

Susquehanna Bridges

TIP ID	95-1401-59	Year of Operation	n/a
Agency	Office of the Secretary	Project Type	Other
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-5	Est. Total Cost	\$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
Subtotal	\$10	\$0	\$2	\$0	\$0	\$0	\$0	\$0	\$12
Total	\$10	\$0	\$2	\$0	\$0	\$0	\$0	\$0	\$12

State Safety Oversight

TIP ID	90-1401-39	Year of Operation	Ongoing
Agency	Office of the Secretary	Project Type	Other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-7	Est. Total Cost	\$1,581,000

Description:

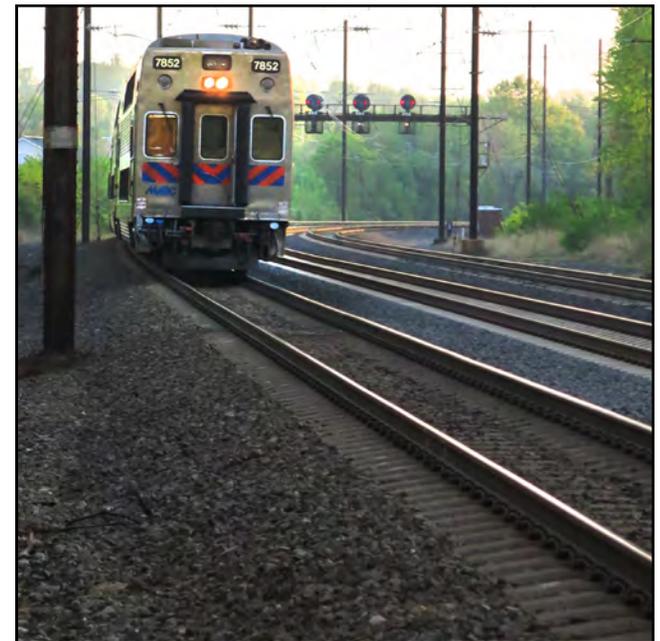
This is a national transit safety initiative to establish a process for oversight of program compliance. The process will advance the provision of safe, reliable and equitable transit service through adherence to legislative, policy and regulatory requirements as established by FTA. It will provide an 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
Subtotal	\$608	\$170	\$603	\$200	\$0	\$0	\$0	\$0	\$1,581
Total	\$608	\$170	\$603	\$200	\$0	\$0	\$0	\$0	\$1,581

Port of Baltimore Enhancements

TIP ID	92-1401-83	Year of Operation	n/a
Agency	Office of the Secretary	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	MPA-9	Est. Total Cost	\$38,605

Description:

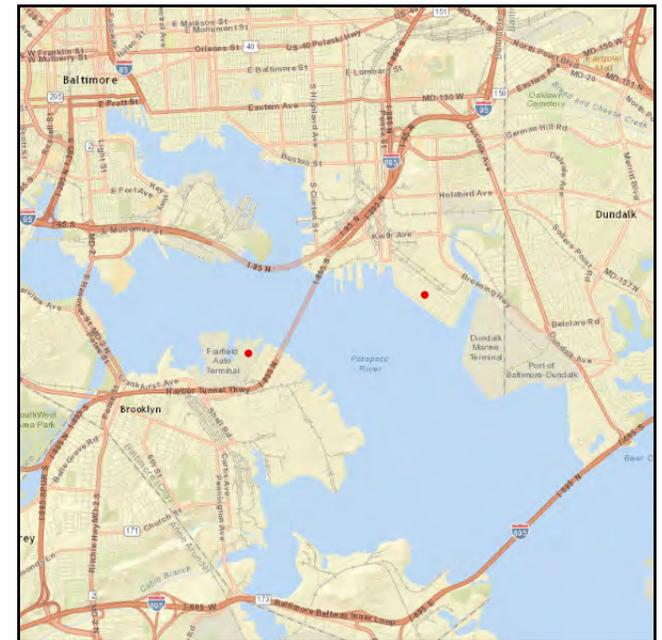
MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

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
Subtotal	\$3	\$7	\$4	\$8	\$0	\$1	\$0	\$0	\$23
Total	\$3	\$7	\$4	\$8	\$0	\$1	\$0	\$0	\$23

Baltimore and Potomac Tunnel

TIP ID	92-1101-99	Year of Operation	n/a
Agency	Office of the Secretary	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	2.3 miles
CIP or CTP ID(s)	TSO-6	Est. Total Cost	\$52,000

Description:

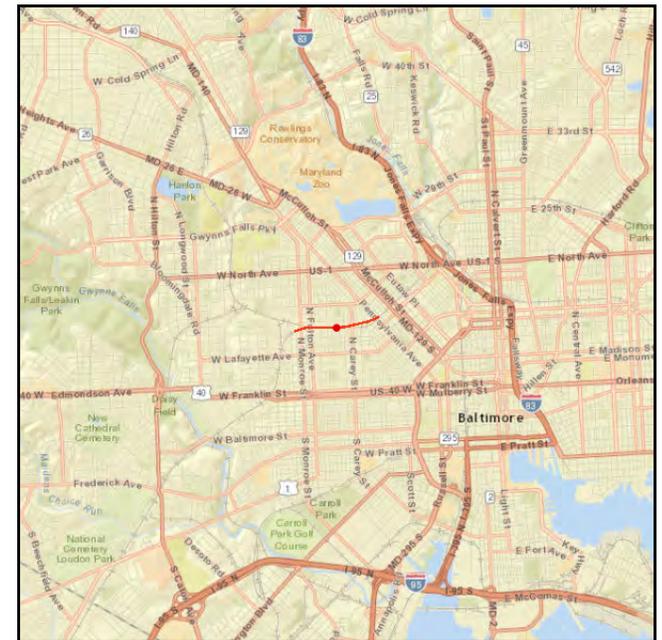
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing B&P Tunnel. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor through Baltimore.

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
Subtotal	\$26	\$0	\$26	\$0	\$0	\$0	\$0	\$0	\$52
Total	\$26	\$0	\$26	\$0	\$0	\$0	\$0	\$0	\$52