



# BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2018-2021



**DEVELOPED BY THE BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

CITY OF ANNAPOLIS ♦ ANNE ARUNDEL COUNTY ♦ BALTIMORE CITY ♦ BALTIMORE COUNTY

CARROLL COUNTY ♦ HARFORD COUNTY ♦ HOWARD COUNTY ♦ QUEEN ANNE'S COUNTY ♦ HARFORD TRANSIT

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



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## I. INTRODUCTION

### A. Summary

The Baltimore Region Transportation Improvement Program (TIP) documents the anticipated timing, cost, and rationale for federally-funded transportation improvements to be made in the Baltimore region<sup>1</sup> over the next four years. It is a program of specific projects, not a plan. In accordance with federal guidelines, the TIP is a translation of recommendations from the long-range transportation plan, *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, Howard and Queen Anne's 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 2018-2021.<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 2018.

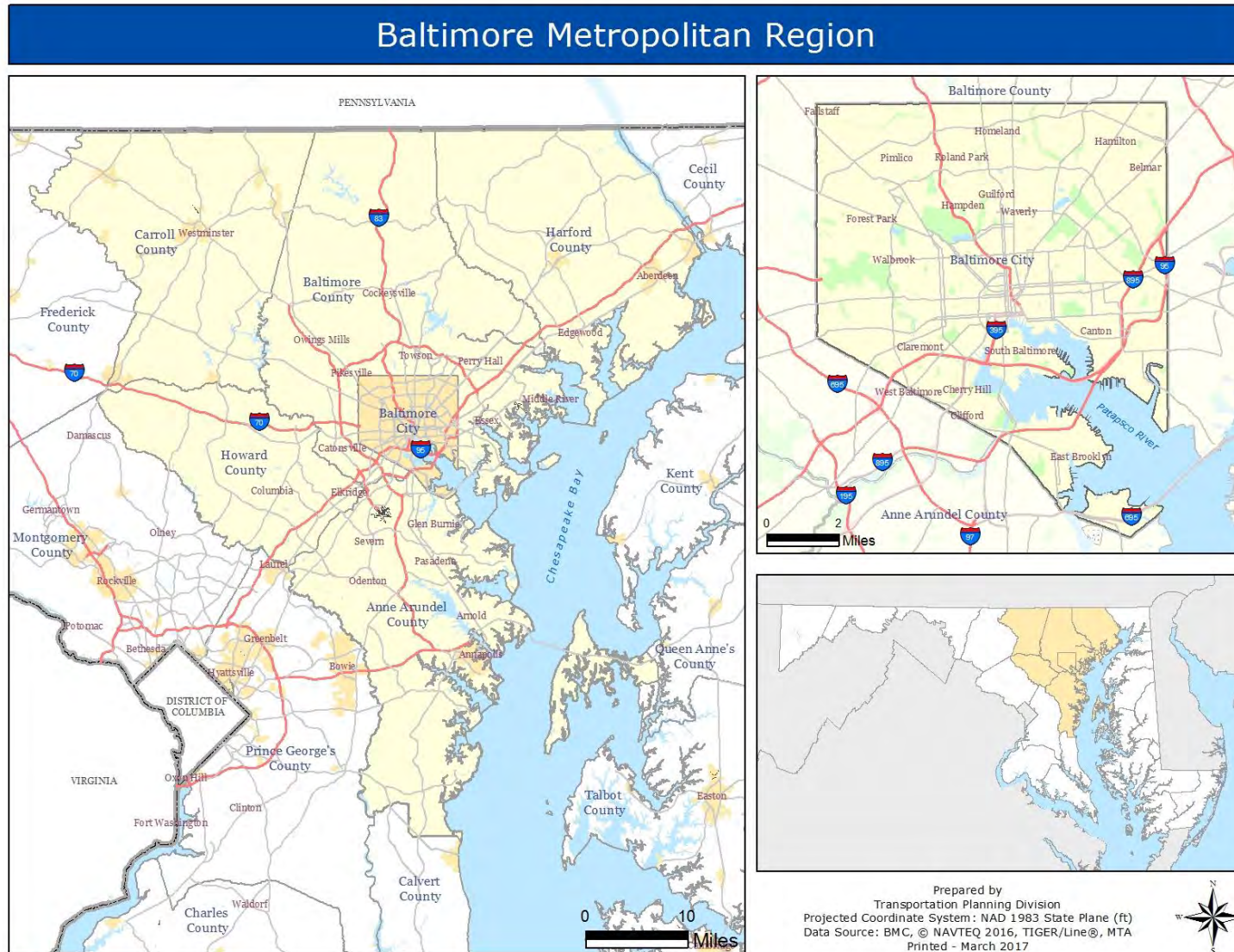
All federally funded projects in the TIP are listed in Chapter VI. The projects are grouped first according to the local jurisdiction or state agency responsible for their implementation. Within those sections they are then grouped by category in the following order: commuter rail, enhancement program,

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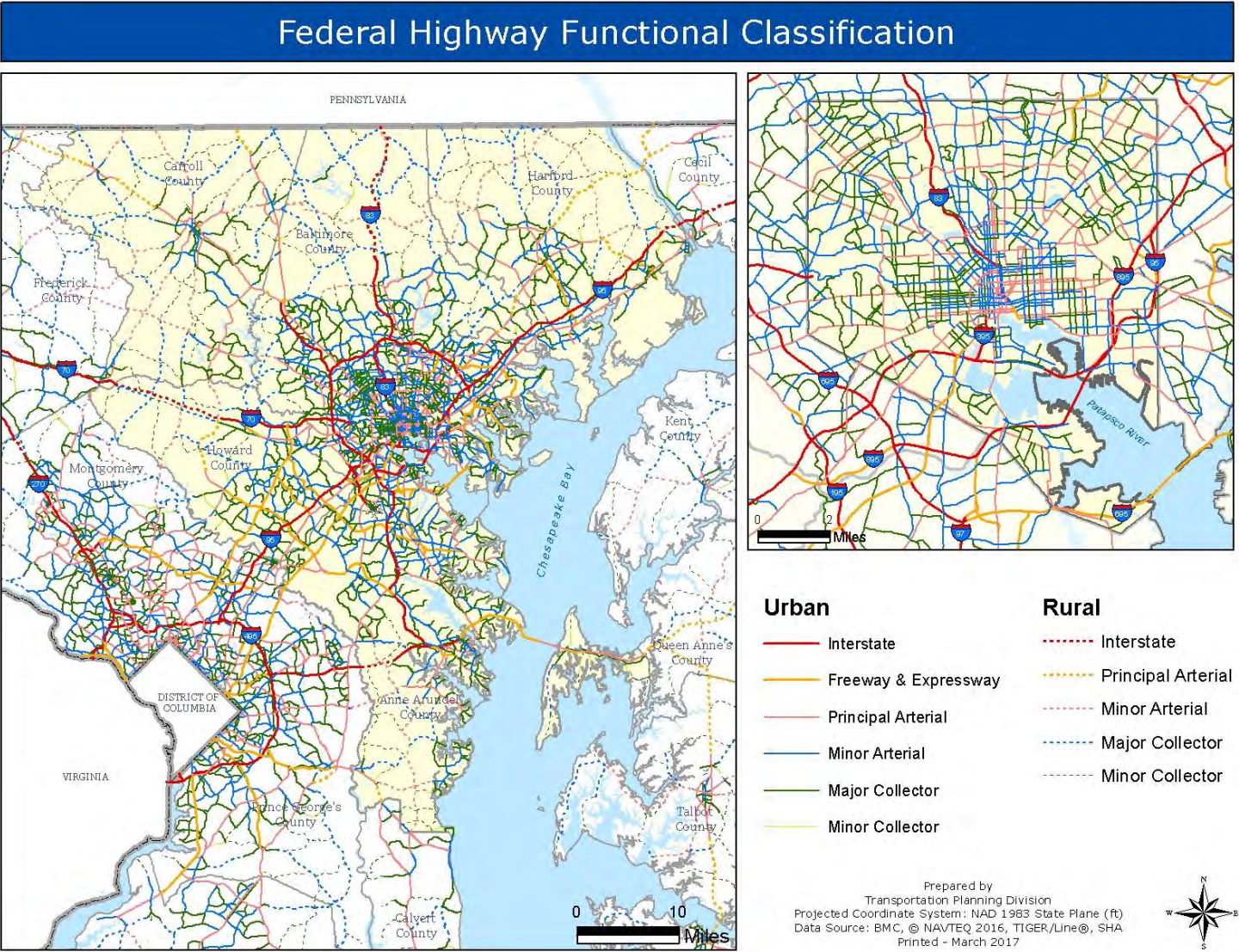
<sup>2</sup>. The Baltimore Region TIP follows the Maryland state fiscal year which is July 1 to June 30.

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 2018-2021 TIP is approximately \$3.04 billion. Of that amount, \$2.16 billion will be provided by federal funding authorities, while the local and state matching funds are \$.88 billion.

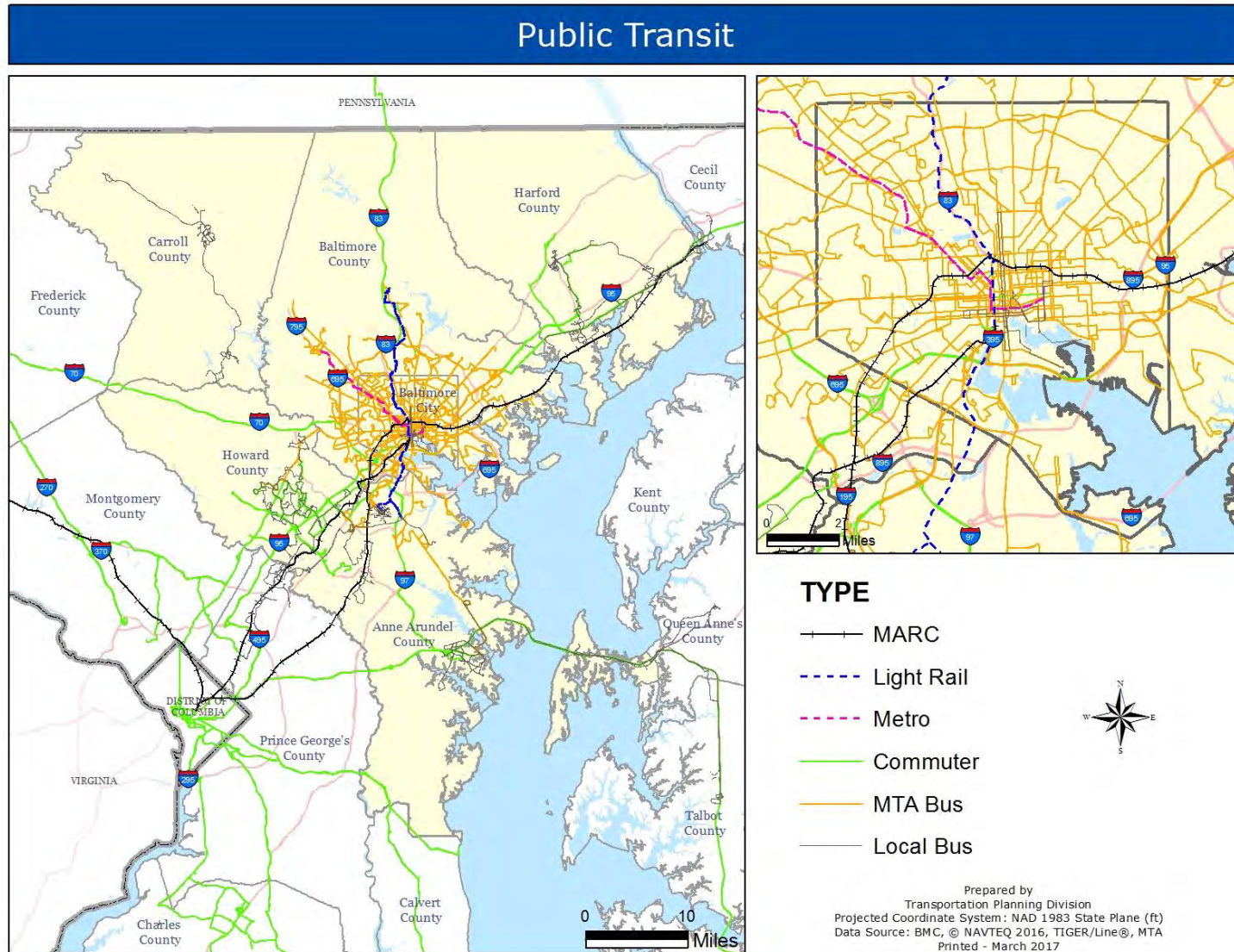
## Exhibit I-1: The Baltimore Region



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



## Exhibit I-3: The Baltimore Region – Transit



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

At the time the metropolitan TIP, and the projects requesting funds in the coming fiscal year, are endorsed for funding out of the U. S. Department of Transportation (DOT), a Metropolitan Planning Organization (MPO) is required to certify that projects selected through the transportation planning process conform with all applicable federal laws and regulations. The Baltimore Regional Transportation Board (BRTB), in its capacity as the MPO for the Baltimore region, certifies via Resolution #18-3 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) of *Maximize2040* as amended and the 2018-2021 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 (and as amended in August 2016). The factors that guided development of *Maximize2040* are listed in the Metropolitan Planning Regulations effective February 14, 2007.

*Maximize2040* includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21 and its corresponding regulations. These measures and targets will help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

*Maximize2040* reports on forecasted regional growth in population, households and employment to the year 2040 and the projected travel demand generated as a result of this forecasted growth. It demonstrates how the existing and committed transportation network likely will struggle to

accommodate future travel demand based on projected increases in congested VMT and vehicle hours of delay. The region may need to apply additional transportation demand management strategies to meet future performance targets related to regional mobility.

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 2018-2021 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 the Fixing America's Surface Transportation (FAST) Act**

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. Future TIP documents will incorporate any changes to federal requirements regarding development of the TIP that result from this legislation. 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 FAST, 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 FAST, 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 2018-2021 TIP have been cooperatively determined by members of the BRTB. The project selection process considered air quality implications and regional mobility enhancement prior to inclusion in the final TIP document.

An additional requirement of FAST 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 FAST 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 FAST 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 members of the public, 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 public participation process for the TIP also meets the FTA public participation requirements for the MTA's Program of Projects.

The draft TIP was made available online. For the draft TIP, flyers announcing public meetings were advertised in local papers and through social media. The PAC members were asked to distribute the flyer to their constituencies as an additional way of disseminating the information. Public involvement activities were announced on the Internet via the Baltimore Metropolitan Council (BMC) website. One public meeting was held for the public to comment on the draft TIP. In addition to these public meetings, the public was able to address the BRTB at its June 2017 and July 2017 meetings. Written comments by mail, email or social media are accepted during the public review periods. A summary of all comments received, both verbal and written, BRTB responses to comments, and the public participation notices are included in Appendix G.

## **B. Environmental Justice**

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

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

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

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

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

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

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

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

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

In *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. Exhibit II-1 shows census tracts where the concentration of minority populations exceeds the average for the region. Exhibit II-2 shows the median income level in census tracts relative to the regional median household income. Data from the 2011-2015 American Community Survey (ACS) is used to calculate the regional information.

### Minority Populations

From the 2011-2015 ACS, the region's minority population is 40% 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, Exhibit II-1 shows census

tracts (i.e. neighborhoods) with minority populations greater than 40%.

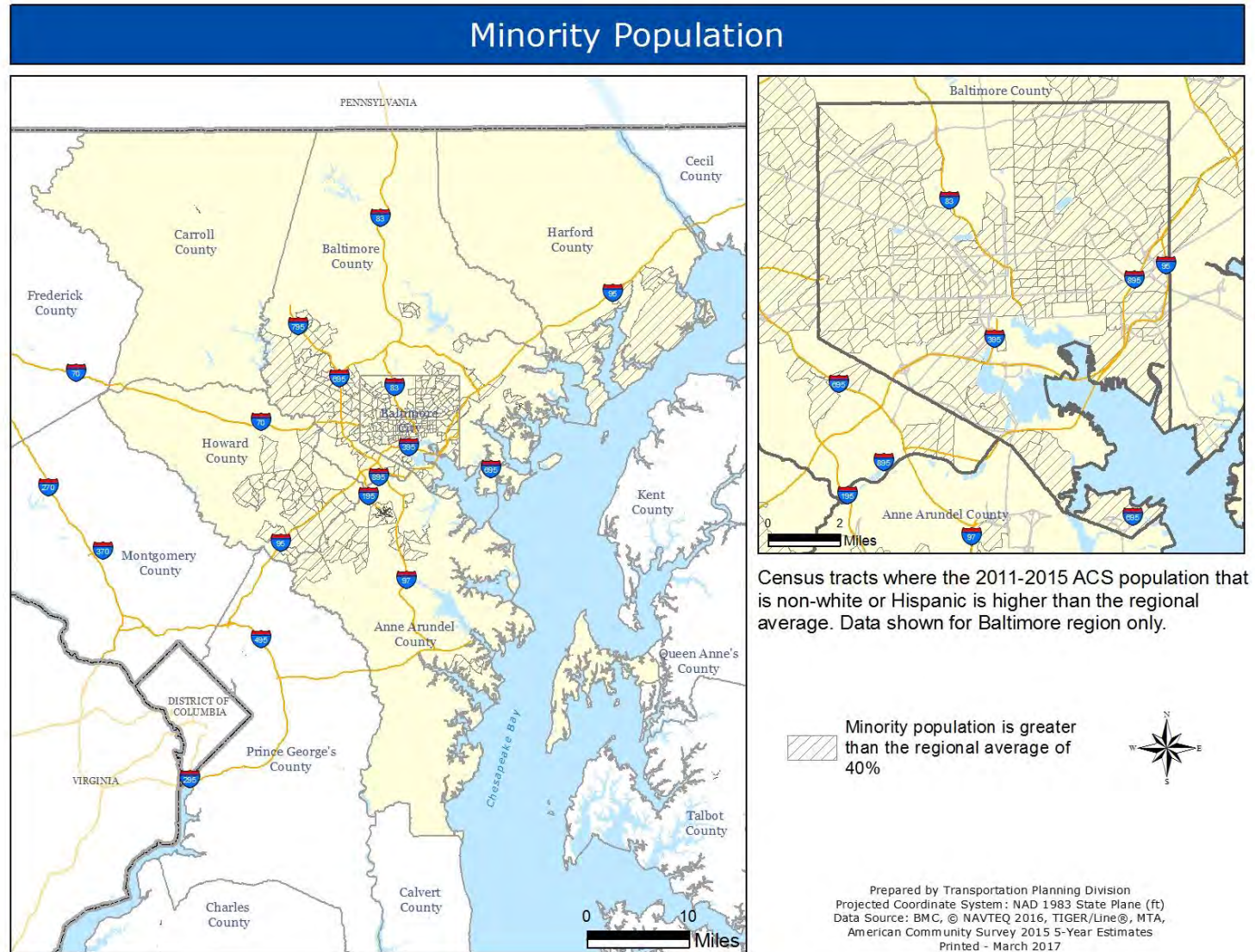
### Low-income Populations

Similarly, income is not distributed equally throughout the region. The 5-year estimate of the region's median household income from the 2011-2015 ACS is \$68,842. 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 \$34,421, while a household at the 80% rate has a maximum income of \$55,074. Exhibit II-2 shows census tracts that are below 50%, between 50% and 80%, and above 80% of the region's median household income.

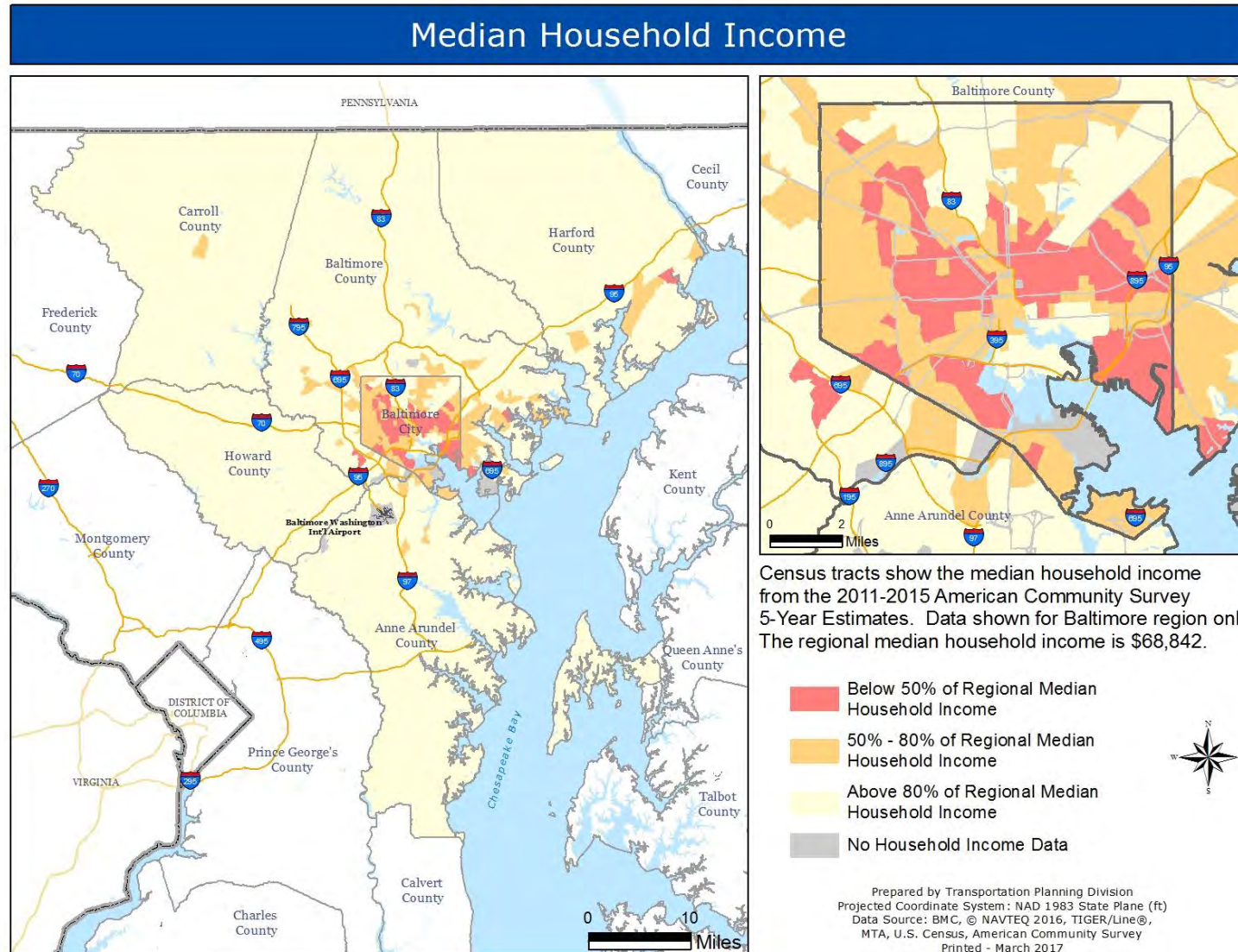
When a transportation project enters project planning, consideration of EJ is undertaken. These studies are conducted by the appropriate state agency (e.g. Maryland State Highway Administration, Maryland Transit Administration, or Maryland Transportation Authority) or a local jurisdiction during the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

The FAST Act 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 the FTA Section 5307 Urbanized Area Formula Grants Program. The Maryland Transit Administration (MTA) is the administrator for both programs, and consults with the BRTB on program implementation.

Grant recipients must certify that projects funded through these programs “are included in a locally developed, coordinated public transit-human services transportation plan”. The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. The BRTB takes the lead, with assistance from MTA, for development of the Baltimore Region Coordinated Public Transit-Human Services Transportation Plan. MTA and the BRTB last updated the Baltimore Region Coordinated Transportation Plan in October 2015.

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

In addition to administering the FTA Section 5310 Program, MTA provides paratransit service for 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 drivers receive disability awareness/passenger assistance technique training for passengers with special needs. The needs of the elderly and disabled customers, those with hidden disabilities and blind, deaf and mentally disabled travelers are discussed. The training emphasizes Americans with Disabilities Act (ADA) service requirements and techniques for communicating with the elderly and people who are disabled. Drivers also learn how to operate lift-equipment and assist riders who are disabled.

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 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 fee of \$3.00 for each ride. MTA will pay the fare up to \$20, and the participant is responsible for the balance of the 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 statewide to encourage and facilitate the development of volunteer transportation services for low-

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

## **E. Status of Projects from the 2017-2020 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 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b><u>Anne Arundel County</u></b>				
Furnace Avenue Bridge over Deep Run	11-1103-13	2018	2019	Type, Size, and Location design is complete. Identification of preferred alignment, project costs, and impacts in process. 9/2018 construction advertisement planned.
Harwood Road Bridge over Stocketts Run	11-1208-13	2019	2019	Received Notice to Proceed and final design has been issued. 6/2018 advertisement planned.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2018	2018	Type, Size, and Location design is complete. Structural review, NEPA, and permitting are in process. 12/2017 construction advertisement planned.
O'Connor Road Bridge over Deep Run	11-1403-13	2020	2020	In design. Analysis is being performed to identify the preferred alignment and to identify/refine project costs and impacts
McKendree Road Culvert over Lyons Creek	11-1601-19	2021	XX	In design. 9/2022 construction advertisement planned. PE funds in FY 2017 and construction funds in FY 2023, so the project is not in the FY 2018-2021 TIP.
Polling House Road Bridge over Rock Branch	11-1602-13	2021	2022	Funding to initiate design in FY19 and expected to be in operation in 2022.
<b><u>Baltimore City</u></b>				
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Ongoing	Ongoing	Various projects ongoing
Inner Harbor Water Taxi Terminal	12-1612-23	2018	XX	PS&E Stage - project is not requesting further funds and is expected to be complete in 2018.
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Project ongoing
SE Baltimore Freight Corridor: Broening Highway Complete Streets	12-1611-09	2019	XX	65% Design Stage. All funds were authorized in FY 2017. No further funding requests.
Transportation Management Center Upgrade	12-1701-04	2021	2021	FY 2018 Program – Proposal Stage
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Ongoing	Ongoing	Project ongoing
Citywide Bridge Preservation and Rehabilitation	12-1030-13	2017	XX	No further funding required. Project removed from TIP. Receiving authorization to advertise from FHWA soon, anticipated advertisement in May 2017.
Key Highway and Light Street Intersection Improvement	12-1123-12	2018	XX	Advertised for construction in January 2017. Anticipated construction start in July 2017 with project completed in 2019. No further funding requests.
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	2021	2021	30% design stage

**Table II-1: Status of Projects in the 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b>Baltimore City</b> (continued)				
Sisson Street Bridge over CSX Railroad	12-1216-13	2019	2019	65% design stage. Project is anticipated to advertise in April 2018.
Midtown Streetscape/Traffic Improvements	12-1222-11	2019	XX	Advertised for construction in January 2017. Construction anticipated to begin in July 2017. No further funding requests.
Citywide Guide Sign Replacement	12-1222-19	Ongoing	Ongoing	Ongoing
Harford Road Bridge over Herring Run	12-1402-13	2020	2021	PS&E Stage with advertisement anticipated in the fall of 2017.
Wilkens Avenue Bridge over Gwynns Falls	12-1403-13	2019	2019	65% design stage with advertisement anticipated in September 2018.
Belair Road Complete Streets	12-1404-11	2022	2022	Phase I is at 65% design stage with advertisement for construction anticipated in April 2018.
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	2019	2019	95% design stage with advertisement anticipated in early 2018.
I-83: Joint Repairs - Phase II	12-1411-13	2018	XX	Awaiting approval to advertise, with advertisement anticipated April 2017. No further funding requests.
Citywide System Preservation	12-1414-11	Ongoing	Ongoing	Project ongoing.
Hanover Street Bridge Multimodal Corridor	12-1419-13	NA	XX	Project planning ongoing. Identifying design opportunities and constraints. No further funding requests for study.
Orleans Street Viaduct Rehabilitation	12-1601-13	2020	2022	FY18 Program - Design anticipated to be initiated in FY18.
Remington Avenue Bridge over Stony Run	12-1602-13	2021	2021	Preliminary design stage.
Radecke Avenue over Moores Run	12-1603-13	2021	2022	FY18 Program - design anticipated to be initiated in FY18.
I-83 Concrete Deck Mill and Resurface	12-1604-13	2020	2020	FY18 Program - design anticipated to be initiated in FY18.
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	2022	2022	FY18 Program - design anticipated to be initiated in FY18.
Citywide Road Reconstruction	12-1607-12	Ongoing	Ongoing	Project ongoing.
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	2020	XX	65% design stage. All funds were authorized in FY 2017. No further funding requests.
SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	12-1610-11	2019	XX	65% Design Stage. All funds were authorized in FY 2017. No further funding requests.
Replacement of Dartmouth Retaining Wall	12-1703-19	2019	2020	FY18 Program – Preliminary engineering stage.
Curtis Avenue Corridor Improvements (Phase I and II)	12-1704-11	2022	2025	Environmental study phase.

**Table II-1: Status of Projects in the 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b>Baltimore City</b> (continued)				
Hanover Street Bridge Deck Repair over Middle Branch	12-1705-13	2021	2021	Preliminary design stage.
MLK Blvd. and Howard St. Intersection Improvements	12-1706-11	2018	2018	FY18 Program - 65% design currently with advertisement anticipated by the end of 2017.
Hawkins Point Bridge over CSX Railroad	12-9903-13	2020	XX	PS&E submitted to SHA. Anticipated advertisement for construction in September 2017.
Transportation Career Development Innovation Program (BCDOT)	12-0002-99	2019	2019	FY18 Program. Currently no funding beyond FY 2019.
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	2018	2019	FY18 Program.
Pavement Management System	12-1206-99	2018	2019	FY18 Program – Preliminary processing and scoping underway.
<b>Baltimore County</b>				
Rolling Road Widening - Phase I	13-1405-41	2018	XX	Construction to start in FY2017, no future funding needs anticipated. 2019 completion expected.
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2018	2019	Design nearly complete, project delayed due to right of way acquisition from MD DNR (state agency). Construction Advertisement date planned for 6/2018.
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	13-0411-13	2018	XX	Construction contract to be advertised in March 2017 with funds obligated by June 2017. Work to be completed by the end of the 2017.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2019	2020	Construction phase contract to be advertised in November 2017 with funds obligated by June 2018. This schedule is dependent on right of way acquisition and clearing all environmental permits.
Gunpowder Road Bridge No. B-0409	13-1005-13	2021	2024	Design planned FY2020, Construction FY2023. Project may be delayed due to other projects having higher priority.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2019	2020	Design continuing, 3/2018 construction advertisement anticipated. Project may be delayed due to coordination issues with utility companies and CSX.
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	2024	2025	Design planned FY2020, Construction FY2024.
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	2023	2023	Design planned FY2020, Construction FY2022. Project may be delayed due to ownership issues of existing bridge with CSX.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2022	2023	Design planned FY2019, Construction FY2022. Project may be delayed due to other projects having higher priority.

**Table II-1: Status of Projects in the 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b>Baltimore County</b> (continued)				
Gores Mill Road Bridges No. B-0136, 0137, 0138, and 0346	13-1109-13	2018	XX	Construction contract to be advertised 2/2017 with all funding obligated by June 2017.
Dogwood Road Bridge No. B-0347 over Dogwood Run	13-1201-13	2018	XX	Construction contract to be advertised 4/2017 with all funding obligated by June 2017.
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13	2022	2023	Design planned FY2019, Construction FY2021.
Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	13-1203-13	2019	XX	This project has been removed from the program. Bridge issues are being addressed via Baltimore County's on-call bridge maintenance contractor.
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	2018	2019	Construction contract to be advertised FY2018 with funds obligated before June 2018. Project estimate has risen due to estimates based on detailed engineering. Earlier estimates were based on programming estimating methods.
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	2019	2019	Design planned FY2018, Construction FY2019. Project may be delayed due to other projects having higher priority.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2023	2024	Design planned FY2019, Construction FY2023.
Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13	2021	2023	Design planned FY2020, Construction FY2022.
Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road	13-1210-13	2025	XX	Design planned FY2022, Construction FY2023. Project is not in the FY 2018-2021 TIP.
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	13-1701-13	2024	2024	Design planned FY2019, Construction FY2021.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program
<b>Carroll County</b>				
Stone Chapel Road over Little Pipe Creek	14-1103-13	2019	2021	In the current (FY 2018-2021) TIP; federal-aid project initiation slated to begin.
Countywide Bridge Maintenance, Repair, and Replacement	14-1402-13	Ongoing	Ongoing	In the current (FY 2018-2021) TIP; no additional funding needed for White Rock Road bridge project. Bixler Church Road and Shepherds Mill Road bridges now have their own TIP sheets. Bixler Church Road (TIP ID 14-1101-13) is in the preliminary design stage and is expected to be complete in 2019. Shepherds Mill Road (TIP ID 14-1102-13) is in the preliminary design stage and is expected to be complete in 2020.
Babylon Road Bridge over Silver Run	14-1601-13	2019	2021	In the current (FY 2018-2021) TIP; preliminary design is underway.

**Table II-1: Status of Projects in the 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b><u>Carroll County</u></b> (continued)				
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2021	2022	In the current (FY 2018-2021) TIP; federal-aid project initiation slated to begin.
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	2020	2021	In the current (FY 2018-2021) TIP; federal-aid project initiation slated to begin.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program
<b><u>Harford County</u></b>				
Bata Boulevard Access Road	15-1402-42	2020	XX	On hold. Project delayed beyond FY21.
Tollgate Road	15-1404-42	2018	2018	In the current TIP and expected to be in operation in FY 2018.
Pleasantville Road Bridge #67	15-0406-13	2020	XX	On hold. Project delayed beyond FY21.
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	2017	2018	In the current TIP and expected to be in operation in FY18.
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2018	2019	In the current TIP and expected to be in operation in FY19.
Chestnut Hill Bridge #40	15-1101-13	2018	2021	In the current TIP and expected to be in operation in FY21.
Phillips Mill Road Bridge #70 over East Branch tributary	15-1102-13	2019	2020	In the current TIP and expected to be in operation in FY20.
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	2017	2018	In the current TIP and expected to be open to traffic in FY 18.
Stafford Road Bridge #24 over Deer Creek	15-1501-13	2017	2019	In the current TIP and expected to be open to traffic in FY19.
Glenville Road Bridge #30	15-1601-13	2019	2020	In the current TIP and expected to be open to traffic in FY20.
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
<b><u>Howard County</u></b>				
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	2021	2021	The project is currently in the design phase. The expected date of completion is summer 2021.
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	2020	2021	The project is currently in the design phase. The expected date of completion is summer 2021.
MD 175 at Oakland Mills Rd Interchange	16-1407-46	2020	2021	The project is in the final design phase; Construction funding anticipated in FY18 but has been pushed back to FY19.
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2020	2020	Project is currently in design.

**Table II-1: Status of Projects in the 2017-2020 TIP**

Project	Project TIP ID	Year of Operation		Project Status
		17-20 TIP	18-21 TIP	
<b><u>Howard County</u></b> (continued)				
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	The projects are in various phases. Most of the projects are in the design phase. The Daisy Road Bridge Project was completed on November 23, 2016.
<b><u>MDOT – Office of the Secretary</u></b>				
Susquehanna Bridges	95-1401-59	n/a	XX	Environmental Assessment completed, awaiting a Finding of No Significant Impact. Project is on hold.
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project.
Port of Baltimore Enhancements	92-1401-83	2018	2018	Channel widening completed, filling of dry-basin should be completed by summer 2017, rail access completion to be determined but will be complete by end of 2018.
Baltimore and Potomac Tunnel	92-1101-99	n/a	XX	Final Environmental Impact Statement submitted to the Federal Railroad Administration, waiting for Record of Decision. No designated funding for construction available currently. Project is on hold.
<b><u>Maryland Port Administration</u></b>				
Masonville Cove Multimodal Transportation Feasibility Study	32-1701-03	2017	XX	Study is on schedule. MPA has developed several options for multimodal connections to Masonville Cove and held public meetings in spring 2017.
<b><u>Maryland Transportation Authority</u></b>				
I-95: Moravia Road to Fort McHenry Tunnel	22-1601-41	2018	2018	Project advertised 11/2016. MDTA is currently working through the procurement process to with construction notice to proceed (NTP) anticipated 3/2017.
<b><u>MTA - Commuter Rail</u></b>				
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Projects are ongoing
MARC Improvements	70-1502-54	Ongoing	Ongoing	Projects are ongoing
MARC Facilities	70-1503-55	2021	2021	Projects are ongoing
<b><u>MTA - Transit</u></b>				
MTA Core Bus and Paratransit Vehicle Replacement	40-1601-05	Ongoing	Ongoing	Ongoing. Project moved to TIP ID 40-1802-05 (Bus and Paratransit Vehicle Overhaul and Replacement)
Urban Transit Systems – Capital	40-1602-05	Ongoing	Ongoing	Project is ongoing and is on schedule
Urban Transit Systems – Operating	40-1603-61	Ongoing	Ongoing	Project is ongoing and is on schedule
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

**Table II-1: Status of Projects in the 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b><u>MTA – Transit</u></b> (continued)				
Bus & Rail System Preservation and Improvement	40-0015-64	Ongoing	Ongoing	Project is ongoing. Project split into Preservation and Improvement TIP sheets for Agencywide projects (40-1801-64), Bus projects (40-1803-64), and Metro/Light Rail projects (40-1805-64)
Small Urban Transit Systems – Operating	40-0104-61	Ongoing	Ongoing	Project is ongoing and is on schedule
Light Rail Mid-Life Overhaul	40-1001-64	2019	Ongoing	Project is ongoing. Project moved into TIP ID 40-1804-63 (Metro and Light Rail Rolling Stock Overhaul and Replacement)
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	2018	2019	Schedule pushed from 2018 to 2019
2017 Bus and Rail Preventive Maintenance	40-1204-64	Ongoing	Ongoing	Project is ongoing and is on schedule
Metro Railcar and Signaling Systems Rehab and Replacement	40-1403-64	2022	Ongoing	Project is ongoing. Project moved into TIP ID 40-1804-63 (Metro and Light Rail Rolling Stock Overhaul and Replacement)
Seniors and Individuals with Disabilities	40-1502-69	Ongoing	Ongoing	Project is ongoing and is on schedule
Bus & Bus Facilities Mini Overhaul Project	40-1701-63	2020	XX	Project is on schedule and is not requesting further funds.
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and is on schedule
Water Transit Strategic Plan Implementation	42-1701-09	2018	XX	Project experiencing delays but is not requesting further funds. Baltimore City is working with FTA.
North Avenue Rising	42-1702-09	2020	XX	Project is on schedule and is not requesting further funds
<b><u>State Highway Administration</u></b>				
Areawide Transportation Alternatives Projects	60-9903-29	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing
Areawide Congestion Management	60-9504-04	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 Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	Ongoing
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	Ongoing
Morgan State University Transportation Research Program	60-0702-99	Ongoing	Ongoing	Ongoing
MD 175: Mapes and Reece Road Intersection Reconstructions	61-1402-39	2018	2018	Construction continues

**Table II-1: Status of Projects in the 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b>State Highway Administration</b> (continued)				
MD 175: MD 295 to MD 170	61-0605-41	2025	2025	Engineering is underway for the segment between Mapes Rd & MD 32
MD 198: MD 295 to MD 32	61-1403-41	2030	2030	Engineering for Phase 1 continues
US 50: MD 70 to MD 2	61-1404-41	2019	2019	Planning & Engineering continue concurrently, to advertise Spring 2017
MD 175: Disney Road to Reece Road	61-1601-41	2020	2020	Construction is underway
MD 175: National Business Parkway to McCarron Court	61-1701-41	2021	2021	Engineering continues
MD 295: I-895 to North of Daisy Avenue - Noise Wall	63-1405-31	2017	XX	Construction to be complete in FY 2017
I-695: Low-Cost Operational and Safety Improvements	63-1204-04	NA	XX	On hold due to funding constraints
I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41	2025	2025	Remains on hold, break out projects have own TIP IDs
MD 140: Painters Mill Road to Owings Mills Boulevard (Phase 2)	63-0802-41	2025	2025	Engineering continues
I-795: Dolfield Boulevard Interchange	63-0803-46	2026	2026	Engineering continues
MD 140: Garrison View Road to Painters Mill Road – Phase 1	63-1203-41	2021	2019	Construction and right-of-way acquisition continue
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	2017	2017	Construction will be completed in FY 2017 and engineering for a future noise wall will continue through FY 2018.
I-695: US 40 to MD 144	63-1601-41	2021	2021	Construction and right-of-way acquisition continue
I-695 Bridge Replacements at Benson Ave and US 1	63-1602-43	2017	2017	Construction & ROW acquisition continue
I-695: Bridge Replacement on Crosby Road	63-1702-43	2021	2019	Construction is underway
I-70 & I-695: Triple Bridges Study	63-1705-43	2025	2017	Planning study to be completed in calendar year 2017, fiscal year 2018.
MD 25: Bridge Replacement over Georges Run	63-1603-13	2016	2016	Bridge reopened to traffic January 2016, Construction complete in FY 2017, ROW Acquisition continues in FY 2018.
I-83: Bridge Replacement over Padonia Road	63-1701-13	2019	2019	Construction will begin in FY 2018
MD 137: Bridge Replacement over I-83	63-1703-13	2018	2018	Construction will begin in FY 2018
US 1: Bridge Replacement over CSX	63-1704-13	2019	2019	Construction will begin in FY 2018
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	2018	2020	Construction will begin in FY 2018

**Table II-1: Status of Projects in the 2017-2020 TIP**

		Year of Operation		
Project	Project TIP ID	17-20 TIP	18-21 TIP	Project Status
<b>State Highway Administration</b> (continued)				
MD 32: MD 26 to I-70 Corridor Study	64-1703-41	2017	XX	Pre-NEPA finishes FY 2017, future phases are not programmed
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	2019	2020	Construction will begin in Spring 2017
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	2018	2019	Open to traffic date delayed from 2018 to 2019 due to additional ROW needs
MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13	2019	2018	Construction start shifted from 2018 to 2017
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	2017	2017	Construction to be complete in FY 2017, ROW acquisition to continue into FY 2018
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	2019	2019	Construction and ROW acquisition extend thru FY 2020, with anticipated completion in calendar 2019.
MD 22: Paradise Road Intersection Reconstruction	65-1403-41	2017	2018	Construction and ROW Acquisition continue
MD 22: Old Post Road Intersection Reconstruction	65-1202-12	2016	XX	Open to Traffic in Fall 2016
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	TBD	TBD	Engineering continues
I-95: Montgomery Road to I-895 Noise Barrier	66-1701-31	2018	2018	Construction continues
US 29: Seneca Drive to MD 175 – Phase 1B	66-1101-41	2017	2017	Construction complete, right-of-way acquisition funded for fiscal year 2018
US 29: Middle Patuxent River to Seneca Drive – Phase 2	66-1406-41	2030	2030	Engineering continues
US 29: Seneca Drive to MD 175 – Phase 1A, Old Columbia Road Access Only	66-1601-42	2015	XX	Project was complete in 2017 and removed from the CTP
MD 32: MD 108 to Linden Church Road	66-1602-41	2020	2020	Construction to start in Spring 2017
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	2022	2022	Engineering continues
MD 32: Triadelphia Road Bridge Replacement	66-1702-13	2022	XX	This project is now included in TIP ID# 66-1703-41

## 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). The BRTB has conducted a comprehensive analysis of conformity for the 2018-2021 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 2018-2021 Transportation Improvement Program and Amended 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-B cooperative socio-economic forecasts, which were endorsed on August 23, 2016. 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> and VOC, 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.

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 2018-2021 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 2018-2021 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 can be found in Appendix A.

## **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 years must be included in the TIP:

- 1702 High Priority Projects
- Congestion Mitigation and Air Quality Improvement Program
- FTA Capital and Operating – Sections 5307, 5307 flexed from STP, 5310, 5311, 5329, 5337, and 5339
- Highway Safety Improvement Program
- National Highway Performance Program
- National Highway System Program
- Recreational Trails Program
- Surface Transportation Block Grant
- Transportation Alternatives Program
- Transportation Investment Generating Economic Recovery

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

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

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

#### IV. EXPLANATION OF TERMS AND SYMBOLS

The TIP covers a four year period. It includes projects for which federal funds are expected to be requested in Fiscal Years 2018, 2019, 2020, and 2021.

The projects are listed first by implementing agency - Baltimore City and the six counties in alphabetical order, the Office of the Secretary, and the three MDOT modal administrations, included as the Maryland Transportation Authority (MDTA), MTA – Transit, MTA - Commuter Rail, and the State Highway Administration (SHA). Projects to be implemented by SHA are broken down further by county in alphabetical order. While a portion of Queen Anne's County is now a part of the Baltimore urbanized area, there are no local or state projects for Queen Anne's County in the 2018-2021 TIP.

Within these groups, projects are listed by category in the following order: commuter rail, enhancement program, environmental/safety, emission reduction strategy, highway capacity, highway preservation, transit, ports and miscellaneous. The ERS category consists of the following types of projects: ridesharing, park-and-ride lots or garages, bicycle and pedestrian facilities, traffic engineering, fleet

improvement, system expansion and ITS. The preservation category consists of the following types of projects: road resurfacing/rehabilitation, road reconstruction, bridge repairs/deck replacement and bridge inspections. All new, relocated or widened roads and bridges or interchange reconstructions that increase capacity are considered highway capacity, not preservation. Each category of projects is further subdivided by funding source. A full project index is included at the end of the document.

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

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

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

**CCCC**

The first two digits display the fiscal year the project first appeared in the TIP; the last two digits are a unique count of the number of projects for that agency, jurisdiction, and year.

- DD** Project Type by Category:

EMISSION REDUCTION STRATEGY (ERS)

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

HIGHWAY PRESERVATION

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

ENHANCEMENT PROGRAM

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

ENVIRONMENTAL/SAFETY

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

#### HIGHWAY CAPACITY

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

#### COMMUTER RAIL

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

#### TRANSIT

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

#### AIRPORTS

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

#### PORTS

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

#### MISCELLANEOUS

- 99 - Miscellaneous

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

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

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

For Federal Highway Administration Funds:

1702	Section 1702 High Priority Project
CMAQ	Congestion Mitigation and Air Quality
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
NHS	National Highway System
RTP	Recreational Trails Program
STBG	Surface Transportation Block Grant Program
TAC	Transportation Alternatives (Transportation Enhancement, Safe Routes to School)
TIGER	Transportation Investment Generating Economic Recovery
Other	Other

For Federal Transit Administration Funds:

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

**Year of Operation** indicates when the facility or service will be open to traffic or for public use. **Conformity Status** reflects

one of two classifications: Exempt (for projects which are exempt from the requirement to determine conformity) or Not Exempt (for capacity type projects evaluated using the travel demand model or evaluated off-model) in accordance with meeting the CAAA. The **Physical Data** line, which pertains to road and bridge projects, indicates the project length in **Miles** and the present/future number of **Lanes**. Also included for road projects is an indication if the project is a **Highway Capacity Improvement** or if it is part of the **National Highway System**. The National Highway System Designation (NHS) was signed into law on November 28, 1995. The NHS designates key road segments that provide improved access to work and markets; to ports, airports, and rail stations; to our national parks; and to bordering countries. Principal contributions of the NHS are to facilitate sustainable economic growth by enhancing intermodal and highway system connections, improving productivity and efficiency of commercial vehicle operations, facilitating the movement of agricultural produce, advancing safety, alleviating congestion, supporting national defense, and improving system performance. Nationally, the total mileage is about 161,000 miles and includes the Interstate Highway System, as well as

other roads important to the nation's economy, defense and mobility.

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

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

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

In the listing in Chapter VI, project costs are presented on the basis of the amount of federal funding expected to be requested during a particular year. All figures are in thousands

of dollars. The abbreviations in the **Phase** column stand for the following:

PP - Project Planning

PE - Preliminary Engineering

ROW - Right-of-way or property acquisition

CON - Construction

OTH – Others<sup>5</sup>

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

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<sup>5</sup> Other phase funds include (a) permits and inspection fees for bridge projects as well as local bridge inspection programs; (b) non-infrastructure funds for research and operations related projects; (c) utility work associated with some SHA projects; and (d) funds for MTA projects including items such as bus and rail preventive maintenance, vehicle replacement, ridesharing, and capital and operating funds for LOTS agencies. Approximately 92% of other phase funds in the 2018-2021 TIP are for MTA projects.

## V. THE FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the BRTB has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (FY 2018 through FY 2021).

Further, the 2018-2021 TIP is financially constrained by program and by year. The framework of both *Maximize2040*, the regional long-range transportation plan, and the FY 2018-2021 TIP meet this requirement. This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, the MPO members, MDOT, and state (MTA) and local transit operator(s) have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP

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

The Maryland Department of Transportation (MDOT)'s 2017 - 2022 Consolidated Transportation Program (CTP) provides investment in the transportation system for all modes of transportation across the State. The CTP development process is instrumental to the development of the TIP. The transportation priorities guiding the CTP originate from the local jurisdictions that share their transportation priorities with the Transportation Secretary and at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law and requires the Transportation Secretary to visit with and present the Draft CTP to elected officials from each county and the City of Baltimore. Meetings are held with local jurisdiction staff before the Tour meeting. These meetings give local staff an opportunity to coordinate priorities and to hear firsthand from MDOT staff the current status of the CTP and the revenue and investments that have changed since the previous year.

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

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

A summary of available federal funds for the Baltimore region in FY 2018 and their allocation by fund source to implementing agencies is included in section V.F. The project listings provide specific requests by fund source and identify the source of the matching funds. Included in Appendix B are letters that document availability of matching funds from project sponsors.

## **A. Revenue Projections**

The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The State's Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases which will provide funding that will enable MDOT to address important capital and operating needs, including congestion relief, safety improvements, transit availability, and maintaining the competitiveness of the Port of Baltimore and the BWI Marshall Airport.

As Maryland's economy continues to recover, the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21<sup>st</sup> century. Total projected revenues amount to \$28.6 billion for the six-year period (2017-2022). This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date. Funds to accommodate the Governor's

pledge to restore local Highway User Revenues have been reserved, pending legislation. Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to transition to a \$150 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$6.3 billion over the six-year period. As of July 1, 2016, the motor fuel tax rates were 33.5 cents per gallon gasoline and the 34.25 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 2.7 cents per gallon over the program period. Since federal legislation enabling states to require internet sellers to collect sales taxes did not pass by December 1, 2015, the sales and use tax equivalent rate applied to motor fuel increased to 4% effective January 1, 2016 and to 5% effective July 1, 2016. The sales and use tax equivalent rate effective July 1, 2016 is 8.8 cents per gallon. The rate is estimated to average 9.8 cents per gallon over the program period.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.1 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Vehicle sales have recovered from the recent recession. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration, Miscellaneous, and Other Fees:** These fees are projected to generate \$3.7 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$877 million. MDOT's share of the 8.25 percent corporate income tax was 16.6 percent for fiscal years 2014 – 2016 and will be 14.6 percent for each fiscal year thereafter.
- **Federal Aid:** This source is projected to contribute \$5.7 billion for operating and capital programs. This amount does not include \$599 million received directly by the WMATA. The majority of federal aid is capital; only \$582 million is for operating assistance.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.8 billion, with \$1.1 billion from MTA, \$321 million from MPA, and \$1.4 billion from MAA. MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$3.4 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$753 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

## **B. Federal Aid Assumptions**

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act re-authorized federal funding for highway, transit, and other multimodal projects through September 30, 2020. While Congress authorized a five year transportation bill, each year, Congress must then appropriate the funds through the federal budget process. For FFY 2017, MDOT assumes that Congress will appropriate the transportation bill for FFY 2017 through FFY 2020 at the authorized amounts and continue this inflated funding through FFY 2022.

### **Federal Highway and Transit**

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

MDOT allocates these federal funds to projects in the program based on reasonable assumptions of authorization given in the FAST Act. MDOT expects to have approximately

\$620 million in highway formula funding and \$175 million in transit formula funding in FFY 2017 for MDOT projects.

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

Since FFY 2004 OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2015 was 94 percent. Given that Congress has passed a long term bill with inflation built in, MDOT assumes an OA level of 94.0 percent for FFY 2017 through FFY 2022.

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

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund that pays for most other State government operations and programs. Funds are collected as follows: MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the Baltimore-Washington International (BWI) Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. Congress enacted long-term federal surface transportation authorizing legislation, the FAST Act, in December 2015, which provides investment in transportation infrastructure through FFY 2020.

Total projected Trust Fund revenues amount to \$28.6 billion for the six-year period of 2017 - 2022. These amounts

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

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

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

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

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

### The Maryland Transit Administration

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

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

### City of Annapolis

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

### Harford County

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

### Howard County

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

## **F. FY 2018 Federal-Aid Annual Element Listing and Summary**

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2018 is provided in Table 2. This list brings together information found in Chapter VI, the section containing individual project listings for each jurisdiction and modal administration. Projects in the Annual Element can also be identified in the main project listings as those with dollar amounts in the FY 2018 columns.

Table 1 summarizes, by jurisdiction and agency, the level of federal funds requested in the FY 2018 Annual Element. Table 2 shows the projects in the FY 2018 Annual Element, the source of funds, the amount of federal funding being requested and the matching funds to be provided. Table 3 shows total funds, both federal and matching, programmed for FY 2018 through FY 2021 by sponsoring agency. Exhibits 1 through 7 graphically summarize the FY 2018-2021 TIP. Exhibit 1 compares the total cost of projects in the FY 2014-2017, FY 2016-2019, FY 2017-2020, and FY 2018-2021 TIP documents. Exhibit 2 displays the distribution of funding in the FY 2018-2021 TIP by fiscal year. Exhibit 3 summarizes the distribution

of federal and matching funds in the TIP by implementing agency. Exhibits 4 and 5 summarize the number of projects and distribution of funding in the FY 2018-2021 TIP by project category. Exhibit 6 displays the distribution of FY 2018 funds by project phase while Exhibit 7 shows the distribution of FY 2018 Annual Element federal fund requests by funding source.

