



BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2017-2020



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

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 region¹ 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.

¹ 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 2017-2020.²

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 2017.

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,

² 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 2017-2020 TIP is approximately \$2.71 billion. Of that amount, \$1.87 billion will be provided by federal funding authorities, while the local and state matching funds are \$.84 billion.

Exhibit I-1: The Baltimore Region

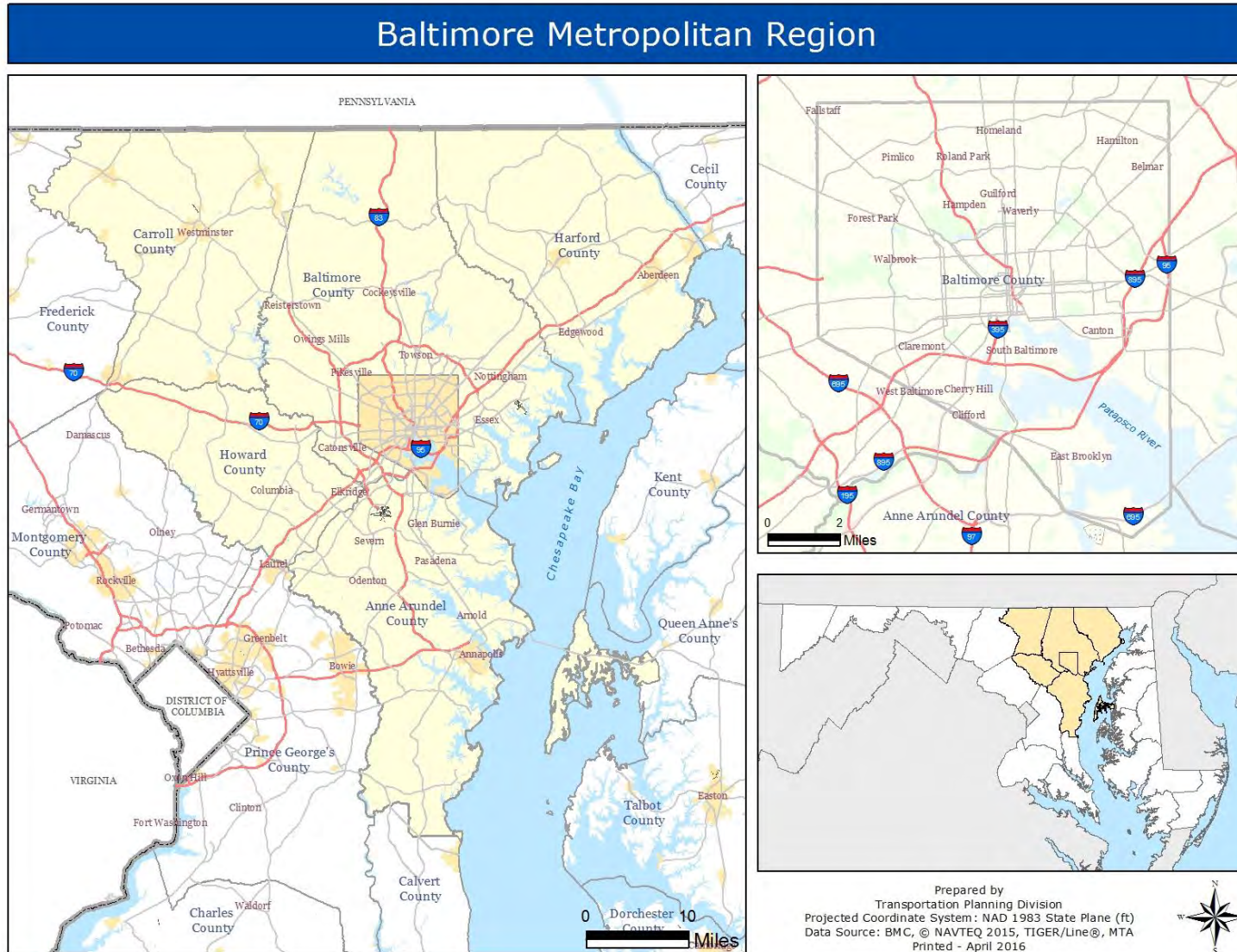


Exhibit I-2: The Baltimore Region Federal Highway Functional Classification

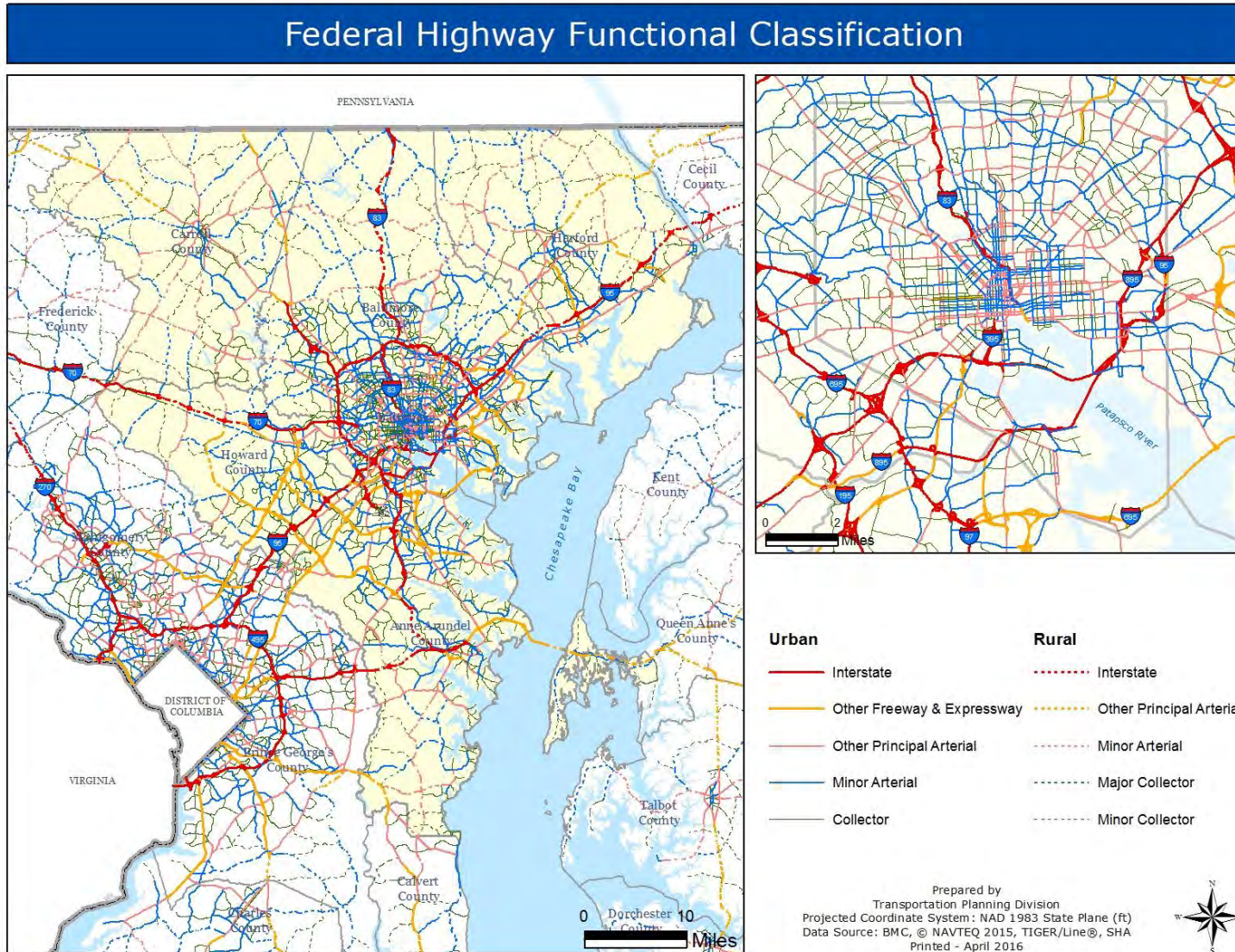
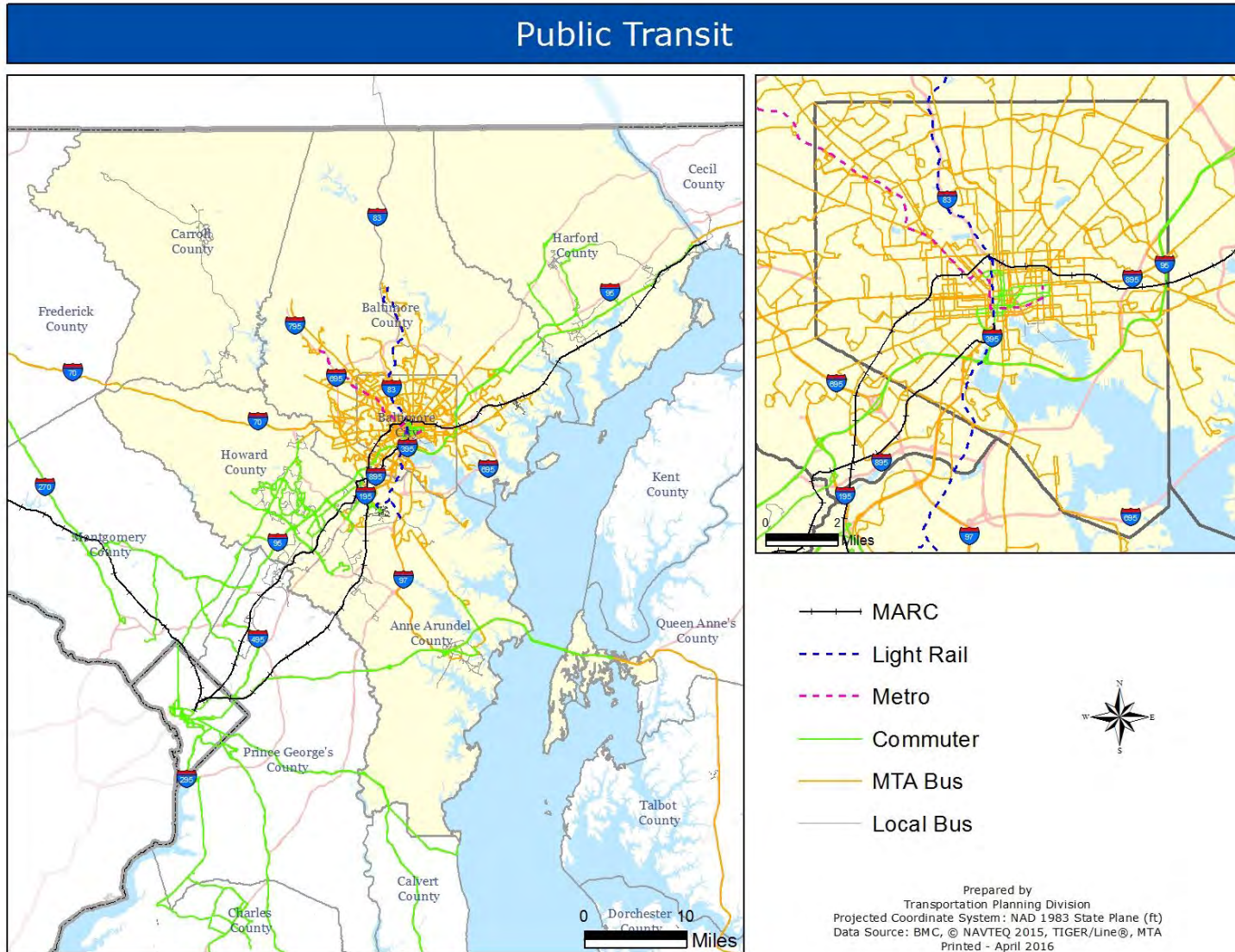


Exhibit I-3: The Baltimore Region – Transit



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 #17-6 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, fine particulate matter and carbon monoxide) of *Maximize2040* as amended and the 2017-2020 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 April 2016). The factors that guided development of *Maximize2040* are listed in the Metropolitan Planning Regulations effective February 14, 2007.

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 2017-2020 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 2017-2020 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. Four public meetings were 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 July 2016 meeting. 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 2009-2013 American Community Survey (ACS) is used to calculate the regional information.

Minority Populations

From the 2009-2013 ACS, the region's minority population is 41% 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 41%.

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 2009-2013 ACS is \$69,367. 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 \$34,684, while a household at the 80% rate has a maximum income of \$55,494. 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

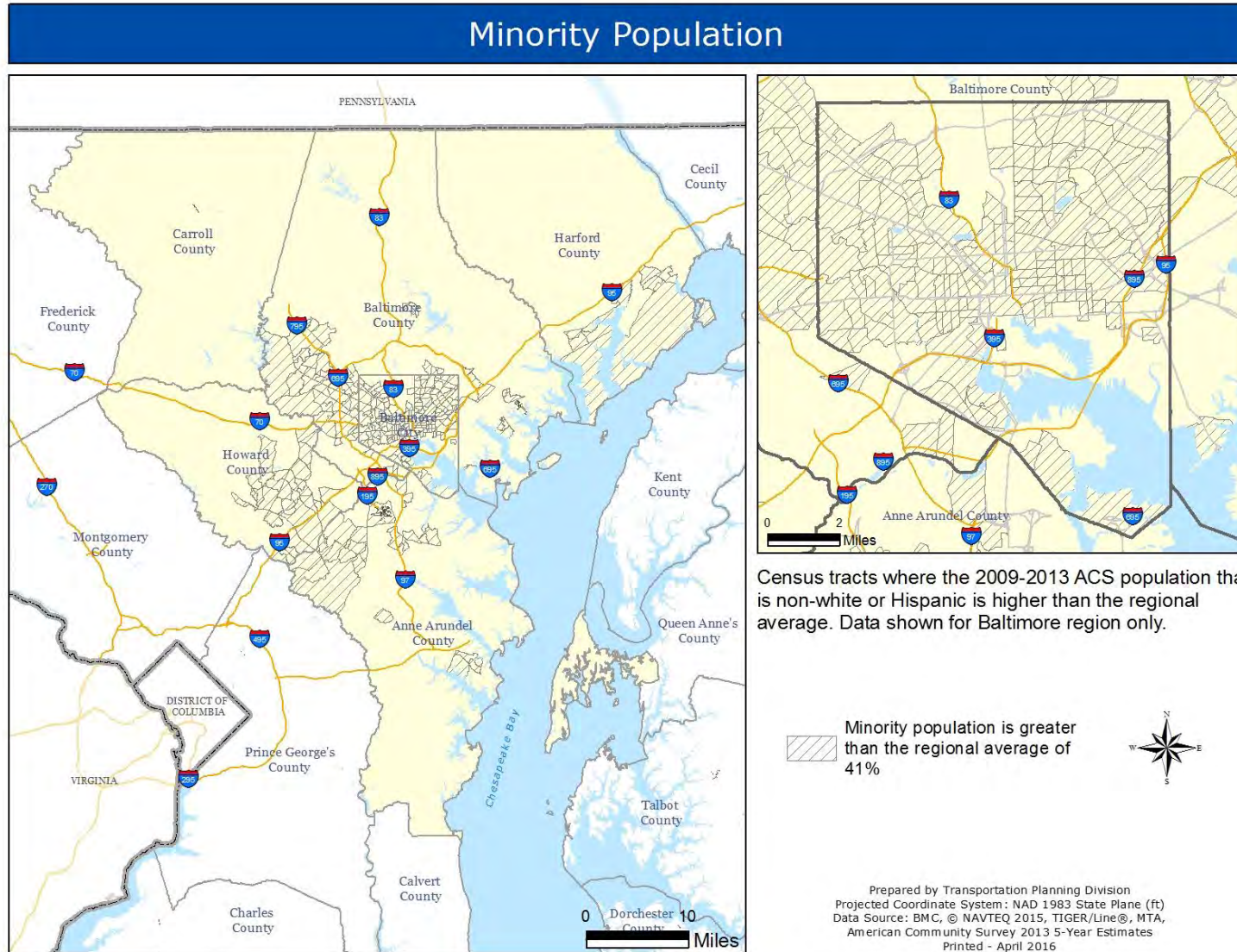
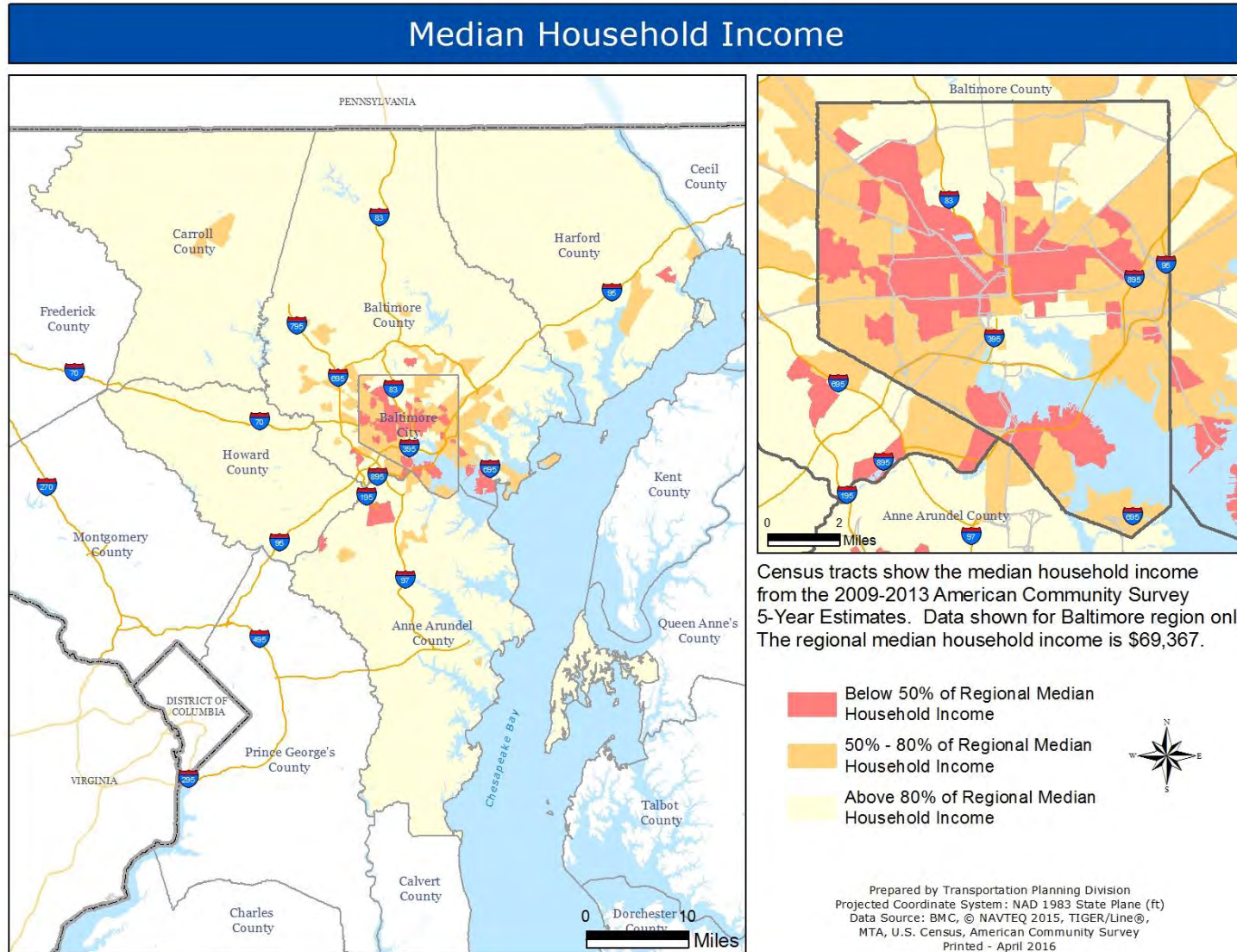


Exhibit II-2: Low Income Concentration, Baltimore Region



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 2016-2019 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 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
Anne Arundel County				
Chesterfield Road Bridge over Bacon Ridge Branch	11-1101-13	2016	XX	1/2016 construction advertisement. Project is not requesting any more funds and is expected to be in operation in 2016.
Furnace Avenue Bridge over Deep Run	11-1103-13	2018	2018	In design.
Sands Road Bridge over Wilson Owens Branch	11-1203-13	2016	XX	In construction and expected to be in operation in 2016
Harwood Road Bridge over Stocketts Run	11-1208-13	2018	2019	In design. 6/2018 advertisement is planned.
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2017	2018	In design. 9/2016 construction advertisement planned.
O'Connor Road Bridge over Deep Run	11-1403-13	2018	2020	2/2016 design notice to proceed. 3/2019 construction advertisement planned.
McKendree Road Culvert over Lyons Creek	11-1601-19	2020	2021	Initiating design. 12/2019 construction advertisement planned
Polling House Road Bridge over Rock Branch	11-1602-13	2021	2021	Funding to initiate design in FY18 and expected to be in operation in 2021.
Baltimore City				
Bayview MARC Intermodal Station	12-1413-56	2018	XX	Project on hold.
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Ongoing	Ongoing	Various projects ongoing.
Inner Harbor Water Taxi Terminal	12-1612-23	2018	XX	Preliminary design stage. No further funding requests.
Citywide ADA Improvements	12-1417-39	Ongoing	XX	On hold until ADA self-evaluation survey is completed
Reconnecting West Baltimore	12-1122-03	2017	XX	Contract award stage. Project is not requesting further funds.
Citywide Traffic Safety and Intelligent Transportation System	12-1218-07	Ongoing	Ongoing	Ongoing. Name changed to Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements
Boston St. Realignment and Reconstruction	12-1102-42	2016	XX	Project on hold.
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Ongoing	Ongoing	Project ongoing.
Citywide Bridge Preservation and Rehabilitation	12-1030-13	2016	XX	No further funding required. Project removed from TIP.
Key Highway and Light Street Roundabout	12-1123-12	2016	XX	Plans, specifications, and estimates stage. No further funds requested.
Waterview Ave/Annapolis Road Bridge Replacements	12-1202-13	2016	XX	Plans, specifications, and estimates stage. No further funds requested.
Park Circle Intersection Improvements	12-1204-12	2016	XX	Plans, specifications, and estimates stage. No further funds requested.

Table II-1: Status of Projects in the 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
Baltimore City (continued)				
Central Avenue - Phase II	12-1205-12	2017	XX	Contract award stage. Project is not requesting further funds.
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	2021	2021	Preliminary design stage.
Sisson Street Bridge over CSX Railroad	12-1216-13	2017	2019	65% design stage
Midtown Streetscape/Traffic Improvements	12-1222-11	2016	2019	Plans, specifications, and estimates stage.
Citywide Guide Sign Replacement	12-1222-19	2016	Ongoing	Project ongoing
Harford Road Bridge over Herring Run	12-1402-13	2017	2020	95% design stage
Wilkens Avenue Bridge over Gwynns Falls	12-1403-13	2017	2019	60% design stage
Belair Road Complete Streets	12-1404-11	2020	2022	Proposal stage
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	2017	2019	65% design stage
I-83: Joint Repairs - Phase II	12-1411-13	2018	XX	Plans, specifications, and estimates stage. No further funds requested.
Citywide System Preservation	12-1414-11	Ongoing	Ongoing	Project ongoing.
Hanover Street Bridge Multimodal Corridor	12-1419-13	NA	NA	Initial planning underway
Orleans Street Viaduct Rehabilitation	12-1601-13	2019	2020	Proposal stage. Name changed to Orleans Street Bridge over I-83 and City Streets
Remington Avenue Bridge over Stony Run	12-1602-13	2018	2021	Preliminary design stage
Radecke Avenue over Moores Run	12-1603-13	2018	2021	Preliminary design initiation in FY17
I-83 Concrete Deck Mill and Resurface	12-1604-13	2018	2020	Preliminary design initiation in FY17
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	2019	2022	Preliminary design initiation in FY17
Reconnecting Charles Street – Mt. Royal to Lanvale Street	12-1606-12	2018	XX	Project on hold pending further coordination with MTA
Citywide Road Reconstruction	12-1607-12	Ongoing	Ongoing	Ongoing
East Baltimore Development Inc. (EBDI) Road Reconstruction	12-1608-12	2017	XX	Funding received/approved with no additional requests. Project is moving forward. Anticipated year of operation is 2018.
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	2018	2020	Preliminary design stage.
SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	12-1610-11	2018	2019	Preliminary design stage.
SE Baltimore Freight Corridor: Broening Highway Complete Streets	12-1611-09	2018	2019	Preliminary design stage.

Table II-1: Status of Projects in the 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
Baltimore City (continued)				
Hawkins Point Bridge over CSX Railroad	12-9903-13	2017	2020	Plans, specifications, and estimates stage.
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	2018	2018	Project to be completed
Baltimore County				
Rolling Road Widening - Phase I	13-1405-41	2018	2018	Construction to start in FY 2017.
Security Boulevard Extension	13-1406-42	2018	XX	Project on indefinite hold.
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2017	2018	Design nearly complete, 6/2017 construction advertisement date planned, project in ROW acquisition but delayed by issues involving MD DNR property & unknown property-owner parcel condemnation process.
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	13-0411-13	2017	2018	Design complete, 2/2017 construction advertisement date planned, project in ROW acquisition but delayed by issues involving MD Dept. of Health & Mental Hygiene property.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2018	2019	Project in final design phase, 11/2016 construction advertisement date planned but contingent on right of way clearance.
Gunpowder Road Bridge No. B-0409	13-1005-13	2019	2021	Design planned FY2019, construction FY2020. Project may be delayed due to other projects having higher priority.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2017	2019	Design underway, 11/2017 advertisement date planned. Project may be delayed due to other projects having higher priority.
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	2021	2024	Design planned FY2020, Construction FY2023.
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	2021	2023	Design planned FY2020, construction FY2022.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2020	2022	Design planned FY2018, construction FY2021. Project may be delayed due to other projects having higher priority.
Gores Mill Road Bridges No. B-0136, 0137, 0138, and 0346	13-1109-13	2018	2018	Construction shifted from FY 2016 to FY 2017 due to production and right of way delays. Anticipated 11/2016 advertisement date.
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13	2020	2022	Design planned FY2018, construction FY2021.
Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	13-1203-13	2019	2019	Design planned FY2017, construction FY2020.

Table II-1: Status of Projects in the 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
Baltimore County (continued)				
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	2017	2018	Construction FY2017. Early 2017 advertisement date anticipated.
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	2017	2019	Design planned FY2017, construction FY2018. Project may be delayed due to other projects having higher priority.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2020	2023	Design planned FY2019, construction FY2023.
Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13	2021	2021	Design planned FY2019, construction FY2020.
Ingleside Avenue Bridge No. B-0097 over Dead Run and Dogwood Road	13-1210-13	2020	2025	Design planned FY2018, construction FY2023. Name changed to correct road name – Forest Park Avenue N. Bridge No. B-0097.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program
Carroll County				
Governor Brown Trail	14-1401-25	2017	XX	Design is underway. Project removed from TIP because it does not include federal funds.
Stone Chapel Road over Little Pipe Creek	14-1103-13	2019	2019	In the current (FY 2017-2020) TIP; preliminary engineering FY 2017
Countywide Bridge Maintenance, Repair, and Replacement	14-1402-13	Ongoing	Ongoing	In the current (FY 2017-2020) TIP
Babylon Road Bridge over Silver Run	14-1601-13	2018	2019	In the current (FY 2017-2020) TIP; construction FY 2018
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2021	2021	In the current (FY 2017-2020) TIP; preliminary engineering FY 2018
McKinstry's Mill Road Bridge over Sams Creek	14-1603-13	2018	2020	In the current (FY 2017-2020) TIP; preliminary engineering FY 2017
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing
Harford County				
Bata Boulevard Access Road	15-1402-42	2020	2020	In the current TIP and expected to be constructed in FY20
Tollgate Road	15-1404-42	2018	2018	In the current TIP and expected to be in operation in FY 2018
Watervale Road Bridge # 63 over Winters Run	15-0404-13	2016	XX	Under construction. No further funds requested.
Pleasantville Road Bridge #67	15-0406-13	2016	2020	In the current TIP. Construction funding moved to FY20
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	2017	2017	Project expected to advertise in July 2016 and to begin construction in fall 2016.

Table II-1: Status of Projects in the 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
Harford County (continued)				
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2018	2018	In the current TIP and expected to be in operation in FY 2018
Chestnut Hill Bridge #40	15-1101-13	2018	2018	In the current TIP and expected to be in operation in FY 2018
Phillips Mill Road Bridge #70 over an East Branch tributary	15-1102-13	2019	2019	In the current TIP and expected to be in operation in FY 2019
Prospect Road Bridge #217 over Deep Run	15-1104-13	2020	XX	The existing triple cell culvert will now be repaired with County funds. The project does not need to be in the TIP.
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	2016	2017	In the current TIP and expected to be open in operation in 2017
Stafford Road Bridge #24 over Deer Creek	15-1501-13	2017	2017	In the current TIP and expected to be open to traffic in FY 2017
Glenville Road Bridge #30	15-1601-13	2019	2019	In the current TIP and expected to be open to traffic in FY19
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
Howard County				
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	2020	2021	Project currently under design. Project anticipated to be completed by FY21.
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	2020	2020	Project design and land acquisition in process. Project anticipated to be completed by FY20.
MD 175 at Blandair Park	16-1407-46	2019	2020	Phase 1 construction started Spring 2015. Design in progress of Phase II. Project anticipated to be completed and closed out in FY20. Project name changed to MD 175 at Oakland Mills Rd Interchange.
Skylark Boulevard extended to MD 216	16-1409-42	2017	XX	Project on hold.
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2020	2020	Project will be phased. Study complete. Design in progress. Project anticipated to be completed in FY20.
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	In the current TIP - Bridge projects are being developed and implemented from year to year
MDOT – Office of the Secretary				
Susquehanna Bridges	95-1401-59	n/a	n/a	Preliminary engineering and environmental documentation activities are currently underway with an expected completion date of Summer 2017.
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project.

Table II-1: Status of Projects in the 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
MDOT – Office of the Secretary (continued)				
Port of Baltimore Enhancements	92-1401-83	n/a	2018	This TIGER project has three portions: 1) Seagirt access channel has been widened (completed); 2) the contract to expand rail capacity to Fairfield is underway and will be completed by summer 2017; and 3) the contract to fill the basin has been awarded and new cargo storage will be operational by autumn 2018.
Baltimore and Potomac Tunnel	92-1101-99	n/a	n/a	Preliminary engineering and environmental documentation activities are currently underway with an expected completion date of Summer 2017.
MTA - Commuter Rail				
MARC Bayview Station	72-1202-56	2020	XX	Project is on hold.
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Ongoing
MARC Improvements	70-1502-54	Ongoing	Ongoing	Ongoing
MARC Facilities	70-1503-55	Ongoing	2021	Estimated completion date 2021.
MTA - Transit				
MTA Core Bus and Paratransit Vehicle Replacement	40-1601-05	Ongoing	Ongoing	Ongoing
Urban Transit Systems – Capital	40-1602-05	Ongoing	Ongoing	Project is ongoing and is on schedule
Urban Transit Systems – Operating	40-1603-05	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
Bus & Rail System Preservation and Improvement	40-0015-64	Ongoing	Ongoing	Project is ongoing and is on schedule
Small Urban Transit Systems – Operating	40-0104-61	Ongoing	Ongoing	Project is ongoing and is on schedule
Baltimore Red Line	40-0602-69	n/a	XX	Project is being closed out.
Light Rail Mid-Life Overhaul	40-1001-64	2019	2019	Project is on schedule.
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	2018	2018	Project on schedule. Will be completed in 2018.
2017 Bus and Rail Preventive Maintenance	40-1204-64	Ongoing	Ongoing	Will appear as an ongoing project in the 2017 TIP. Project rolls over from year to year.
Bus New Main Shop	40-1401-66	2017	XX	Project to be completed August 2016
Metro Railcar and Signaling Systems Replacement	40-1403-64	2022	2022	On schedule
Seniors and Individuals with Disabilities	40-1502-69	Ongoing	Ongoing	Project is ongoing

Table II-1: Status of Projects in the 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
MTA – Transit (continued)				
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and is on schedule
State Highway Administration				
MD 175: Mapes and Reece Road Intersection Reconstructions	61-1402-39	2017	2018	Construction is ongoing
MD 175: MD 295 to MD 170	61-0605-41	2020	2025	Preliminary engineering underway for Phases I & II; Phase II construction starts in FY 2017.
MD 198: MD 295 to MD 32	61-1403-41	2020	2030	Preliminary engineering for Phase I is underway
US 50: MD 70 to MD 2	61-1404-41	NA	2019	Preliminary engineering is underway for bridge improvements; new state construction funding added in FY18 and FY19.
MD 175: Disney Road to Reece Road	61-1601-41	2020	2020	Construction starts in Summer 2016.
MD 295: I-895 to North of Daisy Avenue - Noise Wall	63-1405-31	2017	2017	Construction is ongoing.
I-695: Low-Cost Operational and Safety Improvements Study	63-1204-04	NA	NA	Operational studies are ongoing.
I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41	2018	2025	Project planning on hold; Projects funded for construction are broken out and have their own TIP ID numbers.
MD 140: Garrison View Road to North of Owings Mills Boulevard (Phase 2)	63-0802-41	2020	2025	Preliminary engineering is ongoing.
I-795: Dolfield Boulevard Interchange	63-0803-46	2026	2026	Preliminary engineering is ongoing.
MD 140: Garrison View Road to Painters Mill Road – Phase 1	63-1203-41	2017	2021	New construction funding added (\$5.2M); Construction starts in FY 2017
I-695: Bridge Over Milford Mill Road Reconstruction	63-1205-43	2016	XX	Construction to be completed in FY 2016.
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	2018	2017	Construction to be completed in FY 2017.
I-695: US 40 to MD 144	63-1601-41	2018	2021	Construction is ongoing.
I-695 Bridge Replacements at Benson Ave and US 1	63-1602-43	2017	2017	Construction and right-of-way acquisition are ongoing.
MD 25: Bridge Replacement over Georges Run	63-1603-13	2016	2016	Construction is ongoing. Bridge reopened to traffic January 2016.
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	2019	2019	Construction starts in FY 2017; State construction funding.

Table II-1: Status of Projects in the 2016-2019 TIP

Project	Project TIP ID	Year of Operation		Project Status
		16-19 TIP	17-20 TIP	
State Highway Administration (continued)				
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	2016	2017	Construction to be completed in FY 2017
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	2019	2019	Construction and right-of-way acquisition are ongoing.
MD 22: Paradise Road Intersection Reconstruction	65-1403-41	2017	2017	Construction and right-of-way acquisition are ongoing.
MD 22: Old Post Road Intersection Reconstruction	65-1202-12	2016	2016	Construction is complete; Right-of-way acquisition continues through FY 2017.
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 1	65-1401-12	2014	XX	Project will be complete in FY 2016.
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	TBD	TBD	Preliminary engineering is ongoing.
I-95: Welcome Center Truck Parking Lot Expansion	66-1203-04	2014	XX	Construction was completed in Fall of 2015.
US 29: Seneca Drive to MD 175 – Phase 1B	66-1101-41	2017	2017	Construction to be completed in FY 2017.
MD 32: MD 108 to I-70	66-1405-41	2024	XX	Project planning is complete; All identified improvements now have their own TIP ID number.
US 29: Middle Patuxent River to Seneca Drive – Phase 2	66-1406-41	2025	2030	Preliminary engineering is ongoing.
US 29: Seneca Drive to MD 175 – Phase 1A, Old Columbia Road Access Only	66-1601-42	2015	2015	Construction is complete; Right-of-way acquisition continues through FY 2018.
MD 32: MD 108 to Linden Church Road	66-1602-41	2020	2020	Project amended into 2016-2019 TIP; Preliminary engineering is underway; Construction starts in Spring 2017.
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

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), and is in a "maintenance" phase for the annual fine particulate matter NAAQS. The BRTB has conducted a comprehensive analysis of conformity for the 2017-2020 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 2017-2020 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-A cooperative socio-economic forecasts, which were endorsed on June 24, 2014. 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_x and VOC, and tons per year of PM_{2.5} and the PM_{2.5} precursor NO_x, 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 2017-2020 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 2017-2020 portions of their respective multi-year improvement programs.³ 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.

³. 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 Project
- Congestion Mitigation and Air Quality Improvement Program
- FTA Capital and Operating – Sections 5307, 5307(h), 5310, 5311, 5329, 5337, and 5339
- Highway Safety Improvement Program
- High-Speed Intercity Passenger Rail Program
- National Highway Performance Program
- National Highway System Program
- Recreational Trails Program
- Surface Transportation Program
- 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.⁴ Inclusion of these projects in the TIP indicates endorsement by the BRTB for federal funding of the proposed project phase(s).

⁴. 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 2017, 2018, 2019, and 2020.

The projects are listed first by implementing agency - Baltimore City and the six counties in alphabetical order, the Office of the Secretary, and the two MDOT modal administrations, included as MTA - Commuter Rail, MTA - Transit, 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 2017-2020 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 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
HSIPR	High-Speed Intercity Passenger Rail
NHPP	National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
NHS	National Highway System
RTP	Recreational Trails Program
STPC	Surface Transportation Program (Surface Transportation, Bridge (Off-System))
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)
5307O	Section 5307 Urbanized Area Formula Program (funding for operating projects)
5307(h)	Section 5307(h) Passenger Ferry Grant Discretionary Program
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 previously received or 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 – Other⁵

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.

⁵ 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; and (c) 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 98% of other phase funds in the 2017-2020 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 2017 through FY 2020).

Further, the 2017-2020 TIP is financially constrained by program and by year. The framework of both *Maximize2040*, the regional long-range transportation plan, and the FY 2017-2020 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 2016 - 2021 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 2017 and their allocation by fund source to implementing agencies is included. 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 21st century. Total projected revenues amount to \$28.5 billion for the six-year period (2016-2021). 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 \$6.8 billion over the six-year period. As of January 1, 2016, the motor fuel taxes were 32.6 cents per gallon gasoline and 33.35 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 2.4 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 increases to 4% effective January 1, 2016 and to 5% effective July 1, 2016. The sales and use tax equivalent rate effective January 1, 2016 is 8 cents per gallon. The sales and use tax is estimated to average 12.2 cents per gallon.

- **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. Following the recent national down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. 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 \$939 million. MDOT's share of the 8.25 percent corporate income tax will be 16.6 percent for fiscal years 2014 – 2016 and 14.6 percent each fiscal year thereafter.
- **Federal Aid:** This source is projected to contribute \$5.5 billion for operating and capital programs. This amount does not include \$618 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$570 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, \$305 million from the Maryland Port Administration (MPA), and \$1.4 billion from the Maryland Aviation Administration (MAA). MTA revenues primarily include rail and bus fares, which are indexed to inflation as of fiscal year 2015. 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 \$3.5 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 \$176 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 2016, Congress has appropriated the transportation bill at the authorized amounts. Maryland is expected to receive approximately \$610 million in FY 2016 inflated up to \$666 million in FY 2020 in highway formula funding and \$240 million in FY 2016 inflated up to \$257 million in FY 2020 in transit formula funding.

Typically Maryland allocates these federal funds to projects in the program based on reasonable assumptions of authorization given in the FAST Act.

Federal Highway

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 now assumes an OA level of 94.0 percent for FFY 2016 and an OA level of 90 percent for FY 2017 through 2021.

Federal Transit

The majority of Maryland's federal transit funds are also distributed by formula. MDOT expects to have approximately \$593 million in highway formula funding and \$160 million in transit formula funding in FFY 2016 for MDOT projects.

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 \$28.5 billion for the six-year period of 2016 - 2021. 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. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A share of these funds is disbursed 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 2017 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 2017 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 2017 columns.

Table 1 summarizes, by jurisdiction and agency, the level of federal funds requested in the FY 2017 Annual Element. Table 2 shows the projects in the FY 2017 Annual Element, the source of funds, the amount of federal funding being requested and the matching funds to be provided. Table 3 shows total costs, both federal and matching, programmed for FY 2017-2020 by project category and location. Exhibits 1 through 7 graphically summarize the FY 2017-2020 TIP. Exhibit 1 compares the total costs of projects in the FY 2012-2015, FY 2014-2017, FY 2016-2019, and FY 2017-2020 TIP documents. Exhibit 2 displays the distribution of funding in the FY 2017-2020 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 2017-2020 TIP by project category. Exhibit 6 displays the distribution of FY 2017 funds by project phase while Exhibit 7 shows the distribution of FY 2017 Annual Element federal fund requests by funding source.

