

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #17-12**

**AMENDMENT TO THE 2017 – 2020 BALTIMORE REGION  
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, and the Maryland Transit Administration; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2017-2020 Transportation Improvement Program for the Baltimore region at its July 26, 2016 meeting, with federal approval on September 26, 2016; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, the Maryland Department of Transportation on the behalf of the State Highway Administration has requested approval of an amendment to the 2017-2020 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the State Highway Administration is requesting to update funds and to shift funding from state to federal for two projects – MD 32: Linden Church Road to I-70, Capacity and Safety Improvements and MD 175: National Business Parkway to McCarron Court (see attachments); and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; and

**WHEREAS**, the Interagency Consultation Group has determined that these projects are non-exempt, yet additional analysis is not required to augment the project's initial conformity determination according to the Conformity Rule (40 CFR Parts 51 and 93). The amendment will not change the design concept and scope or the timeframes of the project completion beyond a horizon year; and

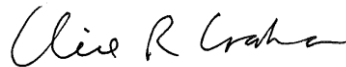
**WHEREAS**, the proposed Transportation Improvement Program amendment was publicized for a 30-day review from November 9, 2016 to December 12, 2016 with a public meeting on Wednesday, November 30 at the Pratt Free Library Brooklyn Branch and a presentation to the Public Advisory Committee on Wednesday, December 7. No comments were received on these projects.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2017-2020 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on January 24, 2017.

1/24/2017

Date



\_\_\_\_\_  
Clive Graham, Chairman

Baltimore Regional Transportation Board

### 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>	\$123,010,000

**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.

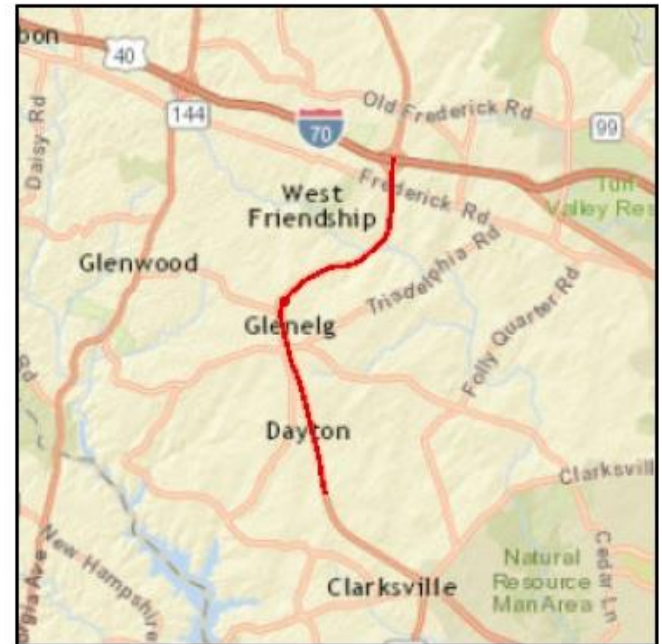
**Justification:**

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.

**Amendment:** This amendment updates funds by switching right-of-way and construction funds from state only to federal National Highway Performance Program funds with state matching funds. Funding in the TIP decreases from \$61.273 million (\$3.579 million federal/\$57.694 million state matching) to \$58.562 million (\$41.555 million federal/\$17.007 million state matching). The total project cost increases from \$121.93 million to \$123.01 million due to an increase in ROW costs. The year of operation changes from 2021 to 2022.

**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)

Other **-ORIGINAL**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$10,042	\$0	\$30,127	\$40,169
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$3,589	\$0	\$11,616	\$0	\$0	\$0	\$0	\$15,205
<b>Subtotal</b>	<b>\$0</b>	<b>\$3,589</b>	<b>\$0</b>	<b>\$11,616</b>	<b>\$0</b>	<b>\$10,042</b>	<b>\$0</b>	<b>\$30,127</b>	<b>\$55,374</b>

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,440	\$1,360	\$1,499	\$800	\$640	\$160	\$0	\$0	\$5,899
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>\$1,360</b>	<b>\$1,499</b>	<b>\$800</b>	<b>\$640</b>	<b>\$160</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,899</b>
<b>Total</b>	<b>\$1,440</b>	<b>\$4,949</b>	<b>\$1,499</b>	<b>\$12,416</b>	<b>\$640</b>	<b>\$10,202</b>	<b>\$0</b>	<b>\$30,127</b>	<b>\$61,273</b>



