



Project Information	About the Amendment
<p>Fixed Location Train Detection and Worker Warning System</p> <p>Project Sponsor MTA - Transit</p> <p>Date of BRTB Approval 6/27/2017</p> <p>TIP ID 40-1702-64</p>	<p>Purpose of Amendment This amendment adds the project to the FY 2017-2020 TIP utilizing a federal Section 5312 discretionary grant for research, development, demonstration, and deployment projects. The project utilizes \$688,000 in federal Section 5312 funds along with \$2,302,000 in matching funds for the construction phase. Matching funds include \$2,004,000 from private sources, \$18,000 from the state of New York to assist in the costs of implementation and sharing of information, and \$280,000 from the state of Maryland. The total project cost is \$2,990,000.</p> <p>Project Description This project will install a fixed deployment application of a system (ZoneGuard) along the entire length of the MTA Light Rail line as part of a study that will analyze the effectiveness of such a system. The study will test the proof-of-concept of an electronic secondary warning system that warns work crews on the track of approaching Light Rail vehicles and railroad maintenance machines. The implementation will be Light Rail system-wide throughout the study and will remain for MTA use at its conclusion.</p> <p>Included in matching funds are \$2,004,000 from private sources, \$18,000 from the state of New York to assist in the costs of implementation and the sharing of information, and \$280,000 from the state of Maryland.</p> <p>Conformity Status: Exempt</p>
<p>MD 45: Padonia Rd to Wight Ave</p> <p>Project Sponsor State Highway Administration</p> <p>Date of BRTB Approval 6/27/2017</p> <p>TIP ID 63-1707-11</p>	<p>Purpose of Amendment This amendment adds the project to the TIP utilizing federal NHPP funds along with state and Baltimore County matching funds. Federal NHPP funds are added in the amount of \$2.736 million along with \$1.192 million in state matching funds. Baltimore County is contributing \$13.2 million for water utility replacement. The total project cost is \$17.369 million. The amendment is necessary due to higher water utility replacement costs. The total project cost now exceeds the \$10 million cost threshold for system preservation projects and a separate TIP project sheet is required as a result.</p> <p>Project Description This project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; and, upgrading intersection signal systems. Baltimore County is contributing \$13.2 million for the utility replacement. NHPP matching funds are state funding.</p> <p>Conformity Status: Exempt</p>

<p>Nichols Manor Drive Bridge over Cox Creek</p> <p>Project Sponsor Queen Anne’s County</p> <p>Date of BRTB Approval Approved by Executive Committee 5/8/2017</p> <p>TIP ID 17-1701-13</p>	<p>Purpose of Amendment This amendment adds the project to the FY 2017-2020 TIP utilizing federal STP funds. This project utilizes \$600,000 in federal STP funds along with \$150,000 in matching funds for the preliminary engineering phase. Construction funds have not yet been identified. The estimated total cost is \$1.75 million.</p> <p>Project Description This project is to complete preliminary engineering and a hydraulics and hydrology study to replace an existing 3 culvert bridge with a new timber bridge on Nichols Manor Drive. The project will remove the existing structure and construct a two lane single span bridge that will meet the load capacity for Maryland legal loads. The new bridge typical section will include two 11 foot lanes and two 4 foot shoulders for a total clear roadway of 30 feet. The proposed approach roadway and bridge will meet state and county standards. The total project length is 460 linear feet.</p> <p>Conformity Status: Exempt</p>
<p>Bus and Rail System Preservation and Improvement</p> <p>Project Sponsor MTA – Transit</p> <p>Date of BRTB Approval February 28, 2017</p> <p>TIP ID 40-0015-64</p>	<p>Purpose of Amendment This amendment adds FTA Section 5307 Flex funds (spread across FY 2017-2019) and updates Section 5307 Urbanized Area Formula Program funds for FY 2017. Section 5307 Flex funds are added in the amount of \$20.8 million federal with \$5.201 million in matching funds for the BaltimoreLink project. Specifically, the funds will be used for BaltimoreLink transit signal priority and Bus Link transit facilities. These funds were included in the 2016-2019 TIP but were inadvertently dropped during the 2017-2020 TIP call for projects. Section 5307 Urbanized Area Formula Program funds increase by \$1.45 million with \$362,000 in matching funds due to refined estimates of capital budget needs. Total funding in the TIP increases from \$24.792 million to \$52.605 million, a total increase of \$27.813 million.</p> <p>Project 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. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$27.6 million in state dollars.</p> <p>Conformity Status: Exempt</p>