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

Summary of the FY 2017 Federal-Aid Annual Element (continued on next page)

Jurisdiction/Agency	1702	5307(h)	5307C	5307O	5310	5311O	5329	5337	5339F	CMAQ
Anne Arundel County										
Baltimore City	\$1,820									
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail - Regional								\$20,005		
MTA - Transit		\$1,357	\$61,818	\$1,594	\$2,985	\$170		\$21,838	\$4,045	\$43,916
Office of the Secretary							\$603			
SHA - Anne Arundel County	\$232									
SHA - Baltimore County	\$255									
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional										\$5,152
Total	\$2,307	\$1,357	\$61,818	\$1,594	\$2,985	\$170	\$603	\$41,843	\$4,045	\$49,068
FY 2017 Appropriation		\$1,357	\$67,050	\$297	\$2,061	\$170	\$608	\$46,630	\$3,791	\$53,571
Previous Funds Still Available	\$2,307		\$10,901	\$1,297	\$3,367	\$553	\$1,215		\$536	\$26,527

- 1702 Section 1702 High Priority Project
- 5307(h) Section 5307(h) Passenger Ferry Grant Discretionary Program
- 5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
- 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)

Summary of the FY 2017 Federal-Aid Annual Element (continued)

Jurisdiction/Agency	HSIP	HSIPR	NHPPC	NHS	Other	RTP	STPC	TAC	TIGER	Total
Anne Arundel County							\$3,230			\$3,230
Baltimore City			\$2,200				\$81,140		\$6,600	\$91,760
Baltimore County							\$18,060			\$18,060
Carroll County							\$760			\$760
Harford County							\$2,998			\$2,998
Howard County										\$0
MTA - Commuter Rail - Regional										\$20,005
MTA - Transit										\$137,723
Office of the Secretary		\$49,577							\$6,336	\$56,516
SHA - Anne Arundel County							\$7,160		\$5,000	\$12,392
SHA - Baltimore County			\$32,208							\$32,463
SHA - Carroll County										\$0
SHA - Harford County			\$3,228				\$9,712			\$12,940
SHA - Howard County			\$2,122							\$2,122
SHA - Regional	\$12,240		\$93,040	\$2,864	\$45	\$240	\$96,640	\$4,160		\$214,381
Total	\$12,240	\$49,577	\$132,798	\$2,864	\$45	\$240	\$219,700	\$4,160	\$17,936	\$605,350
FY 2017 Appropriation	\$32,617		\$329,899		\$1,859	\$1,124	\$29,808	Part of	\$10,500	
Previous Funds Still Available	\$49,431	\$82,000	\$591	\$2,864		\$0	\$307,467	STP	\$7,436	

- HSIP Highway Safety Improvement Program
- HSIPR High Speed Intercity Passenger Rail
- NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
- NHS National Highway System
- Other Other (includes National Summer Transportation Institute Program)
- RTP Recreational Trails Program
- STPC Surface Transportation Program (Surface Transportation, Bridge (Off-System))
- TAC Transportation Alternatives (Transportation Enhancement, Safe Routes to School) – subset of STPC
- TIGER Transportation Investment Generating Economic Recovery

Summary of the FY 2018 Federal-Aid Annual Element (Costs in \$1,000's - continued below)

Jurisdiction/Agency	1702	5307C	5307O	5311O	5337	5339F	CMAQ	HSIP
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail - Regional					\$18,052			
MTA - Transit - Regional		\$55,528	\$1,594	\$170	\$22,275	\$4,119	\$43,916	
Office of the Secretary								
SHA - Anne Arundel County	\$540							
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional							\$5,152	12,000
Total	\$540	\$55,528	\$1,594	\$170	\$40,327	\$4,119	\$49,068	\$12,000

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

Jurisdiction/Agency	NHPPC	NHS	Other	RTP	STPC	TAC	TIGER	Total
Anne Arundel County					\$2,003			\$2,003
Baltimore City	\$10,480				\$27,490		\$2,500	\$40,470
Baltimore County					\$3,200			\$3,200
Carroll County					\$4,440			\$4,440
Harford County					\$2,660			\$2,660
Howard County								\$0
MTA - Commuter Rail - Regional								\$18,052
MTA - Transit - Regional								\$127,602
Office of the Secretary							\$1,664	\$1,664
SHA - Anne Arundel County					\$4,243		\$5,000	\$9,783
SHA - Baltimore County	\$27,323							\$27,323
SHA - Carroll County								\$0
SHA - Harford County	\$4,118				\$2,703			\$6,821
SHA - Howard County	\$2,210							\$2,210
SHA - Regional	\$93,040	\$2,864	\$45	\$240	\$96,640	\$4,160		\$214,141
Total	\$137,171	\$2,864	\$45	\$240	\$143,379	\$4,160	\$9,164	\$460,369

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

Jurisdiction/Agency	5307C	5307O	5310	5311O	5337	5339F	CMAQ	HSIP
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail - Regional					\$15,461			
MTA - Transit - Regional	\$64,357	\$1,594	\$2,985	\$170	\$22,720	\$4,195	\$44,120	
Office of the Secretary								
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional							\$5,152	\$12,000
Total	\$64,357	\$1,594	\$2,985	\$170	\$38,181	\$4,195	\$49,272	\$12,000

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

Jurisdiction/Agency	NHPPC	NHS	Other	RTP	STPC	TAC	TIGER	Total
Anne Arundel County					\$1,542			\$1,542
Baltimore City	\$800				\$50,140		\$2,000	\$52,940
Baltimore County					\$2,940			\$2,940
Carroll County					\$653			\$653
Harford County					\$2,586			\$2,586
Howard County								\$0
MTA - Commuter Rail - Regional								\$15,461
MTA - Transit - Regional								\$140,141
Office of the Secretary								\$0
SHA - Anne Arundel County					\$5,525			\$5,525
SHA - Baltimore County	\$16,067							\$16,067
SHA - Carroll County								\$0
SHA - Harford County	\$2,710							\$2,710
SHA - Howard County	\$640							\$640
SHA - Regional	\$69,840	\$2,864	\$45	\$240	\$88,640	\$4,160		\$182,941
Total	\$90,057	\$2,864	\$45	\$240	\$152,026	\$4,160	\$2,000	\$424,146

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

Jurisdiction/Agency	5307C	5307O	5311O	5337	5339F	CMAQ	HSIP	NHPPC	NHS	Other	RTP	STPC	TAC	Total
Anne Arundel County														\$0
Baltimore City								\$1,600				\$27,080		\$28,680
Baltimore County												\$6,340		\$6,340
Carroll County												\$1,964		\$1,964
Harford County												\$546		\$546
Howard County														\$0
MTA - Commuter Rail - Regional				\$13,154										\$13,154
MTA - Transit - Regional	\$68,608	\$1,594	\$170	\$20,290	\$4,272	\$43,916								\$138,850
Office of the Secretary														\$0
SHA - Anne Arundel County												\$1,992		\$1,992
SHA - Baltimore County								\$10,988						\$10,988
SHA - Carroll County														\$0
SHA - Harford County														\$0
SHA - Howard County														\$0
SHA - Regional						\$5,152	\$12,000	\$69,840	\$2,864	\$45	\$240	\$88,640	\$4,160	\$182,941
Total	\$68,608	\$1,594	\$170	\$33,444	\$4,272	\$49,068	\$12,000	\$82,428	\$2,864	\$45	\$240	\$126,562	\$4,160	\$385,455



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Anne Arundel County - Anne Arundel County					
Furnace Avenue Bridge over Deep Run	11-1103-13	Bridge repair/deck replacement	STPC	920	303
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STPC	1,860	1,796
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STPC	450	121
Subtotal				3,230	2,220
Baltimore City - Baltimore City					
Transportation Career Development Innovation Program (BCDOT)	12-0002-99	Miscellaneous	STPC	240	60
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Road resurfacing/rehabilitation	STPC	2,240	560
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	Miscellaneous	Other	0	1,000
Pavement Management System	12-1206-99	Miscellaneous	STPC	800	200
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STPC	360	90
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Bicycle/pedestrian facility	STPC	1,600	400
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STPC	9,600	2,400
Midtown Streetscape/Traffic Improvements	12-1222-11	Road resurfacing/rehabilitation	STPC	7,440	1,860
Harford Road Bridge Over Herring Run	12-1402-13	Bridge repair/deck replacement	STPC	17,600	4,400
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	STPC	2,000	500
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	Road reconstruction	STPC	4,800	1,600
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	NHPPC	2,200	525
			STPC	3,000	750



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Hanover Street Bridge Multimodal Corridor	12-1419-13	Bridge repair/deck replacement	TIGER	1,100	700
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STPC	800	200
Citywide Road Reconstruction	12-1607-12	Road reconstruction	STPC	2,000	500
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	Bridge repair/deck replacement	STPC	1,600	400
			TIGER	5,500	5,500
SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	12-1610-11	Road resurfacing/rehabilitation	STPC	2,540	1,760
SE Baltimore Freight Corridor: Broening Highway Complete Streets	12-1611-09	Other ERS	STPC	700	460
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STPC	2,400	600
Replacement of the Dartmouth Retaining Wall	12-1703-19	Other	STPC	520	130
Curtis Avenue Corridor Improvements (Phase I and II)	12-1704-11	Road resurfacing/rehabilitation	STPC	0	100
Hanover Street Bridge Deck Repair over Middle Branch	12-1705-13	Bridge repair/deck replacement	1702	1,500	375
			STPC	2,500	625
MLK Blvd. and Howard St. Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	1702	320	80
			STPC	4,000	1,000
Hawkins Point Bridge over CSX Railroad	12-9903-13	Bridge repair/deck replacement	STPC	14,400	3,600
Subtotal				91,760	30,375
Baltimore County - Baltimore County					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STPC	1,440	360
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	13-0411-13	Bridge repair/deck replacement	STPC	1,440	360



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STPC	8,000	2,200
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STPC	2,480	620
Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	13-1109-13	Bridge repair/deck replacement	STPC	1,360	1,740
Dogwood Road Bridge No. B-0347 over Dogwood Run	13-1201-13	Bridge repair/deck replacement	STPC	960	240
Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	13-1203-13	Bridge repair/deck replacement	STPC	320	80
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	Bridge repair/deck replacement	STPC	720	180
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	Bridge repair/deck replacement	STPC	40	10
Rolling Road Widening - Phase I	13-1405-41	Roadway widening	Other	0	5,000
Bridge Inspection Program	13-8901-14	Bridge inspections	STPC	1,300	0
Subtotal				18,060	10,790
Carroll County - Carroll County					
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	Bridge repair/deck replacement	STPC	160	40
Countywide Bridge Maintenance, Repair, and Replacement	14-1402-13	Bridge repair/deck replacement	STPC	440	110
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	Bridge repair/deck replacement	STPC	160	40
Subtotal				760	190
Harford County - Harford County					
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	Bridge repair/deck replacement	STPC	1,228	307
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STPC	400	100
Chestnut Hill Bridge #40	15-1101-13	Bridge repair/deck replacement	STPC	0	80



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Phillips Mill Road Bridge #70 over East Branch Tributary	15-1102-13	Bridge repair/deck replacement	STPC	0	50
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	Bridge repair/deck replacement	STPC	120	0
Bata Boulevard Access Road	15-1402-42	New or extended roadways	Other	0	150
Tollgate Road	15-1404-42	New or extended roadways	Other	0	1,100
Stafford Road Bridge #24 over Deer Creek	15-1501-13	Bridge repair/deck replacement	STPC	600	150
Glenville Road Bridge #30	15-1601-13	Bridge repair/deck replacement	STPC	0	25
Bridge Inspection Program	15-9411-14	Bridge inspections	STPC	650	0
Subtotal				2,998	1,962
Howard County - Howard County					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STPC	0	525
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	Roadway widening	Other	0	14,420
MD 175 at Oakland Mills Rd Interchange	16-1407-46	New interchange	Other	0	11,000
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	9,350
Subtotal				0	35,295
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	6,215	1,554
MARC Improvements	70-1502-54	Preservation and improvements	5337	5,177	1,294
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	8,613	2,153
Subtotal				20,005	5,001



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MTA - Transit - Baltimore City					
Water Transit Strategic Plan Implementation	42-1701-09	Other ERS	5307(h)	1,357	197
Subtotal				1,357	197
MTA - Transit - Regional					
Bus and Rail System Preservation and Improvement	40-0015-64	Preservation and improvements	5307C	7,999	2,000
Small Urban Transit Systems - Operating	40-0104-61	Operating assistance	5307O	297	297
Light Rail Mid-Life Overhaul	40-1001-64	Preservation and improvements	CMAQ	18,871	4,718
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	1,450	363
			5339F	3,712	928
			CMAQ	14,001	3,500
2017 Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,429	4,107
			5337	21,838	5,460
Metro Railcar and Signaling Systems Rehab and Replacement	40-1403-64	Preservation and improvements	5307C	15,453	3,863
Seniors and Individuals with Disabilities	40-1502-69	Other	5310	2,985	915
MTA Core Bus and Paratransit Vehicle Replacement	40-1601-05	Fleet improvement	5307C	20,034	5,009
			CMAQ	10,378	2,595
Urban Transit Systems - Capital	40-1602-05	Fleet improvement	5307C	293	73
			5339F	201	50
Urban Transit Systems - Operating	40-1603-05	Fleet improvement	5307O	1,297	1,297



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	170	170
Small Urban Transit Systems - Capital	40-9502-05	Fleet improvement	5307C	160	40
			5339F	132	33
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	666	0
Subtotal				136,366	35,418
Office of the Secretary - Baltimore City					
Baltimore and Potomac Tunnel	92-1101-99	Miscellaneous	HSIPR	38,731	0
Port of Baltimore Enhancements	92-1401-83	Facility expansion	TIGER	6,336	4,685
Subtotal				45,067	4,685
Office of the Secretary - Harford County					
Susquehanna Bridges	95-1401-59	Other	HSIPR	10,846	0
Subtotal				10,846	0
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	603	200
Subtotal				603	200
SHA - Anne Arundel County					
MD 175: MD 295 to MD 170	61-0605-41	Roadway widening	1702	232	0
MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39	Other	STPC	4,243	880



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 198: MD 295 to MD 32	61-1403-41	Roadway widening	Other	0	850
US 50: MD 70 to MD 2	61-1404-41	Roadway widening	Other	0	1,830
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STPC	2,133	2,010
			TIGER	5,000	0
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	6,000
			STPC	784	196
Subtotal				12,392	11,766
SHA - Baltimore County					
I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41	Roadway widening	NHPPC	0	0
MD 140: Painters Mill Road to Owings Mills Boulevard (Phase 2)	63-0802-41	Roadway widening	NHPPC	0	682
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	1,148	127
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	NHPPC	104	3,830
			Other	0	1,419
I-695: Low-Cost Operational and Safety Improvements	63-1204-04	Traffic engineering	NHPPC	1,400	761
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	Roadway widening	1702	255	39
			NHPPC	0	8,989
MD 295: I-895 to North of Daisy Avenue - Noise Wall	63-1405-31	Noise barriers	NHPPC	2,153	389
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHPPC	13,053	1,725
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	NHPPC	14,275	1,516



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 25: Bridge Replacement over Georges Run	63-1603-13	Bridge repair/deck replacement	NHPPC	75	19
			Other	0	81
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	Other	0	412
I-695: Bridge Replacement on Crosby Road	63-1702-43	Bridge widening	Other	0	220
MD 137: Bridge Replacement over I-83	63-1703-13	Bridge repair/deck replacement	Other	0	1,040
I-70 & I-695: Triple Bridges Study	63-1705-43	Bridge widening	NHPPC	0	600
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	STPC	0	3,950
Subtotal				32,463	25,799
SHA - Carroll County					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	6,033
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	1,300
MD 32: MD 26 to I-70 Corridor Study	64-1703-41	Roadway widening	Other	0	800
Subtotal				0	8,133
SHA - Harford County					
MD 22: Old Post Road Intersection Reconstruction	65-1202-12	Road reconstruction	STPC	293	55
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	Roadway widening	STPC	5,089	1,103
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	Roadway widening	NHPPC	3,228	1,904
			STPC	306	508
MD 22: Paradise Road Intersection Reconstruction	65-1403-41	Roadway widening	STPC	3,764	1,491



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STPC	260	90
Subtotal				12,940	5,151
SHA - Howard County					
US 29: Seneca Drive to MD 175 - Phase 1B	66-1101-41	Roadway widening	NHPPC	88	7,449
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	NHPPC	0	888
US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only	66-1601-42	New or extended roadways	NHPPC	594	50
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	4,850
I-95: Montgomery Road to I-895 Noise Barrier	66-1701-31	Noise barriers	Other	0	6,446
MD 32: Triadelphia Road Bridge Replacement	66-1702-13	Bridge repair/deck replacement	Other	0	178
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	1,440	1,360
			Other	0	3,589
Subtotal				2,122	24,810
SHA - Regional					
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	12,000	3,000
			STPC	18,240	4,560
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	2,800	700
			NHPPC	42,000	10,500
			STPC	42,000	10,500



Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,280	320
			NHPPC	1,360	340
			STPC	4,160	1,040
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	1,360	340
			NHPPC	8,360	2,090
			NHS	2,864	716
			RTP	240	60
			STPC	3,200	800
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	3,872	968
			HSIP	8,080	2,020
			NHPPC	29,280	7,320
			STPC	24,000	6,000
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	40	10
			STPC	5,040	1,260
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	4,160	1,040
Subtotal				214,381	53,584

Table 3: Total Cost by Project Category and Location

Table 3: Total Cost by Project Category and Location
 Total Costs Programmed in the BRTB Region

Location	2017	2018	2019	2020	Total
Commuter Rail					
Harford County	\$10,846,000	\$0	\$0	\$0	\$10,846,000
Regional	\$25,006,000	\$22,565,000	\$19,327,000	\$16,443,000	\$83,341,000
Commuter Rail Total	\$35,852,000	\$22,565,000	\$19,327,000	\$16,443,000	\$94,187,000
Enhancement Program					
Baltimore City	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
Regional	\$5,200,000	\$5,200,000	\$5,200,000	\$5,200,000	\$20,800,000
Enhancement Program	\$7,200,000	\$7,200,000	\$7,200,000	\$7,200,000	\$28,800,000
Environmental/Safety					
Anne Arundel County	\$5,123,000	\$3,606,000	\$0	\$0	\$8,729,000
Baltimore County	\$2,542,000	\$0	\$0	\$0	\$2,542,000
Howard County	\$6,446,000	\$2,838,000	\$0	\$0	\$9,284,000
Regional	\$20,833,000	\$19,730,040	\$14,730,000	\$14,730,000	\$70,023,040
Environmental/Safety	\$34,944,000	\$26,174,040	\$14,730,000	\$14,730,000	\$90,578,040
Emission Reduction Strategy					
Baltimore City	\$17,714,000	\$7,140,000	\$6,000,000	\$5,500,000	\$36,354,000
Baltimore County	\$2,161,000	\$7,150,000	\$0	\$0	\$9,311,000

Table 3: Total Cost by Project Category and Location

Table 3: Total Cost by Project Category and Location
Total Costs Programmed in the BRTB Region

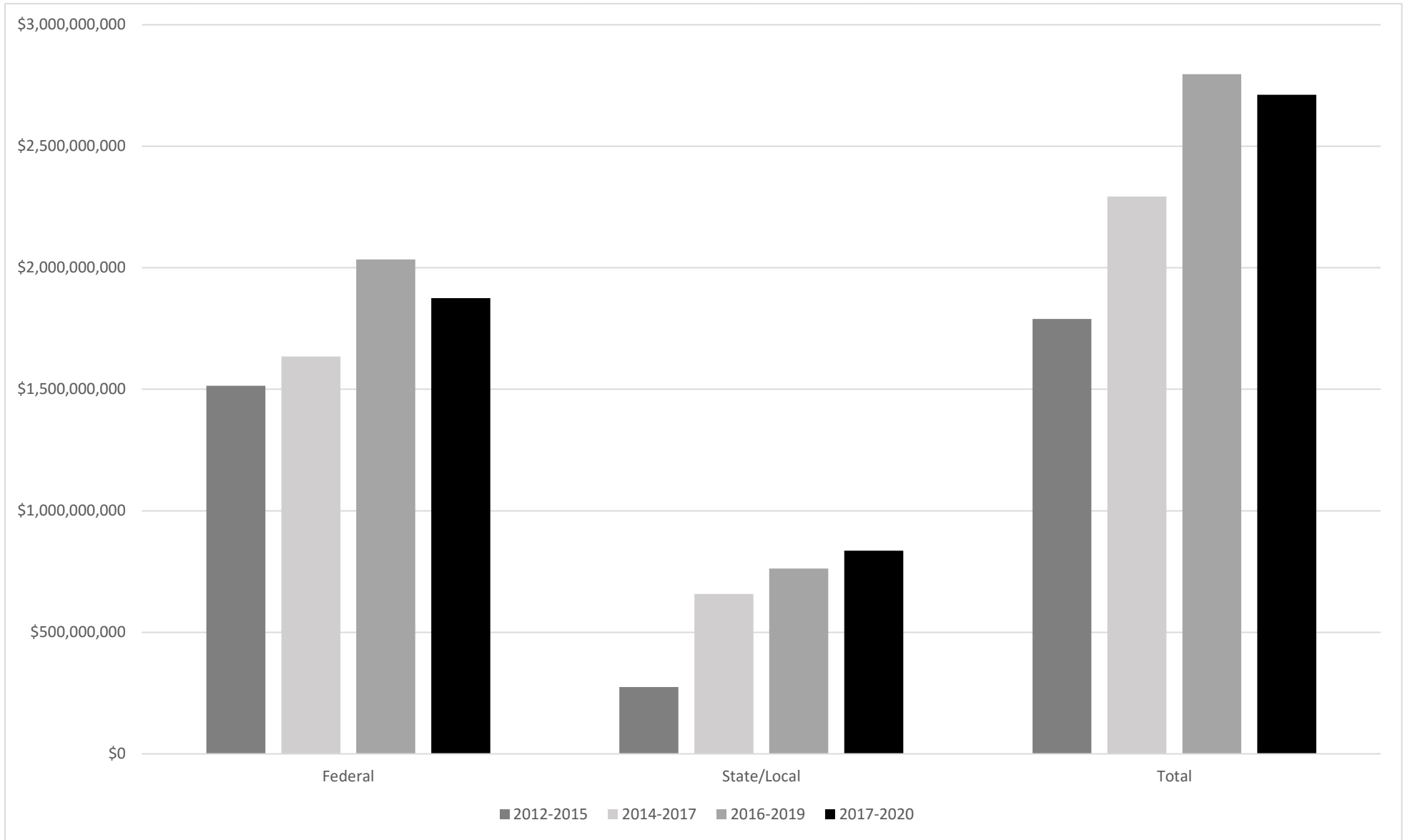
Location	2017	2018	2019	2020	Total
Regional	\$50,758,000	\$55,617,000	\$62,604,000	\$33,496,000	\$202,475,000
Emission Reduction	\$70,633,000	\$69,907,000	\$68,604,000	\$38,996,000	\$248,140,000
Highway Capacity					
Anne Arundel County	\$19,035,000	\$30,546,000	\$28,777,000	\$18,231,000	\$96,589,000
Baltimore County	\$52,982,000	\$27,107,000	\$24,139,000	\$26,312,000	\$130,540,000
Carroll County	\$800,000	\$0	\$0	\$0	\$800,000
Harford County	\$18,643,000	\$9,479,000	\$3,954,000	\$450,000	\$32,526,000
Howard County	\$55,078,000	\$41,373,000	\$25,508,000	\$31,015,000	\$152,974,000
Highway Capacity Total	\$146,538,000	\$108,505,000	\$82,378,000	\$76,008,000	\$413,429,000
Highway Preservation					
Anne Arundel County	\$5,450,000	\$2,957,000	\$2,216,000	\$0	\$10,623,000
Baltimore City	\$101,675,000	\$49,285,000	\$59,365,000	\$28,355,000	\$238,680,000
Baltimore County	\$29,427,000	\$20,931,000	\$30,450,000	\$7,925,000	\$88,733,000
Carroll County	\$8,283,000	\$18,874,000	\$7,572,000	\$2,342,000	\$37,071,000
Harford County	\$4,408,000	\$3,952,000	\$3,070,000	\$875,000	\$12,305,000
Howard County	\$703,000	\$1,403,000	\$278,000	\$1,178,000	\$3,562,000
Regional	\$234,190,000	\$234,190,000	\$200,190,000	\$200,190,000	\$868,760,000

Table 3: Total Cost by Project Category and Location

Table 3: Total Cost by Project Category and Location
 Total Costs Programmed in the BRTB Region

Location	2017	2018	2019	2020	Total
Highway Preservation	\$384,136,000	\$331,592,000	\$303,141,000	\$240,865,000	\$1,259,734,000
Transit					
Regional	\$129,526,000	\$113,544,000	\$122,398,000	\$149,724,000	\$515,192,000
Transit Total	\$129,526,000	\$113,544,000	\$122,398,000	\$149,724,000	\$515,192,000
Ports					
Baltimore City	\$11,021,000	\$8,548,000	\$0	\$0	\$19,569,000
Ports Total	\$11,021,000	\$8,548,000	\$0	\$0	\$19,569,000
Miscellaneous					
Baltimore City	\$41,031,000	\$300,000	\$300,000	\$0	\$41,631,000
Regional	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
Miscellaneous Total	\$41,076,000	\$345,000	\$345,000	\$45,000	\$41,811,000
Grand Total	\$860,926,000	\$688,380,040	\$618,123,000	\$544,011,000	\$2,711,440,040

Exhibit 1: Comparison of the Total Cost of Projects in the 2012, 2014, 2016, and 2017 TIPs



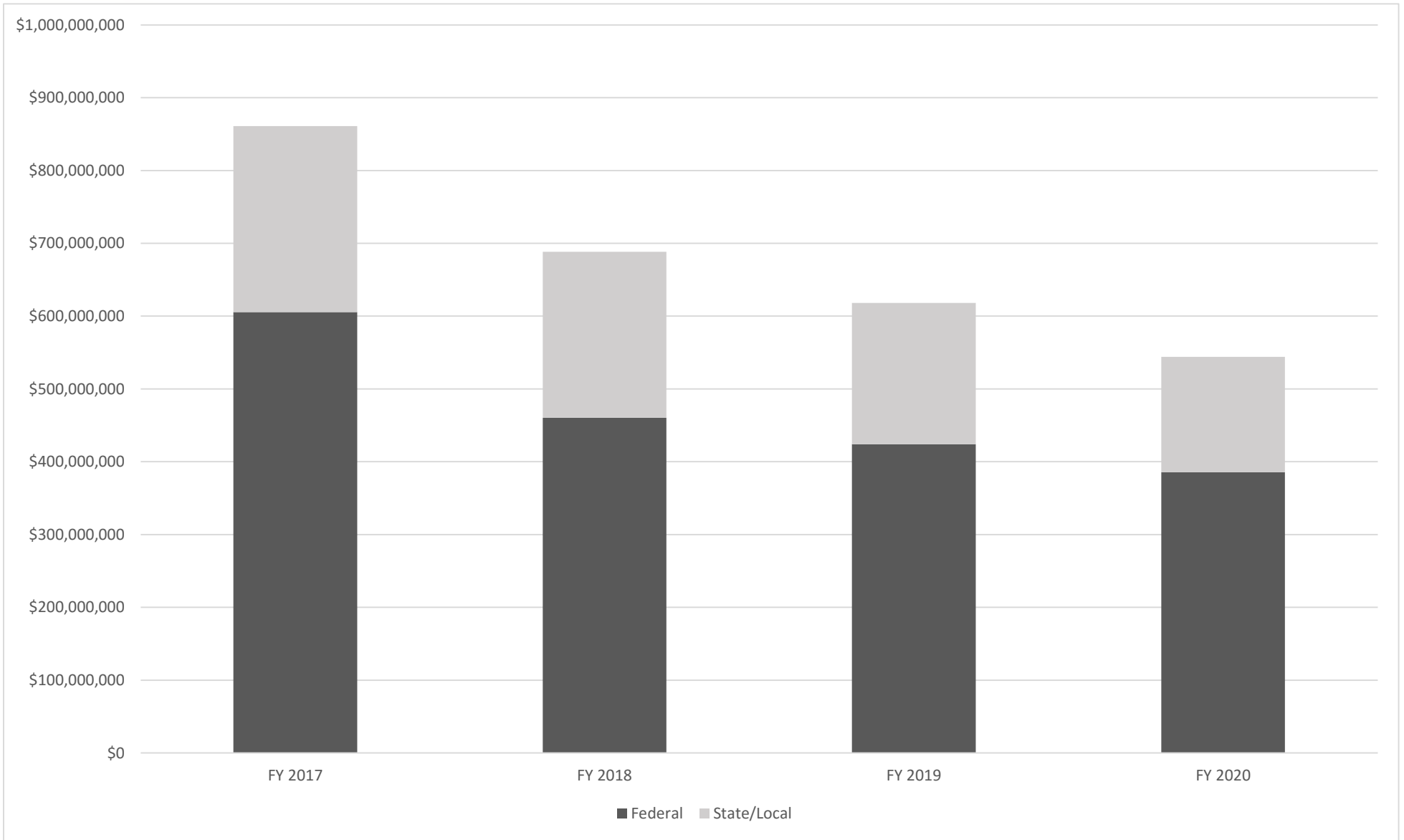
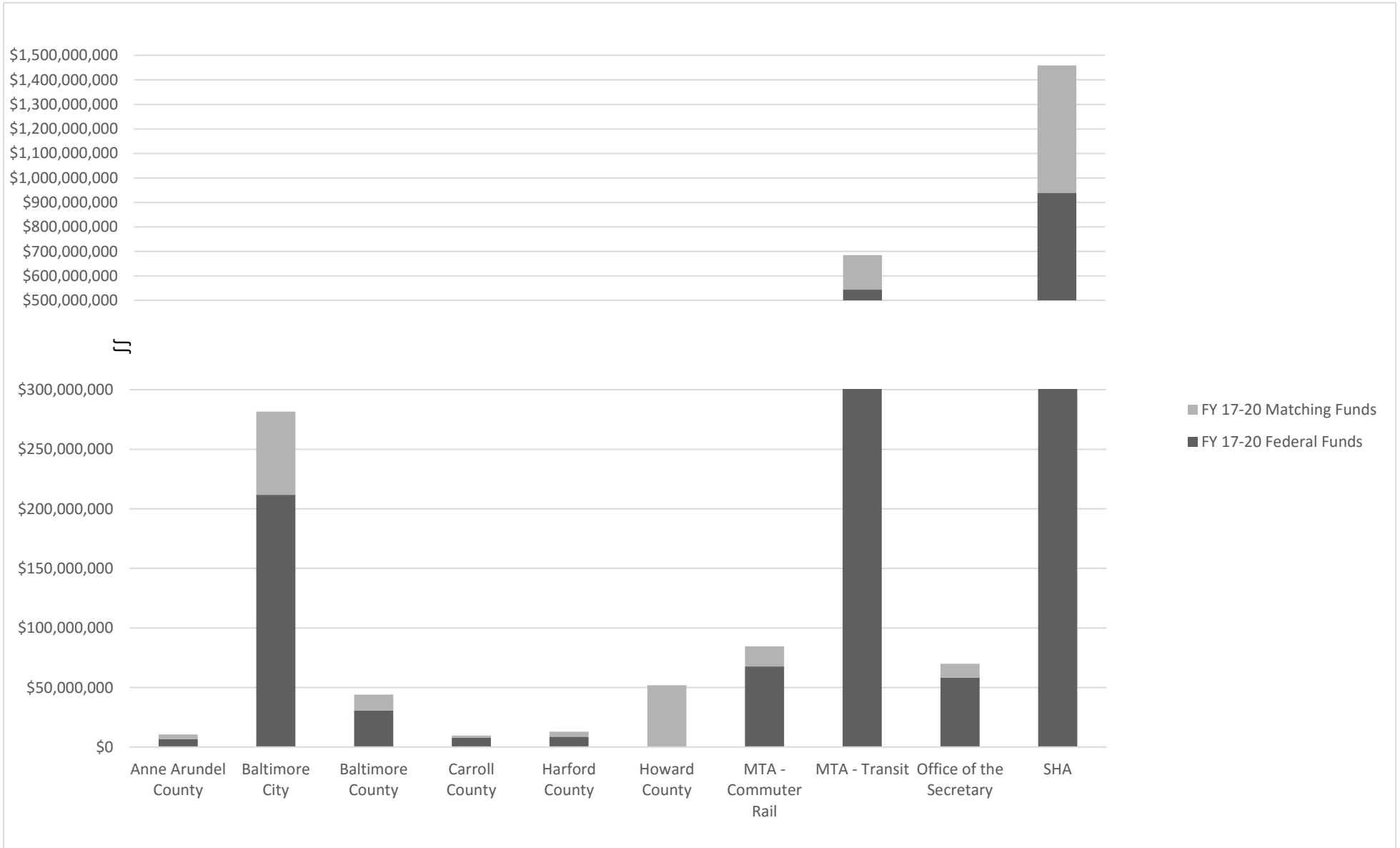


Exhibit 3: Distribution of Federal and Matching Funds in the FY 2017-2020 TIP by Implementing Agency



Project Category	# of Projects
Highway Preservation	80
Highway Capacity	30
Emission Reduction	11
Transit	8
Environmental/Safety	5
Miscellaneous	5
Commuter Rail	4
Enhancement	2
Ports	1
Total	146

Exhibit 5: Distribution of Total Funding in the FY 2017-2020 TIP by Project Category

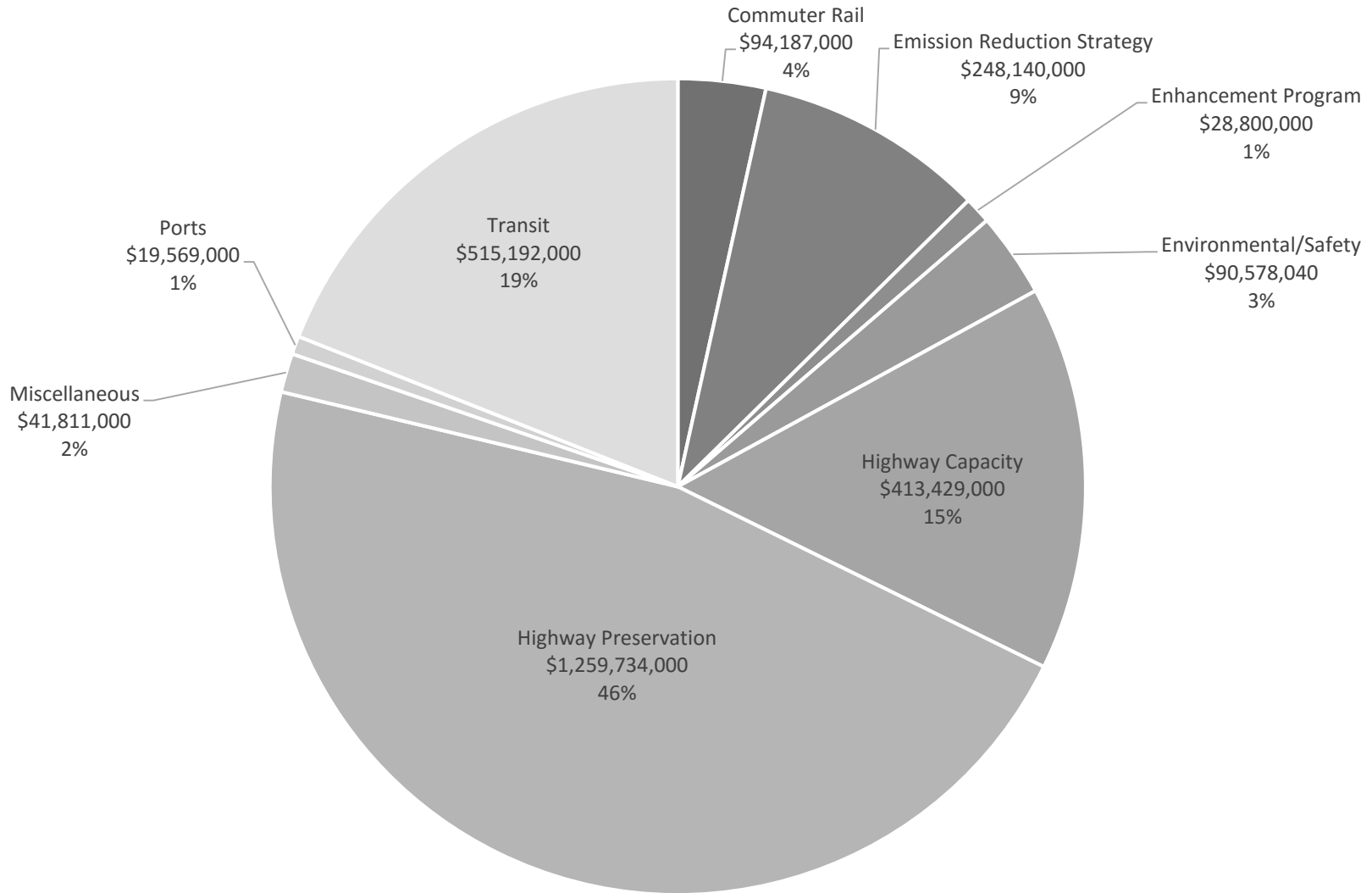


Exhibit 6: Distribution of FY 2017 Funding by Project Phase

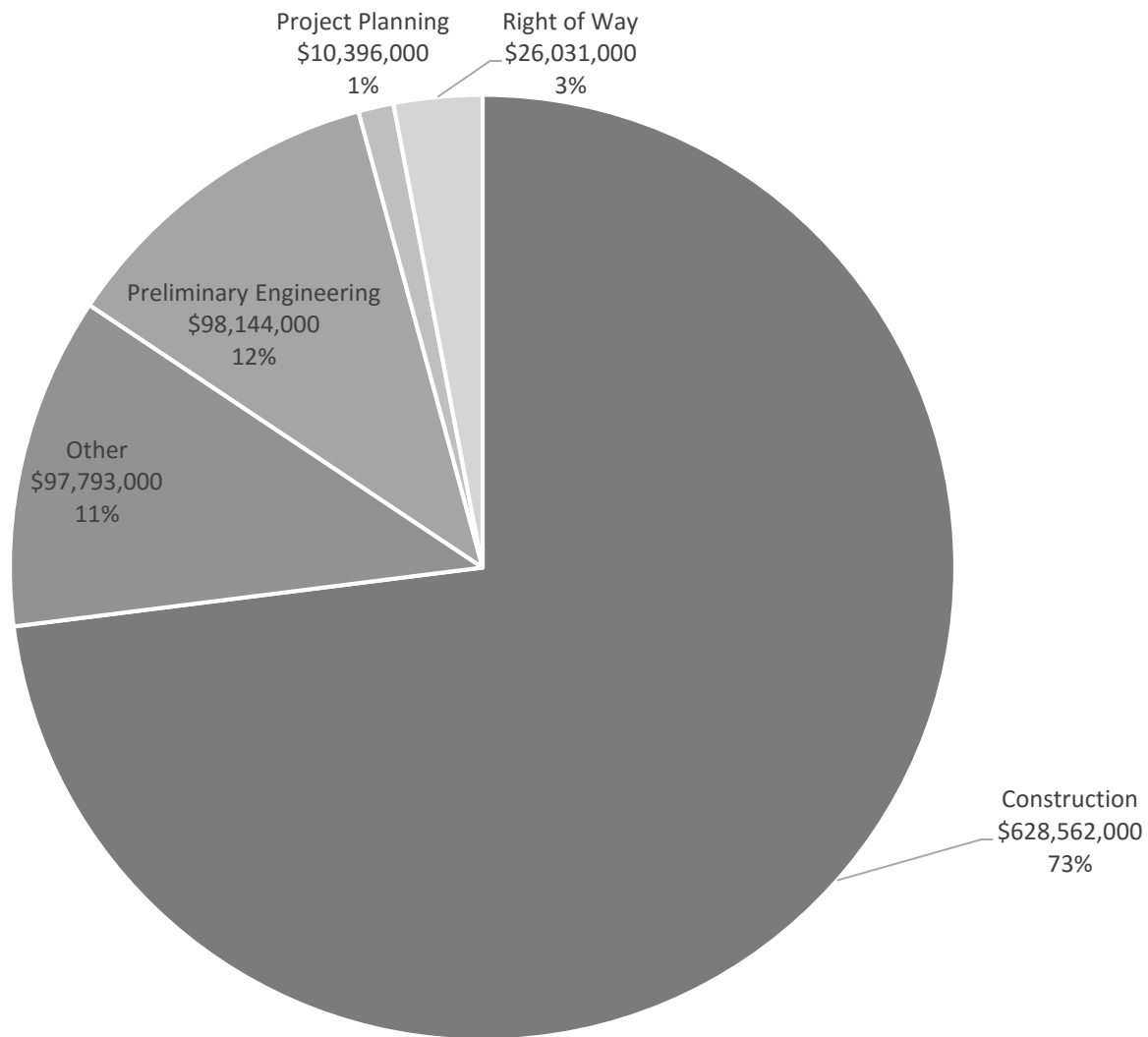
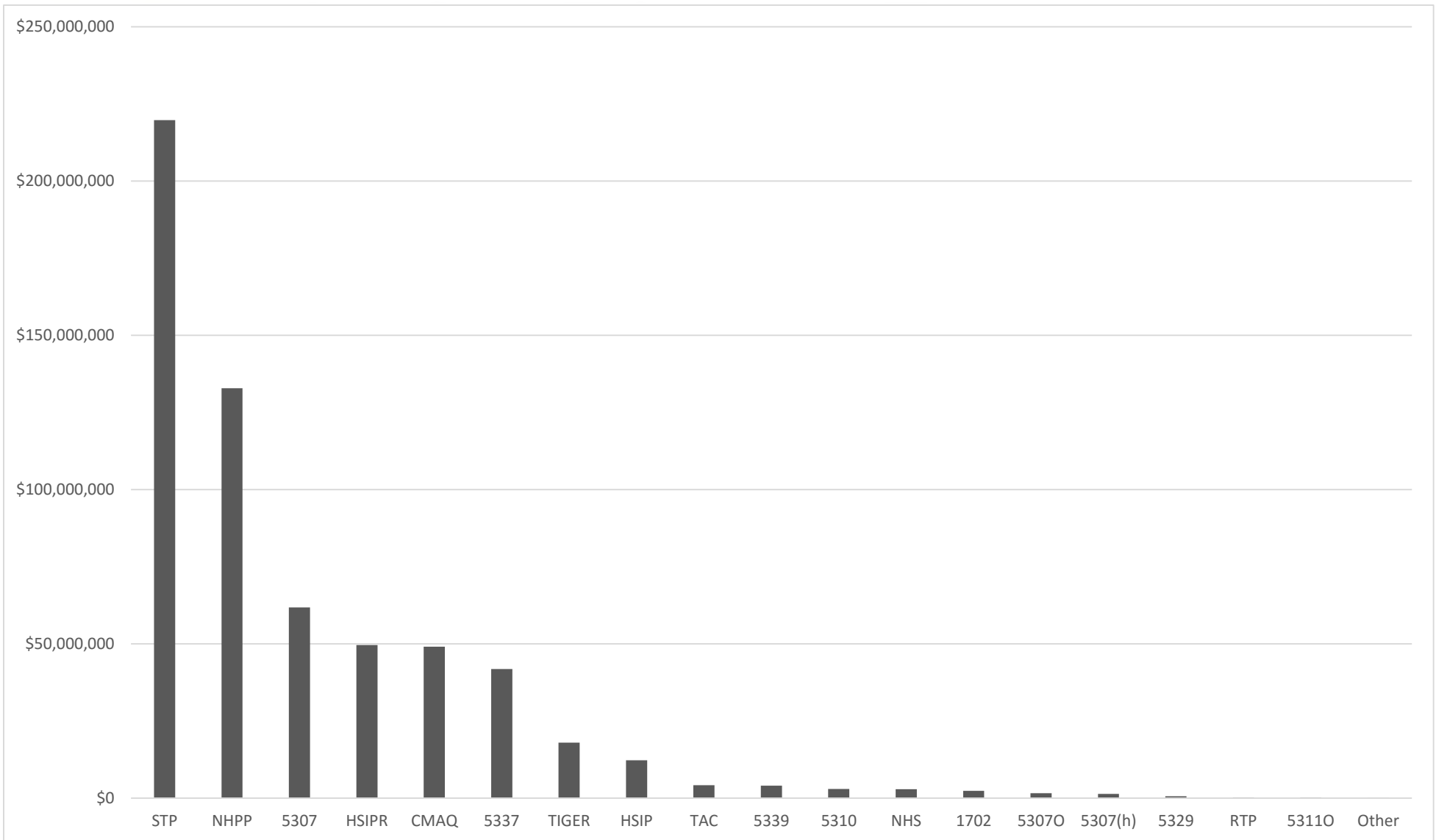


