

Summary of 2006-2010 TIP Amendments
Baltimore Regional Transportation Board Approved March 28, 2006

Project Name	Reason For Amendment	Requesting Agency	Project Description	Conformity Status
Job Access and Reverse Commute Program	<ul style="list-style-type: none"> ▪ Modify to reflect SAFETEA-LU funding levels. ▪ Reduction in federal dollars for FY 2006 of \$1,514,000 	MDOT - MTA	The Job Access and Reverse Commute Program is a regional approach to assist welfare recipients and other low-income individuals to access employment opportunities and increase collaboration among key agencies and organizations such as transportation providers and service agencies.	Programmatically Conforming
Baltimore Green Line Corridor Study	<ul style="list-style-type: none"> ▪ Introduce project due to additional SAFETEA-LU funding ▪ No impact on FY 2006 	MDOT - MTA	Prepare project planning study to identify and analyze several potential alternatives for a four-mile service extension from the Johns Hopkins Hospital to Morgan State University or Good Samaritan Hospital.	Programmatically Conforming

<p>Baltimore Red Line Corridor Study</p>	<ul style="list-style-type: none"> ▪ Introduce project due to additional SAFETEA-LU funding ▪ Federal funding increase of \$98,800,000 for FY 2006 	<p>MDOT - MTA</p>	<p>Prepare project planning study to identify and analyze several potential alternatives for a 10.5 mile transit line from the Woodlawn area in Baltimore County to the Fells Point area in Baltimore City.</p>	<p>Programmatically Conforming</p>
<p>Bus Replacement</p>	<ul style="list-style-type: none"> ▪ Modify project to reflect SAFETEA-LU funding decrease ▪ Reduction in federal dollars of \$153,000 for FY 2006 	<p>MDOT - MTA</p>	<p>The project provides for the routine replacement of buses past their useful service life with new 40 foot diesel buses. In FY 06 84 buses will be replaced. All new buses are ADA compatible.</p>	<p>Programmatically Conforming</p>
<p>Bus and Rail System Preservation and Improvements</p>	<ul style="list-style-type: none"> ▪ Modify project to reflect SAFETEA-LU funding increase and reflect an additional fund source ▪ Funding increase of \$11,476,000 for FY 2006 	<p>MDOT - MTA</p>	<p>Rehabilitate bus, light rail, and Metro facilities, including operating division, MTA offices, park-and-ride lots and bus turnarounds. This is a continuing project.</p>	<p>Programmatically Conforming</p>

<p>MARC Halethorpe Station Parking Expansion</p>	<ul style="list-style-type: none"> ▪ Change in funding source ▪ No change in funding for FY 2006 	<p>MDOT - MTA</p>	<p>Expand surface parking and investigate future parking at the Halethorpe MARC Station. 428 parking spaces will be added. The scope of the proposed work also includes high level platforms, new shelters, improved accessibility for persons with disabilities, lighting and streetscaping.</p>	<p>Programmatically Conforming</p>
<p>MARC Odenton Station Parking Expansion</p>	<ul style="list-style-type: none"> ▪ Modify project to reflect SAFETEA-LU funding increase and an additional fund source ▪ Increase in funding of \$368,000 for FY 2006 	<p>MDOT - MTA</p>	<p>Project planning activities for expansion of the existing 1,285 parking spaces at the Odenton MARC Station. Funding will also include ROW acquisition; engineering and construction of a 702-space surface parking lot with pedestrian access under MD 175 to the station platform; and feasibility study of structured parking (garage or parking deck) for 2500 spaces on MTA owned property.</p>	<p>Review</p>