<p>Bus & Bus Facilities Mini Overhaul Project</p> <p>Project Sponsor MTA – Transit</p> <p>Date of BRTB Approval February 28, 2017</p> <p>TIP ID 40-1701-63</p>	<p>Purpose of Amendment This amendment adds a new project to the 2017-2020 TIP using a federal Bus and Bus Facilities Discretionary Grant. The amendment adds federal funds to FY 2017 in the amount of \$533,000 along with \$229,000 in matching funds for a total project cost of \$762,000.</p> <p>Project Description Over the next three years, 50 of the existing MTA bus vehicles will be eligible to enter the Bus Mini Overhaul Program. By design, this program will proactively repair and replace multiple bus components at key points in the vehicle's life. These components include the vehicle engine, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems.</p> <p>Conformity Status: Exempt</p>
<p>MARC Rolling Stock Overhauls and Replacement</p> <p>Project Sponsor MTA – Commuter Rail</p> <p>Date of BRTB Approval February 28, 2017</p> <p>TIP ID 70-1501-53</p>	<p>Purpose of Amendment This amendment updates Section 5337 funds in FY 2017 to re-obligate previously programmed money that was intended for the project. There is no change in project schedule or scope. FY 2017 funds increase by a total of \$34.632 million (\$27.706 million federal/\$6.926 million matching). Total funding in the TIP increases from \$36.488 million to \$71.12 million.</p> <p>Project 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.</p> <p>Note: In addition to matching funds listed, MTA has committed \$20.3 million in state dollars.</p> <p>Conformity Status: Exempt</p>

<p>MARC Improvements</p> <p>Project Sponsor MTA – Commuter Rail</p> <p>Date of BRTB Approval February 28, 2017</p> <p>TIP ID 70-1502-54</p>	<p>Purpose of Amendment This amendment updates Section 5337 funds in FY 2017 to re-obligate previously programmed money that was intended for the project. There is no change in project schedule or scope. FY 2017 funds increase by a total of \$21.84 million (\$17.472 million federal/\$4.368 million matching). Total funding in the TIP increases from \$19.948 million to \$41.788 million.</p> <p>Project Description This project provides funding to implement on-going improvements derived from the MARC Master Plan and Amtrak Operating Agreement.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$25.2 million in state dollars.</p> <p>Conformity Status: Exempt</p>
<p>Masonville Cove Multimodal Transportation Feasibility Study</p> <p>Project Sponsor Maryland Port Administration</p> <p>Date of BRTB Approval January 24, 2017</p> <p>TIP ID 32-1701-03</p>	<p>Purpose of Amendment This amendment adds a new project to the 2017-2020 TIP utilizing FHWA Federal Lands Access Program (FLAP) funds. The project allocates federal FLAP funds to the preliminary engineering phase in the amount of \$153,900.</p> <p>Project Description The project includes performing an alternative multimodal transportation feasibility study that will evaluate alternative public access solutions to develop a comprehensive public access plan for the Masonville Cove Urban Wildlife Refuge owned by the Maryland Department of Transportation Port Administration. Potential solutions include but are not limited to construction of sidewalks and a multi-use trail along the length of the refuge and various means to access the trail, such as construction of roadway underpass and overpass crossings. The study will result in a plan to improve community access and increase usage of the refuge.</p> <p>Conformity Status: Exempt</p>