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

**Summary of the FY 2018 Federal-Aid Annual Element (continued on next page)**

<b>Jurisdiction/Agency</b>	<b>1702</b>	<b>5307C</b>	<b>5307F</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County										
Baltimore City	\$3,700									
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail - Regional		\$80						\$31,466		
MTA - Transit		\$116,832	\$7,878	\$1,594		\$238		\$21,838	\$7,857	\$86,797
Office of the Secretary							\$400			
SHA - Anne Arundel County										
SHA - Baltimore County	\$252									
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional										\$5,872
<b>Total</b>	<b>\$3,952</b>	<b>\$116,912</b>	<b>\$7,878</b>	<b>\$1,594</b>		<b>\$238</b>	<b>\$400</b>	<b>\$53,304</b>	<b>\$7,857</b>	<b>\$92,669</b>
<b>FY 2018 Appropriation*</b>		\$70,172		\$297	\$2,061	\$238	\$400	\$41,242	\$3,791	\$97,260
<b>Previous Funds Still Available*</b>	\$3,952	\$46,740	\$7,878	\$1,297				\$12,062	\$4,066	\$70,897

1702 Section 1702 High Priority Project  
5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)  
5307F Section 5307 Flex (STP funds flexed to Section 5307)  
5307O Section 5307 Urbanized Area Formula Program (funding for operating projects)  
5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program  
5311O Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)  
5329 Section 5329 State Safety Oversight  
5337 Section 5337 State of Good Repair Formula Program  
5339F Section 5339 Bus and Bus Facilities Formula Program  
CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)

\*Figures provided by MDOT

### Summary of the FY 2018 Federal-Aid Annual Element (continued)

Jurisdiction/Agency	HSIP	NHPPC	NHS	Other	RTP	STBG	TAC	TIGER	Total
Anne Arundel County						\$3,105			<b>\$3,105</b>
Baltimore City		\$14,400				\$67,890			<b>\$85,990</b>
Baltimore County						\$15,880			<b>\$15,880</b>
Carroll County						\$1,639			<b>\$1,639</b>
Harford County						\$750			<b>\$750</b>
Howard County									<b>\$0</b>
MTA - Commuter Rail - Regional									<b>\$31,546</b>
MTA - Transit									<b>\$243,034</b>
Office of the Secretary								\$3,244	<b>\$3,644</b>
SHA - Anne Arundel County						\$4,448		\$4,000	<b>\$8,448</b>
SHA - Baltimore County		\$12,366	\$15,355			\$3,941			<b>\$31,914</b>
SHA - Carroll County						\$46			<b>\$46</b>
SHA - Harford County		\$5,675				\$2,965			<b>\$8,640</b>
SHA - Howard County		\$4,708							<b>\$4,708</b>
SHA - Regional	\$14,960	\$94,800	\$2,464	\$45	\$240	\$108,320	\$4,960		<b>\$231,661</b>
<b>Total</b>	<b>\$14,960</b>	<b>\$131,949</b>	<b>\$17,819</b>	<b>\$45</b>	<b>\$240</b>	<b>\$208,984</b>	<b>\$4,960</b>	<b>\$7,244</b>	<b>\$671,005</b>
<b>FY 2018 Appropriation</b>	\$33,720	\$327,837	Part of	\$2,014	\$1,112	\$30,282	Part of	\$0	<b>\$610,426</b>
<b>Previous Funds Still Available</b>	\$31,519	\$6,989	NHPPC	\$1,325	\$0	\$98,222	STBG	\$10,000	<b>\$294,947</b>

HSIP Highway Safety Improvement Program

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

NHS National Highway System – subset of NHPPC

Other Other (includes National Summer Transportation Institute Program)

RTP Recreational Trails Program

STBG Surface Transportation Block Grant Program

TAC Transportation Alternatives (Transportation Enhancement, Safe Routes to School) – subset of STBG

TIGER Transportation Investment Generating Economic Recovery

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

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307F</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail - Regional	\$241						\$15,400		
MTA - Transit - Regional	\$68,982	\$32,304	\$1,594	\$3,370	\$238		\$22,275	\$4,105	\$44,122
Office of the Secretary						\$400			
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									\$5,872
<b>Total</b>	<b>\$69,223</b>	<b>\$32,304</b>	<b>\$1,594</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$37,675</b>	<b>\$4,105</b>	<b>\$49,994</b>

**Summary of the FY 2019 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>HSIP</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>TIGER</b>	<b>Total</b>
Anne Arundel County						\$1,746			\$1,746
Baltimore City		\$800				\$67,720			\$68,520
Baltimore County						\$5,500			\$5,500
Carroll County						\$2,993			\$2,993
Harford County						\$4,580			\$4,580
Howard County									\$0
MTA - Commuter Rail - Regional									\$15,641
MTA - Transit - Regional									\$176,990
Office of the Secretary								\$1,336	\$1,736
SHA - Anne Arundel County						\$4,540		\$5,000	\$9,540
SHA - Baltimore County		\$752	\$15,332			\$7,055			\$23,139
SHA - Carroll County						\$46			\$46
SHA - Harford County		\$6,306				\$191			\$6,497
SHA - Howard County		\$13,674							\$13,674
SHA - Regional	\$14,960	\$79,760	\$2,464	\$45	\$240	\$107,920	\$4,960		\$216,221
<b>Total</b>	<b>\$14,960</b>	<b>\$101,292</b>	<b>\$17,796</b>	<b>\$45</b>	<b>\$240</b>	<b>\$202,291</b>	<b>\$4,960</b>	<b>\$6,336</b>	<b>\$546,823</b>

**Summary of the FY 2020 Federal-Aid Annual Element (Costs in \$1,000's - continued below)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>	<b>HSIP</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail - Regional	\$2,797				\$26,312			
MTA - Transit - Regional	\$70,384	\$1,594	\$238		\$22,720	\$4,181	\$43,918	
Office of the Secretary				\$400				
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional							\$5,872	\$14,960
<b>Total</b>	<b>\$73,181</b>	<b>\$1,594</b>	<b>\$238</b>	<b>\$400</b>	<b>\$49,032</b>	<b>\$4,181</b>	<b>\$49,790</b>	<b>\$14,960</b>

**Summary of the FY 2020 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County							<b>\$0</b>
Baltimore City	\$4,000				\$33,140		<b>\$37,140</b>
Baltimore County					\$1,920		<b>\$1,920</b>
Carroll County					\$2,304		<b>\$2,304</b>
Harford County					\$2,936		<b>\$2,936</b>
Howard County							<b>\$0</b>
MTA - Commuter Rail - Regional							<b>\$29,109</b>
MTA - Transit - Regional							<b>\$143,035</b>
Office of the Secretary							<b>\$400</b>
SHA - Anne Arundel County					\$14,948		<b>\$14,948</b>
SHA - Baltimore County		\$11,790					<b>\$11,790</b>
SHA - Carroll County					\$46		<b>\$46</b>
SHA - Harford County	\$3,090						<b>\$3,090</b>
SHA - Howard County	\$22,842						<b>\$22,842</b>
SHA - Regional	\$79,760	\$2,464	\$45	\$240	\$106,560	\$4,960	<b>\$214,861</b>
<b>Total</b>	<b>\$109,692</b>	<b>\$14,254</b>	<b>\$45</b>	<b>\$240</b>	<b>\$161,854</b>	<b>\$4,960</b>	<b>\$484,421</b>

**Summary of the FY 2021 Federal-Aid Annual Element (Costs in \$1,000's - continued below)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail - Regional	\$2,487					\$17,007		
MTA - Transit - Regional	\$71,812	\$1,594	\$3,370	\$238		\$23,175	\$4,257	\$43,013
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$5,872
<b>Total</b>	<b>\$74,299</b>	<b>\$1,594</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$40,182</b>	<b>\$4,257</b>	<b>\$48,885</b>

**Summary of the FY 2021 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>HSIP</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County						\$833		\$833
Baltimore City						\$26,800		\$26,800
Baltimore County						\$8,340		\$8,340
Carroll County						\$2,916		\$2,916
Harford County						\$1,530		\$1,530
Howard County								\$0
MTA - Commuter Rail - Regional								\$19,494
MTA - Transit - Regional								\$147,459
Office of the Secretary								\$400
SHA - Anne Arundel County						\$12,136		\$12,136
SHA - Baltimore County								\$0
SHA - Carroll County						\$35		\$35
SHA - Harford County								\$0
SHA - Howard County		\$25,690						\$25,690
SHA - Regional	\$14,960	\$79,760	\$2,464	\$45	\$240	\$106,560	\$4,960	\$214,861
<b>Total</b>	<b>\$14,960</b>	<b>\$105,450</b>	<b>\$2,464</b>	<b>\$45</b>	<b>\$240</b>	<b>\$159,150</b>	<b>\$4,960</b>	<b>\$460,494</b>



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Anne Arundel County - Anne Arundel County</b>					
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	1,245	478
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	1,860	1,032
MD 214: MD 468 Intersection Improvements	11-1803-41	Roadway widening	Other	0	774
Subtotal				3,105	2,284
<b>Baltimore City - Baltimore City</b>					
Transportation Career Development Innovation Program (BCDOT)	12-0002-99	Miscellaneous	STBG	240	60
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Road resurfacing/rehabilitation	STBG	2,480	620
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	Miscellaneous	Other	0	1,000
Pavement Management System	12-1206-99	Miscellaneous	STBG	800	200
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,650	5,700
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Bicycle/pedestrian facility	STBG	1,600	400
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	7,200	1,800
Citywide Guide Sign Replacement	12-1222-19	Other	NHPPC	4,000	1,000
Harford Road Bridge Over Herring Run	12-1402-13	Bridge repair/deck replacement	STBG	19,200	4,800
Wilkens Avenue Bridge Over Gwynns Falls	12-1403-13	Bridge repair/deck replacement	NHPPC	8,000	2,000
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	STBG	3,200	800
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	Road reconstruction	STBG	6,400	1,600
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	NHPPC	2,400	600



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	STBG	1,600	400
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	800	200
Radecke Avenue over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	600	150
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STBG	600	150
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	400	100
Citywide Road Reconstruction	12-1607-12	Road reconstruction	STBG	8,600	2,100
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,000	1,000
Replacement of the Dartmouth Retaining Wall	12-1703-19	Other	STBG	520	130
Curtis Avenue Corridor Improvements (Phase I and II)	12-1704-11	Road resurfacing/rehabilitation	STBG	400	100
Hanover Street Bridge Deck Repair over Middle Branch	12-1705-13	Bridge repair/deck replacement	1702	3,700	925
			STBG	4,400	1,100
MLK Blvd. and Howard St. Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	STBG	3,200	800
Subtotal				85,990	27,735
<b>Baltimore County - Baltimore County</b>					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STBG	2,320	580
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STBG	9,600	2,400
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STBG	2,480	620
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	Bridge repair/deck replacement	STBG	1,440	360
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	Bridge repair/deck replacement	STBG	40	10



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Subtotal				15,880	3,970
<b>Carroll County - Carroll County</b>					
Bixler Church Road Bridge over Big Pipe Creek	14-1101-13	Bridge repair/deck replacement	STBG	519	129
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	Bridge repair/deck replacement	STBG	56	14
Babylon Road Bridge over Silver Run	14-1601-13	Bridge repair/deck replacement	STBG	64	16
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	Bridge repair/deck replacement	STBG	216	54
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	Bridge repair/deck replacement	STBG	64	16
Hughes Shop Road Bridge over Bear Branch	14-1802-13	Bridge repair/deck replacement	STBG	230	58
Bridge Inspection Program	14-9401-14	Bridge inspections	STBG	490	0
Subtotal				1,639	287
<b>Harford County - Harford County</b>					
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	Bridge repair/deck replacement	STBG	150	30
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STBG	160	40
Chestnut Hill Bridge #40	15-1101-13	Bridge repair/deck replacement	STBG	0	30
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	Bridge repair/deck replacement	STBG	240	60
Tollgate Road	15-1404-42	New or extended roadways	Other	0	1,950
Stafford Road Bridge #24 over Deer Creek	15-1501-13	Bridge repair/deck replacement	STBG	100	25
Glenville Road Bridge #30	15-1601-13	Bridge repair/deck replacement	STBG	0	40
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	100	100
Subtotal				750	2,275



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Howard County - Howard County</b>					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	0	1,225
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	Roadway widening	Other	0	14,300
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	Roadway widening	Other	0	13,700
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	8,500
Subtotal				0	37,725
<b>Maryland Transportation Authority - Baltimore City</b>					
I-95: Moravia Road to Fort McHenry Tunnel	22-1601-41	Roadway widening	Other	0	28,968
Subtotal				0	28,968
<b>MTA - Commuter Rail - Regional</b>					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	20,902	5,225
MARC Improvements	70-1502-54	Preservation and improvements	5307C	80	20
			5337	4,329	1,082
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	6,235	1,559
Subtotal				31,546	7,886
<b>MTA - Transit - Regional</b>					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	297	297
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	6,194	1,549



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5339F	3,625	906
			CMAQ	10,391	2,598
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,866	4,216
			5337	21,838	5,460
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	293	73
			5339F	402	100
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	1,297	1,297
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	14,396	3,599
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	49,621	12,405
			5307F	88	22
			5339F	3,698	925
			CMAQ	28,329	7,082
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5307F	7,790	1,948
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	5,850	1,463
			CMAQ	46,741	11,685
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	22,746	5,687
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	866	217
			5339F	132	33
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	1,336	0
Subtotal				243,034	61,800



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Office of the Secretary - Baltimore City</b>					
Port of Baltimore Enhancements	92-1401-83	Facility expansion	TIGER	3,244	2,691
Subtotal				3,244	2,691
<b>Office of the Secretary - Regional</b>					
State Safety Oversight	90-1401-39	Other	5329	400	200
Subtotal				400	200
<b>SHA - Anne Arundel County</b>					
MD 175: MD 295 to MD 170	61-0605-41	Roadway widening	Other	0	495
MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39	Other	STBG	3,344	641
MD 198: MD 295 to MD 32	61-1403-41	Roadway widening	Other	0	306
US 50: MD 70 to MD 2	61-1404-41	Roadway widening	Other	0	15,883
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STBG	575	106
			TIGER	4,000	0
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	3,022
			STBG	529	132
Subtotal				8,448	20,585
<b>SHA - Baltimore County</b>					
I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41	Roadway widening	NHPPC	0	0



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41	Roadway widening	Other	0	642
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	810	90
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	Other	0	2,446
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	Roadway widening	1702	252	39
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHS	15,355	34
			Other	0	1,021
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	NHPPC	8,771	145
MD 25: Bridge Replacement over Georges Run	63-1603-13	Bridge repair/deck replacement	STBG	0	104
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	Other	0	5,200
I-695: Bridge Replacement on Crosby Road	63-1702-43	Bridge widening	Other	0	3,627
MD 137: Bridge Replacement over I-83	63-1703-13	Bridge repair/deck replacement	Other	0	2,973
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	49	138
			Other	0	5,250
I-70 & I-695: Triple Bridges Study	63-1705-43	Bridge widening	Other	0	121
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	STBG	3,941	1,097
MD 45: Padonia Rd to Wight Ave	63-1707-11	Road resurfacing/rehabilitation	NHPPC	2,736	771
			Other	0	13,200
Subtotal				31,914	36,898
<b>SHA - Carroll County</b>					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	7,545



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	STBG	46	12
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	2,339
MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13	Bridge repair/deck replacement	Other	0	3,259
Subtotal				46	13,155
<b>SHA - Harford County</b>					
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	Roadway widening	STBG	13	4
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	Roadway widening	NHPPC	5,675	1,416
			STBG	160	308
MD 22: Paradise Road Intersection Reconstruction	65-1403-41	Roadway widening	STBG	2,471	1,040
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STBG	321	112
Subtotal				8,640	2,880
<b>SHA - Howard County</b>					
US 29: Seneca Drive to MD 175 - Phase 1B	66-1101-41	Roadway widening	NHPPC	0	294
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	Other	0	800
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	13,811
I-95: Montgomery Road to I-895 Noise Barrier	66-1701-31	Noise barriers	Other	0	2,935
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	4,708	1,292
I-95: Active Traffic Management	66-1801-41	Roadway widening	Other	0	1,000
Subtotal				4,708	20,132



## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>SHA - Regional</b>					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	10,400	2,600
			STBG	19,840	4,960
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	4,400	1,100
			NHPPC	45,200	11,300
			STBG	42,000	10,500
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,280	320
			NHPPC	1,520	380
			STBG	8,240	2,060
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	1,120	280
			NHPPC	8,360	2,090
			NHS	2,464	616
			RTP	240	60
			STBG	9,200	2,300
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	4,592	1,148
			HSIP	9,440	2,360
			NHPPC	29,280	7,320
			STBG	24,000	6,000



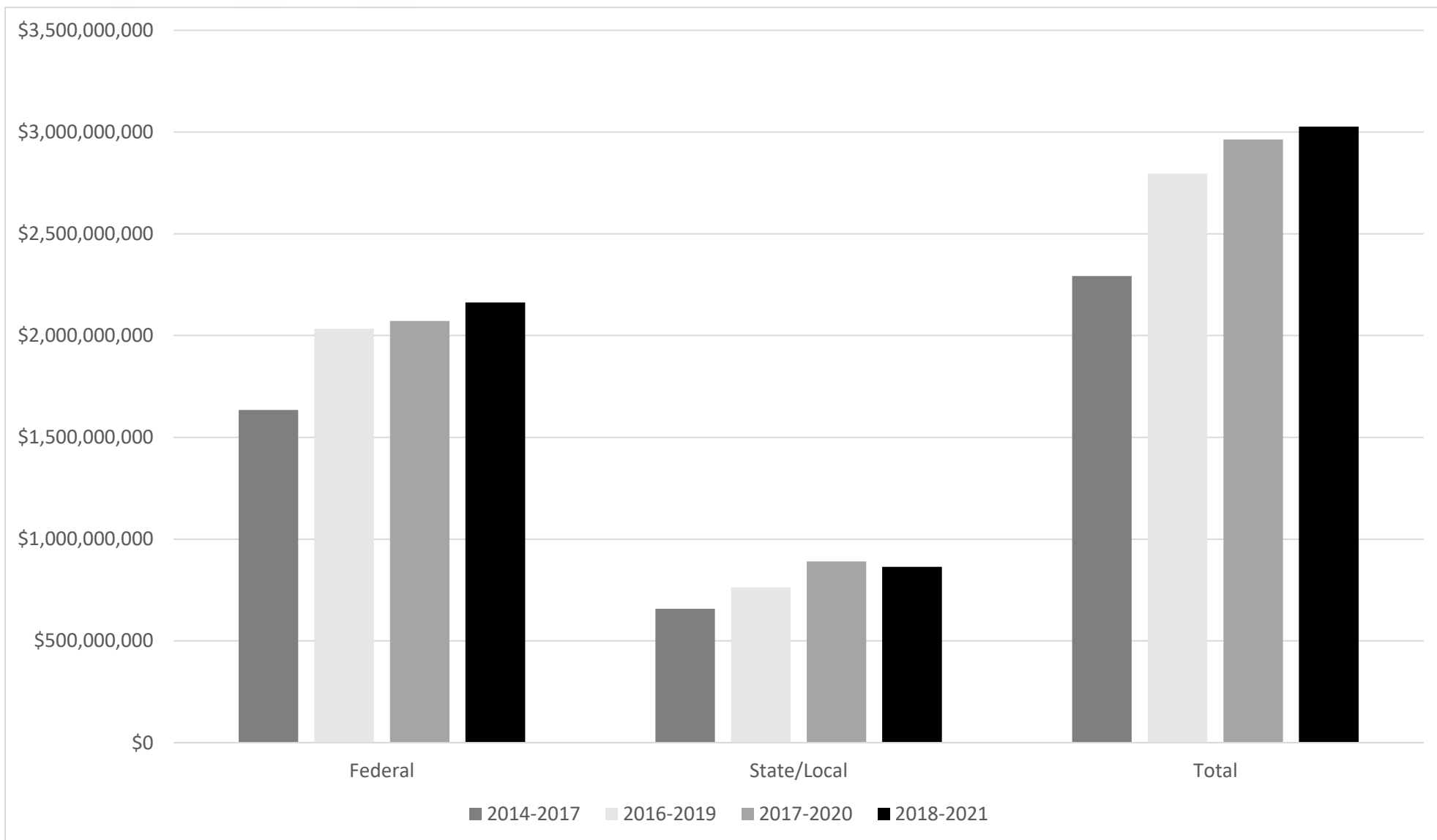
## Transportation Improvement Program - FY 2018-2021

Table 2: FY 2018 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	40	10
			STBG	5,040	1,260
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	4,960	1,240
Subtotal				231,661	57,904

Table 3: Summary of FY 2018-2021 TIP Funding by Implementing Agency and Fiscal Year

Implementing Agency	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2018-2021 Federal Funds Total	FY 2018-2021 Matching Funds Total	Grand Total
Anne Arundel County	\$3,105,000	\$2,284,000	\$1,746,000	\$13,876,000	\$0	\$20,769,000	\$833,000	\$345,000	\$5,684,000	\$37,274,000	\$42,958,000
Baltimore City	\$85,990,000	\$27,735,000	\$68,520,000	\$17,130,000	\$37,140,000	\$9,190,000	\$26,800,000	\$6,700,000	\$218,450,000	\$60,755,000	\$279,205,000
Baltimore County	\$15,880,000	\$3,970,000	\$5,500,000	\$700,000	\$1,920,000	\$480,000	\$8,340,000	\$1,360,000	\$31,640,000	\$6,510,000	\$38,150,000
Carroll County	\$1,639,000	\$287,000	\$2,993,000	\$748,000	\$2,304,000	\$448,000	\$2,916,000	\$729,000	\$9,852,000	\$2,212,000	\$12,064,000
Harford County	\$750,000	\$2,275,000	\$4,580,000	\$1,070,000	\$2,936,000	\$809,000	\$1,530,000	\$325,000	\$9,796,000	\$4,479,000	\$14,275,000
Howard County	\$0	\$37,725,000	\$0	\$10,100,000	\$0	\$1,000,000	\$0	\$0	\$0	\$48,825,000	\$48,825,000
Maryland Transportation Authority	\$0	\$28,968,000	\$0	\$14,406,000	\$0	\$0	\$0	\$0	\$0	\$43,374,000	\$43,374,000
MTA - Commuter Rail	\$31,546,000	\$7,886,000	\$15,641,000	\$3,911,000	\$29,109,000	\$7,277,000	\$19,494,000	\$4,874,000	\$95,790,000	\$23,948,000	\$119,738,000
MTA - Transit	\$243,034,000	\$61,800,000	\$176,990,000	\$45,923,000	\$143,035,000	\$36,966,000	\$147,459,000	\$38,540,000	\$710,518,000	\$183,229,000	\$893,747,000
Office of the Secretary	\$3,644,000	\$2,891,000	\$1,736,000	\$3,134,000	\$400,000	\$1,150,000	\$400,000	\$100,000	\$6,180,000	\$7,275,000	\$13,455,000
SHA - Anne Arundel County	\$8,448,000	\$20,585,000	\$9,540,000	\$10,262,000	\$14,948,000	\$4,933,000	\$12,136,000	\$3,808,000	\$45,072,000	\$39,588,000	\$84,660,000
SHA - Baltimore County	\$31,914,000	\$36,898,000	\$23,139,000	\$44,814,000	\$11,790,000	\$11,358,000	\$0	\$6,514,000	\$66,843,000	\$99,584,000	\$166,427,000
SHA - Carroll County	\$46,000	\$13,155,000	\$46,000	\$16,081,000	\$46,000	\$6,269,000	\$35,000	\$134,000	\$173,000	\$35,639,000	\$35,812,000
SHA - Harford County	\$8,640,000	\$2,880,000	\$6,497,000	\$2,149,000	\$3,090,000	\$248,000	\$0	\$0	\$18,227,000	\$5,277,000	\$23,504,000
SHA - Howard County	\$4,708,000	\$20,132,000	\$13,674,000	\$22,889,000	\$22,842,000	\$7,746,000	\$25,690,000	\$7,282,000	\$66,914,000	\$58,049,000	\$124,963,000
SHA - Regional	\$231,662,000	\$57,904,240	\$216,221,000	\$54,044,000	\$214,861,000	\$53,704,000	\$214,861,000	\$53,704,000	\$877,605,000	\$219,356,240	\$1,096,961,240
<b>Grand Total</b>	<b>\$671,006,000</b>	<b>\$327,375,240</b>	<b>\$546,823,000</b>	<b>\$261,237,000</b>	<b>\$484,421,000</b>	<b>\$162,347,000</b>	<b>\$460,494,000</b>	<b>\$124,415,000</b>	<b>\$2,162,744,000</b>	<b>\$875,374,240</b>	<b>\$3,038,118,240</b>



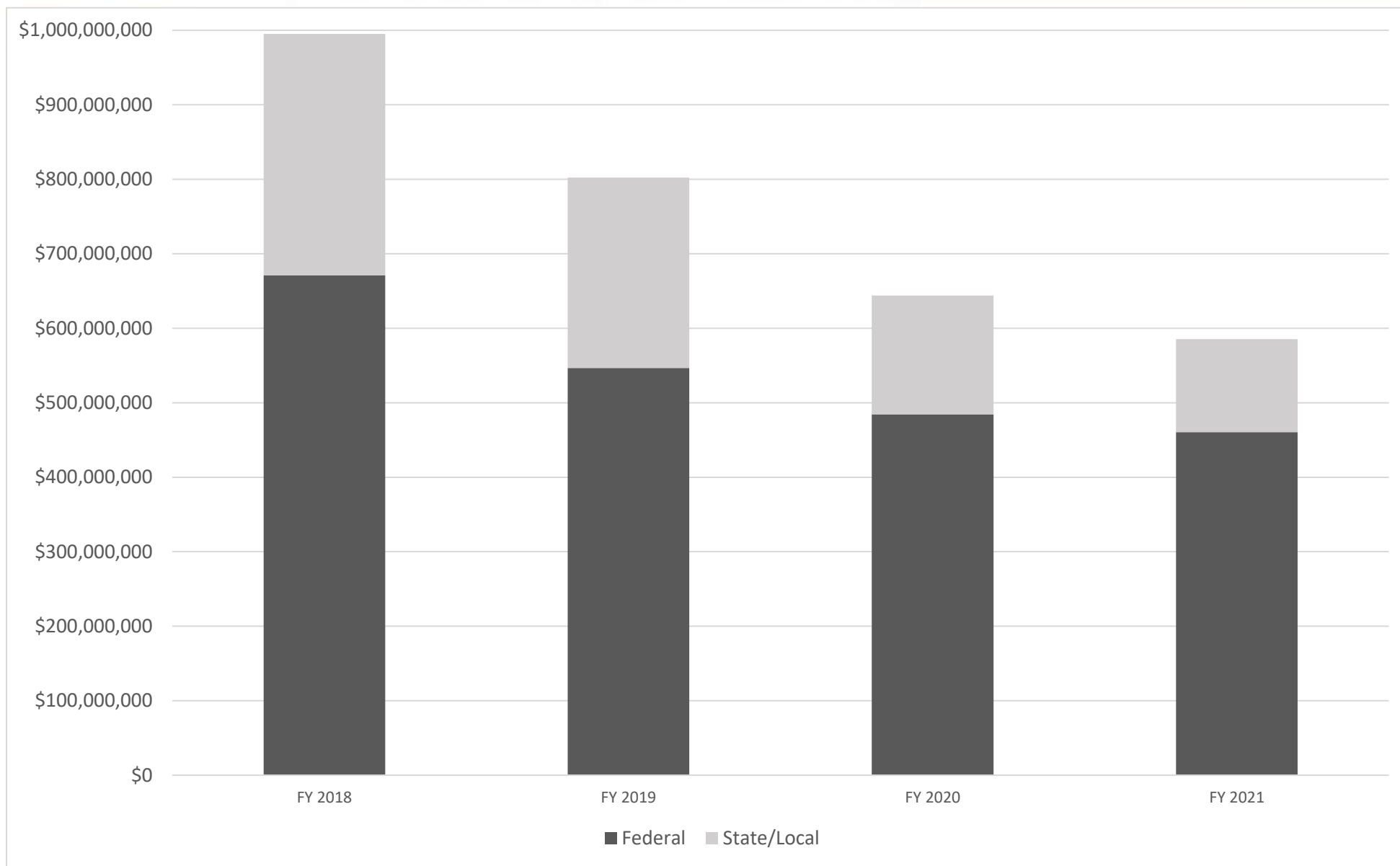
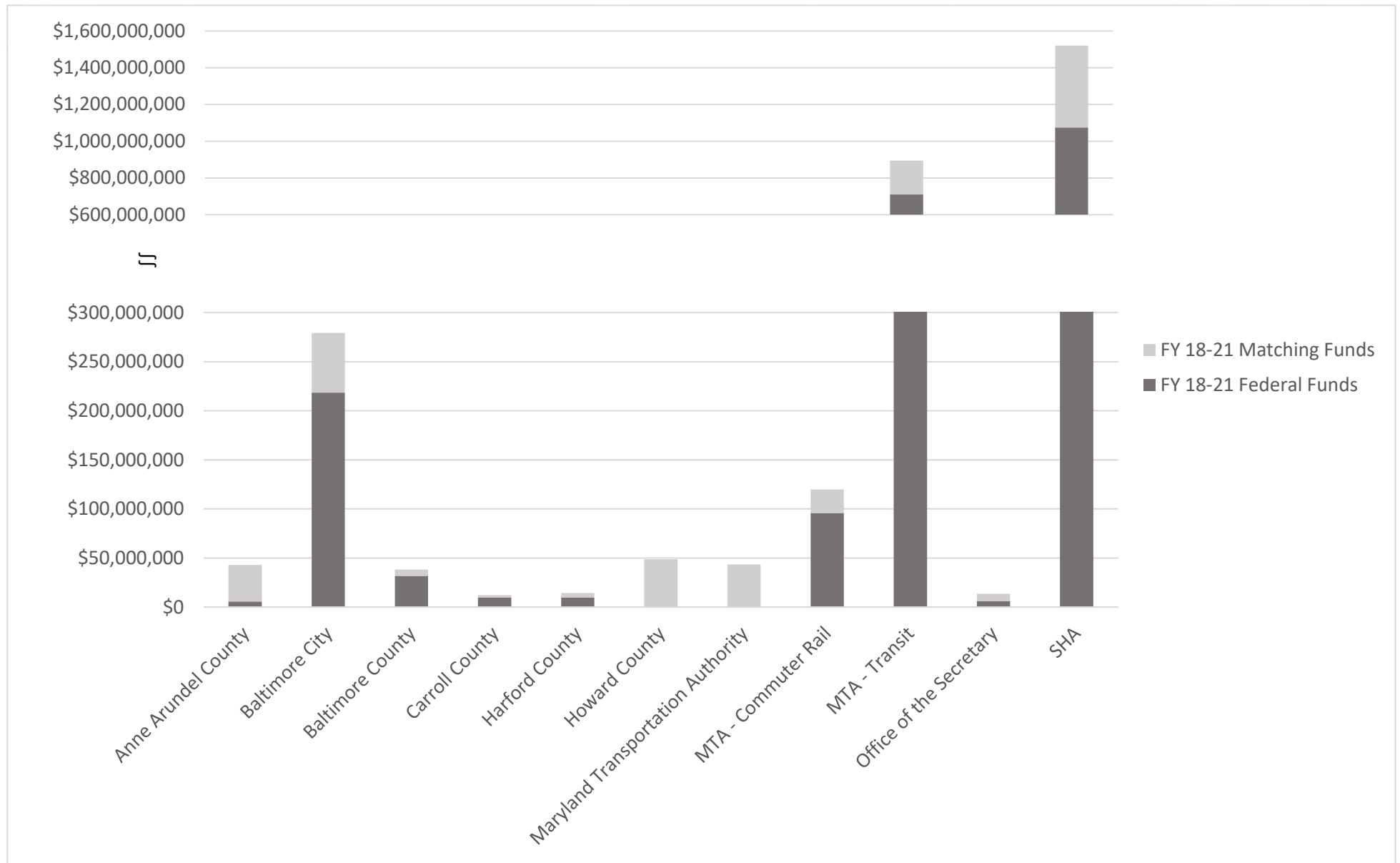
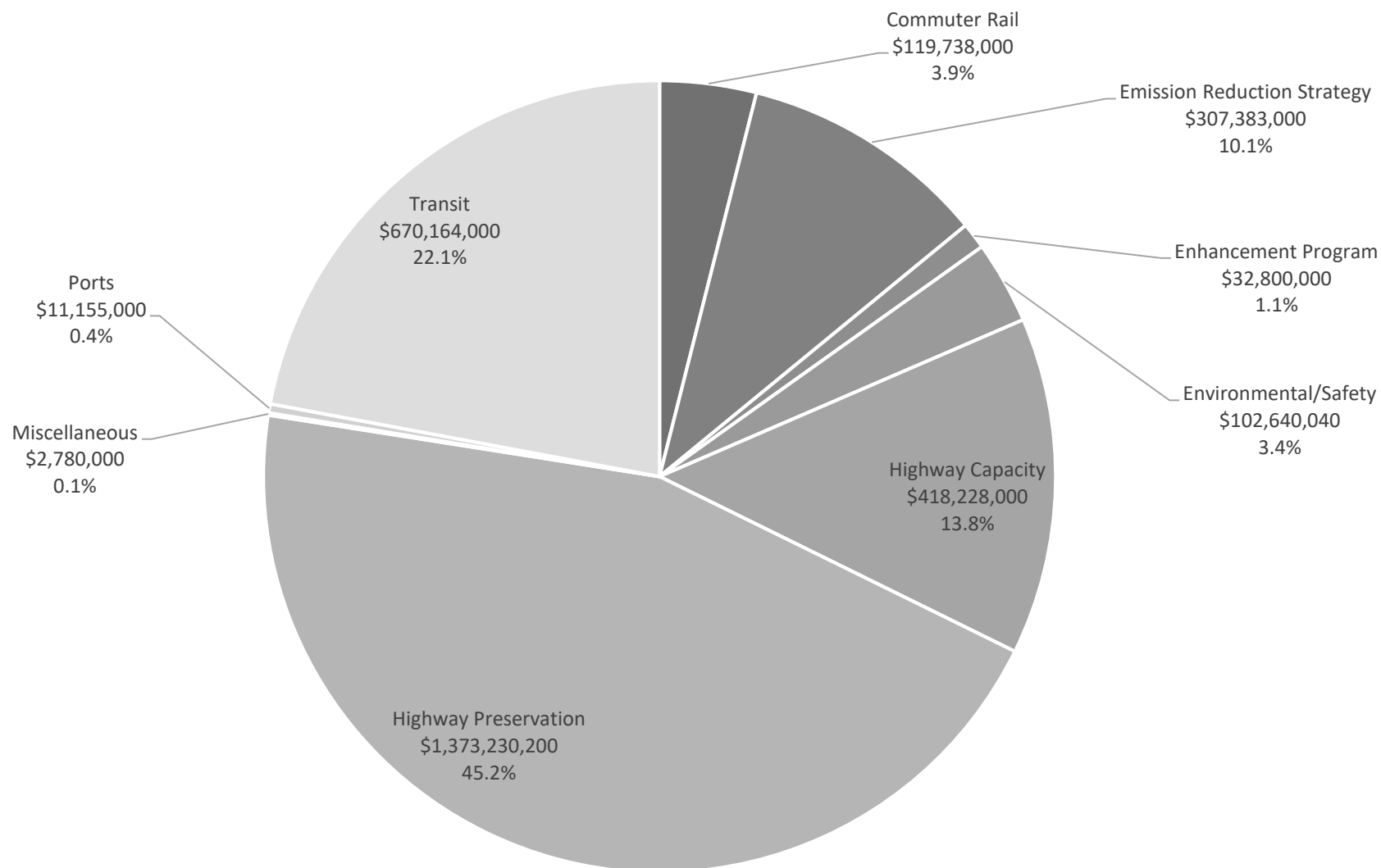
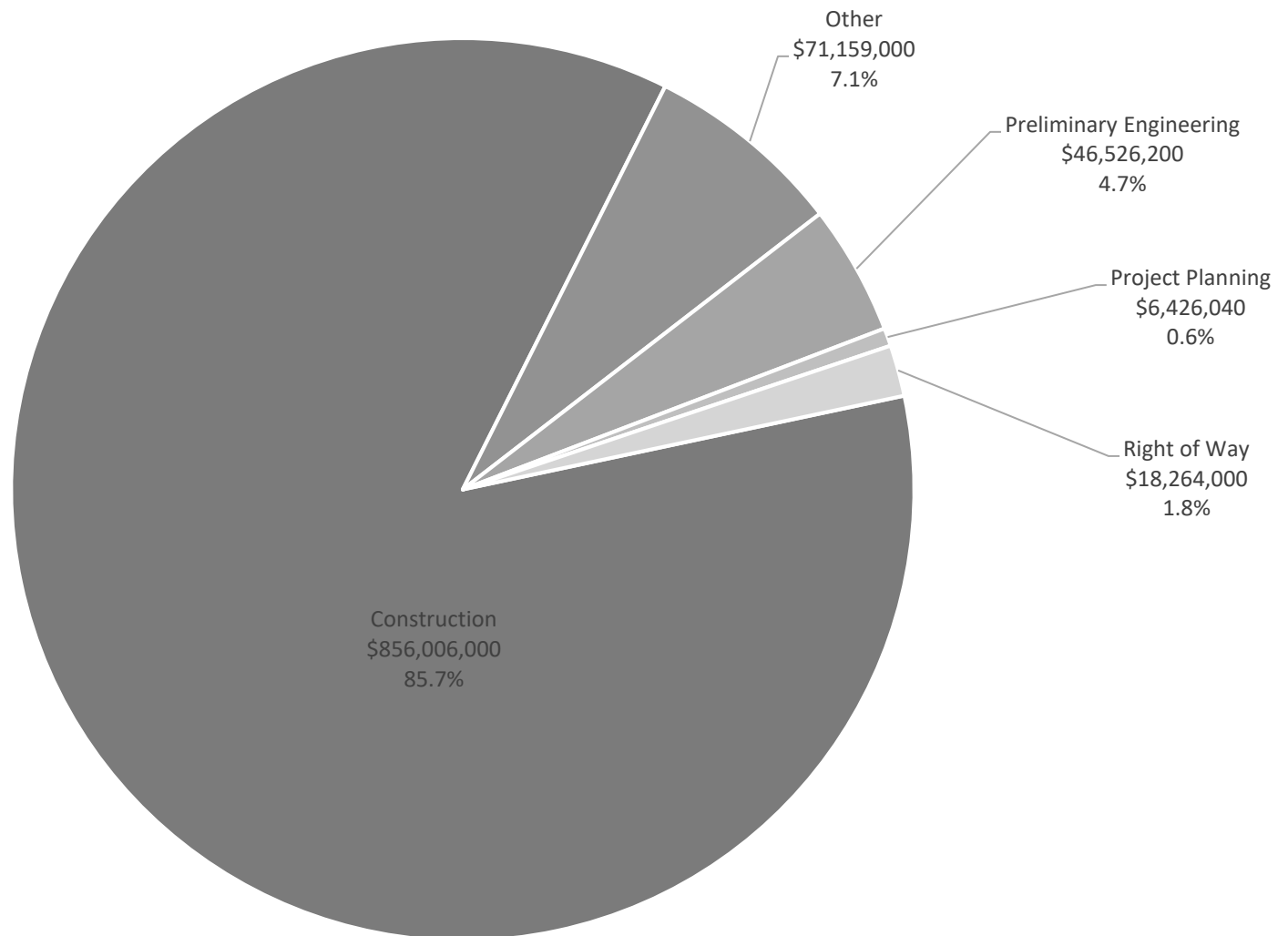


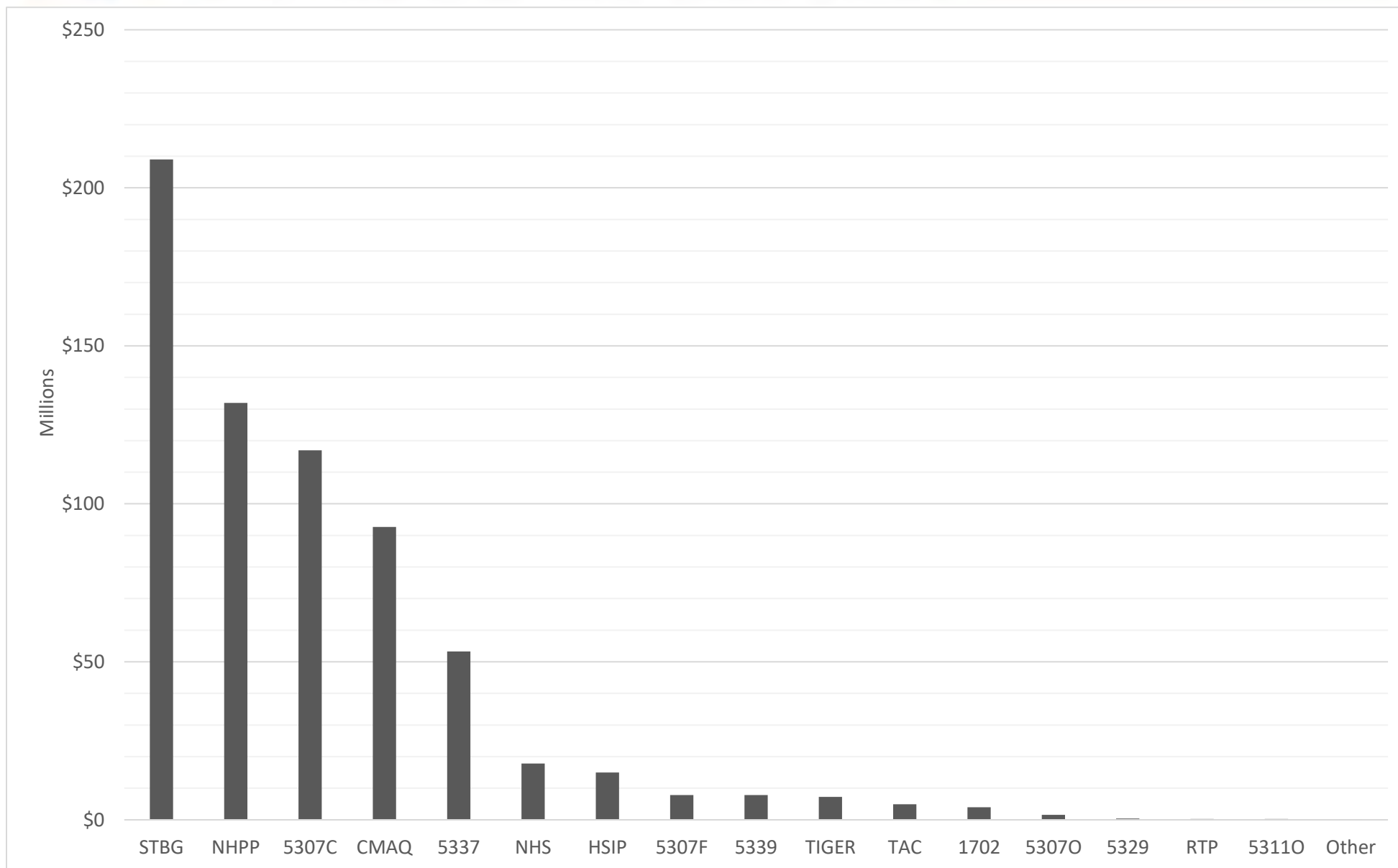
Exhibit 3: Distribution of Federal and Matching Funds in the FY 2018-2021 TIP by Implementing Agency



Project Category	Number of Projects
Highway Preservation	72
Highway Capacity	30
Transit	10
Emission Reduction Strategy	7
Environmental/Safety	4
Miscellaneous	4
Commuter Rail	3
Enhancement Program	2
Ports	1
<b>Total</b>	<b>133</b>



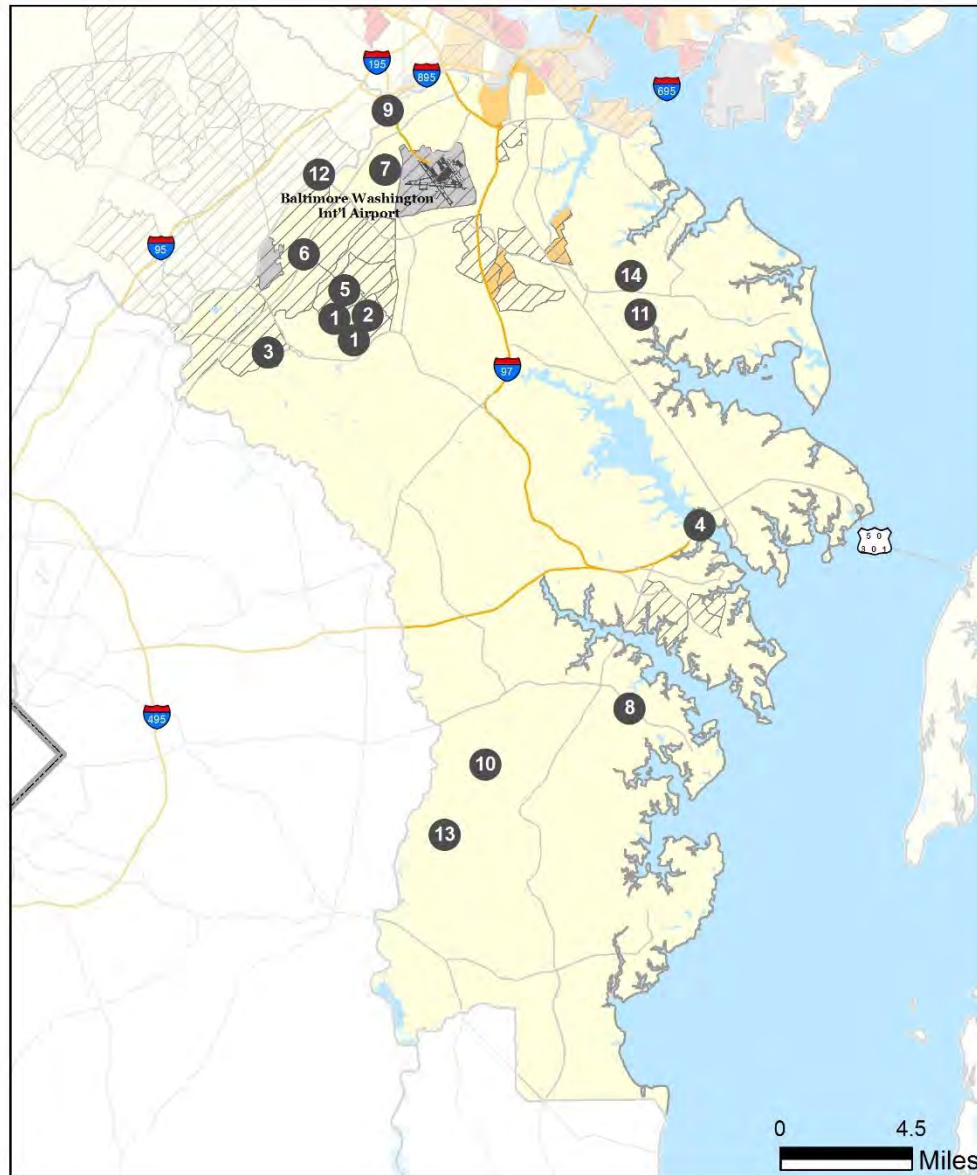
**Exhibit 6: Distribution of FY 2018 Funding by Project Phase**



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

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

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



### Project Sponsor: State Highway Administration

1	MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39
2	MD 175: MD 295 to MD 170	61-0605-41
3	MD 198: MD 295 to MD 32	61-1403-41
4	US 50: MD 70 to MD 2	61-1404-41
5	MD 175: Disney Road to Reece Road	61-1601-41
6	MD 175: National Business Parkway to McCarron Court	61-1701-41

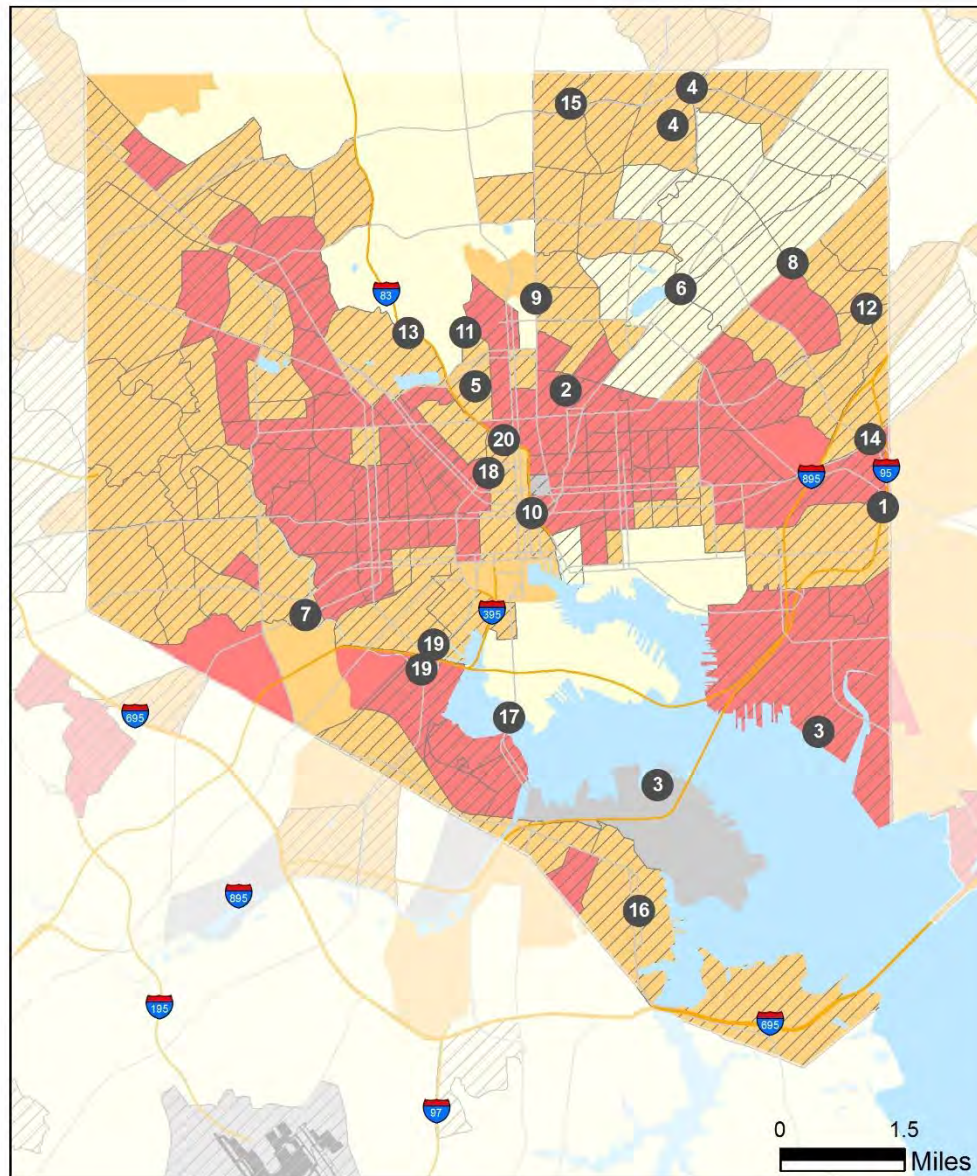
### Project Sponsor: Anne Arundel County

7	Hanover Road Corridor Improvement	11-1801-42
8	MD 214: MD 468 Intersection Improvements	11-1803-41
9	Furnace Avenue Bridge over Deep Run	11-1103-13
10	Harwood Road Bridge over Stocketts Run	11-1208-13
11	Magothy Bridge Road Bridge over Magothy River	11-1402-13
12	O'Connor Road Bridge over Deep Run	11-1403-13
13	Polling House Road Bridge over Rock Branch	11-1602-13
14	Mountain Road Corridor Revitalization - Phase I	11-1802-19

-  Minority population is greater than the regional average of 40%
-  Below 50% of Regional Median Household Income
-  50% - 80% of Regional Median Household Income
-  Above 80% of Regional Median Household Income
-  No Household Income Data

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 40%. Census tracts showing the race, ethnicity, population, and median household income are from the 2011-2015 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$68,842. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2016, TIGER/Line®, MTA, American Community Survey.

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



### Project Sponsor: Maryland Transportation Authority

1 I-95: Moravia Road to Fort McHenry Tunnel 22-1601-41

### Project Sponsor: Maryland Transit Administration

2 Kirk Bus Facility Replacement - Phase 1 & 2 40-1203-65

### Project Sponsor: Office of the Secretary

3 Port of Baltimore Enhancements 92-1401-83

### Project Sponsor: Baltimore City

4 Perring Parkway Ramp and Hillen Road Bridge 12-1215-13  
 5 Sisson Street Bridge over CSX Railroad 12-1216-13  
 6 Harford Road Bridge Over Herring Run 12-1402-13  
 7 Wilkens Avenue Bridge Over Gwynns Falls 12-1403-13  
 8 Belair Road Complete Streets 12-1404-11  
 9 Greenmount Avenue Reconstruction: 43rd Street to 29th Street 12-1408-12  
 10 Orleans Street Bridge over I-83 and City Streets 12-1601-13  
 11 Remington Avenue Bridge over Stony Run 12-1602-13  
 12 Radecke Avenue over Moores Run 12-1603-13  
 13 I-83 Concrete Deck Mill and Resurface 12-1604-13  
 14 Moravia Road Ramp Bridge over Pulaski Highway 12-1605-13  
 15 Replacement of the Dartmouth Retaining Wall 12-1703-19  
 16 Curtis Avenue Corridor Improvements (Phase I and II) 12-1704-11  
 17 Hanover Street Bridge Deck Repair over Middle Branch 12-1705-13  
 18 MLK Blvd. and Howard St. Intersection Improvements 12-1706-11  
 19 Monroe Street Ramp over CSX and Russell Street over CSX 12-1801-13  
 20 Baltimore City Locked Gate Interstate Access Point Approval (IAPA) 12-1201-99

Minority population is greater than the regional average of 40%

Below 50% of Regional Median Household Income

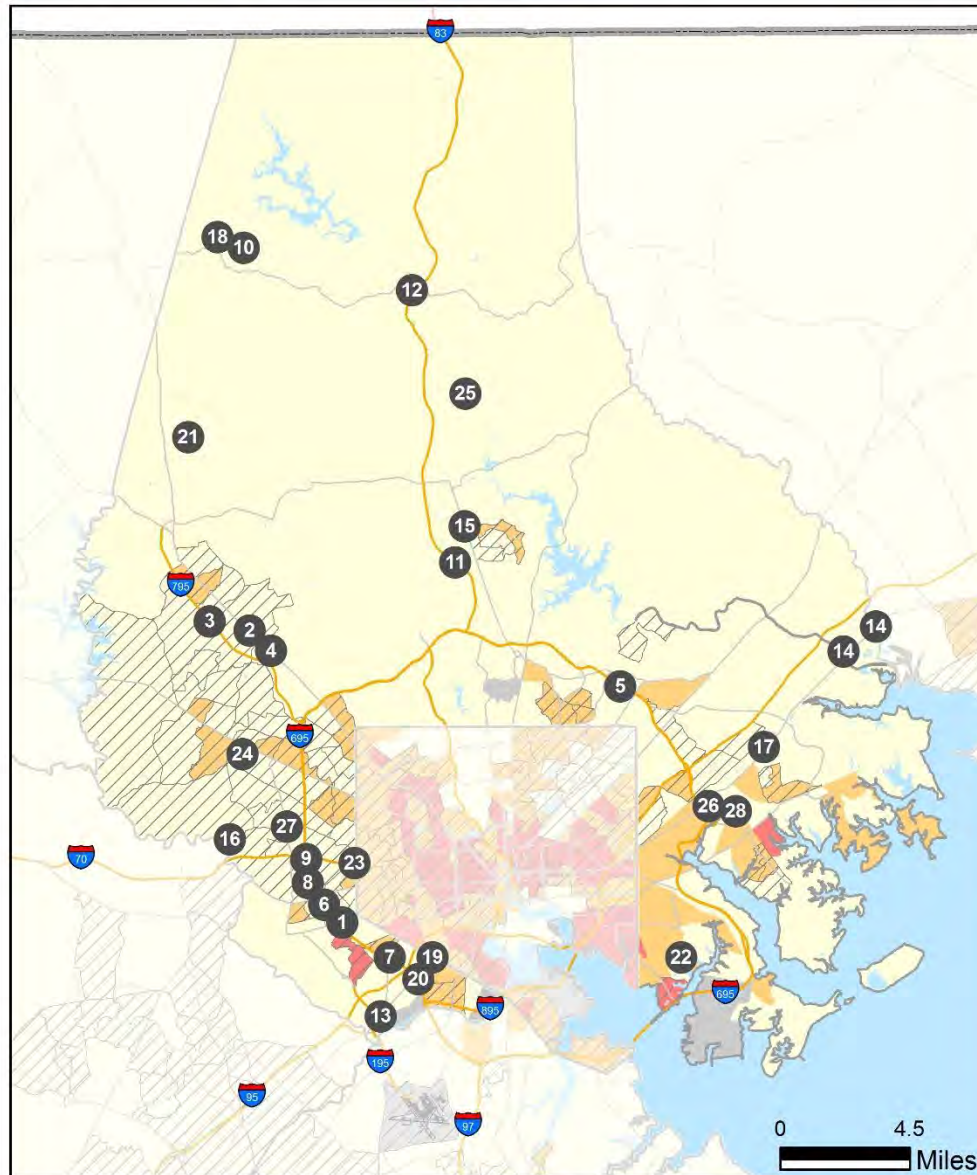
50% - 80% of Regional Median Household Income

Above 80% of Regional Median Household Income

No Household Income Data

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 40%. Census tracts showing the race, ethnicity, population, and median household income are from the 2011-2015 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$68,842. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2016, TIGER/Line®, MTA, American Community Survey.

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



## Project Sponsor: State Highway Administration

1	I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41
2	MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41
3	I-795: Dolfeld Boulevard Interchange	63-0803-46
4	MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41
5	I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41
6	I-695: US 40 to MD 144	63-1601-41
7	I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43
8	I-695: Bridge Replacement on Crosby Road	63-1702-43
9	I-70 & I-695: Triple Bridges Study	63-1705-43
10	MD 25: Bridge Replacement over Georges Run	63-1603-13
11	I-83: Bridge Replacement over Padonia Road	63-1701-13
12	MD 137: Bridge Replacement over I-83	63-1703-13
13	US 1: Bridge Replacement over CSX	63-1704-13
14	US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13
15	MD 45: Padonia Rd to Wight Ave	63-1707-11

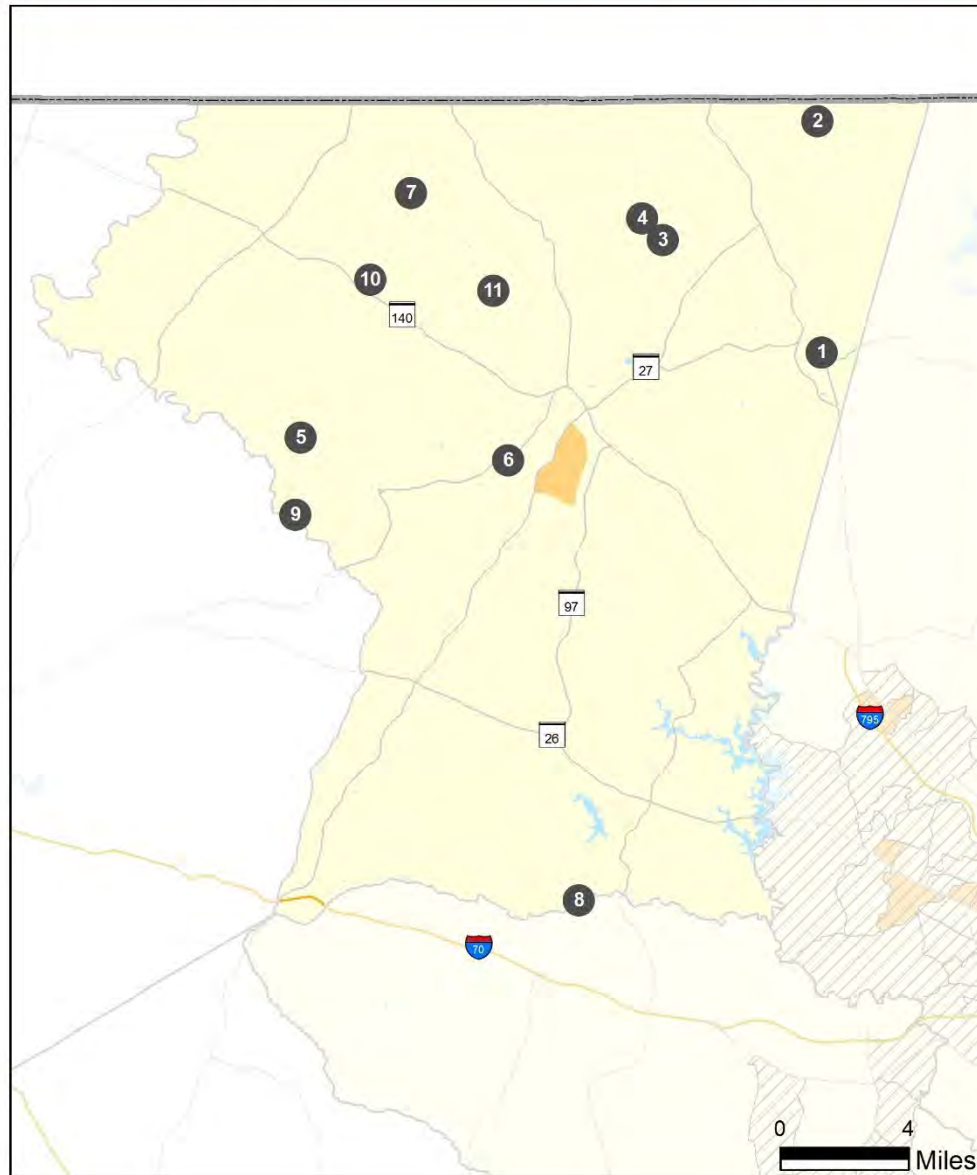
## Project Sponsor: Baltimore County

16	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13
17	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13
18	Gunpowder Road Bridge No. B-0409	13-1005-13
19	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13
20	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13
21	Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13
22	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
23	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13
24	Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13
25	Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13
26	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
27	Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13
28	Rossville Blvd. Bridge No. B-0132 over Amtrak & Orem's Rd.	13-1701-13

- Minority population is greater than the regional average of 40%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income
- No Household Income Data

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 40%. Census tracts showing the race, ethnicity, population, and median household income are from the 2011-2015 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$68,842. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2016, TIGER/Line®, MTA, American Community Survey.

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







### Project Sponsor: State Highway Administration

1	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19
2	MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13
3	MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13

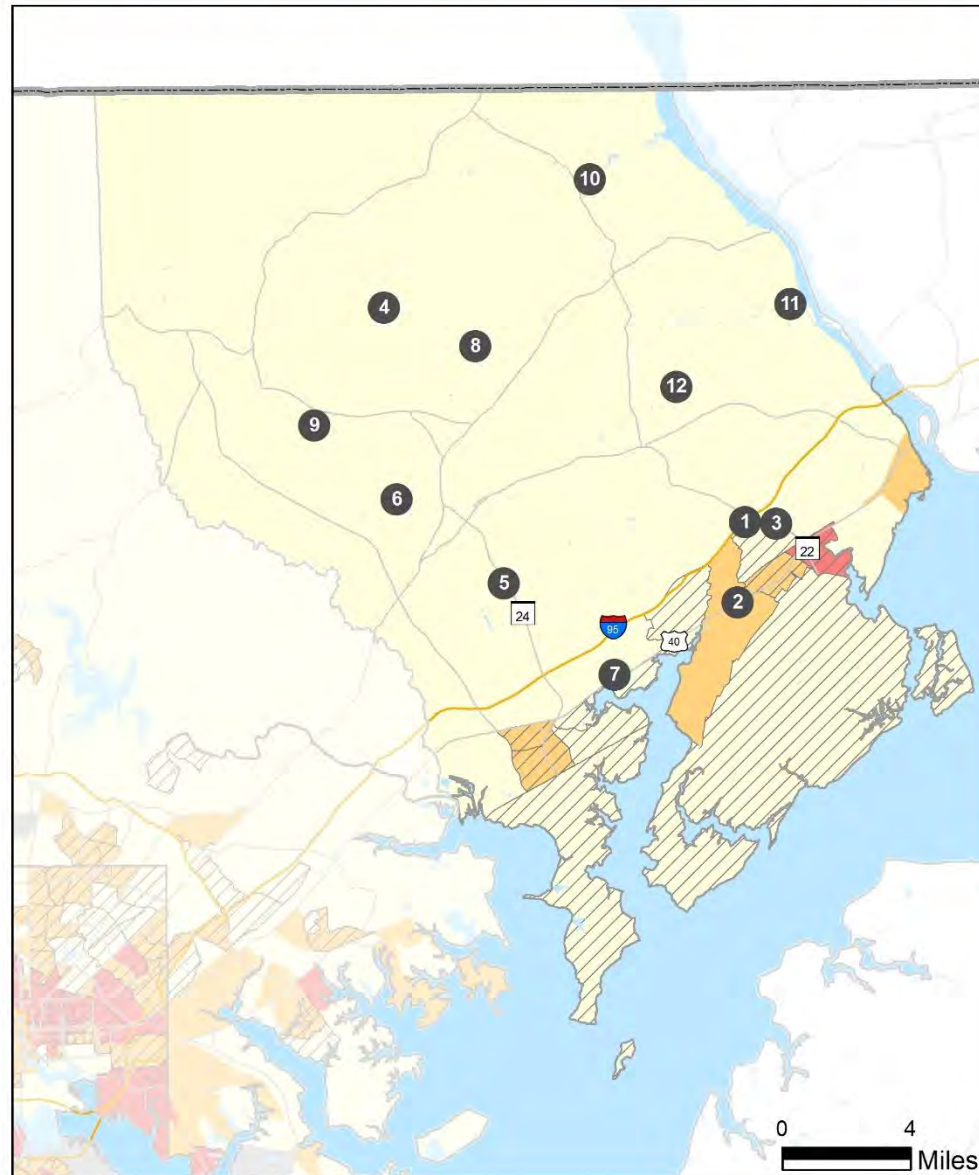
### Project Sponsor: Carroll County

4	Bixler Church Road Bridge over Big Pipe Creek	14-1101-13
5	Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13
6	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13
7	Babylon Road Bridge over Silver Run	14-1601-13
8	Gaither Road Bridge over South Branch Patapsco River	14-1602-13
9	McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13
10	Bear Run Road Bridge over Bear Branch	14-1801-13
11	Hughes Shop Road Bridge over Bear Branch	14-1802-13

-  Minority population is greater than the regional average of 40%
-  Below 50% of Regional Median Household Income
-  50% - 80% of Regional Median Household Income
-  Above 80% of Regional Median Household Income
-  No Household Income Data

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 40%. Census tracts showing the race, ethnicity, population, and median household income are from the 2011-2015 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$68,842. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2016, TIGER/Line®, MTA, American Community Survey.