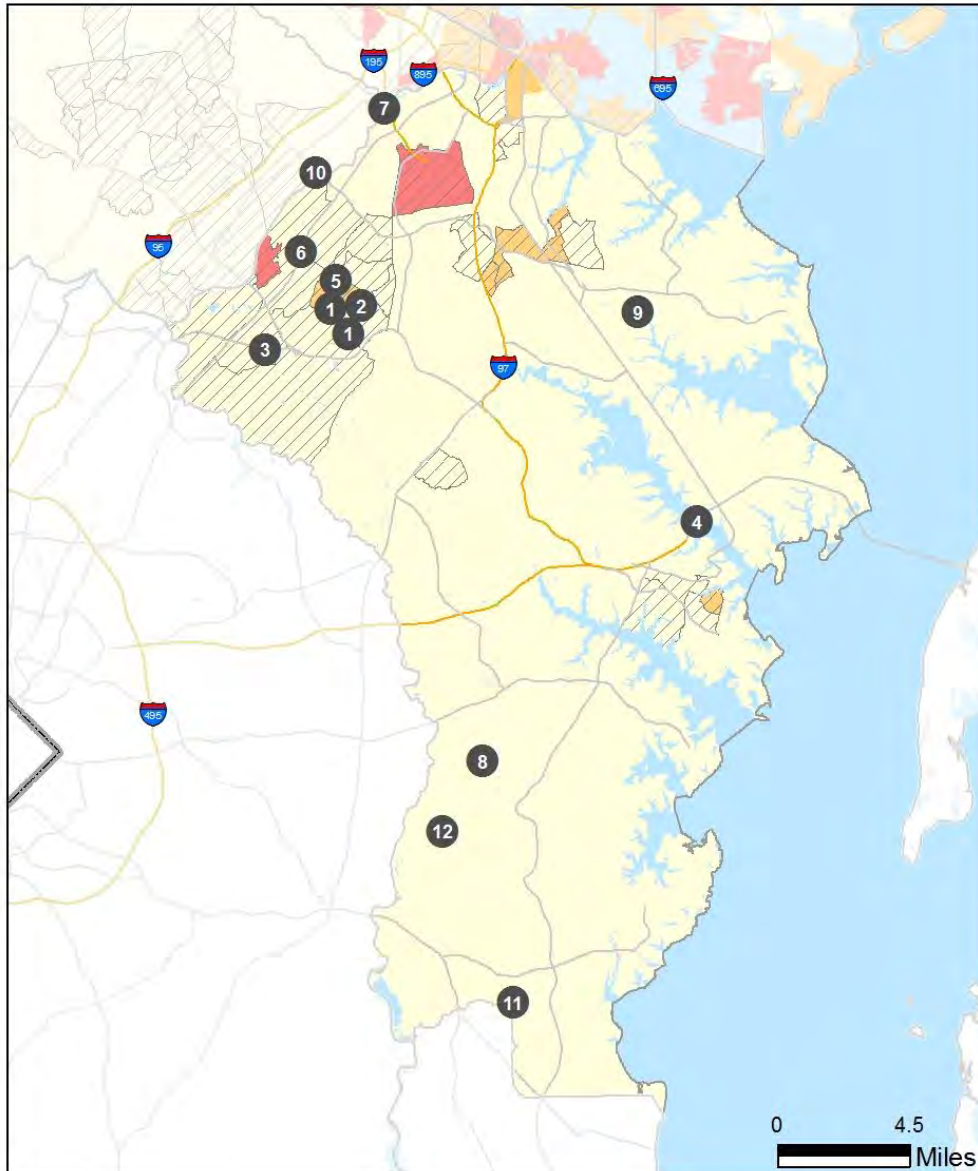
Exhibit 7: Distribution of FY 2017 Federal Fund Requests by Fund Source



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 |

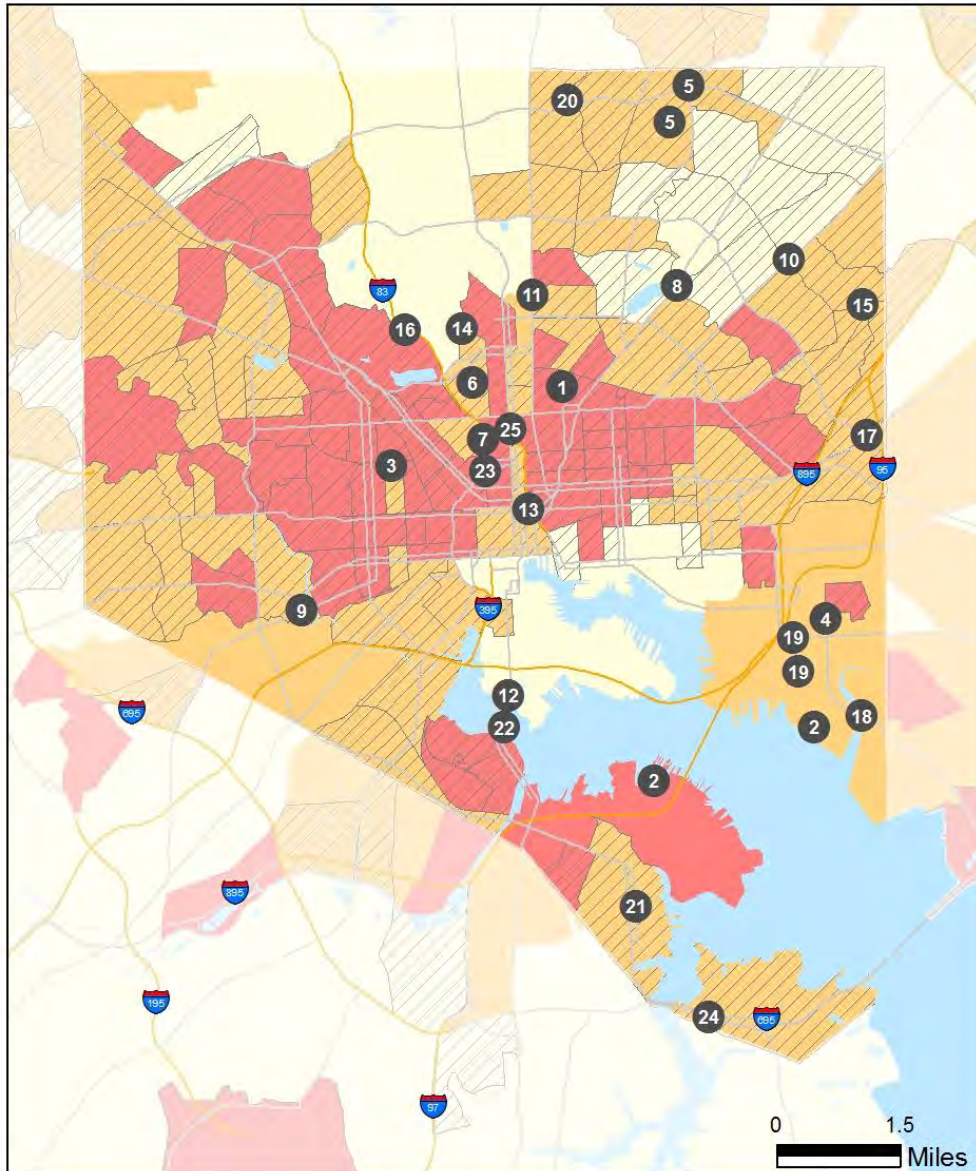
Project Sponsor: Anne Arundel County

- | | | |
|----|---|------------|
| 7 | Fumace Avenue Bridge over Deep Run | 11-1103-13 |
| 8 | Harwood Road Bridge over Stocketts Run | 11-1208-13 |
| 9 | Magothy Bridge Road Bridge over Magothy River | 11-1402-13 |
| 10 | O'Connor Road Bridge over Deep Run | 11-1403-13 |
| 11 | McKendree Road Culvert over Lyons Creek | 11-1601-19 |
| 12 | Poling House Road Bridge over Rock Branch | 11-1602-13 |

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

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



Project Sponsor: Maryland Transit Administration

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

Project Sponsor: Office of the Secretary

- 2 Port of Baltimore Enhancements 92-1401-83
- 3 Baltimore and Potomac Tunnel 92-1101-99

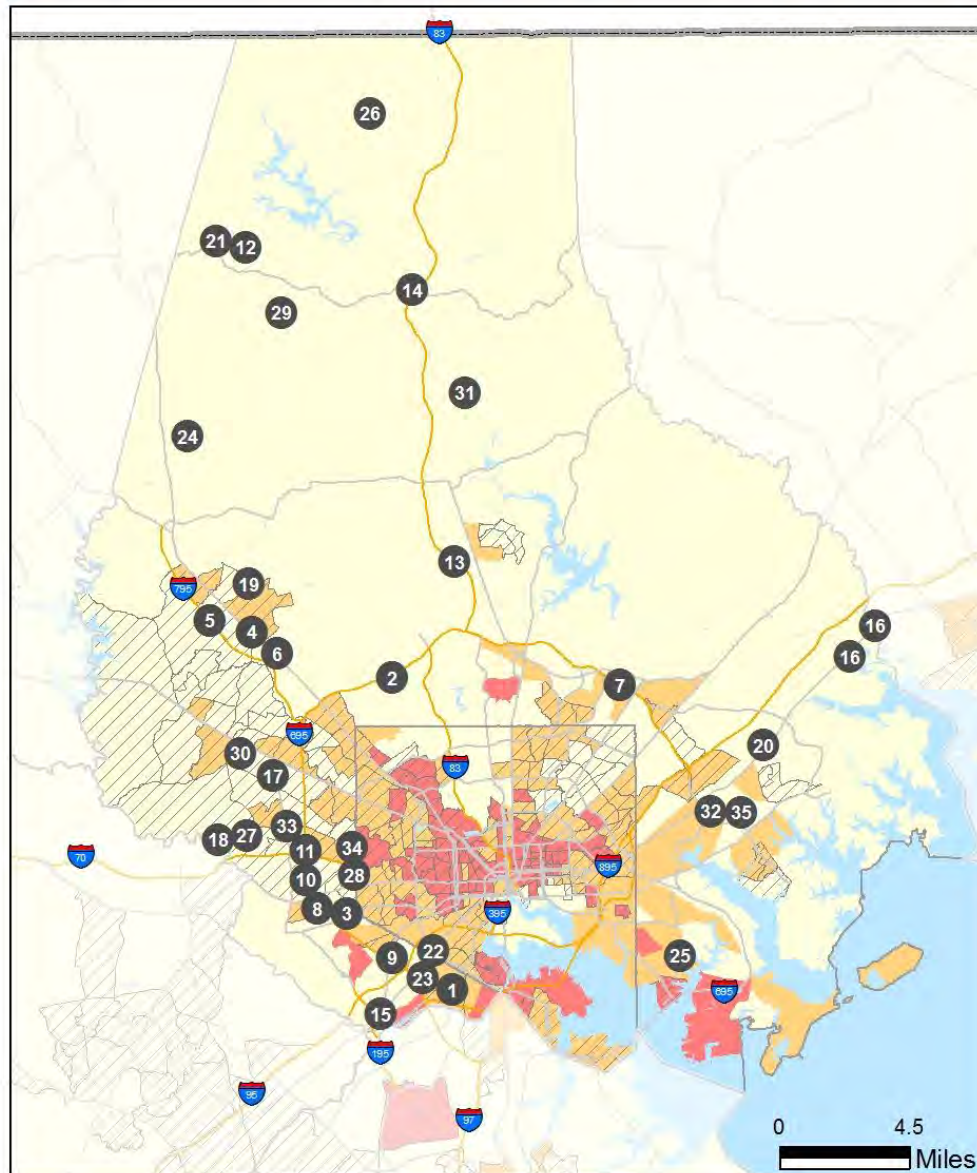
Project Sponsor: Baltimore City

- 4 SE Baltimore Freight Corridor: Broening Highway Complete Streets 12-1611-09
- 5 Perring Parkway Ramp and Hillen Road Bridge 12-1215-13
- 6 Sisson Street Bridge over CSX Railroad 12-1216-13
- 7 Midtown Streetscape/Traffic Improvements 12-1222-11
- 8 Harford Road Bridge Over Herring Run 12-1402-13
- 9 Wilkens Avenue Bridge Over Gwynns Falls 12-1403-13
- 10 Belair Road Complete Streets 12-1404-11
- 11 Greenmount Avenue Reconstruction: 43rd Street to 29th Street 12-1408-12
- 12 Hanover Street Bridge Multimodal Corridor 12-1419-13
- 13 Orleans Street Bridge over I-83 and City Streets 12-1601-13
- 14 Remington Avenue Bridge over Stony Run 12-1602-13
- 15 Radecke Avenue over Moores Run 12-1603-13
- 16 I-83 Concrete Deck Mill and Resurface 12-1604-13
- 17 Moravia Road Ramp Bridge over Pulaski Highway 12-1605-13
- 18 SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement 12-1609-13
- 19 SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvement: 12-1610-11
- 20 Replacement of the Dartmouth Retaining Wall 12-1703-19
- 21 Curtis Avenue Corridor Improvements (Phase I and II) 12-1704-11
- 22 Hanover Street Bridge Deck Repair over Middle Branch 12-1705-13
- 23 MLK Blvd. and Howard St. Intersection Improvements 12-1706-11
- 24 Hawkins Point Bridge over CSX Railroad 12-9903-13
- 25 Baltimore City Locked Gate Interstate Access Point Approval (IAPA) 12-1201-99

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- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
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Baltimore County Projects in Relation to Low Income & Minority Concentrations



Project Sponsor: State Highway Administration

- | | | |
|----|---|------------|
| 1 | MD 295: I-895 to North of Daisy Avenue - Noise Wall | 63-1405-31 |
| 2 | I-695: Low-Cost Operational and Safety Improvements | 63-1204-04 |
| 3 | I-695: I-95 to MD 122 (Southwest Beltway) | 63-0602-41 |
| 4 | MD 140: Painters Mill Road to Owings Mills Boulevard (Phase 2) | 63-0802-41 |
| 5 | I-795: Dofield Boulevard Interchange | 63-0803-46 |
| 6 | MD 140: Garrison View Road to Painters Mill Road - Phase 1 | 63-1203-41 |
| 7 | I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction | 63-1206-41 |
| 8 | I-695: US 40 to MD 144 | 63-1601-41 |
| 9 | I-695: Bridge Replacements at Benson Ave and US 1 | 63-1602-43 |
| 10 | I-695: Bridge Replacement on Crosby Road | 63-1702-43 |
| 11 | I-70 & I-695: Triple Bridges Study | 63-1705-43 |
| 12 | MD 25: Bridge Replacement over Georges Run | 63-1603-13 |
| 13 | I-83: Bridge Replacement over Padonia Road | 63-1701-13 |
| 14 | MD 137: Bridge Replacement over I-83 | 63-1703-13 |
| 15 | US 1: Bridge Replacement over CSX | 63-1704-13 |
| 16 | US 40: Bridge Replacements over Little & Big Gunpowder Falls | 63-1706-13 |

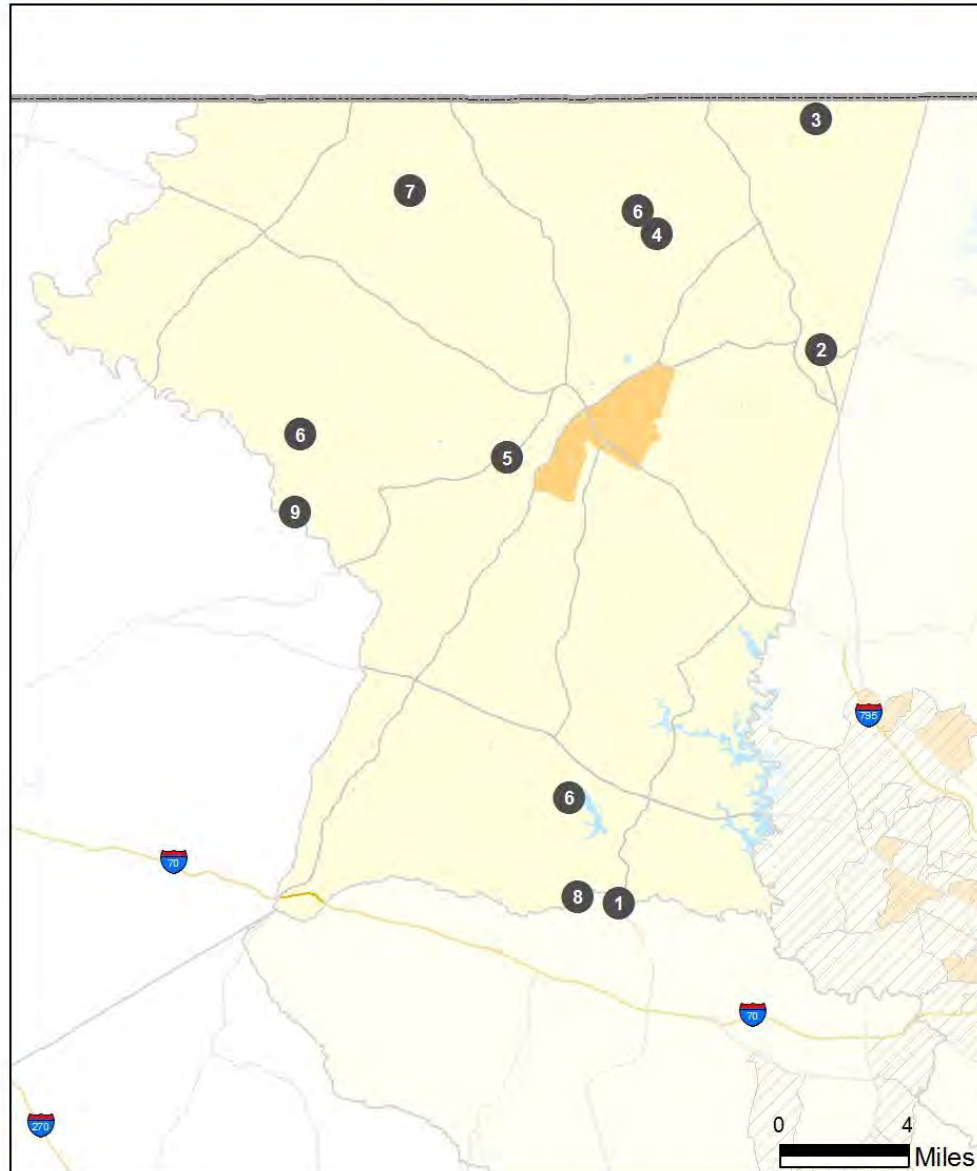
Project Sponsor: Baltimore County

- | | | |
|----|--|------------|
| 17 | Rolling Road Widening - Phase I | 13-1405-41 |
| 18 | Dogwood Road Bridge No. B-0072 Over Dogwood Run | 13-0001-13 |
| 19 | Gwynbrook Avenue Bridge No. B-0202 over Gwynns Falls | 13-0411-13 |
| 20 | Mohrs Lane Bridge No. B-0143 over CSX Railroad | 13-0803-13 |
| 21 | Gunpowder Road Bridge No. B-0409 | 13-1005-13 |
| 22 | Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad | 13-1012-13 |
| 23 | Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad | 13-1105-13 |
| 24 | Piney Grove Road Bridge No. B-0140 over CSX railroad | 13-1107-13 |
| 25 | Peninsula Expressway Bridge No. B-0119 over CSX Railroad | 13-1108-13 |
| 26 | Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346 | 13-1109-13 |
| 27 | Dogwood Road Bridge No. B-0347 over Dogwood Run | 13-1201-13 |
| 28 | Old Ingleside Avenue Bridge No. B-0096 over Dead Run | 13-1202-13 |
| 29 | Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run | 13-1203-13 |
| 30 | Old Court Road Bridge No. B-0237 over Bens Run | 13-1204-13 |
| 31 | Sparks Road Bridge No. B-0018 over Gunpowder Falls | 13-1206-13 |
| 32 | Golden Ring Road Bridge No. B-0110 over Stemmers Run | 13-1208-13 |
| 33 | Rolling Road Bridge No. B-0358 over Branch of Dead Run | 13-1209-13 |
| 34 | Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road | 13-1210-13 |
| 35 | Rossville Blvd. Bridge No. B-0132 over Amtrak & Orens Rd. | 13-1701-13 |

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BM C, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

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



Project Sponsor: State Highway Administration

1	MD 32: MD 26 to I-70 Corridor Study	64-1703-41
2	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19
3	MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13
4	MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13

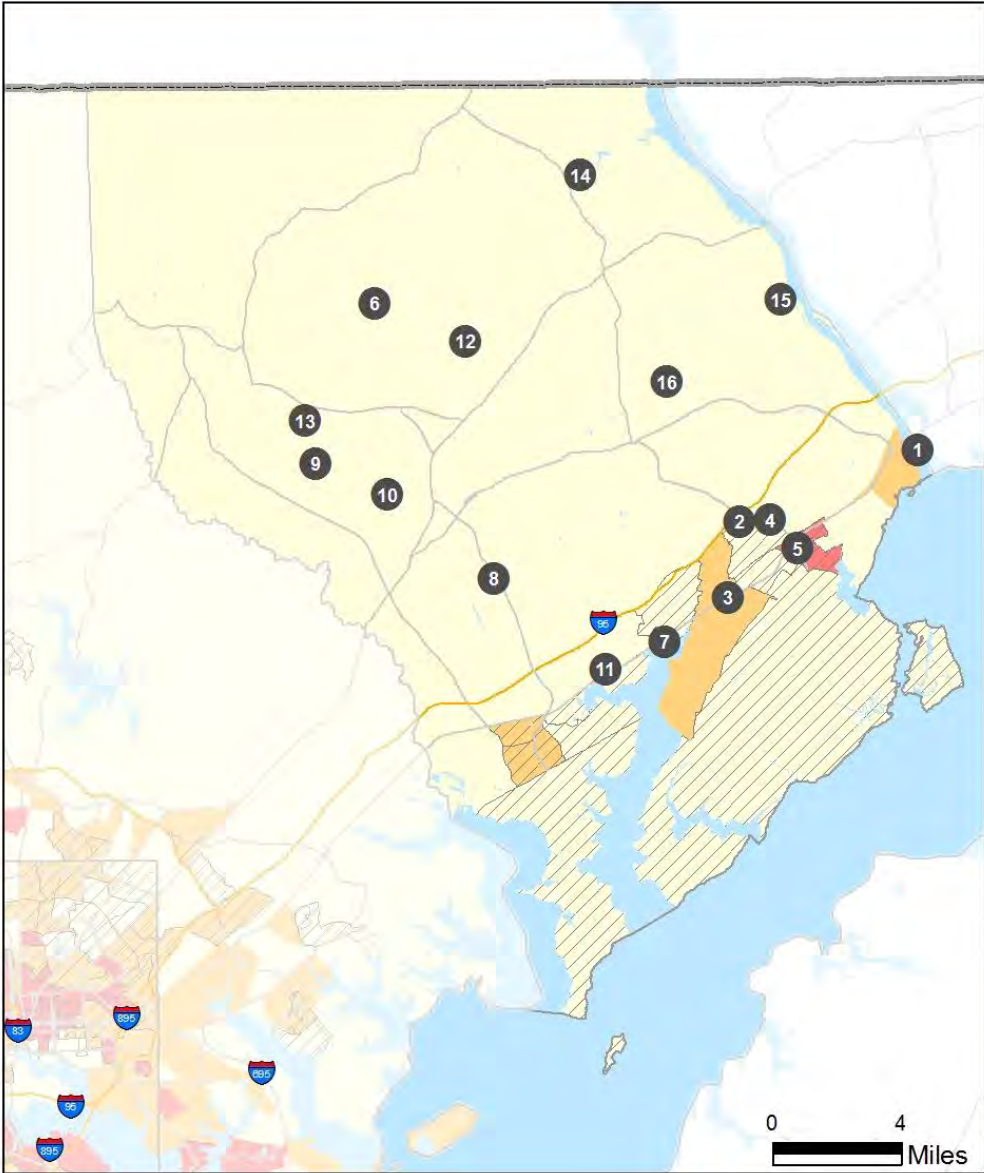
Project Sponsor: Carroll County

5	Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13
6	Countywide Bridge Maintenance, Repair, and Replacement	14-1402-13
7	Babylon Road Bridge over Silver Run	14-1601-13
8	Gaither Road Bridge over South Branch Patapsco River	14-1602-13
9	McKinstys Mill Road Bridge over Sams Creek	14-1603-13

-  Minority population is greater than the regional average of 41%
-  Below 50% of Regional Median Household Income
-  50% - 80% of Regional Median Household Income
-  Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

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



Project Sponsor: Office of the Secretary
 1 Susquehanna Bridges 95-1401-59

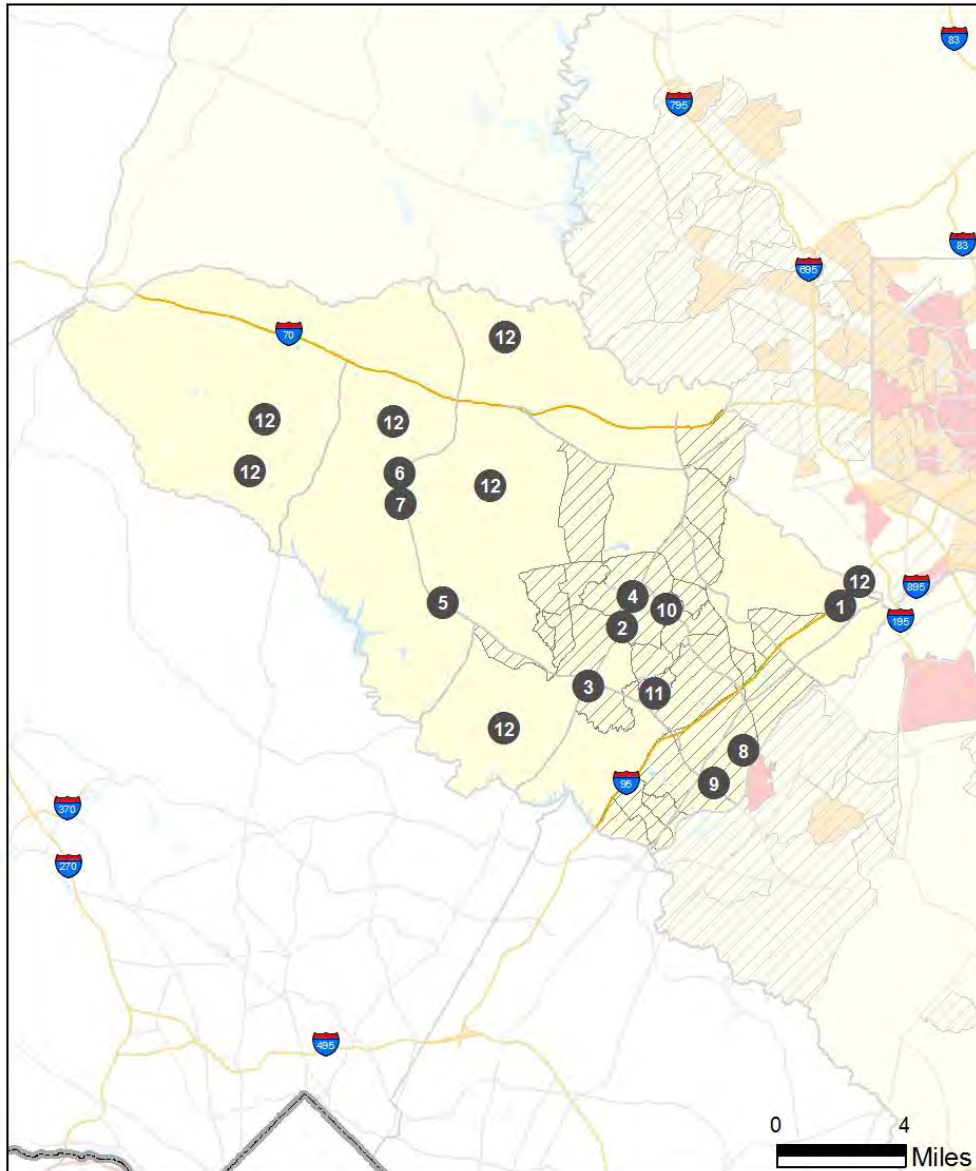
Project Sponsor: State Highway Administration
 2 MD 22: Beards Hill Road Intersection Reconstruction 65-1205-41
 3 US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2 65-1402-41
 4 MD 22: Paradise Road Intersection Reconstruction 65-1403-41
 5 MD 22: Old Post Road Intersection Reconstruction 65-1202-12
 6 MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G 65-1601-12

Project Sponsor: Harford County
 7 Bata Boulevard Access Road 15-1402-42
 8 Tollgate Road 15-1404-42
 9 Pleasantville Road Bridge # 67 15-0406-13
 10 Cars Mill Road Bridge #216 over Bear Cabin Branch 15-0701-13
 11 Abingdon Road Bridge #169 over CSX Railroad 15-1001-13
 12 Chestnut Hill Bridge #40 15-1101-13
 13 Phillips Mill Road Bridge #70 over East Branch Tributary 15-1102-13
 14 Robinson Mill Road Bridge #154 over Broad Creek 15-1401-13
 15 Stafford Road Bridge #24 over Deer Creek 15-1501-13
 16 Glenville Road Bridge #30 15-1601-13

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average. Census tracts showing the median household income are from the 2007-2011 American Community Survey 5-Year Estimates. The regional median household income is \$67,891. Data shown for Baltimore region only. Data Source: BMC, © NAVTEQ 2015, 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	US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only	66-1601-42
5	MD 32: MD 108 to Linden Church Road	66-1602-41
6	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41
7	MD 32: Triadelphia Road Bridge Replacement	66-1702-13

Project Sponsor: Howard County

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

- Minority population is greater than the regional average of 41%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income

Minority Census tracts show where the population that is non-white or Hispanic is higher than the regional average of 41%. Census tracts showing the race, ethnicity, population, and median household income are from the 2009-2013 American Community Survey 5-Year Estimates. Margins of error are not shown on the map. The regional median household income is \$69,367. Data shown for Baltimore region only. Data Source: BMC, ©NAVTEQ 2015, TIGER/Line®, MTA, American Community Survey.

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Furnace Avenue Bridge over Deep Run

TIP ID	11-1103-13	Year of Operation	2018
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H535201	Est. Total Cost	\$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 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	\$920	\$303	\$0	\$0	\$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
Subtotal	\$920	\$303	\$0	\$0	\$0	\$0	\$0	\$0	\$1,223
Total	\$920	\$303	\$0	\$0	\$0	\$0	\$0	\$0	\$1,223

Harwood Road Bridge over Stocketts Run

TIP ID	11-1208-13	Year of Operation	2019
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H535101	Est. Total Cost	\$2,216,000

Description:

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

PE funding 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 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	\$1,117	\$279	\$0	\$0	\$0	\$0	\$1,396
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	\$1,117	\$279	\$0	\$0	\$0	\$0	\$1,396
Total	\$0	\$0	\$1,117	\$279	\$0	\$0	\$0	\$0	\$1,396

Magothy Bridge Road Bridge over Magothy River

TIP ID	11-1402-13	Year of Operation	2018
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H534901	Est. Total Cost	\$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.

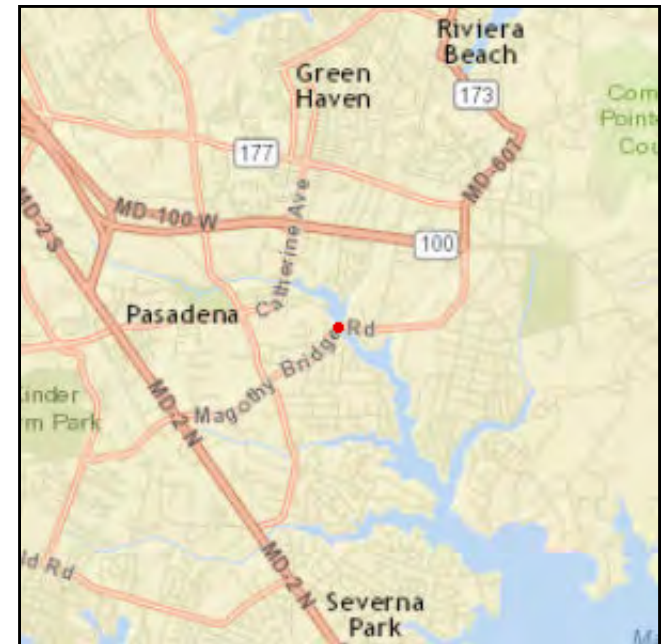
PE funding in a previous TIP.

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 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	\$1,860	\$1,796	\$0	\$0	\$0	\$0	\$0	\$0	\$3,656
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	\$1,860	\$1,796	\$0	\$0	\$0	\$0	\$0	\$0	\$3,656
Total	\$1,860	\$1,796	\$0	\$0	\$0	\$0	\$0	\$0	\$3,656

O'Connor Road Bridge over Deep Run

TIP ID	11-1403-13	Year of Operation	2020
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H561001	Est. Total Cost	\$1,282,000

Description:

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

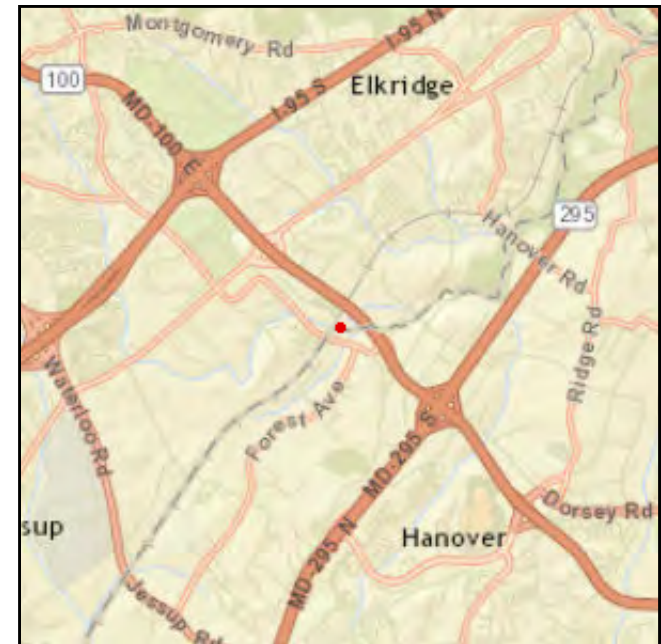
PE funding in a previous TIP.

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 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	\$661	\$621	\$0	\$0	\$0	\$0	\$1,282
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	\$661	\$621	\$0	\$0	\$0	\$0	\$1,282
Total	\$0	\$0	\$661	\$621	\$0	\$0	\$0	\$0	\$1,282

McKendree Road Culvert over Lyons Creek

TIP ID	11-1601-19	Year of Operation	2021
Agency	Anne Arundel County	Project Type	Other
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H566801	Est. Total Cost	\$1,609,000

Description:

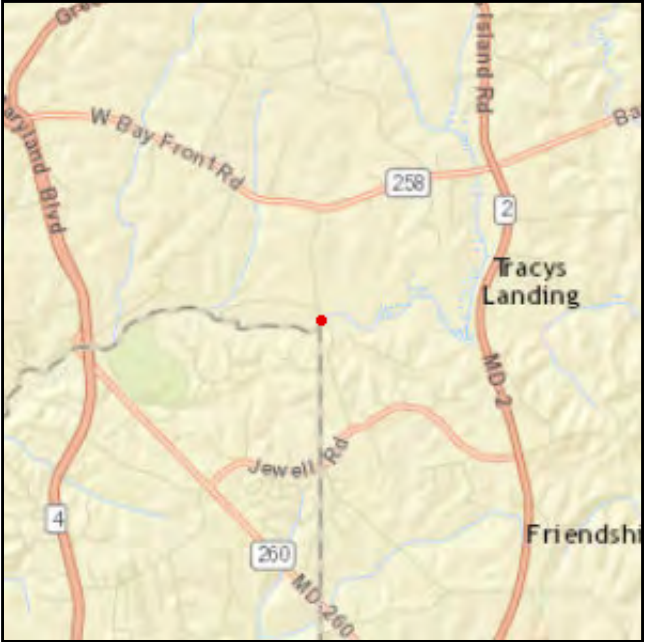
This project is to remove and replace the culvert on McKendree Road over Lyons Creek to correct the structurally deficient condition of the existing multicell culvert. 3 foot shoulders planned on both sides of the road.

Justification:

The existing culvert 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).





McKendree Road Culvert over Lyons Creek

(Funding in Thousands)

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	\$709	\$329	\$0	\$0	\$1,038
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$450	\$121	\$0	\$0	\$0	\$0	\$0	\$0	\$571
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$450	\$121	\$0	\$0	\$709	\$329	\$0	\$0	\$1,609
Total	\$450	\$121	\$0	\$0	\$709	\$329	\$0	\$0	\$1,609

Polling House Road Bridge over Rock Branch

TIP ID	11-1602-13	Year of Operation	2021
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H561101	Est. Total Cost	\$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 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	\$833	\$345	\$0	\$0	\$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
Subtotal	\$0	\$0	\$225	\$54	\$833	\$345	\$0	\$0	\$1,457
Total	\$0	\$0	\$225	\$54	\$833	\$345	\$0	\$0	\$1,457

Citywide Bicycle and Pedestrian Improvements

TIP ID	12-1217-25	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Various	Est. Total Cost	\$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 city-wide 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. The Charm City Bike Share system will provide access to bicycles for short-distance trips as an alternative to private vehicles and will also provide last-mile connections between transit and final destinations, thereby reducing traffic congestion, noise, and air pollution.

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 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	\$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
Subtotal	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$8,000
Total	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$8,000

Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

TIP ID	12-1218-07	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	ITS
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-077, 512-078, 512-080	Est. Total Cost	\$27,000,000

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, geometric improvements at multiple intersections, and North Avenue and Pennsylvania Avenue intersection improvements.

