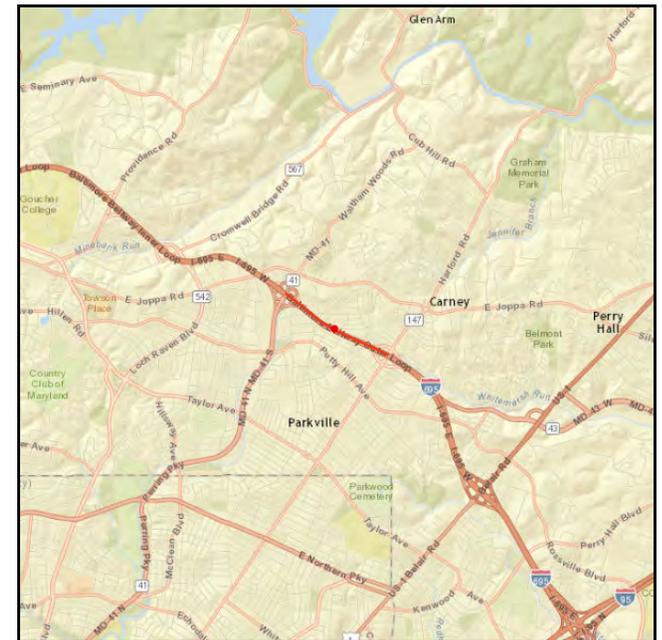
The purpose of this project is to provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include a wider median, wider shoulders and replacement of the existing Old Harford Road bridge over I-695, accommodating 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.

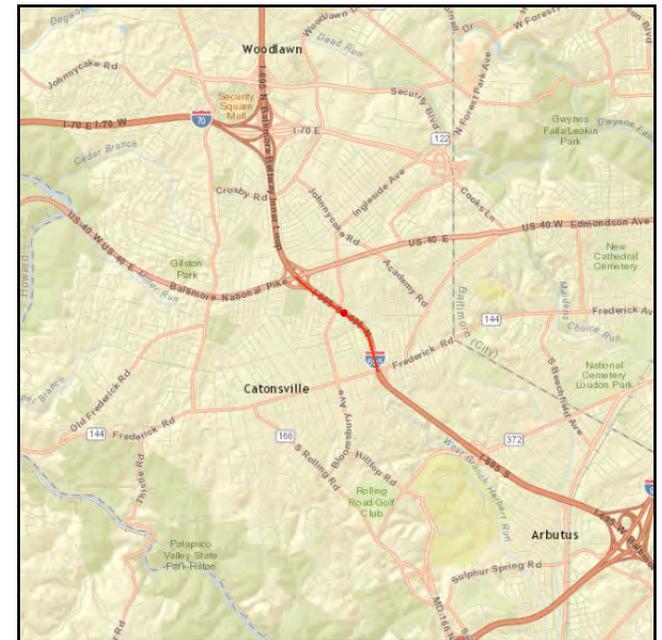
This project is a breakout of the I-695, from I-95 to MD 122, corridor project, which has TIP ID #63-0602-41.

**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.

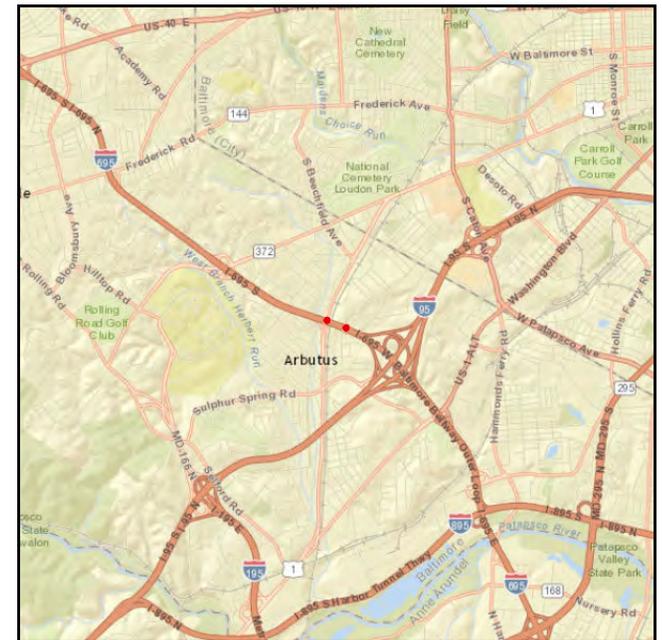
This project is a breakout of the larger corridor project, I-695 from I-95 to MD 122, which has TIP ID #63-0602-41 and separate funding flows.