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








### Project Sponsor: State Highway Administration

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

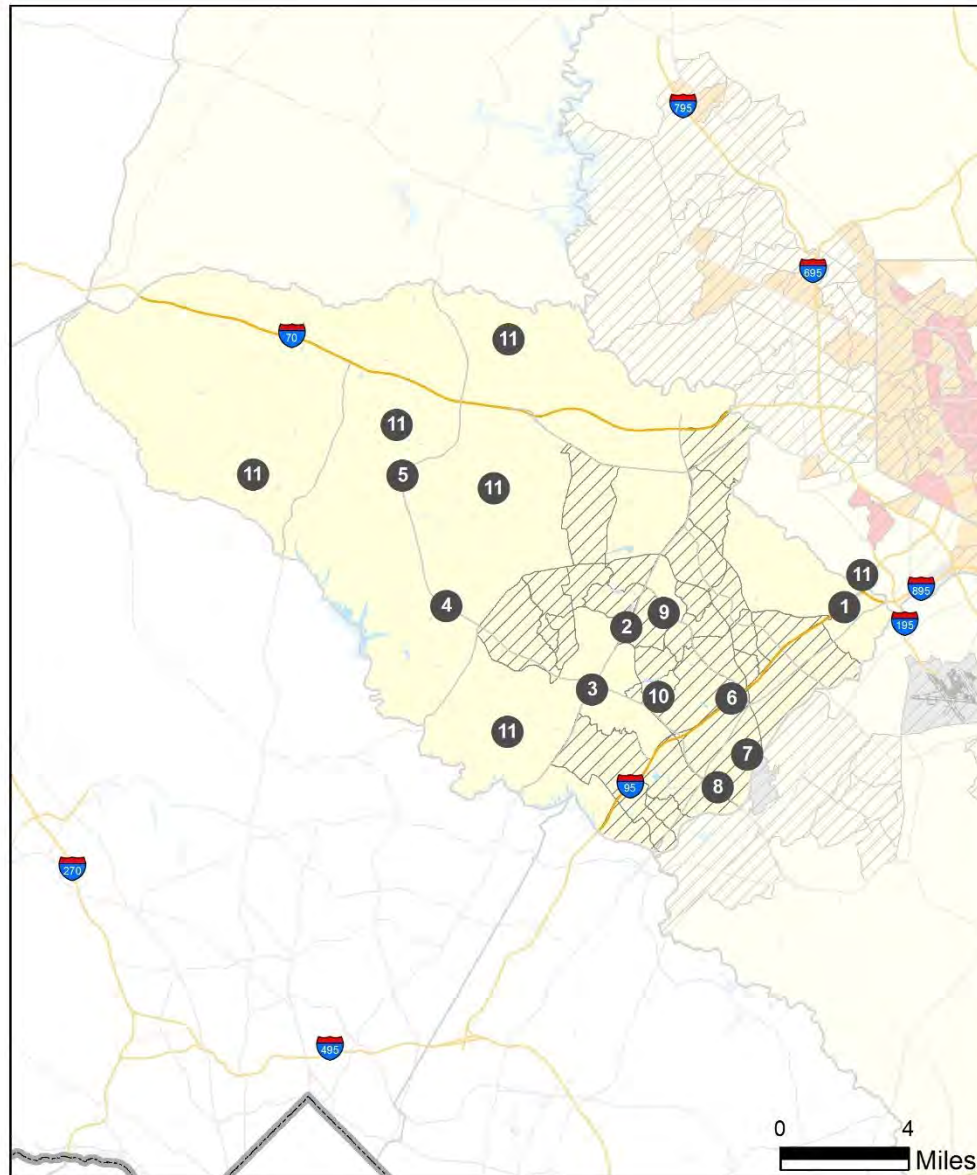
### Project Sponsor: Harford County

5	Tollgate Road	15-1404-42
6	Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13
7	Abingdon Road Bridge #169 over CSX Railroad	15-1001-13
8	Chestnut Hill Bridge #40	15-1101-13
9	Phillips Mill Road Bridge #70 over East Branch Tributary	15-1102-13
10	Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13
11	Stafford Road Bridge #24 over Deer Creek	15-1501-13
12	Glenville Road Bridge #30	15-1601-13

-  Minority population is greater than the regional average of 40%
-  Below 50% of Regional Median Household Income
-  50% - 80% of Regional Median Household Income
-  Above 80% of Regional Median Household Income
-  No Household Income Data

Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average of 40%. Census tracts showing the median household income are from the 2011-2015 American Community Survey 5-Year Estimates. The regional median household income is \$68,842. Data shown for Baltimore region only. Data Source: BMC, © NAVTEQ 2016, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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






### Project Sponsor: State Highway Administration

1	I-95: Montgomery Road to I-895 Noise Barrier	66-1701-31
2	US 29: Seneca Drive to MD 175 - Phase 1B	66-1101-41
3	US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41
4	MD 32: MD 108 to Linden Church Road	66-1602-41
5	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41
6	I-95: Active Traffic Management	66-1801-41

### Project Sponsor: Howard County

7	Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41
8	Guilford Road: US 1 to Dorsey Run Road	16-1405-41
9	MD 175 at Oakland Mills Rd Interchange	16-1407-46
10	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41
11	Bridge Repairs and Deck Replacement	16-0436-13

-  Minority population is greater than the regional average of 40%
-  Below 50% of Regional Median Household Income
-  50% - 80% of Regional Median Household Income
-  Above 80% of Regional Median Household Income
-  No Household Income Data

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 40%. Census tracts showing the race, ethnicity, population, and median household income are from the 2011-2015 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$68,842. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2016, TIGER/Line®, MTA, American Community Survey.

## Project Details

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## Hanover Road Corridor Improvement

<b>TIP ID</b>	11-1801-42	<b>Year of Operation</b>	2021
<b>Agency</b>	Anne Arundel County	<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>	Exempt	<b>Physical Data</b>	0.4 miles
<b>CIP or CTP ID(s)</b>	H566700	<b>Est. Total Cost</b>	\$14,342,000

### Description:

This project is to provide design, right-of-way acquisition and construction of a section of Hanover Road on a new alignment between Ridge Road and New Ridge Road in Hanover.

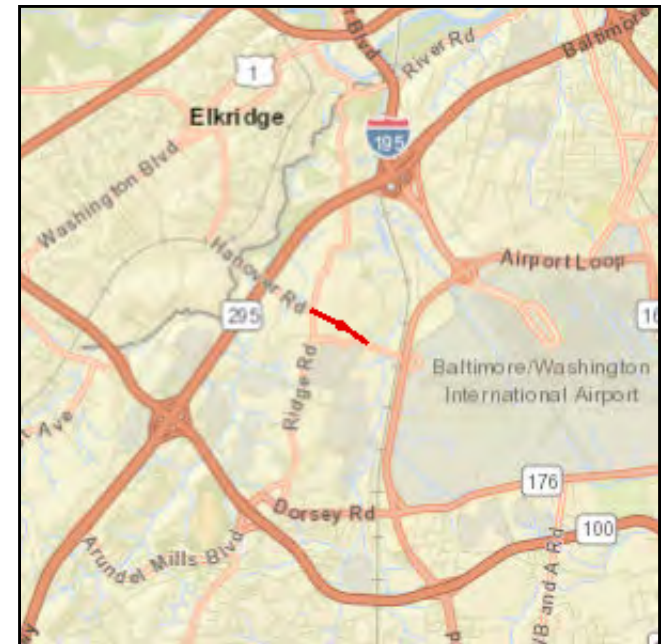
PE was programmed in FY 2017.

### Justification:

This project is a breakout project from the MD 295 Project Planning Study that has a signed FONSI.

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

- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



**Hanover Road Corridor Improvement**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$3,996	\$0	\$0	\$3,996
OTH	\$0	\$0	\$0	\$455	\$0	\$200	\$0	\$0	\$655
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$9,040	\$0	\$0	\$0	\$0	\$9,040
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,495</b>	<b>\$0</b>	<b>\$4,196</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,691</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,495</b>	<b>\$0</b>	<b>\$4,196</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,691</b>

## MD 214: MD 468 Intersection Improvements

<b>TIP ID</b>	11-1803-41	<b>Year of Operation</b>	2017
<b>Agency</b>	Anne Arundel County	<b>Project Type</b>	Roadway widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	.63 miles
<b>CIP or CTP ID(s)</b>	H512800	<b>Est. Total Cost</b>	\$3,687,454

### Description:

This project eliminates the existing eastbound lane drop on MD 214 west of MD 468. It also provides 2 through lanes and shifts the lane drop to the east side of MD 468. The existing right turn lane on MD 214 at MD 468 will become a shared through/right turn lane.

PE for this project was programmed in FY 2017.

### Justification:

This project is phase II of a larger overall intersection improvement. The Rt. 214/468 crossroad sees large volumes of traffic accessing the southeast part of the county and the Mayo peninsula and south in particular. Likewise, a large volume of rush hour vehicles access this part of the county. This project will improve the intersection, provide a satisfactory level of service, and limit impacts to property and the environment.

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

- 1.D Improve System Safety -- Improve emergency response time.
- 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
- 4. Increase Mobility



**MD 214: MD 468 Intersection Improvements**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$774	\$0	\$0	\$0	\$0	\$0	\$0	\$774
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>\$774</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$774</b>
<b>Total</b>	<b>\$0</b>	<b>\$774</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$774</b>

**Furnace Avenue Bridge over Deep Run**

<b>TIP ID</b>	11-1103-13	<b>Year of Operation</b>	2019
<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>	H535200	<b>Est. Total Cost</b>	\$1,613,000

**Description:**

Reconstruct existing bridge to correct existing deficiencies, substandard approach road and bridge deck geometry. 5 foot shoulders planned on both sides of the road.

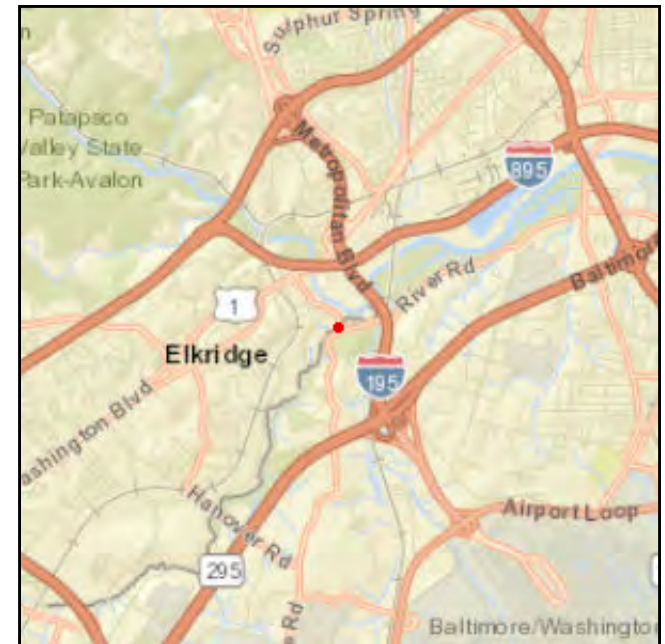
PE funding in FY 2014-2017 TIP.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

**Harwood Road Bridge over Stocketts Run**

<b>TIP ID</b>	11-1208-13	<b>Year of Operation</b>	2019
<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>	H535100	<b>Est. Total Cost</b>	\$2,172,000

**Description:**

This project will replace the existing bridge over Stocketts Run. 3 foot shoulders planned on both sides of the road.

PE funding was included in FY 2014-2017 TIP.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$1,245	\$478	\$0	\$0	\$0	\$0	\$0	\$0	\$1,723
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>\$1,245</b>	<b>\$478</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,723</b>
<b>Total</b>	<b>\$1,245</b>	<b>\$478</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,723</b>

## Magothy Bridge Road Bridge over Magothy River

<b>TIP ID</b>	11-1402-13	<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 Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H534900	<b>Est. Total Cost</b>	\$3,656,000

### Description:

Replace bridge deck and add shoulders to the bridge over the Magothy River. 5 foot sidewalks and 7 foot shoulders planned on both sides of the road.

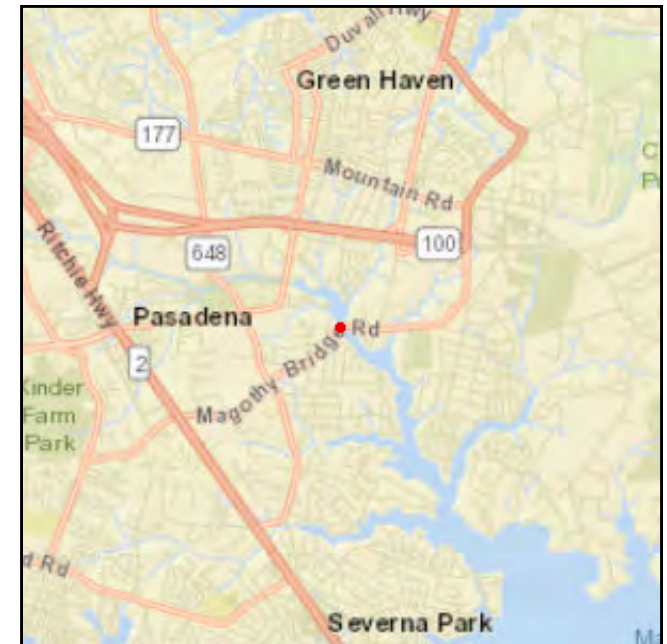
PE funding in a previous TIP.

### 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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$1,860	\$1,032	\$0	\$0	\$0	\$0	\$0	\$0	\$2,892
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>\$1,860</b>	<b>\$1,032</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,892</b>
<b>Total</b>	<b>\$1,860</b>	<b>\$1,032</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,892</b>

## O'Connor Road Bridge over Deep Run

<b>TIP ID</b>	11-1403-13	<b>Year of Operation</b>	2020
<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>	H561000	<b>Est. Total Cost</b>	\$1,282,000

### Description:

Replace bridge over Deep Run at O'Connor Road. 3 foot shoulders planned on both sides of the road.

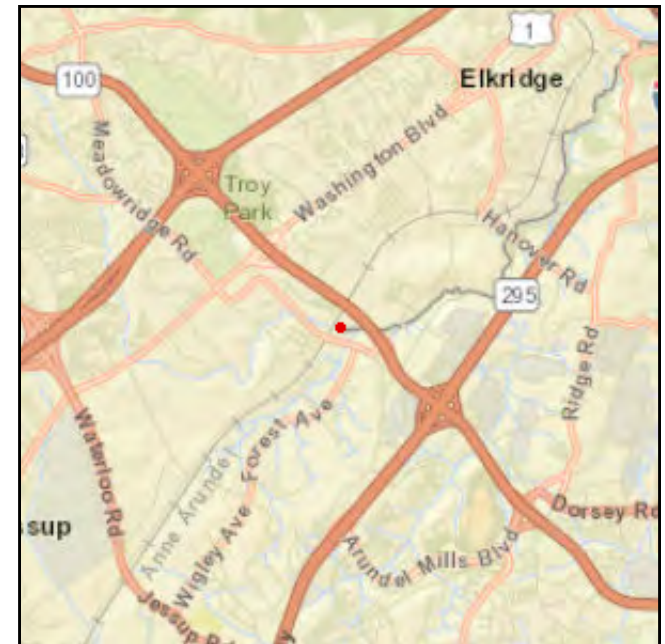
PE funding in a previous TIP.

### 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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$601	\$499	\$0	\$0	\$0	\$0	\$1,100
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>\$0</b>	<b>\$0</b>	<b>\$601</b>	<b>\$499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$601</b>	<b>\$499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100</b>

**Polling House Road Bridge over Rock Branch**

<b>TIP ID</b>	11-1602-13	<b>Year of Operation</b>	2022
<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>	H561100	<b>Est. Total Cost</b>	\$1,457,000

**Description:**

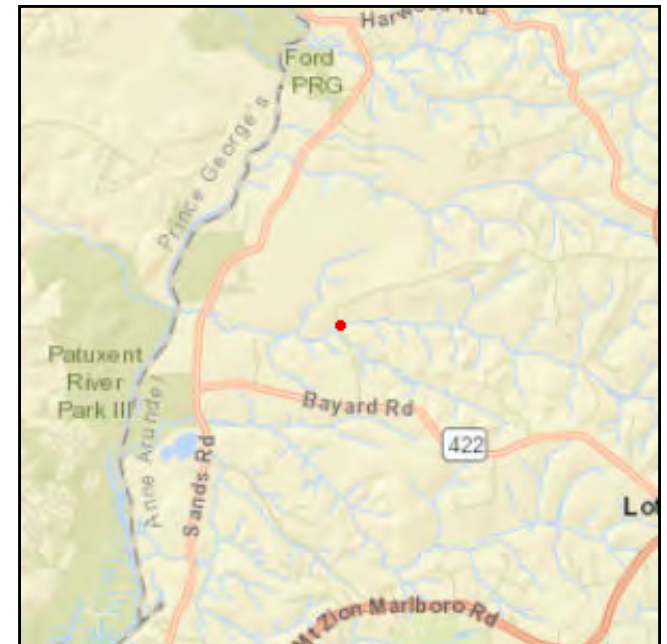
This project will replace the existing bridge along Polling House Road over Rock Branch to correct the deteriorated structure and obsolete deck geometry. 3 foot shoulders planned on both sides of the road.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$833	\$345	\$1,178
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$225	\$54	\$0	\$0	\$0	\$0	\$279
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>\$225</b>	<b>\$54</b>	<b>\$0</b>	<b>\$0</b>	<b>\$833</b>	<b>\$345</b>	<b>\$1,457</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$225</b>	<b>\$54</b>	<b>\$0</b>	<b>\$0</b>	<b>\$833</b>	<b>\$345</b>	<b>\$1,457</b>

## Mountain Road Corridor Revitalization - Phase I

<b>TIP ID</b>	11-1802-19	<b>Year of Operation</b>	2022
<b>Agency</b>	Anne Arundel County	<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>	0.81 miles
<b>CIP or CTP ID(s)</b>	H569400	<b>Est. Total Cost</b>	\$22,838,000

### Description:

This project will provide improved vehicular, bicycle, and pedestrian facilities and enhancements along the MD 177 (Mountain Road) corridor between Solley Road and Edwin Raynor Boulevard. No additional through lanes are being added.

Funding for Phase I, Catherine Avenue to Edwin Raynor Boulevard, has been provided. PE for Phase I was programmed in FY 2017.

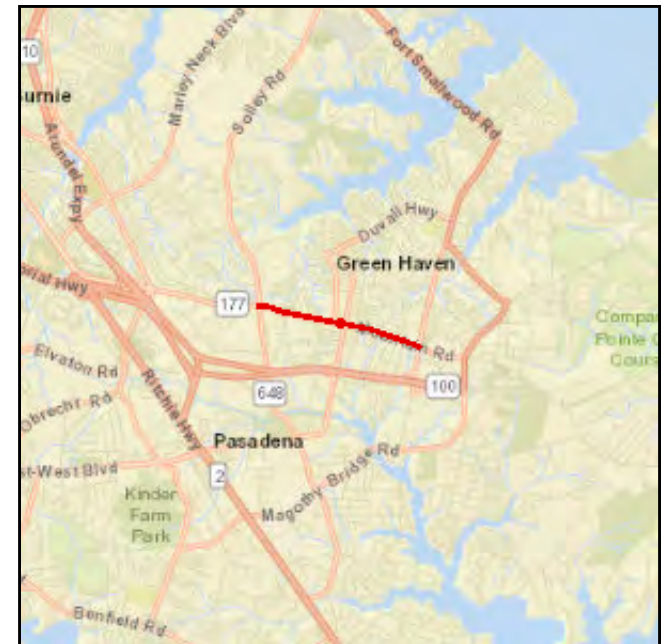
Design, right-of-way acquisition, and construction for other phases may be funded in a future budget.

### Justification:

The Mountain Road Commercial Corridor Study was conducted to determine traffic operations and safety improvements for all travel modes as well as to improve access and increase mobility options for pedestrians and cyclists along Mountain Road (MD 177) in Pasadena, Maryland. Recommendations were also developed to improve the aesthetics and functionality of the commercial corridor. An urban design framework was created with potential strategies to create distinctive, identifiable places along Mountain Road that could enhance the use of the corridor for all users.

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



**Mountain Road Corridor Revitalization - Phase I**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$16,573	\$0	\$0	\$16,573
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	\$3,525	\$0	\$0	\$0	\$0	\$3,525
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,525</b>	<b>\$0</b>	<b>\$16,573</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,098</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,525</b>	<b>\$0</b>	<b>\$16,573</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,098</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>	\$8,000,000

**Description:**

The Citywide Bicycle and Pedestrian Group includes but is not limited to:

- Planning, design, and construction of Baltimore City bicycle routes and trails system
- A citywide 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:**

- 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.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.





## Citywide Bicycle and Pedestrian Improvements

(Funding in Thousands)

## Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$6,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$8,000</b>
<b>Total</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$8,000</b>

## Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

<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>	512-077, 512-078, 512-080	<b>Est. Total Cost</b>	\$24,000,000

### 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, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, installation of fiber optic and copper communications citywide, ITS deployment and upgrades citywide, and geometric improvements at multiple intersections.

### Justification:

It is necessary to upgrade the aging infrastructure of traffic signals and ITS devices to reduce congestion and delays, distribute traffic volumes through the roadway network, and improve the safety of motorists and pedestrians.

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

- 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





## Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

(Funding in Thousands)

### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$6,400	\$1,600	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$21,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$400	\$100	\$400	\$100	\$400	\$100	\$2,500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$7,200</b>	<b>\$1,800</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>\$24,000</b>
<b>Total</b>	<b>\$7,200</b>	<b>\$1,800</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>\$24,000</b>

**Transportation Management Center Upgrade**

<b>TIP ID</b>	12-1701-04	<b>Year of Operation</b>	2021
<b>Agency</b>	Baltimore City	<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>	NA
<b>CIP or CTP ID(s)</b>	512-005	<b>Est. Total Cost</b>	\$5,000,000

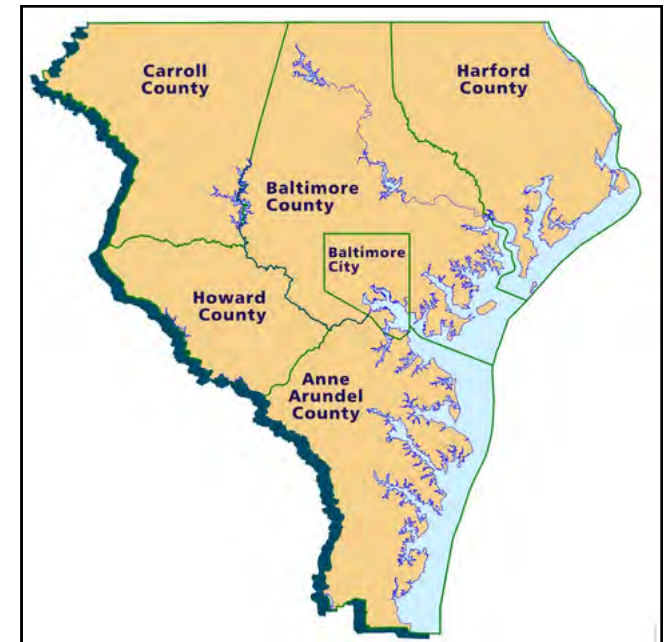
**Description:**

System integration and facility equipment upgrade citywide.

The purpose of this project is to upgrade the central computer system or Advance Traffic Management System (ATMS) which controls and communicates with traffic signals in the field. The system includes software and computer hardware (servers and switches). The current system, known as an "i2 System," is more than ten years old and the servers are old and replacement is not available since the vendor has discontinued the system. Replacement with a new system requires a complete upgrade of hardware and software, installation of communication equipment for fiber optics, and a copper cable network and camera control system to complete the functions of the ATMS.

**Justification:**

Existing system requires upgrades and expansion for better functioning of the Traffic Management Center.

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

- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 6.C Improve System Security -- Apply security-related management and operations techniques.

**Transportation Management Center Upgrade**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$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>\$4,000</b>	<b>\$1,000</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>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</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>	514-008	<b>Est. Total Cost</b>	\$8,700,000

### 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.

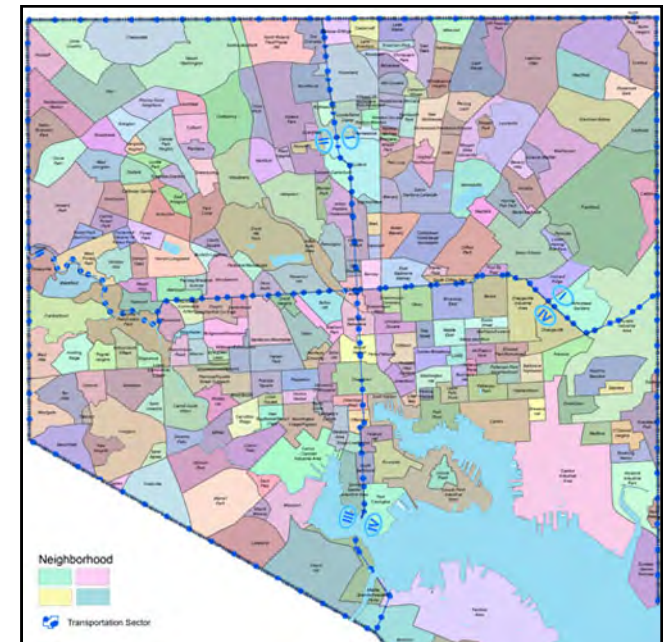
### Justification:

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).





Baltimore City

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### Citywide Road Resurfacing - Federal Aid Program

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$2,000	\$500	\$2,000	\$500	\$0	\$0	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$240	\$60	\$240	\$60	\$0	\$0	\$1,200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,480</b>	<b>\$620</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,700</b>
<b>Total</b>	<b>\$2,480</b>	<b>\$620</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,700</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>	506-760	<b>Est. Total Cost</b>	\$9,720,000

### Description:

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

PE for this project was originally authorized in FY16.

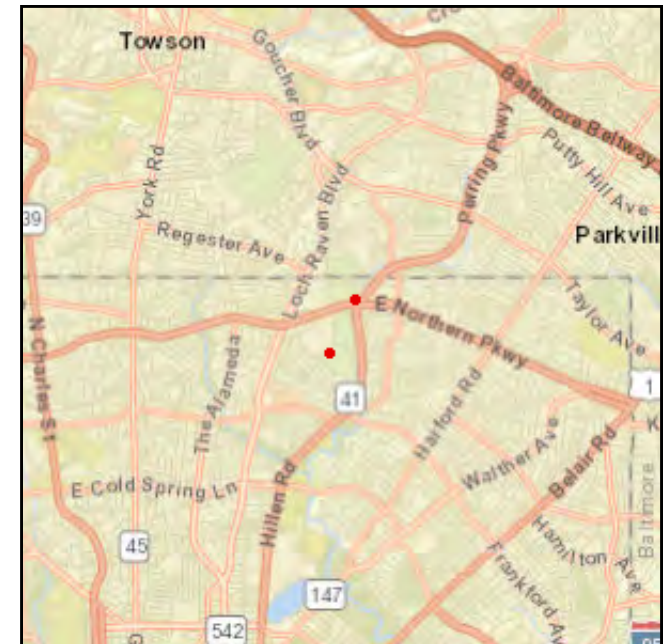
### Justification:

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).





Baltimore City

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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
Subtotal	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$9,000
Total	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$9,000

**Sisson Street Bridge over CSX Railroad**

<b>TIP ID</b>	12-1216-13	<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>	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>	\$7,800,000

**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. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. CSX is providing 75% of the construction cost for the project.

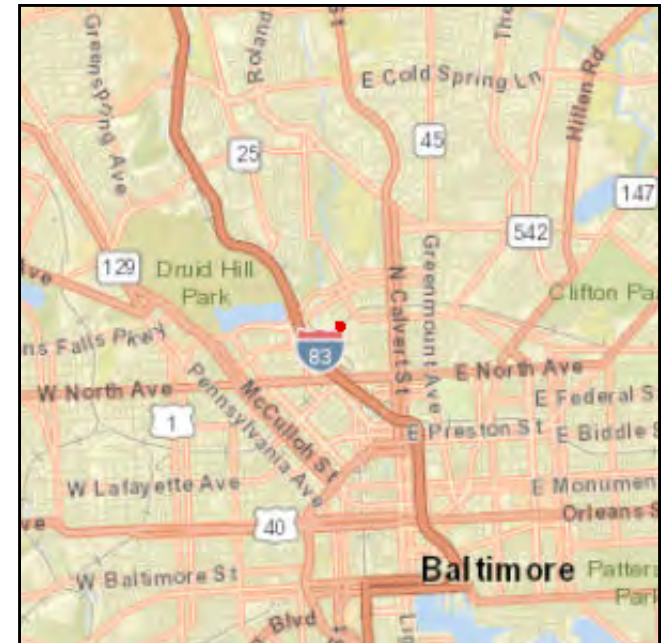
**Justification:**

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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$1,410	\$5,640	\$0	\$0	\$0	\$0	\$0	\$0	\$7,050
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$0	\$0	\$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>\$1,650</b>	<b>\$5,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,350</b>
<b>Total</b>	<b>\$1,650</b>	<b>\$5,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,350</b>

**Citywide Guide Sign Replacement**

<b>TIP ID</b>	12-1222-19	<b>Year of Operation</b>	Ongoing
<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>	\$8,000,000

**Description:**

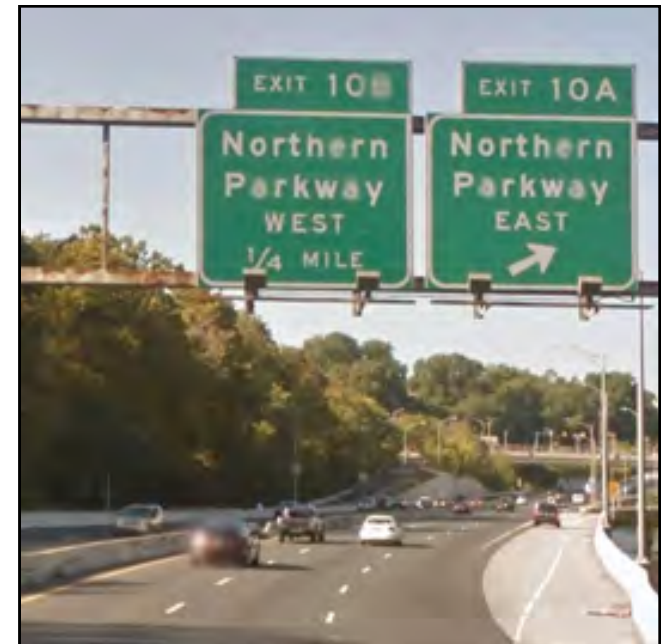
Guide sign replacement including but not limited to signs on I-83, MD 295 and other major arterials.

**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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$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	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$0	\$0	\$8,000
Total	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$0	\$0	\$8,000

**Harford Road Bridge Over Herring Run**

<b>TIP ID</b>	12-1402-13	<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>	509-087	<b>Est. Total Cost</b>	\$26,000,000

**Description:**

The bridge has deteriorated beyond repair. A total reconstruction of the bridge is needed. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

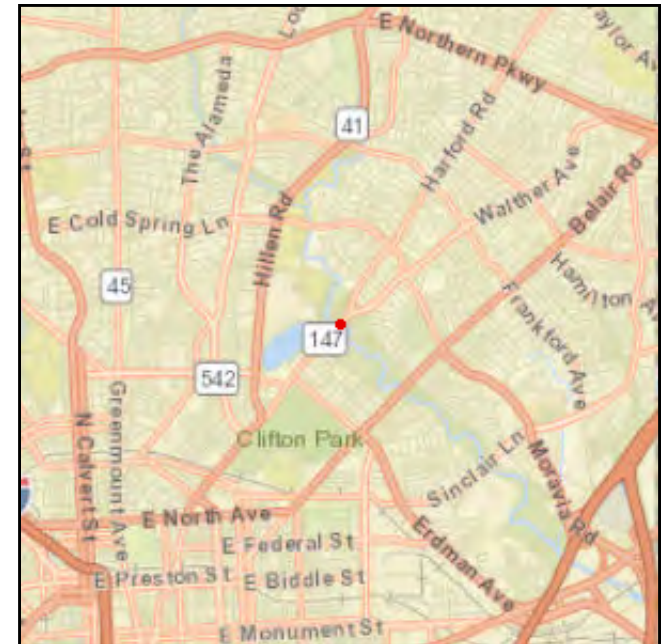
The date of authorization for PE funding for this project was in FY 2015.

**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).





Baltimore City

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### Harford Road Bridge Over Herring Run

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$19,200	\$4,800	\$0	\$0	\$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
Subtotal	\$19,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000
Total	\$19,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$24,000

## Wilkins Avenue Bridge Over Gwynns Falls

<b>TIP ID</b>	12-1403-13	<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>	509-326	<b>Est. Total Cost</b>	\$11,890,000

### Description:

This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

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

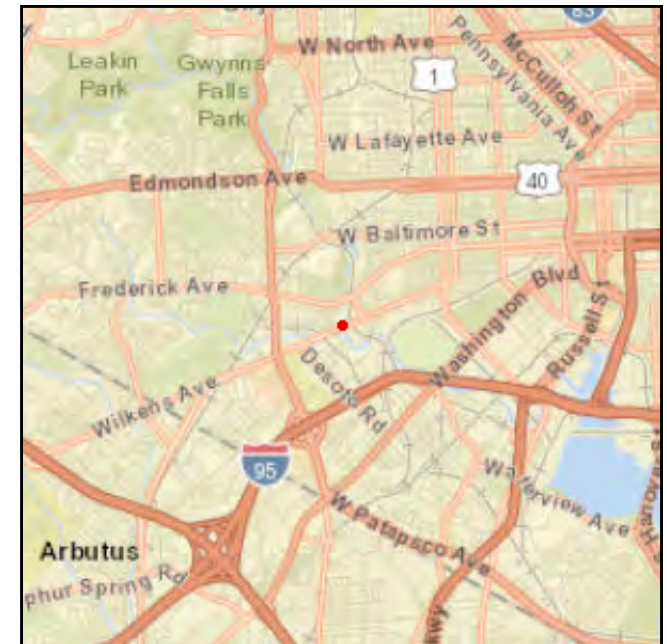
### Justification:

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).





Baltimore City

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### Wilkins Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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
Subtotal	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000

## Belair Road Complete Streets

<b>TIP ID</b>	12-1404-11	<b>Year of Operation</b>	2022
<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>	527-008	<b>Est. Total Cost</b>	\$9,900,000

### Description:

Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood Ave. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2018 construction is for Phase I which includes intersection improvements at Belair Rd and Frankford Ave node. FY 2018 PE and FY 2020 construction funds are for Phase II which includes the intersection of Belair Rd and Erdman Ave. FY 2021 PE is for Phase III which includes the intersection of Belair Rd and Fleetwood Ave.

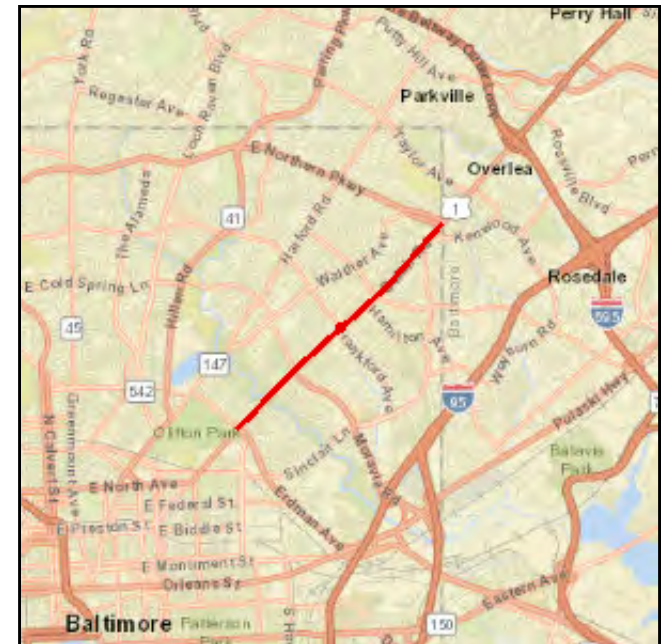
\$300,000 for Phase I PE authorized in 2016.

### 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.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.



**Belair Road Complete Streets**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$0	\$0	\$4,000	\$1,000	\$0	\$0	\$8,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$0	\$0	\$0	\$0	\$480	\$120	\$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>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$480</b>	<b>\$120</b>	<b>\$9,600</b>
<b>Total</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$480</b>	<b>\$120</b>	<b>\$9,600</b>

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

<b>TIP ID</b>	12-1408-12	<b>Year of Operation</b>	2019
<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, 1.2 miles
<b>CIP or CTP ID(s)</b>	527-009	<b>Est. Total Cost</b>	\$8,700,000

### Description:

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

PE funding included in a previous TIP (FY 2014). Additional PE included in FY 2018.

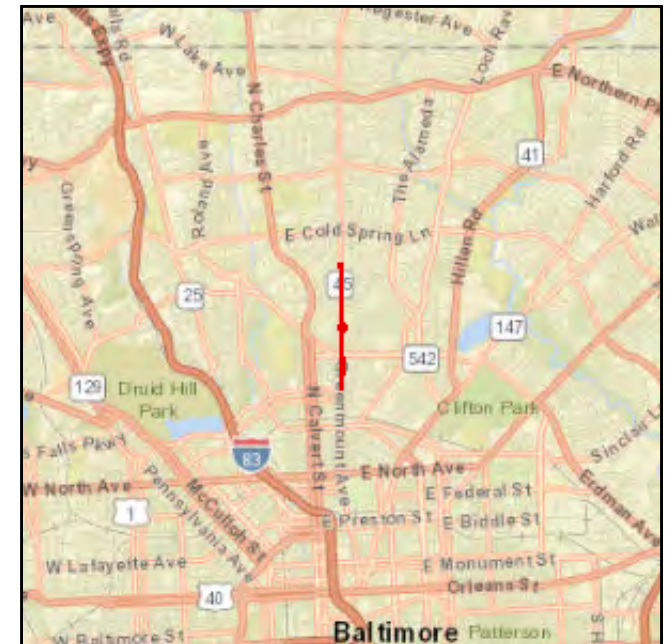
### Justification:

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)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
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>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>
<b>Total</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</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>	508-056	<b>Est. Total Cost</b>	\$18,500,000

### Description:

Citywide system preservation includes resurfacing, rehabilitation and maintenance, streetscapes, signals, and intersection improvements, as well as ADA ramps and sidewalk improvements. Current projects include, but are not limited to:

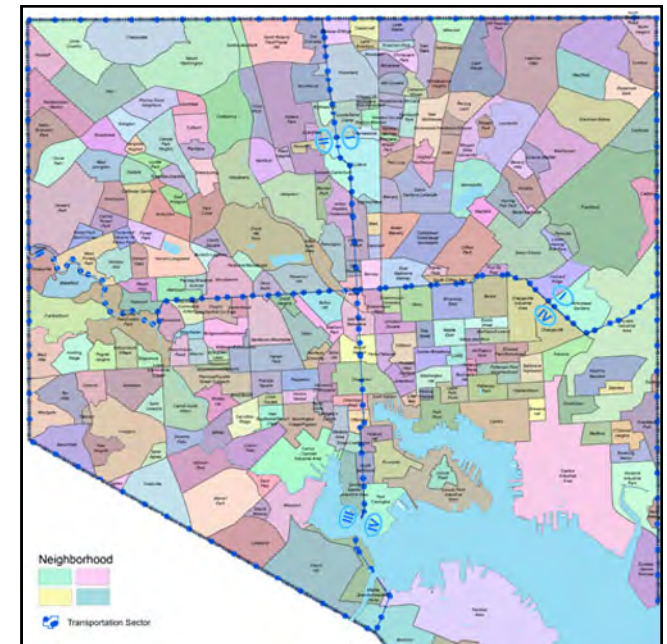
- Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue
- Moravia Road Rehabilitation from Sinclair Lane to I-895
- Patapsco Avenue rehabilitation from Gable Avenue to Annapolis Road
- Clinton Street rehabilitation from Boston Street to Keith Avenue

### 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)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$0	\$0	\$2,400	\$600	\$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>\$2,400</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>

### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$800	\$200	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$400	\$100	\$400	\$100	\$400	\$100	\$2,500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$12,500</b>
<b>Total</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$18,500</b>

## Orleans Street Bridge over I-83 and City Streets

<b>TIP ID</b>	12-1601-13	<b>Year of Operation</b>	2022
<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>	506-006	<b>Est. Total Cost</b>	\$7,000,000

### 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. The sidewalk along the south side of the bridge will remain in place. The project name has changed from the FY 2016-2019 TIP to reflect the name that is used in the CIP.

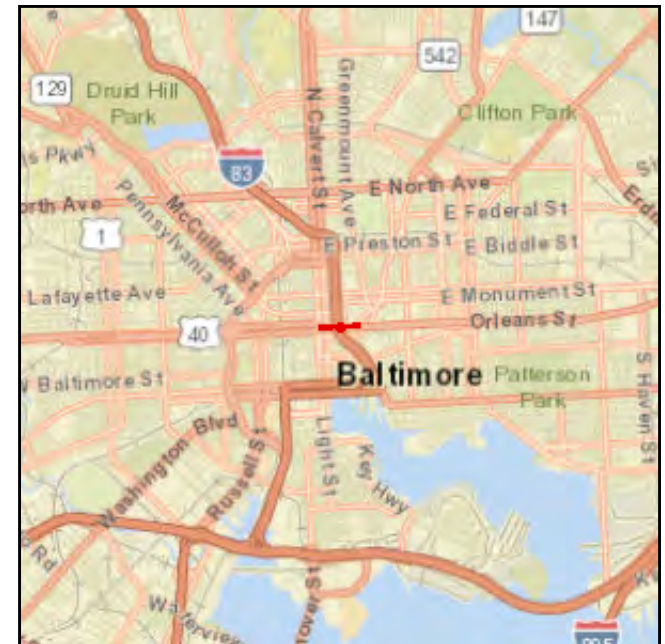
### Justification:

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 Bridge over I-83 and City Streets

(Funding in Thousands)

## Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$6,000
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>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>

## Remington Avenue Bridge over Stony Run

<b>TIP ID</b>	12-1602-13	<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>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	506-761	<b>Est. Total Cost</b>	\$6,800,000

### Description:

This work will include but will not be limited to replacing the deteriorating bridge with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

PE for this project was authorized in FY16.

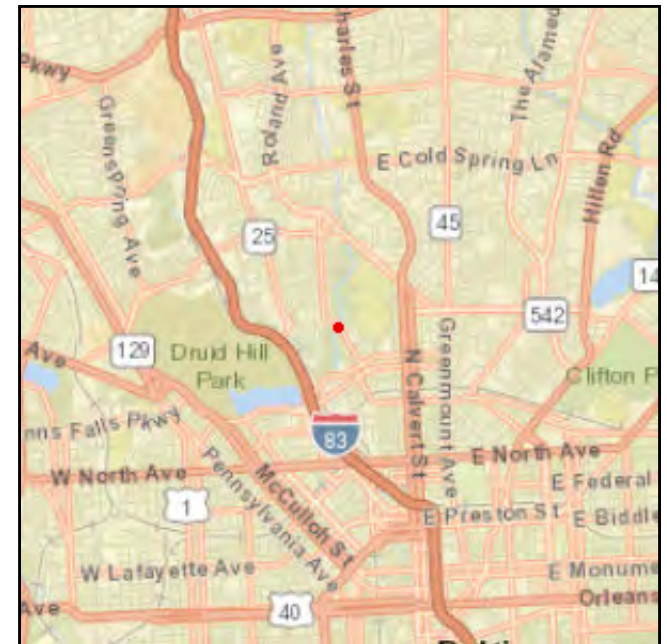
### Justification:

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 Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$4,720	\$1,180	\$0	\$0	\$0	\$0	\$5,900
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
Subtotal	\$0	\$0	\$4,720	\$1,180	\$0	\$0	\$0	\$0	\$5,900
Total	\$0	\$0	\$4,720	\$1,180	\$0	\$0	\$0	\$0	\$5,900

## Radecke Avenue over Moores Run

<b>TIP ID</b>	12-1603-13	<b>Year of Operation</b>	2022
<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>	506-762	<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. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

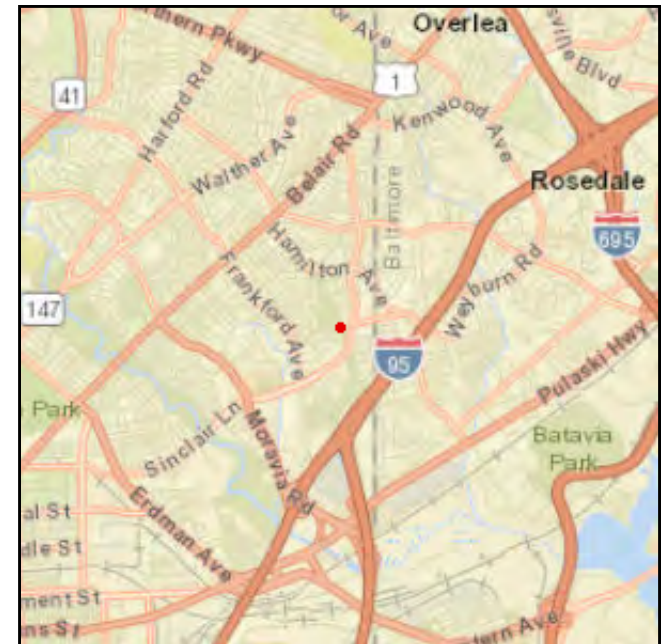
### Justification:

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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,000	\$750	\$0	\$0	\$3,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
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>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>
<b>Total</b>	<b>\$600</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$750</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>	2020
<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>	509-005	<b>Est. Total Cost</b>	\$16,250,000

**Description:**

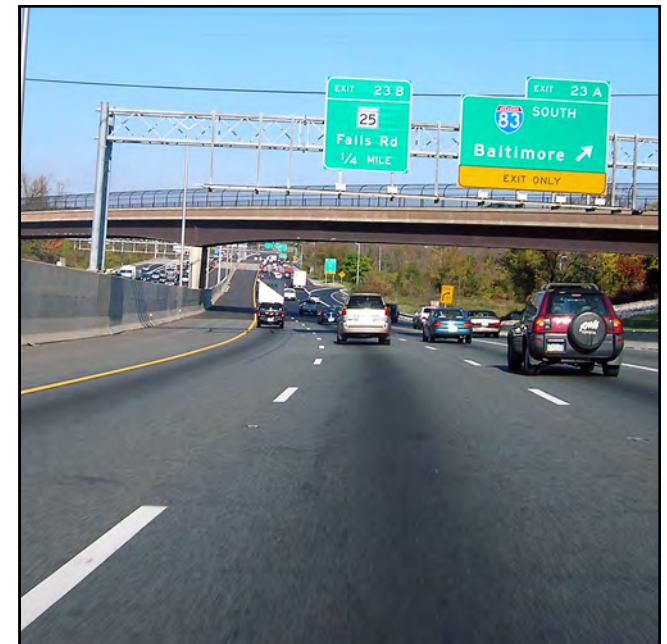
This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

**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).





Baltimore City

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$12,400	\$3,100	\$0	\$0	\$0	\$0	\$15,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$600	\$150	\$12,400	\$3,100	\$0	\$0	\$0	\$0	\$16,250
Total	\$600	\$150	\$12,400	\$3,100	\$0	\$0	\$0	\$0	\$16,250

**Moravia Road Ramp Bridge over Pulaski Highway**

<b>TIP ID</b>	12-1605-13	<b>Year of Operation</b>	2022
<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>	508-184	<b>Est. Total Cost</b>	\$4,780,000

**Description:**

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

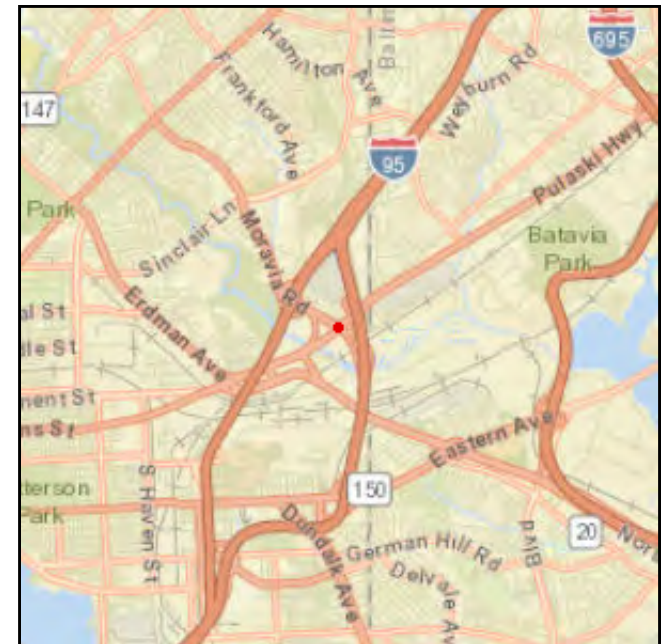
**Justification:**

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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$3,500	\$780	\$0	\$0	\$4,280
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>\$3,500</b>	<b>\$780</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,780</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500</b>	<b>\$780</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,780</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>	\$32,600,000

### 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.

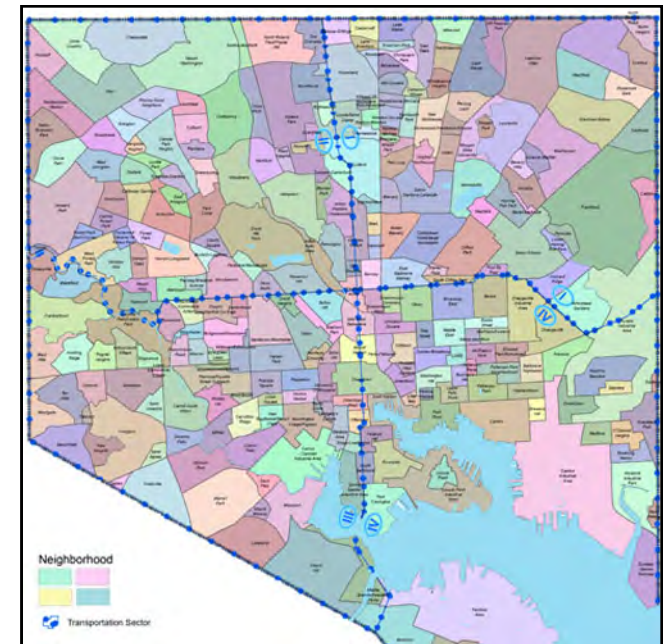
### Justification:

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 Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$7,800	\$1,900	\$2,400	\$600	\$2,800	\$700	\$10,720	\$2,680	\$29,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$400	\$100	\$400	\$100	\$800	\$200	\$3,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$8,600</b>	<b>\$2,100</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$11,520</b>	<b>\$2,880</b>	<b>\$32,600</b>
<b>Total</b>	<b>\$8,600</b>	<b>\$2,100</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$11,520</b>	<b>\$2,880</b>	<b>\$32,600</b>

**Replacement of the Dartmouth Retaining Wall**

<b>TIP ID</b>	12-1703-19	<b>Year of Operation</b>	2020
<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>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	506-005	<b>Est. Total Cost</b>	\$2,800,000

**Description:**

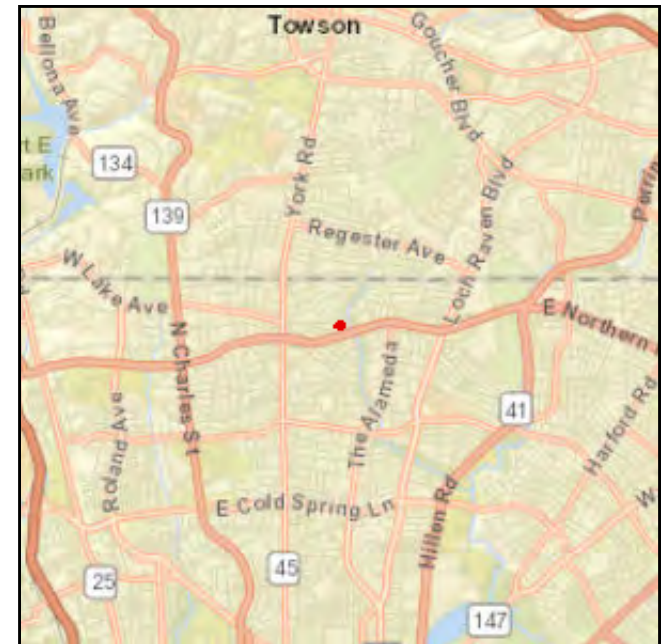
This project replaces the deteriorated retaining wall along Dartmouth Road that supports the property and residences along Dartmouth Glen Way. The existing 250 foot long wood retaining wall is rotten and requires replacement.

**Justification:**

The existing wood retaining wall that supports the homes and property along Dartmouth Road and Dartmouth Glen Road has deteriorated to the point where replacement is necessary. The wall is owned by the Mayor and City Council of Baltimore. This project is necessary for public safety as there is a residential community immediately behind the wall.

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

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





## Replacement of the Dartmouth Retaining Wall

(Funding in Thousands)

## Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,720	\$430	\$0	\$0	\$0	\$0	\$2,150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$520	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$650
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$520</b>	<b>\$130</b>	<b>\$1,720</b>	<b>\$430</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>
<b>Total</b>	<b>\$520</b>	<b>\$130</b>	<b>\$1,720</b>	<b>\$430</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>

## Curtis Avenue Corridor Improvements (Phase I and II)

<b>TIP ID</b>	12-1704-11	<b>Year of Operation</b>	2025
<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, 1 mile
<b>CIP or CTP ID(s)</b>	508-086	<b>Est. Total Cost</b>	\$23,700,000

### Description:

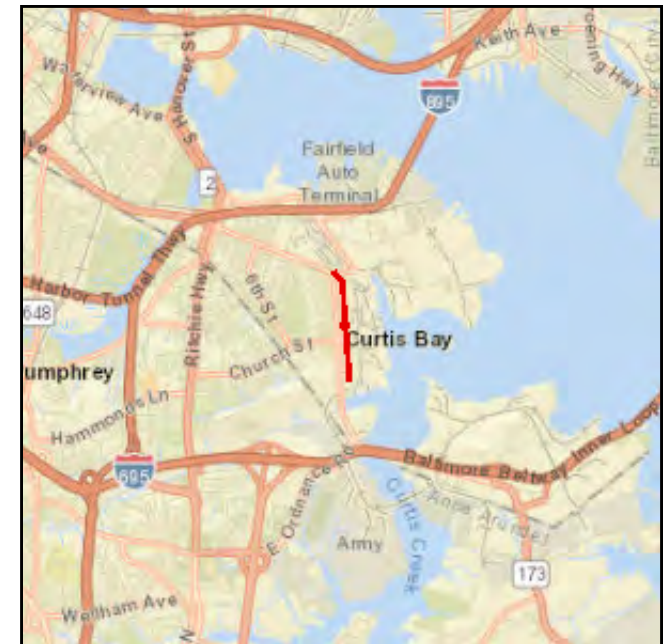
Curtis Avenue Corridor Improvements is bounded by Pennington Avenue on the West, Curtis Avenue to the east, Patapsco Avenue to the North, and Aspen Street to the South. This project will include the conversion of Curtis Avenue at Pennington Avenue from one way to two-way. It also includes geometric improvements at the following intersections: Patapsco Avenue, Pennington Avenue, and Curtis Avenue in the north and Pennington Avenue, Aspen Street, and Curtis Avenue in the south.

### 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; and improve operational issues. This project will also improve mobility between the project area and I-695 and I-895.

### 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).



**Curtis Avenue Corridor Improvements (Phase I and II)**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

## Hanover Street Bridge Deck Repair over Middle Branch

<b>TIP ID</b>	12-1705-13	<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>	5 to 5 lanes, 1 mile
<b>CIP or CTP ID(s)</b>	508-060	<b>Est. Total Cost</b>	\$24,625,000

### Description:

Hanover Street Bridge is a thirty-seven (37) span bridge built in 1916 and rehabilitated in 1970 and 1992. The structure consists of a two-leaf bascule span, sixteen (16) open spandrel arch spans, and twenty (20) arcade spans at the north end of the bridge. The bridge has an overall length of 2290'-2". The bridge carries five (5) lanes of traffic, two (2) in each direction with an alternating direction center lane.

This work will include repair of the Hanover Street draw bridge deck over Middle Branch in FY18. It will also include but will not be limited to rehabilitating or replacing the existing deteriorated bridge deck in FY20-21. This will improve freight access, recreational amenities, safety and economic opportunities. The project will correct the bridges deteriorated condition and provide increased structural and traffic safety.

### Justification:

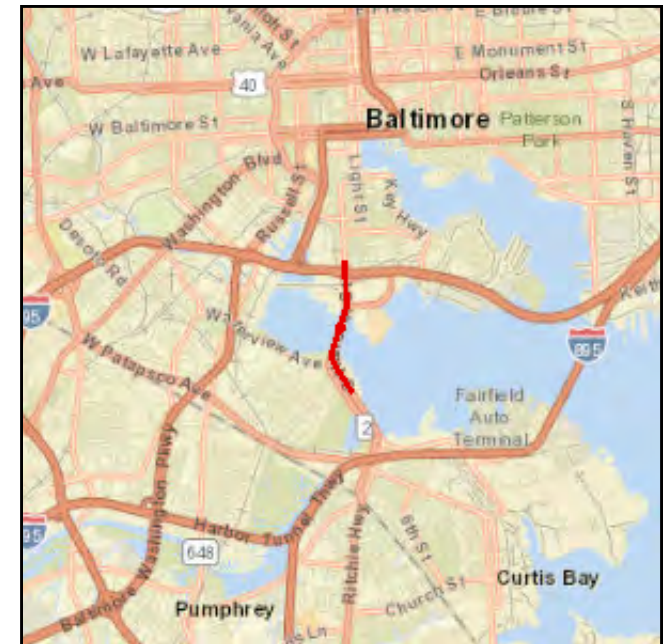
The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge is rated in fair condition, according to the FHA'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. This project will correct the bridges deteriorated condition and will provide increased structural and traffic safety.

PE for this project was authorized in FY 2017.

### 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.



**Hanover Street Bridge Deck Repair over Middle Branch**

(Funding in Thousands)

**Section 1702 High Priority Project**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$3,700	\$925	\$0	\$0	\$0	\$0	\$0	\$0	\$4,625
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>\$3,700</b>	<b>\$925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,625</b>

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,400	\$1,100	\$0	\$0	\$4,000	\$1,000	\$6,400	\$1,600	\$18,500
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>\$4,400</b>	<b>\$1,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$18,500</b>
<b>Total</b>	<b>\$8,100</b>	<b>\$2,025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$23,125</b>

## MLK Blvd. and Howard St. Intersection Improvements

<b>TIP ID</b>	12-1706-11	<b>Year of Operation</b>	2018
<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>	6 to 6 lanes
<b>CIP or CTP ID(s)</b>	508-398	<b>Est. Total Cost</b>	\$5,900,000

### Description:

Martin Luther King Jr. Blvd. and Howard Street Intersection improvements will include roadway pavement rehabilitation and realignment, pedestrian ramp modifications, storm water drainage, stormwater management, signals, signing, roadway markings, street lighting and landscaping within the project limits.

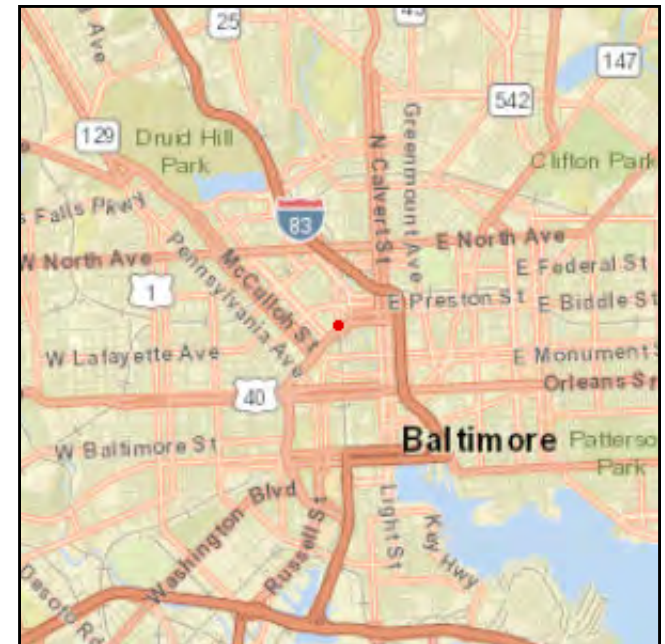
This project was previously included in the TIP as Citywide Earmarks and Enhancements (12-1212-99).