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 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	\$8,800	\$2,200	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$24,500
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
Subtotal	\$9,600	\$2,400	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$27,000
Total	\$9,600	\$2,400	\$4,000	\$1,000	\$4,000	\$1,000	\$4,000	\$1,000	\$27,000

SE Baltimore Freight Corridor: Broening Highway Complete Streets

TIP ID	12-1611-09	Year of Operation	2019
Agency	Baltimore City	Project Type	Other ERS
Project Category	Emission Reduction Strategy	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	3 to 3 lanes
CIP or CTP ID(s)	509-004	Est. Total Cost	\$2,300,000

Description:

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.

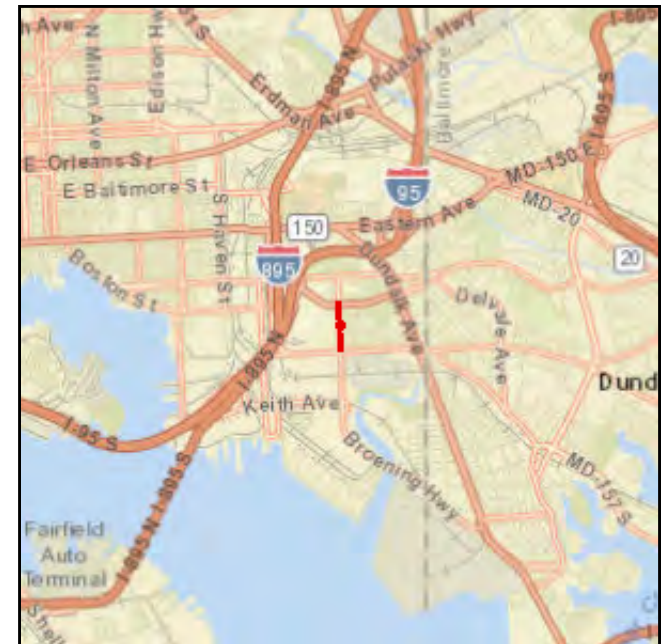
The pedestrian and sidewalk facilities enhancements will run between Holabird Avenue and Boston Street. Improvements may include sidewalk widening, crosswalk and ADA enhancements, a median and bumpouts with stormwater management and/or bio-retention elements, and dedicated bicycle facilities.

Justification:

Currently trucks travel through residential communities, causing expeditious deterioration on roads that were not meant to carry these loads and subsequently minimizing quality of life in these communities.

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.
- 5.F Conserve and Enhance the Environment -- Promote physical activity.





SE Baltimore Freight Corridor: Broening Highway Complete Streets

(Funding in Thousands)

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	\$380	\$380	\$520	\$620	\$0	\$0	\$0	\$0	\$1,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$700	\$460	\$520	\$620	\$0	\$0	\$0	\$0	\$2,300
Total	\$700	\$460	\$520	\$620	\$0	\$0	\$0	\$0	\$2,300

Transportation Management Center Upgrade

TIP ID	12-1701-04	Year of Operation	2021
Agency	Baltimore City	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-005	Est. Total Cost	\$5,500,000

Description:

System integration and facility equipment upgrade citywide.

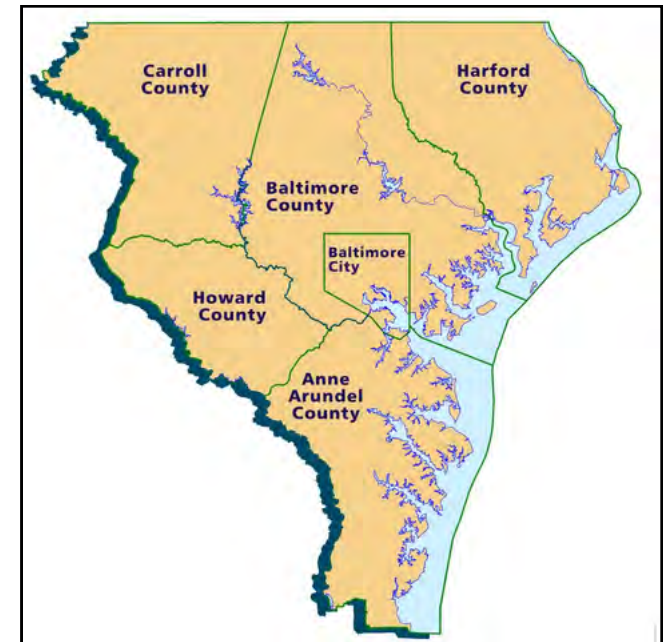
The purpose of this project is to upgrade the central computer system or Advance Traffic Management System (ATMS) which controls and communicates with traffic signals in the field. The system includes software and computer hardware (servers and switches). The current system, known as an "i2 System," 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 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	\$2,000	\$500	\$800	\$200	\$800	\$200	\$400	\$100	\$5,000
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
Subtotal	\$2,400	\$600	\$800	\$200	\$800	\$200	\$400	\$100	\$5,500
Total	\$2,400	\$600	\$800	\$200	\$800	\$200	\$400	\$100	\$5,500

Citywide Road Resurfacing - Federal Aid Program

TIP ID	12-0207-11	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	514-008	Est. Total Cost	\$11,200,000

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.

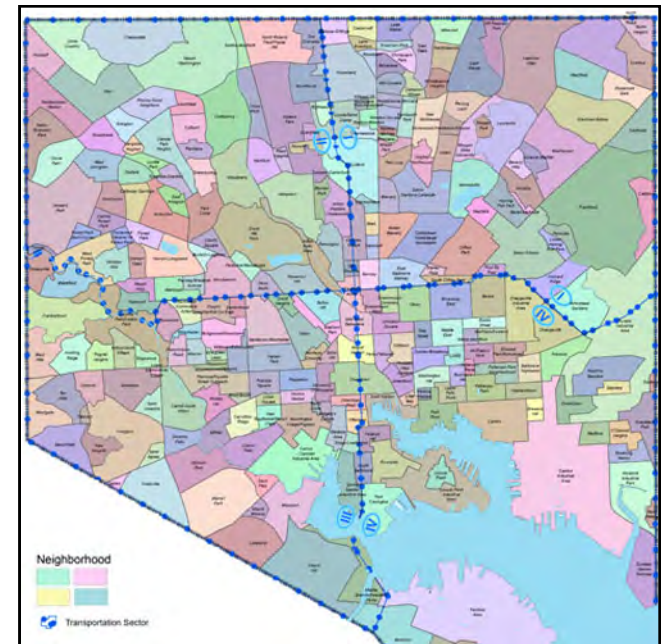
Justification:

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).





Citywide Road Resurfacing - Federal Aid Program

(Funding in Thousands)

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	\$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	\$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
Subtotal	\$2,240	\$560	\$2,240	\$560	\$2,240	\$560	\$2,240	\$560	\$11,200
Total	\$2,240	\$560	\$2,240	\$560	\$2,240	\$560	\$2,240	\$560	\$11,200

Perring Parkway Ramp and Hillen Road Bridge

TIP ID	12-1215-13	Year of Operation	2021
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	506-760	Est. Total Cost	\$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.

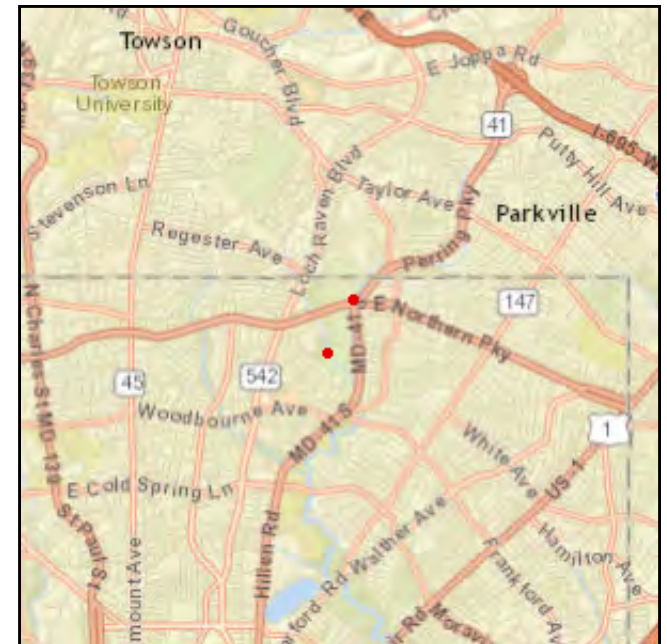
Justification:

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).





2017 - 2020 Transportation Improvement Program

Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

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	\$7,200	\$1,800	\$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	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$9,000
Total	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$9,000

Sisson Street Bridge over CSX Railroad

TIP ID	12-1216-13	Year of Operation	2019
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	506-766	Est. Total Cost	\$7,500,000

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.

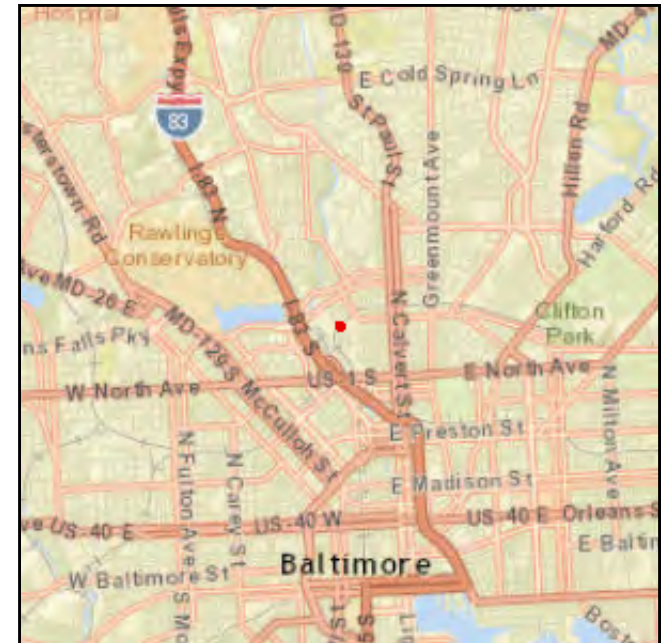
Justification:

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 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	\$1,410	\$5,640	\$0	\$0	\$0	\$0	\$7,050
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$360	\$90	\$0	\$0	\$0	\$0	\$0	\$0	\$450
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$360	\$90	\$1,410	\$5,640	\$0	\$0	\$0	\$0	\$7,500
Total	\$360	\$90	\$1,410	\$5,640	\$0	\$0	\$0	\$0	\$7,500

Midtown Streetscape/Traffic Improvements

TIP ID	12-1222-11	Year of Operation	2019
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, .85 miles
CIP or CTP ID(s)	527-313	Est. Total Cost	\$10,200,000

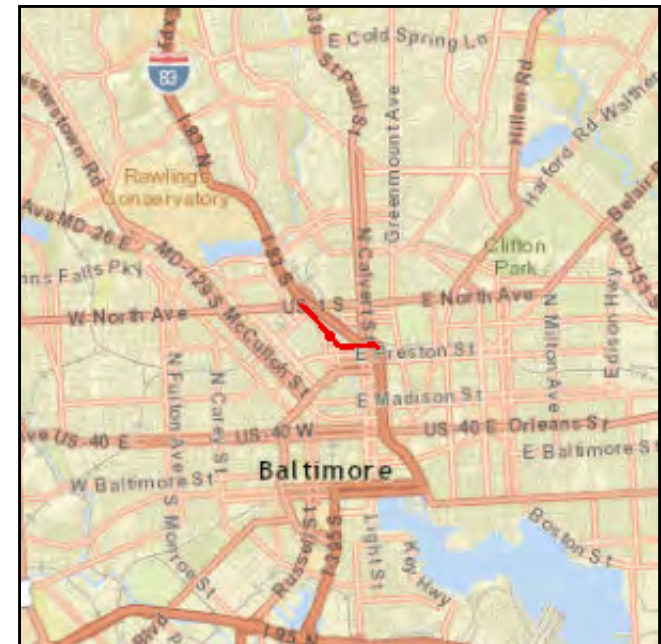
Description:

Streetscape on Mount Royal Avenue from North Avenue to Guilford Avenue, including signal upgrades and other safety improvements, ADA compliant curb ramps and on-street bike lanes.

The Amended date of Authorization for PE funding for this project was in FY 2014.

Justification:

This project will preserve and make improvements to the existing highway system.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.



Midtown Streetscape/Traffic Improvements

(Funding in Thousands)

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	\$7,440	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300
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
Subtotal	\$7,440	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300
Total	\$7,440	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300

Citywide Guide Sign Replacement

TIP ID	12-1222-19	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	512-003	Est. Total Cost	\$8,000,000

Description:

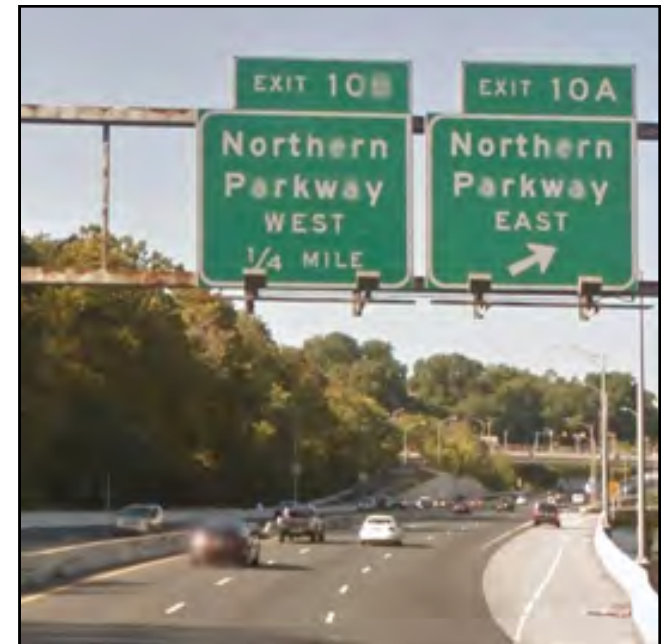
Guide sign replacement including but not limited to signs on I-83, MD 295 and other major arterials.

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 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	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$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	\$0	\$0	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$8,000
Total	\$0	\$0	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$8,000

Harford Road Bridge Over Herring Run

TIP ID	12-1402-13	Year of Operation	2020
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-087	Est. Total Cost	\$24,000,000

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.

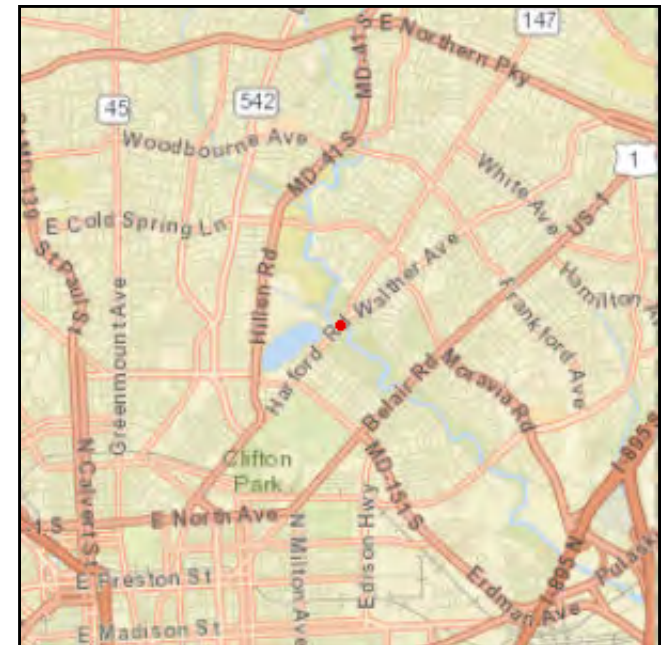
The date of authorization for PE funding for this project was in FY 2015.

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).





Harford Road Bridge Over Herring Run

(Funding in Thousands)

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	\$17,600	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000
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	\$17,600	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000
Total	\$17,600	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000

Wilkens Avenue Bridge Over Gwynns Falls

TIP ID	12-1403-13	Year of Operation	2019
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-326	Est. Total Cost	\$10,000,000

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.

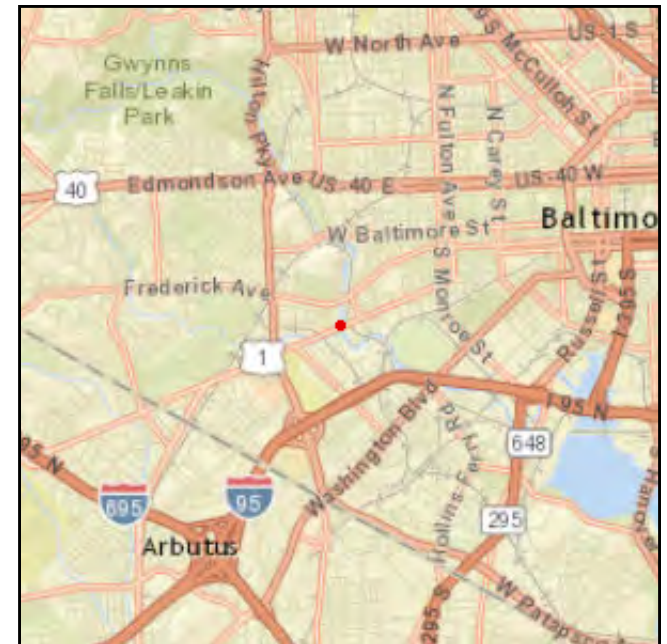
Justification:

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).





2017 - 2020 Transportation Improvement Program

Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$6,480	\$1,630	\$0	\$0	\$0	\$0	\$8,110
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	\$6,480	\$1,630	\$0	\$0	\$0	\$0	\$8,110
Total	\$0	\$0	\$6,480	\$1,630	\$0	\$0	\$0	\$0	\$8,110

Belair Road Complete Streets

TIP ID	12-1404-11	Year of Operation	2022
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	527-008	Est. Total Cost	\$6,900,000

Description:

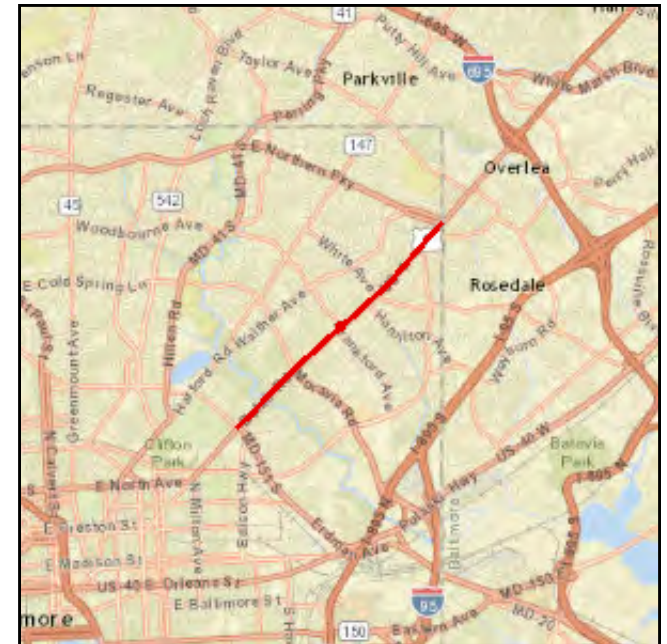
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. Phase I includes intersection improvements at Belair Rd and Frankford Ave node.

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 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	\$2,000	\$500	\$0	\$0	\$2,800	\$700	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$240	\$60	\$0	\$0	\$240	\$60	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,000	\$500	\$240	\$60	\$2,800	\$700	\$240	\$60	\$6,600
Total	\$2,000	\$500	\$240	\$60	\$2,800	\$700	\$240	\$60	\$6,600

Greenmount Avenue Reconstruction: 43rd Street to 29th Street

TIP ID	12-1408-12	Year of Operation	2019
Agency	Baltimore City	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	527-009	Est. Total Cost	\$8,100,000

Description:

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

PE funding in previous a TIP (FY 2014).

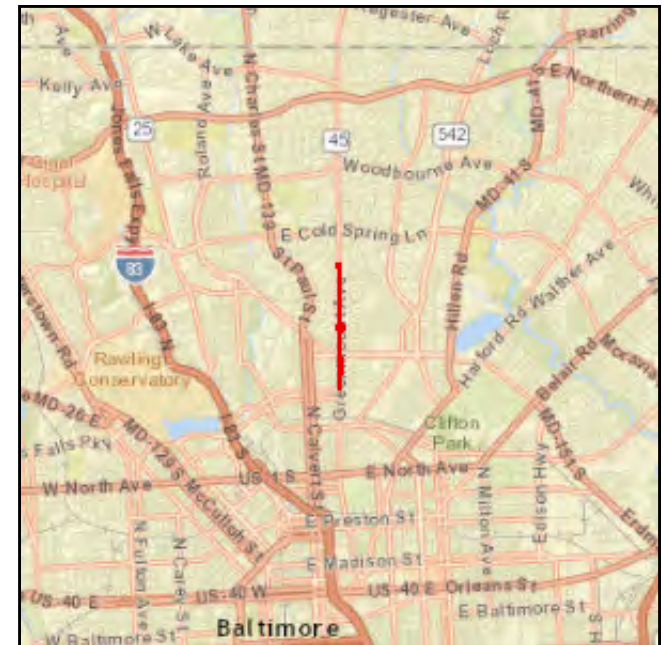
Justification:

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 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	\$4,800	\$1,600	\$800	\$200	\$0	\$0	\$0	\$0	\$7,400
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
Subtotal	\$4,800	\$1,600	\$800	\$200	\$0	\$0	\$0	\$0	\$7,400
Total	\$4,800	\$1,600	\$800	\$200	\$0	\$0	\$0	\$0	\$7,400

Citywide System Preservation

TIP ID	12-1414-11	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	508-056	Est. Total Cost	\$15,950,000

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:

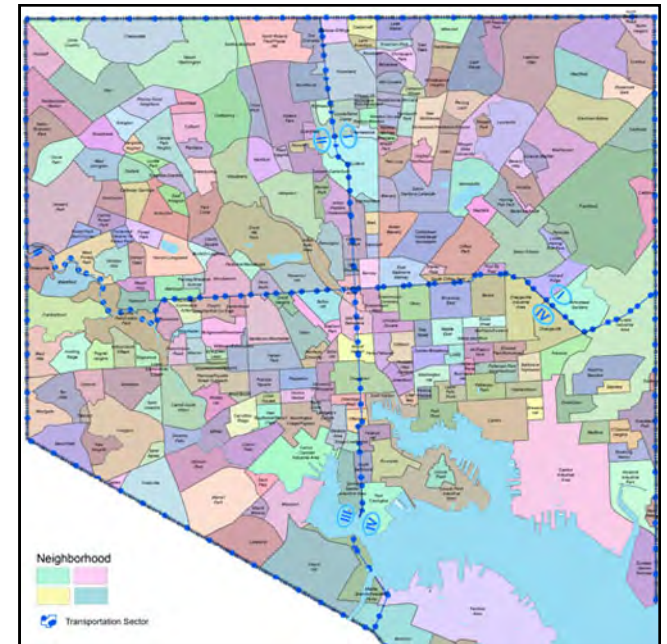
- Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue
- Moravia Road streetscape from Belair Road to Sinclair Lane
- Patapsco Avenue rehabilitation from Gable Avenue to Annapolis Road
- North Avenue and Pennsylvania Avenue Intersection Improvements

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 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	\$2,200	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$2,725
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	\$2,200	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$2,725

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	\$2,200	\$550	\$2,180	\$545	\$2,180	\$545	\$2,180	\$545	\$10,925
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$100
PE	\$800	\$200	\$320	\$80	\$320	\$80	\$320	\$80	\$2,200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,000	\$750	\$2,500	\$625	\$2,500	\$625	\$2,500	\$725	\$13,225
Total	\$5,200	\$1,275	\$2,500	\$625	\$2,500	\$625	\$2,500	\$725	\$15,950

Hanover Street Bridge Multimodal Corridor

TIP ID	12-1419-13	Year of Operation	n/a
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1 mile, 5 to 5 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,800,000

Description:

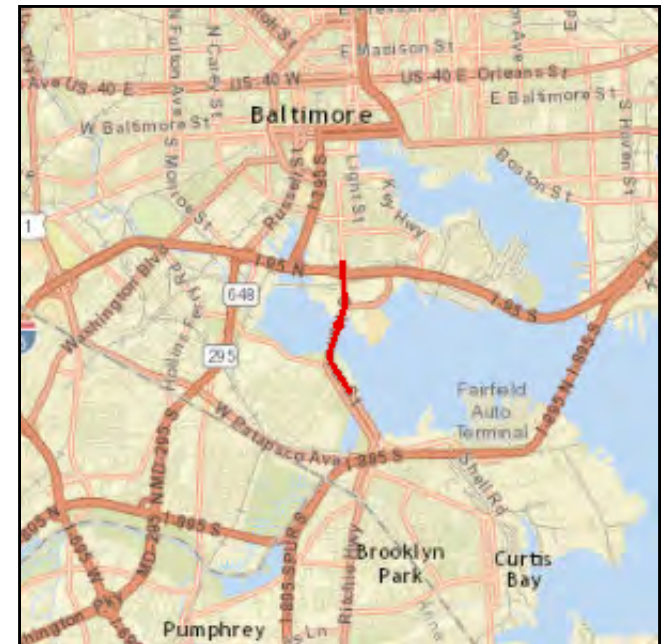
A Multimodal Corridor Plan will establish the framework for Baltimore City's investment in the Hanover Street Bridge Corridor for transportation, education, recreation, regional competitiveness and economic development. The study will identify feasible methods of rehabilitating or replacing the Hanover Street Bridge, improve multimodal corridor accessibility and freight access as well as highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.

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 was constructed in 1916 and is rated in fair condition, according to the Federal Highway Administration'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.

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.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Hanover Street Bridge Multimodal Corridor

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

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	\$1,100	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,100	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
Total	\$1,100	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800

Orleans Street Bridge over I-83 and City Streets

TIP ID	12-1601-13	Year of Operation	2020
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 6 lanes, 1728 feet
CIP or CTP ID(s)	506-006	Est. Total Cost	\$7,000,000

Description:

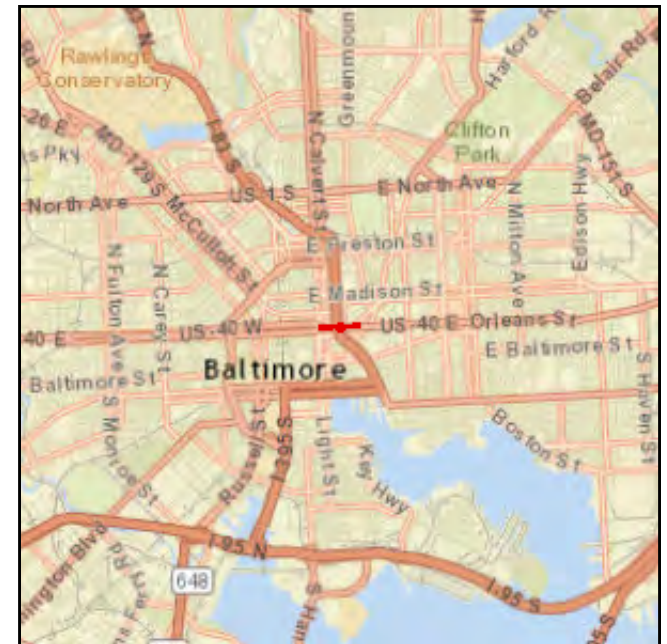
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk 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 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	\$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
Subtotal	\$800	\$200	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$7,000
Total	\$800	\$200	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$7,000

Remington Avenue Bridge over Stony Run

TIP ID	12-1602-13	Year of Operation	2021
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-761	Est. Total Cost	\$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.

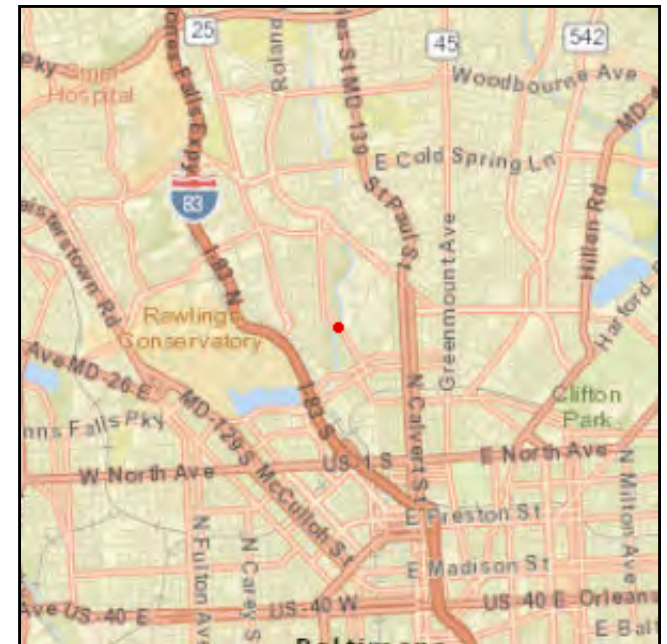
Justification:

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 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	\$4,720	\$1,180	\$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	\$0	\$0	\$4,720	\$1,180	\$0	\$0	\$5,900
Total	\$0	\$0	\$0	\$0	\$4,720	\$1,180	\$0	\$0	\$5,900

Radecke Avenue over Moores Run

TIP ID	12-1603-13	Year of Operation	2021
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-762	Est. Total Cost	\$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.

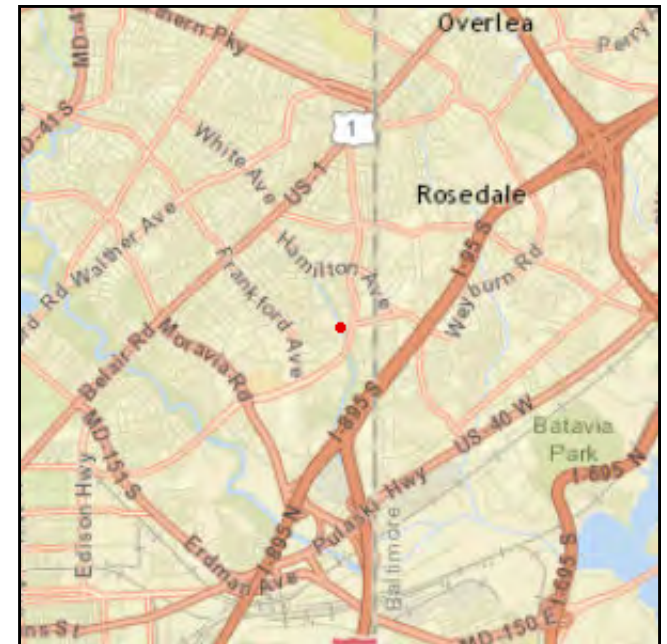
Justification:

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 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	\$3,000	\$750	\$3,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$600	\$150	\$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	\$0	\$0	\$600	\$150	\$0	\$0	\$3,000	\$750	\$4,500
Total	\$0	\$0	\$600	\$150	\$0	\$0	\$3,000	\$750	\$4,500

I-83 Concrete Deck Mill and Resurface

TIP ID	12-1604-13	Year of Operation	2020
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	6 to 6 lanes
CIP or CTP ID(s)	509-005	Est. Total Cost	\$16,000,000

Description:

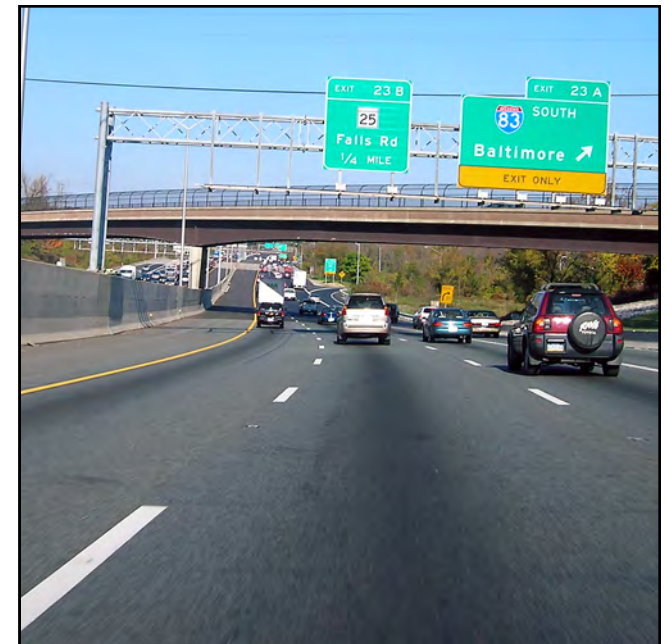
This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

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).





I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

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	\$12,400	\$3,100	\$0	\$0	\$15,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$400	\$100	\$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
Subtotal	\$0	\$0	\$400	\$100	\$12,400	\$3,100	\$0	\$0	\$16,000
Total	\$0	\$0	\$400	\$100	\$12,400	\$3,100	\$0	\$0	\$16,000

Moravia Road Ramp Bridge over Pulaski Highway

TIP ID	12-1605-13	Year of Operation	2022
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	508-184	Est. Total Cost	\$4,680,000

Description:

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

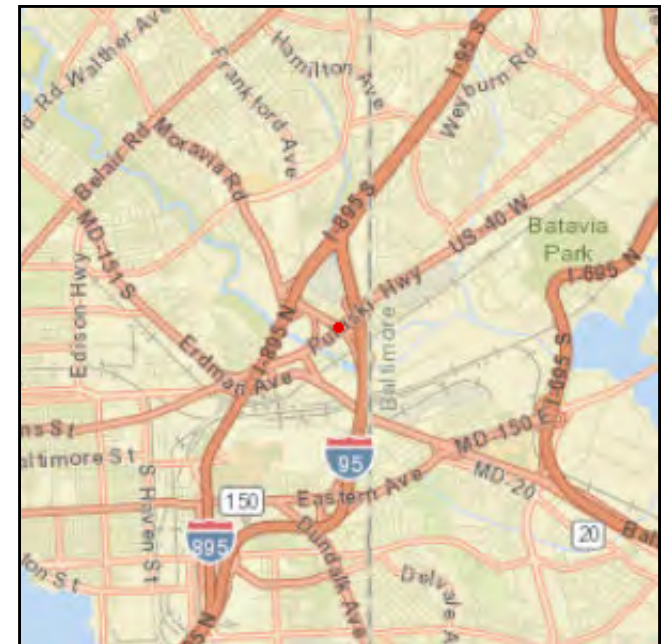
Justification:

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 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	\$3,500	\$780	\$4,280
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$320	\$80	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$320	\$80	\$0	\$0	\$3,500	\$780	\$4,680
Total	\$0	\$0	\$320	\$80	\$0	\$0	\$3,500	\$780	\$4,680

Citywide Road Reconstruction

TIP ID	12-1607-12	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	508-044,046,051,053	Est. Total Cost	\$20,740,000

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.

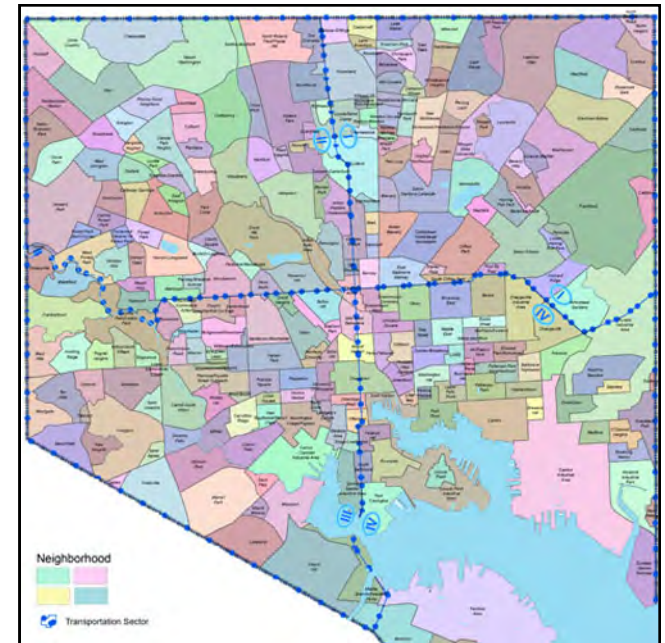
Justification:

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 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	\$1,600	\$400	\$7,800	\$1,900	\$2,440	\$600	\$2,800	\$700	\$18,240
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$800	\$200	\$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
Subtotal	\$2,000	\$500	\$8,600	\$2,100	\$2,840	\$700	\$3,200	\$800	\$20,740
Total	\$2,000	\$500	\$8,600	\$2,100	\$2,840	\$700	\$3,200	\$800	\$20,740

SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

TIP ID	12-1609-13	Year of Operation	2020
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-004	Est. Total Cost	\$22,000,000

Description:

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.

Justification:

The Colgate Creek Bridge is a 1960s era bridge that connects major port terminals, Dundalk and Seagirt, to I-95 and I-695. The bridge currently operates under capacity due to deterioration from overweight freight traffic, and currently holds a structural rating of 4 out of 9 and a bridge sufficiency rating of 42.3 out of 100, indicating a pressing need for replacement. Only 2 out of 4 lanes on the bridge are open to traffic and it is weight restricted.

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





SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

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	\$5,500	\$5,500	\$2,500	\$2,500	\$2,000	\$2,000	\$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	\$5,500	\$5,500	\$2,500	\$2,500	\$2,000	\$2,000	\$0	\$0	\$20,000

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	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Total	\$7,100	\$5,900	\$2,500	\$2,500	\$2,000	\$2,000	\$0	\$0	\$22,000

SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements

TIP ID	12-1610-11	Year of Operation	2019
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	4 to 4 lanes (Keith); 5 to 5 lanes (Holabird)
CIP or CTP ID(s)	509-004	Est. Total Cost	\$6,200,000

Description:

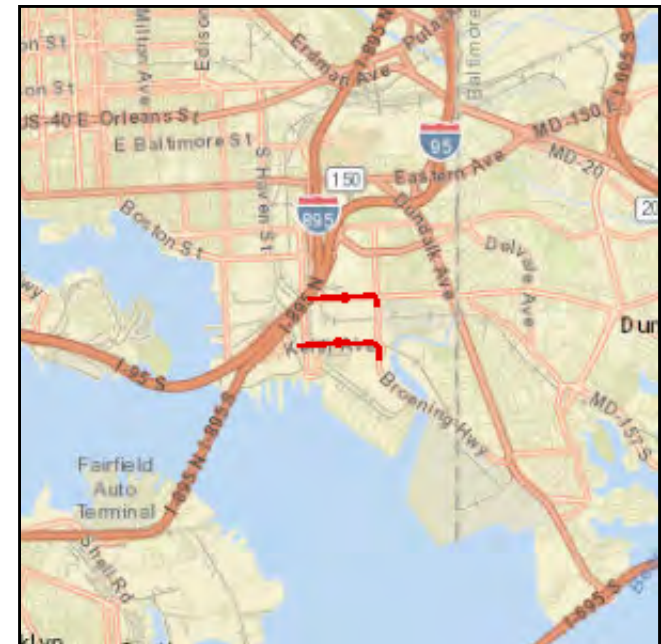
This project will provide safer, more efficient access between the Port of Baltimore and the Interstate System for freight movement without traveling through adjacent residential neighborhoods by improving road conditions on Keith Avenue and Holabird Avenue. Examples of improvements include joint repairs, 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.

Justification:

Current conditions of these roadways do not allow for safe maneuvering of overweight/oversize freight vehicles.

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).





SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements

(Funding in Thousands)

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	\$2,060	\$1,640	\$1,100	\$800	\$0	\$0	\$0	\$0	\$5,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$0	\$0	\$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
Subtotal	\$2,540	\$1,760	\$1,100	\$800	\$0	\$0	\$0	\$0	\$6,200
Total	\$2,540	\$1,760	\$1,100	\$800	\$0	\$0	\$0	\$0	\$6,200

Replacement of the Dartmouth Retaining Wall

TIP ID	12-1703-19	Year of Operation	2019
Agency	Baltimore City	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	506-005	Est. Total Cost	\$2,800,000

Description:

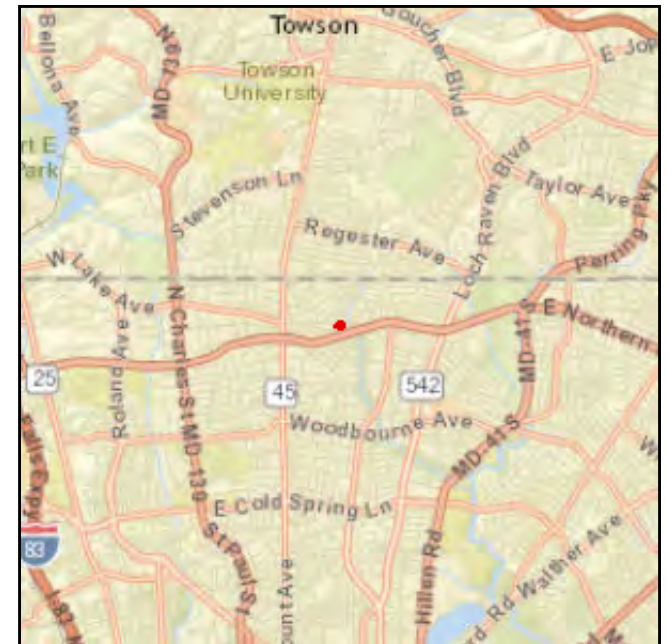
This project replaces the deteriorated retaining wall along Dartmouth Road that supports the property and residences along Dartmouth Glen Way. The existing 250 foot long wood retaining wall is rotten and requires replacement.