**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>

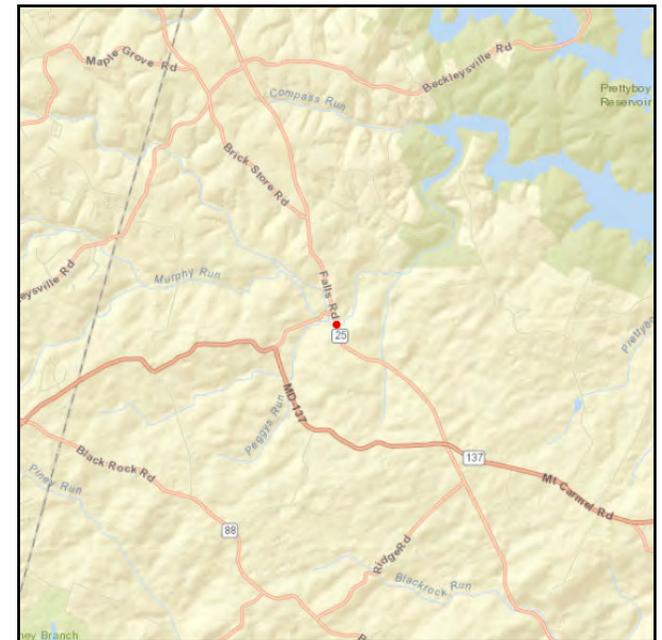
**MD 25: Bridge Replacement over Georges Run**

<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.

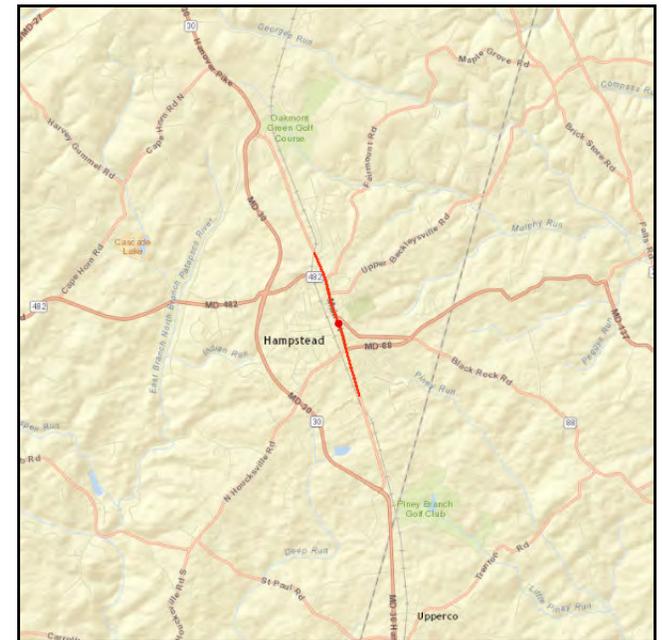
**Justification:**

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.