### Justification:

To improve and enhance transportation facilities throughout the city of Baltimore, and to create more inviting, livable, neighborhood-friendly streets which can still accommodate business patrons, local and through traffic.

### 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.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.



**MLK Blvd. and Howard St. Intersection Improvements**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

**Monroe Street Ramp over CSX and Russell Street over CSX**

<b>TIP ID</b>	12-1801-13	<b>Year of Operation</b>	2022
<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>	2 to 2 lanes, .53 miles
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$37,000,000

**Description:**

The bridges carrying Russell street and the Monroe Street Ramp over CSX will be replaced (sufficiency ratings of 60.2 and 47.8). This replacement includes full depth concrete pavement replacement as well as water, conduit, and BGE. The Monroe Street Ramp bridge carries traffic from the southbound I-95 off-ramp onto southbound MD-295. The Russell Street bridge carries traffic northbound and southbound into and out of the City of Baltimore to MD 295.

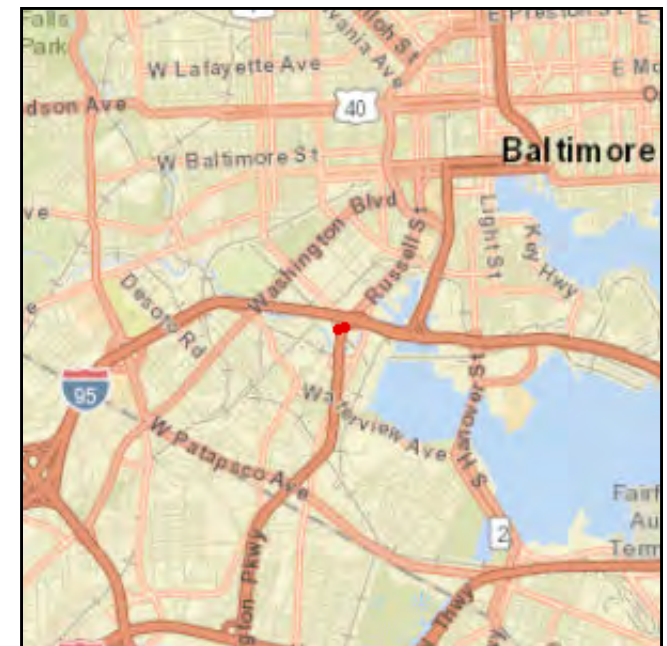
PE funding for this project authorized in FY 2012 in a previous TIP under TIP ID #12-1030-13 (citywide bridge).

**Justification:**

The existing bridges have deteriorated and warrant replacement. The Monroe Street ramp bridge is geometrically inefficient and has resulted in numerous vehicle accidents. The Russell Street bridge carries over 46,000 vehicles per day and the structure is showing signs of deterioration. Both bridges carry vehicle traffic over CSX freight lines that connects the southeast United States with the northeast U.S. and the Maryland Ports of Baltimore.

**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).



**Monroe Street Ramp over CSX and Russell Street over CSX**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$28,000	\$7,000	\$0	\$0	\$0	\$0	\$35,000
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>\$28,000</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,000</b>	<b>\$7,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>

**Transportation Career Development Innovation Program (BCDOT)**

<b>TIP ID</b>	12-0002-99	<b>Year of Operation</b>	2019
<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>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,200,000

**Description:**

The purpose of this project is to provide surface transportation workforce development, training, and education for students and youth, in order to increase transportation career awareness and preparation, as well as professional development and training. This project replaces a previous program known as Baltimore City Urban Youth Corps Program, which is no longer active.

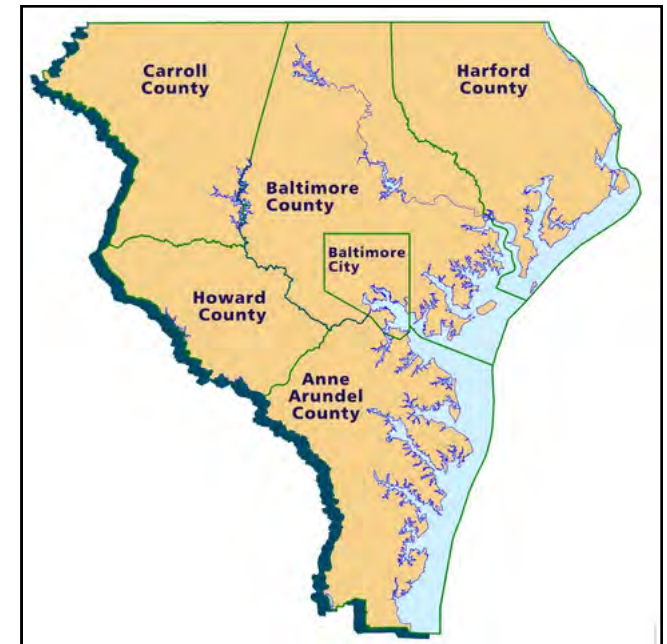
This program was initiated in FY16 and funds are to be exhausted in FY19.

**Justification:**

This project will assist at-risk youth (ages 17-25) in obtaining and maintaining employment through intensive life skill and career development, along with on-the-job training.

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

7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.



**Transportation Career Development Innovation Program (BCDOT)**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$240	\$60	\$240	\$60	\$0	\$0	\$0	\$0	\$600
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>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

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

<b>TIP ID</b>	12-1201-99	<b>Year of Operation</b>	2019
<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.

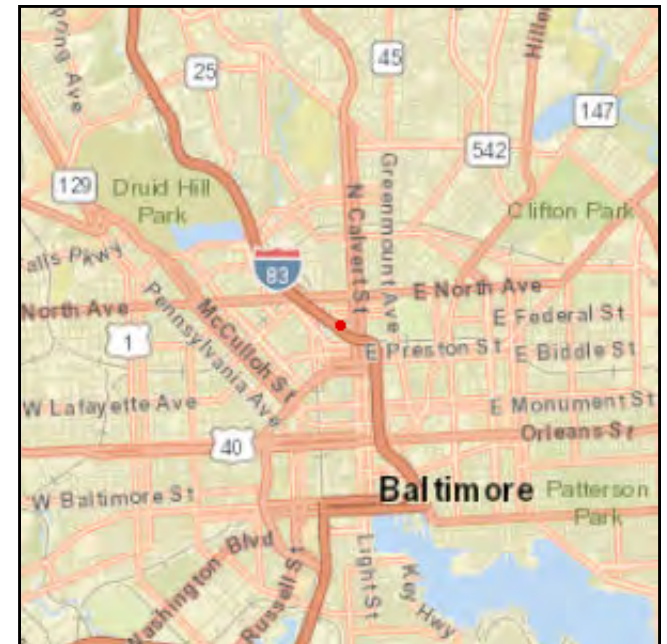
This project is funded by the University of Baltimore.

**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. However, Baltimore is not managing any portion of design and construction.

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

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



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

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,000	\$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>\$0</b>	<b>\$1,000</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>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

### Pavement Management System

<b>TIP ID</b>	12-1206-99	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	varies
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,000,000

**Description:**

This project will include but will not be limited to assessing the pavement condition of every publicly maintained street in Baltimore City so that DOT can understand the health of our transportation network and know how best to utilize their current budget for pavement maintenance projects. A final report will be used for CIP repaving projects.

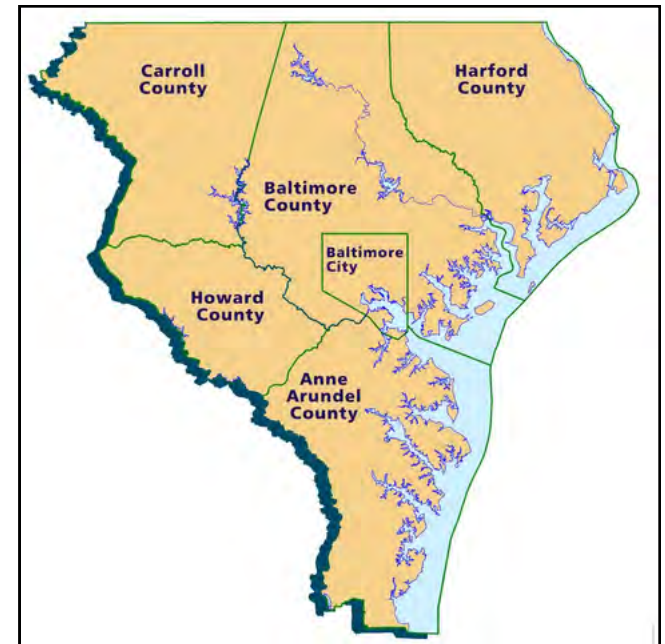
This project had previously been included as a component of the Capital Program Management Technology Support project in the 2012-2015 TIP under this TIP ID. The pavement management system is the only component moving forward, so the project name has been changed to reflect this. The TIP ID remains the same.

**Justification:**

Baltimore City DOT has limited funding available for the nearly 5,000 lane miles of publicly owned streets that have to be maintained. DOT uses the pavement condition ratings from the Pavement Management System program to determine how best to utilize their limited funds in order to spend the available funding most efficiently.

**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).



**Pavement Management System**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
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>\$800</b>	<b>\$200</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>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

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

<b>TIP ID</b>	13-0001-13	<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>	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>	\$3,225,000

**Description:**

Replacement of existing bridge. New structure will have one 3 foot shoulder and one 6 foot shoulder.

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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,320	\$580	\$0	\$0	\$0	\$0	\$0	\$0	\$2,900
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>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>
<b>Total</b>	<b>\$2,320</b>	<b>\$580</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>

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

<b>TIP ID</b>	13-0803-13	<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>	\$12,600,000

### Description:

Replacement of existing bridge to include sidewalks and wider lanes as well as the approaches to accommodate future Campbell Blvd. New structure will have 8 foot shoulders on both sides.

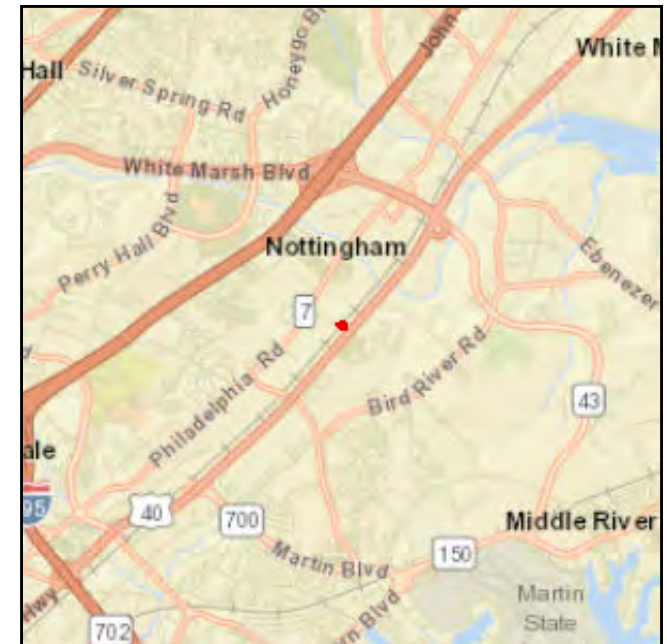
PE funding in a previous TIP (FY 2013).

### Justification:

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

### 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).



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

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$9,600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000
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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>
<b>Total</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>

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

<b>TIP ID</b>	13-1005-13	<b>Year of Operation</b>	2024
<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>	\$2,000,000

**Description:**

Replacement of the existing bridge. New bridge will have minimum 2 foot wide shoulders. Lane, shoulders and sidewalks to be evaluated during preliminary design.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

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

<b>TIP ID</b>	13-1012-13	<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>	\$3,600,000

**Description:**

Deck replacement and rehabilitation of Bridge No. B-100 on Hammonds Ferry Road over CSX railroad. The existing bridge has two 5 foot wide sidewalks and two 6 foot striped shoulders. The new structure will have sidewalks and shoulders of the same width.

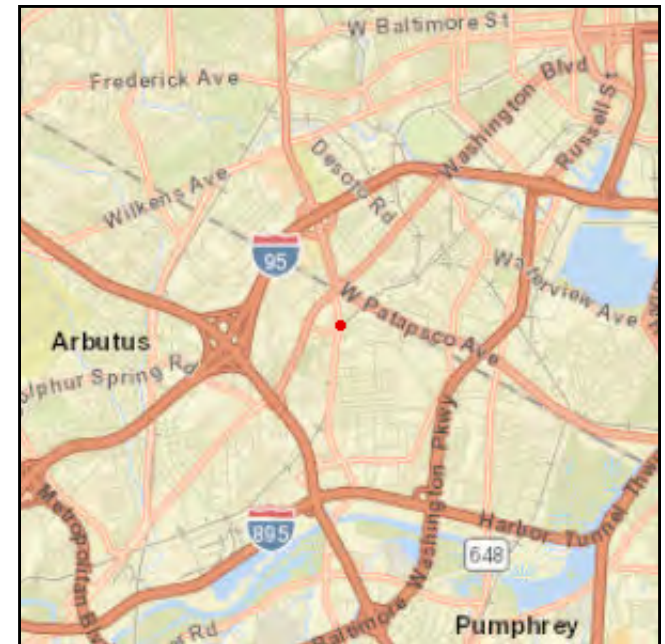
PE funding in a previous TIP (FY 2013).

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,480	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
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>\$2,480</b>	<b>\$620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100</b>
<b>Total</b>	<b>\$2,480</b>	<b>\$620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,100</b>

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

<b>TIP ID</b>	13-1105-13	<b>Year of Operation</b>	2025
<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>	\$3,200,000

**Description:**

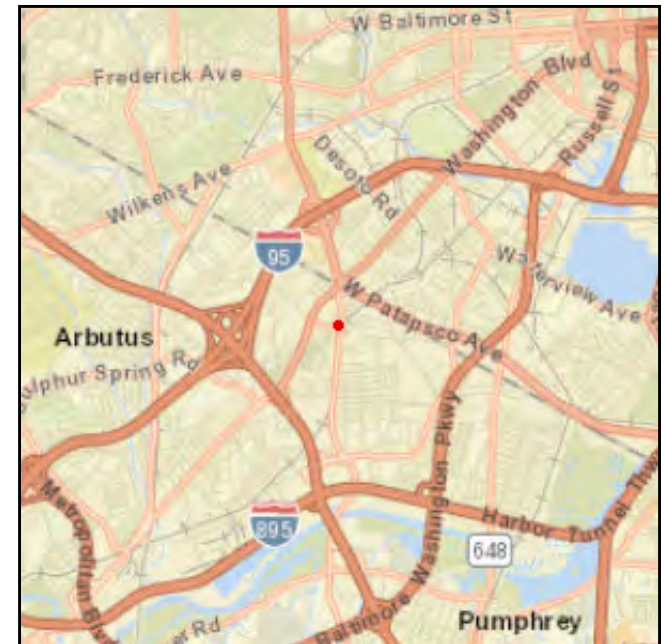
Steel girder bridge carrying two lanes of traffic each way and two 5 foot sidewalks on Lansdowne Boulevard over CSX railroad tracks. The project is still in planning, but any proposed structure will maintain the existing cross section.

**Justification:**

This structurally deficient 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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$640	\$160	\$0	\$0	\$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>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>

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

<b>TIP ID</b>	13-1107-13	<b>Year of Operation</b>	2023
<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>	\$3,600,000

**Description:**

Existing timber bridge, 44' long, 16' wide carrying a single lane of traffic over CSX railroad tracks. There are no sidewalks on the approaches, but the need for sidewalks will be evaluated during preliminary design.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$480	\$120	\$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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

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

<b>TIP ID</b>	13-1108-13	<b>Year of Operation</b>	2023
<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. Both structures have 3 foot wide shoulders on both sides. The need for sidewalks will be evaluated during preliminary design.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$800	\$200	\$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>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

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

<b>TIP ID</b>	13-1202-13	<b>Year of Operation</b>	2023
<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>	\$2,600,000

**Description:**

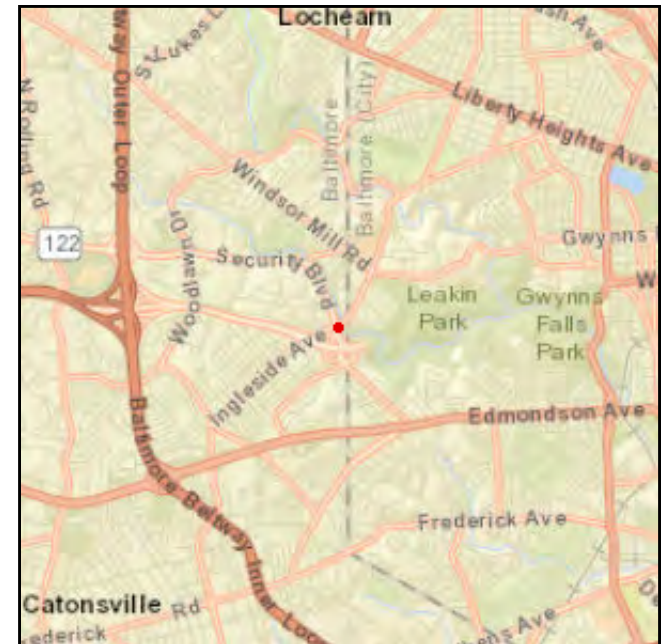
Replacement of Bridge No. B-96 on Old Ingleside Avenue over Dead Run. Existing bridge is a historic arch structure. Preliminary design will include evaluation of rehabilitation versus replacement study. Proposed bridge will have at least one 5 foot wide sidewalk along the north side of the deck. Exact lane and sidewalk widths to be determined during preliminary design.

**Justification:**

Deteriorated structure with a Bridge Sufficiency Rating of 18.6%. 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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$400	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$480	\$120	\$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>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$2,600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$2,600</b>

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

<b>TIP ID</b>	13-1204-13	<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>	4 to 4 Lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$2,000,000

**Description:**

Superstructure replacement for Bridge No. B-237 on Old Court Road over Bens Run. The existing bridge has two 5 foot sidewalks. The new superstructure will maintain the existing cross section.

PE funding in a previous TIP (FY 2014).

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

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

<b>TIP ID</b>	13-1206-13	<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>	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:**

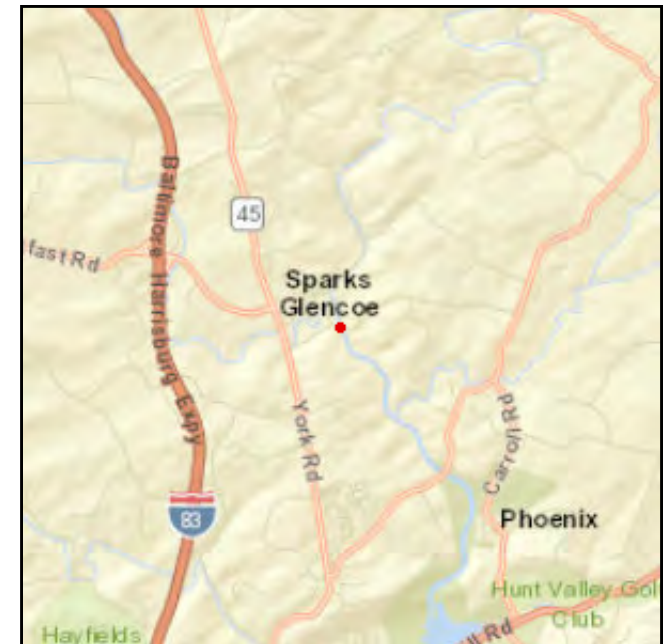
Cleaning and painting of Bridge No. B-18 on Sparks Road over Gunpowder Falls. The existing bridge is a historic truss structure. The project includes no structural modifications.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>	2024
<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>	\$2,600,000

**Description:**

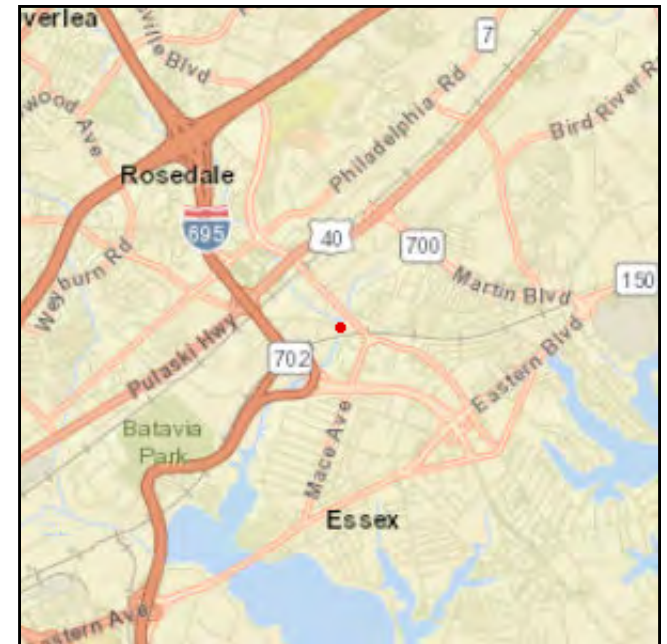
Replacement of Bridge No. B-110 on Golden Ring Road over Stemmers Run. Proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks to be evaluated during preliminary design.

**Justification:**

Existing bridge is deteriorated and is classified as structurally deficient. The bridge sufficiency rating is 26.2% 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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$480	\$120	\$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>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

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

<b>TIP ID</b>	13-1209-13	<b>Year of Operation</b>	2023
<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>	\$2,000,000

**Description:**

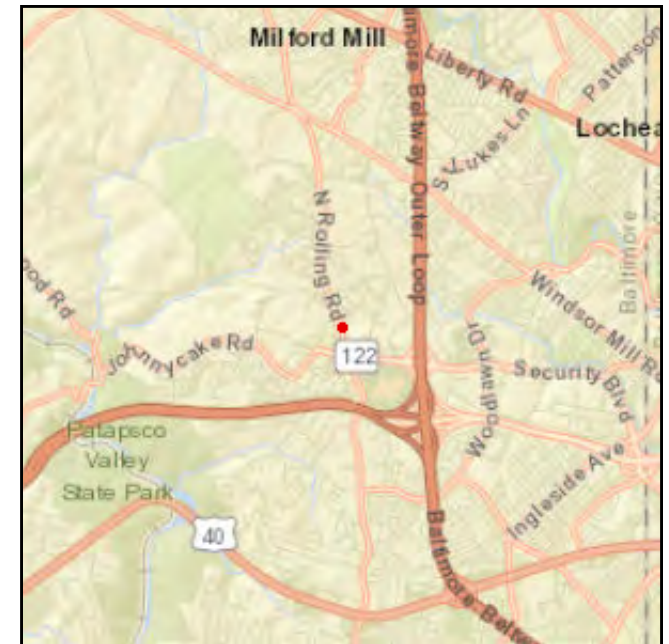
Replacement of Bridge No. B-358 on Rolling Road over Branch of Dead Run. The proposed structure will have 5 foot wide sidewalks along both sides of the road and tie into the existing conditions.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

**Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.**

<b>TIP ID</b>	13-1701-13	<b>Year of Operation</b>	2024
<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>	\$5,600,000

**Description:**

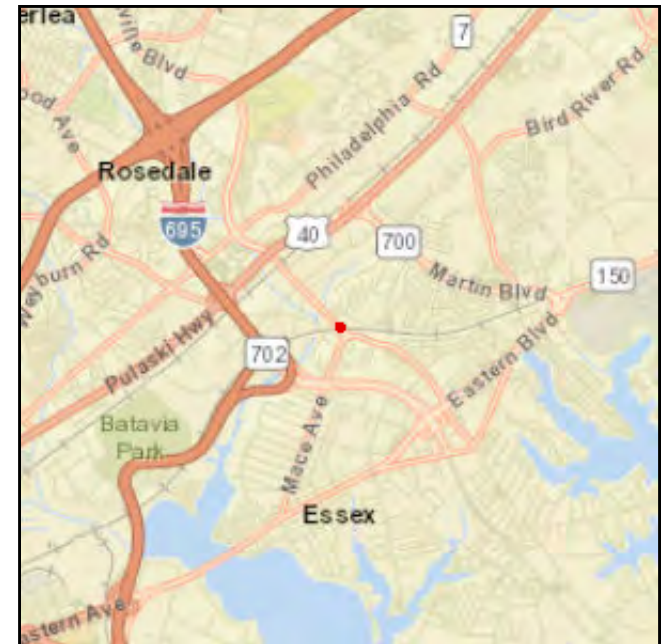
Rehabilitation of Bridge No. B-0132 on Rossville Boulevard over Amtrak Railroad & Orems Road. The proposed bridge will have 5 foot wide sidewalks along both sides of the deck.

**Justification:**

Bridge is in poor condition with a Bridge Sufficiency Rating of 44.4%, NBIS Substructure rating of 4 (poor) 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).



**Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$3,840	\$960	\$4,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$640	\$160	\$0	\$0	\$0	\$0	\$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>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,840</b>	<b>\$960</b>	<b>\$5,600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,840</b>	<b>\$960</b>	<b>\$5,600</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>	\$5,600,000

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$2,700	\$0	\$0	\$0	\$2,900	\$0	\$5,600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>	<b>\$0</b>	<b>\$5,600</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,900</b>	<b>\$0</b>	<b>\$5,600</b>

**Bixler Church Road Bridge over Big Pipe Creek**

<b>TIP ID</b>	14-1101-13	<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>	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>	\$833,000

**Description:**

Replace the existing 2-cell culvert with a new 2-cell concrete box culvert.

PE funds in the amount of \$185,000 were requested in FY 2011. Additional PE funds are being requested in FY 2018.

Funding for this project had previously been included in the Countywide Bridge Maintenance, Repair, and Replacement project (TIP ID 14-1402-13).

**Justification:**

This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

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

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



**Bixler Church Road Bridge over Big Pipe Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$429	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$536
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$90	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$112
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$519</b>	<b>\$129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$648</b>
<b>Total</b>	<b>\$519</b>	<b>\$129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$648</b>

**Shepherds Mill Road Bridge over Little Pipe Creek**

<b>TIP ID</b>	14-1102-13	<b>Year of Operation</b>	2020
<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>	2/2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$4,101,450

**Description:**

Replace the existing 3-span bridge with a new structure, including piers and abutments.

PE funding was included in previous TIPs (FY 2011).

Funding for this project had previously been included in the Countywide Bridge Maintenance, Repair, and Replacement project (TIP ID 14-1402-13).

**Justification:**

This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

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

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



**Shepherds Mill Road Bridge over Little Pipe Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,993	\$748	\$0	\$0	\$0	\$0	\$3,741
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>\$2,993</b>	<b>\$748</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,741</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,993</b>	<b>\$748</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,741</b>

**Stone Chapel Road Bridge over Little Pipe Creek**

<b>TIP ID</b>	14-1103-13	<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>	124	<b>Est. Total Cost</b>	\$915,000

**Description:**

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

PE funds in the amount of \$200,000 were included in the FY 2017-2020 TIP. Additional PE funds are being requested in FY 2018.

**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. The new structure will address any functionally obsolete or structurally deficient items.

**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 Bridge over Little Pipe Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$516	\$129	\$0	\$0	\$645
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$56	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$70
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$56</b>	<b>\$14</b>	<b>\$0</b>	<b>\$0</b>	<b>\$516</b>	<b>\$129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$715</b>
<b>Total</b>	<b>\$56</b>	<b>\$14</b>	<b>\$0</b>	<b>\$0</b>	<b>\$516</b>	<b>\$129</b>	<b>\$0</b>	<b>\$0</b>	<b>\$715</b>

**Babylon Road Bridge over Silver Run**

<b>TIP ID</b>	14-1601-13	<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>	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>	\$1,010,000

**Description:**

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

PE funds were included in the FY 2016-2019 TIP (FY 2016). Additional PE funds are being requested in FY 2018.

**Justification:**

The replacement of this structure will allow current legal vehicles to cross the structure. Weight limit postings will be eliminated. This project will enhance the safety of the County's infrastructure. The new structure will address any functionally obsolete or structurally deficient items.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$584	\$146	\$0	\$0	\$730
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$64	\$16	\$0	\$0	\$0	\$0	\$0	\$0	\$80
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$64</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$584</b>	<b>\$146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$810</b>
<b>Total</b>	<b>\$64</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$584</b>	<b>\$146</b>	<b>\$0</b>	<b>\$0</b>	<b>\$810</b>

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

<b>TIP ID</b>	14-1602-13	<b>Year of Operation</b>	2022
<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>	\$2,205,000

**Description:**

Replacement of existing bridge with a new structure (type TBD) to provide efficient access for local traffic and emergency service vehicles.

**Justification:**

The replacement of this structure will allow current legal vehicles to cross the structure. Weight limit postings will be eliminated. The new structure will address any functionally obsolete or structurally deficient items.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,548	\$387	\$1,935
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$216	\$54	\$0	\$0	\$0	\$0	\$0	\$0	\$270
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$216</b>	<b>\$54</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,548</b>	<b>\$387</b>	<b>\$2,205</b>
<b>Total</b>	<b>\$216</b>	<b>\$54</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,548</b>	<b>\$387</b>	<b>\$2,205</b>

**McKinstry's Mill Road Bridge over Sam's Creek**

<b>TIP ID</b>	14-1603-13	<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>	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>	\$1,147,000

**Description:**

Replacement of existing bridge with a new structure (type TBD) to provide efficient access for local traffic and emergency service vehicles.  
PE funds were included in the FY 2017-2020 TIP. Additional PE funding is being requested in FY 2018.

**Justification:**

The replacement of this structure will allow current legal vehicles to cross the structure. Weight limit postings will be eliminated. This project will enhance the safety of the County's infrastructure. The new structure will address any functionally obsolete or structurally deficient items.

**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 Sam's Creek**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$694	\$173	\$0	\$0	\$867
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$64	\$16	\$0	\$0	\$0	\$0	\$0	\$0	\$80
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$64</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$694</b>	<b>\$173</b>	<b>\$0</b>	<b>\$0</b>	<b>\$947</b>
<b>Total</b>	<b>\$64</b>	<b>\$16</b>	<b>\$0</b>	<b>\$0</b>	<b>\$694</b>	<b>\$173</b>	<b>\$0</b>	<b>\$0</b>	<b>\$947</b>

**Bear Run Road Bridge over Bear Branch**

<b>TIP ID</b>	14-1801-13	<b>Year of Operation</b>	2024
<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>	\$1,280,000

**Description:**

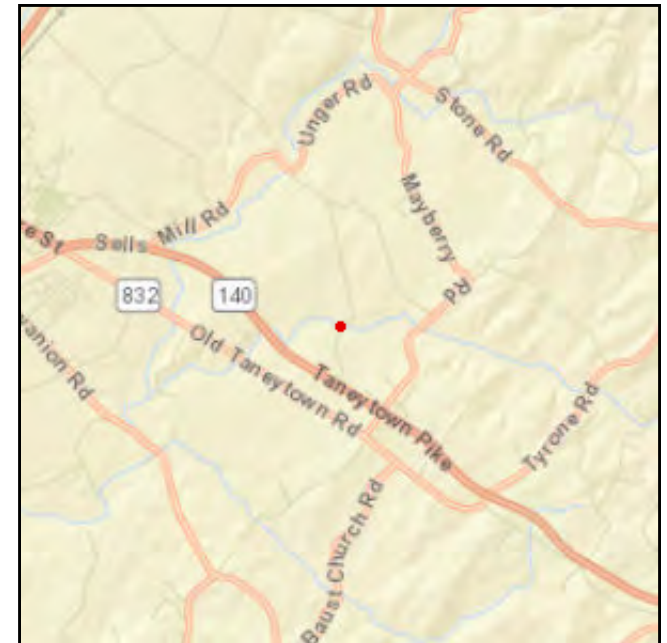
Replacement of the existing 3-cell pipe culvert with a new structure (type TBD).

**Justification:**

The replacement of this structure will allow current legal vehicles to cross the structure. Weight limit postings will be removed. The new structure will address any functionally obsolete or structurally deficient items.

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

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



**Bear Run Road Bridge over Bear Branch**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240</b>	<b>\$60</b>	<b>\$300</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$240</b>	<b>\$60</b>	<b>\$300</b>

**Hughes Shop Road Bridge over Bear Branch**

<b>TIP ID</b>	14-1802-13	<b>Year of Operation</b>	2022
<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>	\$1,698,000

**Description:**

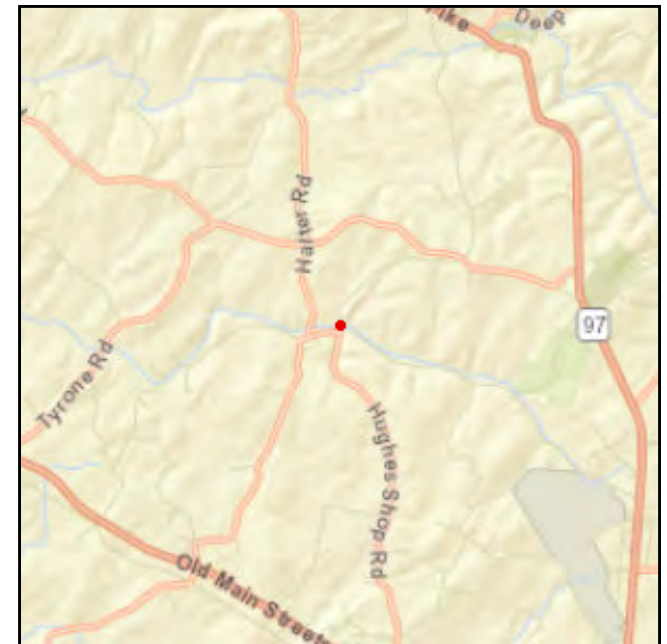
Replacement of existing bridge with a new structure (type TBD).

**Justification:**

The replacement of this structure will allow current legal vehicles to cross the structure. Weight limit postings will be removed. The new structure will address any functionally obsolete or structurally deficient items.

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

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



**Hughes Shop Road Bridge over Bear Branch**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,128	\$282	\$1,410
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$230	\$58	\$0	\$0	\$0	\$0	\$0	\$0	\$288
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$230</b>	<b>\$58</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,128</b>	<b>\$282</b>	<b>\$1,698</b>
<b>Total</b>	<b>\$230</b>	<b>\$58</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,128</b>	<b>\$282</b>	<b>\$1,698</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>	\$1,000,000

**Description:**

This project includes a field inspection of 133 County-owned and maintained structures and 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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$490	\$0	\$0	\$0	\$510	\$0	\$0	\$0	\$1,000
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>\$490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$510</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$510</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</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>	\$3,120,000

**Description:**

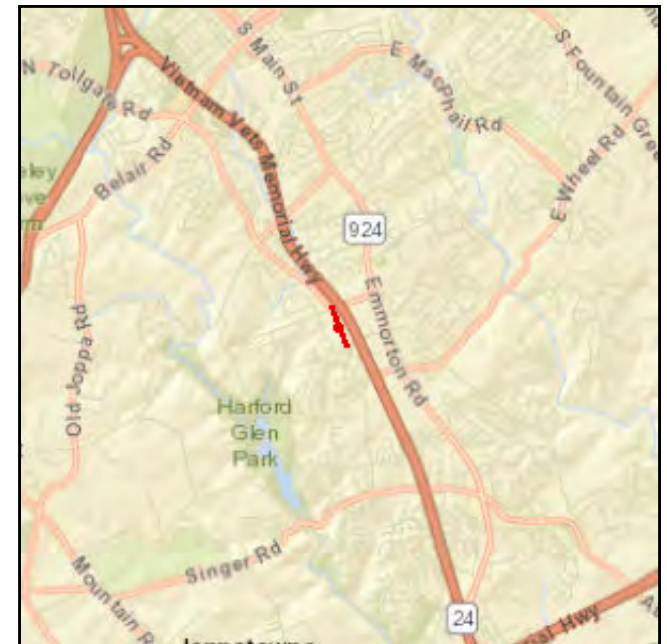
The Tollgate Road corridor is being improved to meet current traffic demands. Once all current projects are completed, the only remaining concern would be the "missing" segment from Plumtree Road south to Bel Air South Parkway. This will be a developer funded project.

**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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,935	\$0	\$0	\$0	\$0	\$0	\$0	\$1,935
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$15
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>\$1,950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,950</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,950</b>

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

<b>TIP ID</b>	15-0701-13	<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>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	H084501	<b>Est. Total Cost</b>	\$2,575,000

**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. 3 foot shoulders planned on both sides of the road.

PE funding in a previous TIP.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$150	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$180
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>\$30</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180</b>
<b>Total</b>	<b>\$150</b>	<b>\$30</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$180</b>

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

<b>TIP ID</b>	15-1001-13	<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>	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>	\$4,455,000

**Description:**

Replace the bridge that carries Abingdon Road over the CSX Railroad tracks. 5 foot sidewalk planned on one side of the road.

PE funding in a previous TIP. Additional PE funds requested in FY 2018.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,420	\$605	\$0	\$0	\$0	\$0	\$3,025
OTH	\$0	\$0	\$80	\$120	\$0	\$0	\$0	\$0	\$200
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>\$2,500</b>	<b>\$725</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,425</b>
<b>Total</b>	<b>\$160</b>	<b>\$40</b>	<b>\$2,500</b>	<b>\$725</b>	<b>\$0</b>	<b>\$0</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>	2021
<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>	\$1,215,000

**Description:**

This project will replace the existing Chestnut Hill Road Bridge. 3 foot shoulders planned on both sides of the road.

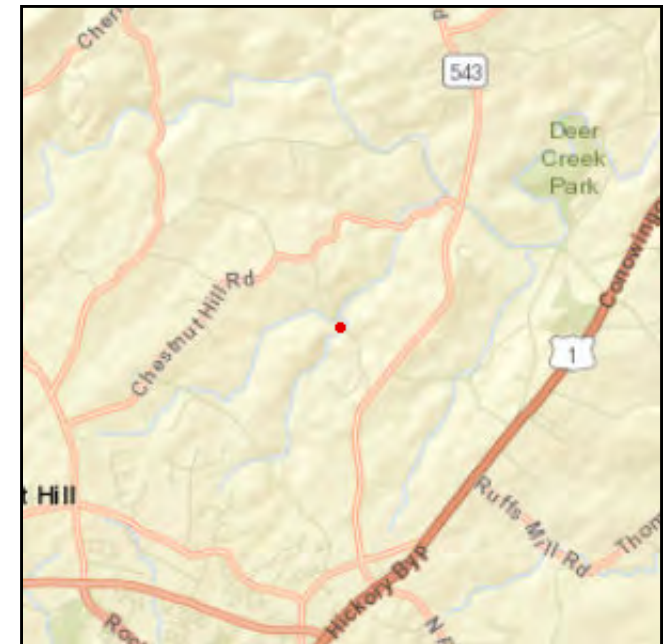
PE funding in a previous TIP.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$620	\$305	\$925
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$60	\$20	\$80
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30
<b>Subtotal</b>	<b>\$0</b>	<b>\$30</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$680</b>	<b>\$325</b>	<b>\$1,035</b>
<b>Total</b>	<b>\$0</b>	<b>\$30</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$680</b>	<b>\$325</b>	<b>\$1,035</b>

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

<b>TIP ID</b>	15-1102-13	<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>	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>	\$2,985,000

**Description:**

This project is to replace the bridge that carries Phillips Mill Road over a tributary to East Branch. 3 foot shoulders planned on both sides of the road.

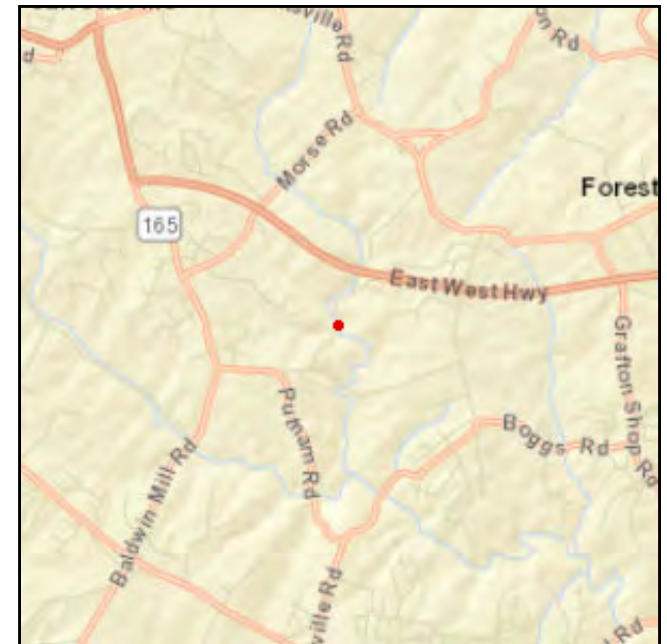
PE funding in a previous TIP.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,920	\$480	\$0	\$0	\$2,400
OTH	\$0	\$0	\$0	\$0	\$80	\$20	\$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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500</b>

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

<b>TIP ID</b>	15-1401-13	<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>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,685,000

**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. 3 foot shoulders planned on both sides of the road.

PE funding in a previous TIP.

**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:**

- 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).



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

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$240	\$60	\$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>\$240</b>	<b>\$60</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>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$300</b>

## Stafford Road Bridge #24 over Deer Creek

<b>TIP ID</b>	15-1501-13	<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>	\$1,925,000

### 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.

PE funding in a previous TIP. Additional PE included in FY 2018.

### 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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,200	\$300	\$0	\$0	\$0	\$0	\$1,500
OTH	\$0	\$0	\$80	\$20	\$0	\$0	\$0	\$0	\$100
PE	\$100	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$125
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$100</b>	<b>\$25</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,725</b>
<b>Total</b>	<b>\$100</b>	<b>\$25</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,725</b>

**Glenville Road Bridge #30**

<b>TIP ID</b>	15-1601-13	<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>	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>	\$1,480,000

**Description:**

Replace the bridge that carries Glenville Road over Mill Brook. 3 foot shoulders planned on both sides of the road.

PE funding in a previous TIP. Additional PE included in FY 2018.

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$776	\$194	\$0	\$0	\$970
OTH	\$0	\$0	\$0	\$0	\$60	\$15	\$0	\$0	\$75
PE	\$0	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$40
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$25	\$0	\$0	\$0	\$0	\$25
<b>Subtotal</b>	<b>\$0</b>	<b>\$40</b>	<b>\$0</b>	<b>\$25</b>	<b>\$836</b>	<b>\$209</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,110</b>
<b>Total</b>	<b>\$0</b>	<b>\$40</b>	<b>\$0</b>	<b>\$25</b>	<b>\$836</b>	<b>\$209</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,110</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>	\$2,050,000

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$100	\$100	\$800	\$0	\$100	\$100	\$850	\$0	\$2,050
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$100</b>	<b>\$100</b>	<b>\$800</b>	<b>\$0</b>	<b>\$100</b>	<b>\$100</b>	<b>\$850</b>	<b>\$0</b>	<b>\$2,050</b>
<b>Total</b>	<b>\$100</b>	<b>\$100</b>	<b>\$800</b>	<b>\$0</b>	<b>\$100</b>	<b>\$100</b>	<b>\$850</b>	<b>\$0</b>	<b>\$2,050</b>

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

<b>TIP ID</b>	16-1403-41	<b>Year of Operation</b>	2021
<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>	\$14,300,000

### Description:

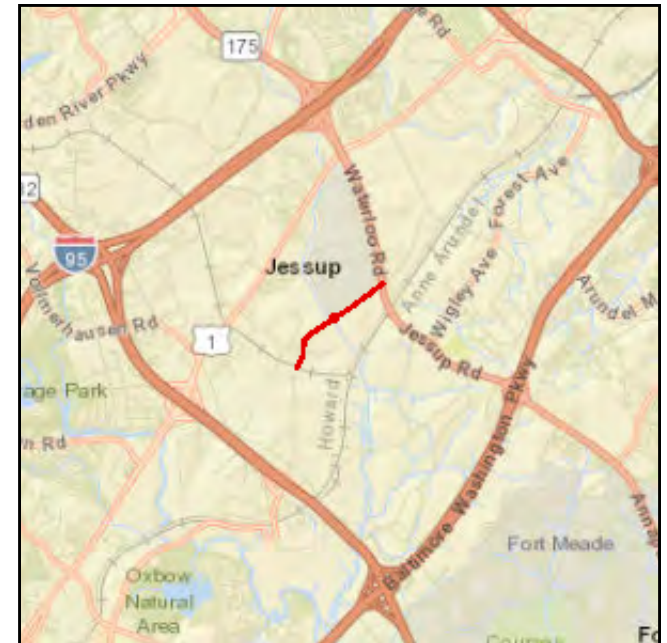
This project is to study, design, and reconstruct Dorsey Run Road to four lanes from MD 175 south to the CSX railroad spur crossing; a distance of 6,000 linear feet. The project will incorporate sidewalks, and potentially bike facilities, to increase transportation alternatives for the population. Once the design is finalized, more information will be provided.

### 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. Increase Mobility
- 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$13,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$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>\$14,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,300</b>
<b>Total</b>	<b>\$0</b>	<b>\$14,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,300</b>

## Guilford Road: US 1 to Dorsey Run Road

<b>TIP ID</b>	16-1405-41	<b>Year of Operation</b>	2021
<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>	\$16,295,000

### Description:

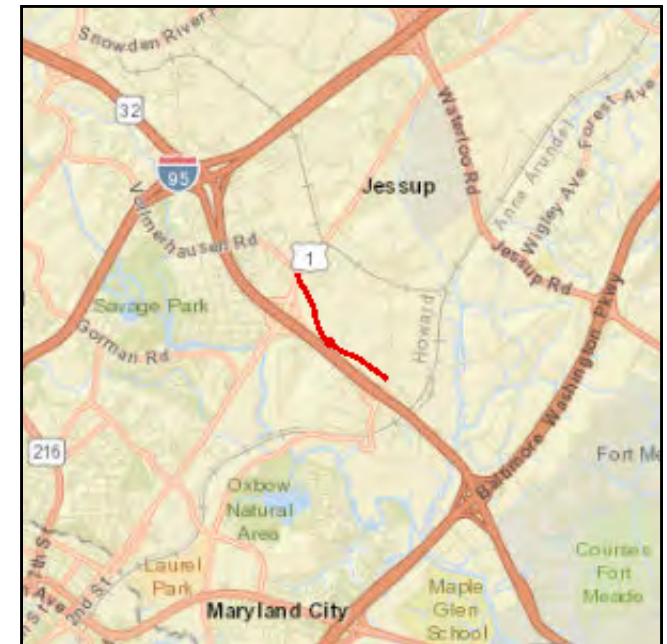
This project is to study, design, and reconstruct Guilford Road to three lanes from US 1 to Old Dorsey Run Road; a distance of 5,800 linear feet. The project will incorporate sidewalks and bike facilities to increase transportation alternatives for the population. Once the design is finalized, more information will be provided.

### 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. Increase Mobility
- 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$13,700	\$0	\$0	\$0	\$0	\$0	\$0	\$13,700
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>\$0</b>	<b>\$13,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,700</b>
<b>Total</b>	<b>\$0</b>	<b>\$13,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,700</b>

## MD 175 at Oakland Mills Rd Interchange

<b>TIP ID</b>	16-1407-46	<b>Year of Operation</b>	2021
<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>	\$25,000,000

### Description:

Grade-separated bridge with ramps at MD 175/Oakland Mills Road extended. Will provide access to and from Howard County Blandair Park. The project will incorporate sidewalks and bike facilities to increase transportation alternatives for the population. Once the design is finalized, more information will be provided.

### 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. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Howard County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### MD 175 at Oakland Mills Rd Interchange

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$10,000	\$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
Subtotal	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Total	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000

## 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>	\$12,275,000

### Description:

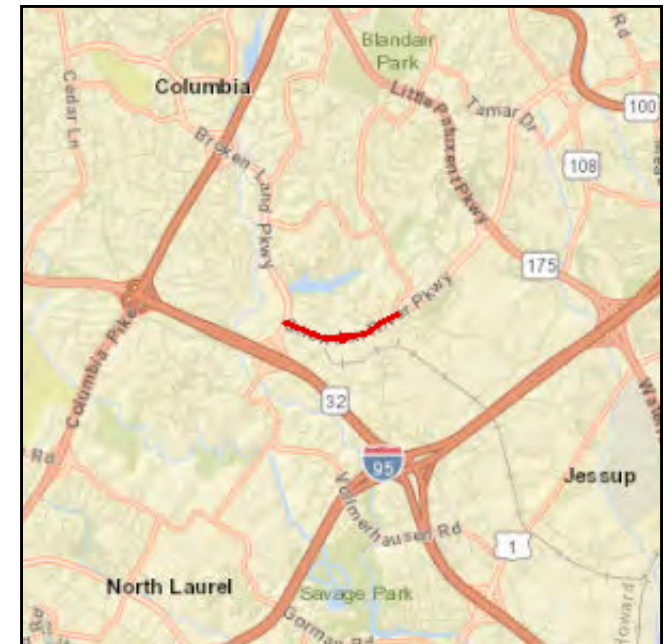
A project to design and construct a widening of Snowden River Parkway (intermediate arterial) by adding a third lane and sidewalks from Broken Land Parkway to Oakland Mills Road. The project will incorporate sidewalks and bike facilities to increase transportation alternatives for the population to activity centers and public transit. Once the design is finalized, more information will be provided.

### 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. Increase Mobility



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

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$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>\$8,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$8,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,500</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>	\$2,325,000

### 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 (~2.5 foot shoulders), Pindell School Road bridge over Hammond Branch (~6 foot shoulders), Daisy Road bridge over Little Cattail Creek (~6 foot shoulders), Pfefferkorn Road bridge over Middle Patuxent River (shoulders TBD: in design), Carroll Mill Road bridge over Benson Branch (shoulders TBD: in design), and emergency structure reconstruction.

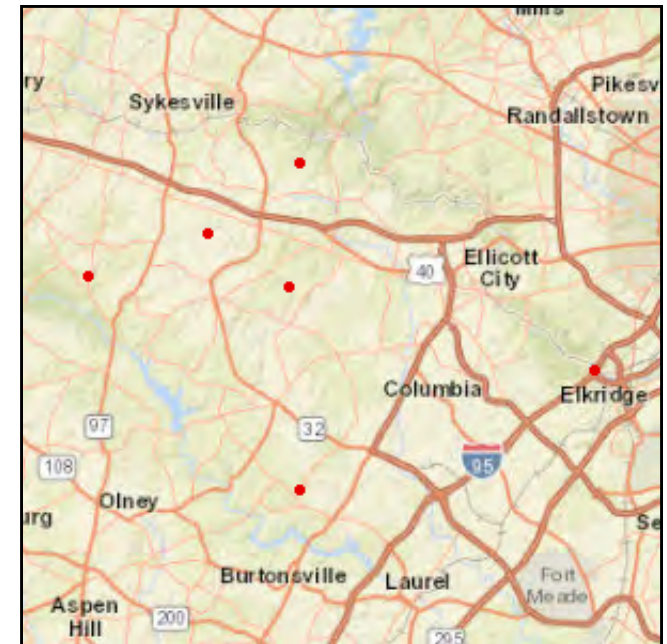
### Justification:

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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$900	\$0	\$0	\$0	\$900	\$0	\$0	\$1,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$325	\$0	\$0	\$0	\$100	\$0	\$0	\$425
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$100
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,225</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,325</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,225</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,325</b>

## I-95: Moravia Road to Fort McHenry Tunnel

<b>TIP ID</b>	22-1601-41	<b>Year of Operation</b>	2018
<b>Agency</b>	Maryland Transportation Authority	<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>	3.7 miles, 6 to 8 lanes
<b>CIP or CTP ID(s)</b>	MDTA PIN# 2414	<b>Est. Total Cost</b>	\$58,936,000

### 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 barriers, and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

This project is funded with MDTA toll revenues.

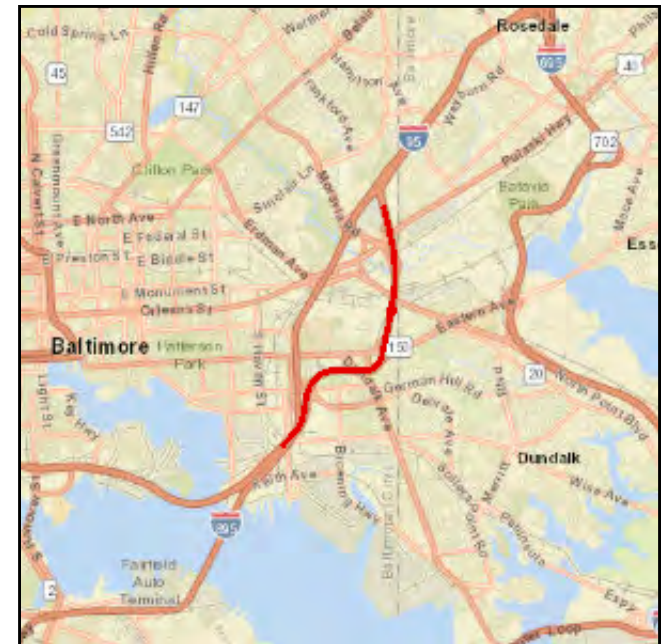
### Justification:

This project will provide lane continuity and additional capacity along I-95 between the Fort McHenry Tunnel and the I-95 ETLs. This is needed to address existing congestion and to accommodate diverted traffic from I-895 that will result from MDTA's Canton Viaduct Project.

The project will also improve safety by providing higher roadside concrete traffic barrier and bridge parapets.

### 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).
- 6.F Improve System Security -- Increase system redundancy.



**I-95: Moravia Road to Fort McHenry Tunnel**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$28,812	\$0	\$14,406	\$0	\$0	\$0	\$0	\$43,218
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$156	\$0	\$0	\$0	\$0	\$0	\$0	\$156
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>\$28,968</b>	<b>\$0</b>	<b>\$14,406</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,374</b>
<b>Total</b>	<b>\$0</b>	<b>\$28,968</b>	<b>\$0</b>	<b>\$14,406</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,374</b>

## Urban Transit Systems - Capital Assistance

<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>	\$2,719,000

### Description:

Capital assistance for the purchase of vehicles, equipment, and facilities for Harford County (Harford County Transportation Services).

### 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 Assistance

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$293	\$73	\$293	\$73	\$293	\$73	\$293	\$73	\$1,464
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>\$293</b>	<b>\$73</b>	<b>\$293</b>	<b>\$73</b>	<b>\$293</b>	<b>\$73</b>	<b>\$293</b>	<b>\$73</b>	<b>\$1,464</b>

### Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$402	\$100	\$201	\$50	\$201	\$50	\$201	\$50	\$1,255
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>\$402</b>	<b>\$100</b>	<b>\$201</b>	<b>\$50</b>	<b>\$201</b>	<b>\$50</b>	<b>\$201</b>	<b>\$50</b>	<b>\$1,255</b>
<b>Total</b>	<b>\$695</b>	<b>\$173</b>	<b>\$494</b>	<b>\$123</b>	<b>\$494</b>	<b>\$123</b>	<b>\$494</b>	<b>\$123</b>	<b>\$2,719</b>

## Bus and Paratransit Vehicle Overhaul and Replacement

<b>TIP ID</b>	40-1802-05	<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>	Multiple	<b>Est. Total Cost</b>	\$215,181,000

### Description:

This project provides for the routine replacement of buses past their useful service life. Planned purchases include 172 forty-foot clean diesel buses - 162 for fleet replacement and 10 buses for BaltimoreLink. MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. This project also covers the purchase of 147 vehicles under 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. This project previously had TIP ID 40-1601-05. In addition to the matching funds listed, MTA has committed \$110.658 million in 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 clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles 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.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.



**Bus and Paratransit Vehicle Overhaul and Replacement**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$49,621	\$12,405	\$9,348	\$2,337	\$5,542	\$1,386	\$7,539	\$1,885	\$90,063
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>\$49,621</b>	<b>\$12,405</b>	<b>\$9,348</b>	<b>\$2,337</b>	<b>\$5,542</b>	<b>\$1,386</b>	<b>\$7,539</b>	<b>\$1,885</b>	<b>\$90,063</b>

**Section 5307 Flex (STP funds flexed to Section 5307)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$88	\$22	\$90	\$23	\$0	\$0	\$0	\$0	\$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>\$88</b>	<b>\$22</b>	<b>\$90</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$223</b>

**Bus and Paratransit Vehicle Overhaul and Replacement**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$3,698	\$925	\$3,772	\$943	\$3,848	\$962	\$3,924	\$981	\$19,053
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>\$3,698</b>	<b>\$925</b>	<b>\$3,772</b>	<b>\$943</b>	<b>\$3,848</b>	<b>\$962</b>	<b>\$3,924</b>	<b>\$981</b>	<b>\$19,053</b>

**Congestion Mitigation and Air Quality**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$28,329	\$7,082	\$23,235	\$5,809	\$16,098	\$4,025	\$17,011	\$4,253	\$105,842
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>\$28,329</b>	<b>\$7,082</b>	<b>\$23,235</b>	<b>\$5,809</b>	<b>\$16,098</b>	<b>\$4,025</b>	<b>\$17,011</b>	<b>\$4,253</b>	<b>\$105,842</b>
<b>Total</b>	<b>\$81,736</b>	<b>\$20,434</b>	<b>\$36,445</b>	<b>\$9,112</b>	<b>\$25,488</b>	<b>\$6,373</b>	<b>\$28,474</b>	<b>\$7,119</b>	<b>\$215,181</b>

## Small Urban Transit Systems - Capital Assistance

<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>	\$2,343,000

### Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit system includes Carroll Transit System. FY 2018 funding will be used for (6) vehicle replacements, preventive maintenance, and a transit hub study.

### 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 Assistance**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$866	\$217	\$160	\$40	\$160	\$40	\$160	\$40	\$1,683
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>\$866</b>	<b>\$217</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$160</b>	<b>\$40</b>	<b>\$1,683</b>



## Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

### Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$132	\$33	\$132	\$33	\$132	\$33	\$132	\$33	\$660
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>\$132</b>	<b>\$33</b>	<b>\$132</b>	<b>\$33</b>	<b>\$132</b>	<b>\$33</b>	<b>\$132</b>	<b>\$33</b>	<b>\$660</b>
<b>Total</b>	<b>\$998</b>	<b>\$250</b>	<b>\$292</b>	<b>\$73</b>	<b>\$292</b>	<b>\$73</b>	<b>\$292</b>	<b>\$73</b>	<b>\$2,343</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	<b>Est. Total Cost</b>	\$3,340,000

### 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. Entities eligible to receive funding include Baltimore City, Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

### Justification:

The Maryland Ridesharing Program 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 assist with the promotion and management of their Rideshare Program.

### 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.
- 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,336	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$3,340
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>\$1,336</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$3,340</b>
<b>Total</b>	<b>\$1,336</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$668</b>	<b>\$0</b>	<b>\$3,340</b>

## Small Urban Transit Systems - Operating Assistance

<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 Transit System.

### 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.



**Small Urban Transit Systems - Operating Assistance**

(Funding in Thousands)

**Section 5307 Urbanized Area Formula Program (funding for operating projects)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

## Kirk Bus Facility Replacement - Phase 1 & 2

<b>TIP ID</b>	40-1203-65	<b>Year of Operation</b>	2019
<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>	\$153,000,000

### 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.

In addition to the matching funds listed, MTA has committed \$27.874 million in 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. MTA has worked with the community for many years to develop a plan to modernize the Kirk Bus Facility. Phase 1 completion - May 2016, Phase 2 anticipated year of completion - 2019.

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

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.

5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.