<p>CSX and Amtrak Efficiency Improvements</p>	<ul style="list-style-type: none"> ▪ Modify project to reflect SAFETEA-LU funding increase ▪ Increase in federal funding of \$4,493,000 in FY 2006 	<p>MDOT - MTA</p>	<p>In this region a section of track between Carroll Interlocking and St. Denis would be rehabilitated and slower speed tracks would be relocated to provide a third main line high speed track. The additional main line track will reduce conflicts between MARC and CSX trains operating in the Baltimore terminal and allow MARC to maintain schedules. In the Hyattsville and Anacostia areas similar improvements will be made resulting in less congestion on the Camden Line during rush hour.</p>	<p>Programmatically Conforming</p>
<p>Metro Escalator Rehabilitation</p>	<ul style="list-style-type: none"> ▪ Re-introduce into TIP to reflect SAFETEA-LU funding increase ▪ No impact on FY 2006 	<p>MDOT - MTA</p>	<p>Improve reliability of 81 escalators in Metro system by rebuilding and improving safety features. Also provide remote monitoring and protection from weather and snow melt. Provide new entrance canopies at Charles Center (2). Modify remaining exposed escalator canopies.</p>	<p>Programmatically Conforming</p>
<p>Metro Railcar Mid-Life Overhaul</p>	<ul style="list-style-type: none"> ▪ Change in funding source ▪ No impact on FY 2006 funding 	<p>MDOT - MTA</p>	<p>Project provides for the mid-life overhaul of Metro's railcar fleet to reach their useful life of at least 30 years. Contract provides for the overhaul of 100 cars.</p>	<p>Review</p>

<p>Ridesharing – Baltimore Region</p>	<ul style="list-style-type: none"> ▪ Modify project to reflect actual distribution between Washington and Baltimore Regions ▪ Reduction in allocation of federal funds of \$773,000 for FY 2006 	<p>MDOT - MTA</p>	<p>The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region.</p>	<p>Review</p>
<p>Small Urban Transit Systems – Operating Assistance</p>	<ul style="list-style-type: none"> ▪ Modify project to reflect SAFETEA-LU funding decrease ▪ Reduction in federal funding of \$768,000 for FY 2006 (this change reflects on the size of urban areas and eligible transit operators. Funds for operators no longer in this category available from other FTA grants) 	<p>MDOT - MTA</p>	<p>Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll Transit Service and Harford Transit.</p>	<p>Programmatically Conforming</p>

<p>Metro Station Fire Management</p>	<ul style="list-style-type: none"> ▪ Introduce project into the Annual Element of the TIP to reflect SAFETEA-LU funding ▪ Federal funding of \$1,325,000 for FY 2006 	<p>MDOT - MTA</p>	<p>Design, acquisition, and installation efforts to replace obsolete Supervisory Control and Data Acquisition equipment for the Metro system. Associated with the project are central computer interface equipment and software, smoke detectors, and fire/security systems.</p>	<p>Programmatically Conforming</p>
<p>Smart Card Implementation</p>	<ul style="list-style-type: none"> ▪ Re-introduce into the TIP to reflect SAFETEA-LU funding increase ▪ No impact on FY 2006 	<p>MDOT - MTA</p>	<p>Implementation of Smart Card Technology and fare collection equipment for Baltimore Metro, Bus, Light Rail, Commuter Bus and Locally Operated Transit Systems (LOTS). Smart Card will allow for quicker and seamless travel between different transit systems by allowing passengers to pay their fares for any transit system throughout the state with the swipe of a card.</p>	<p>Programmatically Conforming</p>
<p>I-695: I-83 (JFX) to I-95 (east)</p>	<ul style="list-style-type: none"> ▪ Introduce project to the Annual Element of the TIP due to SAFETEA-LU funding ▪ Federal funding increase of \$3,792,000 for FY 2006 	<p>MDOT - SHA</p>	<p>Upgrade the existing I-695 to an 8-lane freeway from I-83 (JFX) to I-95 (east) for a total of 11.4 miles.</p>	<p>Test</p>

<p>I-695: I-95 to MD 122 (Security Boulevard)</p>	<ul style="list-style-type: none"> ▪ Introduce project to the Annual Element of the TIP due to SAFETEA-LU funding ▪ Federal funding increase of \$4,330,000 for FY 2006 	<p>MDOT - SHA</p>	<p>Upgrade the existing I-695 to an 8-lane freeway from I-95 SW to MD 122 (Security Boulevard) for a total of 5.7 miles.</p>	<p>Test</p>
<p>MD 175: MD 295 to MD 170</p>	<ul style="list-style-type: none"> ▪ Introduce project to the Annual Element of the TIP due to SAFETEA-LU funding ▪ Federal funding increase of \$1,930,000 for FY 2006 	<p>MDOT - SHA</p>	<p>This study will identify capacity and operational improvements on MD 175 from MD 295 to MD 170, including a potential interchange at Reece Road (5.2 miles).</p>	<p>PC</p>