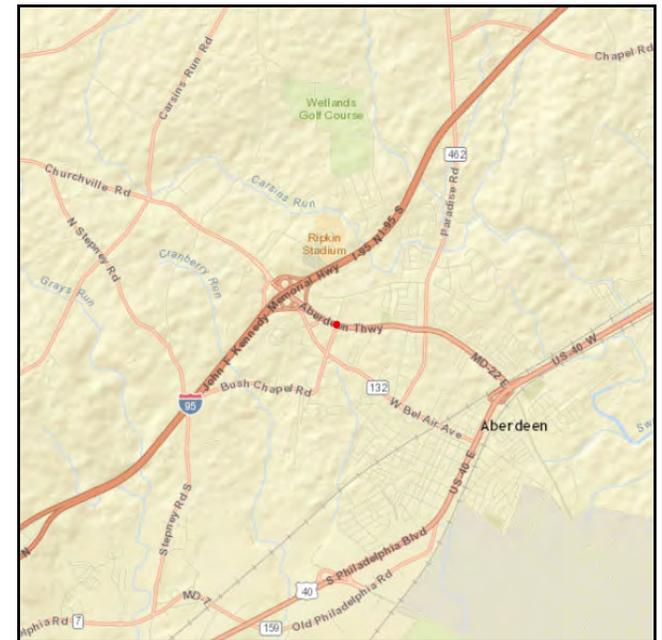
Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project.

**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.





**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.

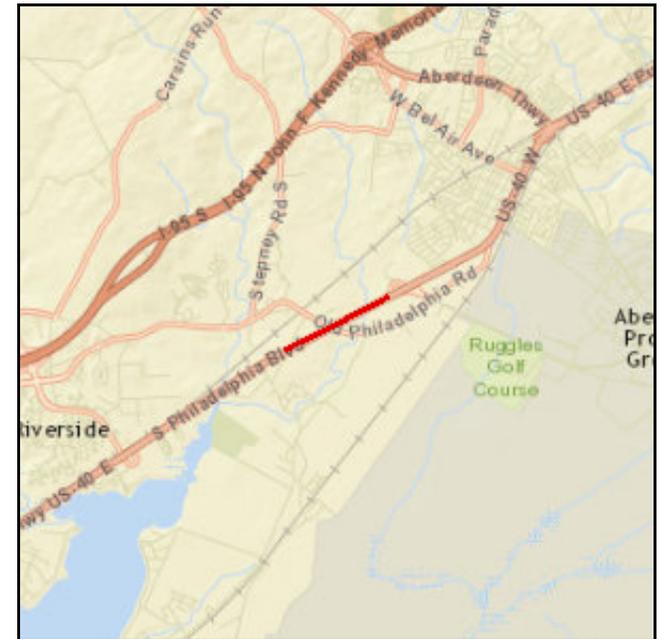
Funds allocated for the PE phase are reflected in the Areawide Project for BRAC near Aberdeen Proving Ground.

**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)

**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	\$1,916	\$523	\$4,013	\$1,134	\$4,488	\$1,267	\$3,744	\$1,057	\$18,142
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>\$1,916</b>	<b>\$523</b>	<b>\$4,013</b>	<b>\$1,134</b>	<b>\$4,488</b>	<b>\$1,267</b>	<b>\$3,744</b>	<b>\$1,057</b>	<b>\$18,142</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	\$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	\$281	\$91	\$183	\$50	\$183	\$50	\$122	\$33	\$993
<b>Subtotal</b>	<b>\$281</b>	<b>\$91</b>	<b>\$183</b>	<b>\$50</b>	<b>\$183</b>	<b>\$50</b>	<b>\$122</b>	<b>\$33</b>	<b>\$993</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.