**Kirk Bus Facility Replacement - Phase 1 & 2**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$6,194	\$1,549	\$21,979	\$5,495	\$0	\$0	\$0	\$0	\$35,217
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>\$6,194</b>	<b>\$1,549</b>	<b>\$21,979</b>	<b>\$5,495</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,217</b>

**Kirk Bus Facility Replacement - Phase 1 & 2**

(Funding in Thousands)

**Section 5339 (Bus and Bus Facilities Formula Program)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$3,625	\$906	\$0	\$0	\$0	\$0	\$0	\$0	\$4,531
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>\$3,625</b>	<b>\$906</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,531</b>

**Congestion Mitigation and Air Quality**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$10,391	\$2,598	\$0	\$0	\$0	\$0	\$0	\$0	\$12,989
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>\$10,391</b>	<b>\$2,598</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,989</b>
<b>Total</b>	<b>\$20,210</b>	<b>\$5,053</b>	<b>\$21,979</b>	<b>\$5,495</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$52,737</b>

## 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>	\$193,520,000

### Description:

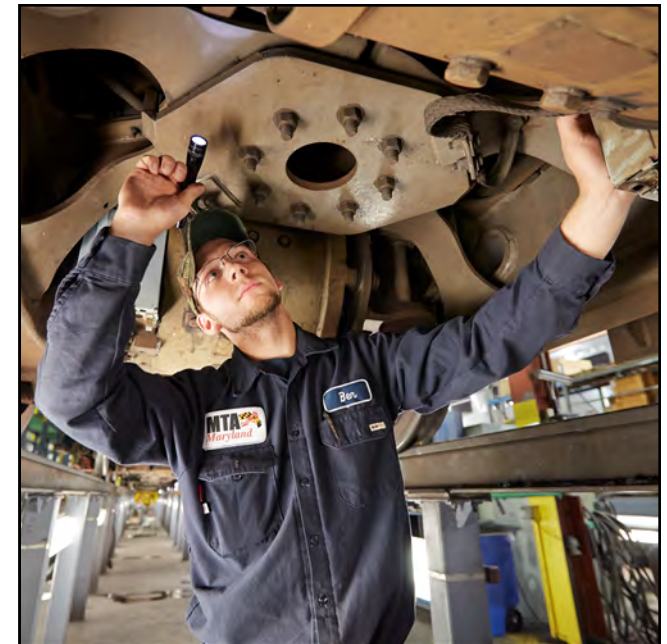
Provides preventive maintenance on the Bus, Light Rail, and Metro systems to improve safety, reliability, and passenger comfort.

### 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:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.



**Bus and Rail Preventive Maintenance**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$16,866	\$4,216	\$16,429	\$4,107	\$15,984	\$3,996	\$15,529	\$3,882	\$81,009
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>\$16,866</b>	<b>\$4,216</b>	<b>\$16,429</b>	<b>\$4,107</b>	<b>\$15,984</b>	<b>\$3,996</b>	<b>\$15,529</b>	<b>\$3,882</b>	<b>\$81,009</b>

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$21,838	\$5,460	\$22,275	\$5,569	\$22,720	\$5,680	\$23,175	\$5,794	\$112,511
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>\$21,838</b>	<b>\$5,460</b>	<b>\$22,275</b>	<b>\$5,569</b>	<b>\$22,720</b>	<b>\$5,680</b>	<b>\$23,175</b>	<b>\$5,794</b>	<b>\$112,511</b>
<b>Total</b>	<b>\$38,704</b>	<b>\$9,676</b>	<b>\$38,704</b>	<b>\$9,676</b>	<b>\$38,704</b>	<b>\$9,676</b>	<b>\$38,704</b>	<b>\$9,676</b>	<b>\$193,520</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>	\$9,360,000

### Description:

Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan.

### 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$9,360
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>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$9,360</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,370</b>	<b>\$1,310</b>	<b>\$9,360</b>

## Urban Transit Systems - Operating Assistance

<b>TIP ID</b>	40-1603-61	<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>	N/A	<b>Est. Total Cost</b>	\$10,376,000

### Description:

Operating assistance to urban transit systems throughout the Aberdeen/Bel Air South/Bel Air North Urbanized Area. Transit agencies eligible for funding include Harford County Transportation Services. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

The TIP ID for this project was formerly 40-1603-05.

### 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 Assistance

(Funding in Thousands)

### Section 5307 Urbanized Area Formula Program (funding for operating projects)

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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>

## Agencywide System Preservation and Improvement

<b>TIP ID</b>	40-1801-64	<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>	\$31,920,000

### Description:

This is an ongoing project to rehabilitate agency-wide facilities, systems, and infrastructure, including elevator and escalator upgrades, roofing, park-and-ride lots, concrete bus loops, drainage corrections, bridge and subway inspections, signage improvements, a treasury fare collection system, and a transit asset management system.

In addition to the matching funds listed, MTA has committed \$85.305 million in state dollars.

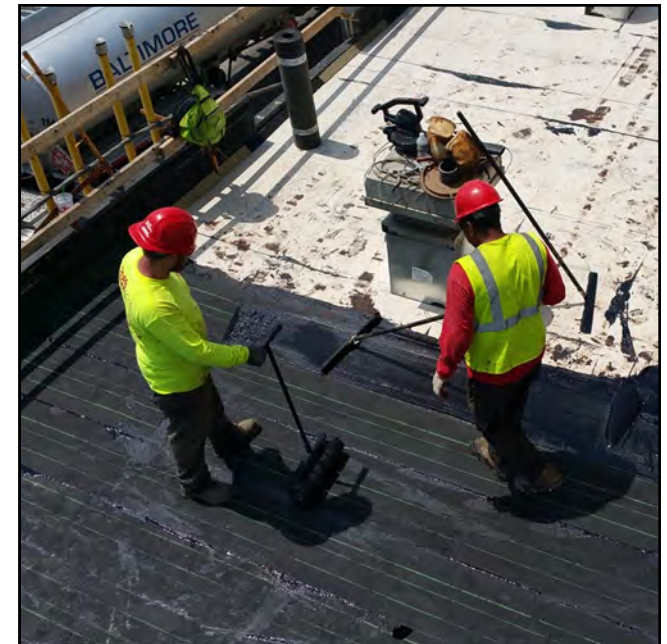
Previous TIP ID 40-0015-64

### Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and assure the preservation of infrastructure agency-wide.

### 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.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.



**Agencywide System Preservation and Improvement**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$14,396	\$3,599	\$2,044	\$511	\$0	\$0	\$9,096	\$2,274	\$31,920
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>\$14,396</b>	<b>\$3,599</b>	<b>\$2,044</b>	<b>\$511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,096</b>	<b>\$2,274</b>	<b>\$31,920</b>
<b>Total</b>	<b>\$14,396</b>	<b>\$3,599</b>	<b>\$2,044</b>	<b>\$511</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,096</b>	<b>\$2,274</b>	<b>\$31,920</b>

## Bus System Preservation and Improvement

<b>TIP ID</b>	40-1803-64	<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>	\$11,368,000

### Description:

This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority.

In addition to the matching funds listed, MTA has committed \$5.894 million in state dollars.

Previous TIP ID 40-0015-64

### Justification:

The associated projects support regional management and operation initiatives to improve service, safety, and the preservation of the Bus system.

### 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.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.



**Bus System Preservation and Improvement**

(Funding in Thousands)

**Section 5307 Flex (STP funds flexed to Section 5307)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$7,790	\$1,948	\$1,304	\$326	\$0	\$0	\$0	\$0	\$11,368
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>\$7,790</b>	<b>\$1,948</b>	<b>\$1,304</b>	<b>\$326</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,368</b>
<b>Total</b>	<b>\$7,790</b>	<b>\$1,948</b>	<b>\$1,304</b>	<b>\$326</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,368</b>

## Metro and Light Rail Rolling Stock Overhauls and Replacement

<b>TIP ID</b>	40-1804-63	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Fleet improvement
<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>	\$325,955,000

### Description:

The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure improved reliability. The Light Rail vehicle fleet will require the plan and design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet. The inspections will identify and remedy all obsolete parts issues in order to 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 were placed back in service in 2015, and last vehicle will be placed back in service in 2020. This TIP sheet combines two previous TIP IDs: 40-1001-64 and 40-1403-64. In addition to the matching funds listed, MTA has committed \$196.438 million in 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. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles.



**Metro and Light Rail Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

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

<b>Phase</b>	<b>FY 2018 Federal Funds</b>	<b>FY 2018 Matching Funds</b>	<b>FY 2019 Federal Funds</b>	<b>FY 2019 Matching Funds</b>	<b>FY 2020 Federal Funds</b>	<b>FY 2020 Matching Funds</b>	<b>FY 2021 Federal Funds</b>	<b>FY 2021 Matching Funds</b>	<b>Total Four-Year Funding Request</b>
CON	\$5,850	\$1,463	\$18,729	\$4,682	\$46,633	\$11,658	\$39,195	\$9,799	\$138,009
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>\$5,850</b>	<b>\$1,463</b>	<b>\$18,729</b>	<b>\$4,682</b>	<b>\$46,633</b>	<b>\$11,658</b>	<b>\$39,195</b>	<b>\$9,799</b>	<b>\$138,009</b>



## Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

### Section 5307 Flex (STP funds flexed to Section 5307)

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$30,910	\$7,728	\$0	\$0	\$0	\$0	\$38,638
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>\$30,910</b>	<b>\$7,728</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,638</b>

### Congestion Mitigation and Air Quality

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$46,741	\$11,685	\$20,219	\$5,055	\$27,152	\$6,788	\$25,334	\$6,334	\$149,308
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>\$46,741</b>	<b>\$11,685</b>	<b>\$20,219</b>	<b>\$5,055</b>	<b>\$27,152</b>	<b>\$6,788</b>	<b>\$25,334</b>	<b>\$6,334</b>	<b>\$149,308</b>
<b>Total</b>	<b>\$52,591</b>	<b>\$13,148</b>	<b>\$69,858</b>	<b>\$17,465</b>	<b>\$73,785</b>	<b>\$18,446</b>	<b>\$64,529</b>	<b>\$16,133</b>	<b>\$325,955</b>

## Metro and Light Rail System Preservation and Improvement

<b>TIP ID</b>	40-1805-64	<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>	\$30,648,000

### Description:

This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment.

In addition to the matching funds listed, MTA has committed \$183.527 million in state dollars.

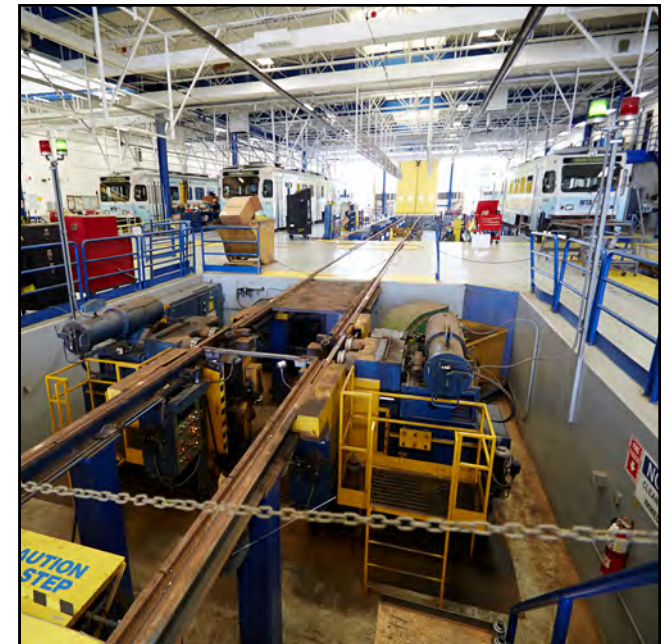
Previous TIP ID 40-0015-64

### Justification:

The associated projects support regional management and operation initiatives to improve service and safety and assure the preservation of the Light Rail and Metro system.

### 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.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.



**Metro and Light Rail System Preservation and Improvement**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$22,746	\$5,687	\$0	\$0	\$1,772	\$443	\$0	\$0	\$30,648
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>\$22,746</b>	<b>\$5,687</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,772</b>	<b>\$443</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,648</b>
<b>Total</b>	<b>\$22,746</b>	<b>\$5,687</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,772</b>	<b>\$443</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,648</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>	\$1,904,000

### Description:

Operating assistance to transit systems located in the Baltimore region. Transit agencies eligible for funding include Baltimore County (Baltimore County Office of Aging) and Carroll Transit System.

### Justification:

Rural 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.



**Rural Transit Systems - Operating Assistance**

(Funding in Thousands)

**Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904
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>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$1,904</b>
<b>Total</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$238</b>	<b>\$1,904</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>	\$35,758,000

**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.

In addition to the matching funds listed, MTA has committed \$16.41 million in state dollars.

**Justification:**

Overhauls will extend the life 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 5307 Urbanized Area Formula Program (funding for capital projects)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,610	\$402	\$75	\$19	\$2,106
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>\$1,610</b>	<b>\$402</b>	<b>\$75</b>	<b>\$19</b>	<b>\$2,106</b>

**MARC Rolling Stock Overhauls and Replacement**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$20,902	\$5,225	\$4,304	\$1,076	\$488	\$122	\$1,228	\$307	\$33,652
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>\$20,902</b>	<b>\$5,225</b>	<b>\$4,304</b>	<b>\$1,076</b>	<b>\$488</b>	<b>\$122</b>	<b>\$1,228</b>	<b>\$307</b>	<b>\$33,652</b>
<b>Total</b>	<b>\$20,902</b>	<b>\$5,225</b>	<b>\$4,304</b>	<b>\$1,076</b>	<b>\$2,098</b>	<b>\$524</b>	<b>\$1,303</b>	<b>\$326</b>	<b>\$35,758</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>	\$49,580,000

### Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to Brunswick and Camden lines, system-wide parking lot improvements, the design, procurement, and installation of ADA compliant public address system to all MARC stations on the Brunswick, Camden, and Penn lines, implementation and development of Positive Train Control for MARC, audio/visual warning system for MARC train approaching, and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure.

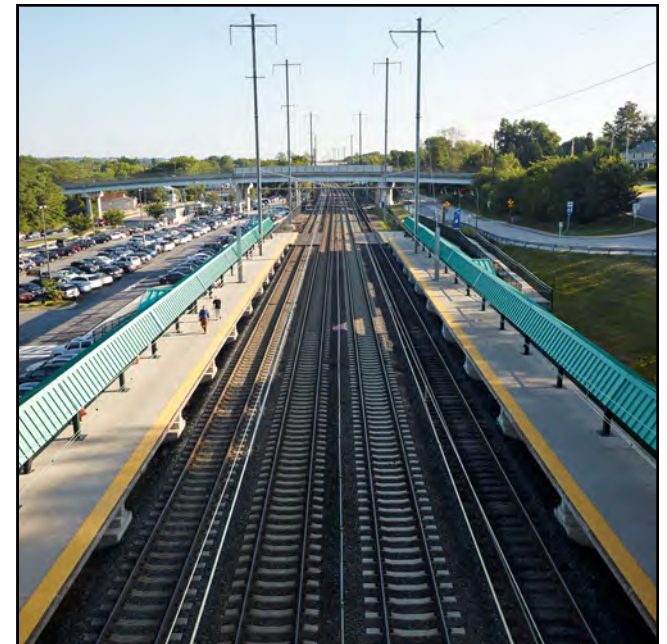
In addition to the matching funds listed, MTA has committed \$11.917 million in state dollars.

### 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:

- 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.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.



**MARC Improvements**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$80	\$20	\$241	\$60	\$1,187	\$297	\$2,412	\$603	\$4,900
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>\$80</b>	<b>\$20</b>	<b>\$241</b>	<b>\$60</b>	<b>\$1,187</b>	<b>\$297</b>	<b>\$2,412</b>	<b>\$603</b>	<b>\$4,900</b>

**MARC Improvements**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,329	\$1,082	\$10,322	\$2,581	\$14,958	\$3,739	\$6,135	\$1,534	\$44,680
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>\$4,329</b>	<b>\$1,082</b>	<b>\$10,322</b>	<b>\$2,581</b>	<b>\$14,958</b>	<b>\$3,739</b>	<b>\$6,135</b>	<b>\$1,534</b>	<b>\$44,680</b>
<b>Total</b>	<b>\$4,409</b>	<b>\$1,102</b>	<b>\$10,563</b>	<b>\$2,641</b>	<b>\$16,145</b>	<b>\$4,036</b>	<b>\$8,547</b>	<b>\$2,137</b>	<b>\$49,580</b>

## MARC Facilities

<b>TIP ID</b>	70-1503-55	<b>Year of Operation</b>	2021
<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>	\$62,822,000

### Description:

- 1) Procure 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. MTA & CSX are jointly working with MDE to remediate hazardous material contamination.
- 2) BWI - Comprehensive structural inspection of garages 1 & 2, w/ design & construction of recommended structural repairs and repairs to mechanical, plumbing, fire protection and electrical systems & elevators.
- 3) West Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access & make it ADA compliant by installing a pedestrian plaza, elevators, wayside lifts & platform improvements.
- 4) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks.

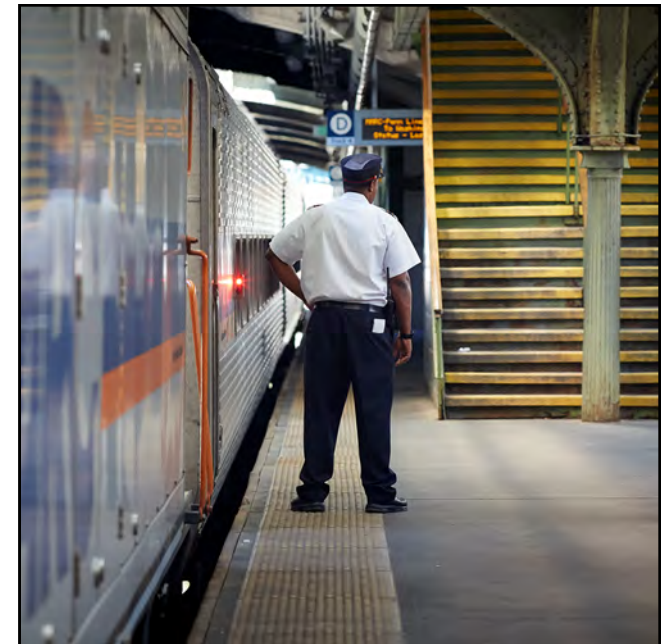
### Justification:

- 1) Space needed in the Baltimore region 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, support community-wide accessibility, and provide connectivity to the Light Rail.
- 4) Space needed in the Baltimore region for MARC train maintenance and storage.

Note: In addition to the matching funds listed, MTA has committed \$2.1 million in state dollars.

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



**MARC Facilities**

(Funding in Thousands)

**Section 5337 (State of Good Repair Formula Program)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$6,235	\$1,559	\$774	\$194	\$10,866	\$2,717	\$9,644	\$2,411	\$34,400
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>\$6,235</b>	<b>\$1,559</b>	<b>\$774</b>	<b>\$194</b>	<b>\$10,866</b>	<b>\$2,717</b>	<b>\$9,644</b>	<b>\$2,411</b>	<b>\$34,400</b>
<b>Total</b>	<b>\$6,235</b>	<b>\$1,559</b>	<b>\$774</b>	<b>\$194</b>	<b>\$10,866</b>	<b>\$2,717</b>	<b>\$9,644</b>	<b>\$2,411</b>	<b>\$34,400</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>	\$2,300,000

**Description:**

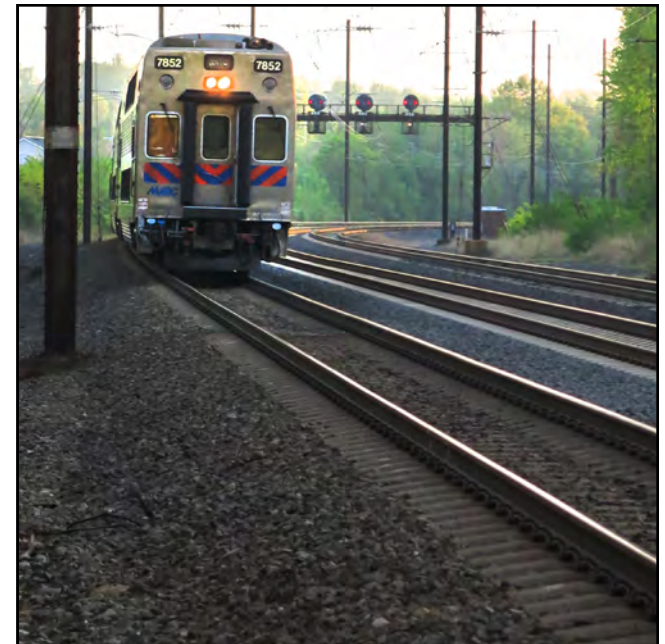
The Maryland Department of Transportation(MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA's Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

**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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$100	\$2,300
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>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$100</b>	<b>\$2,300</b>
<b>Total</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$200</b>	<b>\$400</b>	<b>\$100</b>	<b>\$2,300</b>

## Port of Baltimore Enhancements

<b>TIP ID</b>	92-1401-83	<b>Year of Operation</b>	2018
<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>	\$42,857,000

### Description:

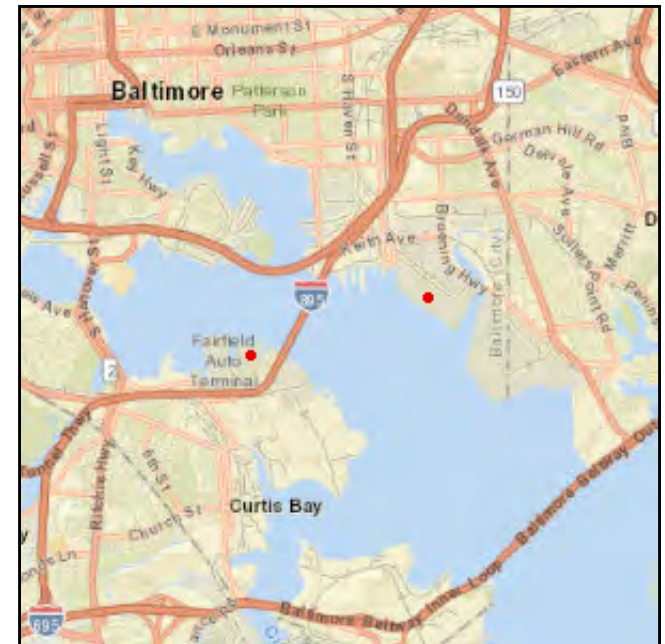
MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

### 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$3,244	\$2,691	\$1,336	\$2,934	\$0	\$950	\$0	\$0	\$11,155
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>\$3,244</b>	<b>\$2,691</b>	<b>\$1,336</b>	<b>\$2,934</b>	<b>\$0</b>	<b>\$950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,155</b>
<b>Total</b>	<b>\$3,244</b>	<b>\$2,691</b>	<b>\$1,336</b>	<b>\$2,934</b>	<b>\$0</b>	<b>\$950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,155</b>

**Areawide Transportation Alternatives Projects**

<b>TIP ID</b>	60-9903-29	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$24,800,000

**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 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.
- 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.
- 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)**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$20,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
<b>Subtotal</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$24,800</b>
<b>Total</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$4,960</b>	<b>\$1,240</b>	<b>\$24,800</b>

**Areawide Environmental Projects**

<b>TIP ID</b>	60-9506-38	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$93,420,000

**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. This program also includes National Recreational Trails projects.

**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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$1,120</b>	<b>\$280</b>	<b>\$1,120</b>	<b>\$280</b>	<b>\$1,120</b>	<b>\$280</b>	<b>\$1,120</b>	<b>\$280</b>	<b>\$5,600</b>

**Areawide Environmental Projects**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$25,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$216	\$54	\$216	\$54	\$216	\$54	\$216	\$54	\$1,080
PP	\$72	\$18	\$72	\$18	\$72	\$18	\$72	\$18	\$360
ROW	\$72	\$18	\$72	\$18	\$72	\$18	\$72	\$18	\$360
<b>Subtotal</b>	<b>\$8,360</b>	<b>\$2,090</b>	<b>\$4,360</b>	<b>\$1,090</b>	<b>\$4,360</b>	<b>\$1,090</b>	<b>\$4,360</b>	<b>\$1,090</b>	<b>\$26,800</b>

**National Highway System**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$2,000	\$500	\$2,000	\$500	\$2,000	\$500	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
PP	\$72	\$18	\$72	\$18	\$72	\$18	\$72	\$18	\$360
ROW	\$72	\$18	\$72	\$18	\$72	\$18	\$72	\$18	\$360
<b>Subtotal</b>	<b>\$2,464</b>	<b>\$616</b>	<b>\$2,464</b>	<b>\$616</b>	<b>\$2,464</b>	<b>\$616</b>	<b>\$2,464</b>	<b>\$616</b>	<b>\$12,320</b>

**Areawide Environmental Projects**

(Funding in Thousands)

**Recreational Trails Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$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>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$1,200</b>

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$8,400	\$2,100	\$9,600	\$2,400	\$8,400	\$2,100	\$8,400	\$2,100	\$43,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$200	\$50	\$200	\$50	\$200	\$50	\$200	\$50	\$1,000
ROW	\$200	\$50	\$200	\$50	\$200	\$50	\$200	\$50	\$1,000
<b>Subtotal</b>	<b>\$9,200</b>	<b>\$2,300</b>	<b>\$10,400</b>	<b>\$2,600</b>	<b>\$9,200</b>	<b>\$2,300</b>	<b>\$9,200</b>	<b>\$2,300</b>	<b>\$47,500</b>
<b>Total</b>	<b>\$21,384</b>	<b>\$5,346</b>	<b>\$18,584</b>	<b>\$4,646</b>	<b>\$17,384</b>	<b>\$4,346</b>	<b>\$17,384</b>	<b>\$4,346</b>	<b>\$93,420</b>

### Areawide Congestion Management

<b>TIP ID</b>	60-9504-04	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$54,800,000

**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.

**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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
PP	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
<b>Subtotal</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$6,400</b>

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$6,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PP	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
<b>Subtotal</b>	<b>\$1,520</b>	<b>\$380</b>	<b>\$1,520</b>	<b>\$380</b>	<b>\$1,520</b>	<b>\$380</b>	<b>\$1,520</b>	<b>\$380</b>	<b>\$7,600</b>

**Areawide Congestion Management**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

<b>Phase</b>	<b>FY 2018 Federal Funds</b>	<b>FY 2018 Matching Funds</b>	<b>FY 2019 Federal Funds</b>	<b>FY 2019 Matching Funds</b>	<b>FY 2020 Federal Funds</b>	<b>FY 2020 Matching Funds</b>	<b>FY 2021 Federal Funds</b>	<b>FY 2021 Matching Funds</b>	<b>Total Four-Year Funding Request</b>
CON	\$4,480	\$1,120	\$4,480	\$1,120	\$4,320	\$1,080	\$4,320	\$1,080	\$22,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$18,000
PP	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
<b>Subtotal</b>	<b>\$8,240</b>	<b>\$2,060</b>	<b>\$8,240</b>	<b>\$2,060</b>	<b>\$8,080</b>	<b>\$2,020</b>	<b>\$8,080</b>	<b>\$2,020</b>	<b>\$40,800</b>
<b>Total</b>	<b>\$11,040</b>	<b>\$2,760</b>	<b>\$11,040</b>	<b>\$2,760</b>	<b>\$10,880</b>	<b>\$2,720</b>	<b>\$10,880</b>	<b>\$2,720</b>	<b>\$54,800</b>

**Areawide Bridge Replacement And Rehabilitation**

<b>TIP ID</b>	60-9310-13	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$154,800,000

**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 - Regional

## 2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$9,600	\$2,400	\$9,600	\$2,400	\$9,600	\$2,400	\$9,600	\$2,400	\$48,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$960	\$240	\$960	\$240	\$960	\$240	\$3,600
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
<b>Subtotal</b>	<b>\$10,400</b>	<b>\$2,600</b>	<b>\$11,360</b>	<b>\$2,840</b>	<b>\$11,360</b>	<b>\$2,840</b>	<b>\$11,360</b>	<b>\$2,840</b>	<b>\$55,600</b>



SHA - Regional

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$12,000	\$3,000	\$12,000	\$3,000	\$12,000	\$3,000	\$12,000	\$3,000	\$60,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$5,440	\$1,360	\$5,440	\$1,360	\$5,440	\$1,360	\$5,440	\$1,360	\$27,200
PP	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
ROW	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
<b>Subtotal</b>	<b>\$19,840</b>	<b>\$4,960</b>	<b>\$19,840</b>	<b>\$4,960</b>	<b>\$19,840</b>	<b>\$4,960</b>	<b>\$19,840</b>	<b>\$4,960</b>	<b>\$99,200</b>
<b>Total</b>	<b>\$30,240</b>	<b>\$7,560</b>	<b>\$31,200</b>	<b>\$7,800</b>	<b>\$31,200</b>	<b>\$7,800</b>	<b>\$31,200</b>	<b>\$7,800</b>	<b>\$154,800</b>

**Areawide Resurfacing And Rehabilitation**

<b>TIP ID</b>	60-9501-11	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$440,000,000

**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 - Regional

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

#### Highway Safety Improvement Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$20,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
<b>Subtotal</b>	<b>\$4,400</b>	<b>\$1,100</b>	<b>\$4,400</b>	<b>\$1,100</b>	<b>\$4,400</b>	<b>\$1,100</b>	<b>\$4,400</b>	<b>\$1,100</b>	<b>\$22,000</b>



SHA - Regional

## 2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$43,200	\$10,800	\$40,000	\$10,000	\$40,000	\$10,000	\$40,000	\$10,000	\$204,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
<b>Subtotal</b>	<b>\$45,200</b>	<b>\$11,300</b>	<b>\$42,000</b>	<b>\$10,500</b>	<b>\$42,000</b>	<b>\$10,500</b>	<b>\$42,000</b>	<b>\$10,500</b>	<b>\$214,000</b>

#### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$40,000	\$10,000	\$38,400	\$9,600	\$38,400	\$9,600	\$38,400	\$9,600	\$194,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
<b>Subtotal</b>	<b>\$42,000</b>	<b>\$10,500</b>	<b>\$40,400</b>	<b>\$10,100</b>	<b>\$40,400</b>	<b>\$10,100</b>	<b>\$40,400</b>	<b>\$10,100</b>	<b>\$204,000</b>
<b>Total</b>	<b>\$91,600</b>	<b>\$22,900</b>	<b>\$86,800</b>	<b>\$21,700</b>	<b>\$86,800</b>	<b>\$21,700</b>	<b>\$86,800</b>	<b>\$21,700</b>	<b>\$440,000</b>

**Areawide Safety And Spot Improvements**

<b>TIP ID</b>	60-9508-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$303,560,000

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





SHA - Regional

**2018 - 2021 Transportation Improvement Program**Highway Preservation  
National Highway System**Areawide Safety And Spot Improvements**

(Funding in Thousands)

**Congestion Mitigation and Air Quality**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,320	\$1,080	\$4,320	\$1,080	\$4,320	\$1,080	\$4,320	\$1,080	\$21,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
PP	\$56	\$14	\$56	\$14	\$56	\$14	\$56	\$14	\$280
ROW	\$56	\$14	\$56	\$14	\$56	\$14	\$56	\$14	\$280
<b>Subtotal</b>	<b>\$4,592</b>	<b>\$1,148</b>	<b>\$4,592</b>	<b>\$1,148</b>	<b>\$4,592</b>	<b>\$1,148</b>	<b>\$4,592</b>	<b>\$1,148</b>	<b>\$22,960</b>

**Highway Safety Improvement Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$8,160	\$2,040	\$8,160	\$2,040	\$8,160	\$2,040	\$8,160	\$2,040	\$40,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
<b>Subtotal</b>	<b>\$9,440</b>	<b>\$2,360</b>	<b>\$9,440</b>	<b>\$2,360</b>	<b>\$9,440</b>	<b>\$2,360</b>	<b>\$9,440</b>	<b>\$2,360</b>	<b>\$47,200</b>



SHA - Regional

**2018 - 2021 Transportation Improvement Program**Highway Preservation  
National Highway System**Areawide Safety And Spot Improvements**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$28,000	\$7,000	\$19,200	\$4,800	\$19,200	\$4,800	\$19,200	\$4,800	\$107,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
<b>Subtotal</b>	<b>\$29,280</b>	<b>\$7,320</b>	<b>\$20,480</b>	<b>\$5,120</b>	<b>\$20,480</b>	<b>\$5,120</b>	<b>\$20,480</b>	<b>\$5,120</b>	<b>\$113,400</b>

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$20,000	\$5,000	\$20,000	\$5,000	\$20,000	\$5,000	\$20,000	\$5,000	\$100,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$12,000
PP	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
ROW	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
<b>Subtotal</b>	<b>\$24,000</b>	<b>\$6,000</b>	<b>\$24,000</b>	<b>\$6,000</b>	<b>\$24,000</b>	<b>\$6,000</b>	<b>\$24,000</b>	<b>\$6,000</b>	<b>\$120,000</b>
<b>Total</b>	<b>\$67,312</b>	<b>\$16,828</b>	<b>\$58,512</b>	<b>\$14,628</b>	<b>\$58,512</b>	<b>\$14,628</b>	<b>\$58,512</b>	<b>\$14,628</b>	<b>\$303,560</b>

**Areawide Urban Reconstruction**

<b>TIP ID</b>	60-9511-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$25,400,000

**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:**

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





SHA - Regional

**2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$8	\$2	\$8	\$2	\$8	\$2	\$8	\$2	\$40
PP	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
ROW	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
<b>Subtotal</b>	<b>\$40</b>	<b>\$10</b>	<b>\$40</b>	<b>\$10</b>	<b>\$40</b>	<b>\$10</b>	<b>\$40</b>	<b>\$10</b>	<b>\$200</b>

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$20,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
<b>Subtotal</b>	<b>\$5,040</b>	<b>\$1,260</b>	<b>\$5,040</b>	<b>\$1,260</b>	<b>\$5,040</b>	<b>\$1,260</b>	<b>\$5,040</b>	<b>\$1,260</b>	<b>\$25,200</b>
<b>Total</b>	<b>\$5,080</b>	<b>\$1,270</b>	<b>\$5,080</b>	<b>\$1,270</b>	<b>\$5,080</b>	<b>\$1,270</b>	<b>\$5,080</b>	<b>\$1,270</b>	<b>\$25,400</b>

**Morgan State University Transportation Research Program**

<b>TIP ID</b>	60-0702-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	SHA - Regional	<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>	\$180,000

**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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$45	\$0	\$45	\$0	\$45	\$0	\$45	\$0	\$180
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>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$180</b>
<b>Total</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$45</b>	<b>\$0</b>	<b>\$180</b>

## MD 175: Mapes Road and Reece Road Intersection Reconstruction

<b>TIP ID</b>	61-1402-39	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA - Anne Arundel County	<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>	\$19,424,000

### Description:

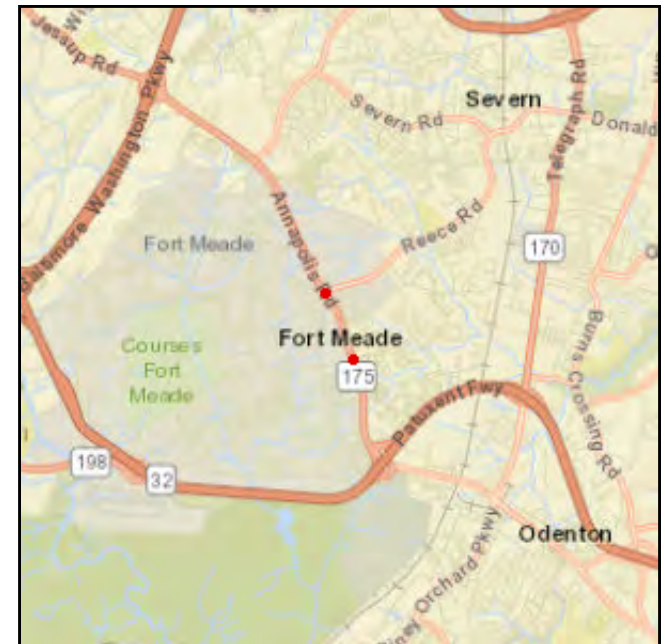
Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement).

### 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.



**MD 175: Mapes Road and Reece Road Intersection Reconstruction**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$3,344	\$641	\$0	\$0	\$0	\$0	\$0	\$0	\$3,985
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>\$3,344</b>	<b>\$641</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,985</b>
<b>Total</b>	<b>\$3,344</b>	<b>\$641</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,985</b>

## MD 175: MD 295 to MD 170

<b>TIP ID</b>	61-0605-41	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA - Anne Arundel 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>	2/4 lanes to 6-lane divided, 5.2 miles
<b>CIP or CTP ID(s)</b>	AA4361	<b>Est. Total Cost</b>	\$190,900,000

### Description:

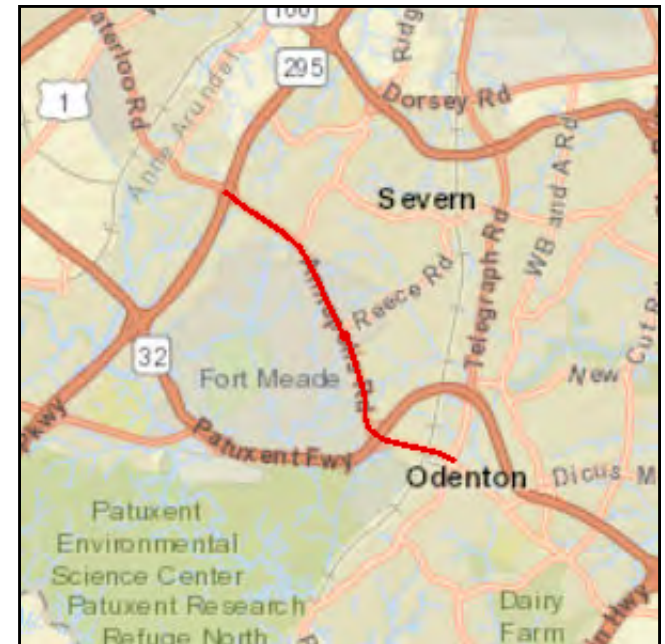
The purpose of this project is to improve access to Fort Meade. The section from MD 295 to MD 32 includes widening from 2 or 4 lanes to 6 lanes. The section from MD 32 to MD 170 includes interchange and intersection improvements. The entire corridor will see bicycle and pedestrian accommodations. Segment 1, MD 175/MD 295 interchange, from National Business Parkway to McCarron Court, has TIP ID# 61-1701-41. Segment 2, MD 175: Disney Road to Reece Road, has TIP ID# 61-1601-41. Engineering to widen the segment between Mapes Road and MD 32 is funded under this TIP ID. The estimated total cost includes projected funding that will be required to construct the remainder of the corridor improvements. No schedule or funding for remaining segments has been identified.

### Justification:

This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at 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.





SHA - Anne Arundel County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### MD 175: MD 295 to MD 170

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$495	\$0	\$0	\$0	\$0	\$0	\$0	\$495
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$495	\$0	\$0	\$0	\$0	\$0	\$0	\$495
Total	\$0	\$495	\$0	\$0	\$0	\$0	\$0	\$0	\$495

## MD 198: MD 295 to MD 32

<b>TIP ID</b>	61-1403-41	<b>Year of Operation</b>	2030
<b>Agency</b>	SHA - Anne Arundel County	<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, 2.7 Miles
<b>CIP or CTP ID(s)</b>	AA5101	<b>Est. Total Cost</b>	\$190,800,000

### Description:

This project will address capacity needs on MD 198 from MD 295 to MD 32. Bicycle and pedestrian access will be provided where appropriate. (BRAC related)

Phase I, MD 198/MD 295 partial interchange project is funded for preliminary engineering, flowed under this TIP ID. This phase will widen the roadway to add turning lanes. However, it does not add additional through lanes. The estimated total cost includes projected funding that will be required to construct the remainder of corridor improvements. No schedule or funding for remaining segments have been identified.

### Justification:

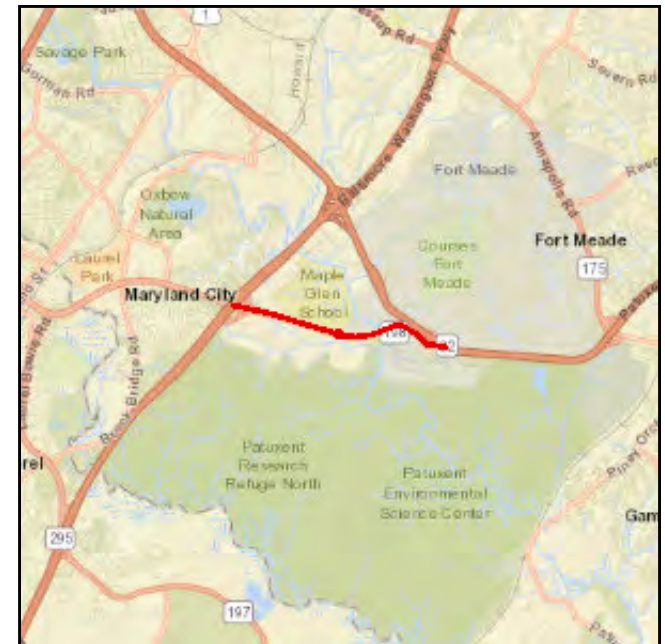
MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC expansion.

### 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$306	\$0	\$0	\$0	\$0	\$0	\$0	\$306
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>\$306</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$306</b>
<b>Total</b>	<b>\$0</b>	<b>\$306</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$306</b>

## US 50: MD 70 to MD 2

<b>TIP ID</b>	61-1404-41	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - Anne Arundel County	<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>	6 to 7 lanes, 1.66 miles
<b>CIP or CTP ID(s)</b>	AA2211	<b>Est. Total Cost</b>	\$25,310,000

### Description:

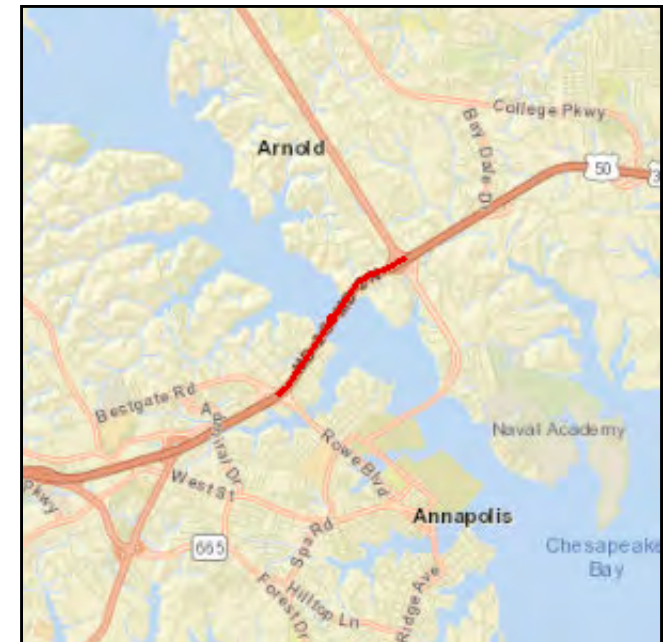
Project to ease congestion on US 50 from MD 70 to MD 2 (northbound), by restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate one additional eastbound travel lane for the length of the project.

### 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 - Anne Arundel County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### US 50: MD 70 to MD 2

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$14,010	\$0	\$6,295	\$0	\$0	\$0	\$0	\$20,305
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$1,836	\$0	\$0	\$0	\$0	\$0	\$0	\$1,836
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$37	\$0	\$37	\$0	\$37	\$0	\$37	\$148
Subtotal	\$0	\$15,883	\$0	\$6,332	\$0	\$37	\$0	\$37	\$22,289
Total	\$0	\$15,883	\$0	\$6,332	\$0	\$37	\$0	\$37	\$22,289

## MD 175: Disney Road to Reece Road

<b>TIP ID</b>	61-1601-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA - Anne Arundel 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 6 lanes, 1.13 miles
<b>CIP or CTP ID(s)</b>	AA4364	<b>Est. Total Cost</b>	\$19,299,000

### Description:

This project is Phase 2 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.

Phase 1, widening MD 175 through the MD 295 interchange from National Business Parkway to McCarron Court, has TIP ID# 61-1701-41.

### Justification:

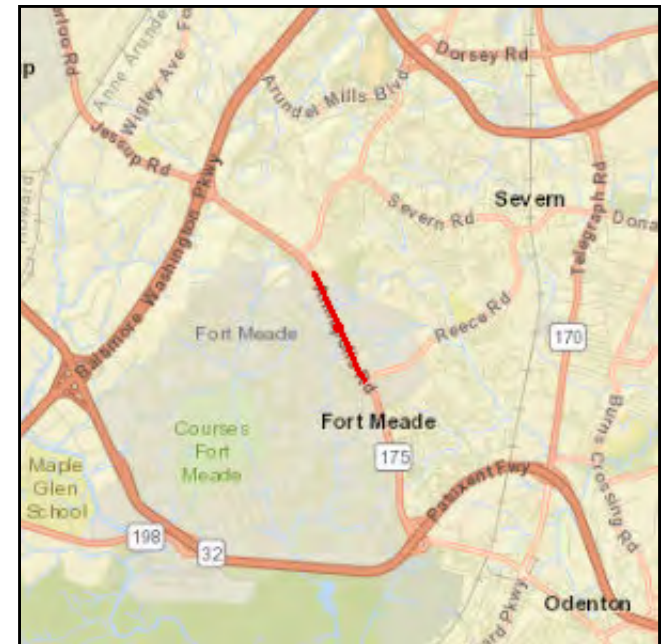
This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

### 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.





SHA - Anne Arundel County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### MD 175: Disney Road to Reece Road

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$575	\$106	\$207	\$118	\$5,174	\$117	\$0	\$0	\$6,297
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>\$575</b>	<b>\$106</b>	<b>\$207</b>	<b>\$118</b>	<b>\$5,174</b>	<b>\$117</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,297</b>

**MD 175: Disney Road to Reece Road**

(Funding in Thousands)

**Transportation Investment Generating Economic Recovery**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$0	\$5,000	\$0	\$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
Subtotal	\$4,000	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$9,000
Total	\$4,575	\$106	\$5,207	\$118	\$5,174	\$117	\$0	\$0	\$15,297

## MD 175: National Business Parkway to McCarron Court

<b>TIP ID</b>	61-1701-41	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Anne Arundel 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 6 lanes, 1.1 miles
<b>CIP or CTP ID(s)</b>	AA4363	<b>Est. Total Cost</b>	\$86,309,000

### Description:

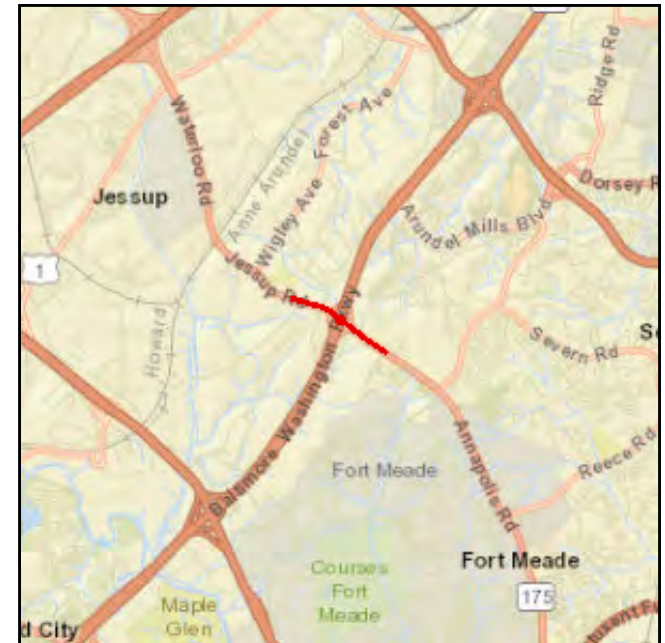
This project will widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes, including through the MD 295 interchange. It also reconfigures ramps in the northeast and southwest quadrants of the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian facilities will be provided. Construction will continue beyond the FY18-21 TIP with completion anticipated in FY 2022. 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.

### Justification:

This project will improve safety and operation along MD 175 and ease growing congestion related to the BRAC expansion at 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.



**MD 175: National Business Parkway to McCarron Court**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$4,333	\$1,222	\$9,774	\$2,757	\$12,136	\$3,423	\$33,645
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$529	\$132	\$0	\$0	\$0	\$0	\$0	\$0	\$661
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$529</b>	<b>\$132</b>	<b>\$4,333</b>	<b>\$1,222</b>	<b>\$9,774</b>	<b>\$2,757</b>	<b>\$12,136</b>	<b>\$3,423</b>	<b>\$34,306</b>

**MD 175: National Business Parkway to McCarron Court**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$3,022	\$0	\$2,590	\$0	\$2,022	\$0	\$348	\$7,982
Subtotal	\$0	\$3,022	\$0	\$2,590	\$0	\$2,022	\$0	\$348	\$7,982
Total	\$529	\$3,154	\$4,333	\$3,812	\$9,774	\$4,779	\$12,136	\$3,771	\$42,288

## I-695: I-95 to MD 122 (Southwest Beltway)

<b>TIP ID</b>	63-0602-41	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA - Baltimore County	<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, 5.9 miles
<b>CIP or CTP ID(s)</b>	AW7581	<b>Est. Total Cost</b>	\$354,440,000

### 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. The I-695 Outer Loop widening project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144 and has TIP ID #63-1601-41. The replacement of the bridge along the I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert Run and the realignment of the I-695 Inner Loop ramp from US 1 over Leeds Avenue, and US 1 from Knecht Avenue to Linden Avenue have TIP ID #63-1602-43. Engineering for this project is on hold.

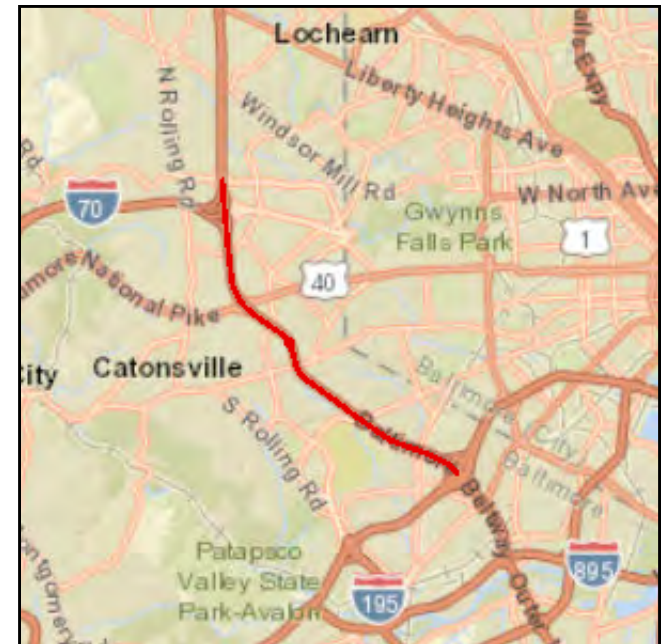
### Justification:

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.

Estimated Total Cost includes projected funding that will be required to construct the remainder of corridor improvements. No schedule or funding for remaining segments have been identified.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
4. Increase Mobility





SHA - Baltimore County

## 2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2

<b>TIP ID</b>	63-0802-41	<b>Year of Operation</b>	2025
<b>Agency</b>	SHA - Baltimore County	<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>	0.4 miles, 2 to 3 lanes
<b>CIP or CTP ID(s)</b>	BA7291	<b>Est. Total Cost</b>	\$24,438,000

### Description:

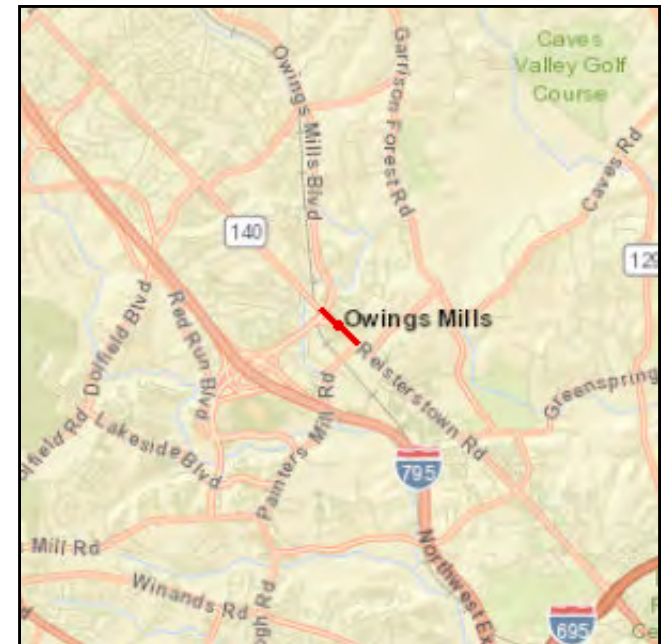
Capacity and safety improvements to MD 140 from north of Painters Mill Road to Owings Mills Boulevard including; an additional through lane on southbound MD 140, addition of left and right turn lanes, and added width for bicycle compatability. This results in two through lanes on northbound MD 140 and three through lanes on southbound MD 140. Estimated Total Cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been determined. 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. It will improve safety and address operational concerns along MD 140, while reducing delays along the corridor and enhancing pedestrian safety.

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

- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility



**MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$642	\$0	\$0	\$0	\$0	\$0	\$0	\$642
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>\$642</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$642</b>
<b>Total</b>	<b>\$0</b>	<b>\$642</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$642</b>

## I-795: Dolfield Boulevard Interchange

<b>TIP ID</b>	63-0803-46	<b>Year of Operation</b>	2026
<b>Agency</b>	SHA - Baltimore County	<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, 4 to 6 lanes
<b>CIP or CTP ID(s)</b>	BA4511	<b>Est. Total Cost</b>	\$122,098,000

### Description:

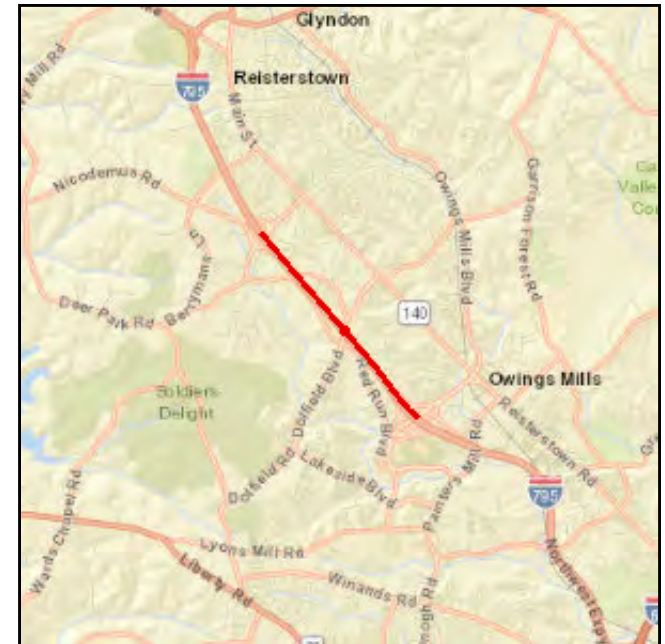
This study has identified a preferred alternative that constructs a new interchange at the existing Pleasant Hill Road overpass. The project also includes widening I-795 from 4 to 6 lanes between Owings Mills and Franklin Boulevards. Funding will take preliminary engineering to the 30% stage, when phasing options will be evaluated. Estimated Total Cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been determined.

### 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 - Baltimore County

## 2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$810	\$90	\$752	\$83	\$0	\$0	\$0	\$0	\$1,735
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$810	\$90	\$752	\$83	\$0	\$0	\$0	\$0	\$1,735
Total	\$810	\$90	\$752	\$83	\$0	\$0	\$0	\$0	\$1,735

## MD 140: Garrison View Road to Painters Mill Road - Phase 1

<b>TIP ID</b>	63-1203-41	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - Baltimore County	<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>	0.2 Miles, 2 to 3 lanes
<b>CIP or CTP ID(s)</b>	BA7292	<b>Est. Total Cost</b>	\$17,891,000

### 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 a developer. Culvert and utility work, done under an advanced contract, is complete.

This is phase 1 of MD 140 construction. Phase 2 is the MD 140: North of Painters Mill Road to 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.

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

- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility





SHA - Baltimore County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### MD 140: Garrison View Road to Painters Mill Road - Phase 1

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,913	\$0	\$1,470	\$0	\$0	\$0	\$0	\$3,383
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	\$533	\$0	\$0	\$0	\$0	\$0	\$0	\$533
Subtotal	\$0	\$2,446	\$0	\$1,470	\$0	\$0	\$0	\$0	\$3,916
Total	\$0	\$2,446	\$0	\$1,470	\$0	\$0	\$0	\$0	\$3,916

## 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>	2017
<b>Agency</b>	SHA - Baltimore County	<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; 1.1 miles
<b>CIP or CTP ID(s)</b>	BA4581	<b>Est. Total Cost</b>	\$33,398,000

### 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. The existing one-lane loop ramp will be removed, eliminating a weave movement on this section of I-695. Construction will be completed in fiscal year 2017 and engineering for a future noise wall will continue through fiscal year 2018.

### 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.
4. Increase Mobility



**I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction**

(Funding in Thousands)

**Section 1702 High Priority Project**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$252	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$291
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$252</b>	<b>\$39</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$291</b>
<b>Total</b>	<b>\$252</b>	<b>\$39</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$291</b>

## I-695: US 40 to MD 144

<b>TIP ID</b>	63-1601-41	<b>Year of Operation</b>	2021
<b>Agency</b>	SHA - Baltimore County	<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, 1.2 miles
<b>CIP or CTP ID(s)</b>	BA7271	<b>Est. Total Cost</b>	\$105,936,000

### 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. The noise barrier on the inner loop will be replaced and extended from Shady Nook to US 40 as part of this project.

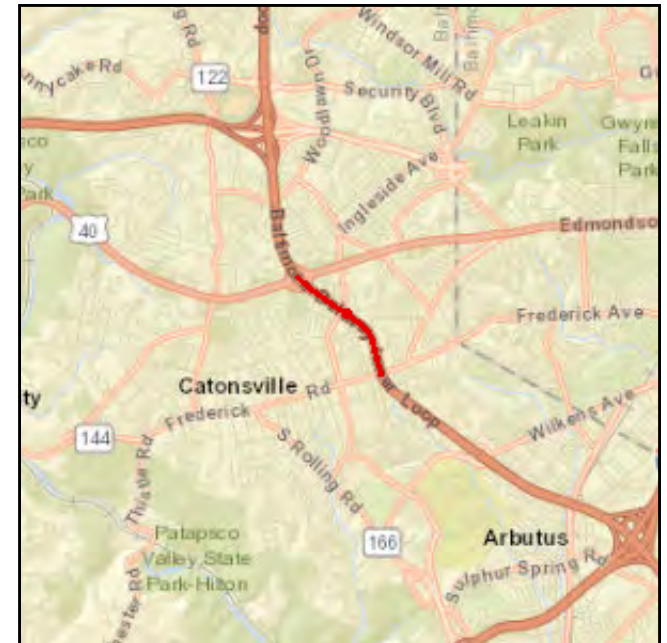
This project is a breakout of the I-695, from I-95 to MD 122, corridor project, which has TIP ID #63-0602-41.

### 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 - Baltimore County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### I-695: US 40 to MD 144

(Funding in Thousands)

#### National Highway System

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$15,355	\$34	\$15,332	\$1,740	\$11,790	\$10,080	\$0	\$0	\$54,331
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>\$15,355</b>	<b>\$34</b>	<b>\$15,332</b>	<b>\$1,740</b>	<b>\$11,790</b>	<b>\$10,080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,331</b>



SHA - Baltimore County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### I-695: US 40 to MD 144

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,502	\$6,502
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$641	\$0	\$267	\$0	\$0	\$0	\$0	\$908
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$380	\$0	\$380	\$0	\$254	\$0	\$0	\$1,014
Subtotal	\$0	\$1,021	\$0	\$647	\$0	\$254	\$0	\$6,502	\$8,424
Total	\$15,355	\$1,055	\$15,332	\$2,387	\$11,790	\$10,334	\$0	\$6,502	\$62,755

## 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 - Baltimore County	<b>Project Type</b>	Bridge widening
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	BA3661	<b>Est. Total Cost</b>	\$49,531,000

### Description:

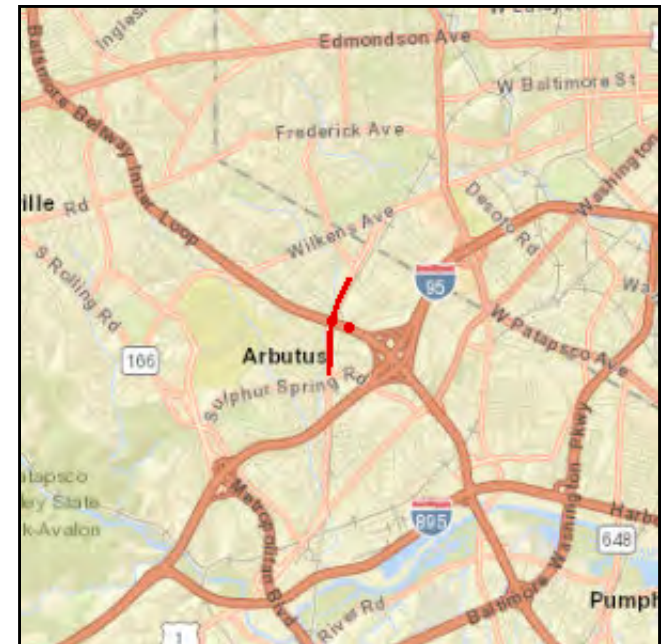
Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave; Bridge 0311405 on I-695 Inner Loop over Leeds Avenue, US 1, AMTRAK and Herbert Run. The project also includes the realignment of the I-695 northbound on-ramp from Leeds Ave. to US 1. Both bridges will be widened to accommodate the future widening of I-695 to improve safety. No additional lanes are being added at this time. US 1 will be narrowed to one lane in each direction extending approximately 2,400 feet north and south of I-695. This project is a breakout of the larger corridor project, I-695: I-95 to MD 122, which has TIP ID #63-0602-41 and separate funding flows. This project will be completed in the 2017 calendar year, fiscal year 2018.