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 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	\$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
Subtotal	\$520	\$130	\$1,720	\$430	\$0	\$0	\$0	\$0	\$2,800
Total	\$520	\$130	\$1,720	\$430	\$0	\$0	\$0	\$0	\$2,800

Curtis Avenue Corridor Improvements (Phase I and II)

TIP ID	12-1704-11	Year of Operation	2022
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	508-086	Est. Total Cost	\$23,700,000

Description:

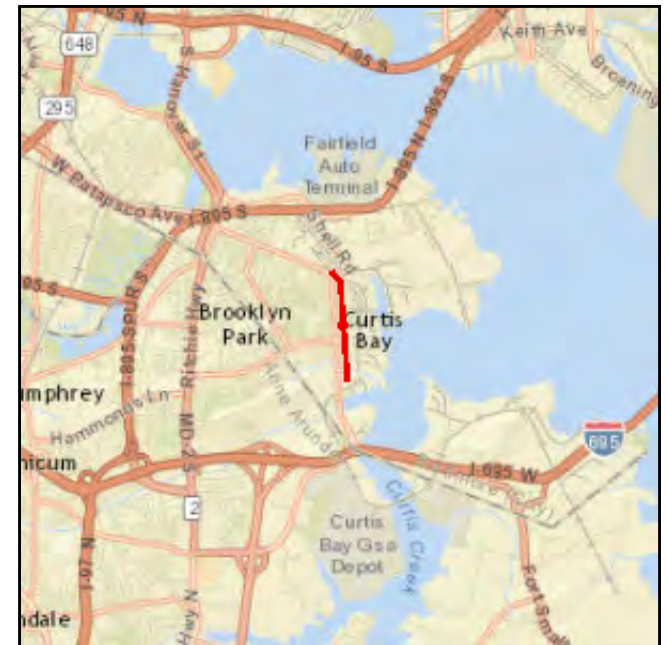
Curtis Avenue Corridor Improvements is bounded by Pennington Avenue on the West, Curtis Avenue to the east, Patapsco Avenue to the North, and Aspen Street to the South. This project will include the conversion of Curtis Avenue at Pennington Avenue from one way to two-way. It also includes geometric improvements 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 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	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PE	\$0	\$0	\$400	\$100	\$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
Subtotal	\$0	\$100	\$400	\$100	\$0	\$0	\$0	\$0	\$600
Total	\$0	\$100	\$400	\$100	\$0	\$0	\$0	\$0	\$600

Hanover Street Bridge Deck Repair over Middle Branch

TIP ID	12-1705-13	Year of Operation	2021
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1 mile, 5 to 5 lanes
CIP or CTP ID(s)	508-060	Est. Total Cost	\$18,000,000

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.

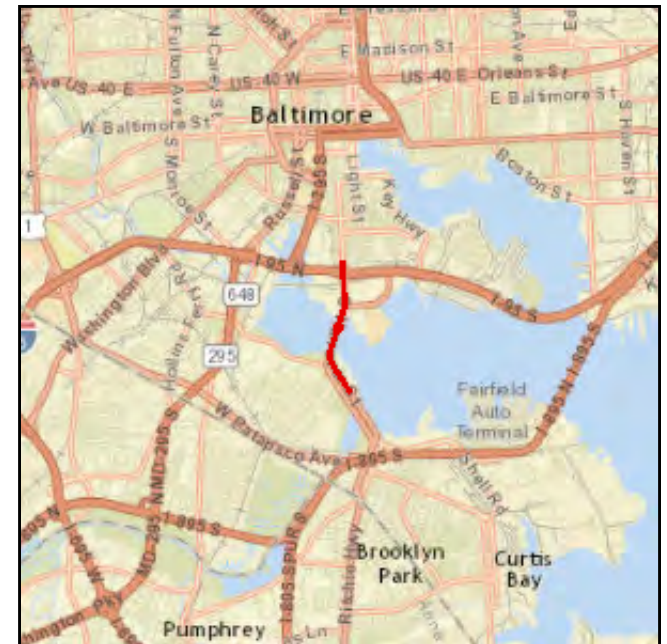
This work will include repair of the Hanover Street draw bridge deck over Middle Branch in FY17. It will also include but will not be limited to rehabilitating or replacing the existing deteriorated bridge in FY19-20. This will improve freight access, recreational amenities, safety and economic opportunities. The project will correct the bridges deteriorated condition and provide increased structural and traffic safety.

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 was constructed in 191 and 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.

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 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	\$1,500	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875
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	\$1,500	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875



Hanover Street Bridge Deck Repair over Middle Branch

(Funding in Thousands)

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	\$2,100	\$525	\$0	\$0	\$4,000	\$1,000	\$6,400	\$1,600	\$15,625
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
Subtotal	\$2,500	\$625	\$0	\$0	\$4,000	\$1,000	\$6,400	\$1,600	\$16,125
Total	\$4,000	\$1,000	\$0	\$0	\$4,000	\$1,000	\$6,400	\$1,600	\$18,000

MLK Blvd. and Howard St. Intersection Improvements

TIP ID	12-1706-11	Year of Operation	2018
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	6 to 6 lanes
CIP or CTP ID(s)	508-398	Est. Total Cost	\$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.

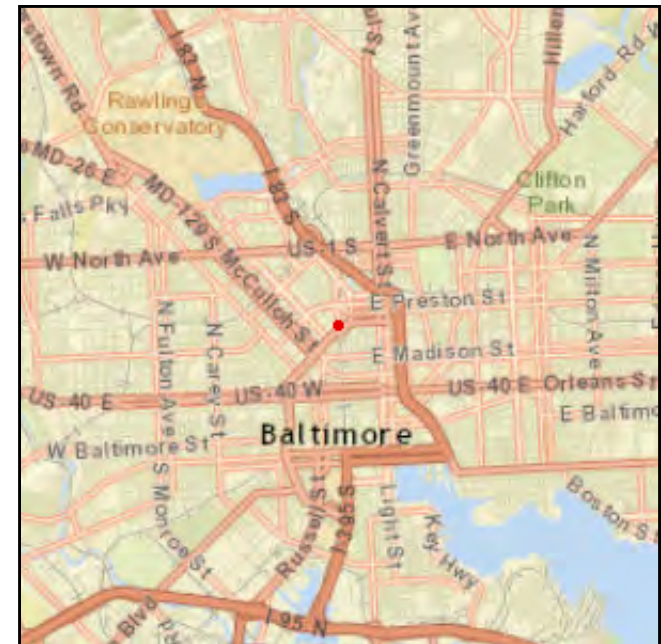
This project was previously included in the TIP as Citywide Earmarks and Enhancements (12-1212-99).

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 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	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
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	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000



MLK Blvd. and Howard St. Intersection Improvements

(Funding in Thousands)

Section 1702 High Priority Project

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	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Total	\$4,320	\$1,080	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400

Hawkins Point Bridge over CSX Railroad

TIP ID	12-9903-13	Year of Operation	2020
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes, .53 miles
CIP or CTP ID(s)	507-416	Est. Total Cost	\$20,000,000

Description:

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, BEG, 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.

PE funding for this project in a previous TIP (FY 2011 and FY 2013).

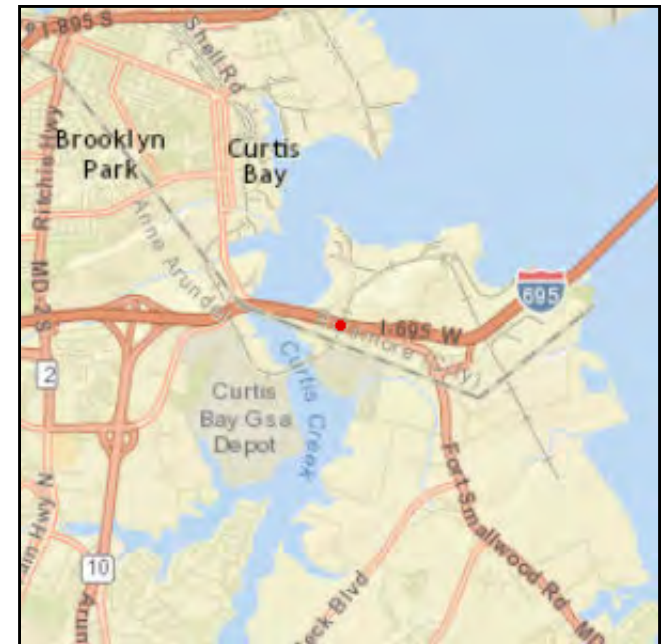
Justification:

The size of the Hawkins Point Road Project was reduced in length because after more than 10 years acquisition of right-of-way for roadway improvements was just not feasible. Therefore the Southern limit of the roadway replacement was reduced in length. 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

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





Hawkins Point Bridge over CSX Railroad

(Funding in Thousands)

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	\$14,400	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000
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	\$14,400	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000
Total	\$14,400	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000

Transportation Career Development Innovation Program (BCDOT)

TIP ID	12-0002-99	Year of Operation	2019
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$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.

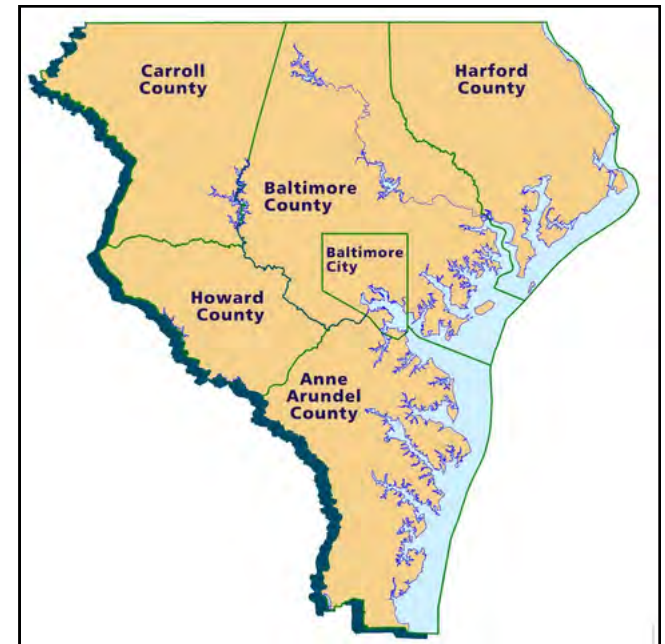
This program was initiated in FY16.

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 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	\$240	\$60	\$240	\$60	\$240	\$60	\$0	\$0	\$900
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	\$240	\$60	\$240	\$60	\$240	\$60	\$0	\$0	\$900
Total	\$240	\$60	\$240	\$60	\$240	\$60	\$0	\$0	\$900

Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

TIP ID	12-1201-99	Year of Operation	2018
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	Controlled Access Point
CIP or CTP ID(s)	NA	Est. Total Cost	\$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.

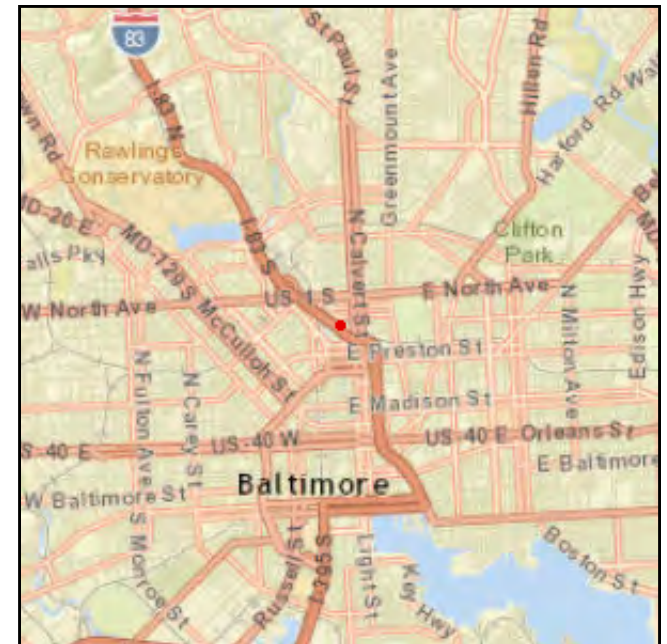
This project is funded by the University of Baltimore.

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 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	\$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
Subtotal	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

Pavement Management System

TIP ID	12-1206-99	Year of Operation	2018
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	Varies
Conformity Status	Exempt	Physical Data	varies
CIP or CTP ID(s)		Est. Total Cost	\$1,000,000

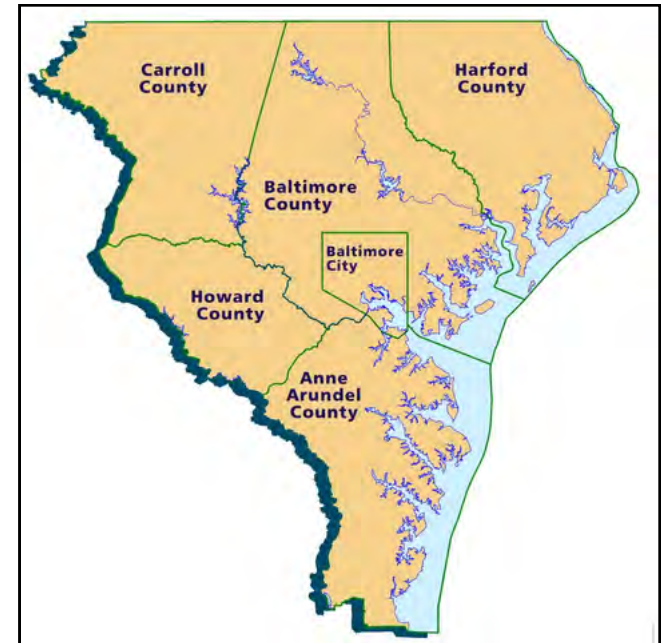
Description:

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 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	\$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
Subtotal	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000

Rolling Road Widening - Phase I

TIP ID	13-1405-41	Year of Operation	2018
Agency	Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes, 5000 ft.
CIP or CTP ID(s)		Est. Total Cost	\$5,000,000

Description:

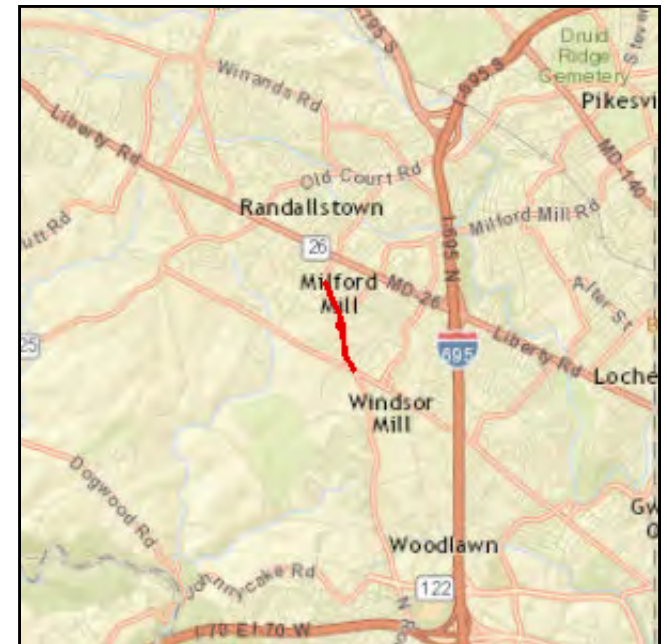
This is a roadway widening project from Windsor Mill Road to Orchard Ave.

Justification:

This will provide more road capacity and reduce traffic congestion as well as provide safer pedestrian access. These changes are necessary due to inadequate lanes and sidewalks as well as high vehicular and pedestrian volumes.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 4. Increase Mobility





Rolling Road Widening - Phase I

(Funding in Thousands)

Other

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	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
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	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Total	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000

Dogwood Road Bridge No. B-0072 Over Dogwood Run

TIP ID	13-0001-13	Year of Operation	2018
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,100,000

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 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	\$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
Subtotal	\$1,440	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
Total	\$1,440	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800

Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls

TIP ID	13-0411-13	Year of Operation	2018
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,150,000

Description:

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.

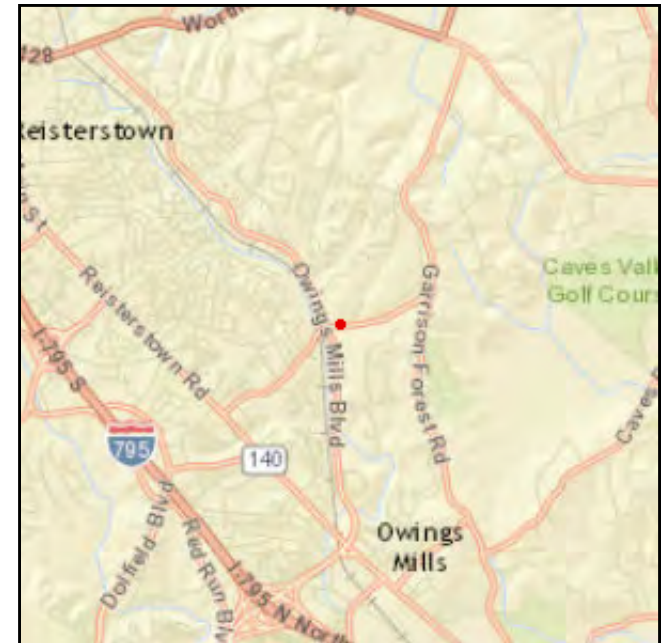
PE funding in previous a TIP (FY 2010).

Justification:

Existing bridge is deteriorated beyond repair. The bridge sufficiency rating is 5.5% 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).





Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls

(Funding in Thousands)

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	\$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
Subtotal	\$1,440	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
Total	\$1,440	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800

Mohrs Lane Bridge No. B-0143 over CSX Railroad

TIP ID	13-0803-13	Year of Operation	2019
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$10,900,000

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.

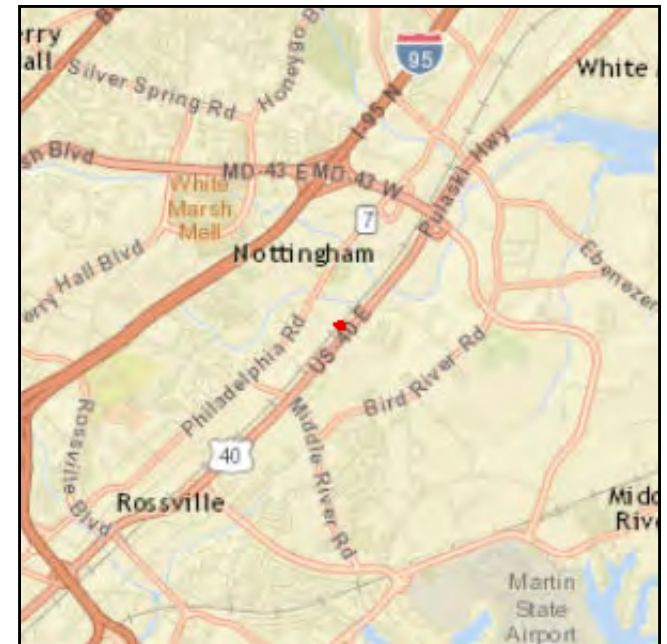
PE funding in a previous TIP (FY 2013).

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 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	\$8,000	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,000	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200
Total	\$8,000	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200

Gunpowder Road Bridge No. B-0409

TIP ID	13-1005-13	Year of Operation	2021
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,400,000

Description:

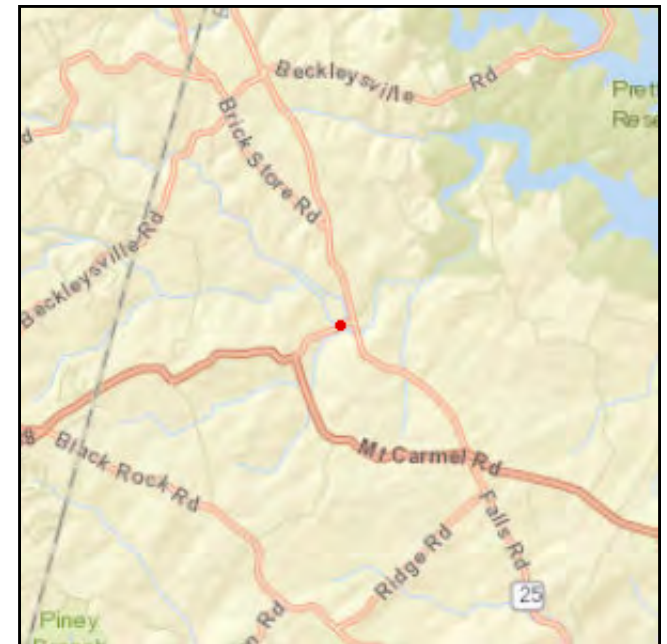
Replacement of the existing bridge. New bridge will have minimum 2 foot wide shoulders. Lane, shoulders and sidewalks to be evaluated during preliminary design.

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 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	\$800	\$200	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$320	\$80	\$0	\$0	\$400
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	\$320	\$80	\$800	\$200	\$1,400
Total	\$0	\$0	\$0	\$0	\$320	\$80	\$800	\$200	\$1,400

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

TIP ID	13-1012-13	Year of Operation	2019
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$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.

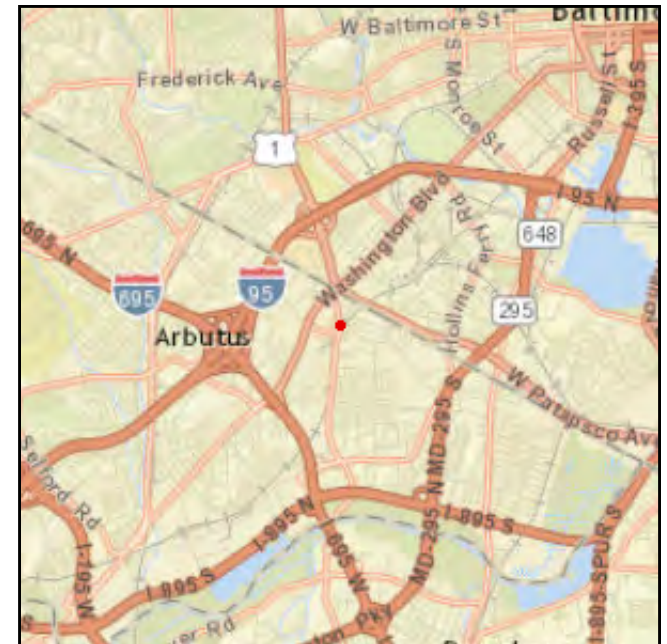
PE funding in a previous TIP (FY 2013).

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 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	\$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
Subtotal	\$2,480	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
Total	\$2,480	\$620	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100

Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

TIP ID	13-1105-13	Year of Operation	2024
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,800,000

Description:

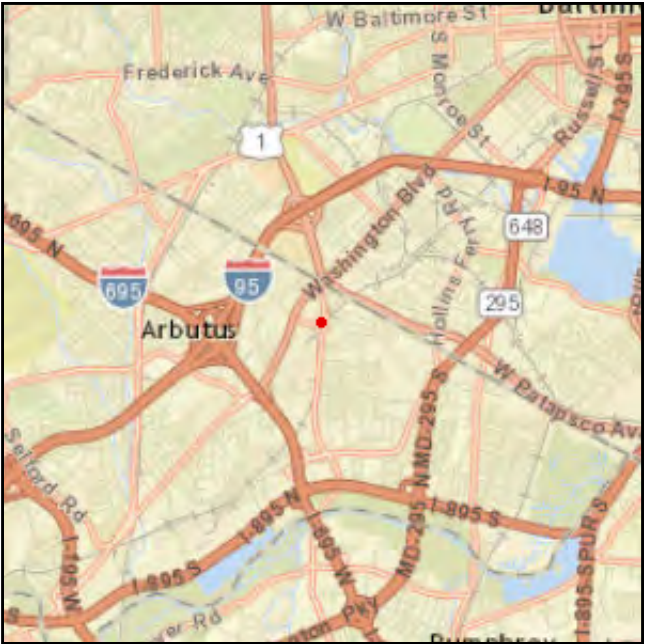
Steel girder bridge carrying two lanes of traffic each way and two 5 foot sidewalks on Lansdowne Boulevard over CSX railroad tracks. The project is still in planning, but any proposed structure will maintain the existing cross section.

Justification:

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 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	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$125	\$625
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	\$500	\$125	\$625
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$125	\$625

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

TIP ID	13-1107-13	Year of Operation	2023
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$3,500,000

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 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	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500
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	\$400	\$100	\$500
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$100	\$500

Peninsula Expressway Bridge No. B-0119 over CSX Railroad

TIP ID	13-1108-13	Year of Operation	2022
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,000,000

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 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	\$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
Subtotal	\$0	\$0	\$800	\$200	\$0	\$0	\$0	\$0	\$1,000
Total	\$0	\$0	\$800	\$200	\$0	\$0	\$0	\$0	\$1,000

Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346

TIP ID	13-1109-13	Year of Operation	2018
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$3,600,000

Description:

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 & 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.

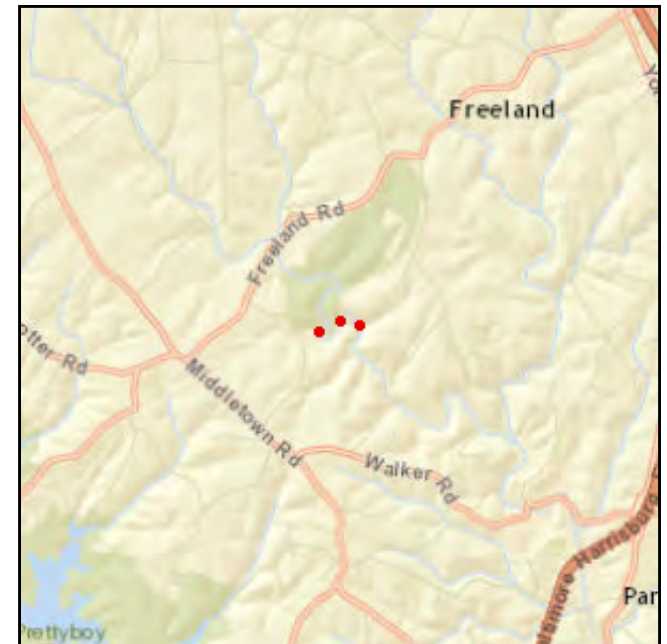
PE funding in a previous TIP.

Justification:

Three bridges (136, 138, and 346) are structurally deficient and in need of total replacement. One bridge (137) will be widened for safety reasons. Two structures are eligible for federal aid while two structures will be all County funded.

Connection to Long-Range Transportation Planning Goals:

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





Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346

(Funding in Thousands)

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	\$1,360	\$1,740	\$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
Subtotal	\$1,360	\$1,740	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
Total	\$1,360	\$1,740	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100

Dogwood Road Bridge No. B-0347 over Dogwood Run

TIP ID	13-1201-13	Year of Operation	2018
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,600,000

Description:

Removal and replacement of Bridge No. B-347 on Dogwood Road over Dogwood Run. Engineering is being funded entirely by the County; construction to be funded with Federal aid. The new structure will have 3 foot shoulders on both sides of the road.

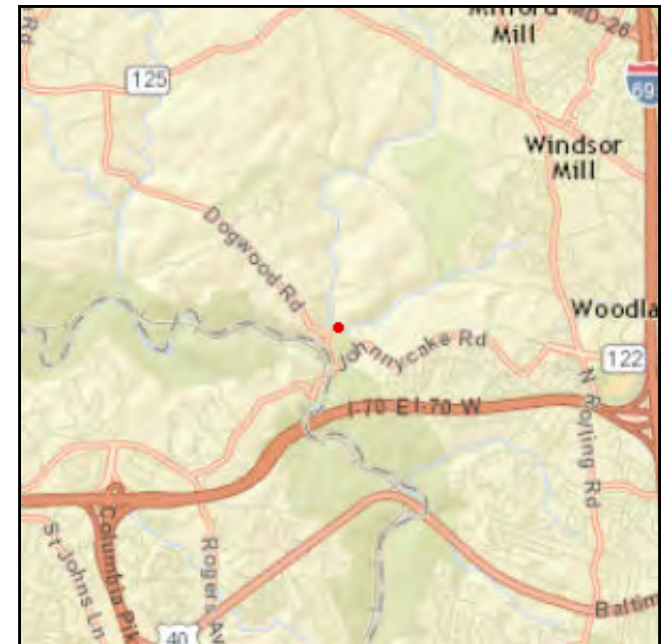
PE funding in a previous TIP (local funds only).

Justification:

Deteriorated bridge structure, Bridge Sufficiency Rating=40.2%, Superstructure and Substructure in poor condition. Bridge 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).





Dogwood Road Bridge No. B-0347 over Dogwood Run

(Funding in Thousands)

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	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
Total	\$960	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200

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

TIP ID	13-1202-13	Year of Operation	2022
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,500,000

Description:

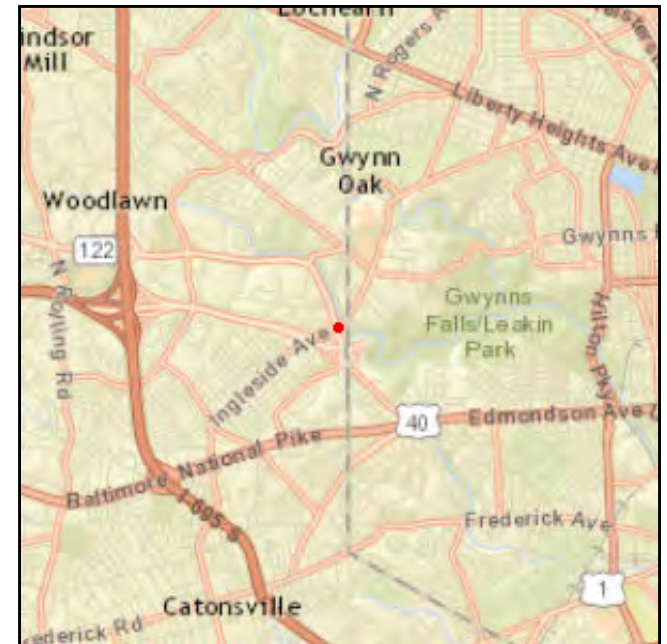
Replacement of Bridge No. B-96 on Old Ingleside Avenue over Dead Run. Existing bridge is a historic arch structure. Preliminary design will include evaluation of rehabilitation versus replacement study. Proposed bridge will have at least one 5 foot wide sidewalk along the north side of the deck. Exact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

Justification:

Deteriorated structure with a Bridge Sufficiency Rating of 27.9%. 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 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	\$0	\$0	\$400	\$100	\$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
Subtotal	\$0	\$0	\$400	\$100	\$0	\$0	\$0	\$0	\$500
Total	\$0	\$0	\$400	\$100	\$0	\$0	\$0	\$0	\$500

Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run

TIP ID	13-1203-13	Year of Operation	2019
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,600,000

Description:

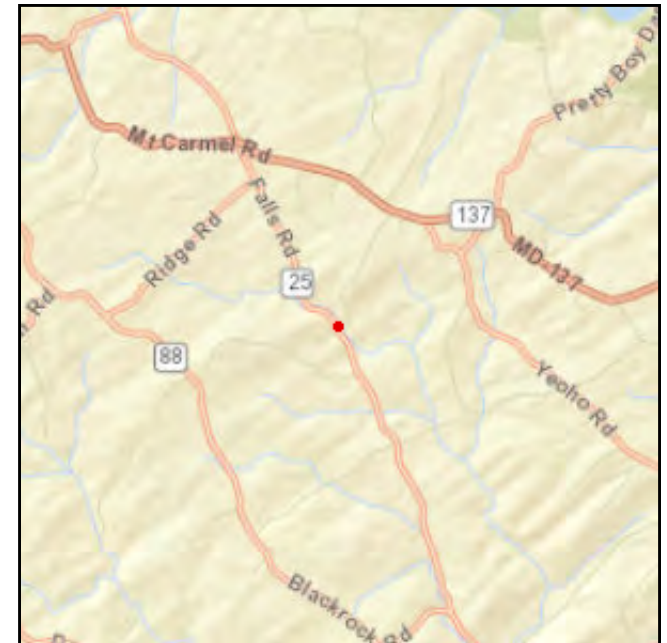
Replacement of Bridge No. B-71 on Gorsuch Mill Road over Blackrock Run. New bridge will have minimum 2 foot wide shoulders. Proposed typical section to be determined during preliminary design.

Justification:

Existing structure is a deteriorated prefabricated (non-historic) truss bridge with a bridge sufficiency rating of 28.3%. Both the deck and superstructure 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).





Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run

(Funding in Thousands)

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	\$960	\$240	\$0	\$0	\$0	\$0	\$1,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$960	\$240	\$0	\$0	\$0	\$0	\$1,600
Total	\$320	\$80	\$960	\$240	\$0	\$0	\$0	\$0	\$1,600

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

TIP ID	13-1204-13	Year of Operation	2018
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,200,000

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.

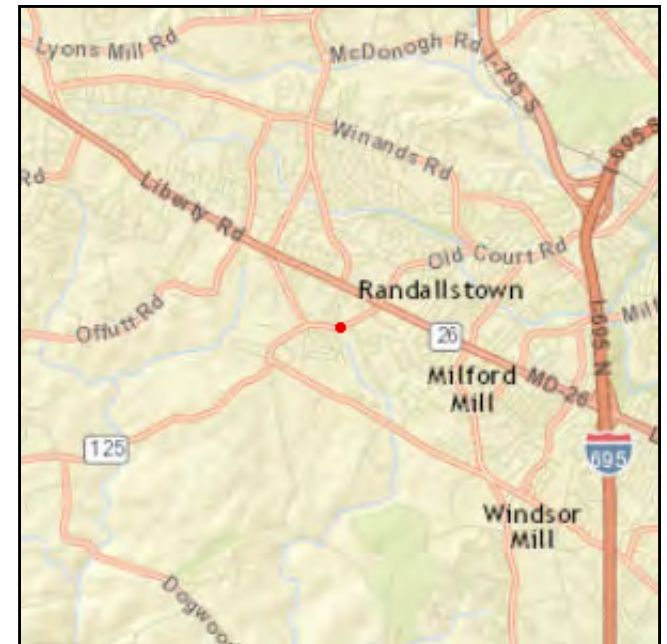
PE funding in a previous TIP (FY 2014).

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 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	\$720	\$180	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$720	\$180	\$0	\$0	\$0	\$0	\$0	\$0	\$900
Total	\$720	\$180	\$0	\$0	\$0	\$0	\$0	\$0	\$900

Sparks Road Bridge No. B-0018 over Gunpowder Falls

TIP ID	13-1206-13	Year of Operation	2019
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$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 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	\$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
Subtotal	\$40	\$10	\$400	\$100	\$0	\$0	\$0	\$0	\$550
Total	\$40	\$10	\$400	\$100	\$0	\$0	\$0	\$0	\$550

Golden Ring Road Bridge No. B-0110 over Stemmers Run

TIP ID	13-1208-13	Year of Operation	2023
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,500,000

Description:

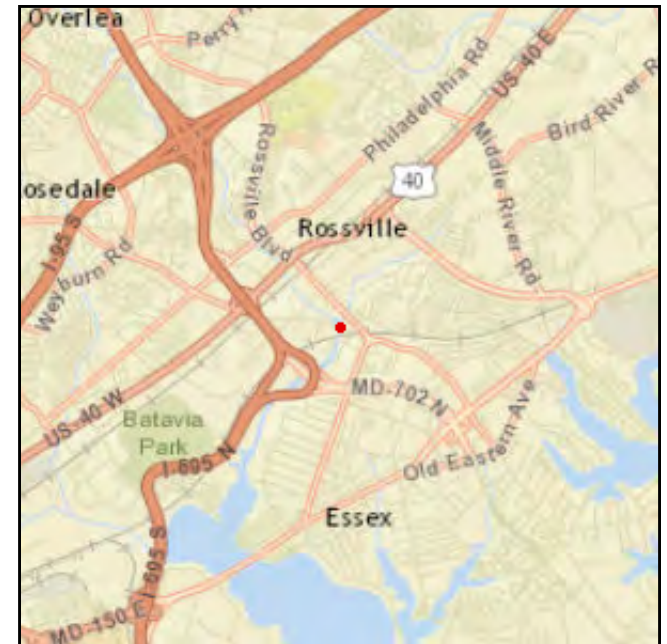
Replacement of Bridge No. B-110 on Golden Ring Road over Stemmers Run. Proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks to be evaluated during preliminary design.

Justification:

Existing bridge is deteriorated and is classified as structurally deficient. The bridge sufficiency rating is 40.2% 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 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	\$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
Subtotal	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500
Total	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500

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

TIP ID	13-1209-13	Year of Operation	2021
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,400,000

Description:

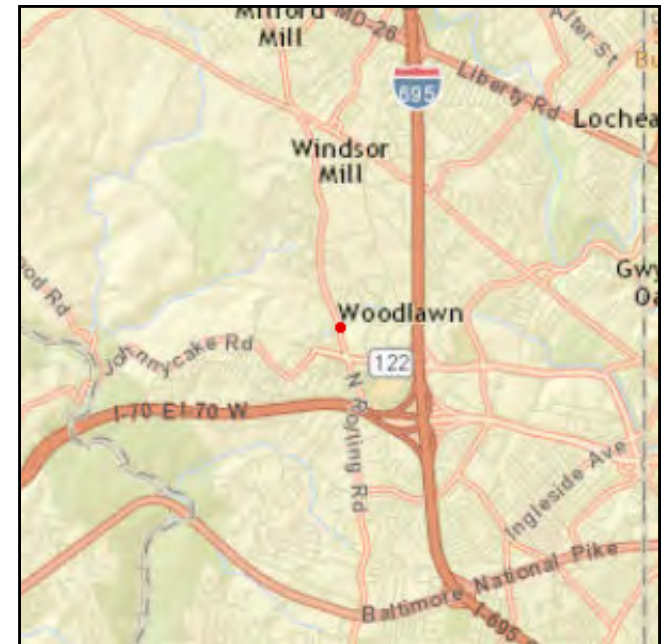
Replacement of Bridge No. B-358 on Rolling Road over Branch of Dead Run. The proposed structure will have 5 foot wide sidewalks along both sides of the road and tie into the existing conditions.

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 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	\$800	\$200	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$320	\$80	\$0	\$0	\$400
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	\$320	\$80	\$800	\$200	\$1,400
Total	\$0	\$0	\$0	\$0	\$320	\$80	\$800	\$200	\$1,400

Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road

TIP ID	13-1210-13	Year of Operation	2025
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$3,000,000

Description:

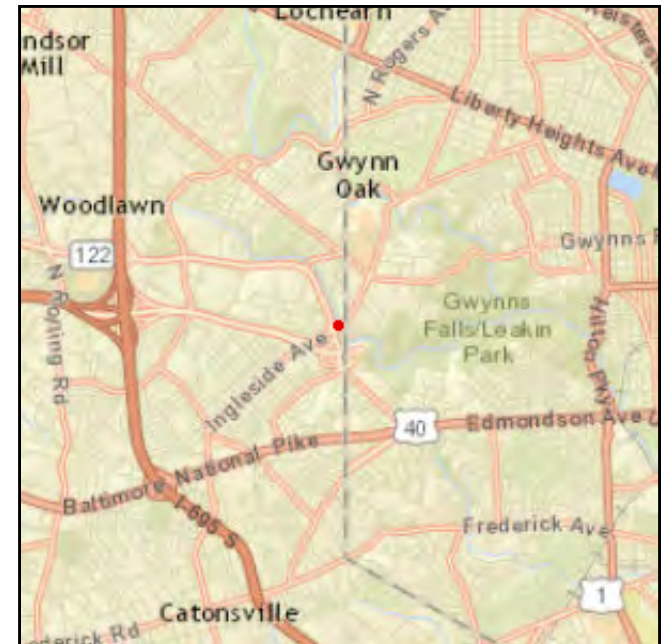
Deck replacement and rehabilitation of Bridge No. B-97 on Ingleside Avenue over Dead Run and Dogwood Road. The proposed structure will have a 5 foot wide sidewalk along the north side of the deck. Shoulder and sidewalk widths to be determined during preliminary design.

Justification:

Existing bridge is deteriorated and in need of overall rehabilitation. The bridge sufficiency rating is 59.3% and the Structural Inventory and Assessment Item No. 68 equals 2. Structural Inventory and Assessment Item No. 68 is for deck geometry. A rating of 2 for this item 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).





Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road

(Funding in Thousands)

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	\$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
Subtotal	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500
Total	\$0	\$0	\$0	\$0	\$400	\$100	\$0	\$0	\$500

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

TIP ID	13-1701-13	Year of Operation	2024
Agency	Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)		Est. Total Cost	\$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 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	\$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
Subtotal	\$0	\$0	\$640	\$160	\$0	\$0	\$3,840	\$960	\$5,600
Total	\$0	\$0	\$640	\$160	\$0	\$0	\$3,840	\$960	\$5,600

Bridge Inspection Program

TIP ID	13-8901-14	Year of Operation	Ongoing
Agency	Baltimore County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$2,800,000

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 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	\$1,300	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$2,800
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,300	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$2,800
Total	\$1,300	\$0	\$0	\$0	\$1,500	\$0	\$0	\$0	\$2,800

Stone Chapel Road Bridge over Little Pipe Creek

TIP ID	14-1103-13	Year of Operation	2019
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	124	Est. Total Cost	\$929,000

Description:

Rehabilitation of existing bridge to provide efficient access for local truck traffic to MD 31. Shoulders planned, but may not be feasible if the existing substructure remains in place.

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.

Connection to Long-Range Transportation Planning Goals:

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





2017 - 2020 Transportation Improvement Program

Stone Chapel Road Bridge over Little Pipe Creek

(Funding in Thousands)

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	\$583	\$146	\$0	\$0	\$0	\$0	\$729
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
Subtotal	\$160	\$40	\$583	\$146	\$0	\$0	\$0	\$0	\$929
Total	\$160	\$40	\$583	\$146	\$0	\$0	\$0	\$0	\$929

Countywide Bridge Maintenance, Repair, and Replacement

TIP ID	14-1402-13	Year of Operation	Ongoing
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$4,820,000

Description:

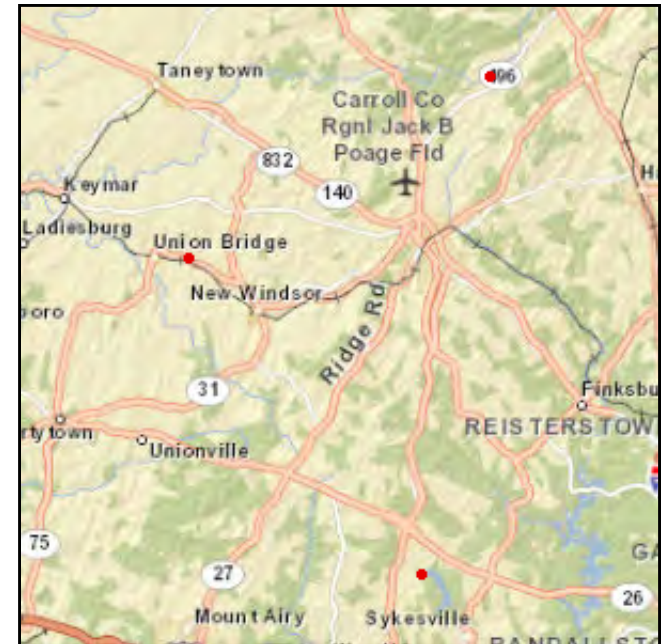
This project includes performing maintenance, repair, and replacement of bridges. Current work includes but is not limited to:
 White Rock Road Bridge over Piney Run: Replace the existing 2-cell culvert with a new 3-cell concrete box culvert. 2 foot paved shoulders planned.
 Bixlers Church Road Bridge over Big Pipe Creek: Replace the existing 2-cell culvert with a new 2-cell concrete box culvert. 2 foot paved shoulders planned.
 Shepherds Mill Road Bridge over Little Pipe Creek: Replace the existing 3-span bridge with a new structure, including piers and abutments.
 PE funding in previous TIPs.

Justification:

This work will address structural safety issues and deterioration of the existing structure.

Connection to Long-Range Transportation Planning Goals:

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





Countywide Bridge Maintenance, Repair, and Replacement

(Funding in Thousands)

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	\$440	\$110	\$2,697	\$676	\$0	\$0	\$0	\$0	\$3,923
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	\$440	\$110	\$2,697	\$676	\$0	\$0	\$0	\$0	\$3,923
Total	\$440	\$110	\$2,697	\$676	\$0	\$0	\$0	\$0	\$3,923

Babylon Road Bridge over Silver Run

TIP ID	14-1601-13	Year of Operation	2019
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$920,000

Description:

Replacement of existing bridge to provide efficient access for local traffic and emergency service vehicles. Shoulders (width TBD) planned on both sides of the roadway.

PE funding in a previous TIP (FY 2016).

Justification:

The 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.

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 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	\$576	\$144	\$0	\$0	\$0	\$0	\$720
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	\$576	\$144	\$0	\$0	\$0	\$0	\$720
Total	\$0	\$0	\$576	\$144	\$0	\$0	\$0	\$0	\$720

Gaither Road Bridge over South Branch Patapsco River

TIP ID	14-1602-13	Year of Operation	2021
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,122,000

Description:

Replacement of existing bridge to provide efficient access for local traffic and emergency service vehicles. Shoulders (width TBD) planned on both sides of the roadway.

Justification:

The 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.

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 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	\$1,514	\$378	\$1,892
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$184	\$46	\$0	\$0	\$0	\$0	\$230
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$184	\$46	\$0	\$0	\$1,514	\$378	\$2,122
Total	\$0	\$0	\$184	\$46	\$0	\$0	\$1,514	\$378	\$2,122

McKinstry's Mill Road Bridge over Sam's Creek

TIP ID	14-1603-13	Year of Operation	2020
Agency	Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,016,000

Description:

Replacement of existing bridge to provide efficient access for local traffic and emergency service vehicles. Shoulders (width TBD) planned on both sides of the roadway.

Justification:

The 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.

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 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	\$653	\$163	\$0	\$0	\$816
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
Subtotal	\$160	\$40	\$0	\$0	\$653	\$163	\$0	\$0	\$1,016
Total	\$160	\$40	\$0	\$0	\$653	\$163	\$0	\$0	\$1,016

Bridge Inspection Program

TIP ID	14-9401-14	Year of Operation	Ongoing
Agency	Carroll County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$850,000

Description:

This project includes a field inspection of 135 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 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	\$400	\$0	\$0	\$0	\$450	\$0	\$850
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	\$400	\$0	\$0	\$0	\$450	\$0	\$850
Total	\$0	\$0	\$400	\$0	\$0	\$0	\$450	\$0	\$850

Bata Boulevard Access Road

TIP ID	15-1402-42	Year of Operation	2020
Agency	Harford County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	0 to 2 lanes, 700 feet
CIP or CTP ID(s)		Est. Total Cost	\$600,000

Description:

The project will construct an access road from MD 543 directly to Bata Boulevard. The project has been planned since the redevelopment of the Bata land site. Right of way to construct the road has been reserved and the alignment is rough graded. This project will relieve existing and anticipated delays at the existing US 40/MD 543 intersection by eliminating the left turns from MD 543 to westbound US 40. Increases in traffic from both Perryman and BRAC will necessitate the capacity improvements. This project will be multi-modal in that bicycle lanes and pedestrian access will be considered where possible and appropriate.

Justification:

This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations. The anticipated increases in traffic volumes from BRAC will also create additional delays at the MD 543/US 40 interchange. This project will divert some traffic to another location thereby reducing delays and adding capacity to the intersection.

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.





Bata Boulevard Access Road

(Funding in Thousands)

Other

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	\$400	\$400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40	\$40
PE	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$150
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$10
Subtotal	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$450	\$600
Total	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$450	\$600

Tollgate Road

TIP ID	15-1404-42	Year of Operation	2018
Agency	Harford County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	0 to 2 lanes, .25 miles
CIP or CTP ID(s)		Est. Total Cost	\$1,100,000

Description:

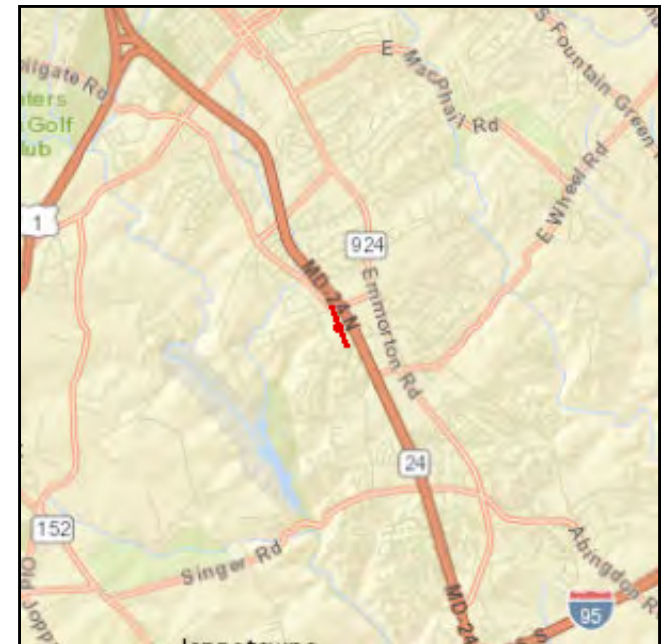
The Tollgate Road corridor is being improved to meet current traffic demands. Once all current projects are completed, the only remaining concern would be the "missing" segment from Plumtree Road south to Bel Air South Parkway. This will be a developer funded project.

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 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	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
OTH	\$0	\$100	\$0	\$0	\$0	\$0	\$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
Subtotal	\$0	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
Total	\$0	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100

Pleasantville Road Bridge # 67

TIP ID	15-0406-13	Year of Operation	2020
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Collector
Conformity Status	Exempt	Physical Data	2/2 lanes
CIP or CTP ID(s)	H044503	Est. Total Cost	\$1,300,000

Description:

This project is to replace the bridge that carries Pleasantville Road over Winters Run. 3 foot shoulders planned on both sides of the road.

PE funding in a previous TIP.

Justification:

Replacement is necessary due to the bridge's multiple deficiencies including substandard railings and curbs, deteriorating abutments and low load rating.

Connection to Long-Range Transportation Planning Goals:

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





Pleasantville Road Bridge # 67

(Funding in Thousands)

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	\$546	\$169	\$715
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	\$546	\$169	\$715
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$546	\$169	\$715

Carrs Mill Road Bridge #216 over Bear Cabin Branch

TIP ID	15-0701-13	Year of Operation	2017
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	H084501	Est. Total Cost	\$2,395,000

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 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	\$1,148	\$287	\$0	\$0	\$0	\$0	\$0	\$0	\$1,435
OTH	\$80	\$20	\$0	\$0	\$0	\$0	\$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
Subtotal	\$1,228	\$307	\$0	\$0	\$0	\$0	\$0	\$0	\$1,535
Total	\$1,228	\$307	\$0	\$0	\$0	\$0	\$0	\$0	\$1,535

Abingdon Road Bridge #169 over CSX Railroad

TIP ID	15-1001-13	Year of Operation	2018
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$4,155,000

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.

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 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	\$400	\$100	\$1,940	\$485	\$0	\$0	\$0	\$0	\$2,925
OTH	\$0	\$0	\$160	\$40	\$0	\$0	\$0	\$0	\$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
Subtotal	\$400	\$100	\$2,100	\$525	\$0	\$0	\$0	\$0	\$3,125
Total	\$400	\$100	\$2,100	\$525	\$0	\$0	\$0	\$0	\$3,125

Chestnut Hill Bridge #40

TIP ID	15-1101-13	Year of Operation	2018
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,120,000

Description:

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

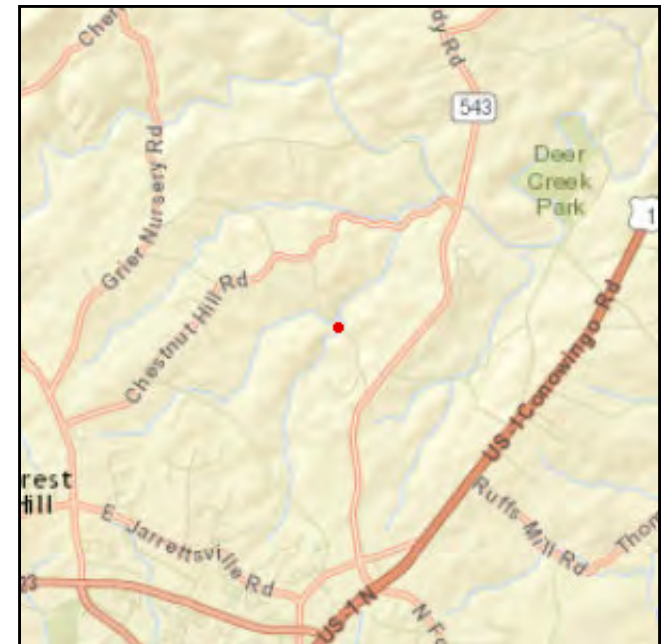
PE funding in a previous TIP.

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 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	\$50	\$520	\$130	\$0	\$0	\$0	\$0	\$700
OTH	\$0	\$0	\$40	\$10	\$0	\$0	\$0	\$0	\$50
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
Subtotal	\$0	\$80	\$560	\$140	\$0	\$0	\$0	\$0	\$780
Total	\$0	\$80	\$560	\$140	\$0	\$0	\$0	\$0	\$780

Phillips Mill Road Bridge #70 over East Branch Tributary

TIP ID	15-1102-13	Year of Operation	2019
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,925,000

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.

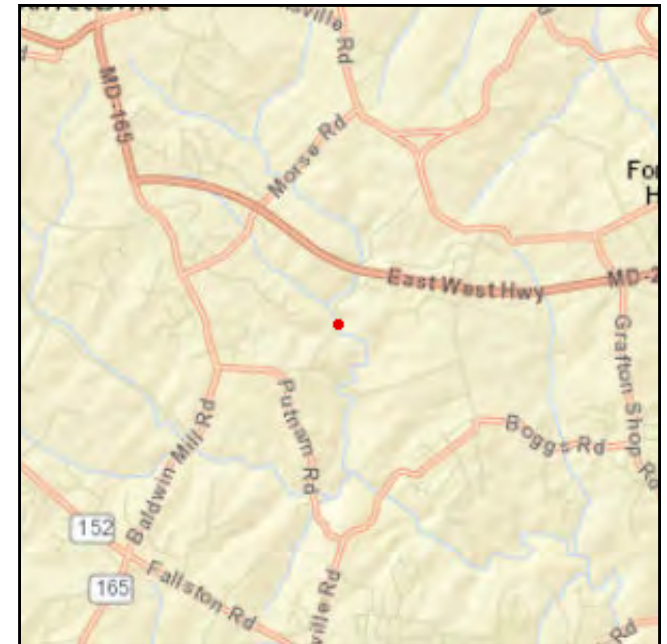
PE funding in a previous TIP.

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 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	\$1,040	\$260	\$0	\$0	\$1,300
OTH	\$0	\$0	\$0	\$0	\$60	\$15	\$0	\$0	\$75
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$50
Subtotal	\$0	\$50	\$0	\$0	\$1,100	\$275	\$0	\$0	\$1,425
Total	\$0	\$50	\$0	\$0	\$1,100	\$275	\$0	\$0	\$1,425

Robinson Mill Road Bridge #154 over Broad Creek

TIP ID	15-1401-13	Year of Operation	2017
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,385,000

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 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	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120
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	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120
Total	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$120

Stafford Road Bridge #24 over Deer Creek

TIP ID	15-1501-13	Year of Operation	2017
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$950,000

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.

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 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	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
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	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
Total	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750

Glenville Road Bridge #30

TIP ID	15-1601-13	Year of Operation	2019
Agency	Harford County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	1 to 2 lanes
CIP or CTP ID(s)		Est. Total Cost	\$1,320,000

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.

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 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	\$776	\$194	\$0	\$0	\$970
OTH	\$0	\$0	\$0	\$0	\$60	\$15	\$0	\$0	\$75
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$25
Subtotal	\$0	\$25	\$0	\$0	\$836	\$209	\$0	\$0	\$1,070
Total	\$0	\$25	\$0	\$0	\$836	\$209	\$0	\$0	\$1,070

Bridge Inspection Program

TIP ID	15-9411-14	Year of Operation	Ongoing
Agency	Harford County	Project Type	Bridge inspections
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	H054501	Est. Total Cost	\$1,620,000

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 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	\$650	\$0	\$0	\$160	\$650	\$0	\$0	\$160	\$1,620
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$650	\$0	\$0	\$160	\$650	\$0	\$0	\$160	\$1,620
Total	\$650	\$0	\$0	\$160	\$650	\$0	\$0	\$160	\$1,620

Dorsey Run Road: MD 175 to CSX Railroad Spur

TIP ID	16-1403-41	Year of Operation	2021
Agency	Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes, 1.1 miles
CIP or CTP ID(s)		Est. Total Cost	\$18,800,000

Description:

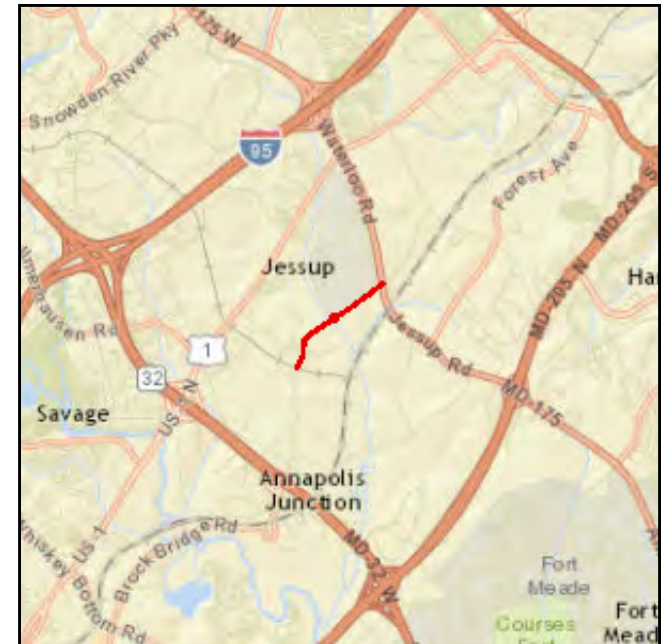
This project is to study, design, and reconstruct Dorsey Run Road to four lanes from MD 175 south to the CSX railroad spur crossing; a distance of 6,000 linear feet.

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:

- 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 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	\$13,500	\$0	\$0	\$0	\$0	\$13,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$800	\$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
Subtotal	\$0	\$0	\$0	\$14,300	\$0	\$0	\$0	\$0	\$14,300
Total	\$0	\$0	\$0	\$14,300	\$0	\$0	\$0	\$0	\$14,300

Guilford Road: US 1 to Dorsey Run Road

TIP ID	16-1405-41	Year of Operation	2020
Agency	Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Local
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes; 1 mile
CIP or CTP ID(s)		Est. Total Cost	\$16,295,000

Description:

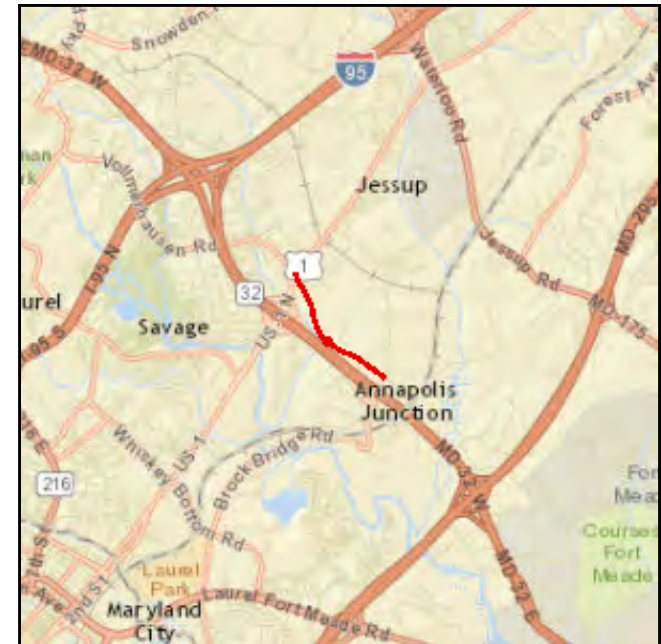
This project is to study, design, and reconstruct Guilford Road to three lanes from US 1 to Old Dorsey Run Road; a distance of 5,800 linear feet.

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:

- 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 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	\$13,700	\$0	\$0	\$0	\$0	\$0	\$0	\$13,700
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$720	\$0	\$0	\$0	\$0	\$0	\$0	\$720
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$14,420	\$0	\$0	\$0	\$0	\$0	\$0	\$14,420
Total	\$0	\$14,420	\$0	\$0	\$0	\$0	\$0	\$0	\$14,420

MD 175 at Oakland Mills Rd Interchange

TIP ID	16-1407-46	Year of Operation	2020
Agency	Howard County	Project Type	New interchange
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	Full interchange
CIP or CTP ID(s)		Est. Total Cost	\$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.

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:

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





MD 175 at Oakland Mills Rd Interchange

(Funding in Thousands)

Other

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	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$1,000	\$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
Subtotal	\$0	\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
Total	\$0	\$11,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000

Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

TIP ID	16-1410-41	Year of Operation	2020
Agency	Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	4 to 6 lanes, 6300 Feet
CIP or CTP ID(s)		Est. Total Cost	\$12,275,000

Description:

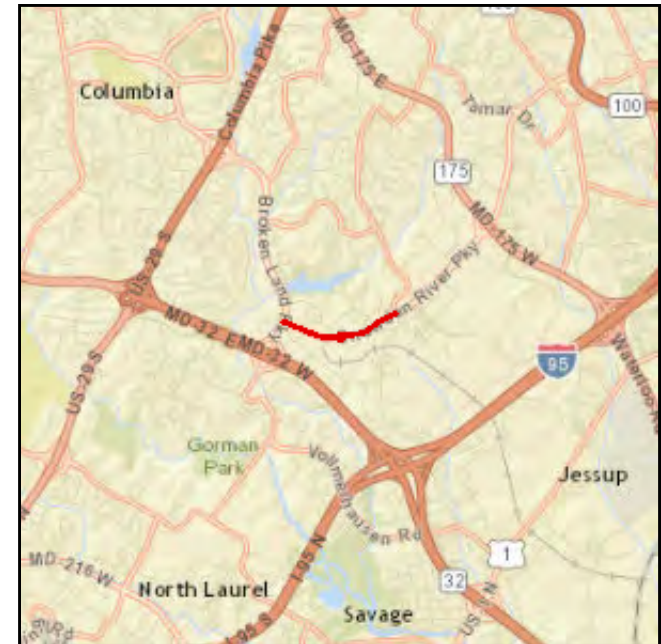
A project to design and construct a widening of Snowden River Parkway (intermediate arterial) by adding a third lane and sidewalks from Broken Land Parkway to Oakland Mills Road.

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 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	\$8,500	\$0	\$0	\$0	\$0	\$0	\$0	\$8,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$0	\$850
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$9,350	\$0	\$0	\$0	\$0	\$0	\$0	\$9,350
Total	\$0	\$9,350	\$0	\$0	\$0	\$0	\$0	\$0	\$9,350

Bridge Repairs and Deck Replacement

TIP ID	16-0436-13	Year of Operation	Ongoing
Agency	Howard County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)		Est. Total Cost	\$2,850,000

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 bridges over Cattail Creek (~4 foot shoulders) and 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.

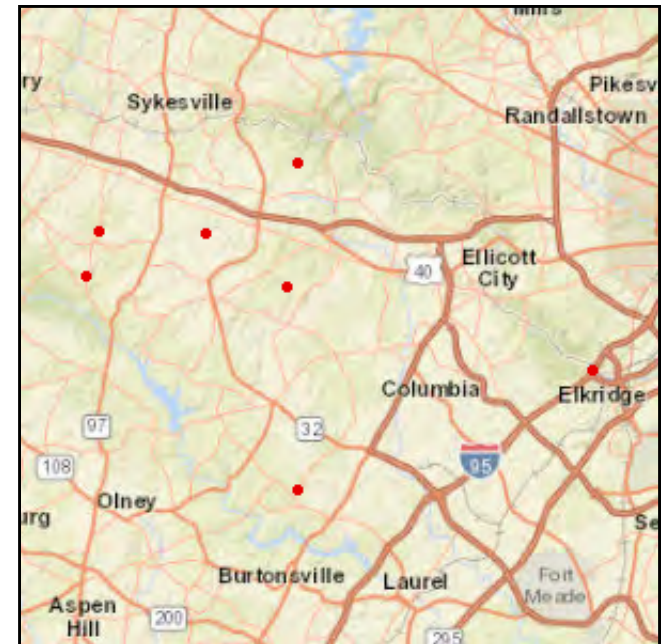
Justification:

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 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	\$400	\$0	\$900	\$0	\$0	\$0	\$900	\$2,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$25	\$0	\$325	\$0	\$0	\$0	\$100	\$450
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$100	\$0	\$0	\$0	\$100	\$0	\$0	\$200
Subtotal	\$0	\$525	\$0	\$1,225	\$0	\$100	\$0	\$1,000	\$2,850
Total	\$0	\$525	\$0	\$1,225	\$0	\$100	\$0	\$1,000	\$2,850

MARC Rolling Stock Overhauls and Replacement

TIP ID	70-1501-53	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Fleet improvement
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$36,488,000

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.

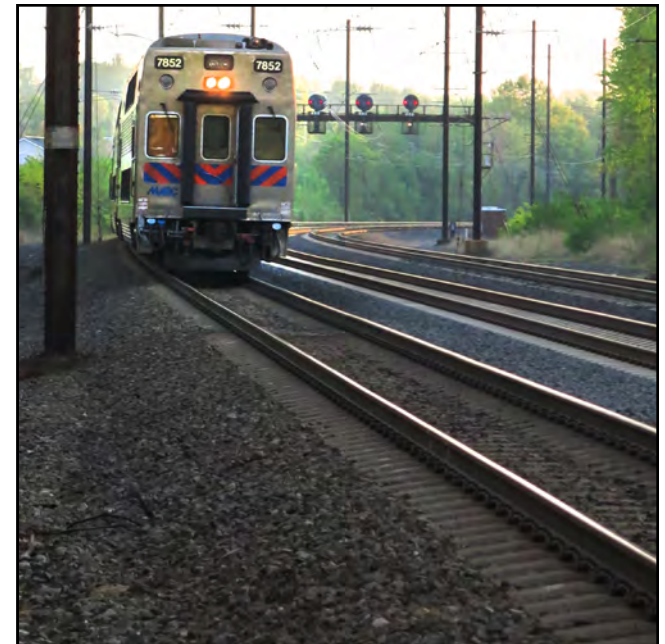
Note: In addition to matching funds listed, MTA has committed \$19 million in state dollars.

Justification:

Overhauls will extend the life cycle 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 5337 (State of Good Repair Formula Program)

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	\$6,215	\$1,554	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$36,488
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	\$6,215	\$1,554	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$36,488
Total	\$6,215	\$1,554	\$17,300	\$4,325	\$1,987	\$497	\$3,688	\$922	\$36,488

MARC Improvements

TIP ID	70-1502-54	Year of Operation	Ongoing
Agency	MTA - Commuter Rail	Project Type	Preservation and improvements
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$19,948,000

Description:

This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak Operating Agreement. These improvements include: Baltimore Penn Station lighting design, B&P Tunnel block ties, B&P lighting improvements, inner track platform upgrades, lead track to Jessup Yard, Camden Positive Train Control, and MARC Station parking lot beautification.

Note: In addition to the matching funds listed, MTA has committed \$5.9 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 5337 (State of Good Repair Formula Program)

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	\$5,177	\$1,294	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$19,948
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	\$5,177	\$1,294	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$19,948
Total	\$5,177	\$1,294	\$264	\$66	\$3,558	\$890	\$6,959	\$1,740	\$19,948

MARC Facilities

TIP ID	70-1503-55	Year of Operation	2021
Agency	MTA - Commuter Rail	Project Type	Rehabilitation of facilities
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$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.

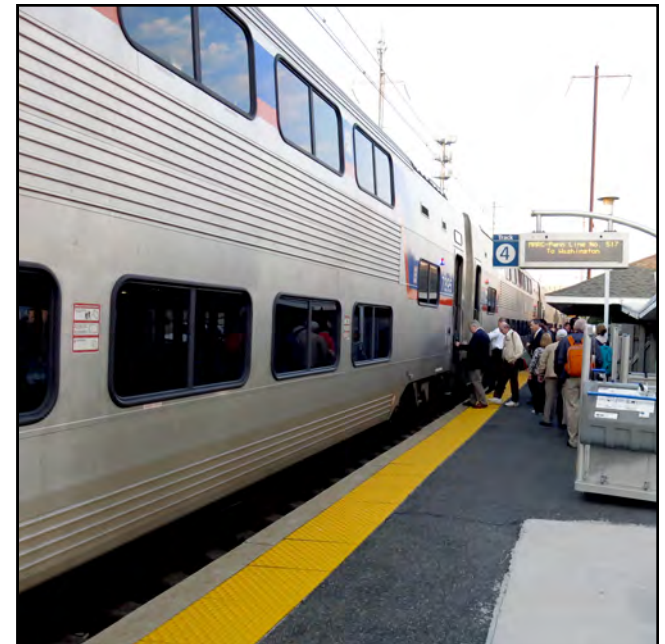
Justification:

- 1) Baltimore region space needed 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, widen community wide accessibility, and provide connectivity to the Light Rail.
- 4) Baltimore region space needed 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 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	\$8,613	\$2,153	\$488	\$122	\$9,916	\$2,479	\$2,507	\$627	\$26,905
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	\$8,613	\$2,153	\$488	\$122	\$9,916	\$2,479	\$2,507	\$627	\$26,905
Total	\$8,613	\$2,153	\$488	\$122	\$9,916	\$2,479	\$2,507	\$627	\$26,905

MTA Core Bus and Paratransit Vehicle Replacement

TIP ID	40-1601-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1447/0541	Est. Total Cost	\$151,507,000

Description:

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.

Note: In addition to the matching funds listed, MTA has committed \$39.6 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. 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.





MTA Core Bus and Paratransit Vehicle Replacement

(Funding in Thousands)

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

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	\$20,034	\$5,009	\$16,317	\$4,079	\$17,695	\$4,424	\$0	\$0	\$67,558
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	\$20,034	\$5,009	\$16,317	\$4,079	\$17,695	\$4,424	\$0	\$0	\$67,558



MTA Core Bus and Paratransit Vehicle Replacement

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

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	\$3,786	\$947	\$3,862	\$966	\$3,939	\$985	\$14,485
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	\$3,786	\$947	\$3,862	\$966	\$3,939	\$985	\$14,485

Congestion Mitigation and Air Quality

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	\$10,378	\$2,595	\$14,197	\$3,549	\$18,332	\$4,583	\$12,664	\$3,166	\$69,464
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
Subtotal	\$10,378	\$2,595	\$14,197	\$3,549	\$18,332	\$4,583	\$12,664	\$3,166	\$69,464
Total	\$30,412	\$7,604	\$34,300	\$8,575	\$39,889	\$9,973	\$16,603	\$4,151	\$151,507

Urban Transit Systems - Capital

TIP ID	40-1602-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$2,468,000

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

(Funding in Thousands)

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

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	\$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
Subtotal	\$293	\$73	\$293	\$73	\$293	\$73	\$293	\$73	\$1,464

Section 5339 (Bus and Bus Facilities Formula Program)

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	\$201	\$50	\$201	\$50	\$201	\$50	\$201	\$50	\$1,004
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	\$201	\$50	\$201	\$50	\$201	\$50	\$201	\$50	\$1,004
Total	\$494	\$123	\$494	\$123	\$494	\$123	\$494	\$123	\$2,468

Urban Transit Systems - Operating

TIP ID	40-1603-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$10,376,000

Description:

Operating assistance to Urban Transit systems throughout the Urbanized Aberdeen region. Transit agencies eligible for funding include Harford County.

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

(Funding in Thousands)

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

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	\$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
Subtotal	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$10,376
Total	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$1,297	\$10,376

Small Urban Transit Systems - Capital

TIP ID	40-9502-05	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$1,460,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment and facilities. Baltimore region small urban transit systems includes Carroll County.

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

(Funding in Thousands)

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

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	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
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	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800

Section 5339 (Bus and Bus Facilities Formula Program)

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	\$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
Subtotal	\$132	\$33	\$132	\$33	\$132	\$33	\$132	\$33	\$660
Total	\$292	\$73	\$292	\$73	\$292	\$73	\$292	\$73	\$1,460

Ridesharing - Baltimore Region

TIP ID	40-9901-01	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Ridesharing
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0045	Est. Total Cost	\$2,664,000

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.

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 Locally Operated Transit Systems (LOTS) 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 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	\$666	\$0	\$666	\$0	\$666	\$0	\$666	\$0	\$2,664
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	\$666	\$0	\$666	\$0	\$666	\$0	\$666	\$0	\$2,664
Total	\$666	\$0	\$666	\$0	\$666	\$0	\$666	\$0	\$2,664

Bus and Rail System Preservation and Improvement

TIP ID	40-0015-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$24,792,000

Description:

This is an ongoing project to rehabilitate Bus, Light Rail, and Metro vehicles, facilities and infrastructure, including operating division, MTA offices, park-and-ride lots, bus turnarounds, bridges, tunnels, track, and equipment.

Note: In addition to the matching funds listed, MTA has committed \$10.5 million in state dollars.

Justification:

To improve service and safety and assure the preservation of the Bus, Light Rail, and Metro system. This project supports regional M&O initiatives.

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.





Bus and Rail System Preservation and Improvement

(Funding in Thousands)

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

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	\$7,999	\$2,000	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$24,792
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	\$7,999	\$2,000	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$24,792
Total	\$7,999	\$2,000	\$11,834	\$2,959	\$0	\$0	\$0	\$0	\$24,792

Small Urban Transit Systems - Operating

TIP ID	40-0104-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$2,376,000

Description:

Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll County.

Justification:

Operating assistance will enable transportation systems to finance operation of their services, including administrative expenses, and augment local funds by financing net operating deficits.

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

(Funding in Thousands)

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

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	\$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
Subtotal	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$2,376
Total	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$297	\$2,376

Light Rail Mid-Life Overhaul

TIP ID	40-1001-64	Year of Operation	2019
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1153	Est. Total Cost	\$171,600,000

Description:

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.

Note: In addition to matching funds, MTA has committed \$17.6 million in state dollars.

Justification:

Overhaul designed to reduce system failures and improve reliability and service.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





Light Rail Mid-Life Overhaul

(Funding in Thousands)

Congestion Mitigation and Air Quality

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	\$18,871	\$4,718	\$1,474	\$369	\$0	\$0	\$0	\$0	\$25,432
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	\$18,871	\$4,718	\$1,474	\$369	\$0	\$0	\$0	\$0	\$25,432
Total	\$18,871	\$4,718	\$1,474	\$369	\$0	\$0	\$0	\$0	\$25,432

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2018
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	0705	Est. Total Cost	\$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.

Note: In addition to the matching funds listed, MTA has committed \$5.8 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 anticipated completion - May 2016, Phase 2 year of completion - 2018.



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 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	\$1,450	\$363	\$6,194	\$1,549	\$0	\$0	\$0	\$0	\$9,556
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	\$1,450	\$363	\$6,194	\$1,549	\$0	\$0	\$0	\$0	\$9,556

Section 5339 (Bus and Bus Facilities Formula Program)

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	\$3,712	\$928	\$0	\$0	\$0	\$0	\$0	\$0	\$4,640
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,712	\$928	\$0	\$0	\$0	\$0	\$0	\$0	\$4,640



Kirk Bus Facility Replacement - Phase 1 & 2

(Funding in Thousands)

Congestion Mitigation and Air Quality

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	\$14,001	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$17,501
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	\$14,001	\$3,500	\$0	\$0	\$0	\$0	\$0	\$0	\$17,501
Total	\$19,163	\$4,791	\$6,194	\$1,549	\$0	\$0	\$0	\$0	\$31,697

2017 Bus and Rail Preventive Maintenance

TIP ID	40-1204-64	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NA	Est. Total Cost	\$191,342,000

Description:

Provides preventative 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.





2017 - 2020 Transportation Improvement Program

2017 Bus and Rail Preventive Maintenance

(Funding in Thousands)

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

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	\$16,429	\$4,107	\$15,984	\$3,996	\$15,529	\$3,882	\$18,008	\$4,502	\$82,437
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	\$16,429	\$4,107	\$15,984	\$3,996	\$15,529	\$3,882	\$18,008	\$4,502	\$82,437



2017 Bus and Rail Preventive Maintenance

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

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	\$21,838	\$5,460	\$22,275	\$5,569	\$22,720	\$5,680	\$20,290	\$5,073	\$108,905
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	\$21,838	\$5,460	\$22,275	\$5,569	\$22,720	\$5,680	\$20,290	\$5,073	\$108,905
Total	\$38,267	\$9,567	\$38,259	\$9,565	\$38,249	\$9,562	\$38,298	\$9,575	\$191,342

Metro Railcar and Signaling Systems Rehab and Replacement

TIP ID	40-1403-64	Year of Operation	2022
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1415/1281	Est. Total Cost	\$230,393,000

Description:

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.

Note: In addition to the matching funds listed, MTA has committed \$122.3 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.

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 Railcar and Signaling Systems Rehab and Replacement

(Funding in Thousands)

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

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	\$15,453	\$3,863	\$4,746	\$1,187	\$30,680	\$7,670	\$50,147	\$12,537	\$126,283
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	\$15,453	\$3,863	\$4,746	\$1,187	\$30,680	\$7,670	\$50,147	\$12,537	\$126,283

Congestion Mitigation and Air Quality

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	\$27,579	\$6,895	\$25,122	\$6,281	\$30,586	\$7,647	\$104,110
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	\$27,579	\$6,895	\$25,122	\$6,281	\$30,586	\$7,647	\$104,110
Total	\$15,453	\$3,863	\$32,325	\$8,082	\$55,802	\$13,951	\$80,733	\$20,184	\$230,393

Seniors and Individuals with Disabilities

TIP ID	40-1502-69	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Other
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$7,800,000

Description:

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.

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 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	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$0	\$0	\$7,800
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	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$0	\$0	\$7,800
Total	\$2,985	\$915	\$0	\$0	\$2,985	\$915	\$0	\$0	\$7,800

Rural Transit Systems - Operating Assistance

TIP ID	40-9204-61	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Operating assistance
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	NONE	Est. Total Cost	\$1,360,000

Description:

Operating assistance to transit systems located in the Baltimore region. Systems include Baltimore County (Baltimore County Office on Aging), Carroll County (Carroll Transit).

Justification:

To fulfill a demonstrated need for general-purpose transportation for persons living or traveling in the Baltimore region.

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 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	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$1,360
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
Subtotal	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$1,360
Total	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$170	\$1,360

Water Transit Strategic Plan Implementation

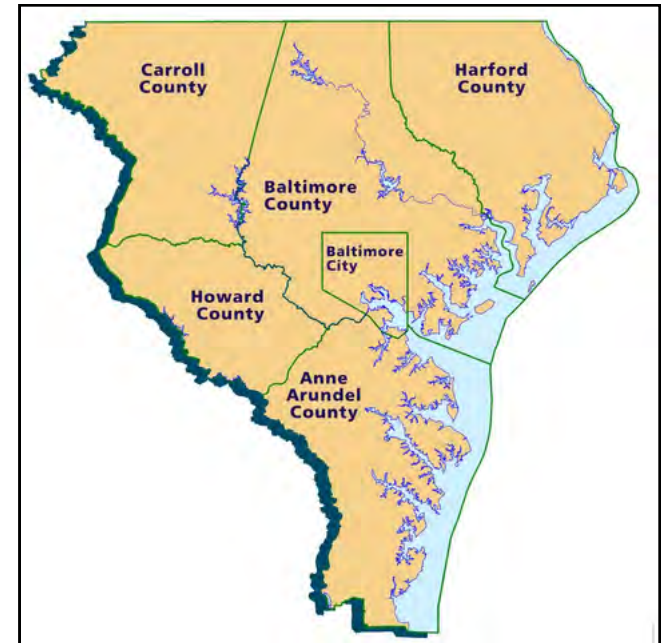
TIP ID	42-1701-09	Year of Operation	2018
Agency	MTA - Transit	Project Type	Other ERS
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$1,554,000

Description:

The Baltimore City Department of Transportation (BCDOT) Water Transit Strategic Plan has identified ways to improve the effectiveness of water travel services, increase regional connections, develop a financeable expansion plan, and improve the financial sustainability of water transit services. The strategic plan has been broken down into phases, with this project implementing Phase 1. In Phase 1, BCDOT will rebrand the Harbor Connector so that it is clearly an extension of the Charm City Circulator, enhance ADA accessibility by modifying the height of landing floats to permit level boarding, and improve passenger amenities at landings including shelters, seating, signage and wayfinding signs.

Justification:

The Harbor Connector needs to be rebranded so that it is clearly an extension of the Charm City Circulator, a service that is distinctly different than the tourist oriented Water Taxi. Harbor Connector landings must be improved to permit level boarding and access by persons with disabilities.



Connection to Long-Range Transportation Planning Goals:

- 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.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.