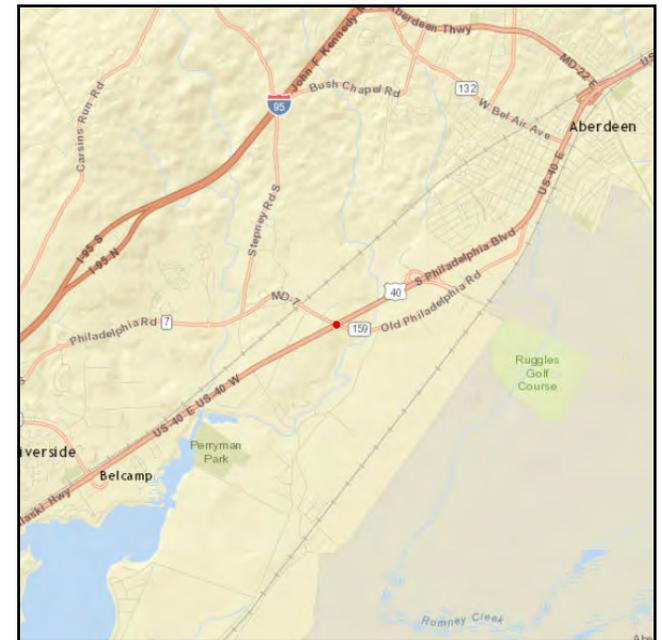
Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project.

**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:**

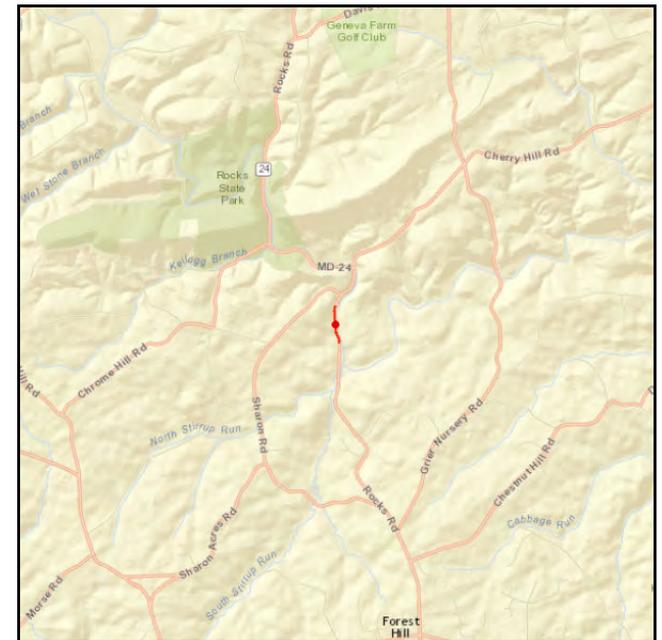
MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

**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:**

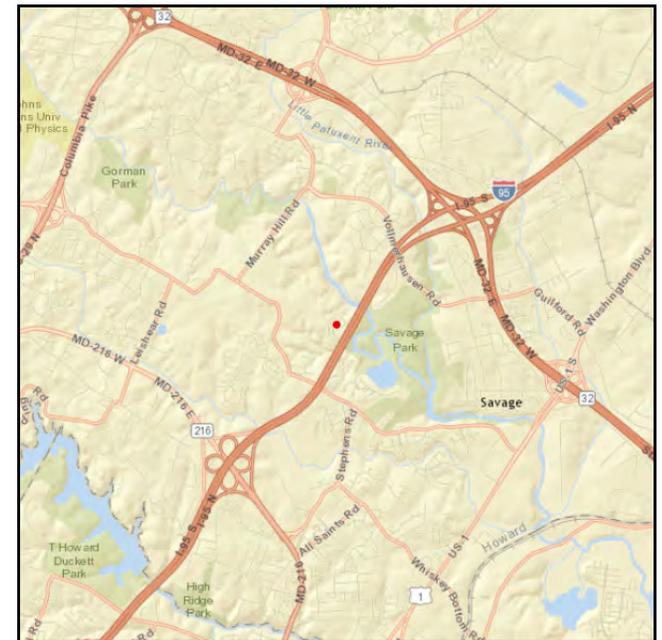
This project will construct 41 new truck parking spaces at the southbound welcome center on I-95 in Howard County to address a severe shortage of commercial vehicle parking along this portion of the I-95 corridor.