### 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 and remove interstate traffic from residential areas.

### 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.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
4. Increase Mobility





SHA - Baltimore County

## 2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$7,637	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,637
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	\$1,134	\$145	\$0	\$0	\$0	\$0	\$0	\$0	\$1,279
<b>Subtotal</b>	<b>\$8,771</b>	<b>\$145</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,916</b>
<b>Total</b>	<b>\$8,771</b>	<b>\$145</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,916</b>

**I-695: Bridge Replacement on Crosby Road**

<b>TIP ID</b>	63-1702-43	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - Baltimore County	<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>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	BA0131	<b>Est. Total Cost</b>	\$8,974,000

**Description:**

The project will replace bridge no. 03125 along Crosby Road over I-695. The replacement bridge will accommodate future widening of I-695. No additional capacity is being provided at this time. 5 foot shoulders and 5 foot ADA compliant sidewalks are planned on both sides.

**Justification:**

The existing bridge, built in 1961, is nearing the end of its structural life. The bridge links communities on either side 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).

4. Increase Mobility





SHA - Baltimore County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### I-695: Bridge Replacement on Crosby Road

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$3,456	\$0	\$3,096	\$0	\$944	\$0	\$0	\$7,496
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$153	\$0	\$153	\$0	\$51	\$0	\$0	\$357
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$18
Subtotal	\$0	\$3,627	\$0	\$3,249	\$0	\$995	\$0	\$0	\$7,871
Total	\$0	\$3,627	\$0	\$3,249	\$0	\$995	\$0	\$0	\$7,871

## I-70 & I-695: Triple Bridges Study

<b>TIP ID</b>	63-1705-43	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA - Baltimore County	<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>	TBD
<b>CIP or CTP ID(s)</b>	BA0201	<b>Est. Total Cost</b>	\$1,000,000

### Description:

The project is the I-70/I-695 triple bridges study to replace or rehabilitate bridges no. 0312703, 0312704, 0312805, 0312806, 0312903 and 0312904. The State funded study will be complete in calendar year 2017, fiscal year 2018. No additional phases are currently funded.

### Justification:

The bridges are nearing the end of their structural lives.

### 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 - Baltimore County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### I-70 & I-695: Triple Bridges Study

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$121
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$121
Total	\$0	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$121

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

<b>TIP ID</b>	63-1603-13	<b>Year of Operation</b>	2016
<b>Agency</b>	SHA - Baltimore County	<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>	\$4,891,000

**Description:**

Replace bridge #0301900 along MD 25, Falls Road, over Georges Run. The new bridge includes a 5 foot shoulder on both sides of the roadway. Construction is complete. Right-of-way acquisition will continue through 2018.

**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)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$104
<b>Subtotal</b>	<b>\$0</b>	<b>\$104</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104</b>
<b>Total</b>	<b>\$0</b>	<b>\$104</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$104</b>

**I-83: Bridge Replacement over Padonia Road**

<b>TIP ID</b>	63-1701-13	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - Baltimore County	<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>	3 to 3 Lanes
<b>CIP or CTP ID(s)</b>	BA0381	<b>Est. Total Cost</b>	\$20,940,000

**Description:**

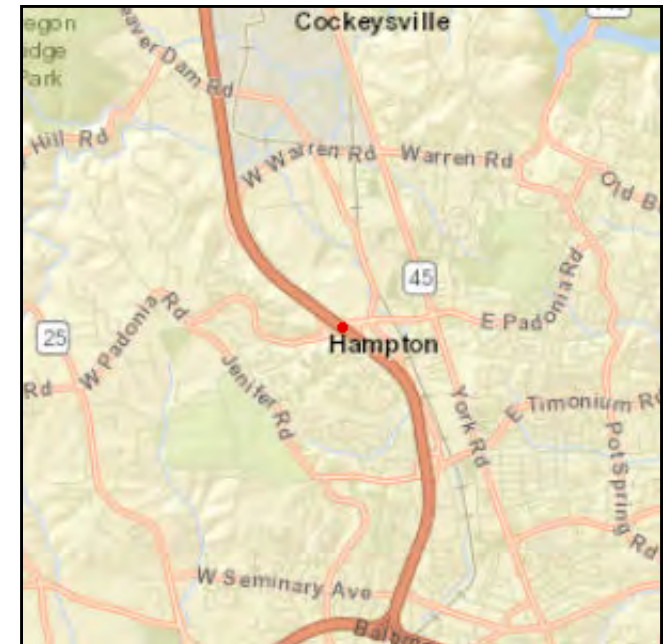
Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to include a turn lane and to reflect recent bid prices.

**Justification:**

The existing bridge, constructed in 1950, is functionally obsolete and structurally deficient. The bridge serves as a major link along the I-83 commuter and freight route from southern Pennsylvania to Baltimore County and 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).





SHA - Baltimore County

## 2018 - 2021 Transportation Improvement Program

Highway Preservation  
National Highway System

### I-83: Bridge Replacement over Padonia Road

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$5,200	\$0	\$14,800	\$0	\$0	\$0	\$0	\$20,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$5,200	\$0	\$14,800	\$0	\$0	\$0	\$0	\$20,000
Total	\$0	\$5,200	\$0	\$14,800	\$0	\$0	\$0	\$0	\$20,000

**MD 137: Bridge Replacement over I-83**

<b>TIP ID</b>	63-1703-13	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA - 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>	BA0801	<b>Est. Total Cost</b>	\$5,025,000

**Description:**

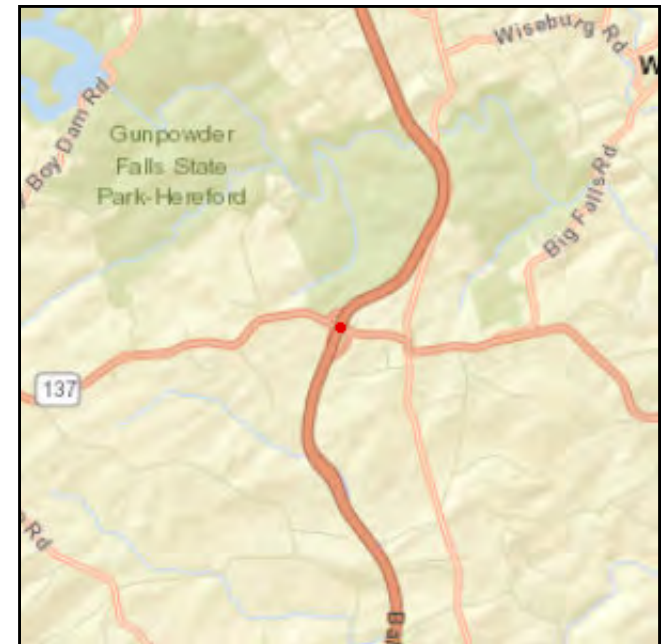
The project replaces bridge no. 03050 along MD 137 (Mount Carmel Road) over I-83. A 5 foot shoulder is planned on both sides of the roadway. Construction and right-of-way acquisition are State funded.

**Justification:**

The existing bridge was built in 1955 and is structurally deficient. The bridge links communities on either side of I-83.

**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 137: Bridge Replacement over I-83**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$2,944	\$0	\$1,056	\$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	\$29	\$0	\$29	\$0	\$29	\$0	\$12	\$99
<b>Subtotal</b>	<b>\$0</b>	<b>\$2,973</b>	<b>\$0</b>	<b>\$1,085</b>	<b>\$0</b>	<b>\$29</b>	<b>\$0</b>	<b>\$12</b>	<b>\$4,099</b>
<b>Total</b>	<b>\$0</b>	<b>\$2,973</b>	<b>\$0</b>	<b>\$1,085</b>	<b>\$0</b>	<b>\$29</b>	<b>\$0</b>	<b>\$12</b>	<b>\$4,099</b>

**US 1: Bridge Replacement over CSX**

<b>TIP ID</b>	63-1704-13	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - 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>	BA5341	<b>Est. Total Cost</b>	\$26,176,000

**Description:**

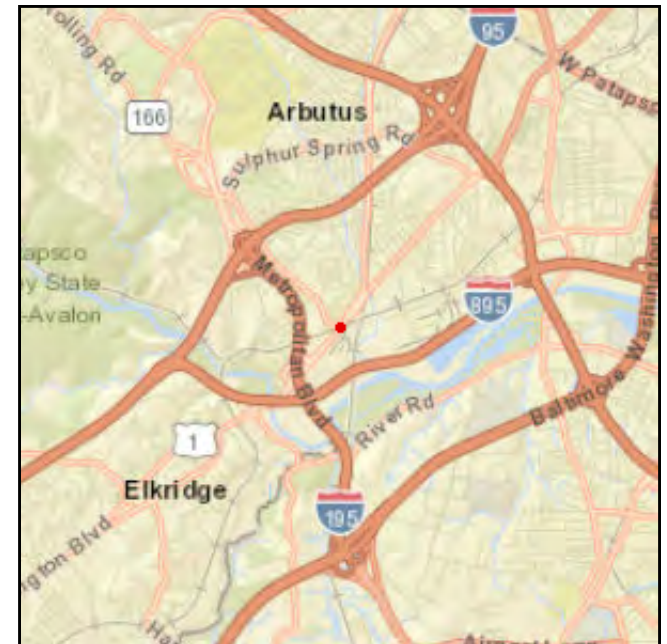
The project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8 foot shoulder is planned on both sides of the roadway. Construction of this project is State funded.

**Justification:**

The existing bridge, built in 1930, 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).



**US 1: Bridge Replacement over CSX**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$5,250	\$0	\$19,750	\$0	\$0	\$0	\$0	\$25,000
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>\$5,250</b>	<b>\$0</b>	<b>\$19,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$49	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$187
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$49</b>	<b>\$138</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$187</b>
<b>Total</b>	<b>\$49</b>	<b>\$5,388</b>	<b>\$0</b>	<b>\$19,750</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,187</b>

## US 40: Bridge Replacements over Little & Big Gunpowder Falls

<b>TIP ID</b>	63-1706-13	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA - Baltimore County	<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>	BA6091	<b>Est. Total Cost</b>	\$16,565,000

### Description:

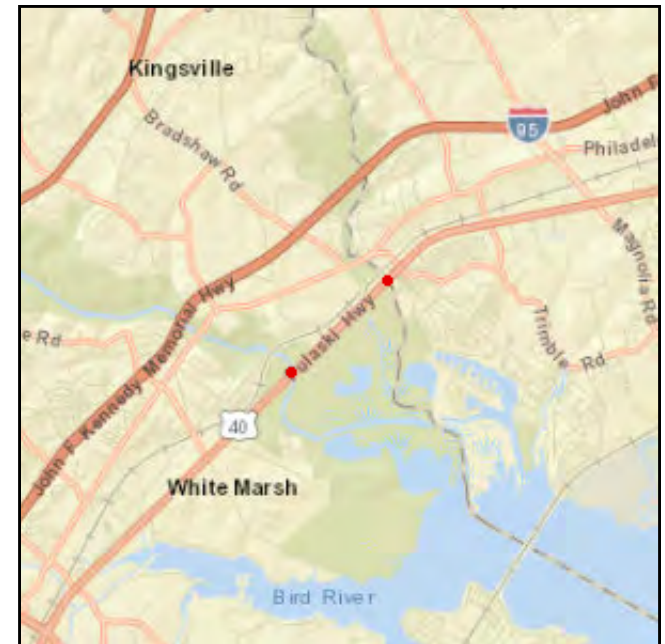
This project will replace and widen the superstructure on bridges #0303403 and #0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridges #0303503 and #0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12 foot lanes on each bridge, as well as 4 foot inside shoulders and 10 foot outside shoulders to match the approach roadways.

### Justification:

The existing bridges, built in 1935, are structurally deficient.

### 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).





SHA - Baltimore County

**2018 - 2021 Transportation Improvement Program**Highway Preservation  
National Highway System**US 40: Bridge Replacements over Little & Big Gunpowder Falls**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$3,474	\$981	\$7,055	\$1,990	\$0	\$0	\$0	\$0	\$13,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$467	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$583
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$3,941</b>	<b>\$1,097</b>	<b>\$7,055</b>	<b>\$1,990</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,083</b>
<b>Total</b>	<b>\$3,941</b>	<b>\$1,097</b>	<b>\$7,055</b>	<b>\$1,990</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,083</b>

## MD 45: Padonia Rd to Wight Ave

<b>TIP ID</b>	63-1707-11	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA - Baltimore County	<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>	2.55 miles
<b>CIP or CTP ID(s)</b>	BA5381	<b>Est. Total Cost</b>	\$17,369,000

### 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.

### Justification:

This project will provide significant improvements to the roadway and will render aging drainage, sidewalk, and utility infrastructure in good repair. The intersection signal upgrades will improve safety, capacity and operations.

### 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.



**MD 45: Padonia Rd to Wight Ave**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,736	\$771	\$0	\$0	\$0	\$0	\$0	\$0	\$3,507
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>\$2,736</b>	<b>\$771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,507</b>

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$13,200	\$0	\$0	\$0	\$0	\$0	\$0	\$13,200
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>\$0</b>	<b>\$13,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,200</b>
<b>Total</b>	<b>\$2,736</b>	<b>\$13,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,707</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>	2020
<b>Agency</b>	SHA - Carroll County	<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>	\$30,603,000

**Description:**

The purpose of this project is to provide improvements on MD 30 Business (Main Street in Hampstead) from North Woods Trail to CSX Railroad including reconstruction of the existing roadway with ADA compliant sidewalks on both sides of the street, curb and gutter, crosswalks, and driveway entrances. The project will also upgrade the drainage system, stormwater management facilities, landscaping, traffic signals, and utility relocations as necessary. Because of the low speeds and constrained urban environment, bicycles will be accommodated in the travel lanes. The project is anticipated to be completed in calendar year 2020, fiscal year 2021.

**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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$7,517	\$0	\$11,284	\$0	\$6,136	\$0	\$0	\$24,937
OTH	\$0	\$28	\$0	\$26	\$0	\$20	\$0	\$19	\$93
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$11	\$0	\$11	\$0	\$9	\$31
<b>Subtotal</b>	<b>\$0</b>	<b>\$7,545</b>	<b>\$0</b>	<b>\$11,321</b>	<b>\$0</b>	<b>\$6,167</b>	<b>\$0</b>	<b>\$28</b>	<b>\$25,061</b>

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$46	\$12	\$46	\$12	\$46	\$12	\$35	\$8	\$217
<b>Subtotal</b>	<b>\$46</b>	<b>\$12</b>	<b>\$46</b>	<b>\$12</b>	<b>\$46</b>	<b>\$12</b>	<b>\$35</b>	<b>\$8</b>	<b>\$217</b>
<b>Total</b>	<b>\$46</b>	<b>\$7,557</b>	<b>\$46</b>	<b>\$11,333</b>	<b>\$46</b>	<b>\$6,179</b>	<b>\$35</b>	<b>\$36</b>	<b>\$25,278</b>

**MD 86: Bridge Replacement over Gunpowder Falls**

<b>TIP ID</b>	64-1701-13	<b>Year of Operation</b>	2019
<b>Agency</b>	SHA - Carroll County	<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>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	CL2391	<b>Est. Total Cost</b>	\$8,406,000

**Description:**

The project will replace bridge no. 06019 along MD 86 (Lineboro Road) over the South Branch of Gunpowder Falls. A 5 foot minimum shoulder is planned on both sides of the road. Construction start was delayed from 2017 to 2018 due to required stream stabilization work. Additional right-of-way needs increased the total cost by \$2.2 million.

**Justification:**

The existing bridge, built in 1929, 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).



**MD 86: Bridge Replacement over Gunpowder Falls**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$2,093	\$0	\$4,658	\$0	\$0	\$0	\$0	\$6,751
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$156	\$0	\$0	\$0	\$0	\$0	\$0	\$156
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$90	\$0	\$90	\$0	\$90	\$0	\$98	\$368
<b>Subtotal</b>	<b>\$0</b>	<b>\$2,339</b>	<b>\$0</b>	<b>\$4,748</b>	<b>\$0</b>	<b>\$90</b>	<b>\$0</b>	<b>\$98</b>	<b>\$7,275</b>
<b>Total</b>	<b>\$0</b>	<b>\$2,339</b>	<b>\$0</b>	<b>\$4,748</b>	<b>\$0</b>	<b>\$90</b>	<b>\$0</b>	<b>\$98</b>	<b>\$7,275</b>

**MD 496: Bridge Replacement over Big Pipe Creek**

<b>TIP ID</b>	64-1702-13	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA - Carroll County	<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>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	CL4031	<b>Est. Total Cost</b>	\$5,406,000

**Description:**

The project will replace bridge no. 06038 along MD 496 (Bachmans Valley Road) over Big Pipe Creek. A 5 foot minimum shoulder is planned on both sides of the roadway. The year of operation has shifted from 2019 to 2018. This project is State funded.

**Justification:**

The existing structure, built in 1932, 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).



**MD 496: Bridge Replacement over Big Pipe Creek**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200
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	\$59	\$0	\$0	\$0	\$0	\$0	\$0	\$59
<b>Subtotal</b>	<b>\$0</b>	<b>\$3,259</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,259</b>
<b>Total</b>	<b>\$0</b>	<b>\$3,259</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,259</b>

**MD 22: Beards Hill Road Intersection Reconstruction**

<b>TIP ID</b>	65-1205-41	<b>Year of Operation</b>	2017
<b>Agency</b>	SHA - Harford County	<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>	\$15,830,000

**Description:**

The project includes adding an additional lane on MD 22 eastbound and westbound (outside widening) and 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 were reflected in the BRAC near Aberdeen Proving Grounds project (TIP ID #65-0804-39).

**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 Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$13	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$17
<b>Subtotal</b>	<b>\$13</b>	<b>\$4</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17</b>
<b>Total</b>	<b>\$13</b>	<b>\$4</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17</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 - Harford County	<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>	\$23,734,000

**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 eastbound widening. The bridge over Cranberry Run will also be widened. The project is anticipated to be completed in calendar year 2019, fiscal year 2020.

Funds allocated for the PE phase were reflected in the Areawide Project for BRAC near Aberdeen Proving Ground (TIP ID #65-0804-39).

**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 - Harford County

**2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$5,675	\$1,416	\$6,306	\$1,770	\$3,090	\$145	\$0	\$0	\$18,402
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>\$5,675</b>	<b>\$1,416</b>	<b>\$6,306</b>	<b>\$1,770</b>	<b>\$3,090</b>	<b>\$145</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,402</b>

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$160	\$308	\$191	\$379	\$0	\$21	\$0	\$0	\$1,059
<b>Subtotal</b>	<b>\$160</b>	<b>\$308</b>	<b>\$191</b>	<b>\$379</b>	<b>\$0</b>	<b>\$21</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,059</b>
<b>Total</b>	<b>\$5,835</b>	<b>\$1,724</b>	<b>\$6,497</b>	<b>\$2,149</b>	<b>\$3,090</b>	<b>\$166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,461</b>

## MD 22: Paradise Road Intersection Reconstruction

<b>TIP ID</b>	65-1403-41	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA - Harford County	<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, .7 miles
<b>CIP or CTP ID(s)</b>	HA3483	<b>Est. Total Cost</b>	\$20,069,000

### 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. Bicycle-compatible shoulders are being provided along MD 22 in accordance with SHA bike policy.

Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project (TIP ID #65-0804-39).

### 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



**MD 22: Paradise Road Intersection Reconstruction**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$2,080	\$942	\$0	\$0	\$0	\$0	\$0	\$0	\$3,022
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	\$391	\$98	\$0	\$0	\$0	\$0	\$0	\$0	\$489
<b>Subtotal</b>	<b>\$2,471</b>	<b>\$1,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,511</b>
<b>Total</b>	<b>\$2,471</b>	<b>\$1,040</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,511</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>	TBD
<b>Agency</b>	SHA - Harford County	<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>	\$16,680,000

**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.

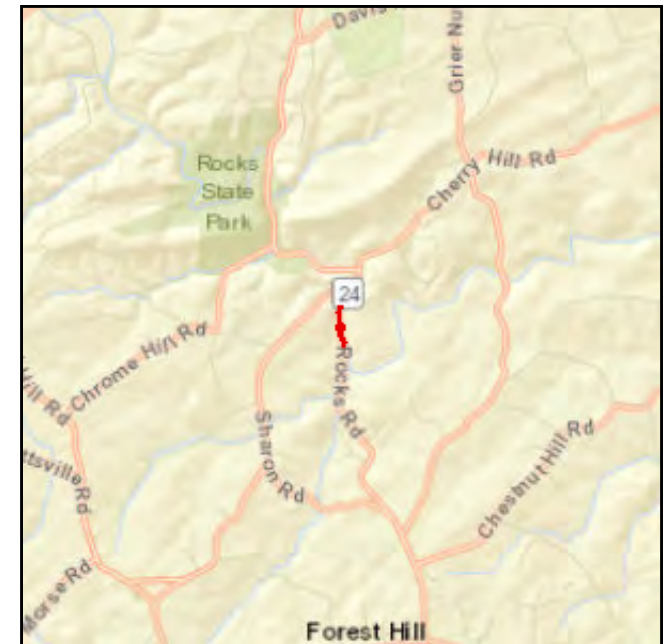
Estimated Total Cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

**Justification:**

The purpose of this project is to improve 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)

**Surface Transportation Block Grant Program**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$321	\$112	\$0	\$0	\$0	\$0	\$0	\$0	\$433
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$321</b>	<b>\$112</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$433</b>

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$82	\$0	\$0	\$82
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82</b>
<b>Total</b>	<b>\$321</b>	<b>\$112</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$82</b>	<b>\$0</b>	<b>\$0</b>	<b>\$515</b>

## I-95: Montgomery Road to I-895 Noise Barrier

<b>TIP ID</b>	66-1701-31	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA - Howard County	<b>Project Type</b>	Noise barriers
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	7,000 Linear Feet
<b>CIP or CTP ID(s)</b>	HO4881	<b>Est. Total Cost</b>	\$12,332,000

### Description:

The project will construct a noise wall along I-95, from the Montgomery Road overpass to the I-895 interchange. Construction began in Fall of 2015. Previously, this was a system preservation project funded under TIP ID #60-9506-38. This is a State and Howard County funded project.

### Justification:

The project will reduce noise generated by traffic along I-95 in the Lawyers Hill community.

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

5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.



**I-95: Montgomery Road to I-895 Noise Barrier**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$2,935	\$0	\$0	\$0	\$0	\$0	\$0	\$2,935
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	\$0	\$2,935	\$0	\$0	\$0	\$0	\$0	\$0	\$2,935
Total	\$0	\$2,935	\$0	\$0	\$0	\$0	\$0	\$0	\$2,935

## 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 - Howard County	<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>	\$35,577,000

### Description:

The US 29 northbound widening project from Seneca Drive to south of MD 175, a distance of 2.8 miles, 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 point at Gales Lane. Construction was complete in 2017, with right-of-way acquisition continuing through fiscal year 2018.

### 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:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
4. Increase Mobility





SHA - Howard County

## 2018 - 2021 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 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$294	\$0	\$0	\$0	\$0	\$0	\$0	\$294
Subtotal	\$0	\$294	\$0	\$0	\$0	\$0	\$0	\$0	\$294
Total	\$0	\$294	\$0	\$0	\$0	\$0	\$0	\$0	\$294

## US 29: Middle Patuxent River to Seneca Drive - Phase 2

<b>TIP ID</b>	66-1406-41	<b>Year of Operation</b>	2030
<b>Agency</b>	SHA - Howard County	<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>	HO3173	<b>Est. Total Cost</b>	\$60,224,000

### 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). This project includes intersection improvements at Rivers Edge Road.

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 (TIP ID # 66-1101-41).

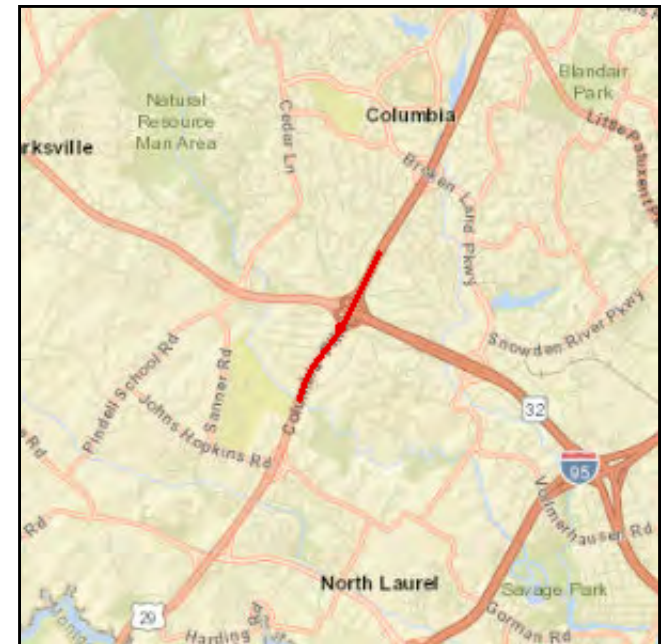
The estimated total cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been identified.

### 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:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
4. Increase Mobility



**US 29: Middle Patuxent River to Seneca Drive - Phase 2**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$800	\$0	\$525	\$0	\$0	\$0	\$0	\$1,325
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$800	\$0	\$525	\$0	\$0	\$0	\$0	\$1,325
Total	\$0	\$800	\$0	\$525	\$0	\$0	\$0	\$0	\$1,325

## MD 32: MD 108 to Linden Church Road

<b>TIP ID</b>	66-1602-41	<b>Year of Operation</b>	2020
<b>Agency</b>	SHA - Howard County	<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, 2.25 miles
<b>CIP or CTP ID(s)</b>	HO1411	<b>Est. Total Cost</b>	\$39,145,000

### Description:

This project will widen MD 32 in both directions, from two lanes to a four lane divided roadway, from MD 108 to Linden Church Road. Howard County is contributing \$16.5 million in funding for construction of this project. The remainder of the project is State funded. Improvements will be completed in fiscal year 2020 with right-of-way acquisition funded through fiscal year 2021.

This project is segment 1 of the MD 32: MD 108 to I-70 Corridor project that had TIP Reference #66-1405-41 in previous TIPs.

### Justification:

This project will address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA - Howard County

## 2018 - 2021 Transportation Improvement Program

Highway Capacity  
National Highway System

### MD 32: MD 108 to Linden Church Road

(Funding in Thousands)

#### Other

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$13,259	\$0	\$17,504	\$0	\$1,078	\$0	\$0	\$31,841
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	\$552	\$0	\$225	\$0	\$225	\$0	\$37	\$1,039
Subtotal	\$0	\$13,811	\$0	\$17,729	\$0	\$1,303	\$0	\$37	\$32,880
Total	\$0	\$13,811	\$0	\$17,729	\$0	\$1,303	\$0	\$37	\$32,880

## MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

<b>TIP ID</b>	66-1703-41	<b>Year of Operation</b>	2022
<b>Agency</b>	SHA - Howard County	<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, 6.6 Miles
<b>CIP or CTP ID(s)</b>	HO7561	<b>Est. Total Cost</b>	\$120,655,000

### 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.

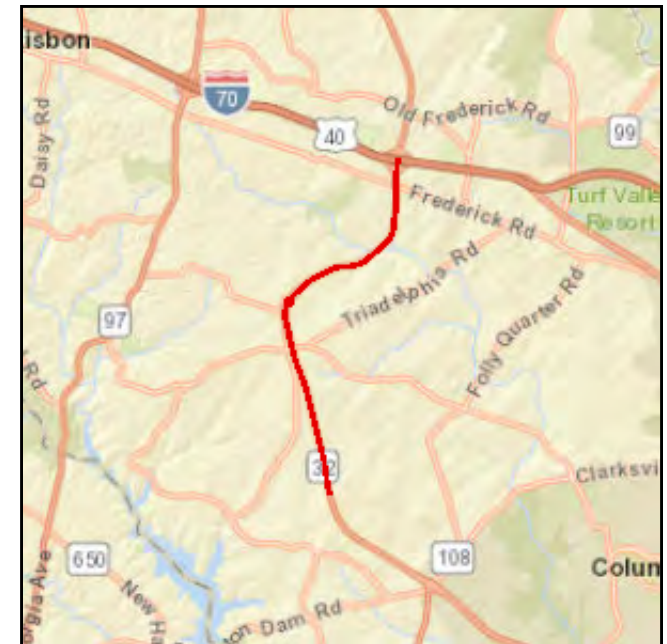
This is a design build project and segment II of the MD 32: MD 108 to I-70 Corridor project improvements. This is the final phase and contains the funding for the original corridor project planning. Phase 1, MD 108 to Linden Church Road, has TIP ID #66-1602-41. The MD 32: MD 108 to I-70 Corridor project had TIP #66-1405-41 in previous TIPs. Replacement of the Triadelphia Road bridge over MD 32, TIP ID# 66-1702-13, is now included in the scope of this project. Construction continues past the timeframe of this TIP to FY 2022.

### Justification:

The project will address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 4. Increase Mobility
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.



**MD 32: Linden Church Road to I-70, Capacity & Safety Improvements**

(Funding in Thousands)

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

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$8,439	\$2,381	\$20,241	\$5,710	\$22,912	\$6,462	\$66,145
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,120	\$280	\$734	\$184	\$0	\$0	\$0	\$0	\$2,318
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$3,588	\$1,012	\$4,501	\$1,270	\$2,601	\$733	\$2,778	\$783	\$17,266
<b>Subtotal</b>	<b>\$4,708</b>	<b>\$1,292</b>	<b>\$13,674</b>	<b>\$3,835</b>	<b>\$22,842</b>	<b>\$6,443</b>	<b>\$25,690</b>	<b>\$7,245</b>	<b>\$85,729</b>
<b>Total</b>	<b>\$4,708</b>	<b>\$1,292</b>	<b>\$13,674</b>	<b>\$3,835</b>	<b>\$22,842</b>	<b>\$6,443</b>	<b>\$25,690</b>	<b>\$7,245</b>	<b>\$85,729</b>

**I-95: Active Traffic Management**

<b>TIP ID</b>	66-1801-41	<b>Year of Operation</b>	TBD
<b>Agency</b>	SHA - Howard County	<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>	4.5 Miles
<b>CIP or CTP ID(s)</b>	HONEW2	<b>Est. Total Cost</b>	\$1,800,000

**Description:**

This project will construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100 in Howard County. This project is currently funded for partial preliminary engineering only and would result in part-time capacity improvements.

**Justification:**

This project will address capacity and safety concerns along I-95 at closely spaced interchanges with higher than average crash rates.

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

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.



**I-95: Active Traffic Management**

(Funding in Thousands)

**Other**

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 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	\$1,000	\$0	\$800	\$0	\$0	\$0	\$0	\$1,800
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>\$1,000</b>	<b>\$0</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>

# **APPENDIX A**

## **COMMITTEE AND STAFF ROSTER**

# **METROPOLITAN PLANNING ORGANIZATION STAFF**

## **BALTIMORE METROPOLITAN COUNCIL**

**Mike Kelly  
Executive Director**

**Todd Lang  
Director, Transportation Planning**

**Regina Aris  
Assistant Director & Manager of Policy Development**

**Zach Kaufman  
TIP Project Manager**

## CONTRIBUTORS OF INFORMATION

AGENCY	CONTACT PERSON
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BALTIMORE COUNTY	<b>Kevin Sabolcik</b> , Engineer
CARROLL COUNTY	<b>Bobbi Moser</b> , Comprehensive Planner
HARFORD COUNTY	<b>Alex Rawls</b> , Transportation Planner
HOWARD COUNTY	<b>Rashidi Jackson</b> , Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	<b>Chris Witt</b> , Regional Planner
Maryland Transit Administration (Commuter Rail and Transit)	<b>Laurie Brown</b> , Office of Capital Programming
State Highway Administration	<b>Tara Penders</b> , Regional Planner <b>Ted Yurek</b> , Regional Planner
Maryland Transportation Authority	<b>Melissa Williams</b> , Division of Capital Planning

# BALTIMORE REGIONAL TRANSPORTATION BOARD

AGENCY	MEMBER	EMPOWERED REPRESENTATIVE
CITY OF ANNAPOLIS	Hon. Michael J. Pantelides Mayor	Sally Nash, Chief of Comp Planning Department of Planning & Zoning
ANNE ARUNDEL COUNTY	Hon. Steve Schuh County Executive	Ramond Robinson, Transit Officer Office of Planning & Zoning
CITY OF BALTIMORE	Hon. Catherine Pugh (Vice-Chair) Mayor	Frank Murphy, Acting Director Department of Transportation
BALTIMORE COUNTY	Hon. Kevin Kamenetz County Executive	Emery Hines, Manager of Transportation Planning Department of Public Works
CARROLL COUNTY	Hon. Stephen Wantz County Commissioner	Lynda Eisenberg, Chief, Bureau of Comp Planning Department of Land Use, Planning & Development
HARFORD COUNTY	Hon. Barry Glassman County Executive	Anthony McClune, Chief of Current Planning Department of Planning & Zoning
HOWARD COUNTY	Hon. Allan H. Kittleman (Chair) County Executive	Clive Graham, Administrator Office of Transportation
QUEEN ANNE'S COUNTY (non-voting)	Hon. Stephen Wilson County Commissioner	Todd Mohn, Director Department of Public Works
MARYLAND DEPARTMENT OF TRANSPORTATION	Hon. Pete Rahn Secretary	Heather Murphy, Director Office of Planning and Capital Programming
REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Robert Andrews Administrator, Harford County Transit	
MARYLAND DEPARTMENT OF THE ENVIRONMENT (non-voting)	Hon. Ben Grumbles Secretary	Tad Aburn, Director Air & Radiation Management Administration
MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Wendi Peters Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Mr. Kevin Quinn Acting Administrator	Pat Keller, Deputy CAO Statewide Service Development

## TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	<b>Martha Arzu McIntosh</b> , Transportation Planner
BALTIMORE CITY	<b>Valorie LaCour</b> , Chief, Transportation Planning Division
BALTIMORE COUNTY	<b>Emery Hines</b> , Manager of Transportation Planning
CARROLL COUNTY	<b>Mary Lane</b> , Transportation Planner
HARFORD COUNTY	<b>Alex Rawls</b> , Transportation Planner
HOWARD COUNTY	<b>David Cookson</b> , Planning Manager
QUEEN ANNE'S COUNTY	<b>Steve Cohoon</b> , Public Facilities Planner
CITY OF ANNAPOLIS	<b>Kwaku Duah</b> , Transportation Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	<b>Chris Witt</b> , Regional Planner
Maryland Transit Administration	<b>Michael Helta</b> , Regional Planner
State Highway Administration	<b>Ted Yurek</b> , Regional Planner <b>Tara Penders</b> , Regional Planner
MARYLAND DEPARTMENT OF THE ENVIRONMENT	<b>Alexandra Brun</b> , Natural Resources Planner
MARYLAND DEPARTMENT OF PLANNING	<b>Ken Choi</b> , Transportation Planner

# **APPENDIX B**

## **DOCUMENTATION OF PROJECT PRIORITIZATION, FINANCIAL REASONABLENESS AND FLEXIBLE FUNDING**

## **Criteria for prioritizing projects in the TIP**

Project sponsors must consider a range of criteria when submitting projects for consideration in the TIP. Sponsors ascertain the ability of projects to meet the following criteria which supports long-range plan goals. Additionally, capacity projects must come from the region's approved long-range transportation plan.

1. Preserves the regional transportation system.
2. Implements emission reduction measures.
3. Reduces congestion and prevents congestion where it does not yet occur.
4. Is consistent with all applicable short-range and long-term comprehensive land use plans.
5. Implements MAP-21 Transportation Alternatives activities, including historic resource preservation where related to transportation facilities.
6. Provides or enhances accessibility and/or intermodal connectivity among major destinations important to the regional economy.
7. Provides for connectivity of transportation facilities within the metropolitan area with transportation facilities outside the metropolitan area.
8. Enhances social, energy and environmental efforts.
9. Facilitates the use of transit and/or alternatives to the single occupant vehicle.
10. Implements transportation system management strategies so as to meet transportation needs by using existing facilities more efficiently.
11. Improves pedestrian safety and access for transportation.
12. Improves bicycle safety and access for transportation.
13. Permits timely advancement and continuity of transportation projects.
14. Enhances transportation safety.

**FY 2018 – 2021 Transportation Improvement Program Prioritization**

<b>Criteria for prioritizing projects in the TIP</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>
<b>TIP project name</b>														
<b>Anne Arundel County Projects</b>														
Hanover Road Corridor Improvement			X	X										X
MD 214: MD 468 Intersection Improvements	X		X	X										X
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Mountain Road Corridor Revitalization – Phase I	X			X	X	X		X	X		X	X		X
<b>Baltimore City Projects</b>														
Citywide Bicycle and Pedestrian Improvements	X	X		X	X	X		X	X		X	X		X
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X		X	X						X				X
Transportation Management Center Upgrade										X				
Citywide Road Resurfacing – Federal Aid Program	X			X							X			X
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X										X

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

<b>Criteria for prioritizing projects in the TIP</b> <b>TIP project name</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Citywide Guide Sign Replacement	X			X										X
Harford Road Bridge over Herring Run	X			X										X
Wilkens Avenue Bridge over Gwynns Falls	X			X										X
Belair Road Complete Streets	X	X		X	X	X			X		X	X		X
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	X			X							X			X
Citywide System Preservation	X			X	X						X			X
Orleans Street Bridge over I-83 and City Streets	X			X										X
Remington Avenue Bridge over Stony Run	X			X										X
Radecke Avenue over Moore's Run	X			X										X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
Citywide Road Reconstruction	X			X							X			X
Replacement of the Dartmouth Retaining Wall	X			X										X
Curtis Avenue Corridor Improvements (Phase I and II)	X			X										X
Hanover Street Bridge Deck Repair over Middle Branch	X			X		X								X
MLK Blvd. and Howard St. Intersection Improvements	X			X	X						X			X
Monroe Street Ramp over CSX and Russell Street over CSX	X			X										X
Transportation Career Development Innovation Program (BCDOT)				X				X					X	

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

<b>TIP project name</b>	<b>Criteria for prioritizing projects in the TIP</b>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Baltimore City Locked Gate – Interstate Access Point Approval				X										X
Pavement Management System	X			X										
<b>Baltimore County Projects</b>														
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X							X			X
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Gunpowder Road Bridge No. B-0409	X			X										X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X										X
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	X			X										X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			X										X
Old Court Road Bridge No. B-0237 over Bens Run	X			X										X
Sparks Road Bridge No. B-0018 over Gunpowder Falls	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rolling Road Bridge No. B-0358 over Branch of Dead Run	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X										X
Baltimore County Bridge Inspection Program	X			X										X
<b>Carroll County Projects</b>														

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Bixler Church Road Bridge over Big Pipe Creek	X			X										X
Shepherds Mill Road Bridge over Little Pipe Creek	X			X										X
Stone Chapel Road over Little Pipe Creek	X			X										X
Babylon Road Bridge over Silver Run	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Bear Run Road Bridge over Bear Branch	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Carroll County Bridge Inspection Program	X			X										X
<b>Harford County Projects</b>														
Tollgate Road			X	X		X								X
Carrs Mill Road Bridge #216 over Bear Cabin Branch	X			X										X
Abingdon Road Bridge #169 over CSX Railroad	X			X										X
Chestnut Hill Bridge #40	X			X										X
Phillips Mill Road Bridge #70 over East Branch Tributary	X			X										X
Robinson Mill Road Bridge #154 over Broad Creek	X			X										X
Stafford Road Bridge #24 over Deer Creek	X			X										X
Glenville Road Bridge #30	X			X										X

1. Preserves the regional transportation system
2. Implements emission reduction measures
3. Reduces congestion and prevents congestion in new areas
4. Consistent with applicable short- and long-term comprehensive plans
5. Implements Transportation Alternatives activities
6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Harford County Bridge Inspection Program	X			X										X
<b>Howard County Projects</b>														
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X	X	X					X	X		X
Guilford Road: US 1 to Dorsey Run Road	X		X	X	X	X					X	X		X
MD 175 at Oakland Mills Rd Interchange	X		X	X	X	X					X	X		X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X	X	X					X	X		X
Howard County Bridge Repairs and Deck Replacement	X			X										X
<b>MDTA Projects</b>														
I-95: Moravia Road to Fort McHenry Tunnel	X		X	X			X						X	X
<b>MTA Projects</b>														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing - Baltimore Region		X	X	X				X	X					
Small Urban Transit Systems - Operating Assistance		X		X		X		X	X					
Kirk Bus Facility Replacement - Phase 1 & 2	X	X		X				X						X
Bus and Rail Preventive Maintenance	X			X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X

1. Preserves the regional transportation system
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6. Provides accessibility and/or intermodal connectivity among major destinations
7. Provides for connectivity of facilities within the region to facilities outside the region

8. Enhances social, energy and environmental efforts
9. Facilitates transit and/or alternatives to the single occupant vehicle
10. Implements transportation system management strategies
11. Improves pedestrian safety and access
12. Improves bicycle safety and access
13. Permits timely advancement and continuity of projects
14. Enhances transportation safety

<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Bus System Preservation and Improvement	X	X	X	X		X		X	X					X
Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X
Metro and Light Rail System Preservation and Improvement	X	X		X		X		X	X					X
Rural Transit Systems - Operating Assistance		X		X		X		X	X					
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X		X					X
MARC Improvements	X	X		X	X	X	X		X					X
MARC Facilities	X			X		X	X	X	X		X			X
<b>Office of the Secretary Projects</b>														
State Safety Oversight				X										X
Port of Baltimore Enhancements	X			X		X	X	X						X
<b>SHA Projects – Regional</b>														
Areawide Transportation Alternatives Projects	X	X	X	X	X	X		X	X		X	X		X
Areawide Environmental Projects				X	X			X						
Areawide Congestion Management		X	X	X				X		X				X
Areawide Bridge Replacement and Rehabilitation	X			X										X
Areawide Resurfacing and Rehabilitation	X			X										X

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<b>TIP project name</b>														
Areawide Safety and Spot Improvements	X		X	X							X	X		X
Areawide Urban Reconstruction	X		X	X							X	X		X
Morgan State University Transportation Research Program				X				X					X	
<b>SHA Projects – Anne Arundel County</b>														
MD 175: Mapes and Reece Roads Intersection Reconstruction	X		X	X		X								X
MD 175: MD 295 to MD 170	X		X	X		X					X	X		X
MD 198: MD 295 to MD 32	X		X	X		X					X	X		X
US 50: MD 70 to MD 2	X		X	X										
MD 175: Disney Road to Reece Road	X		X	X		X					X	X		X
MD 175: National Business Parkway to McCarron Court	X		X	X		X					X	X		X
<b>SHA Projects – Baltimore County</b>														
I-695: I-95 to MD 122 (Southwest Beltway)	X		X	X										X
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	X		X	X							X	X		X
I-795: Dolfield Boulevard Interchange	X		X	X										X
MD 140: Garrison View Road to Painters Mill Road – Phase 1	X		X	X							X	X		X
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	X		X	X										X
I-695: US 40 to MD 144	X		X	X										X
I-695: Bridge Replacements at Benson Avenue and US 1	X		X	X								X		X

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<b>Criteria for prioritizing projects in the TIP</b>	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>TIP project name</b>														
I-695: Bridge Replacement on Crosby Road	X		X	X										X
I-70 & I-695: Triple Bridges Study	X		X	X										X
MD 25: Bridge Replacement over Georges Run	X			X										X
I-83: Bridge Replacement over Padonia Road	X			X										X
MD 137: Bridge Replacement over I-83	X			X										X
US 1: Bridge Replacement over CSX	X			X										X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X
MD 45: Padonia Rd to Wight Ave	X			X						X				X
<b>SHA Projects – Carroll County</b>														
MD 30 Business: North Woods Trail to CSX Railroad	X			X	X			X			X	X		X
MD 86: Bridge Replacement over Gunpowder Falls	X			X										X
MD 496: Bridge Replacement over Big Pipe Creek	X			X										X
<b>SHA Projects – Harford County</b>														
MD 22: Beards Hill Road Intersection Reconstruction	X		X	X		X								X
US 40: MD 7 and MD 159 Intersection Reconstruction - Phase 2	X		X	X		X								X
MD 22: Paradise Road Intersection Reconstruction	X		X	X		X						X		X
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Sec G	X			X										X
<b>SHA Projects – Howard County</b>														

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<b>TIP project name</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>
I-95: Montgomery Road to I-895 Noise Barrier				X				X						
US 29: Seneca Drive to MD 175 - Phase 1B			X	X		X								X
US 29: Middle Patuxent River to Seneca Drive - Phase 2			X	X		X								X
MD 32: MD 108 to Linden Church Road	X		X	X										X
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
I-95: Active Traffic Management	X		X	X		X	X			X				X

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<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
<b>Agency</b>	<b>TIP ID</b>	<b>Project Name</b>	<b>TIP Evaluation Criteria</b> Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	<b>Long-Range Plan Goals</b>	<b>Long-Range Plan Performance Measures / Targets</b> To conserve space, a list of adopted performance measures and targets follows this table.
Anne Arundel County	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility <sup>1</sup> Improve System Safety <sup>2</sup> Promote Prosperity and Economic Opportunity <sup>3</sup>	System Performance – Congestion System Safety – Roadways
Anne Arundel County	11-1803-41	MD 214: MD 468 Intersection Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure <sup>4</sup> Increase Mobility Improve System Safety <sup>5</sup>	System Performance – Congestion System Safety – Roadways
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1208-13	Harwood Road Bridge over Stocketts Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1402-13	Magothy Bridge Road Bridge over Magothy River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1403-13	O'Connor Road Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Anne Arundel County	11-1602-13	Polling House Road Bridge over Rock Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<sup>1</sup> Help people and freight to move reliably and efficiently.

<sup>2</sup> Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.

<sup>3</sup> Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

<sup>4</sup> Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

<sup>5</sup> Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Anne Arundel County	11-1802-19	Mountain Road Corridor Revitalization – Phase I	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve Accessibility <sup>6</sup> Improve System Safety Improve and Maintain Existing Infrastructure	Accessibility – Pedestrian / Bicycle System Safety – Roadways System Conditions – Roadways
Baltimore City	12-1217-25	Citywide Bicycle and Pedestrian Improvements	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Conserve and Enhance the Environment <sup>7</sup> Improve Accessibility Improve System Safety Improve and Maintain Existing Infrastructure	System Performance – Emissions Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Informed Decision Making <sup>8</sup>	System Performance – Emissions System Performance – Congestion System Safety – Roadways System Safety – Transit
Baltimore City	12-1701-04	Transportation Management Center Upgrade	10. Implements transportation system management strategies	Increase Mobility Improve System Security <sup>9</sup>	System Performance – Congestion
Baltimore City	12-0207-11	Citywide Road Resurfacing - Federal Aid Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety - Roadways
Baltimore City	12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<sup>6</sup> Help people of all ages and abilities to access specific destinations.

<sup>7</sup> Pass on to future generations the healthiest natural and human environments possible.

<sup>8</sup> Ensure that adopted transportation policies and performance measures guide the regional decision making process.

<sup>9</sup> Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters.

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Baltimore City	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1222-19	Citywide Guide Sign Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways
Baltimore City	12-1402-13	Harford Road Bridge Over Herring Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1403-13	Wilkens Avenue Bridge Over Gwynns Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1404-11	Belair Road Complete Streets	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1408-12	Greenmount Avenue Reconstruction: 43rd Street to 29th Street	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1414-11	Citywide System Preservation	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety - Roadways
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1603-13	Radecke Avenue over Moores Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1607-12	Citywide Road Reconstruction	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1703-19	Replacement of the Dartmouth Retaining Wall	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways
Baltimore City	12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Conditions – Bridges
Baltimore City	12-1706-11	MLK Blvd. and Howard St. Intersection Improvements	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety – Roadways
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
Baltimore City	12-0002-99	Transportation Career Development Innovation Program (BCDOT)	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Promote Prosperity and Economic Opportunity Foster Participation and Cooperation Among Stakeholders <sup>10</sup>	No performance measures specifically addressing workforce development programs

<sup>10</sup> Enable all interested and affected parties to participate and cooperate to find workable solutions.

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore City	12-1201-99	Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	14. Enhances transportation safety	Improve System Safety	System Safety – Roadways
Baltimore City	12-1206-99	Pavement Management System	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	System Conditions – Roadways System Safety – Roadways
Baltimore County	13-0001-13	Dogwood Road Bridge No. B-0072 Over Dogwood Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Bridges Accessibility – Pedestrian System Safety - Roadways
Baltimore County	13-1005-13	Gunpowder Road Bridge No. B-0409	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1202-13	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Baltimore County	13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1206-13	Sparks Road Bridge No. B-0018 over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1209-13	Rolling Road Bridge No. B-0358 over Branch of Dead Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1701-13	Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-8901-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Carroll County	14-1101-13	Bixler Church Road Bridge over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1102-13	Shepherds Mill Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1601-13	Babylon Road Bridge over Silver Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1602-13	Gaither Road Bridge over South Branch Patapsco River	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sam's Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1801-13	Bear Run Road Bridge over Bear Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Harford County	15-1404-42	Tollgate Road	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
Harford County	15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1001-13	Abingdon Road Bridge #169 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1101-13	Chestnut Hill Bridge #40	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1102-13	Phillips Mill Road Bridge #70 over East Branch Tributary	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1401-13	Robinson Mill Road Bridge #154 over Broad Creek	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
Harford County	15-1501-13	Stafford Road Bridge #24 over Deer Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Harford County	15-1601-13	Glenville Road Bridge #30	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Harford County	15-9411-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Howard County	16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1405-41	Guilford Road: US 1 to Dorsey Run Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1407-46	MD 175 at Oakland Mills Rd Interchange	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
Maryland Transportation Authority	22-1601-41	I-95: Moravia road to Fort McHenry Tunnel	3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security	System Conditions – Bridges and Roadways System Performance – Congestion System Safety – Roadways
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility	System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1802-05	Bus and Paratransit Vehicle Overhaul and Replacement	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility	System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility	System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-9901-01	Ridesharing - Baltimore Region	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Conditions – Transit System Performance – Emissions
MTA - Transit	40-1204-64	Bus and Rail Preventive Maintenance	1. Preserves the regional transportation system 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security	System Conditions – Transit System Safety – Transit
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility	Accessibility – Transit
MTA - Transit	40-1603-61	Urban Transit Systems – Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Transit System Safety – Transit

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve Accessibility	System Conditions – Transit Accessibility – Transit
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhaul and Replacement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security Improve Accessibility	System Conditions – Transit System Safety – Transit Accessibility – Transit
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve Accessibility	System Conditions – Transit Accessibility – Transit
MTA - Transit	40-9204-61	Rural Transit Systems - Operating Assistance	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility	System Performance – Emissions Accessibility – Transit
MTA - Commuter Rail	70-1501-53	MARC Rolling Stock Overhauls and Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Transit
MTA - Commuter Rail	70-1502-54	MARC Improvements	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 6. Provides accessibility and/or intermodal connectivity among major destinations 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety Improve System Security	System Conditions – Transit Accessibility – Transit System Safety – Transit

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
MTA - Commuter Rail	70-1503-55	MARC Facilities	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility Improve System Safety Improve System Security	System Conditions – Transit Accessibility – Pedestrian Accessibility – Transit System Safety – Transit
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	System Safety – Transit
Office of the Secretary	92-1401-83	Port of Baltimore Enhancements	6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 8. Enhances social, energy, and environmental efforts	Promote Prosperity and Economic Opportunity	System Performance – Freight
SHA	60-9903-29	Areawide Transportation Alternatives Projects	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety Conserve and Enhance the Environment	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA	60-9506-38	Areawide Environmental Projects	5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	Accessibility – Pedestrian / Bicycle
SHA	60-9504-04	Areawide Congestion Management	2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 10. Implements transportation system management strategies	Increase Mobility Conserve and Enhance the Environment Promote Informed Decision Making	System Performance – Congestion System Performance – Emissions

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
SHA	60-9310-13	Areawide Bridge Replacement And Rehabilitation	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	60-9501-11	Areawide Resurfacing And Rehabilitation	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways
SHA	60-9508-19	Areawide Safety And Spot Improvements	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA	60-9511-19	Areawide Urban Reconstruction	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA	60-0702-99	Morgan State University Transportation Research Program	8. Enhances social, energy, and environmental efforts 13. Permits timely advancement and continuity of projects	Foster Participation and Cooperation Among Stakeholders Promote Informed Decision Making	No performance measures specifically addressing transportation research programs
SHA	61-1402-39	MD 175: Mapes Road and Reece Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	61-0605-41	MD 175: MD 295 to MD 170	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	61-1403-41	MD 198: MD 295 to MD 32	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
SHA	61-1404-41	US 50: MD 70 to MD 2	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
SHA	61-1601-41	MD 175: Disney Road to Reece Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	61-1701-41	MD 175: National Business Parkway to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	63-0802-41	MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	3. Reduces congestion and prevents congestion in new areas 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Bicycle System Safety - Roadways
SHA	63-0803-46	I-795: Dolfield Boulevard Interchange	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
SHA	63-1203-41	MD 140: Garrison View Road to Painters Mill Road - Phase 1	3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Pedestrian / Bicycle
SHA	63-1206-41	I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	63-1601-41	I-695: US 40 to MD 144	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
SHA	63-1602-43	I-695: Bridge Replacements at Benson Ave and US 1	3. Reduces congestion and prevents congestion in new areas 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Increase Mobility Improve Accessibility	System Conditions – Bridges System Performance – Congestion Accessibility – Pedestrian / Bicycle
SHA	63-1702-43	I-695: Bridge Replacement on Crosby Road	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility	System Conditions – Bridges System Performance – Congestion
SHA	63-1705-43	I-70 & I-695: Triple Bridges Study	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility	System Conditions – Bridges System Performance – Congestion
SHA	63-1603-13	MD 25: Bridge Replacement over Georges Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1701-13	I-83: Bridge Replacement over Padonia Road	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1703-13	MD 137: Bridge Replacement over I-83	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1704-13	US 1: Bridge Replacement over CSX	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
SHA	63-1707-11	MD 45: Padonia Rd to Wight Ave	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA	64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA	64-1701-13	MD 86: Bridge Replacement over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	64-1702-13	MD 496: Bridge Replacement over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA	65-1205-41	MD 22: Beards Hill Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Conditions – Roadways System Performance – Congestion
SHA	65-1402-41	US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Conditions – Roadways System Performance – Congestion
SHA	65-1403-41	MD 22: Paradise Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Conditions – Roadways System Performance – Congestion
SHA	65-1601-12	MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
SHA	66-1701-31	I-95: Montgomery Road to I-895 Noise Barrier	8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment	No performance measures specifically addressing noise abatement
SHA	66-1101-41	US 29: Seneca Drive to MD 175 - Phase 1B	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways

<b>Relating TIP Projects to Long-Range Plan Goals and Performance Measures</b>					
SHA	66-1406-41	US 29: Middle Patuxent River to Seneca Drive - Phase 2	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA	66-1602-41	MD 32: MD 108 to Linden Church Road	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	System Performance – Congestion System Safety – Roadways
SHA	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	System Performance – Congestion System Safety – Roadways & Bridges
SHA	66-1801-41	I-95: Active Traffic Management	3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways

## **Relating TIP Projects to Long-Range Plan Goals and Performance Measures**

### **Long-Range Plan Performance Measures and Targets**

#### System Safety – Roadways (all public roads)

- Reduce serious injuries per 100 million vehicle miles traveled (VMT) to 3.0 by 2040.
- Reduce fatalities per 100 million VMT to zero by 2040.
- Reduce number of serious injuries to 676 by 2040.
- Reduce number of fatalities to zero by 2040.

#### System Safety – Transit (MTA and local agencies)

- Reduce number of preventable crashes per 100,000 revenue vehicle miles to zero by 2040.

#### System Conditions – Roadways and Bridges

- Maintain portion of state-owned roadway miles with acceptable ride quality at 82% or above.
- Maintain portion of structurally deficient state and local bridges below 5.0%.

#### System Conditions – Transit

- Maintain average age of MTA and local transit agency bus fleets below 7.0 years.

#### System Performance – Congestion

- Maintain portion of VMT in congested conditions on state-owned arterials during the evening peak hour (5-6 PM) below 25%.

#### System Performance – Freight

- Maintain average truck turnaround time at Seagirt Marine Terminal below 58 minutes.

#### System Performance – Emissions

- Maintain levels of VOC, NOx, PM2.5, and CO emissions at levels less than motor vehicle emission budgets in the State Implementation Plan.

#### Measures Beyond MAP-21 Requirements: Accessibility – Pedestrian / Bicycle

- Increase percentage of urban area state-owned directional roadway miles that have sidewalks (both sides of the roadway) to 25% by 2040.
- Increase bicycle/walk-to-work mode share to 5.0% by 2040.

#### Measures beyond MAP-21 Requirements: Accessibility – Transit

- Increase average weekday MTA and local agency transit ridership (all modes) to 500,000 by 2040.



**Maryland Department of Transportation**  
The Secretary's Office

Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt Governor  
Pete K. Rahn  
Secretary

April 24, 2017

Mr. Todd Lang  
Director  
Transportation Planning  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore MD 21230

Dear Mr. Lang:

The Baltimore Regional Transportation Board's (BRTB) Fiscal Year 2018-2021 Transportation Improvement Program (TIP) contains all of the projects with which the Maryland Department of Transportation (MDOT) plans to implement in the Baltimore Region. MDOT is submitting the accompanying documentation to demonstrate the financial capacity and financial reasonableness for the funding of those projects that MDOT has identified in the BRTB's TIP. The attached documentation includes a statement of the Submission of Projects, the Operating and Capital Program Summary from MDOT's Consolidated Transportation Program, and the Financial Forecast developed for the BRTB's Long Transportation Range Plan.

At this time, it is expected that all of the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1284 or via email at [tbyrne@mdot.state.md.us](mailto:tbyrne@mdot.state.md.us).

Sincerely,

Tyson Byrne  
Manager  
Regional Planning  
Office of Planning and Capital Programming

Enclosures

My telephone number is  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

## MARYLAND DEPARTMENT OF TRANSPORTATION

### Submission of Projects for inclusion in the Baltimore Region Transportation Improvement Program FY 2018-2021 April 2017

#### Fiscal Reasonableness of the MDOT Program

The following table entitled “*DEPARTMENT OF TRANSPORTATION OPERATING AND CAPITAL PROGRAM SUMMARY*” provides a summary of the Maryland Department of Transportation’s (MDOT) Operating and Capital Program. All MDOT projects incorporated into the BRTB FY 2018-2021 Transportation Improvement Program come from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

#### Exercising Flexibility in the use of Federal Funds

The MDOT, in its submission to the Baltimore Region TIP, is exercising the funding flexibility provisions possible under the federal Fixing America’s Surface Transportation Act. MDOT is responsible for a mix of transportation facilities throughout the state that includes highways, transit, port, aviation, as well as bicycle and pedestrian trail projects. This structure assures that intermodal opportunities are considered during all phases of project development.

All MDOT activities are funded from the Maryland Transportation Trust Fund (TTF), which is a dedicated source of funding that can only be used for transportation purposes. This fund combines revenue from transportation user fees, licensing and registration fees, motor fuel taxes, bond proceeds, and federal grants into a source that permits maximum flexibility in addressing intermodal transportation needs. Therefore, there are no administrative barriers to programming TTF money on whatever mode of transportation project best meets a particular need. MDOT’s organizational structure and TTF enable the consideration of all possible applications of federal funding categories.