<p>MD 32: Linden Church Road to I-70, Capacity & Safety Improvements</p> <p>Project Sponsor State Highway Administration</p> <p>Date of BRTB Approval January 24, 2017</p> <p>TIP ID 66-1703-41</p>	<p>Purpose of Amendment This amendment updates funds by switching right-of-way and construction funds from state only to federal National Highway Performance Program funds with state matching funds. Funding in the TIP decreases from \$61.273 million (\$3.579 million federal/\$57.694 million state matching) to \$58.562 million (\$41.555 million federal/\$17.007 million state matching). The total project cost increases from \$121.93 million to \$123.01 million due to an increase in ROW costs. The year of operation changes from 2021 to 2022.</p> <p>Project Description This project will widen MD 32 in both directions from a two lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange.</p> <p>This is a design build project and segment II of the MD 32: MD 108 to I-70 Corridor project improvements. This is the final phase and contains the funding for the original corridor project planning. Phase 1, MD 108 to Linden Church Road, has TIP ID #66-1602-41. The MD 32: MD 108 to I-70 Corridor project had TIP #66-1405-41 in previous TIPs.</p> <p>Conformity Status: Not Exempt</p>
<p>MD 175: National Business Parkway to McCarron Court</p> <p>Project Sponsor State Highway Administration</p> <p>Date of BRTB Approval January 24, 2017</p> <p>TIP ID 61-1701-41</p>	<p>Purpose of Amendment This amendment decreases right-of-way and construction funding in the TIP and switches construction funding from state only to federal Surface Transportation Block Grant Program funds with a state match. Funding in the TIP decreases from \$44.572 million (\$1.168 million federal/\$43.404 million state matching) to \$27.251 million (\$15.275 million federal/\$11.976 million state matching). The total project cost decreases from \$111.39 million to \$86.31 million due to refined cost estimates for construction and ROW.</p> <p>Project Description This project will widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes, including through the MD 295 interchange. It also reconfigures ramps in the northeast and southwest quadrants of the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian facilities will be provided. Construction will continue beyond the FY17-20 TIP with completion anticipated in late fall of 2021.</p> <p>This project is Phase 1 of the improvements identified in the MD 175: MD 295 to MD 170 corridor project, which has TIP ID # 61-0605-41. Phase 2, widening MD 175 from Disney Road to Reece Road, has TIP ID# 61-1601-41.</p> <p>Conformity Status: Not Exempt</p>

<p>Citywide Bridge Preservation and Rehabilitation</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval November 22, 2016</p> <p>TIP ID 12-1030-13</p>	<p>Purpose of Amendment This amendment adds this project to the FY 2017-2020 TIP. The project had been in the FY 2016-2019 TIP, but must be added to the FY 2017-2020 TIP due to unforeseen project delays. The project utilizes \$3.2 million in federal STP funds along with \$800,000 in matching funds. The estimated total cost has increased from \$1.9 million to \$4.2 million primarily due to increases in maintenance of traffic and concrete and crack repair costs.</p> <p>Project Description This work will include but will not be limited to: replacing and rehabilitating deteriorating bridges with new bridges and bridge components that meet current standards. Includes but not limited to: - repair of the Edison Highway Bridge over Amtrak. Work will include rehabilitating bearing pads, concrete piers, and abutments; concrete repairs to bridge parapets; sidewalk and curb repairs; replacing joint strip seals; and cleaning and painting. The year of operation is 2017.</p> <p>PE funds for the Edison Highway Bridge were approved in FY 2010 in the amount of \$206,343 under this TIP ID.</p> <p>Conformity Status: Exempt</p>
<p>I-83: Joint Repairs – Phase II</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval Approved by Executive Committee 10/11/2016</p> <p>TIP ID 12-1411-13</p>	<p>Purpose of Amendment This amendment adds this project to the FY 2017-2020 TIP. The project had been in the FY 2016-2019 TIP, but must be added to the FY 2017-2020 TIP due to unforeseen project delays. The project utilizes \$4 million in federal STP funds along with \$1 million in matching funds. The engineer’s estimate of the total cost has increased from \$4 million to \$5 million as a result of recent bids received on other BCDOT projects and to address additional maintenance of traffic issues.</p> <p>Project Description Restore I-83 joints at various locations to extend life of bridge structures. The project is for the repair/replacement of several severely deteriorated joints on Bridges BC 3114 and BC 3115 on I-83. It also includes the installation of a median barrier gate on I-83 between Northern Parkway and Cold Spring Lane to allow emergency vehicles to turn around on I-83.</p> <p>PE authorized in 2009.</p> <p>Conformity Status: Exempt</p>