**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:**

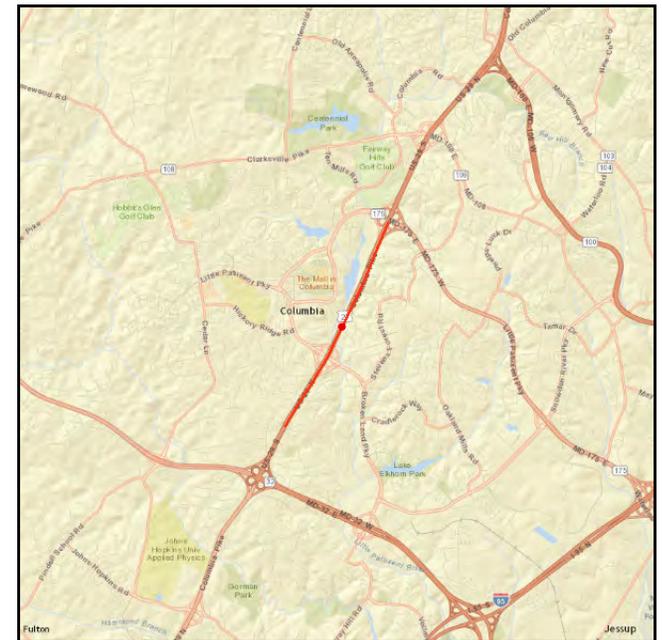
The US 29 Northbound widening project extends from Seneca Drive to south of MD 175, a distance of 2.8 miles. This section of Northbound US 29 is currently only two lanes wide, and the project scope includes widening into the median to add a third lane. The improvement will extend the acceleration and 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.

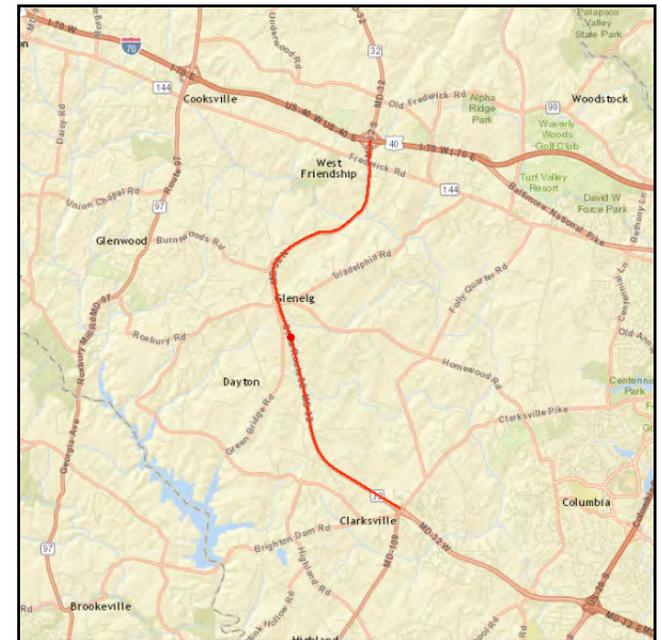
New interchanges have also been proposed at MD 144 and I-70; however, these projects are not funded.

**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).

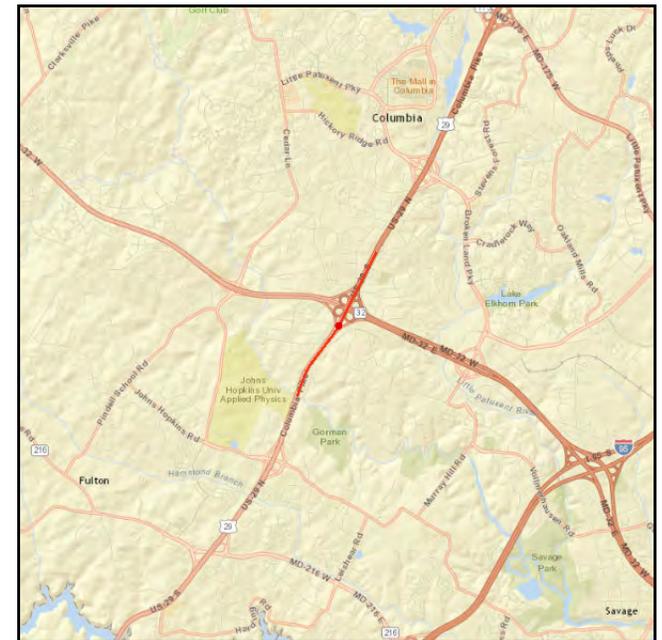
Related projects include: US 29: Seneca Drive to MD 175, Phase 1A, Old Columbia Road Access Only; TIP ID # 66-1601-42, as well as, US 29: Seneca Lane to MD 175, Phase 1B, which is assigned TIP ID # 66-1101-41.