**DEPARTMENT OF TRANSPORTATION**  
**OPERATING AND CAPITAL PROGRAM SUMMARY**  
**BY FISCAL YEAR**  
**(\$ MILLIONS)**

	CURRENT YEAR <u>2017</u>	BUDGET YEAR <u>2018</u>	Planning Years				SIX - YEAR <u>TOTAL</u>
			<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	
<b><u>OPERATING PROGRAM</u></b>							
The Secretary's Office <sup>A</sup>	86.1	88.7	91.0	93.0	95.0	97.0	550.8
Motor Vehicle Administration	208.8	206.9	213.0	219.0	224.0	229.0	1,300.7
Maryland Aviation Administration	187.9	194.5	200.0	205.0	210.0	214.0	1,211.4
Maryland Port Administration	51.6	51.6	53.0	54.0	55.0	56.0	321.2
Maryland Transit Administration	787.7	828.4	849.0	870.0	891.0	912.0	5,138.1
WMATA Grants (WMATA)	323.4	365.3	374.0	383.0	392.0	401.0	2,238.7
State Highway Administration	272.0	278.3	285.0	292.0	299.0	305.0	1,731.3
<b>TOTAL OPERATING</b>	<b>1,917.5</b>	<b>2,013.7</b>	<b>2,065.0</b>	<b>2,116.0</b>	<b>2,166.0</b>	<b>2,214.0</b>	<b>12,492.2</b>
Special Funds	1,819.4	1,916.2	1,968.0	2,019.0	2,069.0	2,117.0	11,908.6
Federal Funds	97.2	97.6	97.0	97.0	97.0	97.0	582.8
Reimbursable Funds	0.9	-	-	-	-	-	0.9
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office <sup>AD</sup>	139.2	107.1	31.5	18.1	12.7	11.4	320.0
Motor Vehicle Administration	21.8	22.4	27.0	15.8	19.4	15.0	121.4
Maryland Aviation Administration <sup>D</sup>	177.0	124.4	36.4	32.5	32.3	35.3	437.9
Maryland Port Administration	125.7	98.6	167.8	216.0	153.0	115.5	876.6
Maryland Transit Administration <sup>D</sup>	693.9	696.6	804.5	454.3	380.1	633.8	3,663.2
Washington Metropolitan Area Transit <sup>ACD</sup>	225.3	255.8	265.3	273.4	284.1	279.9	1,583.8
State Highway Administration <sup>B</sup>	1,503.2	1,528.9	1,408.1	1,327.5	1,109.3	922.9	7,799.9
<b>TOTAL CAPITAL</b>	<b>2,886.1</b>	<b>2,833.8</b>	<b>2,740.6</b>	<b>2,337.6</b>	<b>1,990.9</b>	<b>2,013.8</b>	<b>14,802.8</b>
Special Funds	1,579.6	1,628.6	1,524.7	1,305.6	1,026.5	1,014.3	8,079.3
Federal Funds	1,103.7	1,021.9	1,037.2	856.4	847.5	806.9	5,673.6
Other Funds <sup>F</sup>	202.8	183.3	178.8	175.6	116.8	192.6	1,049.9

	CURRENT YEAR <u>2017</u>	BUDGET YEAR <u>2018</u>	Planning Years				SIX - YEAR TOTAL
			<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	
<b><u>DISTRIBUTION OF SHARED REVENUES</u></b>							
County and Municipal Program	177.4	175.5	178.0	180.0	183.0	185.0	1,078.9
County and Municipal Program - HUR Restoration	-	-	100.0	148.0	198.0	248.0	694.0
County and Municipal Capital	92.3	77.2	-	-	-	-	169.5
<b>TOTAL DISTRIBUTION OF SHARED REVENUES</b>	269.7	252.7	278.0	328.0	381.0	433.0	1,942.4
Special Funds	182.3	180.4	-	-	-	-	362.7
Federal Funds	87.5	72.4	-	-	-	-	159.9
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
Debt Service Requirements	309.9	328.8	337.0	356.0	424.0	473.0	2,228.7
Special Funds <sup>E</sup>	309.9	328.8	337.0	356.0	424.0	473.0	2,228.7
<b><u>DEPARTMENT TOTAL</u></b>	<u>5,383.2</u>	<u>5,429.0</u>	<u>5,420.6</u>	<u>5,137.6</u>	<u>4,961.9</u>	<u>5,133.8</u>	<u>31,466.1</u>
Special Funds	3,891.2	4,054.0	3,829.7	3,680.6	3,519.5	3,604.3	22,579.3
Federal Funds	1,288.4	1,191.9	1,134.2	953.4	944.5	903.9	6,416.3
Reimbursable Funds	0.9	-	-	-	-	-	0.9
Other Funds	202.8	183.3	178.8	175.6	116.8	192.6	1,049.9

<sup>A</sup> - WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

<sup>B</sup> - Includes County and Municipality transfer funds from the federal government.

<sup>C</sup> - Capital Program WMATA Grants line includes federal funds received by WMATA directly.

<sup>D</sup> - "Other" funds are included in the totals for TSO, MAA, MTA and WMATA.

<sup>E</sup> - Debt Service for County Bonds is not included in FY19-22.

<sup>F</sup> - Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

Financially Constrained Long Range Plan  
Year 2010 to 2040 Update  
For The  
Baltimore Metropolitan Area

Prepared by  
Maryland Department of Transportation

August 2013  
(Extended to 2040 July 2014)

## DOCUMENTATION OF ASSUMPTIONS

**Date:** August 2013 (Extended to 2040 July 2014)

**Subject:** Methodology and Assumptions used to derive the  
2013 - 2040 Constrained Long-range Transportation Plan.

### Total Program Revenues/Expenditures (Operating and Capital):

- FY 1981 to FY 2012 figures are actual expenditures from historical records. FY 2013 to FY 2018 figures are from the FY 2013 Trust Fund Forecast and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are not included in this exercise.
- FY 2019 to FY 2040 projections of state funds use a historical annual average growth rate of 3.89%. A regression model was used to determine the appropriate starting point in FY 2019. Federal fund projections for the same period are based on an average growth rate of 2.75% for Highway and 4.7% for Transit program funds, but also assume an O. A. of 90%.

### Operating Expenditures:

- FY 1981 to FY 2012 are actual expenditures from historical records. Expenditures for FY 2013 to FY 2018 are operating budget projections contained in the FY 2013 Trust Fund Forecast.
- FY 2019 to FY 2040 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two econometric firms, Global Insight and Moody's Analytics. A blended average of the forecasts received from the two firms is used. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions. The size of this additional factor is decided based on testing to determine what amount, when added to CPI, best approximates the historical trend in operating expenditures.

### Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2012. FY 2013 to FY 2018

represents the current version of the capital program adjusted for the revenue increase passed during the 2013 legislative session.

- An annual growth rate of 2.2% is assumed for systems preservation for the FY 2019 – FY 2040 period. This growth rate is based on a regression analysis of historical system preservation expenditures.

#### Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

#### Baltimore Area - Percentage of Capital Expansion:

- Total capital figures from FY 1981 to Present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, & WMAT) costs. Non-surface included port, aviation, and motor vehicle administrations plus the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in the Baltimore Region was derived by adding the expenditures for all of MTA (excluding LOTS and non-Baltimore region Park and Ride expenditures), one-half of MARC and that portion of SHA that pertained to the region (Anne Arundel, Baltimore, Carroll, Harford, and Howard counties).
- These Baltimore specific figures were used to derive estimates of Baltimore surface expansion. These figures, when used with the above-mentioned projections, produce the estimates shown for Baltimore as a percent of Total Surface Expansion.

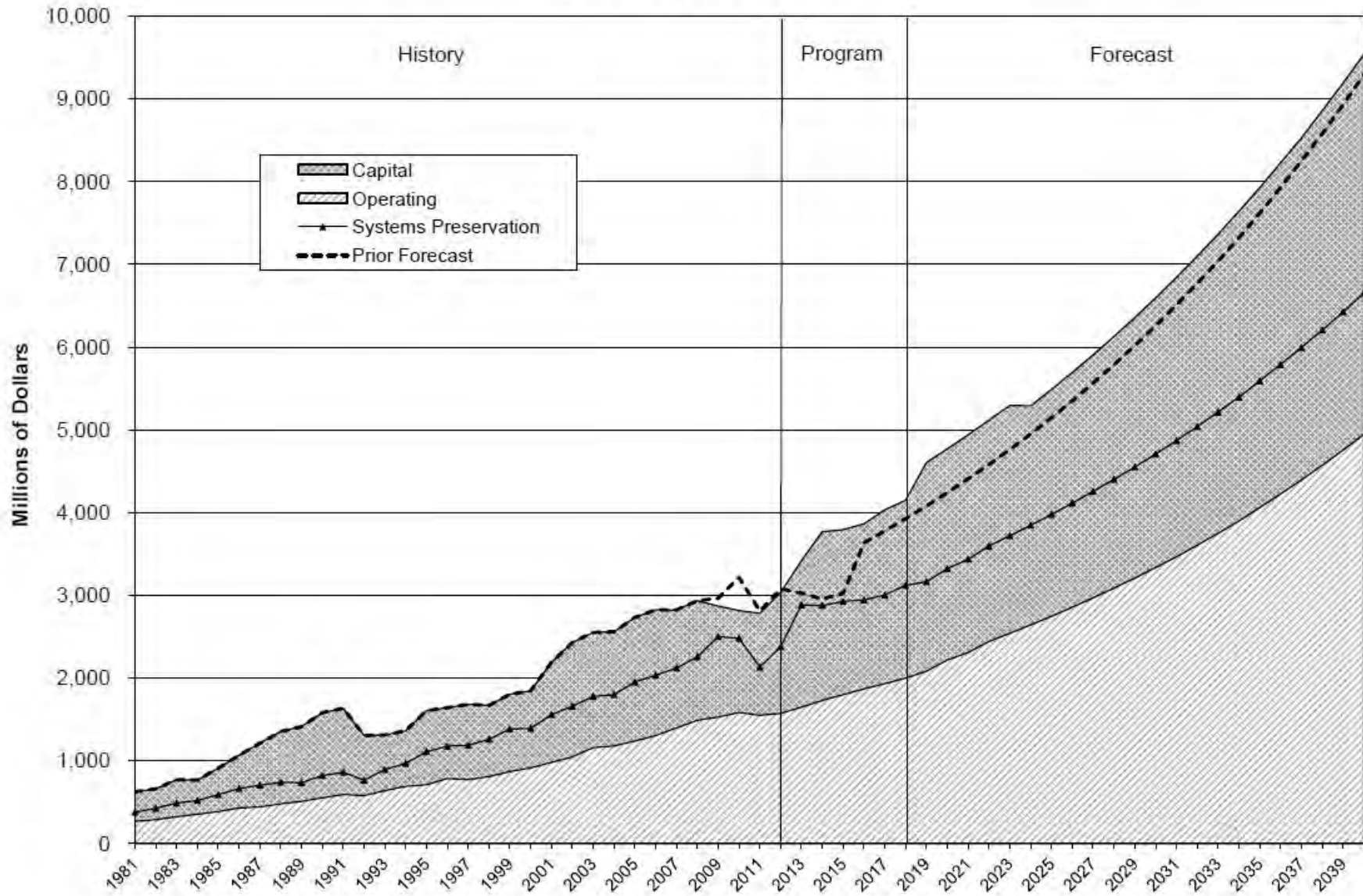
**MDOT Operating & Capital Expenditures - Statewide**  
History, Program & Forecast

(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	367	167	534	246	785
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	280	758	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	780	1,581
1991	591	265	856	773	1,632
1992	577	187	764	542	1,306
1993	638	354	992	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	497	1,606
1996	784	381	1,165	485	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	782	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,366	724	2,120	701	2,821
2008	1,468	785	2,254	880	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	898	2,479	338	2,815
2011	1,548	583	2,131	650	2,781
2012	1,572	806	2,378	856	3,034
2013	1,646	1,238	2,884	534	3,418
2014	1,728	1,149	2,876	881	3,787
2015	1,795	1,126	2,924	869	3,793
2016	1,867	1,078	2,945	918	3,883
2017	1,931	1,071	3,002	1,031	4,033
2018	1,995	1,121	3,116	1,029	4,145
2019	2,051	1,081	3,132	1,443	4,605
2020	2,217	1,105	3,322	1,447	4,769
2021	2,207	1,129	3,436	1,504	4,940
2022	2,441	1,154	3,595	1,521	5,116
2023	2,539	1,179	3,718	1,576	5,294
2024	2,641	1,205	3,846	1,444	5,290
2025	2,745	1,332	3,977	1,510	5,487
2026	2,855	1,259	4,114	1,579	5,693
2027	2,968	1,287	4,255	1,651	5,906
2028	3,086	1,315	4,401	1,726	6,127
2029	3,207	1,344	4,551	1,805	6,356
2030	3,324	1,373	4,707	1,887	6,594
2031	3,465	1,404	4,869	1,973	6,842
2032	3,604	1,434	5,038	2,061	7,099
2033	3,745	1,466	5,214	2,151	7,365
2034	3,887	1,496	5,385	2,246	7,641
2035	4,061	1,531	5,592	2,336	7,928
2036	4,224	1,565	5,789	2,438	8,227
2037	4,384	1,599	5,983	2,534	8,527
2038	4,571	1,635	6,206	2,652	8,858
2039	4,755	1,670	6,425	2,767	9,192
2040	4,947	1,707	6,654	2,884	9,535

MDOT - Office of Finance  
25-JUL-18

# MDOT Operating & Capital Expenditures - Statewide History, Program & Forecast



## BALTIMORE METROPOLITAN AREA Percentage of Capital Expansion

Surface Enhancement % of Maryland Enhancement	
1981 - 2012	87.7%



Baltimore Enhancement % of Surface Enhancement	
1981 - 2012	41.6%



Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Baltimore Percentage	Baltimore New Starts	Total Ratio Expansion Funds
2010	336						192
2011	650						173
2012	656						229
2013	534						231
2014	891						426
2015	869						250
2016	918						231
2017	1,031						284
2018	1,029						576
2019	1,433	1,257	23	1,280	533	0	533
2020	1,447	1,269	23	1,292	538	0	538
2021	1,504	1,319	23	1,342	559	0	559
2022	1,521	1,334	23	1,357	565	0	565
2023	1,576	1,382	23	1,405	585	0	585
2024	1,444	1,266	24	1,290	537	0	537
2025	1,510	1,324	24	1,348	561	0	561
2026	1,579	1,385	24	1,409	587	0	587
2027	1,651	1,448	24	1,472	613	0	613
2028	1,726	1,514	24	1,538	640	0	640
2029	1,805	1,583	25	1,608	670	0	670
2030	1,887	1,654	25	1,679	699	0	699
2031	1,973	1,730	25	1,755	731	0	731
2032	2,061	1,807	25	1,832	763	0	763
2033	2,151	1,886	25	1,911	796	0	796
2034	2,246	1,969	26	1,995	831	0	831
2035	2,336	2,048	26	2,074	864	0	864
2036	2,438	2,138	26	2,164	901	0	901
2037	2,534	2,222	26	2,248	936	0	936
2038	2,652	2,326	26	2,352	979	0	979
2039	2,767	2,426	27	2,453	1,021	0	1,021
2040	2,884	2,529	27	2,556	1,064	0	1,064
Total 19-40	29,850	26,175	412	26,587	11,072	0	15,973
Total 19-40	36,764						18,565



Arundel Center  
44 Calvert Street  
Annapolis, MD 21401  
Phone (410) 222-1074  
MHartzell@anncounty.org

**Mark D. Hartzell**  
Chief Administrative Officer

April 27, 2017

Mr. Todd Lang, Transportation Planning Director  
Baltimore Regional Transportation Board  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

Dear Mr. Lang:

This letter should serve as documentation for financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2018-2021 Transportation Improvement Program (TIP).

Anne Arundel County, subject to appropriation by the County Council, provides the necessary matching operating and capital funds for the Federal transportation related programs within the County. Traditionally, the source of those funds is appropriation from the General Revenue of Anne Arundel County. These funds are used to match Federal/State funds to support the Federal Aid Bridge Program. County funds are also used to plan and construct highways, sidewalks and other transportation facilities

Documentation and approval of the local funds are contained in Anne Arundel County's Operating and Capital Budgets. Matching funds are appropriated in anticipation of Federal and/or State funds provided either through direct earmarks or from allocation by modes of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2018-2021 TIP projects are financially reasonable.

If you have any questions, please contact me at (410) 222-3294.

Sincerely,

  
Ramona Robinson  
Director

cc: Bernie Martinez, Director, Government Relations  
Brian Ulrich, Planning Administrator



April 16, 2017

Mr. Todd R. Lang, Director  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

Dear Mr. Lang:

This letter provides the Statement of Financial Reasonableness for Baltimore City's Transportation Improvement Program (TIP) funding request for FY 2018 to FY 2021.

The Baltimore City Board of Estimates adopted the FY 2018 – 2023 Six Year Capital Improvement Program in March 2017. The capital budget for FY 2018 – 2023 provides sufficient local matching funds for federal-funded transportation-related projects, as well as for local projects, all of which are contained in the FY 2018 – 2021 Baltimore City TIP. That is, prior appropriations combined with projected Highway User Revenue / MDOT County Transportation Revenue Bond funds will be sufficient to cover Baltimore City's matching share for federal-aid requested through the Baltimore Metropolitan Council.

Please feel free to contact Ms. Lindsay Wines, Deputy Director for Administration, at (410) 396-6802 or via email at [Lindsay.Wines@baltimorecity.gov](mailto:Lindsay.Wines@baltimorecity.gov) should you have any questions or concerns regarding the information provided herein.

Respectfully,



Frank Murphy  
Acting Director

Cc: Ms. Lindsay Wines, Deputy Director, BCDOT  
Mr. Connor Scott, Deputy Director, BCDOT  
Ms. Veronica McBeth, Bureau Chief, Transit Bureau, BCDOT  
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT  
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT  
Mrs. Valorie Lacour, Chief of Transportation Planning, BCDOT



KIVIN KAMENETZ  
County Executive

STEVEN A. WALSH, Director  
Department of Public Works

April 6, 2017

Mr. Todd Lang  
Director, Transportation Planning  
Baltimore Metropolitan Council  
Offices at McHenry Row  
1500 Whetstone Way  
Suite 300  
Baltimore, MD 21230

TRANSPORTATION  
RECEIVED

APR 11 2017

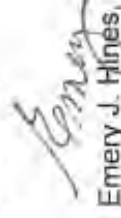
PLANNING DIVISION

Dear Todd:

Baltimore County's portion of the 2018-2021 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for Baltimore County's TIP projects. A summary of the approved operating budget and the sources of revenue can be found at <http://resources.baltimorecountymd.gov/Documents/CountyCouncil/Budget/budget.mes.sage.2017.final.pdf>. As stated on the website, the General Obligation Bonds are backed by the Debt Service category and General Funds are included in the Capital-Pay-As-You-Go category.

Should you have any questions, please contact me at 410-887-3554.

Sincerely,

  
Emery J. Hines,  
Manager

Bureau of Traffic Engineering  
and Transportation Planning

EJH/jfa

Bureau of Traffic Engineering and Transportation Planning  
111 West Chesapeake Avenue Room 326 | Towson, Maryland 21204 | Phone 410-887-3554 | Fax 410-887-5764  
[www.baltimorecountymd.gov](http://www.baltimorecountymd.gov)

Phillip R. Hager  
Director/Legislative Liaison  
Department of Planning

410-386-2145, fax 410-386-2836  
Toll-free 1-888-302-8978  
MD Relay service 7-1-1/800-735-2258



Lynda Eisenberg, Chief  
Bureau of Comprehensive Planning

Carroll County Government  
225 North Center Street  
Westminster, Maryland 21157  
email: ccplanning@ccg.carr.org

April 12, 2017

Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
Offices at McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

Re: Letter of Financial Commitment for the FY 2018-2021 Transportation  
Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2018-2021 TIP comprises nine (9) projects to replace or rehabilitate County-maintained bridges and a bridge inspection program for County-owned and maintained structures. Five (5) of the bridge projects, and the bridge inspection program, are contained in the current FY 2017-2022 CIP and the proposed FY 2018-2023 CIP. The remaining three (3) bridge projects are contained in the proposed FY 2018-2023 CIP.

It is my understanding that this letter satisfies the financial commitment requirement of the TIP process. If you need additional information, please contact Bobbi Moser at (410) 386-2145 ([bmoser@ccg.carr.org](mailto:bmoser@ccg.carr.org)).

Sincerely,

Lynda D. Eisenberg, Chief  
Bureau of Comprehensive Planning

cc: Phil Hager, Director, Department of Planning  
Jeff Castonguay, Director, Department of Public Works  
Debbie Butler, Chief, Bureau of Engineering  
Bobbi Moser, Planner, Bureau of Comprehensive Planning

**DEPARTMENT OF PLANNING**  
*Planning for success in Carroll County*

**BARRY GLASSMAN**  
HARFORD COUNTY EXECUTIVE

**BILLY BONIFACE**  
DIRECTOR OF ADMINISTRATION



**BRADLEY F. KILLIAN**  
DIRECTOR OF PLANNING & ZONING

April 7, 2017

Todd Lang  
Director, Transportation Division  
Baltimore Metropolitan Council  
Offices @ McHenry Row  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

RE: Harford County's 2018-2021 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2018-2021 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

#### Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects that do not impact regional emissions or require a local carbon monoxide impact analysis. The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; two bridges increase capacity from a one-lane bridge to a two-lane bridge, allowing vehicles to travel across these bridges from either side without waiting. Allowing traffic to move in both directions at the same time eliminates idling and reduces carbon monoxide emissions.

#### Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority will be placed on a year to year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

*Maryland's New Center Of Opportunity*

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | [www.harfordcountymd.gov](http://www.harfordcountymd.gov)  
220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

Todd Lang  
Baltimore Metropolitan Council  
April 7, 2017  
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program are required to have a match from Harford County. The match for the roadway projects come from funds already approved in the FY 18 County Capital Budget under Highway Capital Projects. The Capital Budget for Bridge Replacement and Restoration allocates funds for land acquisition, engineering and construction from the Highway General Fund Revenue, Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (410) 638-3103, extension 1372.

Sincerely,



Bradley F. Killian,  
Director of Planning and Zoning

BFK/AR/lap

cc: The Honorable Barry Glassman, Harford County Executive  
Joseph J. Siemek, Director, Department of Public Works  
Robert Andrews, Administrator, Harford County Transit Services  
Jenny B. King, Deputy Director, Department of Planning and Zoning  
Anthony S. McClune, Current Planning Chief, Department of Planning and Zoning  
Alex A. Rawls, Transportation Planner, Department of Planning and Zoning



**HOWARD COUNTY OFFICE OF TRANSPORTATION**  
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Clive Graham, Administrator

[www.howardcountymd.org](http://www.howardcountymd.org)  
FAX 410-313-3467  
TDD 410-313-2323

April 11, 2017

Mr. Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
Office @ McHenry Row  
1500 Whetstone way, Suite 300  
Baltimore, MD 21230

Dear Mr. Lang:

This letter provides documentation to satisfy the financial reasonableness requirement of the Transportation Improvement Program (TIP) process.

Howard County's project submissions for the FY 2018-2021 TIP are for bridge repairs and deck replacements throughout the county. The Regionally Significant Projects include Dorsey Run Road reconstruction from MD 175 south to the CSX Railroad spur crossing, Guilford Road reconstruction from US 1 to Old Dorsey Run Road, MD 175 interchange at Oakland Mills Road and Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road.

The County has committed adequate matching funds in the form of bonds and local revenues to match the aforementioned projects. The projects are funded by year of expenditure. The anticipated availability of these local matching funds is documented in the Howard County Spending Affordability Advisory Committee Report, Fiscal Year 2018 and the draft Howard County Fiscal Year 2018 Capital Budget. These documents will be provided via an electronic mail correspondence for your review.

Should you have any questions, please call me at 410-313-0702.

Sincerely,

*Chris Etzgen (ACTIVE)*

Clive Graham  
Administrator

Cc: Lonnie Robbins, Chief Administrative Officer  
Diane B. Wilson, Chief of Staff  
James Irvin, Director, DPW



## Queen Anne's County

### County Commissioners:

James J. Moran, At Large  
Jack N. Wilson, Jr., District 1  
Stephen Wilson, District 2  
Robert Charles Buckey, District 3  
Mark A. Anderson, District 4

April 26, 2017

Mr. Todd Lang  
Director of Transportation Planning  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

**Re: Required Matching Funds for Cross County Connector Trail – FY 18**

Dear Mr. Lang:

This Letter provides documentation to satisfy the financial reasonableness requirements of the TIP process. Federal funds for this project are included in an area wide Transportation Alternatives Project. Therefore, the project will receive Federal funds through the Transportation Alternatives Program administered by Maryland Department of Transportation.

Queen Anne's County has prepared construction drawings and bid documents to move forward with construction of the Cross County Connector Trail in FY 18. The proposed Cross County Connector Trail (CCCT) is a bicycle/pedestrian trail to be situated near Grisonville in Queen Anne's County, Maryland. The CCCT will generally follow an east-west alignment parallel with and adjacent to the westbound lane of U.S. Rt. 50/301 and within the U.S. Rt. 50/301 right-of-way. The Cross County Connector Trail's western trailhead will connect to the eastern terminus of Kent Island's existing Cross Island Trail (CIT) at Kent Narrows, from which it will then run easterly for a distance of approximately 1.2 miles to its eastern trailhead at Long Point Park, where existing parking will be expanded.

The County has committed \$800,000 in the form of bonds as the necessary matching funds for the grants provided to the County that are administered through Maryland Department of Transportation. The funds are reflected in the Capital FY 17 budget for expenditure. The funds to date have not been used in FY 17 and remain available for use in FY 18. The funds are again reflected in the attached pages of Queen Anne's County approved FY 17 budget.

Please feel free to call me with any questions at 410-758-0920.

Sincerely,

  
Todd R. Moran, PE  
Director

**DEPARTMENT OF PUBLIC WORKS**  
312 Safety Drive  
Centreville, MD 21617

Telephone: (410) 758-0925  
Fax: (410) 758-3341  
[www.qac.org](http://www.qac.org)





# Resolution

16-07

## A RESOLUTION TO ADOPT THE QUEEN ANNE'S COUNTY CAPITAL PROJECTS BUDGET FOR FISCAL YEAR 2017

BE IT RESOLVED BY THE COUNTY COMMISSIONERS OF QUEEN ANNE'S COUNTY,  
this 17th day of May, 2016, that the attached Capital Budget for Fiscal Year 2017 be and  
is hereby ADOPTED.

AND BE IT FURTHER RESOLVED THAT any savings from capital projects shall be  
returned to the General Capital Projects Fund unless official approval for re-  
appropriation is obtained from the County Commissioners by the Initially-funded  
department;

WITNESS the hands and seals of the County Commissioners of Queen Anne's County,  
Maryland this 17<sup>th</sup> day of May, 2016

ATTEST:

Margie Houck  
Margie Houck  
Executive Assistant

THE COUNTY COMMISSIONERS OF  
QUEEN ANNE'S COUNTY

Mark A. Anderson  
Mark A. Anderson

James J. Moran  
James J. Moran

Jack N. Wilson  
Jack N. Wilson

NO

Stephen Wilson  
Stephen Wilson

NO

Robert Charles Buckley  
Robert Charles Buckley

QUEEN ANNE'S COUNTY  
CAPITAL BUDGET BY YEAR  
FY 2017

DESCRIPTION	PAYGO	GRANTS	BONDS	OPERATING FUNDS	CAPITAL	OTHER	TOTAL
SOFT LAUNCH WATER ACCESS	-	25,000	-	-	-	25,000	50,000
CORSICA RIVER DREDGING	-	300,000	-	-	-	-	300,000
KINGSTOWN OLD BRIDGE LANDING	-	5,000	-	-	-	-	5,000
KENT NARROWS DREDGING	25,000	-	-	-	-	-	25,000
PUBLIC LANDINGS LAND - UNDESIGNATED	-	-	-	10,000	-	-	10,000
PUBLIC LANDINGS MAINTENANCE & IMPROVEMENTS	-	5,000	-	-	-	-	5,000
<b>TOTAL PUBLIC LANDINGS ENTERPRISE</b>	<b>25,000</b>	<b>335,000</b>	-	<b>10,000</b>	-	<b>50,000</b>	<b>420,000</b>
BLUE HERON GOLF COURSE - COURSE IMPROVEMENTS	-	-	-	-	60,000	-	60,000
<b>TOTAL GOLF COURSE ENTERPRISE</b>	-	-	-	-	<b>60,000</b>	-	<b>60,000</b>
LAND ACQUISITION/CONSTRUCTION REMOVAL	-	446,500	-	-	23,500	-	470,000
<b>TOTAL BAY BRIDGE AIRPORT ENTERPRISE</b>	-	<b>446,500</b>	-	-	<b>23,500</b>	-	<b>470,000</b>
HOUSING REHABILITATION/LOANS	-	-	-	-	-	50,000	50,000
<b>TOTAL HOUSING AND COMMUNITY SERVICES</b>	-	-	-	-	-	<b>50,000</b>	<b>50,000</b>
CAPITAL EQUIPMENT - LIGHT VEHICLES/MAINTENANCE EOL	-	-	-	-	200,000	-	200,000
CAPITAL EQUIPMENT - HEAVY & CONSTRUCTION VEHICLES	-	-	410,000	-	-	-	410,000
CAPITAL EQUIPMENT - MISC SMALL & NON-MOTORIZED EQ	-	-	-	-	60,000	-	60,000
ASPHALT OVERLAYS	-	-	2,517,950	-	-	-	2,517,950
PARKING LOT OVERLAYS	-	-	-	-	260,015	-	260,015
<b>CROSS COUNTY CONNECTOR TRAIL</b>	-	<b>3,200,000</b>	<b>800,000</b>	-	-	-	<b>4,000,000</b>
<b>TOTAL ROADS BOARD CAPITAL PROJECTS</b>	-	<b>3,200,000</b>	<b>3,727,950</b>	-	<b>510,015</b>	-	<b>7,527,965</b>
CAPITAL EQUIPMENT REPLACEMENT	-	-	-	180,000	-	-	180,000
PUMP STATION REHABILITATION	-	-	-	100,000	-	-	100,000
COUNTY WIDE ORTHOPLAN/METRIC MAPPING	-	-	-	5,000	-	-	5,000
COMPREHENSIVE MASTER WATER & SEWERAGE PLAN	-	-	-	30,000	-	-	30,000
COLLECTION STATION METERING	-	-	-	25,000	-	-	25,000
INDIVIDUAL SEPTIC SYSTEM INSTALLS	-	500,000	-	-	-	-	500,000
SOUTHERN KENT ISLAND - SEWER FORCE MAIN	-	-	-	-	-	4,450,000	4,450,000
SOUTHERN KENT ISLAND - SEWER PHASE I (COMMUNITY INF)	-	-	-	-	-	1,675,000	1,675,000
SOUTHERN KENT ISLAND - SEWER PHASE I (STEP	-	-	-	-	-	3,250,000	3,250,000
<b>TOTAL SEWER ENTERPRISE</b>	-	<b>500,000</b>	-	<b>340,000</b>	-	<b>9,615,000</b>	<b>10,455,000</b>
COUNTY WIDE ORTHOPLAN/METRIC MAPPING	-	-	-	5,000	-	-	5,000
CAPITAL EQUIPMENT REPLACEMENT	-	-	-	150,000	-	-	150,000
CRITICAL INTERCONNECTIONS	-	-	-	-	-	500,000	500,000
GAS DISINFECTION ELIMINATION PROJECT	-	-	-	30,000	-	-	30,000
WTP BACKWASH CONTROL PROJECT	-	-	-	25,000	-	-	25,000
<b>TOTAL WATER ENTERPRISE</b>	-	-	-	<b>220,000</b>	-	<b>500,000</b>	<b>720,000</b>
<b>TOTAL ALL CAPITAL PROJECTS</b>	<b>2,107,782</b>	<b>5,105,037</b>	<b>12,595,789</b>	<b>570,000</b>	<b>5,122,957</b>	<b>10,375,423</b>	<b>35,880,989</b>

# APPENDIX C

## SELF CERTIFICATION

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #18-3**

**APPROVING THE SELF-CERTIFICATION REVIEW OF THE  
BALTIMORE REGIONAL TRANSPORTATION BOARD**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; and representatives of the Maryland Departments of Transportation, the Environment, Planning, the Maryland Transit Administration, Harford Transit; and

**WHEREAS**, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

**WHEREAS**, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination-General);
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);

- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging);
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities); and

**NOW, THEREFORE, BE IT RESOLVED** the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

**WE HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 25, 2017 meeting.

7-25-17

Date



Valorie LaCour, Chair  
Baltimore Regional Transportation Board

7-13-17

Date



Pete K. Rahn, Secretary  
Maryland Department of Transportation

## BALTIMORE REGIONAL TRANSPORTATION BOARD 2017 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS

### BACKGROUND

#### *Baltimore Regional Transportation Board*

Under the Fixing America's Surface Transportation Act, known as FAST, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation,
- transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services,
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process, and
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Harford Transit. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA), Delmar Division Maryland Office, and the Federal Transit Administration (FTA) Region 3 Office; the Maryland Department of Transportation; member jurisdictions; locally operated transit service providers; and the public.

#### *Baltimore Metropolitan Council*

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and GIS services. This includes developing the transportation plans and programs for the BRTB. BMC staff members also maintain a database of building permits issued throughout the region.

The BMC also serves as the host agency for other important regional functions and programs. These include the Regional Information Center, Urban Area Work Group (responsible for coordinating regional emergency preparedness activities), Reservoir Watershed Protection Committee, and Regional Cooperative Purchasing Committee.

#### *BRTB Subcommittees and Advisory Groups*

Several committees, subcommittees, and groups advise the BRTB in specific technical and policy areas. Through these committees, the BRTB is able to learn more about specific areas of interest, receive

feedback and recommendations, and engage professionals in related fields and the general public. The work of the committees also aids the BRTB as it works to ensure that transportation planning is integrated into the region's efforts to address economic development and quality of life issues.

Current BRTB subcommittees and advisory groups include:

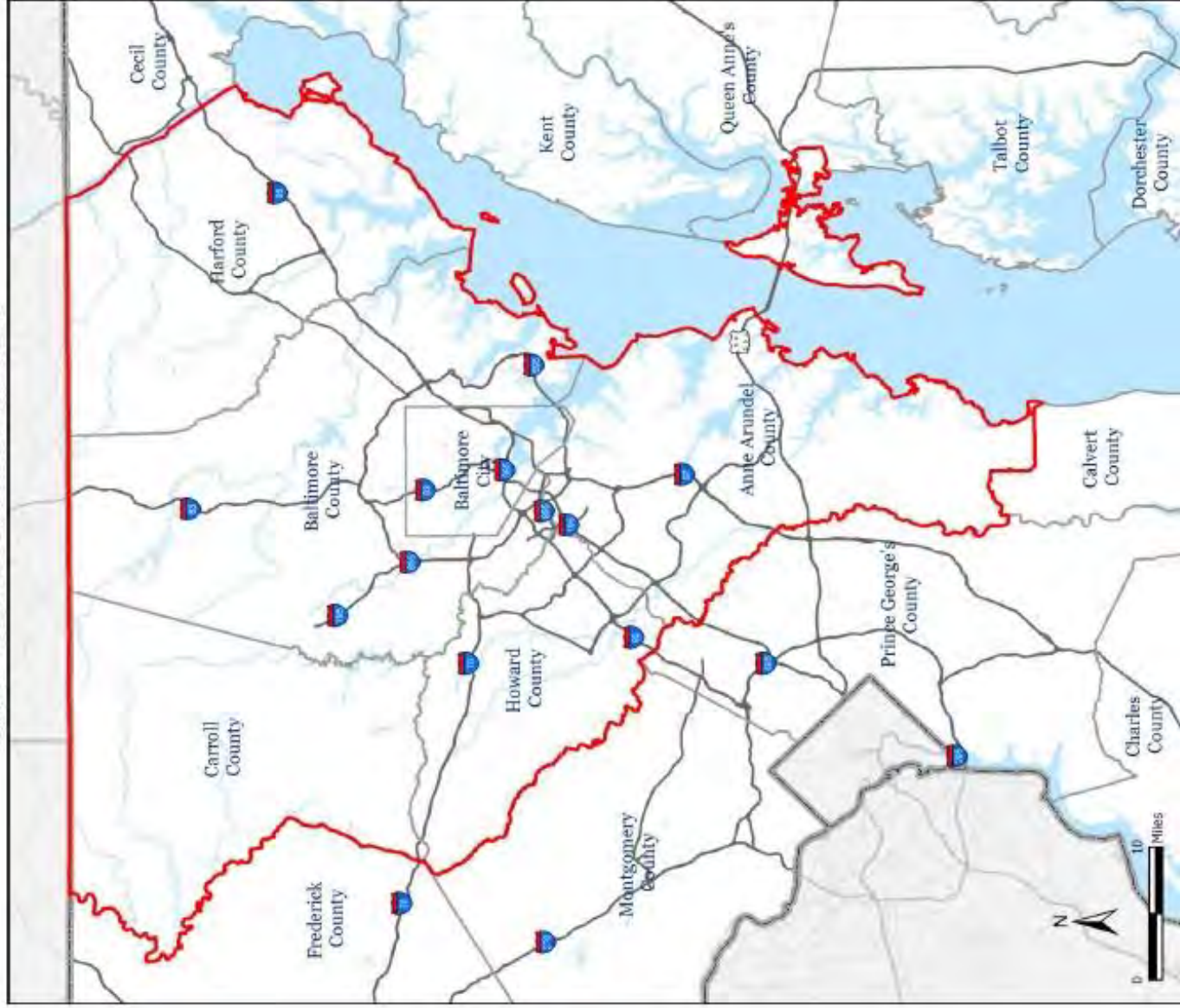
- Executive Committee
- Bicycle and Pedestrian Advisory Group
- Budget Subcommittee
- Public Advisory Committee
- Cooperative Forecasting Group
- Freight Movement Task Force
- Interagency Consultation Group
- Safety Committee
- Technical Committee
- Traffic Incident Management for the Baltimore Region
- Traffic Signal Subcommittee
- Transportation & Public Works Subcommittee

#### *Baltimore Region Urbanized Area*

On June 27, 2013 the BRTB adopted a new urbanized area boundary for the Baltimore region.

At a minimum, a Metropolitan Planning Area (MPA) must cover the urbanized area and contiguous geographic areas likely to become urbanized within the next 20 years. The Baltimore MPA consists of Baltimore City; all of Anne Arundel, Baltimore, Carroll, Harford, and Howard counties; and a portion of Queen Anne's County (see Figure 1 for the geographic location of each participating local jurisdiction).

Figure 1- Baltimore Metropolitan Planning Area



The planning area is part of the 2010 U.S. Census Bureau's Baltimore – Columbia – Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Bel Air South – Bel Air North Urbanized Area, and the Westminster – Eldersburg Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

## TRANSPORTATION PLANNING PROCESS

### Federal Planning Factors

The FAST Act and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate ten specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

### Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of regional goals for the surface transportation system:

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible
- Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

#### **FHWA Performance Management Measures / National Goals**

The FAST Act's predecessor, known as Moving Ahead for Progress in the 21st Century, or MAP-21, placed a major emphasis on managing and measuring the performance of the surface transportation system. The FAST Act maintains this commitment. The national transportation goals for highway systems are:

- **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – Improve the efficiency of the surface transportation system
- **Freight Movement And Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- **Reduced Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

#### **FTA Performance Management Measures / National Standards**

MAP-21 also required the FTA to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds will be required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and subrecipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients.

#### **BRTB Performance Management Measures and Targets**

Consistent with the federal legislation's emphasis on performance-based planning, the BRTB established several performance measures and targets. These will enable the BRTB to monitor and evaluate, over time, the performance of the region's transportation system relative to the regional goals.

The adopted measures cover the areas required by federal legislation:

- **System Safety** – Roadways
- **System Safety** – Transit
- **System Conditions** – Roadways and Bridges
- **System Conditions** – Transit
- **System Performance** – Congestion
- **System Performance** – Freight
- **System Performance** – Emissions

In addition, the BRTB adopted several non-required measures to address accessibility (bicycle/pedestrian and transit) issues.

BMC will continue to work with MDT, SHA, and MTA to 1) identify performance measures and targets common to the state and the MPO, 2) revise the BRTB's adopted measures and targets to meet federal requirements and maintain consistency with state priorities where appropriate, and 3) refine the processes for gathering data for performance measures.

#### **AIR QUALITY CONFORMITY**

According to 42 U.S.C. 7506 (c)(1): "No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title." The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region's air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, "conformity" means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a "moderate" nonattainment area for the 2008 8-hour ozone standard.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

#### **CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC**

The FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the FAST Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple "add on" to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.
- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.

- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

#### *Public Involvement Plan*

The Public Participation Plan (PPP) for the Baltimore region, approved in 2014 in accordance with MAP-21, assist the BRTB in carrying out its responsibility to reach out to and engage the public and other interested parties. The PIP provides an open process that offers complete information, timely public notice, full public access to key decisions, and support for early and continued involvement of stakeholders.

#### *Public Advisory Committee*

The BRTB conducts various activities to engage the public in the transportation planning process. The purpose of the Public Advisory Committee (PAC) is to review and evaluate public involvement techniques, particularly as they relate to the LRTP and new strategies for public involvement and outreach and to provide independent, region-oriented advice regarding regional transportation planning and related issues. Members also assist in promoting equity and public awareness and public participation in the planning process.

BMC staff coordinate monthly meetings of the PAC and its two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as Environmental Justice and transportation equity, BMC's travel demand model, BaltimoreLINK, MTA's mobility program, the Baltimore Bike Share program, final rules for performance measures (covering system condition and system performance), *Maximize2045*, the TIP and amendments to the TIP, and the UPWP.

#### *Other Examples of the BRTB's Commitment to Public Involvement*

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features of the public involvement program include:

- surveys to evaluate public opinion of its plans and programs
- notification of new comment periods and events posted on BMC website (over 5,500 followers on social media; emails to over 600 interested parties)
- the launch of "What's on Tap?," an event series featuring well known speakers about technology and other related issues facing the region
- scheduled public appearances at various locations throughout the region to discuss issues face-to-face
- translation of the PPP and a summary of the LRTP and TIP into Spanish
- publication of *B'more Involved* in a COG Quarterly e-newsletter, distributed to over 5,000 subscribers and cross posted on Facebook and Twitter to nearly 3,000 followers
- cross posting of e-newsletters and press releases on social media and on the BMC website at [www.baltometro.org](http://www.baltometro.org).

The BRTB also hosts a library, called the Regional Information Center, in partnership with the Enoch Pratt Free Library (Baltimore City's public library system).

## TITLE VI / ENVIRONMENTAL JUSTICE

As an MPO, the BRTB is required to convene its members, stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a subrecipient of federal financial assistance via the Maryland Department of Transportation, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term "programs or activities" to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On January 27, 2015, the Baltimore Regional Transportation Board approved, via BRTB Resolution #15-19, its Title VI Program. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. The BRTB published its most recent Title VI Report in April 2016. Recent accomplishments include:

- Evaluated and updated the BMC website to improve online access to Title VI / nondiscrimination policies and information.
- Completed new Four-Factor Analysis based on the most recent American Community Survey Five-Year Estimates. Drafted and approved, via BRTB Resolution #16-5, the Language Assistance Program and Limited English Proficiency Plan.
- Developed and rolled out (to staff, BMC partners, and the public) an ArcGIS web application for the Vulnerable Population Index (VPI) and its composite data on the location and concentration of seven vulnerable populations in the Baltimore region.
- Initiated the second phase of contact relationship management (CRM) implementation to better connect with vulnerable populations / interested parties in the region.
- Utilized approved method to evaluate the benefits and burdens of anticipated investments from the most recent long-range plan, *Maximize2040*, and the most recent transportation improvement program (TIP).

### Limited English Proficiency Plan

In accordance with "U.S. Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficiency Persons," BMC staff conducted a four-factor analysis to determine the "reasonable steps" the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in

order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

- BMC staff prepared an Executive Summary in Spanish for the following key documents: long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the "About the BRTB" brochure.
- The BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- As a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In July 2015, the BRTB approved the 2015 Limited English Proficiency Plan for the Baltimore region (Resolution #16-5).

#### **REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS**

The FAST Act requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation plan

##### **Unified Planning Work Program – UPWP**

The UPWP is the basis for the Baltimore region annual transportation planning work scope. Annually, the MPO begins developing the program in November and FHWA/FTA approves it by June. The UPWP identifies the planning budget and the planning activities to be undertaken by the agencies participating in the BRTB's metropolitan planning process during the program year. The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding proposed for the FY 2018 transportation planning activities for the Baltimore region is \$8,646,415. For FY 2019, the estimated funding is \$5,921,065.

The development of the UPWP is a joint responsibility of the BRTB and MDOT. The public transit operators and other local agencies responsible for carrying out transportation and related planning activities also assist in the development and approval of the UPWP through their participation on the Technical Committee.

The BRTB has been timely in its submittal of the draft and final report for approval. However, the Federal Review Team recommended during the certification review that the BRTB increase its efforts to close out projects, submit invoices, and report in a timely manner. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

##### **Transportation Plans – LRTP and TIP**

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of-expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and

established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Another way of expressing fiscal constraint is that neither the LRTP nor the TIP can be a "wish list" of projects. Both of these documents must show how the region expects to pay for each project.

#### *Current Long-Range Transportation Plan*

The BRTB adopted the current LRTP, titled *Maximize2040: A Performance-Based Transportation Plan*, in November 2015. Federal agency approval followed in January 2016.

#### *Regional Goals, Strategies, and Performance Measures/Targets*

As part of the development of "*Maximize2040: A Performance-Based Transportation Plan*," the current regional long-range transportation plan, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

#### *Solicitation of Public Project Ideas*

To get input on the public's perspective on regional transportation needs, the BRTB solicited public ideas for major, long-term projects to be considered for *Maximize2040*. Members of the PAC helped to collect public project ideas by assisting with outreach at local events and at transit stations. In addition, participants were able to submit project ideas on line through interactive maps.

Of the more than 1,140 public project ideas submitted by the public, 178 related to major, long-term projects that potentially could be included in *Maximize2040*. BMC staff presented all of the recommendations for major, long-term projects as well as minor, short-term projects to the Technical Committee and the BRTB for review and consideration. In addition, staff shared all comments related to minor, short-term projects, as well as general comments, with the responsible modal agencies and local jurisdictions for review and consideration.

#### *Evaluation of Candidate Projects / Fiscal Constraint of Plan*

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

In addition, SHA, MTA, and the jurisdictions provided 2015 cost estimates for these projects. BMC staff applied an inflation factor, consistent with Maryland Department of Transportation (MDOT) methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that given the YOE estimated costs did not exceed

anticipated revenues provided by MDOT. In this way, *Maximize2040* was demonstrated to be fiscally constrained, in accordance with federal requirements.

#### *Public Outreach and Engagement*

Throughout the nearly 2-year process to develop *Maximize2040*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2040* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process.

The BRTB made the draft *Maximize2040* available to the public for review and comment for a 45-day period in September and October 2015. The BRTB addressed these comments in preparing the final version of *Maximize2040*.

#### *Next Long-Range Transportation Plan*

The BRTB and BMC staff have begun development of the next LRTP, titled *Maximize2045: A Performance-Based Transportation Plan*.

As a first step in the development of the next plan, the BRTB adopted the same set of goals from *Maximize2040*. With input from the Technical Committee and the Public Advisory Committee, the BRTB added some implementation strategies to support these goals. These new strategies are intended to:

- strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism
- acknowledge the need to consider emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming.

Over the next few years, the BRTB will work with stakeholders, partner agencies, and BMC staff to develop each component of the next plan. The BRTB expects to adopt this plan in July 2019.

#### *FY 2018-2021 TIP*

The BRTB and its Technical Committee reviewed the projects proposed for the 2018-2021 TIP. This included review by BMC staff for consistency with the LRTP, MDOT's Consolidated Transportation Program (CTP), the local Transit Development Plans, and adopted local government comprehensive plans. The BRTB worked with its subcommittees, particularly the Public Advisory Committee, to review and evaluate the proposed list of projects. Based on results of this evaluation, the proposed projects were selected for inclusion in the TIP.

Projects identified in the first two years of the TIP are funded using current/available revenue sources listed in the state's six-year CTP. The estimated total cost of projects in the 2018-2021 TIP is \$3.02 billion.

BMC staff annually reviews the previous year's list of priority projects to determine those projects programmed in MDOT's CTP. Projects must support the LRTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved LRTP and must have been considered in the congestion management process for the region.

#### *FY 2018-2021 TIP Financial Considerations*

As noted, the 2018-2021 TIP uses current and available revenue sources listed in the 2017-2022 CTP. The TIP also includes letters of financial reasonableness from agencies and jurisdictions stating that funding has been committed and will be available to apply to the listed projects. Schedules and budgets included in the TIP show the allocation of these current/available funding sources to cover the estimated year of expenditure costs of each phase of each project. In these ways, the TIP demonstrates fiscal constraint as required under the FAST Act.

#### *FY 2018-2021 TIP Public Involvement*

Public involvement for development of the TIP was provided primarily through review by the PAC. The public review period for the draft FY 2018-2021 TIP and the associated draft Air Quality Conformity Determination took place from May 23 through June 23, 2017. Staff held one public meeting and an open Public Advisory Committee meeting to present information and accept input/comments. The BRTB also posted the draft TIP online along with an interactive map of TIP projects and advertised in four major newspapers.

#### *Air Quality Conformity – FY 2018-2021 TIP and Amended Plan*

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2018-2021 TIP is the 2012 RFP SIP for 8-hour ozone (determined to be adequate on March 27, 2009).

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030, and 2040. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2018-2021 TIP and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

#### **DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY**

##### *Disadvantaged Business Enterprise (DBE) Program*

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2018 is 27.16%. Specifically, the Baltimore Regional Transportation Board is using the goal of the Maryland Department of Transportation as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

The BRTB participates in the Regional Procurement Diversity Expo, "Meet the Primes," which is sponsored, in part, by the Baltimore Regional Cooperative Purchasing Committee. The most recent Expo took place in October 2016. More than 417 attendees and 311 exhibitors participated. The event featured individual introductory sessions between prime contractors and minority- and women-owned subcontractors.

Additionally, all cooperative contracting led by participating entities in the Baltimore Regional Cooperative Purchasing Committee comply with the lead entity's minority business enterprise procedures and goals.

This allows for flexibility for entities that choose to participate in these contracts to increase these goals should their individual minority business enterprise goals be higher than what is set by the lead entity.

#### *Equal Employment Opportunity*

BMC's Equal Employment Opportunity policy is included as Policy Number 101 in the BMC Policy and Procedure Manual (PPM). The new PPM will go into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

#### **AMERICANS WITH DISABILITIES ACT**

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- All public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website is accessible to and usable by individuals with vision impairments.
- The telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- A list of resources for auxiliary aids and services has been developed and is maintained.

The Public Advisory Committee maintains a strong role in the consideration of the disabled population. In addition, the planning process now utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

#### *Other ADA-related Activities*

The BMC undertook an ADA Self-Evaluation and the associated Transition Plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on a regular basis, the BMC completed a review of the interior of the offices. Several areas have been noted where improvements are needed to maintain a fully compliant space, adjustments are now completed. The exterior were reviewed by the development company and a significant upgrade was completed which will be added to the next report.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of LRTP and TIP

projects for pedestrian accommodations. In 2013, a staff member participated in "Understanding ADA" training (which incorporated Section 504 considerations as well) through the National Transit Institute at WMATA headquarters in Washington, DC. Staff has also given presentations on the subject of pedestrian and transit accommodations for people with disabilities to a variety of audiences, including the self-advocacy group of the Arc of Howard County.

#### OLDER AMERICANS ACT

The BRTB acknowledges that older residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: [www.balto metro.org](http://www.balto metro.org).

#### 1999 - Baltimore Region Elderly Travel Study

This study explores the activity patterns and travel characteristics of the elderly in the Baltimore region. In addition, the study also documents the major causal factors which directly affect how, when, and where the elderly travel, including the pervasive influence of the in-place retirement phenomena on elderly travel behavior. This study was one of the first regional elderly travel studies in the United States. Its findings have been since been confirmed by other elderly travel studies.

*2012 - Naturally Occurring Retirement Communities (NORCs) in the Baltimore Region: 2010 Census Update*  
This study documents the distribution of the elderly population in the Baltimore region. The findings of this study show that the existing elderly population is widely scattered throughout low density suburban areas where public transportation service is not available and possibly not feasible. The study also documented that portions of the existing elderly population are concentrated in 31 population clusters throughout the region. These elderly population clusters could serve as the basis for planning transportation services to meet the travel needs of elderly residents that are no longer able to drive.

#### 2015 – The Aging of the Regional Population and Its Effect on Travel

The Baby Boom Generation (born 1946 through 1964) began to turn 65 in 2011. As they age, the elderly population of the Baltimore region will increase, with consequences for transportation, healthcare, and economics. Part of the series "Directions: Travel Trends in the Baltimore Region."

#### TRANSPORTATION SERVICES FOR DISABLED PEOPLE AND THE ELDERLY

The BRTB strives to provide transportation options for individuals with disabilities as stated by the Americans with Disabilities Act of 1990 (42 U.S.C. 1210 and 49 CFR parts 27, 37 and 38). There are a number of travel options for people with disabilities, the elderly, and/or others with special mobility needs. Paratransit program information is posted on the BMC web site: [www.balto metro.org](http://www.balto metro.org).

#### Coordinated Public Transit – Human Services Transportation Plan

The BRTB collaborated with the Maryland Transit Administration in developing the 2015 *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. This plan meets SAFETEA-LU's federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan. Although the FAST Act's predecessor, MAP-21, eliminated the JARC and New Freedom programs, these type of services continue to be eligible for funding other FTA programs.

In June 2015, two regional workshops provided a forum for stakeholders to discuss and update the transportation needs in the 2010 Plan. Strategies for how to best to serve the needs of seniors and the disabled as well as the low-income employed were finalized at an August 2015 meeting also attended by regional stakeholders

#### *2017 – Attitudes and Behavior of Baltimore Area Residents with Access to Transit*

Related to the topic of the transportation needs of the region's residents, the BRTB sponsored a survey to gather information on people's travel behavior and attitudes with respect to public transit. From November 14, 2017 to January 16, 2018, the BRTB's consultant team conducted more than 1,200 interviews of residents in zip codes served by transit. The team used the data to determine attitudes by demographic characteristics, education level, and income level. In addition, the team conducted a market segmentation analysis and provided recommendations to the BRTB on how the region could more effectively reach and serve current and potential transit riders.

#### *MTA Mobility/Paratransit*

Mobility/Paratransit is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses.

#### *Anne Arundel County*

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

#### *Baltimore County*

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

#### *Carroll County*

Butler Medical provides demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

#### *Harford County*

Harford Transit provides services in accordance with the ADA. Vehicles are wheelchair accessible.

#### *Howard County*

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

#### *Action in Maturity (AIM)*

AIM is a senior center without walls providing transportation and social services to aging adults in Baltimore City.

#### *Neighbor Ride*

Neighbor Ride provides affordable, volunteer-based supplemental transportation for Howard County's seniors.

#### *Partners In Care*

Partners In Care is a nonprofit organization that helps Anne Arundel County's older adults remain independent in their homes. It provides no-cost transportation to members for doctors' appointments, pharmacy trips, shopping and running various other errands via a team of volunteer drivers.

#### **REHABILITATION ACT**

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

# **APPENDIX D**

## **AREAWIDE PROJECTS**

**Based on the 2017-2022 Consolidated Transportation Program**  
**KNOWN FY 2018 AREAWIDE PROJECTS AT TIME OF SUBMITTAL**

<b>Jurisdiction</b>	<b>Route</b>	<b>Termini</b>	<b>Description of Improvements</b>
<b>Areawide Transportation Alternatives Projects (60-9903-29)</b>			
Baltimore Region			Recreational Trails
Anne Arundel County		Cowhide Branch	Stream Restoration
Baltimore City	Various	Downtown Baltimore Bicycle Network	Construct
Baltimore City		Baltimore Water Taxi Terminals	Construct and improve
Baltimore City	MD 2	St. Paul Place and Preston Gardens	Rehabilitation
Carroll County		Finksburg Industrial Park Storm Water Management Facility	Drainage improvements
Carroll County		Elderwood and Oklahoma Phase IV	Construct a storm water management basin
Queen Anne's County		Cross County Connector Trail – Grasonville	Construct 6,150' extension of CCC Trail
<b>Areawide Environmental Projects (60-9506-38)</b>			
Baltimore Region	Various		Directional Signage Upgrades
Baltimore Region	Various		MD Byways Strategic Priorities
Baltimore Region	Various		Tree establishment
Baltimore Region	Various		Stream Restoration
Baltimore County	I-695	Existing noise barrier 03592N0 to 750' north of Dogwood Road	Extend noise barrier
<b>Areawide Congestion Management Projects (60-9504-04)</b>			
Baltimore Region	CHART	Statewide Operations Center in Hanover	Reconfigure Floor
Baltimore Region	CHART	CHART Vehicles	Replace
<b>Areawide Safety and Spot Improvement (60-9508-19)</b>			
Anne Arundel County	MD 242	Duke of Kent Drive to MD 450	Sidewalks
Baltimore County	MD 147	At Glen Arm Road/Mt. Vista Road	Construct roundabout
Baltimore County	I-695	I-95 to I-895 (southwest)	Concrete median barrier
Carroll County	MD 26	At Oakland Mills Road	Geometric improvements

Harford County	MD 22	Prospect Mill Road to MD 136	Resurfacing, limited widening, and intersection improvements
Howard County	MD 103	US 29 to Long Gate Parkway	Geometric improvements
<b>Areawide Urban Reconstruction Projects (60-9511-19)</b>			
Baltimore County	US 40	At Mohr's Lane	Intersection improvements
<b>Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)</b>			
Anne Arundel County	Various	Bridges 2078 and 2126	Clean, paint, and minor repair
Baltimore County	Various	Bridges 3011, 3106, 3110, 3153, 3164, and 3216	Clean, paint, and minor repair
Carroll County	Various	Bridges 6015, 6028, and 6036	Clean, paint, and minor repair
Howard County	Various	Bridges 13081, 13082, 13083, and 13084	Clean, paint, and minor repair
Howard County	I-95	Bridges 1307201 and 1307202 over Little Patuxent River	Clean, paint, and minor repair
<b>Areawide Resurfacing and Rehabilitation Projects (60-9501-11)</b>			
Anne Arundel County	MD 295	Hanover Road to Winterson Road	Resurfacing
Anne Arundel County	US 50	Severn River Bridge to end of SHA maintenance	Guard Rail
Baltimore County	MD 140	Milford Mill Road to Baltimore City Line	Safety improvements and resurfacing
Baltimore County	MD 45	Towson roundabout to Caven Road	Safety improvements and resurfacing
Baltimore County	US 1	I-695 to Dunfield Road	Safety improvements and resurfacing
Howard County	I-70 EB	Marriottsville Road to Baltimore County Line	Resurfacing
Queen Anne's County	US 50 EB	SHA maintenance to structure 17046 over Kent Narrows	Safety improvements and resurfacing

# APPENDIX E

## PROJECTS BETWEEN FUNDING STAGES (ON HOLD) AND INFORMATIONAL PROJECTS

## Projects Between Funding Stages (On Hold)

Project Id	Project Title	Jurisdiction	Year of Operation	Project Category	Project Type
12-0723-19	Reversible Lane System Replacement	Baltimore City	Ongoing	Highway Preservation	Other
12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Bridge repair/deck replacement
12-1102-42	Boston Street Realignment and Reconstruction	Baltimore City	2016	Highway Capacity	New or extended roadways
12-1116-42	New Vail Street	Baltimore City	2014	Highway Capacity	New or extended roadways
12-1213-11	Citywide Street and Urban Reconstruction	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1406-12	Waterview Avenue and Hollins Ferry Road Reconstruction	Baltimore City	2017	Highway Preservation	Road reconstruction
12-1409-11	Seton Hill Complete Streets	Baltimore City	2017	Highway Preservation	Road resurfacing/rehabilitation
12-1410-11	Citywide Roundabout Construction	Baltimore City	2018	Highway Preservation	Road resurfacing/rehabilitation
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1416-11	Citywide Concrete Pavement Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1417-39	Citywide ADA Improvements	Baltimore City	Ongoing	Environmental/Safety	Other
12-1606-12	Reconnecting Charles Street – Mt. Royal to Lanvale Street	Baltimore City	2018	Highway Preservation	Road reconstruction
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
15-0406-13	Pleasantville Road Bridge #67	Harford County	2020	Highway Preservation	Bridge repair/deck replacement
15-1402-42	Bata Boulevard Access Road	Harford County	2020	Highway Capacity	New or extended roadways
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	n/a	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	n/a	Commuter Rail	Other
72-1202-56	MARC Bayview	MTA – Commuter Rail	2020	Commuter Rail	New rail facilities
75-1101-02	MARC Aberdeen Station Parking Expansion D&E	MTA – Commuter Rail	2018	Emission Reduction Strategy	Park-and-ride lots
61-0105-41	MD 3: US 50 to MD 32	SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195	SHA	NA	Highway Capacity	Roadway Widening
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	SHA	2025	Highway Capacity	Roadway Widening
63-1204-04	I-695: Low-Cost Operational and Safety Improvements	SHA	NA	Emission Reduction Strategy	Traffic Engineering
63-9305-41	I-695: I-83 to I-95 (Northeast Beltway) Study	SHA	NA	Highway Capacity	Roadway Widening
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29	SHA	NA	Highway Capacity	Roadway widening



U.S. Department  
of Transportation  
Federal Highway  
Administration

# Memorandum

Subject: Fiscal Year 2017-2020 Transportation Improvement Program

Date: OCT 24 2016

From: Ms. Karen A. Schmidt  
Chief of Business Operations

In Reply Refer To: HFPP-15

To: Mr. Gregory K. Murrill  
Division Administrator  
HDA-MD

The Eastern Federal Lands Highway Division (EFLHD) has developed a FY 2017-2020 Transportation Improvement Program (TIP) for transportation projects within Federal Lands. The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for Federal Lands projects. The attached spreadsheet contains an overall list of projects for your State. This list will soon be placed on the EFLHD website (<https://flh.fhwa.dot.gov/programs/flpp/tip/efl.htm>) in order to provide reference and information for citizens, affected public agencies, transportation agencies, private providers of transportation, and other interested parties.