Water Transit Strategic Plan Implementation

(Funding in Thousands)

Section 5307(h) Passenger Ferry Grant Discretionary Program

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	\$920	\$102	\$0	\$0	\$0	\$0	\$0	\$0	\$1,022
OTH	\$335	\$84	\$0	\$0	\$0	\$0	\$0	\$0	\$419
PE	\$102	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$113
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,357	\$197	\$0	\$0	\$0	\$0	\$0	\$0	\$1,554
Total	\$1,357	\$197	\$0	\$0	\$0	\$0	\$0	\$0	\$1,554

Susquehanna Bridges

TIP ID	95-1401-59	Year of Operation	n/a
Agency	Office of the Secretary	Project Type	Other
Project Category	Commuter Rail	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-5	Est. Total Cost	\$10,846,000

Description:

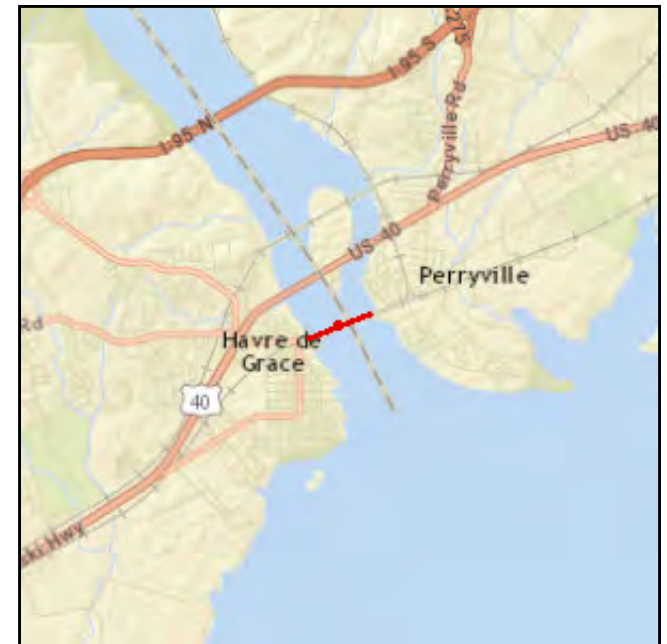
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a bridge replacement of the existing Northeast Corridor Susquehanna River Bridge. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor.

Justification:

The Bridges on the Amtrak Northeast Corridor in Maryland (Gunpowder, Bush and Susquehanna) are nearing the end of their useful life and require additional capacity for future passenger and freight operations. MDOT and Amtrak will pursue necessary funding to advance the replacement of three bridges in total.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





Susquehanna Bridges

(Funding in Thousands)

High Speed Intercity Passenger Rail

Phase	FY 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	\$10,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,846
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$10,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,846
Total	\$10,846	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,846

State Safety Oversight

TIP ID	90-1401-39	Year of Operation	Ongoing
Agency	Office of the Secretary	Project Type	Other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-7	Est. Total Cost	\$803,000

Description:

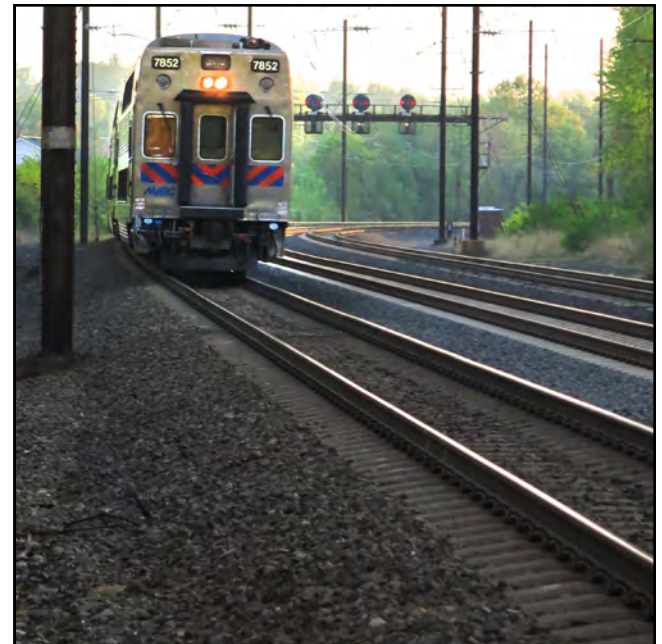
The Maryland Department of Transportation(MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA’s Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

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 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	\$603	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$803
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	\$603	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$803
Total	\$603	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$803

Port of Baltimore Enhancements

TIP ID	92-1401-83	Year of Operation	2018
Agency	Office of the Secretary	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	MPA-9	Est. Total Cost	\$42,857,000

Description:

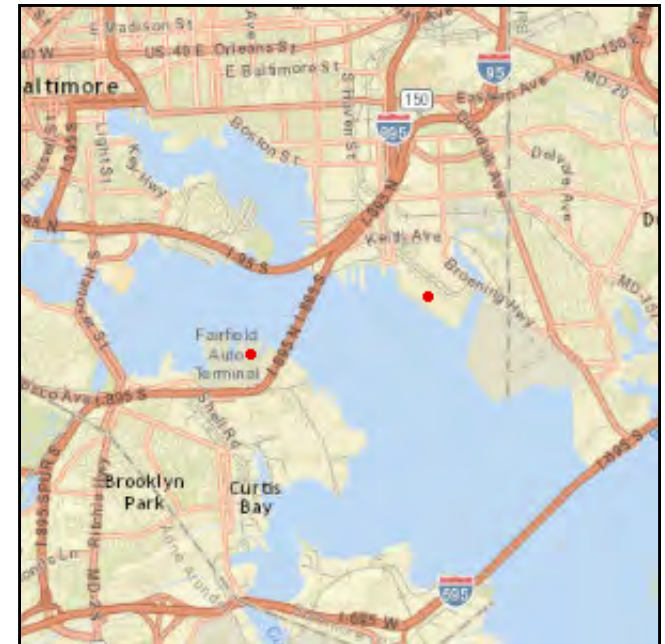
MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

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 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	\$6,336	\$4,685	\$1,664	\$6,884	\$0	\$0	\$0	\$0	\$19,569
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	\$6,336	\$4,685	\$1,664	\$6,884	\$0	\$0	\$0	\$0	\$19,569
Total	\$6,336	\$4,685	\$1,664	\$6,884	\$0	\$0	\$0	\$0	\$19,569

Baltimore and Potomac Tunnel

TIP ID	92-1101-99	Year of Operation	n/a
Agency	Office of the Secretary	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	2.3 miles
CIP or CTP ID(s)	TSO-6	Est. Total Cost	\$38,731,000

Description:

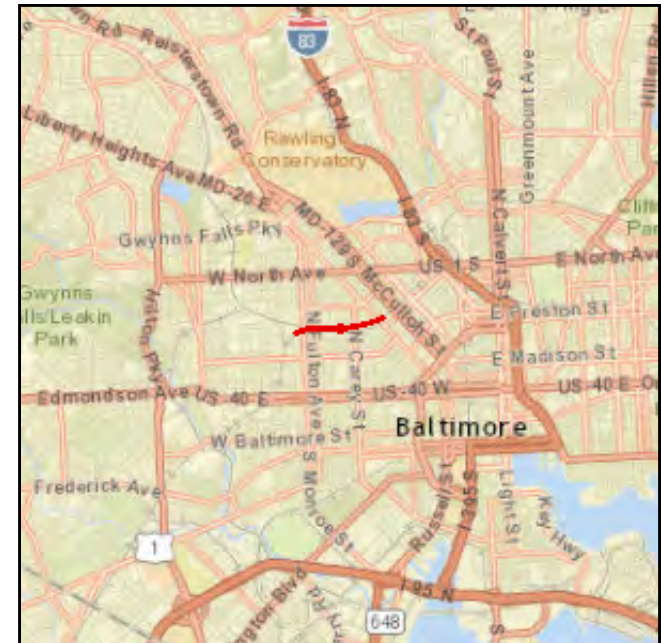
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing B&P Tunnel. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor through Baltimore.

Justification:

The B&P Tunnel opened in 1873 and is approaching the end of its useful life. The new alignment and infrastructure should increase capacity, reduce travel times, add Fire and Life Safety Facilities, reduce maintenance costs, increase clearance, and potentially provide structural and operational redundancy.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 4. Increase Mobility
- 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.





Baltimore and Potomac Tunnel

(Funding in Thousands)

High Speed Intercity Passenger Rail

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	\$38,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,731
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$38,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,731
Total	\$38,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,731

MD 175: Mapes Road and Reece Road Intersection Reconstruction

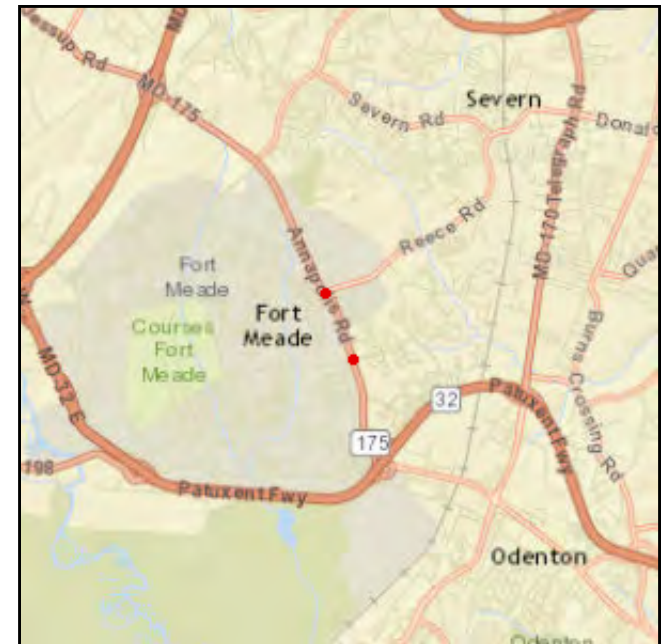
TIP ID	61-1402-39	Year of Operation	2018
Agency	SHA - Anne Arundel County	Project Type	Other
Project Category	Environmental/Safety	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	1 Mile
CIP or CTP ID(s)	AA5806	Est. Total Cost	\$18,917,000

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.



2017 - 2020 Transportation Improvement Program

MD 175: Mapes Road and Reece Road Intersection Reconstruction

(Funding in Thousands)

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	\$3,314	\$648	\$3,017	\$589	\$0	\$0	\$0	\$0	\$7,568
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	\$929	\$232	\$0	\$0	\$0	\$0	\$0	\$0	\$1,161
Subtotal	\$4,243	\$880	\$3,017	\$589	\$0	\$0	\$0	\$0	\$8,729
Total	\$4,243	\$880	\$3,017	\$589	\$0	\$0	\$0	\$0	\$8,729

MD 175: MD 295 to MD 170

TIP ID	61-0605-41	Year of Operation	2025
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2/4 lanes to 6-lane divided; 5.2 miles
CIP or CTP ID(s)	AA4361	Est. Total Cost	\$190,900,000

Description:

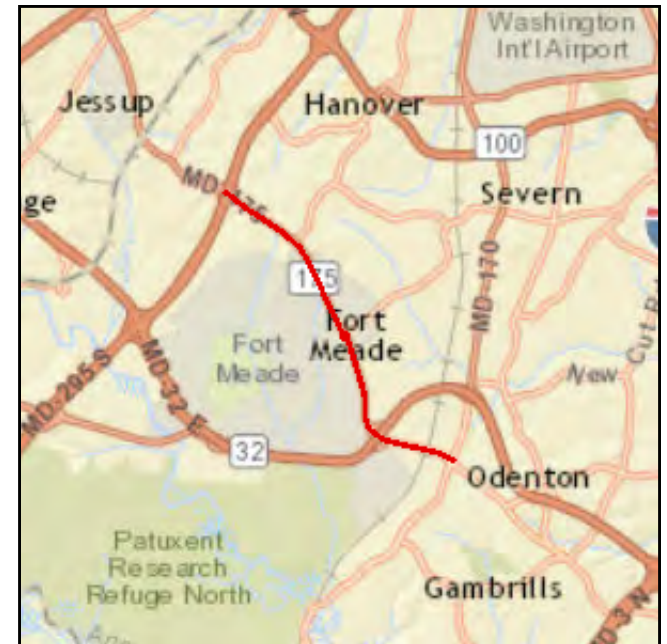
The purpose of this project is to improve access to Fort Meade. The section from MD 295 to MD 32 includes widening from 2 or 4 lanes to 6 lanes. The section from MD 32 to MD 170 includes interchange and intersection improvements. The entire corridor will see bicycle and pedestrian accommodations.

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.

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.



2017 - 2020 Transportation Improvement Program

MD 175: MD 295 to MD 170

(Funding in Thousands)

Section 1702 High Priority Project

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	\$232	\$0	\$540	\$0	\$0	\$0	\$0	\$0	\$772
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$232	\$0	\$540	\$0	\$0	\$0	\$0	\$0	\$772
Total	\$232	\$0	\$540	\$0	\$0	\$0	\$0	\$0	\$772

MD 198: MD 295 to MD 32

TIP ID	61-1403-41	Year of Operation	2030
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes, 2.7 Miles
CIP or CTP ID(s)	AA5101	Est. Total Cost	\$190,800,000

Description:

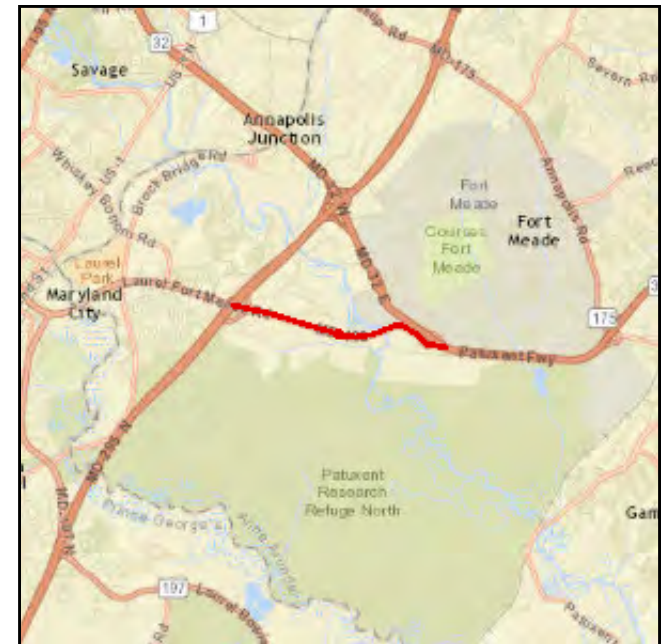
This project will address capacity needs on MD 198 from MD 295 to MD 32. Bicycle and pedestrian access will be provided where appropriate. (BRAC related)

Phase I, MD 198/MD 295 partial interchange project is funded for preliminary engineering. 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 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	\$850	\$0	\$393	\$0	\$0	\$0	\$0	\$1,243
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$850	\$0	\$393	\$0	\$0	\$0	\$0	\$1,243
Total	\$0	\$850	\$0	\$393	\$0	\$0	\$0	\$0	\$1,243

US 50: MD 70 to MD 2

TIP ID	61-1404-41	Year of Operation	2019
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	6 to 7 lanes, 1.66 miles
CIP or CTP ID(s)	AA2211	Est. Total Cost	\$26,566,000

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





US 50: MD 70 to MD 2

(Funding in Thousands)

Other

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	\$14,536	\$0	\$6,531	\$0	\$0	\$21,067
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$1,100	\$0	\$836	\$0	\$0	\$0	\$0	\$1,936
PP	\$0	\$730	\$0	\$0	\$0	\$0	\$0	\$0	\$730
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$1,830	\$0	\$15,372	\$0	\$6,531	\$0	\$0	\$23,733
Total	\$0	\$1,830	\$0	\$15,372	\$0	\$6,531	\$0	\$0	\$23,733

MD 175: Disney Road to Reece Road

TIP ID	61-1601-41	Year of Operation	2020
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 6 lanes, 1.13 miles
CIP or CTP ID(s)	AA4364	Est. Total Cost	\$27,901,000

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.

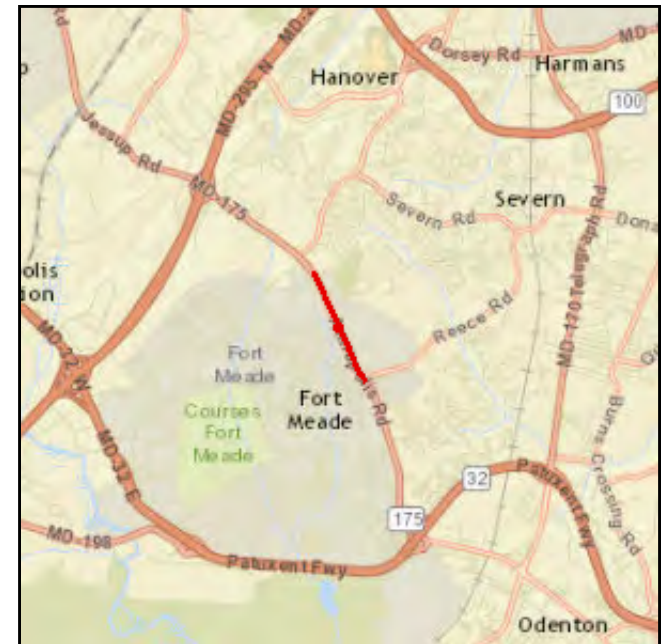
Phase 1, Widening MD 175 through the MD 295 interchange from National Business Parkway to McCarron Court, has TIP ID# 61-1701-41.

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.





MD 175: Disney Road to Reece Road

(Funding in Thousands)

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	\$1,844	\$1,931	\$842	\$1,647	\$5,525	\$1,559	\$1,992	\$561	\$15,901
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$289	\$79	\$0	\$0	\$0	\$0	\$0	\$0	\$368
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,133	\$2,010	\$842	\$1,647	\$5,525	\$1,559	\$1,992	\$561	\$16,269



MD 175: Disney Road to Reece Road

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

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	\$5,000	\$0	\$5,000	\$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	\$5,000	\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$7,133	\$2,010	\$5,842	\$1,647	\$5,525	\$1,559	\$1,992	\$561	\$26,269

MD 175: National Business Parkway to McCarron Court

TIP ID	61-1701-41	Year of Operation	2021
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 6 lanes, 1.1 miles
CIP or CTP ID(s)	AA4363	Est. Total Cost	\$111,389,000

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.



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

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
Subtotal	\$0	\$6,000	\$0	\$6,272	\$0	\$15,162	\$0	\$15,678	\$43,112

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
Subtotal	\$784	\$196	\$384	\$96	\$0	\$0	\$0	\$0	\$1,460
Total	\$784	\$6,196	\$384	\$6,368	\$0	\$15,162	\$0	\$15,678	\$44,572

MD 295: I-895 to North of Daisy Avenue - Noise Wall

TIP ID	63-1405-31	Year of Operation	2017
Agency	SHA - Baltimore County	Project Type	Noise barriers
Project Category	Environmental/Safety	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1.1 Miles
CIP or CTP ID(s)	BA9782	Est. Total Cost	\$11,681,000

Description:

This project will install noise walls along MD 295 to reduce highway noise for residents of the Riverview and Baltimore Highlands communities in Baltimore County. The project will also include the construction of drainage systems to allow stormwater to continue downstream and landscaping (tree plantings and slope treatments).

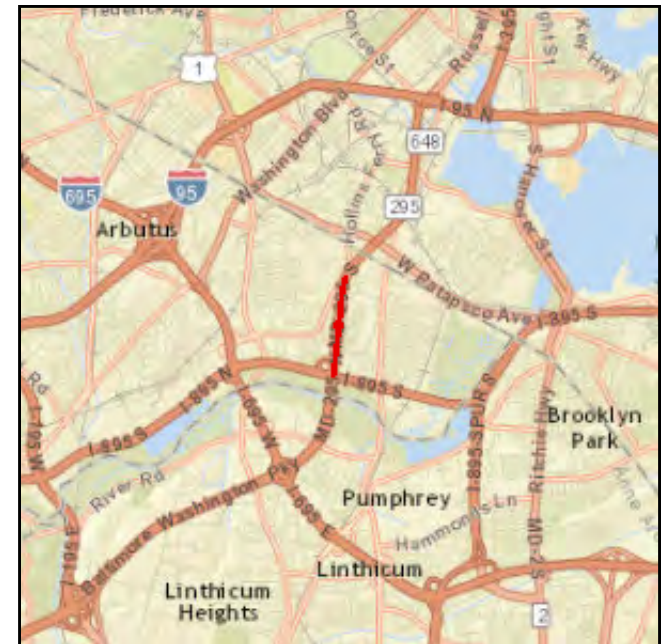
Breakout from Areawide Environmental Projects - 60-9506-38

Justification:

The MD 295 noise wall project will reduce noise impacts to Riverview and Highlands communities in Baltimore County.

Connection to Long-Range Transportation Planning Goals:

5.B Conserve and Enhance the Environment -- Reduce surface runoff.





2017 - 2020 Transportation Improvement Program

MD 295: I-895 to North of Daisy Avenue - Noise Wall

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$2,153	\$389	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542
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	\$2,153	\$389	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542
Total	\$2,153	\$389	\$0	\$0	\$0	\$0	\$0	\$0	\$2,542

I-695: Low-Cost Operational and Safety Improvements

TIP ID	63-1204-04	Year of Operation	n/a
Agency	SHA - Baltimore County	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	XX1551	Est. Total Cost	\$10,599,000

Description:

A traffic analysis using traffic simulation modeling software was conducted by SHA to identify ways to improve operational and overall safety conditions on I-695 from I-95 (Arbutus) to MD 43. Preliminary Engineering will be initiated to advance design of the conceptual operational and safety improvements, while considering the planned widening of I-695. Examples of projects includes I-695: MD 41 to MD 147; elements of which include auxiliary lanes and ramp modifications.

Justification:

These traffic management strategies will increase safety and improve traffic operations, with minor interim improvements. The improvements will ease congestion at choke points along I-695.

Connection to Long-Range Transportation Planning Goals:

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





I-695: Low-Cost Operational and Safety Improvements

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$1,400	\$600	\$5,005	\$2,145	\$0	\$0	\$0	\$0	\$9,150
PP	\$0	\$161	\$0	\$0	\$0	\$0	\$0	\$0	\$161
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,400	\$761	\$5,005	\$2,145	\$0	\$0	\$0	\$0	\$9,311
Total	\$1,400	\$761	\$5,005	\$2,145	\$0	\$0	\$0	\$0	\$9,311

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

TIP ID	63-0602-41	Year of Operation	2025
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	6 to 8 Lanes
CIP or CTP ID(s)	AW7581	Est. Total Cost	\$374,500,000

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.

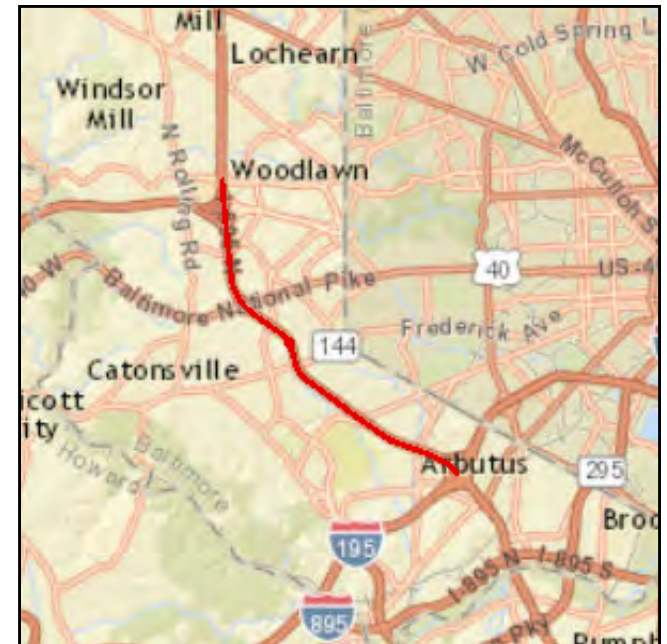
Justification:

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





2017 - 2020 Transportation Improvement Program

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 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	\$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)

TIP ID	63-0802-41	Year of Operation	2025
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	0.75 Mile, 2 to 3 lanes
CIP or CTP ID(s)	BA7291	Est. Total Cost	\$25,316,000

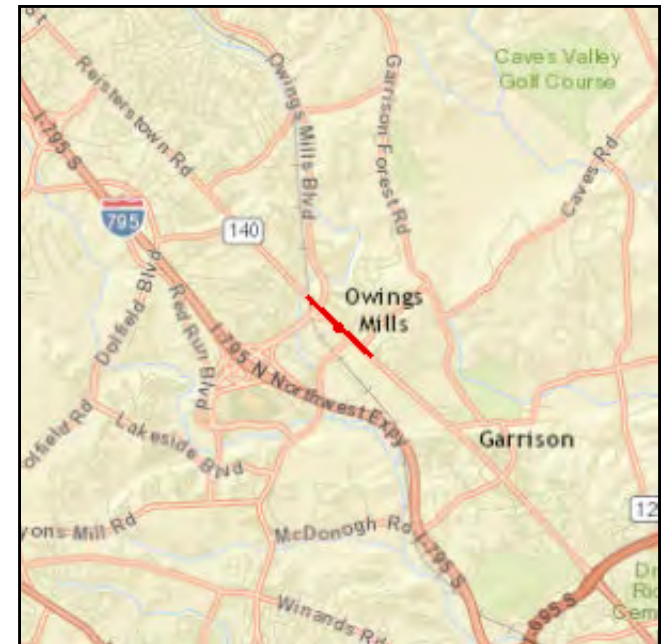
Description:

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 compatibility. This results in two through lanes on northbound MD 140 and three through lanes on southbound MD 140. Pedestrian improvements will be provided where appropriate. 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)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$0	\$682	\$0	\$422	\$0	\$0	\$0	\$0	\$1,104
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$682	\$0	\$422	\$0	\$0	\$0	\$0	\$1,104
Total	\$0	\$682	\$0	\$422	\$0	\$0	\$0	\$0	\$1,104

I-795: Dolfield Boulevard Interchange

TIP ID	63-0803-46	Year of Operation	2026
Agency	SHA - Baltimore County	Project Type	New interchange
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	Full Interchange, 4 to 6 lanes
CIP or CTP ID(s)	BA4511	Est. Total Cost	\$162,955,000

Description:

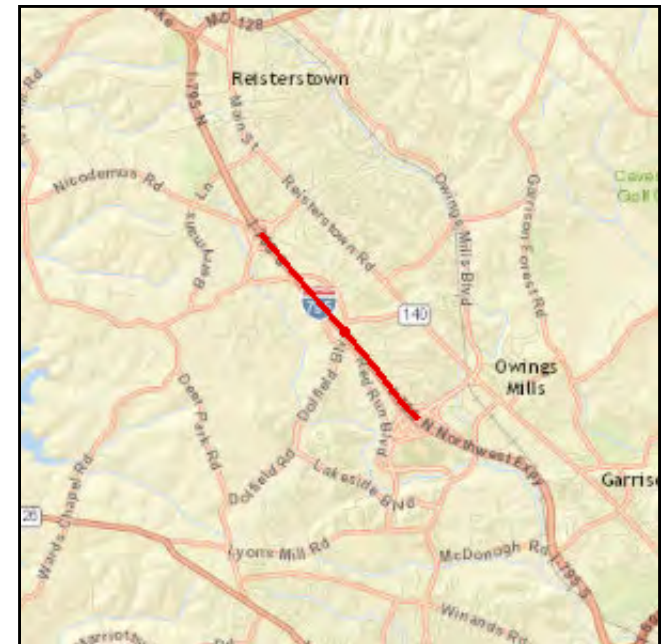
This study has identified a preferred alternative that constructs a new interchange at the existing Pleasant Hill Road overpass. The project also includes widening I-795 from 4 to 6 lanes between Owings Mills and Franklin Boulevards. Funding will take preliminary engineering to the 30% stage, when phasing 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





2017 - 2020 Transportation Improvement Program

I-795: Dolfield Boulevard Interchange

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$1,148	\$127	\$890	\$99	\$873	\$97	\$0	\$0	\$3,234
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,148	\$127	\$890	\$99	\$873	\$97	\$0	\$0	\$3,234
Total	\$1,148	\$127	\$890	\$99	\$873	\$97	\$0	\$0	\$3,234

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

TIP ID	63-1203-41	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	0.2 Miles, 2 to 3 lanes
CIP or CTP ID(s)	BA7292	Est. Total Cost	\$17,715,000

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

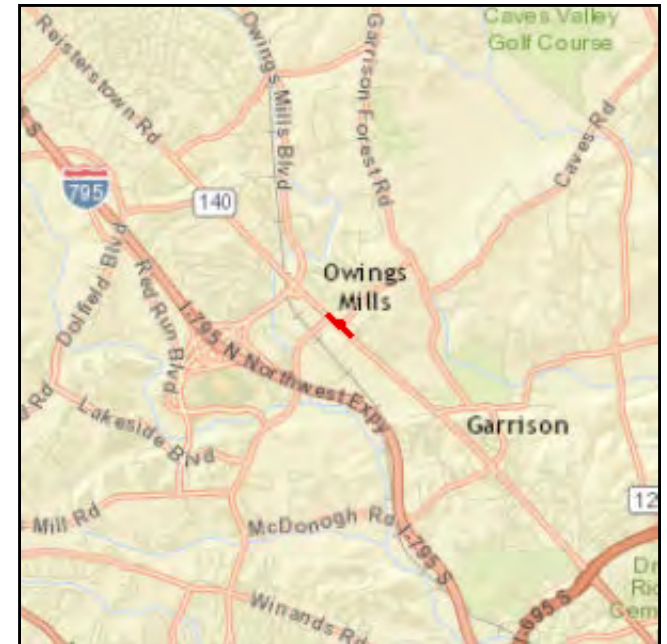
This is phase 1 of MD 140 construction. Phase 2 is the MD 140: North of Painters Mill Road to Owings Mills Boulevard project (TIP ID #63-0802-41).

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





2017 - 2020 Transportation Improvement Program

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

(Funding in Thousands)

Other

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	\$1,419	\$0	\$911	\$0	\$1,323	\$0	\$1,012	\$4,665
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	\$1,419	\$0	\$911	\$0	\$1,323	\$0	\$1,012	\$4,665

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$104	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$129
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$3,805	\$0	\$0	\$0	\$0	\$0	\$0	\$3,805
Subtotal	\$104	\$3,830	\$0	\$0	\$0	\$0	\$0	\$0	\$3,934
Total	\$104	\$5,249	\$0	\$911	\$0	\$1,323	\$0	\$1,012	\$8,599

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

TIP ID	63-1206-41	Year of Operation	2017
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	6 to 8 lanes; 1.1 miles
CIP or CTP ID(s)	BA4581	Est. Total Cost	\$33,491,000

Description:

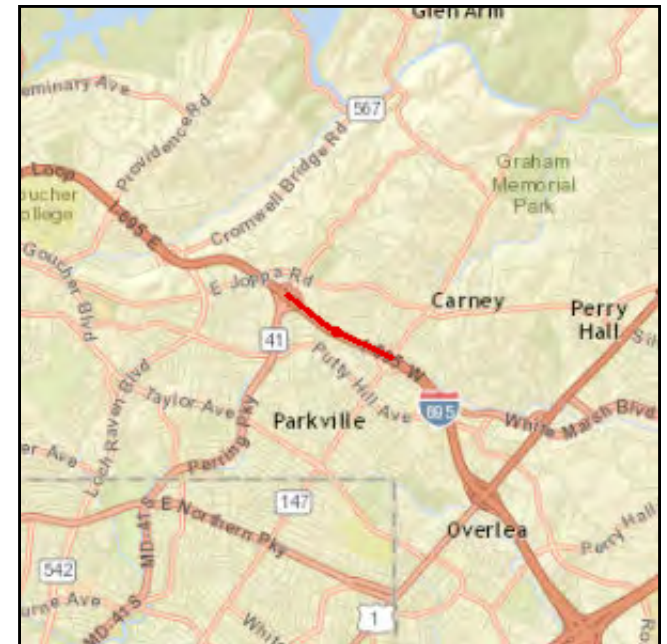
The purpose of this project is to provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include a wider median, wider shoulders and replacement of the existing Old Harford Road bridge over I-695, accommodating 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. A traffic signal and 350 feet of storage capacity will be provided on MD 147. The existing one-lane loop ramp will be removed, eliminating a weave movement on this section of I-695.

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)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$8,989	\$0	\$0	\$0	\$0	\$0	\$0	\$8,989
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
Subtotal	\$0	\$8,989	\$0	\$0	\$0	\$0	\$0	\$0	\$8,989



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 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	\$255	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$294
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$255	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$294
Total	\$255	\$9,028	\$0	\$0	\$0	\$0	\$0	\$0	\$9,283

I-695: US 40 to MD 144

TIP ID	63-1601-41	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	3 to 4 lanes
CIP or CTP ID(s)	BA7271	Est. Total Cost	\$102,661,000

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.

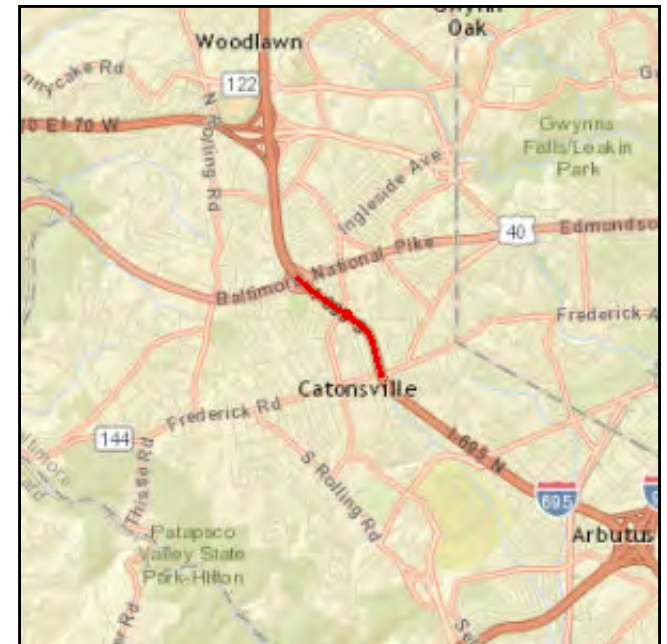
This project is a breakout of the I-695, from I-95 to MD 122, corridor project, which has TIP ID #63-0602-41.

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





2017 - 2020 Transportation Improvement Program

I-695: US 40 to MD 144

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$12,996	\$1,721	\$15,194	\$2,012	\$15,194	\$3,777	\$10,988	\$11,854	\$73,736
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	\$57	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$61
Subtotal	\$13,053	\$1,725	\$15,194	\$2,012	\$15,194	\$3,777	\$10,988	\$11,854	\$73,797
Total	\$13,053	\$1,725	\$15,194	\$2,012	\$15,194	\$3,777	\$10,988	\$11,854	\$73,797

I-695: Bridge Replacements at Benson Ave and US 1

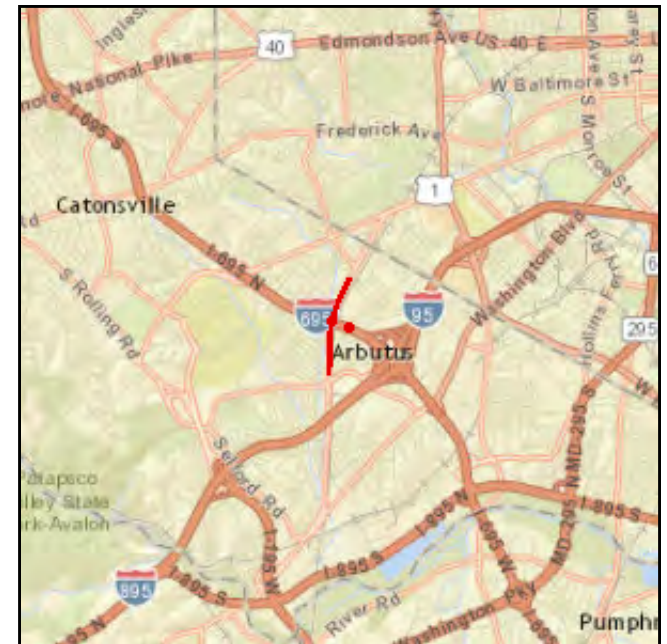
TIP ID	63-1602-43	Year of Operation	2017
Agency	SHA - Baltimore County	Project Type	Bridge widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	NA
CIP or CTP ID(s)	BA3661	Est. Total Cost	\$50,466,000

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 access to 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. Acceleration lanes, merges, tapers, and gores from I-95 Southbound to the Inner Loop will be extended to meet current standards. 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. A bicycle lane and ADA compliant sidewalks will be added and pavement will be removed for storm water management. 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.

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



2017 - 2020 Transportation Improvement Program

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 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	\$12,682	\$1,293	\$5,514	\$565	\$0	\$0	\$0	\$0	\$20,054
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	\$1,593	\$223	\$664	\$76	\$0	\$0	\$0	\$0	\$2,556
Subtotal	\$14,275	\$1,516	\$6,178	\$641	\$0	\$0	\$0	\$0	\$22,610
Total	\$14,275	\$1,516	\$6,178	\$641	\$0	\$0	\$0	\$0	\$22,610

I-695: Bridge Replacement on Crosby Road

TIP ID	63-1702-43	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Bridge widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	BA0131	Est. Total Cost	\$6,940,000

Description:

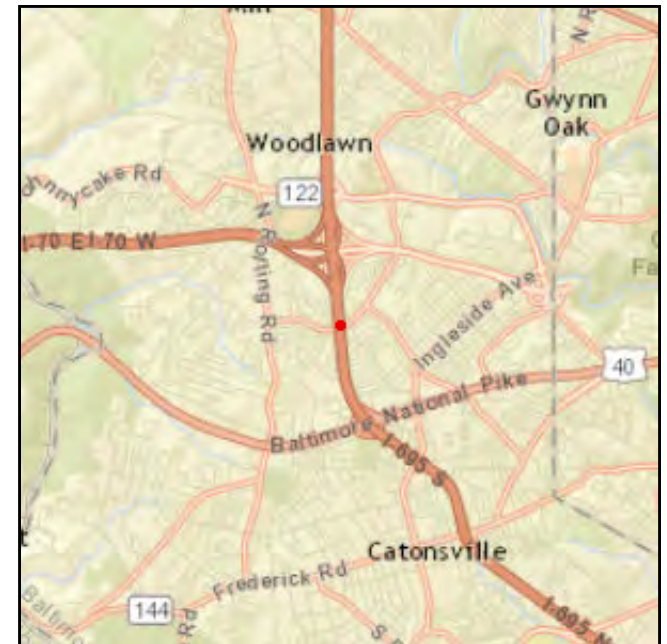
The project will replace bridge no. 03125 along Crosby Road over I-695. The replacement bridge will accommodate future widening of I-695. No additional capacity is being provided at this time. 5 foot shoulders and 5 foot ADA compliant sidewalks are planned on both sides.

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





2017 - 2020 Transportation Improvement Program

I-695: Bridge Replacement on Crosby Road

(Funding in Thousands)

Other

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	\$540	\$0	\$2,655	\$0	\$2,385	\$5,580
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$220	\$0	\$220	\$0	\$220	\$0	\$73	\$733
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$220	\$0	\$760	\$0	\$2,875	\$0	\$2,458	\$6,313
Total	\$0	\$220	\$0	\$760	\$0	\$2,875	\$0	\$2,458	\$6,313

I-70 & I-695: Triple Bridges Study

TIP ID	63-1705-43	Year of Operation	2025
Agency	SHA - Baltimore County	Project Type	Bridge widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	TBD
CIP or CTP ID(s)	BA0201	Est. Total Cost	\$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 project is funded for project planning only.

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





I-70 & I-695: Triple Bridges Study

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$600
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Total	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$600

MD 25: Bridge Replacement over Georges Run

TIP ID	63-1603-13	Year of Operation	2016
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	Bridge Replacement, 2 to 2 Lanes
CIP or CTP ID(s)	BA8101	Est. Total Cost	\$5,062,000

Description:

Replace bridge #0301900 along MD 25, Falls Road, over Georges Run. The new bridge will include a 5 foot shoulder on both sides of the roadway.

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)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$75	\$19	\$56	\$15	\$0	\$0	\$0	\$0	\$165
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	\$75	\$19	\$56	\$15	\$0	\$0	\$0	\$0	\$165



MD 25: Bridge Replacement over Georges Run

(Funding in Thousands)

Other

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	\$81	\$0	\$0	\$0	\$0	\$0	\$0	\$81
Subtotal	\$0	\$81	\$0	\$0	\$0	\$0	\$0	\$0	\$81
Total	\$75	\$100	\$56	\$15	\$0	\$0	\$0	\$0	\$246

I-83: Bridge Replacement over Padonia Road

TIP ID	63-1701-13	Year of Operation	2019
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	3 to 3 Lanes
CIP or CTP ID(s)	BA0381	Est. Total Cost	\$10,941,000

Description:

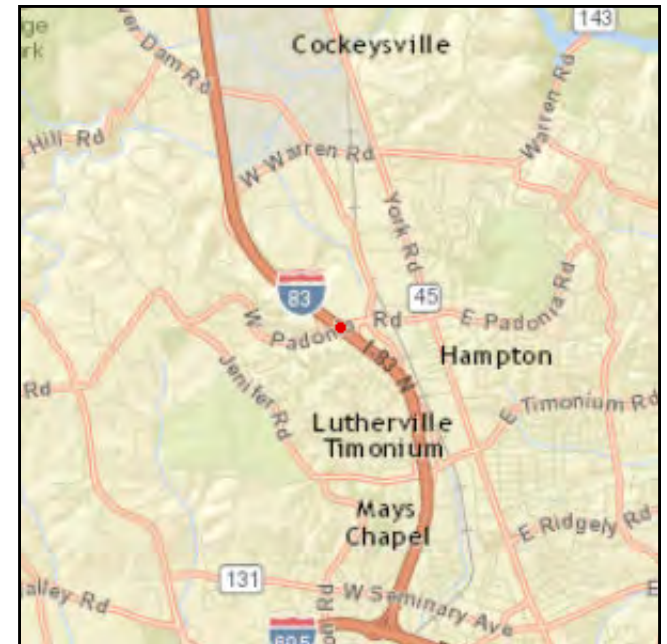
Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic.