**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).

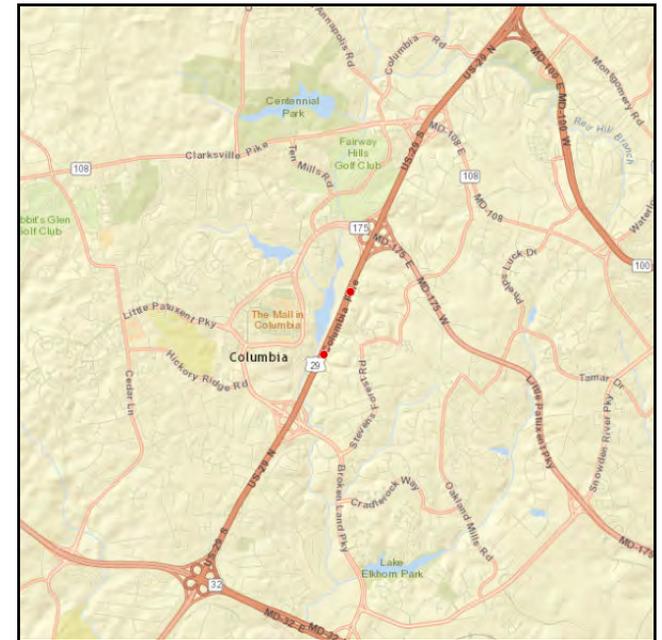
Related projects include: US 29: Seneca Lane to MD 175, Phase 1B, which is assigned TIP ID # 66-1101-41, as well as, US 29: Middle Patuxent River to Seneca Drive, Phase 2, which is assigned TIP ID # 66-1406-41.

**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:**

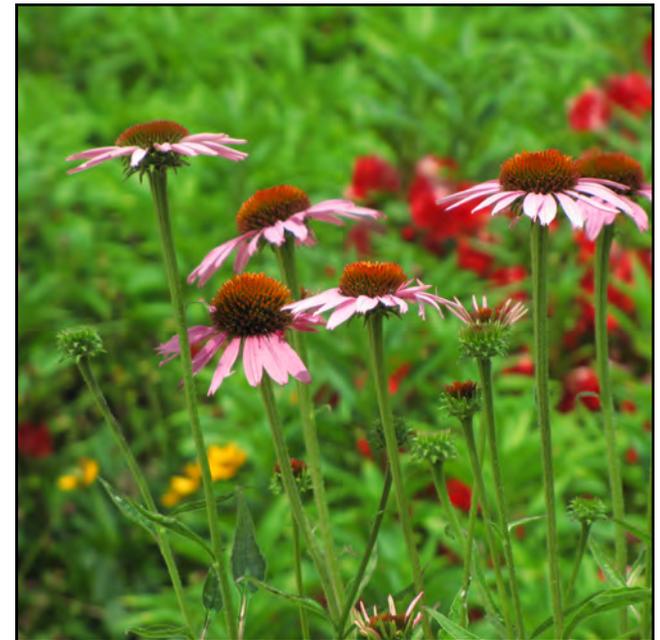
This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements, which may include but are not limited to, projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or 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>