Through this transmittal, we are seeking your assistance in transmitting the EFLHD's TIP to your State Department of Transportation for inclusion (*as an appendix*) into their Statewide Transportation Improvement Program (STIP) and to applicable Metropolitan Planning Organizations (MPO). If you have questions or comments regarding the TIP, please contact Mr. Lewis Grimm, Planning Team Leader, at (703) 404-6289 or [Lewis.Grimm@dot.gov](mailto:Lewis.Grimm@dot.gov). Thank you for your assistance.

Attachment

cc:

Mr. Kwame Arhin, Planning Program Manager, FHWA, HDA-MD, Baltimore, MD

# FY2017-FY2020 Transportation Improvement Program

Federal Highway Administration  
Eastern Federal Lands Highway Division

Last Printed: 19-Oct-16

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
<b>Maryland</b>													
SUIT_1(2)_2(2)	2017	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Prky & Forestville Rd	MISC	FLAP	\$1,470,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
BAWA_1(6)_2(6)	2018	MD	Prince George's	Baltimore Washington Parkway	Baltimore Washington Parkway median safety improvements.	MISC	NPS	\$350,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
CATO_900(1)	2018	MD	Frederick	Catoctin Mountain Park	Replace Visitor Center Bridge at Catoctin Mt National Park	BRRP	NPS	\$1,750,000.00	Title 16	EFLHD	In Design	MD-06	NPS_NC
FW_PATU_16(3)	2019	MD	Anne Arundel	Patuxent Research Refuge	Rehab Wildlife Loop Duvall Bridge Rd to south of Little Patuxent River bridge.	3RL	OTHER	\$1,000,000.00	Title 23	EFLHD	In Design	MD-04	FWS_R5
GREE_11(1)	2019	MD	Prince George's	Greenbelt Park	Main Entrance & Park Central Rd. Bridge Replacement and Resurfacing	3RH_BRRP	FLTP	\$3,600,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
NP_BAWA_1(5)_2(5)	2019	MD	Prince George's	Baltimore Washington Parkway	Resurface BW Parkway, Beaver Dam Rd to MD 197.	3RL	FLTP	\$3,000,000.00	Title 23	EFLHD	In Design	MD-05	NPS_NC
GWMP_6(1)_7(2)	2020	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill including guardrail and guardwall	3RH	FLTP	\$4,048,150.00	Title 23	EFLHD	Planned	_VARIOUS	NPS_NC

# APPENDIX F

## FY 2017-2020 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

## Summary of 2017 – 2020 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
22-1601-41	I-95: Moravia Road to Fort McHenry Tunnel	Maryland Transportation Authority	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>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><b>Conformity Status:</b> Not Exempt</p>	Resolution 17-9: 8/23/2016
12-1414-11	Citywide System Preservation	Baltimore City	This administrative modification updates Surface Transportation Program (STP) funds. FY 2017 funds for construction decrease to \$600,000 federal with a \$150,000 match. Total funding in the 2017-2020 TIP decreases by \$2 million, from \$15.95 million to \$13.95 million. The \$2 million decrease is associated with the North Avenue and Pennsylvania Avenue intersection improvements, with these funds now included in the MTA North Avenue Rising project (TIP ID: 42-1702-09). This project has been removed from the description. The description has also been updated to include the rehabilitation of Clinton Street from Boston Street to Keith Avenue and to update the limits of the Moravia Road rehabilitation to Sinclair Lane to I-895.	<p>Citywide system preservation includes resurfacing, rehabilitation and maintenance, streetscapes, signals, and intersection improvements, as well as ADA ramps and sidewalk improvements. Current projects include, but are not limited to:</p> <ul style="list-style-type: none"> <li>-Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue</li> <li>-Moravia Road Rehabilitation from Sinclair Lane to I-895</li> <li>-Patapsco Avenue rehabilitation from Gable Avenue to Annapolis Road</li> <li>-Clinton Street rehabilitation from Boston Street to Keith Avenue</li> </ul> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 10/11/2016
12-0207-11	Citywide Road Resurfacing - Federal Aid Program	Baltimore City	This administrative modification updates STP funds by shifting FY 2020 funds to FY 2017. Construction phase funds are shifted in the amount of \$2.5 million (\$2 million federal/\$500,000 matching) and Preliminary Engineering phase funds are shifted in the amount of \$300,000 (\$240,000 federal/\$60,000 matching). Total funding in the 2017-2020 TIP remains unchanged.	<p>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.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 10/11/2016

12-9903-13	Hawkins Point Bridge over CSX Railroad	Baltimore City	This administrative modification adds Surface Transportation Program funds to the construction phase in FY 2017. Construction funds increase by \$4 million (\$3.2 million federal/\$800,000 matching). The increase is due to additional costs for the bridge structure and realignment of the new water line. The estimated total cost increases from \$20 million to \$24 million.	<p>The bridge carrying Hawkins Point Road over CSX will be replaced (Sufficiency rating of 33). The roadway between Ross Avenue and Chemical Road will be completely replaced. This replaced includes full depth concrete pavement replacement as well as Water, conduit, BGE, and Verizon utilities. Sidewalks, which are not currently present, will also be added to both sides of Hawkins Point Road. The project will also include the addition of a right turn lane for the US Coast Guard Yard at Ross Avenue.</p> <p>PE funding for this project in a previous TIP (FY 2011 and FY 2013).</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 10/11/2016
12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	Baltimore City	This administrative modification adds repurposed Section 1702 High Priority Project funds to FY 2017. Construction funds increase by \$875,000 (\$700,000 federal/\$175,000 matching). In addition, \$1 million (\$800,000 federal/\$200,000 matching) is added to the preliminary engineering phase. STP funds remain unchanged. Total funding in the 2017-2020 TIP increase from \$18 million to \$19.875 million, a total increase of \$1.875 million.	<p>Hanover Street Bridge is a thirty-seven (37) span bridge built in 1916 and rehabilitated in 1970 and 1992. The structure consists of a two-leaf bascule span, sixteen (16) open spandrel arch spans, and twenty (20) arcade spans at the north end of the bridge. The bridge has an overall length of 2290'-2". The bridge carries five (5) lanes of traffic, two (2) in each direction with an alternating direction center lane.</p> <p>This work will include repair of the Hanover Street draw bridge deck over Middle Branch in FY17. It will also include but will not be limited to rehabilitating or replacing the existing deteriorated bridge deck in FY19-20. This will improve freight access, recreational amenities, safety and economic opportunities. The project will correct the bridges deteriorated condition and provide increased structural and traffic safety.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 10/11/2016
12-1123-12	Key Highway and Light Street Intersection Improvement	Baltimore City	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>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><b>Conformity Status:</b> Exempt</p>	Amendment approved by Executive Committee: 10/11/2016

12-1612-23	Inner Harbor Water Taxi Terminal	Baltimore City	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>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><b>Conformity Status:</b> Exempt</p>	Amendment approved by Executive Committee: 10/11/2016
12-1411-13	I-83: Joint Repairs - Phase II	Baltimore City	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>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><b>Conformity Status:</b> Exempt</p>	Amendment approved by Executive Committee: 10/11/2016
42-1702-09	North Avenue Rising	MTA – Transit	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>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><b>Conformity Status:</b> Exempt</p>	Resolution 17-10: 10/25/2016
63-1702-43	I-695: Bridge Replacement on Crosby Road	State Highway Administration	This administrative modification updates state funds in the TIP for the preliminary engineering, right-of-way, and construction phases to reflect a new engineers estimate. Total funding in the TIP increases from \$6.313 million to \$8.151 million, an increase of \$1.838 million. The total project cost increases from \$6.94 million to \$8.972 million.	<p>The project will replace bridge no. 03125 along Crosby Road over I-695. The replacement bridge will accommodate future widening of I-695. No additional capacity is being provided at this time. 5 foot shoulders and 5 foot ADA compliant sidewalks are planned on both sides.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 11/10/2016
64-1702-13	MD 496: Bridge Replacement over Big Pipe Creek	State Highway Administration	This administrative modification updates state funds in the TIP for the preliminary engineering and construction phases to reflect a new engineers estimate. Total funding in the TIP increases from \$3 million to \$4.096 million, an increase of \$1.096 million. The total project cost increases from \$3.599 million to \$4.844 million.	<p>The project will replace bridge no. 06038 along MD 496 (Bachmans Valley Road) over Big Pipe Creek. A 5 foot minimum shoulder is planned on both sides of the roadway.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 11/10/2016

12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	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>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:</p> <ul style="list-style-type: none"> <li>- 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.</li> </ul> <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><b>Conformity Status:</b> Exempt</p>	Resolution 17-11: 11/22/2016
13-0411-13	Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	Baltimore County	This administrative modification adds \$1 million to the construction phase in FY 2017 due to an updated engineers estimate. Federal STP funds increase by \$800,000 with \$200,000 in local matching funds. The total project cost increases from \$2.15 million to \$3.15 million.	<p>Complete replacement of Bridge No. B-202 on Gwynnbrook Avenue over Gwynns Falls. New structure will have 4 foot shoulders on both sides of the road.</p> <p>PE funding in previous a TIP (FY 2010).</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/4/2017
13-1109-13	Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	Baltimore County	This administrative modification adds \$1 million to the construction phase in FY 2017 due to an updated engineers estimate. Federal STP funds increase by \$440,000 with \$560,000 in local matching funds. The total project cost increases from \$3.6 million to \$4.6 million.	<p>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 &amp; 138 qualify for Federal aid funding. Bridges 137 and 346 will be all County funded projects. All four structures will have minimum 2 foot shoulders on both sides of the road.</p> <p>PE funding in a previous TIP.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/4/2017
42-1702-09	North Avenue Rising	MTA – Transit	This administrative modification updates matching funds associated with federal TIGER funds for the North Avenue Rising project. A previous amendment allocated all \$15.33 million in matching funds for the construction phase when some of the funds should have been allocated to preliminary engineering. Matching funds for the TIGER grant will now be split between construction and preliminary engineering in the amounts of \$12.768 million and \$2.562 million, respectively. The schedule and total cost of the project remain unchanged.	<p>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><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/6/2017

40-1601-05	MTA Core Bus and Paratransit Vehicle Replacement	MTA – Transit	This administrative modification adds FTA Section 5307 Flex funds (spread across FY 2017-2019) in the amount of \$5.29 million federal with \$1.323 million in matching funds for the procurement of new buses associated with the BaltimoreLink project. These funds were included in the 2016-2019 TIP but were inadvertently dropped during the 2017-2020 TIP call for projects. All other fund sources remain unchanged. Total funding in the TIP increases from \$151.507 million to \$158.12 million, an increase of \$6.613 million.	<p>This project provides for the routine replacement of buses past their useful service life. Planned bus purchases include 172 forty-foot clean diesel buses - 162 for fleet replacement and 10 buses to contribute to the BaltimoreLink project. This project will also cover the purchase of vehicles under 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 3/4 of a mile of any fixed route service.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$39.6 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/6/2017
40-1403-64	Metro Railcar and Signaling Systems Rehab and Replacement	MTA – Transit	This administrative modification adds FTA Section 5307 Flex funds to FY 2019 in the amount of \$30.91 million federal with \$7.728 million in matching funds. This is not new money as these funds were included in the 2016-2019 TIP but were inadvertently dropped during the 2017-2020 TIP call for projects. All other fund sources remain unchanged. Total funding in the TIP increases from \$230.393 million to \$269.031 million, an increase of \$38.638 million.	<p>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.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$122.3 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 1/6/2017
66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	State Highway Administration	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>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><b>Conformity Status:</b> Not Exempt</p>	Resolution 17-12: 1/24/2017
61-1701-41	MD 175: National Business Parkway to McCarron Court	State Highway Administration	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>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><b>Conformity Status:</b> Not Exempt</p>	Resolution 17-12: 1/24/2017

32-1701-03	Masonville Cove Multimodal Transportation Feasibility Study	Maryland Port Administration	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>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><b>Conformity Status:</b> Exempt</p>	Resolution 17-13: 1/24/2017
40-9204-61	Rural Transit Systems – Operating Assistance	MTA – Transit	This administrative modification updates FTA Section 5311 funds in FY 2017 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. Funds increase in the amount of \$68,000 federal along with \$68,000 in matching funds. Total funding in the TIP increases from \$1.36 million to \$1.496 million.	<p>Operating assistance to transit systems located in the Baltimore region. Systems include Baltimore County (Baltimore County Office on Aging) and Carroll County (Carroll Transit).</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 2/8/2017
40-9502-05	Small Urban Transit Systems – Capital Assistance	MTA – Transit	This administrative modification updates FTA Section 5307 and Section 5339 funds in FY 2017. Section 5307 funds are being adjusted to include previously programmed FY 2016 funds that were never obligated. These funds increase in the amount of \$546,000 along with an increase of \$137,000 in matching funds. Section 5339 funds are removed from FY 2017 in the amount of \$132,000 along with \$33,000 in matching funds to reflect updated budgetary needs. Total funding in the TIP increases from \$1.46 million to \$1.978 million.	<p>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.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 2/8/2017
40-1602-05	Urban Transit Systems – Capital Assistance	MTA – Transit	This administrative modification updates FTA Section 5307 funds in FY 2017 to include previously programmed FY 2016 funds that were never obligated. These funds increase in the amount of \$356,000 along with an increase of \$89,000 in matching funds. Total funding in the TIP increases from \$2.468 million to \$2.913 million.	<p>Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services).</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 2/8/2017
40-1603-61	Urban Transit Systems – Operating Assistance	MTA – Transit	This administrative modification updates FTA Section 5307 funds in FY 2017 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. Funds decrease in the amount of \$288,000 federal along with \$288,000 in matching funds. Total funding in the TIP decreases from \$10.376 million to \$9.8 million.	<p>Operating assistance to Urban Transit systems throughout the Aberdeen-Bel Air South-Bel Air North Urbanized Area. Transit agencies eligible for funding include Harford County.</p> <p>The TIP ID for this project was formerly 40-1603-05.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 2/8/2017

70-1502-54	MARC Improvements	MTA – Commuter Rail	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>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><b>Conformity Status:</b> Exempt</p>	Resolution 17-17: 2/28/2017
70-1501-53	MARC Rolling Stock Overhauls and Replacement	MTA – Commuter Rail	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>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><b>Conformity Status:</b> Exempt</p>	Resolution 17-17: 2/28/2017
40-1701-63	Bus & Bus Facilities Mini Overhaul Project	MTA – Transit	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>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><b>Conformity Status:</b> Exempt</p>	Resolution 17-17: 2/28/2017
40-0015-64	Bus and Rail System Preservation and Improvement	MTA – Transit	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>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><b>Conformity Status:</b> Exempt</p>	Resolution 17-17: 2/28/2017

40-1601-05	MTA Core Bus and Paratransit Vehicle Replacement	MTA - Transit	This administrative modification updates FTA Section 5307 and CMAQ funds in FY 2017 due to shifting needs for MTA's FY 2017 capital budget. There is no change in project scope. Section 5307 funds increase by \$18.89 million along with an increase of \$4.722 million in matching funds. CMAQ funds increase by \$3.754 million along with an increase of \$938,000 in matching funds. Total funding in the TIP increases from \$158.12 million to \$186.424 million, a total increase of \$28.304 million.	<p>This project provides for the routine replacement of buses past their useful service life. Planned bus purchases include 172 forty-foot clean diesel buses - 162 for fleet replacement and 10 buses to contribute to the BaltimoreLink project. This project will also cover the purchase of vehicles under 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 3/4 of a mile of any fixed route service.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$39.6 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 3/22/2017
40-1403-64	Metro Railcar and Signaling Systems Rehab and Replacement	MTA - Transit	This administrative modification updates FTA Section 5307 funds in FY 2017 due to shifting needs for MTA's FY 2017 capital budget. There is no change in project scope. Section 5307 funds decrease by \$15.309 million along with a \$3.827 million decrease in matching funds. Total funding in the TIP decreases from \$269.031 million to \$249.895 million, a total decrease of \$19.136 million.	<p>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.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 3/22/2017
40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	MTA - Transit	This administrative modification updates FTA Section 5307 and CMAQ funds in FY 2017 due to shifting needs for MTA's FY 2017 capital budget. There is no change in project scope. Section 5307 funds decrease by \$1.45 million along with a \$363,000 decrease in matching funds. CMAQ funds decrease by \$3.61 million along with a \$902,000 decrease in matching funds. Total funding in the TIP decreases from \$31.697 million to \$25.372 million, a total decrease of \$6.325 million.	<p>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.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$5.8 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 3/22/2017
40-1001-64	Light Rail Mid-Life Overhaul	MTA - Transit	This administrative modification updates CMAQ funds in FY 2017 to reflect the difference between estimated and actual capital budgetary needs. There is no change in project scope. CMAQ funds decrease by \$144,000 along with a \$36,000 decrease in matching funds. Total funding in the TIP decreases from \$25.432 million to \$25.252 million, a total decrease of \$180,000.	<p>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.</p> <p>Note: In addition to matching funds, MTA has committed \$17.6 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	Admin Mod: 3/22/2017

40-9901-01	Ridesharing	MTA - Transit	This administrative modification updates CMAQ funds in FY 2017 to reflect the difference between estimated and actual capital budgetary needs. There is no change in project scope. CMAQ funds increase by \$2,000. Total funding in the TIP increases from \$2.664 million to \$2.666 million, a total increase of \$2,000.	The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program.  <b>Conformity Status:</b> Exempt	Admin Mod: 3/22/2017
40-1502-69	Seniors and Individuals with Disabilities	MTA - Transit	This administrative modification updates FTA Section 5310 funds in FY 2017. Funds are increasing due to greater participation than originally estimated from non-profit agencies. Section 5310 funds increase by \$385,000 along with \$395,000 in matching funds. Total funding in the TIP increases from \$7.8 million to \$8.58 million, a total increase of \$780,000.	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.  <b>Conformity Status:</b> Exempt	Admin Mod: 3/22/2017
22-1601-41	I-95: Moravia Road to Fort McHenry Tunnel	Maryland Transportation Authority	This administrative modification updates preliminary engineering and construction funds in fiscal years 2017 through 2019 to reflect recently received bids and a March 2017 Notice to Proceed for the contractor. The project is funded entirely by MDTA toll revenues. Funding in the TIP increases from \$49.714 million to \$58.936 million, an increase of \$9.222 million.	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 barriers, and reconstruction of portions of existing bridge decks and all concrete bridge parapets.  This project is funded with MDTA toll revenues.  <b>Conformity Status:</b> Not Exempt	Admin Mod: 3/22/2017
40-1602-05	Urban Transit Systems - Capital Assistance	MTA - Transit	This administrative modification updates FTA Section 5339 funds in FY 2017 to include previously unobligated funds. These funds will be used to replace Harford Transit's bus wash system and to provide additional video camera coverage to their expanded fixed route fleet. Section 5339 funds increase in the amount of \$268,000 along with an increase of \$67,000 in matching funds. Total funding in the TIP increases from \$2.913 million to \$3.248 million.	Capital assistance for the purchase of vehicles, equipment, and facilities, for Harford County (Harford County Transportation Services).  <b>Conformity Status:</b> Exempt	Admin Mod: 4/6/2017
12-1611-09	SE Baltimore Freight Corridor: Broening Highway Complete Streets	Baltimore City	This administrative modification shifts federal STP funds in the amount of \$520,000 federal along with \$620,000 in matching funds from the construction phase in FY 2018 to FY 2017. The total amount of funding remains unchanged.	Complete Streets improvements will be implemented in the residential portion of Broening Highway to further dissuade trucks from traveling through neighborhoods, while creating a more walkable and bikeable environment that improves residents' quality of life.  The pedestrian and sidewalk facilities enhancements will run between Holabird Avenue and Boston Street. Improvements may include sidewalk widening, crosswalk and ADA enhancements, a median and bumpouts with stormwater management and/or bio-retention elements, and dedicated bicycle facilities.  <b>Conformity Status:</b> Exempt	Admin Mod: 4/6/2017

12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	Baltimore City	This administrative modification updates federal TIGER funds by shifting construction phase funds from FY 2018 and FY 2019 to FY 2017. The amount shifted to FY 2017 is \$4.5 million federal along with \$4.5 million in matching funds. The total amount of funding remains unchanged.	This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.  <b>Conformity Status:</b> Exempt	Admin Mod: 4/6/2017
12-1610-11	SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	Baltimore City	This administrative modification shifts federal STP funds in the amount of \$1.1 million federal along with \$800,000 in matching funds from the construction phase in FY 2018 to FY 2017. The total amount of funding remains unchanged.	This project will provide safer, more efficient access between the Port of Baltimore and the Interstate System for freight movement without traveling through adjacent residential neighborhoods by improving road conditions on Keith Avenue and Holabird Avenue. Examples of improvements include joint repairs, resurfacing, and geometric improvements. This project will allow for freight vehicles to utilize Keith Avenue or Holabird Avenue to directly access I-95 and I-895 without going through residential communities.  <b>Conformity Status:</b> Exempt	Admin Mod: 4/6/2017
13-1201-13	Dogwood Road Bridge No. B-0347 over Dogwood Run	Baltimore County	This administrative modification adds \$300,000 to the construction phase in FY 2017. Federal STP funds increase by \$240,000 along with a \$60,000 increase in local matching funds. The requested increase in construction funds reflects the complexity of the project as determined during the final design phase. The total project cost increases from \$1.6 million to \$1.9 million.	Removal and replacement of Bridge No. B-347 on Dogwood Road over Dogwood Run. Engineering is being funded entirely by the County with construction to be funded with Federal aid. The new structure will have 3 foot shoulders on both sides of the road.  <b>Conformity Status:</b> Exempt	Admin Mod: 5/8/2017
17-1701-13	Nichols Manor Drive Bridge over Cox Creek	Queen Anne's County	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.	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.  <b>Conformity Status:</b> Exempt	Amendment approved by Executive Committee: 5/8/2017
40-9502-05	Small Urban Transit Systems - Capital Assistance	MTA - Transit	This administrative modification updates FTA Section 5339 funds in FY 2017. Section 5339 funds are being adjusted to include previously unobligated funds that had been removed in an earlier administrative modification in February 2017. Section 5339 funds increase in the amount of \$132,000 along with an increase of \$33,000 in matching funds. These funds will be used for a computer routing system in Baltimore County. Total funding in the TIP increases from \$1.978 million to \$2.143 million.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment and facilities. The Baltimore region's small urban transit systems include Baltimore and Carroll Counties.  <b>Conformity Status:</b> Exempt	Admin Mod: 6/15/2017

64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	State Highway Administration	This administrative modification adds \$317,000 in federal Surface Transportation Block Grant Program funds for the PE and ROW phases to FY 2017 along with \$177,000 in matching funds. PE costs have increased and are now flowed in FY 2017 due to several rounds of modifications to the Maintenance of Traffic plans requested by the town of Hampstead. ROW costs have not increased but are now being flowed in FY 2017. Funding in the TIP increases from \$19.511 million to \$20.005 million, an increase of \$494,000.	The purpose of this project is to provide improvements on MD 30 Business (Main Street in Hampstead) from North Woods Trail to CSX Railroad including reconstruction of the existing roadway with ADA compliant sidewalks on both sides of the street, curb and gutter, crosswalks, and driveway entrances. The project will also upgrade the drainage system, stormwater management facilities, landscaping, traffic signals, and utility relocations as necessary. Because of the low speeds and constrained urban environment, bicycles will be accommodated in mixed traffic in the travel lanes.  <b>Conformity Status:</b> Exempt	Admin Mod: 6/15/2017
40-1702-64	Fixed Location Train Detection and Worker Warning System	MTA - Transit	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.	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.  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.  <b>Conformity Status:</b> Exempt	Resolution 17-24: 6/27/2017
63-1707-11	MD 45: Padonia Rd to Wight Ave	State Highway Administration	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.	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.  <b>Conformity Status:</b> Exempt	Resolution 17-25: 6/27/2017

# **APPENDIX G**

## **PUBLIC PARTICIPATION COMPONENT**

**ADVERTISEMENT** placed in the following publications:

- Aegis
- Baltimore Sun
- Baltimore Sun Online
- Carroll County Times
- Howard County Times
- Towson Times

**Also used in the following ways:**

- Posted in BMC Offices
- Distributed to Public Advisory Committee
- Posted on BMC web site
- Shared via social media



**INVESTING IN THE REGION'S FUTURE** 

The Baltimore Regional Transportation Board (BRTB) has a

**\$3 BILLION**

**TRANSPORTATION PLAN**

for the region during the next 4 years and we  
want to know what you think!

LEARN MORE ON **JUNE 7 & 27** OR VISIT **BALTOMETRO.ORG**



## PRESS RELEASE



**FOR IMMEDIATE RELEASE**  
**CONTACT: Laura Van Wert, 410-732-9564**

### **BRTB SEEKS PUBLIC COMMENTS ON \$3 BILLION IN TRANSPORTATION PROJECTS**

**BALTIMORE, MD (May 23, 2017)** – The Baltimore Regional Transportation Board (BRTB) as the metropolitan planning organization (MPO) for the Baltimore region seeks public comments through **Friday, June 23** on two transportation-related documents – the draft *2018-2021 Transportation Improvement Program (TIP)*, and the associated *Air Quality Conformity Determination*. The BRTB is scheduled to vote on these documents on **Tuesday, July 25**.

#### **2018-2021 Transportation Improvement Program (TIP)**

The *2018-2021 TIP* is the list of regional transportation projects requesting federal funding in the near term. It includes more than **\$3 billion** in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. The TIP is fiscally constrained.

Please view the draft *2017-2020 TIP* or project highlights [online](#) or through BRTB's [interactive project map](#).

#### **Air Quality Conformity Determination of the 2018-2021 TIP**

The Baltimore region has been designated as not meeting National Ambient Air Quality Standards and, as a result, the BRTB must review its current transportation plan and program to ensure conformity with the state plan to meet these standards, known as the *State Implementation Plan (SIP)*. The *Air Quality Conformity Determination report* details a comprehensive analysis of effects of the draft *2018-2021 TIP* for the Baltimore region and the long-range projects in [Maximize2040: A Performance-Based Transportation Plan](#) (as amended). The report addresses the following criteria pollutants: ozone and fine particulate matter.

The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards. The draft air quality conformity determination is available in PDF format [for download](#).

###

*The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments (COG), hosts the Baltimore Regional Transportation Board (BRTB), the federal metropolitan planning organization (MPO), and supports local government by coordinating efforts in a range of policy areas including emergency preparedness, housing, cooperative purchasing, environmental planning and workforce development. BMC's Board of Directors includes the executives of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County Board of Commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial appointee from the private sector*

## WEBSITE (Page 1 of 2)

The website featured downloadable copies of the documents, an interactive map of projects, and details on how to submit a comment. Links to the site were shared on BMC social media accounts multiple times.

The screenshot shows the Baltimore Metropolitan Council website. At the top is the BMC logo and navigation links: Home, About Us, Contact Us. Below the logo is a banner for the 2018-2021 Transportation Improvement Program (TIP) with a graphic of a road and the text "BRTB TO VOTE ON 2018-2021 TIP ON JULY 25" and "OPEN FOR COMMENT UNTIL JUNE 23". A sidebar on the right shows tweets from @BaltimoreMetroCo. The main content area has the heading "2018 - 2021 Transportation Improvement Program" and a subheading "\$3 Billion in Transportation Projects Open for Public Comment through Friday, June 23". Below this is a paragraph about the BRTB considering approval of the draft 2018-2021 Transportation Improvement Program and the associated Air Quality Conformity Determination. It states that the BRTB, as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through Friday, June 23 on two transportation-related documents – the draft 2018-2021 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination. The BRTB is scheduled to vote on these documents on Tuesday, July 25. At the bottom, it says "Details about these plans and how to comment are available below. Print copies of the documents also are available for review at the Baltimore Metropolitan Council's Regional Information Center."

**2018 - 2021 Transportation Improvement Program**

**\$3 Billion in Transportation Projects Open for Public Comment through Friday, June 23**

*BRTB considers approval of the draft 2018-2021 Transportation Improvement Program and the associated Air Quality Conformity Determination*

The Baltimore Regional Transportation Board (BRTB), as the metropolitan planning organization (MPO) for the Baltimore region, seeks public comments through **Friday, June 23** on two transportation-related documents – the *draft 2018-2021 Transportation Improvement Program (TIP)* and the associated *Air Quality Conformity Determination*. The BRTB is scheduled to vote on these documents on **Tuesday, July 25**.

Details about these plans and how to comment are available below. Print copies of the documents also are available for review at the Baltimore Metropolitan Council's Regional Information Center.

### 2018 - 2021 Transportation Improvement Program (TIP)

The 2018–2021 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes more than **\$3 billion** in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. The TIP is fiscally constrained.

Select projects throughout the region in the draft 2018-2021 TIP include:

- **Regionally:** Improving Maryland Transit Administration (MTA) infrastructure, facilities and vehicles, and providing assistance for Locally Operated Transit Systems; and improving State Highway Administration (SHA) roads and bridges including environmental and aesthetic enhancements, congestion management, bridge rehabilitation, resurfacing, and localized improvements to address safety issues.
- **Anne Arundel County:** Widening MD 175, from the National Business Parkway to McCarron Court, as part of a larger project to address congestion near Fort George G. Meade; adding an eastbound lane on the Severn River/Pearl Harbor Memorial Bridge; constructing a new section of Hanover Road, between Ridge and New Ridge roads; improving Mountain Road, between Catherine Avenue and Edwin Raynor Boulevard; and repairing or replacing five local bridges, including the Polling-House Road Bridge over Rock Branch.
- **Baltimore City:** Improving the streetscape along Belair Road; reconstructing Greenmount Avenue, from 29<sup>th</sup> to 43<sup>rd</sup> streets; repairing the Hanover Street draw bridge deck; improving the intersection of Martin Luther King Boulevard and Howard Street; and replacing the bridges carrying Russell Street and the Monroe Street Ramp over CSX.
- **Baltimore County:** Rehabilitating or replacing 13 local bridges; improving the Baltimore Beltway (I-695), including adding a lane on the outer loop of I-695, from US 40 to MD 144, and conducting a study on several bridges at the interchange of I-695 and I-70; and funding the design of the widening of I-795, from four to six lanes, between Owings Mills and Franklin boulevards, including a new interchange at the existing Pleasant Hill Road overpass.
- **Carroll County:** Improving MD 30\* Business in Hampstead by reconstructing the existing roadway with ADA-compliant sidewalks and crosswalks, storm water management, landscaping, and traffic signals; replacing a bridge at MD 86, over the Gunpowder Falls, and MD 496, over Big Pipe Creek; and eight local bridge projects including two new projects at Bear Run and Hughes Shop roads.
- **Harford County:** Reconstructing the intersection at U.S. 40 and MD 7/MD 159, and widening U.S. 40 in the vicinity of the intersection; Reconstructing two intersections along MD 22 at Beards Hill and Paradise roads, and the widening of MD 22, from four to six lanes between these intersections; and repairing or replacing seven local bridges, including the Abingdon Road Bridge over the CSX Railroad near Pulaski Highway.
- **Howard County:** Widening MD 32, from two lanes to four lanes, from MD 108 to I-70; preliminary engineering for peak hour shoulder use on I-95 between MD 32 and MD 100; and widening and adding sidewalks to Snowden River Parkway, from Broken Land Parkway to Oakland Mills Road.

## WEBSITE (Page 2 of 2)

Please view the draft 2018-2021 TIP through BRTB's interactive project map. The draft 2018-2021 TIP also is available in PDF format for download:

[Download the 2018-2021 TIP](#) | [Introduction and Background](#) | [Financial Plan](#)

[Projects by jurisdiction: Low-income and Minority Concentration](#) | [Appendices](#)

Projects in the TIP are also available to review in pdf by project sponsor, either a local jurisdiction or state agency.

[Anne Arundel County](#) | [Baltimore City](#) | [Baltimore County](#) | [Carroll County](#)  
[Harford County](#) | [Howard County](#) | [MDTA](#) | [MTA](#) | [Office of the Secretary and SHA](#)

**\* Note:** SHA has requested to adjust funding levels in the draft 2018-2021 TIP for the MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement) project (TIP ID #64-1401-19). Project funding has increased due to recently received bids and a greatly increased Maintenance of Traffic plan. The roadway will remain open in at least one direction at all times during construction. Total costs in the draft 2018-2021 TIP increase from \$14.063 million to \$25.278 million. The estimated total project cost increases from \$19.977 million to \$30.603 million.

[View the SHA - MD 30 project update](#)

### Analysis of Air Quality Conformity

The Baltimore region has been designated as not meeting the National Ambient Air Quality Standards and so must review its current transportation plan and program to ensure conformity with the *State Air Quality Implementation Plan (SIP)*. The *Air Quality Conformity Determination report* details a comprehensive analysis of effects of the draft 2018-2021 TIP for the Baltimore region and the long-range projects in *Maximize2040: A Performance-Based Transportation Plan* (as amended). The report addresses ground-level ozone, a criteria pollutant.

The conformity results show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards.

[Download the Conformity Determination for the 2018-2021 TIP](#)

[View the Conformity Determination Appendices](#)

### Share Your Thoughts

Public comments are welcome from **Tuesday, May 23, through Friday, June 23**. The public participation process for the TIP will also meet the Federal Transit Administration (FTA) public participation requirements for the MTA's Program of Projects (POP).

Those interested in commenting on projects may do so publicly during the following meetings:

- o **Wednesday, June 7, from 4:30-6:30 p.m.** with a presentation at **5:30 p.m.** at the Public Advisory Committee (PAC) meeting at the Baltimore Metropolitan Council, located at 1500 Whetstone Way, Suite 300, Baltimore, MD 21230

Comments are also welcome during the public comment opportunity at the BRTB meetings at **9 a.m. on Tuesday, June 27 and Tuesday, July 27** (scheduled vote).

Please view these presentations online if you cannot attend the meetings.

[Download the public meeting presentation \(pdf\)](#)



To share your thoughts and ideas, send all comments in writing to:

The Baltimore Regional Transportation Board  
Attn: Public Involvement Coordinator  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230  
Fax: 410-732-8248

Email: [comments@baltometro.org](mailto:comments@baltometro.org)  
Twitter: [@BaltoMetroCo](https://twitter.com/BaltoMetroCo) and [@BmoreInvolved](https://twitter.com/BmoreInvolved) using the hashtag #BRTBlistens

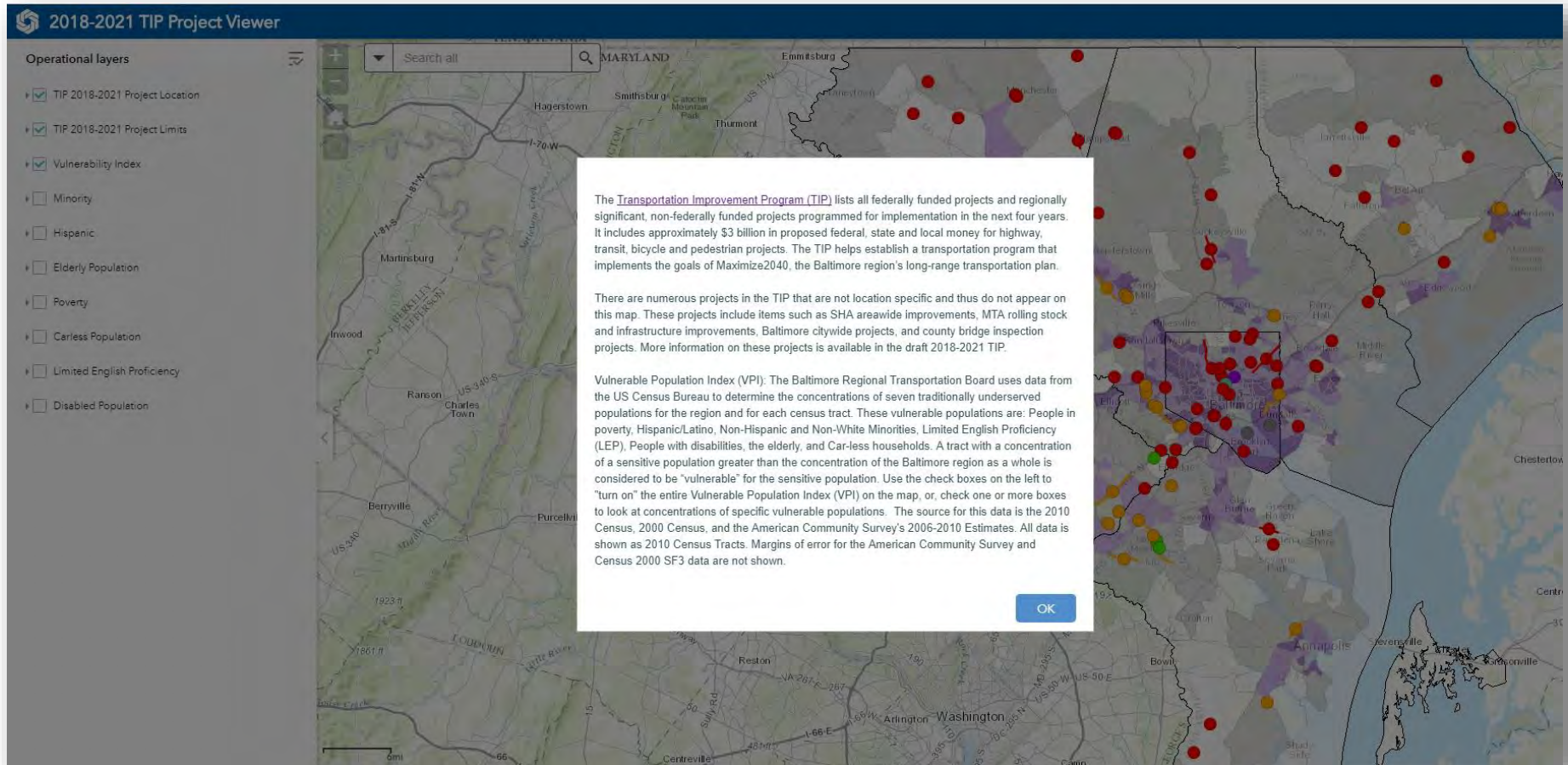
### For more information:

Contact Regina Aris, assistant transportation director, by email [raris@baltometro.org](mailto:raris@baltometro.org) or by phone at 410-732-0500 ext. 1046.

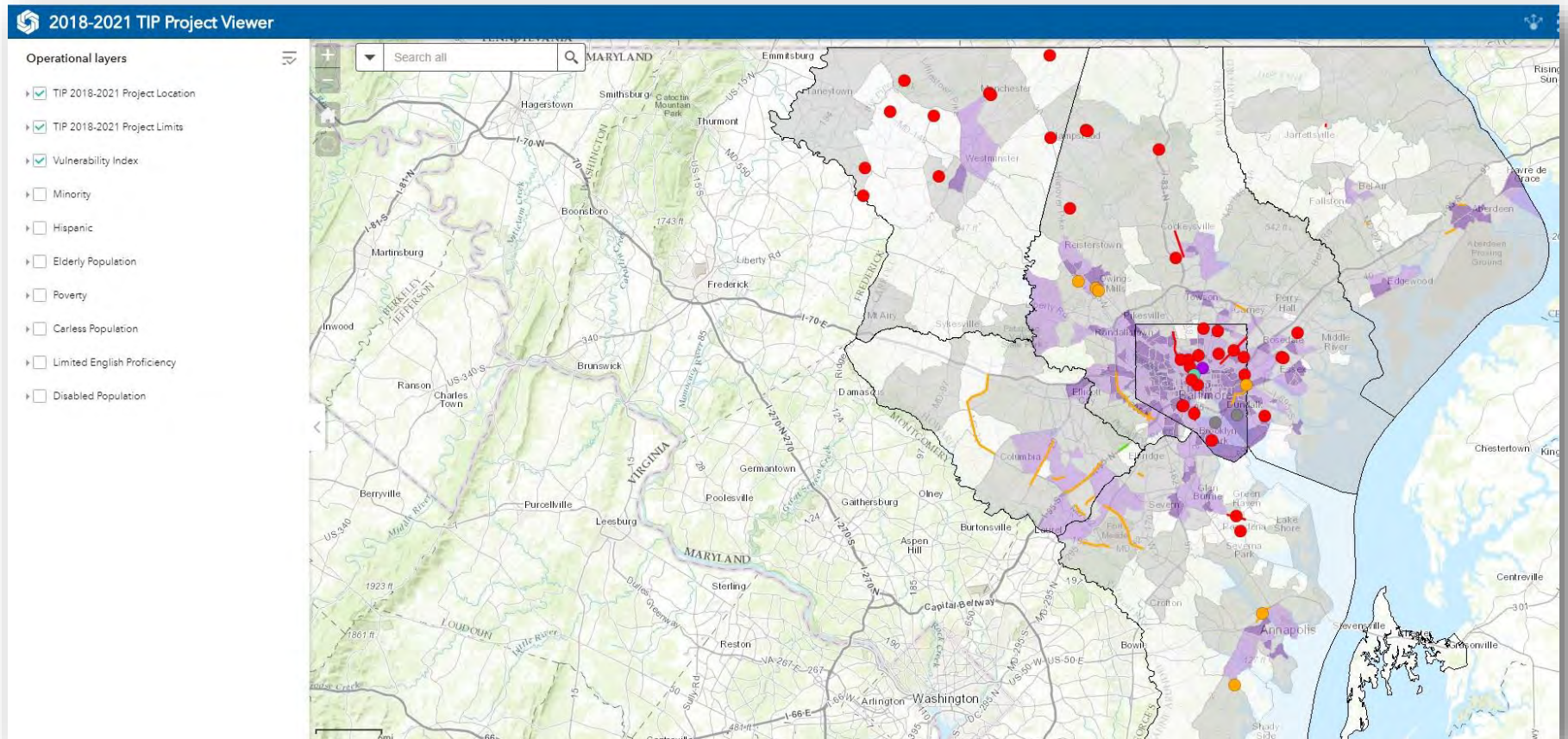
### Notice

The Baltimore Regional Transportation Board operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, and other applicable laws. Appropriate services can be provided to qualified individuals with disabilities or those in need of language assistance who submit a request at least seven days prior to a meeting. Call 410-732-0500.

## INTERACTIVE TIP PROJECT MAP (Page 1 of 2)



## INTERACTIVE TIP PROJECT MAP (Page 2 of 2)



## PUBLIC COMMENTS AND RESPONSES (Page 1 of 4)

**Comment (Eric Karl Hontz via Twitter):** 58.8% of funding goes to highway improvement/capacity – need more rail, more port, more transit. Widening a road will not reduce traffic

**BRTB Response:** The TIP only documents Federal Highway Administration and Federal Transit Administration funds and does not account for Port or Federal Railroad Administration funds. The BRTB continues to strive to provide for the needs of a truly multi-modal system.

**Comment (Sean Winkler via Twitter):** Where does Bayview MARC fit in this process?

**BRTB Response:** The MARC Bayview project was removed from planning when the Red Line project was pulled.

# PUBLIC COMMENTS AND RESPONSES (Page 2 of 4)

## Comments for 2018-2021 Transportation Improvement Program

Robert Hackman <geomaterials15@gmail.com>  
To: comments@baltometro.org  
Cc: Tom Evans <tom@marylandconcrete.com>

Fri, Jun 23, 2017 at 4:59 PM

Dear Baltimore Metropolitan Council,

Please see the following comments related to DRAFT 2018-2021 Transportation Improvement Plan (TIP)

It is uplifting to see that the region is anticipating spending some \$3 Billion for improvements to the region's transportation system through funding maintenance, operations, and expansion of the facilities. Certainly everyone would agree that even more funding is necessary for the region, but times are tough for federal, state, and local governments. No one wants additional taxes.

There have been many articles written related to the aging infrastructure within our region and the money dedicated to system preservation is important, but there also needs to be recognition of the highest and best use of the funds for improving the daily living conditions and safety of the region's citizens.

The selected list of projects from the Counties surrounding Baltimore is impressive in breadth of facilities to be impacted (highways, bridges, transit, bike paths, etc.), and the governing jurisdictions suppling the funds for the work need to be cognizant of spending the taxpayer dollars wisely to obtain the best value for the citizens. Merely applying quick fixes to restore the appearance of functionality is only temporary, and future generations will be paying for more substantial repairs when the quick fix fails.

As a society, we sometimes have a tendency to spend the money too quickly because it is part of a yearly budget and the fear exists that the money will be taken away if not used within an artificially imposed timeframe (Is there a better way to handle the budgeting process by thinking outside the box?). The governments tasked with applying the funds for projects need to be aware of the life cycle for the solution being implemented. They need to be bold and look at the solution critically in the eyes of the taxpayer and determine that the intended solution is the best value for the infrastructure facility so that the next generation is not looking at fixing the same facility again before the end of the design life expectancy.

Technology and innovation can go hand in hand with providing more cost effective and long lasting solutions for the aging infrastructure, but those in charge of evaluating solutions must be willing to take some risks with those solutions that might not be in vogue within the region. Using different and better materials, while potentially costing more initially, will yield greater benefits over the life cycle of the infrastructure facility, ultimately reducing total costs due to eliminating or greatly reducing maintenance costs and extending the time before replacement. The region's citizens will thank the current governments for their leadership in being proactive in fixing the infrastructure rather than only reacting to failures. Leave a legacy of a resilient infrastructure for many future generations.

Thomas Evans, MRMCA

Robert E. Hackman, P.E. ACPA



City of Annapolis  
Mike Pantelides  
Mayor

Anne Arundel County  
Steve Schuh  
County Executive

City of Baltimore  
Catherine Pugh  
Mayor

Baltimore County  
Kevin Kamenetz  
County Executive

Carroll County  
Doug Howard  
Member, Board of Commissioners

Harford County  
Barry Glassman  
County Executive

Howard County  
Allan H. Kittleman  
County Executive

Queen Anne's County  
Stephen Wilson  
County Executive

Maryland Department of Transportation  
Pete Rahn  
Secretary

Maryland Department of the Environment  
Ben Grumbles  
Secretary

Maryland Department of Planning  
Wendi Peters  
Secretary

Maryland Transit Administration  
Kevin Quinn  
Acting Administrator

Harford Transit  
Robert Andrews  
Administrator

July 6, 2017

Dear Misters Evans and Hackman

On behalf of the Baltimore Regional Transportation Board, I would like to thank you for your thoughtful comments on the draft 2018 – 2021 Transportation Improvement Program (TIP).

The BRTB is continually striving to improve the transportation plans and planning process based on the comments received. As such, all comments received were carefully considered by the BRTB. The BRTB met on Tuesday, June 27, 2017 and considered your comment as well as comments from other stakeholders.

While your comments were directed at the TIP, it is notable that the region's long-range transportation plan is titled, *Maximize2040: A Performance-Based Transportation Plan*. This title reflects a growing commitment to the thoughtful use of funds to sustain the system over many years – it follows recent federal regulations aimed at performance management. Within the next year, the BRTB will adopt measures to address pavement and bridge performance as well as highway and transit asset management plans. Consideration of rapidly evolving technologies and innovations will be critical to achieve the kind of performance measures that will help the region to address its economic and social needs as well as its commitment to fiscal constraint.

Once again, thank you for your time and effort in reviewing the 2018 TIP. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Sincerely,

Clive Graham, Empowered Chair

1500 Whetstone Way, Suite 300  
Baltimore, MD 21230  
Telephone 410-732-0500  
www.baltometro.org

## PUBLIC COMMENTS AND RESPONSES (Page 3 of 4)



June 22, 2017

Honorable Allan H. Kittleman, Chair  
The Baltimore Regional Transportation Board  
1500 Whetstone Way, Suite 300  
Baltimore, MD 21230

RE: Comments on the Draft FY 2018-2021 Transportation Improvement Program

Dear Chairman Kittleman and Members of the Baltimore Regional Transportation Board:

On behalf of the Safe Routes to School National Partnership (National Partnership) and the Mid-Atlantic Safe Routes to School Regional Network, I want to thank you for this opportunity to offer comments on the draft FY 2018-2021 Transportation Improvement Program (TIP).

As part of the National Partnership, the Mid-Atlantic Safe Routes to School Regional Network focuses on creating healthier and safer communities through policies that enable safe walking and bicycling as a transportation choice for children and families to and from school and in daily life. The Baltimore Regional Transportation Board (BRTB) and its member jurisdictions have taken a number of steps in recent years to make this vision a reality, including the prioritization of expanded pedestrian and bicycle infrastructure and adoption of complete streets policies in the Financially Constrained Long Range Transportation Plan (CLRP), *Maximize 2040*. This body is also supportive of encouraging growth in Regional Activity Center, where the majority of the household and job growth is expected to take place in the next few decades and where most trips will take place by walking, bicycling and transit.

Making further investments in these modes is critical to ensure that pedestrians and bicyclists have safe, convenient routes to reach their destinations all across the region. However, as a total percentage, **funding for walking and bicycling projects makes up less than 1 percent of the TIP funding**. Most of the increase in trips by walking and bicycling will come at the expense of car trips, yet roadway expenses still make up the largest percentage of funding in the TIP. While we acknowledge that the project list reflects the priorities of local jurisdictions and projects that are financially feasible, the BRTB could do more to encourage its members to apply for walking and bicycling funding in future rounds.

Overall, we are encouraged by the number of projects in the draft FY 2018-2021 TIP that are in accordance with Complete Streets principles by including components that provide for improved bicycle and pedestrians safety (e.g. sidewalk improvements, ADA ramps, bicycle facilities). However, standalone bicycle and pedestrian enhancement projects or complete streets projects are also a critical part of closing gaps that hinder the ability of people to safely walk and bike between homes, schools, work, and other destinations. These standalone projects should receive greater prominence given current forecasts, policies and demographic trends. In addition, further BRTB emphasis on improved regional active transportation data and access to that data can spur development in jurisdictional implementation of bicycle and pedestrian projects as well as assist in measuring regional progress. It is a commitment to the safety of community members who do not have other transportation options; to the

Mid-Atlantic Safe Routes to School Regional Network  
Marieannette Otero, Mid-Atlantic Regional Policy Manager  
marieannette@saferoutespartnership.org | 301.676.9010  
www.saferoutesgreaterwashington.org

health and safety of the current and next generation; and to our children, who should be able to safely enjoy the trip to school by walking or bicycling.

We would be happy to work with BRTB to identify strategies to encourage a greater priority on biking and walking projects in future projects and plans. Once again, I thank you for this opportunity to offer comments and look forward to working with you to increase the number of projects that include pedestrian and bicycle facilities and to also increase the funding for these projects in the region.

Sincerely,

Marieannette Otero  
Mid-Atlantic Regional Policy Manager

Mid-Atlantic Safe Routes to School Regional Network  
Marieannette Otero, Mid-Atlantic Regional Policy Manager  
marieannette@saferoutespartnership.org | 301.676.9010  
www.saferoutesgreaterwashington.org

## PUBLIC COMMENTS AND RESPONSES (Page 4 of 4)



July 6, 2017

City of Annapolis  
Mike Pantelides  
Mayor

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Steve Schuh  
County Executive

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Ben Grumbles  
Secretary

Maryland Department of Planning  
Wendi Peters  
Secretary

Maryland Transit Administration  
Kevin Quinn  
Acting Administrator

Harford Transit  
Robert Andrews  
Administrator

Marieannette Otero  
Mid-Atlantic Regional Policy Manager  
Safe Routes to School National Partnership

Dear Ms. Otero

On behalf of the Baltimore Regional Transportation Board, I would like to thank you for your comment on the draft 2018 – 2021 Transportation Improvement Program (TIP).

The BRTB is continually striving to improve the transportation plans and planning process based on the comments received. As such, all comments received were carefully considered by the BRTB. The BRTB met on Tuesday, June 27, 2017 and considered your comment as well as comments from other stakeholders.

As you note, many of the roadway projects in the TIP include improvements to pedestrian and bicycle facilities. In recent years, SHA and the local jurisdictions have placed more emphasis on these kinds of Complete Streets approaches. Also, the growing use of performance measures and targets to monitor progress toward regional goals will help to drive data-based decision making and to identify areas where additional investment is needed.

The BRTB is committed to pursuing opportunities to fund walking and biking projects as you call for. Regarding the data, we share your interest in more and better data, there has been a dearth of capabilities nationally in this area that we hope is changing and support access for our members and the public as it becomes available.

In this context, the BRTB will continue to look for opportunities to leverage all sources of funding to improve pedestrian and bicycle facilities on existing roadways and to construct stand-alone facilities that enable safer travel and improved connections among modes.

Once again, thank you for your time and effort in reviewing the 2018 TIP. We appreciate your input and encourage your continued participation in the regional transportation planning process.

Sincerely,

Clive Graham, Empowered Chair

1500 Whetstone Way, Suite 300  
Baltimore, MD 21230  
Telephone 410-732-0500  
www.baltometro.org

# APPENDIX H

## ASSOCIATED BRTB RESOLUTIONS

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #18-1**

**APPROVAL OF THE BALTIMORE REGION  
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

**WHEREAS**, the FY 2018-2021 Baltimore Region Transportation Improvement Program was prepared in response to MAP-21's successor, the Fixing America's Surface Transportation (FAST) Act, and meets all of the requirements of the May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2018-2021 TIP have been developed in relationship to the regionally adopted *Maximize2040: A Performance-Based Transportation Plan* and subsequent amendments; and

**WHEREAS**, the FY 2018-2021 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources; and

**WHEREAS**, a range of outreach strategies was employed to share information about the FY 2018-2021 Baltimore Region Transportation Improvement Program including a public review from May 23, 2017 to June 23, 2017. The public review included one public meeting and a presentation to the Public Advisory Committee. The draft FY 2018-2021 TIP document was also supported by an online interactive map and presentation. Several comments were received during the comment period and addressed; and

**WHEREAS**, the FY 2018-2021 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 45 percent highway preservation, 22 percent transit, 14 percent highway capacity, 10 percent emission reduction strategies, 4 percent commuter rail, 3 percent environmental/safety, 1 percent enhancement program, and 1 percent ports and miscellaneous.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board approves the FY 2018-2021 Baltimore Region Transportation Improvement Program.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 25, 2017 meeting.

7-25-17

Date



Valorie LaCour, Chair

Baltimore Regional Transportation Board

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #18-2

APPROVAL OF THE CONFORMITY DETERMINATION FOR THE  
FY 2018-2021 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM  
AND THE AMENDED PLAN: *MAXIMIZE2040*

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency's Transportation Conformity Rule to conduct analyses to ensure that the region's transportation plans and programs conform with state implementation plans (SIPs); and

WHEREAS, the FY 2018-2021 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources. The FY 2018-2021 Baltimore Region Transportation Improvement Program was prepared in accordance with 23 CFR Part 450 Subpart C Metropolitan Transportation Planning and Programming Requirements, and all projects and activities funded in this document have been developed in relationship to the regionally adopted *Maximize2040*, as amended; and

WHEREAS, the Interagency Consultation Group (ICG), which includes the Maryland Department of the Environment, the Maryland Department of Transportation and a local jurisdiction representative of the Baltimore Regional Transportation Board, reviewed and approved the air quality conformity methodology used as well as the results of the technical analysis; and

WHEREAS, The ICG has approved the conformity analysis as reported in the "Conformity Determination of FY 2018-2021 Baltimore Region Transportation Improvement Program and Amended *Maximize2040*," dated July 2017, which provides the basis for a finding of conformity (Attachment 1: Tables 1 and 2) to the latest EPA-deemed adequate/approved SIP motor vehicle emissions budgets for 8-hour ozone; and

WHEREAS, the results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030 and 2040 (as attached); and

WHEREAS, a 30-day public comment period was provided, including a public meeting on project elements of the FY 2018-2021 Baltimore Region Transportation Improvement Program, the Amended Plan, and the results of the conformity analysis. No public comments were submitted on the Conformity Determination.

NOW, THEREFORE, BE IT RESOLVED that it is the conclusion of the Baltimore Regional Transportation Board, in its capacity as the Metropolitan Planning Organization for the Baltimore region, that the FY 2018-2021 Baltimore Region Transportation Improvement Program and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations 40 CFR part 93.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 25, 2017 meeting.

7-25-17

Date



Valorie LaCour, Chair

Baltimore Regional Transportation Board

Table 1. VOC Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040
Total Emissions Modeled	21.9	12.9	10.2
Conformity Budget <sup>1</sup>	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass

<sup>1</sup> 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

Table 2. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040
Total Emissions Modeled	49.4	23.1	18.9
Conformity Budget <sup>1</sup>	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass

<sup>1</sup> 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

# **APPENDIX I**

## **GLOSSARY OF TERMS**

## GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MARC	Maryland Commuter Rail
ADA	Americans with Disabilities Act of 1990	MBE/WBE	Minority Business Enterprise/Women Business Enterprise
BMC	Baltimore Metropolitan Council	MCT	Major Traffic Corridors
BRTB	Baltimore Regional Transportation Board	MDE	Maryland Department of the Environment
CAAA	Clean Air Act Amendments of 1990	MDOT	Maryland Department of Transportation
CAC	Citizens Advisory Committee	MMTIS	Multi-modal Traveler Information System
CFR	Congressional Federal Register	MPO	Metropolitan Planning Organization
CIP	Capital Improvement Program	MTA	Maryland Transit Administration
CMAQ	Congestion Mitigation and Air Quality	NAAQS	National Ambient Air Quality Standards
CMP	Congestion Management Process	NEPA	National Environmental Policy Act
CO	Carbon Monoxide	NHS	National Highway System
CTP	Consolidated Transportation Program	NOx	Oxides of Nitrogen
DOT	Department of Transportation	OA	Obligation Authority
EJ	Environmental Justice	PC	Programmatically Conforming
EPA	Environmental Protection Agency	PM2.5	Particles smaller than 2.5 micrometers
ERS	Emission Reduction Strategy	ROW	Right-of-Way
FAST	Fixing America's Surface Transportation	RPACG	Regional Protective Action Coordination Guidelines
FHWA	Federal Highway Administration	SDP	Strategic Deployment Plan
FTA	Federal Transit Administration	SHA	State Highway Administration
HUR	Highway User Revenue	SIP	State Implementation Plan
ICG	Interagency Consultation Group	STIP	State Transportation Improvement Program
ITS	Intelligent Transportation Systems	TIP	Transportation Improvement Program
JARC	Job Access and Reverse Commute	TMA	Transportation Management Association
M&O	Management and Operations	TTF	Transportation Trust Fund
MAA	Maryland Aviation Administration	USC	United States Code
MAP-21	Moving Ahead for Progress in the 21st Century	WMATA	Washington Metropolitan Area Transit Authority

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