**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))** -UPDATE

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$9,230	\$1,590	\$20,186	\$5,765	\$36,771
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,050	\$950	\$800	\$600	\$210	\$90	\$0	\$0	\$3,700
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$1,291	\$3,295	\$2,788	\$1,812	\$3,500	\$2,271	\$2,500	\$634	\$18,091
<b>Subtotal</b>	<b>\$2,341</b>	<b>\$4,245</b>	<b>\$3,588</b>	<b>\$2,412</b>	<b>\$12,940</b>	<b>\$3,951</b>	<b>\$22,686</b>	<b>\$6,399</b>	<b>\$58,562</b>
<b>Total</b>	<b>\$2,341</b>	<b>\$4,245</b>	<b>\$3,588</b>	<b>\$2,412</b>	<b>\$12,940</b>	<b>\$3,951</b>	<b>\$22,686</b>	<b>\$6,399</b>	<b>\$58,562</b>



## 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>	\$86,308,000

**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 FY17-20 TIP with completion anticipated in late fall of 2021.

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.

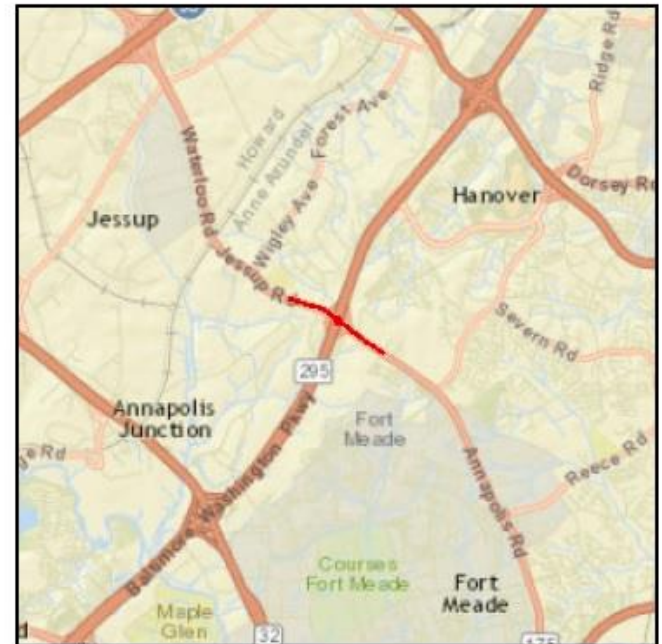
**Justification:**

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

**Amendment:** This amendment decreases right-of-way and construction funding in the TIP and switches construction funding from state only to federal Surface Transportation Block Grant Program funds with a state match. Funding in the TIP decreases from \$44.572 million (\$1.168 million federal/\$43.404 million state matching) to \$27.251 million (\$15.275 million federal/\$11.976 million state matching). The total project cost decreases from \$111.39 million to \$86.31 million due to refined cost estimates for construction and ROW.

**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)

**Other** -ORIGINAL

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$6,949	\$0	\$15,678	\$22,627
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	\$6,000	\$0	\$6,272	\$0	\$8,213	\$0	\$0	\$20,485
<b>Subtotal</b>	<b>\$0</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$6,272</b>	<b>\$0</b>	<b>\$15,162</b>	<b>\$0</b>	<b>\$15,678</b>	<b>\$43,112</b>

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))** -ORIGINAL

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 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	\$784	\$196	\$384	\$96	\$0	\$0	\$0	\$0	\$1,460
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$784</b>	<b>\$196</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,460</b>
<b>Total</b>	<b>\$784</b>	<b>\$6,196</b>	<b>\$384</b>	<b>\$6,368</b>	<b>\$0</b>	<b>\$15,162</b>	<b>\$0</b>	<b>\$15,678</b>	<b>\$44,572</b>



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

(Funding in Thousands)

**Surface Transportation Block Grant Program -NEW**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,333	\$1,222	\$9,774	\$2,757	\$18,086
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>\$4,333</b>	<b>\$1,222</b>	<b>\$9,774</b>	<b>\$2,757</b>	<b>\$18,086</b>

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 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	\$784	\$196	\$384	\$96	\$0	\$0	\$0	\$0	\$1,460
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$784</b>	<b>\$196</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,460</b>





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

(Funding in Thousands)

Other **UPDATE**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 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	\$3,945	\$0	\$3,760	\$0	\$0	\$0	\$0	\$7,705
<b>Subtotal</b>	<b>\$0</b>	<b>\$3,945</b>	<b>\$0</b>	<b>\$3,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,705</b>
<b>Total</b>	<b>\$784</b>	<b>\$4,141</b>	<b>\$384</b>	<b>\$3,856</b>	<b>\$4,333</b>	<b>\$1,222</b>	<b>\$9,774</b>	<b>\$2,757</b>	<b>\$27,251</b>