<p>Inner Harbor Water Taxi Terminal</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval Approved by Executive Committee 10/11/2016</p> <p>TIP ID 12-1612-23</p>	<p>Purpose of Amendment This amendment adds this project to the FY 2017-2020 TIP. The project had been in the FY 2016-2019 TIP, but must be added to the FY 2017-2020 TIP due to unforeseen project delays. The project utilizes \$1.84 million in federal Section 1702 High Priority Project funds along with \$460,000 in matching funds.</p> <p>Project Description The City of Baltimore is proposing to replace the existing two-story visitor's center. The new building will serve as the Baltimore water taxi terminal and will provide access to the USS Constellation. The new building will mainly be used for the water taxi ticket sales terminal and will provide a climate controlled waiting area for water taxi patrons. The proposed improvements include a new 5,000 square foot building with an extensive green roof and terrace, new entry plaza, and service utility connections to the existing utilities located below Pier 1.</p> <p>Other sources of funding for this project are provided by one or more private entities. The estimated total cost including private contributions is \$4.32 million.</p> <p>Conformity Status: Exempt</p>
<p>Key Highway and Light Street Intersection Improvement</p> <p>Project Sponsor Baltimore City</p> <p>Date of BRTB Approval Approved by Executive Committee 10/11/2016</p> <p>TIP ID 12-1123-12</p>	<p>Purpose of Amendment This amendment adds this project to the FY 2017-2020 TIP. The project was included in the FY 2016-2019 TIP, but was delayed. The estimated total cost has increased from \$6 million to \$9.4 million due to the inclusion of utility work and overhead costs.</p> <p>Project Description This project will include full depth pavement reconstruction from the intersection of Key Highway at Light Street to the intersection of Key Highway at Battery Avenue, with rail track removal. Additional improvements will include sidewalk upgrades for ADA compliance, new signalization for the intersections of Key Highway at Light Street and Key Highway at William Street, new channelization, signing and marking, landscaping, various utility upgrades, and extension of the Gwynns Falls Trail. The limits of work are from Light Street to Covington Street on Key Highway and from Lee Street to south of Montgomery Street on Light Street.</p> <p>Note: PE for this project was originally authorized in FY 2012 when the TIP ID for this project was 12-1134-12.</p> <p>Conformity Status: Exempt</p>

<p>North Avenue Rising</p> <p>Project Sponsor Maryland Transit Administration</p> <p>Date of BRTB Approval October 25, 2016</p> <p>TIP ID 42-1702-09</p>	<p>Purpose of Amendment This amendment adds a new project to the 2017-2020 TIP utilizing federal TIGER discretionary grant program and STP funds. The amendment adds the following funds to the construction phase in FY 2017 – \$10 million in TIGER funds along with \$15.33 million in matching funds and \$1.6 million in STP funds along with \$400,000 in matching funds. The total project cost is \$27.33 million.</p> <p>Project Description MTA and the City of Baltimore are partnering to revitalize the critical North Avenue corridor with a multimodal investment in bicycle, pedestrian, and transit improvements. These include dedicated bus lanes to improve travel speeds, as well as enhanced bus stops with improved shelters, wayfinding and streetscaping to improve the passenger experience.</p> <p>Note: Baltimore City will be contributing \$1 million in matching funds. The remainder of the matching funds are from the state.</p> <p>Conformity Status: Exempt</p>
<p>I-95: Moravia Road to Fort McHenry Tunnel</p> <p>Project Sponsor Maryland Transportation Authority</p> <p>Date of BRTB Approval August 23, 2016</p> <p>TIP ID 22-1601-41</p>	<p>Purpose of Amendment This amendment adds a new project to the 2017-2020 TIP utilizing Maryland Transportation Authority toll revenues. The amendment adds \$1.862 million in preliminary engineering funds and \$47.852 million in construction funds for a total of \$49.714 million. The total project cost of \$51.102 million includes \$1.388 in preliminary engineering funds that were obligated in FY 2016.</p> <p>Project Description This project will reconfigure I-95 to provide four continuous mainline lanes in each direction. The specific limits are from north of the Fort McHenry Toll Plaza to the I-95 Express Toll Lanes (ETLs) in the northbound direction, and from north of the Fort McHenry Toll Plaza to north of O'Donnell Street in the southbound direction. The total work within the limits extends for 3.7 miles in the northbound direction and 1.1 miles in the southbound direction. The project involves restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders; replacement of at-grade median concrete traffic barrier; and reconstruction of portions of existing bridge decks and all concrete bridge parapets.</p> <p>This project is funded with MDTA toll revenues.</p> <p>Conformity Status: Non-Exempt</p>