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).





2017 - 2020 Transportation Improvement Program

I-83: Bridge Replacement over Padonia Road

(Funding in Thousands)

Other

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	\$2,600	\$0	\$7,400	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$412	\$0	\$0	\$0	\$0	\$0	\$0	\$412
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$412	\$0	\$2,600	\$0	\$7,400	\$0	\$0	\$10,412
Total	\$0	\$412	\$0	\$2,600	\$0	\$7,400	\$0	\$0	\$10,412

MD 137: Bridge Replacement over I-83

TIP ID	63-1703-13	Year of Operation	2018
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	BA0801	Est. Total Cost	\$4,799,000

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.

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 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	\$1,040	\$0	\$2,960	\$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
Subtotal	\$0	\$1,040	\$0	\$2,960	\$0	\$0	\$0	\$0	\$4,000
Total	\$0	\$1,040	\$0	\$2,960	\$0	\$0	\$0	\$0	\$4,000

US 1: Bridge Replacement over CSX

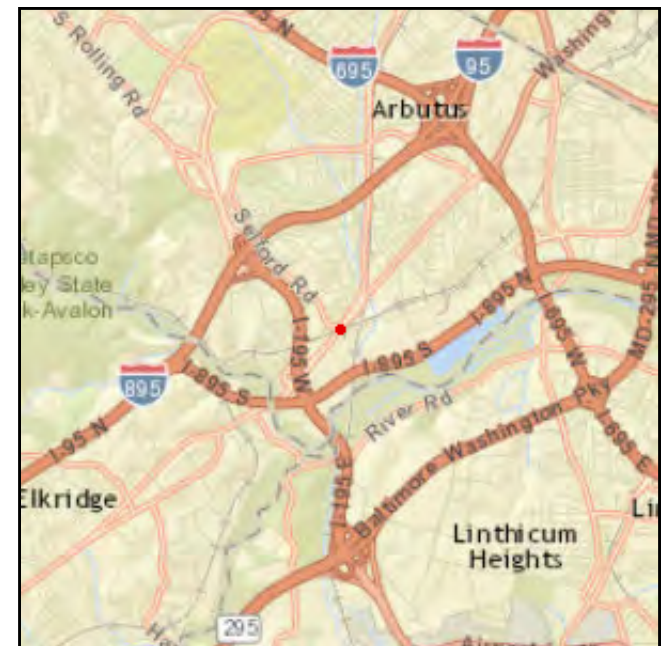
TIP ID	63-1704-13	Year of Operation	2019
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)	BA5341	Est. Total Cost	\$25,236,000

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.

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 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	\$5,250	\$0	\$19,750	\$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
Subtotal	\$0	\$0	\$0	\$5,250	\$0	\$19,750	\$0	\$0	\$25,000
Total	\$0	\$0	\$0	\$5,250	\$0	\$19,750	\$0	\$0	\$25,000

US 40: Bridge Replacements over Little & Big Gunpowder Falls

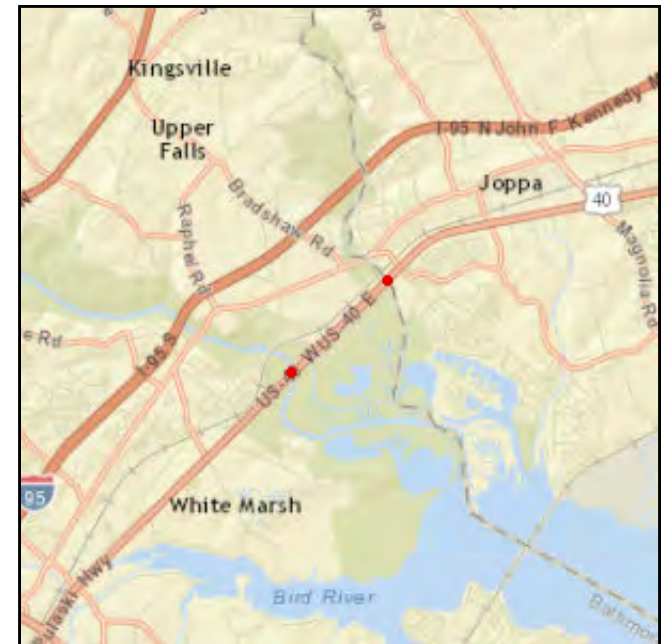
TIP ID	63-1706-13	Year of Operation	2018
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	BA6091	Est. Total Cost	\$12,396,000

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).



US 40: Bridge Replacements over Little & Big Gunpowder Falls

(Funding in Thousands)

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	\$3,950	\$0	\$6,050	\$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	\$3,950	\$0	\$6,050	\$0	\$0	\$0	\$0	\$10,000
Total	\$0	\$3,950	\$0	\$6,050	\$0	\$0	\$0	\$0	\$10,000

MD 32: MD 26 to I-70 Corridor Study

TIP ID	64-1703-41	Year of Operation	2017
Agency	SHA - Carroll County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	7.5 miles
CIP or CTP ID(s)	AWNEW1	Est. Total Cost	\$1,250,000

Description:

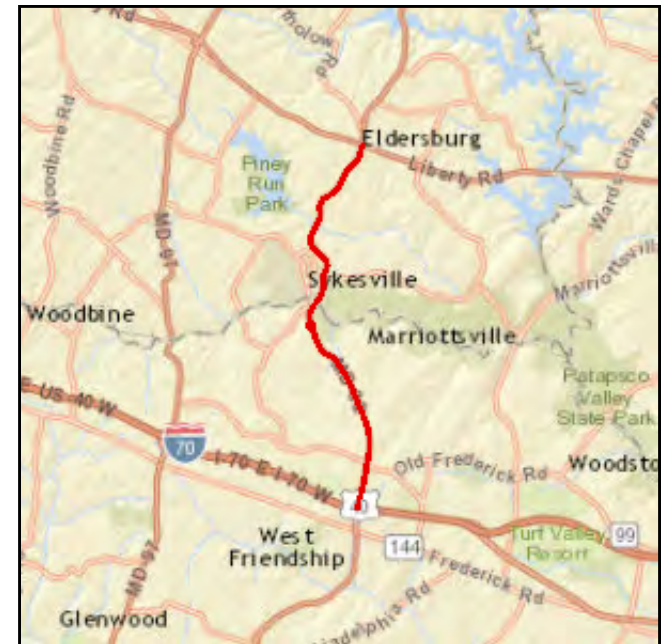
The project is a Planning and Environmental Linkages (PEL) study to determine capacity and safety improvements along MD 32 (Sykesville Road) from MD 26 (Liberty Road) to I-70 in Howard County (7.5 miles). The project is funded for pre-NEPA project planning only.

Justification:

Roadway connects high growth area of Carroll County with growing job markets in Howard County and around Fort Meade.

Connection to Long-Range Transportation Planning Goals:

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





MD 32: MD 26 to I-70 Corridor Study

(Funding in Thousands)

Other

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	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Total	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800

MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)

TIP ID	64-1401-19	Year of Operation	2019
Agency	SHA - Carroll County	Project Type	Other
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1.58 miles, 2 to 2 lanes
CIP or CTP ID(s)	CL3411	Est. Total Cost	\$24,306,000

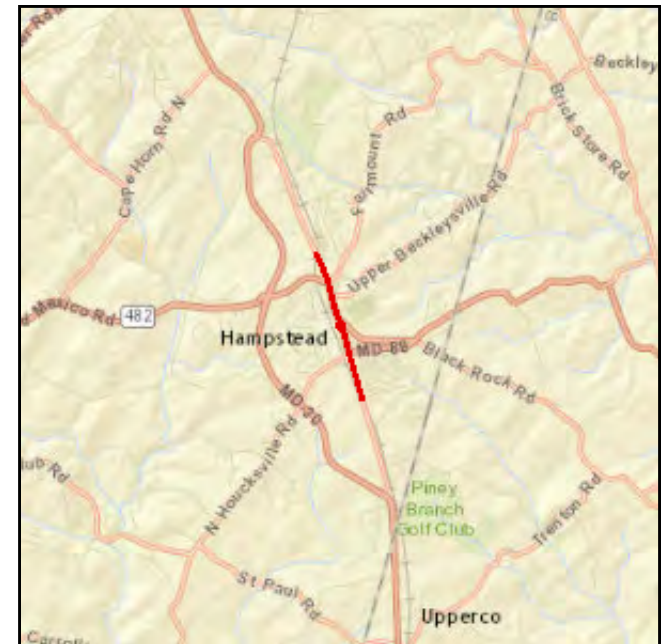
Description:

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 mixed traffic in the travel lanes.

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 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	\$6,033	\$0	\$8,792	\$0	\$4,686	\$0	\$0	\$19,511
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	\$6,033	\$0	\$8,792	\$0	\$4,686	\$0	\$0	\$19,511
Total	\$0	\$6,033	\$0	\$8,792	\$0	\$4,686	\$0	\$0	\$19,511

MD 86: Bridge Replacement over Gunpowder Falls

TIP ID	64-1701-13	Year of Operation	2018
Agency	SHA - Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	CL2391	Est. Total Cost	\$6,219,000

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.

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 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	\$1,300	\$0	\$3,700	\$0	\$0	\$0	\$0	\$5,000
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	\$1,300	\$0	\$3,700	\$0	\$0	\$0	\$0	\$5,000
Total	\$0	\$1,300	\$0	\$3,700	\$0	\$0	\$0	\$0	\$5,000

MD 496: Bridge Replacement over Big Pipe Creek

TIP ID	64-1702-13	Year of Operation	2019
Agency	SHA - Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	CL4031	Est. Total Cost	\$3,599,000

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.

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 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	\$930	\$0	\$2,070	\$0	\$0	\$3,000
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	\$930	\$0	\$2,070	\$0	\$0	\$3,000
Total	\$0	\$0	\$0	\$930	\$0	\$2,070	\$0	\$0	\$3,000

MD 22: Beards Hill Road Intersection Reconstruction

TIP ID	65-1205-41	Year of Operation	2017
Agency	SHA - Harford County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	Intersection, 4 to 6 Lanes
CIP or CTP ID(s)	HA3484	Est. Total Cost	\$16,504,000

Description:

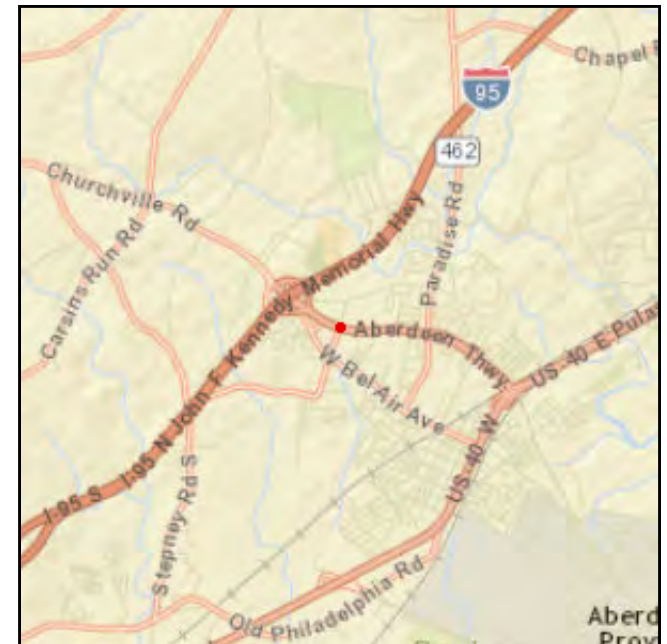
The project includes adding an additional lane on MD 22 eastbound and westbound (outside widening) and an additional left-turn lane from MD 22 eastbound to Beards Hill Road. This results in a capacity increase from two to three through lanes both eastbound and westbound.

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.



2017 - 2020 Transportation Improvement Program

MD 22: Beards Hill Road Intersection Reconstruction

(Funding in Thousands)

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	\$4,685	\$996	\$0	\$0	\$0	\$0	\$0	\$0	\$5,681
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	\$404	\$107	\$461	\$116	\$0	\$0	\$0	\$0	\$1,088
Subtotal	\$5,089	\$1,103	\$461	\$116	\$0	\$0	\$0	\$0	\$6,769
Total	\$5,089	\$1,103	\$461	\$116	\$0	\$0	\$0	\$0	\$6,769

US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2

TIP ID	65-1402-41	Year of Operation	2019
Agency	SHA - Harford County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	Intersection, 4 to 6 Lanes
CIP or CTP ID(s)	HA3487	Est. Total Cost	\$19,244,000

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.

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.



2017 - 2020 Transportation Improvement Program

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 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	\$3,228	\$1,904	\$4,118	\$1,892	\$2,710	\$1,244	\$0	\$0	\$15,096
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,228	\$1,904	\$4,118	\$1,892	\$2,710	\$1,244	\$0	\$0	\$15,096



2017 - 2020 Transportation Improvement Program

US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2

(Funding in Thousands)

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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$306	\$508	\$0	\$123	\$0	\$0	\$0	\$0	\$937
Subtotal	\$306	\$508	\$0	\$123	\$0	\$0	\$0	\$0	\$937
Total	\$3,534	\$2,412	\$4,118	\$2,015	\$2,710	\$1,244	\$0	\$0	\$16,033

MD 22: Paradise Road Intersection Reconstruction

TIP ID	65-1403-41	Year of Operation	2017
Agency	SHA - Harford County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	4 to 6 lanes
CIP or CTP ID(s)	HA3483	Est. Total Cost	\$19,776,000

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





2017 - 2020 Transportation Improvement Program

MD 22: Paradise Road Intersection Reconstruction

(Funding in Thousands)

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	\$3,403	\$1,392	\$1,666	\$681	\$0	\$0	\$0	\$0	\$7,142
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	\$361	\$99	\$331	\$91	\$0	\$0	\$0	\$0	\$882
Subtotal	\$3,764	\$1,491	\$1,997	\$772	\$0	\$0	\$0	\$0	\$8,024
Total	\$3,764	\$1,491	\$1,997	\$772	\$0	\$0	\$0	\$0	\$8,024

MD 22: Old Post Road Intersection Reconstruction

TIP ID	65-1202-12	Year of Operation	2016
Agency	SHA - Harford County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Other Freeway & Expressways
Conformity Status	Exempt	Physical Data	
CIP or CTP ID(s)	HA3485	Est. Total Cost	\$9,463,000

Description:

This project will complete a number of improvements on MD 22 at Old Post Road, including: an additional through lane on eastbound MD 22, an additional through lane and an auxiliary lane on westbound MD 22, a second left-turn lane from eastbound MD 22 to northbound Old Post Road, additional right turn lanes from MD 22 to Old Post Road (both directions), and a wide outside lane to accommodate bicyclists and pedestrians on Old Post Road.

Justification:

The purpose of the project is to improve the operation and safety of MD 22 at Old Post Road. It will improve access to Aberdeen Proving Ground to support BRAC expansion.

Funds allocated for the PE phase are reflected in the BRAC near Aberdeen Proving Grounds project (TIP ID #65-0804-39).

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.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and





2017 - 2020 Transportation Improvement Program

MD 22: Old Post Road Intersection Reconstruction

(Funding in Thousands)

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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$293	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$348
Subtotal	\$293	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$348
Total	\$293	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$348

MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

TIP ID	65-1601-12	Year of Operation	
Agency	SHA - Harford County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	1.8 Miles
CIP or CTP ID(s)	HA3342	Est. Total Cost	\$10,682,000

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 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	\$260	\$90	\$245	\$85	\$0	\$0	\$0	\$0	\$680
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$260	\$90	\$245	\$85	\$0	\$0	\$0	\$0	\$680



MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

(Funding in Thousands)

Other

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	\$0	\$0	\$137	\$0	\$0	\$0	\$0	\$137
Subtotal	\$0	\$0	\$0	\$137	\$0	\$0	\$0	\$0	\$137
Total	\$260	\$90	\$245	\$222	\$0	\$0	\$0	\$0	\$817

I-95: Montgomery Road to I-895 Noise Barrier

TIP ID	66-1701-31	Year of Operation	2018
Agency	SHA - Howard County	Project Type	Noise barriers
Project Category	Environmental/Safety	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	7,000 Linear Feet
CIP or CTP ID(s)	HO4881	Est. Total Cost	\$12,768,000

Description:

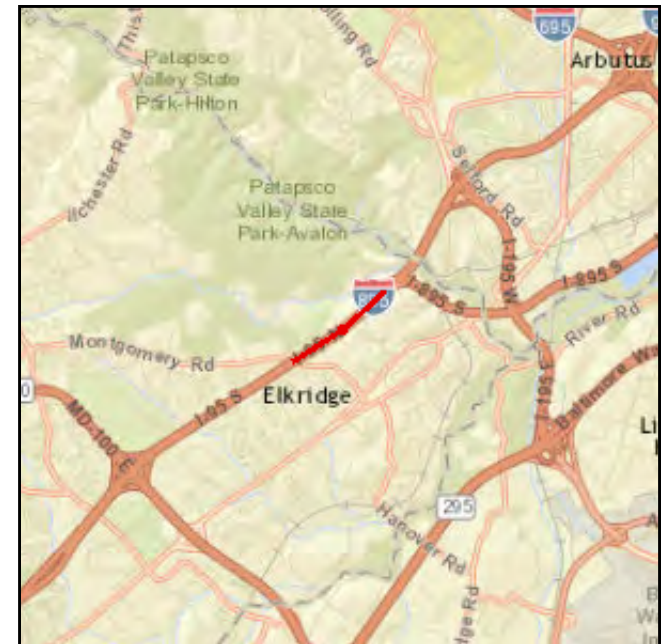
The project will construct a noise wall along I-95, from the Montgomery Road overpass to the I-895 interchange. Construction began in Fall of 2015. Previously, this was a system preservation project funded under TIP ID #60-9506-38.

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 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	\$6,446	\$0	\$2,838	\$0	\$0	\$0	\$0	\$9,284
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	\$6,446	\$0	\$2,838	\$0	\$0	\$0	\$0	\$9,284
Total	\$0	\$6,446	\$0	\$2,838	\$0	\$0	\$0	\$0	\$9,284

US 29: Seneca Drive to MD 175 - Phase 1B

TIP ID	66-1101-41	Year of Operation	2017
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	5 to 6 lanes; 2.8 miles
CIP or CTP ID(s)	HO3171	Est. Total Cost	\$35,068,000

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.

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





2017 - 2020 Transportation Improvement Program

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 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	\$7,206	\$0	\$0	\$0	\$0	\$0	\$0	\$7,206
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	\$88	\$243	\$0	\$243	\$0	\$0	\$0	\$0	\$574
Subtotal	\$88	\$7,449	\$0	\$243	\$0	\$0	\$0	\$0	\$7,780
Total	\$88	\$7,449	\$0	\$243	\$0	\$0	\$0	\$0	\$7,780

US 29: Middle Patuxent River to Seneca Drive - Phase 2

TIP ID	66-1406-41	Year of Operation	2030
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	5 to 6 lanes; 1.7 miles
CIP or CTP ID(s)	HO3173	Est. Total Cost	\$63,024,000

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).

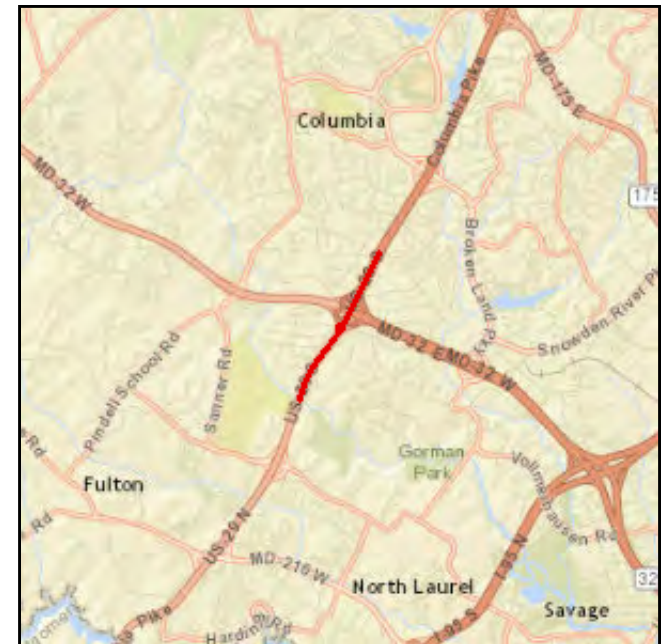
The estimated total cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been identified.

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





2017 - 2020 Transportation Improvement Program

US 29: Middle Patuxent River to Seneca Drive - Phase 2

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$0	\$888	\$0	\$905	\$0	\$0	\$0	\$0	\$1,793
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$888	\$0	\$905	\$0	\$0	\$0	\$0	\$1,793
Total	\$0	\$888	\$0	\$905	\$0	\$0	\$0	\$0	\$1,793

US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only

TIP ID	66-1601-42	Year of Operation	2015
Agency	SHA - Howard County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	HO3172	Est. Total Cost	\$8,134,000

Description:

Construct access improvements by relocating direct access to Old Columbia Drive from US 29 to the local road system (Phase 1A). Gales Lane will be closed as part of US 29 Phase 1B widening project, TIP #66-1101-41. Three residences along Gales Lane are being relocated. Construction is complete and residences will be relocated by 2018.

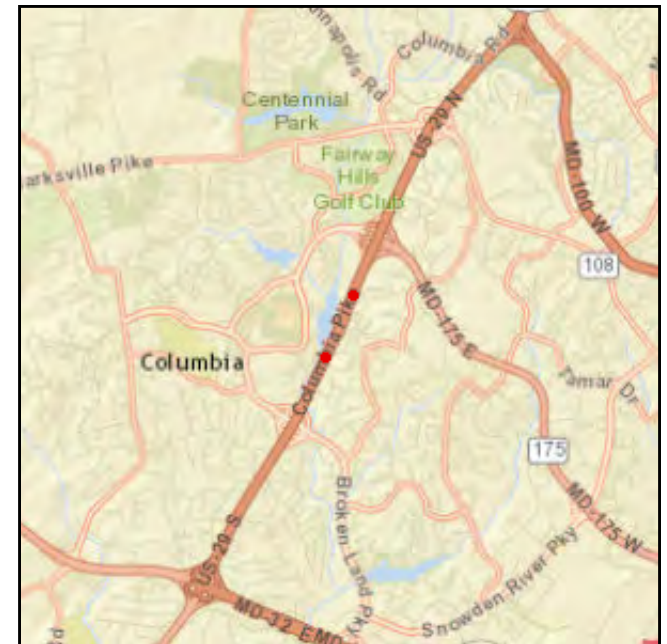
Related projects include: US 29: Seneca Lane to MD 175 - Phase 1B (TIP ID #66-1101-41) as well as US 29: Middle Patuxent River to Seneca Drive - Phase 2 (TIP ID #66-1406-41).

Justification:

This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently three lanes in each direction.

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).





US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$594	\$50	\$711	\$29	\$0	\$0	\$0	\$0	\$1,384
Subtotal	\$594	\$50	\$711	\$29	\$0	\$0	\$0	\$0	\$1,384
Total	\$594	\$50	\$711	\$29	\$0	\$0	\$0	\$0	\$1,384

MD 32: MD 108 to Linden Church Road

TIP ID	66-1602-41	Year of Operation	2020
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes, 2.25 miles
CIP or CTP ID(s)	HO1411	Est. Total Cost	\$33,174,000

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 this project.

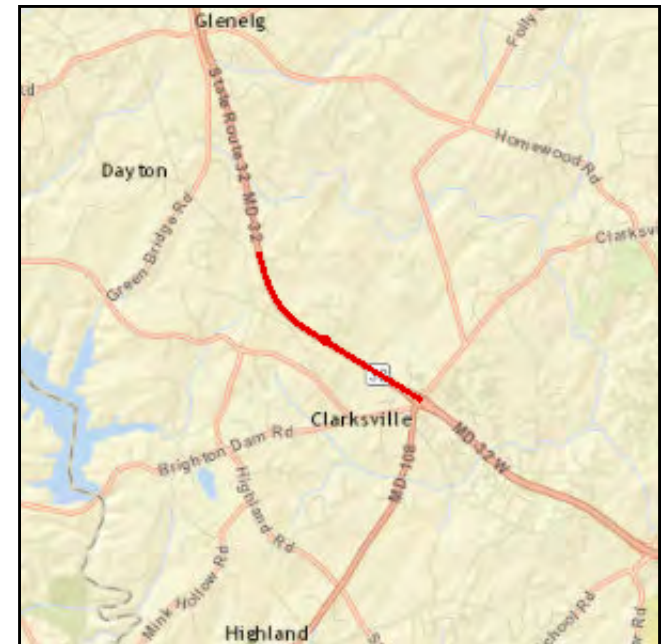
This project is segment 1 of the MD 32: MD 108 to I-70 Corridor project that had TIP Reference #66-1405-41 in previous TIPs.

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.





MD 32: MD 108 to Linden Church Road

(Funding in Thousands)

Other

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	\$4,050	\$0	\$11,270	\$0	\$14,666	\$0	\$888	\$30,874
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
Subtotal	\$0	\$4,850	\$0	\$11,270	\$0	\$14,666	\$0	\$888	\$31,674
Total	\$0	\$4,850	\$0	\$11,270	\$0	\$14,666	\$0	\$888	\$31,674

MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

TIP ID	66-1703-41	Year of Operation	2021
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 Lanes, 6.6 Miles
CIP or CTP ID(s)	HO7561	Est. Total Cost	\$121,930,000

Description:

The project will construct capacity and safety improvements along MD 32, from north of Linden Church Road to I-70.

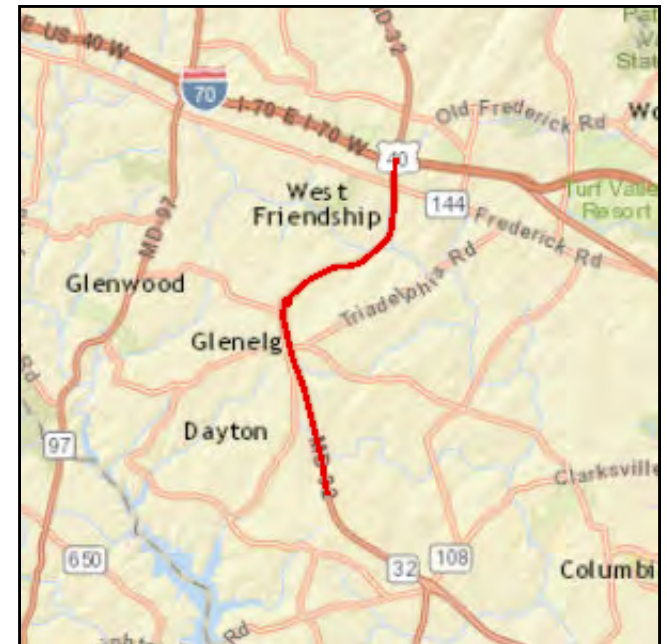
This is a design build project and phase II of the MD 32: MD 108 to I-70 Corridor project improvements. This is the final phase and contains the funding for the original corridor project planning. Phase 1, MD 108 to Linden Church Road, has TIP ID #66-1602-41. The MD 32: MD 108 to I-70 Corridor project 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.

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

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
Subtotal	\$0	\$3,589	\$0	\$11,616	\$0	\$10,042	\$0	\$30,127	\$55,374

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$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
Subtotal	\$1,440	\$1,360	\$1,499	\$800	\$640	\$160	\$0	\$0	\$5,899
Total	\$1,440	\$4,949	\$1,499	\$12,416	\$640	\$10,202	\$0	\$30,127	\$61,273

MD 32: Triadelphia Road Bridge Replacement

TIP ID	66-1702-13	Year of Operation	2022
Agency	SHA - Howard County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	HO1561	Est. Total Cost	\$5,941,000

Description:

The project will replace bridge no. 013045 along Triadelphia Road over MD 32. The new bridge will accommodate the capacity improvements along MD 32, TIP #66-1703-41. Construction is state funded and will begin after FY 2020.

Justification:

The existing structure, built in 1961, 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).





MD 32: Triadelphia Road Bridge Replacement

(Funding in Thousands)

Other

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	\$178	\$0	\$178	\$0	\$178	\$0	\$178	\$712
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$178	\$0	\$178	\$0	\$178	\$0	\$178	\$712
Total	\$0	\$178	\$0	\$178	\$0	\$178	\$0	\$178	\$712

Areawide Transportation Alternatives Projects

TIP ID	60-9903-29	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$20,800,000

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 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	\$3,200	\$800	\$3,200	\$800	\$3,200	\$800	\$3,200	\$800	\$16,000
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
Subtotal	\$4,160	\$1,040	\$4,160	\$1,040	\$4,160	\$1,040	\$4,160	\$1,040	\$20,800
Total	\$4,160	\$1,040	\$4,160	\$1,040	\$4,160	\$1,040	\$4,160	\$1,040	\$20,800

Areawide Environmental Projects

TIP ID	60-9506-38	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Environmental other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$69,220,000

Description:

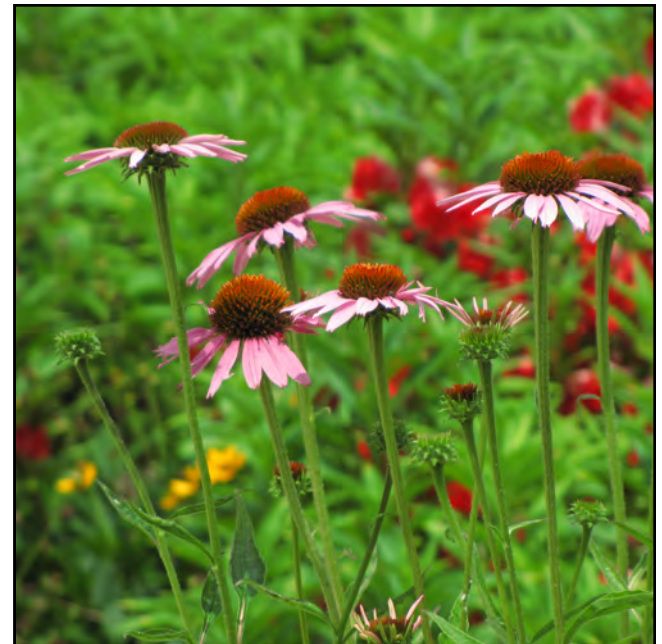
This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements, which may include but are not limited to, projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or 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 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	\$800	\$200	\$800	\$200	\$800	\$200	\$800	\$200	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$240	\$60	\$240	\$60	\$240	\$60	\$1,500
PP	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$1,360	\$340	\$1,120	\$280	\$1,120	\$280	\$1,120	\$280	\$5,900

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$8,000	\$2,000	\$8,000	\$2,000	\$4,000	\$1,000	\$4,000	\$1,000	\$30,000
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
Subtotal	\$8,360	\$2,090	\$8,360	\$2,090	\$4,360	\$1,090	\$4,360	\$1,090	\$31,800



Areawide Environmental Projects

(Funding in Thousands)

National Highway 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	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$12,000
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
Subtotal	\$2,864	\$716	\$2,864	\$716	\$2,864	\$716	\$2,864	\$716	\$14,320

Recreational Trails Program

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	\$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
Subtotal	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200



Areawide Environmental Projects

(Funding in Thousands)

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	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$12,000
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
Subtotal	\$3,200	\$800	\$3,200	\$800	\$3,200	\$800	\$3,200	\$800	\$16,000
Total	\$16,024	\$4,006	\$15,784	\$3,946	\$11,784	\$2,946	\$11,784	\$2,946	\$69,220

Areawide Congestion Management

TIP ID	60-9504-04	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-21	Est. Total Cost	\$34,000,000

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 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	\$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
Subtotal	\$1,280	\$320	\$1,280	\$320	\$1,280	\$320	\$1,280	\$320	\$6,400



Areawide Congestion Management

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
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
Subtotal	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$6,800

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	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$18,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$4,160	\$1,040	\$4,160	\$1,040	\$4,160	\$1,040	\$4,160	\$1,040	\$20,800
Total	\$6,800	\$1,700	\$6,800	\$1,700	\$6,800	\$1,700	\$6,800	\$1,700	\$34,000

Areawide Bridge Replacement And Rehabilitation

TIP ID	60-9310-13	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$151,200,000

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).





2017 - 2020 Transportation Improvement Program

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$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	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$8,000
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
Subtotal	\$12,000	\$3,000	\$12,000	\$3,000	\$12,000	\$3,000	\$12,000	\$3,000	\$60,000

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	\$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	\$3,840	\$960	\$3,840	\$960	\$3,840	\$960	\$3,840	\$960	\$19,200
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
Subtotal	\$18,240	\$4,560	\$18,240	\$4,560	\$18,240	\$4,560	\$18,240	\$4,560	\$91,200
Total	\$30,240	\$7,560	\$30,240	\$7,560	\$30,240	\$7,560	\$30,240	\$7,560	\$151,200

Areawide Resurfacing And Rehabilitation

TIP ID	60-9501-11	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$396,000,000

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).





2017 - 2020 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

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	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$12,000
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
Subtotal	\$2,800	\$700	\$2,800	\$700	\$2,800	\$700	\$2,800	\$700	\$14,000

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$40,000	\$10,000	\$40,000	\$10,000	\$32,800	\$8,200	\$32,800	\$8,200	\$182,000
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
Subtotal	\$42,000	\$10,500	\$42,000	\$10,500	\$34,800	\$8,700	\$34,800	\$8,700	\$192,000



2017 - 2020 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

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	\$40,000	\$10,000	\$40,000	\$10,000	\$32,000	\$8,000	\$32,000	\$8,000	\$180,000
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
Subtotal	\$42,000	\$10,500	\$42,000	\$10,500	\$34,000	\$8,500	\$34,000	\$8,500	\$190,000
Total	\$86,800	\$21,700	\$86,800	\$21,700	\$71,600	\$17,900	\$71,600	\$17,900	\$396,000

Areawide Safety And Spot Improvements

TIP ID	60-9508-19	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$296,160,000

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.





Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

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	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$18,000
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
Subtotal	\$3,872	\$968	\$3,872	\$968	\$3,872	\$968	\$3,872	\$968	\$19,360



2017 - 2020 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Highway Safety Improvement Program

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	\$6,800	\$1,700	\$6,800	\$1,700	\$6,800	\$1,700	\$6,800	\$1,700	\$34,000
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
Subtotal	\$8,080	\$2,020	\$8,080	\$2,020	\$8,080	\$2,020	\$8,080	\$2,020	\$40,400

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$28,000	\$7,000	\$28,000	\$7,000	\$16,000	\$4,000	\$16,000	\$4,000	\$110,000
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
Subtotal	\$29,280	\$7,320	\$29,280	\$7,320	\$17,280	\$4,320	\$17,280	\$4,320	\$116,400



2017 - 2020 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

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	\$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
Subtotal	\$24,000	\$6,000	\$24,000	\$6,000	\$24,000	\$6,000	\$24,000	\$6,000	\$120,000
Total	\$65,232	\$16,308	\$65,232	\$16,308	\$53,232	\$13,308	\$53,232	\$13,308	\$296,160

Areawide Urban Reconstruction

TIP ID	60-9511-19	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$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.





2017 - 2020 Transportation Improvement Program

Areawide Urban Reconstruction

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-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	\$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
Subtotal	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200



2017 - 2020 Transportation Improvement Program

Areawide Urban Reconstruction

(Funding in Thousands)

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	\$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
Subtotal	\$5,040	\$1,260	\$5,040	\$1,260	\$5,040	\$1,260	\$5,040	\$1,260	\$25,200
Total	\$5,080	\$1,270	\$5,080	\$1,270	\$5,080	\$1,270	\$5,080	\$1,270	\$25,400

Morgan State University Transportation Research Program

TIP ID	60-0702-99	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$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 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	\$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
Subtotal	\$45	\$0	\$45	\$0	\$45	\$0	\$45	\$0	\$180
Total	\$45	\$0	\$45	\$0	\$45	\$0	\$45	\$0	\$180

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
ANNAPOLIS	Kwaku Duah , Transportation Planner
ANNE ARUNDEL COUNTY	Brian Ulrich , Transportation Planning Administrator
BALTIMORE CITY	Betty Smoot , City Planner III
BALTIMORE COUNTY	Kevin Sabolcik , Engineer
CARROLL COUNTY	Bobbi Moser , Comprehensive Planner
HARFORD COUNTY	Alex Rawls , Transportation Planner
HOWARD COUNTY	Jefferson Miller , Transportation Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Tyson Byrne , Regional Planner
Maryland Transit Administration (Commuter Rail and Transit)	Terri Lippa , Office of Capital Programming
State Highway Administration	Tara Penders , Regional Planner Ted Yurek , Regional Planner
Maryland Transportation Authority	Melissa Williams , 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	Brian Ulrich, Transportation Planning Administrator Office of Planning & Zoning
CITY OF BALTIMORE	Hon. Stephanie Rawlings-Blake (Vice-Chair) Mayor	Frank Murphy, Senior Advisor Department of Transportation
BALTIMORE COUNTY	Hon. Kevin Kamenetz County Executive	Emery Hines, Manager of Transportation Planning Department of Public Works
CARROLL COUNTY	Hon. Doug Howard 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, Deputy Director Department of Planning & Zoning
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
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. David Craig Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION	Mr. Paul Comfort Administrator	Pat Keller, Deputy CAO Statewide Service Development

TECHNICAL COMMITTEE

AGENCY	CONTACT PERSON
ANNE ARUNDEL COUNTY	Martha Arzu McIntosh , Transportation Planner
BALTIMORE CITY	Valorie LaCour , Chief, Transportation Planning Division
BALTIMORE COUNTY	Emery Hines , Manager of Transportation Planning
CARROLL COUNTY	Scott Graf , Transportation Planner
HARFORD COUNTY	Alex Rawls , Transportation Planner
HOWARD COUNTY	Jefferson Miller , Transportation Planner
QUEEN ANNE'S COUNTY	Steve Cohoon , Public Facilities Planner
CITY OF ANNAPOLIS	Kwaku Duah , Transportation Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Tyson Byrne , Regional Planner
Maryland Transit Administration	Michael Helta , Regional Planner
State Highway Administration	Ted Yurek , Regional Planner Tara Penders , Regional Planner
MARYLAND DEPARTMENT OF THE ENVIRONMENT	Alexandra Brun , Natural Resources Planner
MARYLAND DEPARTMENT OF PLANNING	Ken Choi , 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 2017 – 2020 Transportation Improvement Program Prioritization

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
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
SE Baltimore Freight Corridor: Broening Highway Complete Streets	X			X		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
Midtown Streetscape and Traffic Improvements	X	X		X	X	X			X		X	X		X
Citywide Guide Sign Replacement	X			X										X

<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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
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Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
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			X		X			X
Citywide System Preservation	X			X	X						X			X
Hanover Street Bridge Multimodal Corridor	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
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	X			X		X								X
SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	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

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
MLK Blvd. and Howard St. Intersection Improvements	X			X	X						X			X
Hawkins Point Bridge over CSX Railroad	X			X							X			X
Transportation Career Development Innovation Program (BCDOT)				X				X					X	
Baltimore City Locked Gate – Interstate Access Point Approval				X										X
Pavement Management System	X			X										
Rolling Road Widening - Phase I	X		X	X							X			X
Dogwood Road Bridge No. B-0072 over Dogwood Run	X			X							X			X
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	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
Gores Mill Road Bridges No. B-0136, B-0137, B-0138 and B-0346	X			X										X
Dogwood Road Bridge No. B-0347 over Dogwood Run	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			X										X

<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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
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Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
Gorsuch Mill Rd Bridge No. B-0071 over Blackrock 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
Forest Park Avenue Bridge No. B-0097 over Dead Run and Dogwood Road	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X										X
Baltimore County Bridge Inspection Program	X			X										X
Stone Chapel Road over Little Pipe Creek	X			X										X
Countywide Bridge Maintenance, Repair and Replacement	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
Carroll County Bridge Inspection Program	X			X										X
Bata Boulevard Access Road			X	X		X					X	X		X
Tollgate Road			X	X		X								X
Pleasantville Road Bridge # 67	X			X										X
Carrs Mill Road Bridge #216 over Bear Cabin Branch	X			X										X

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
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
Harford County Bridge Inspection Program	X			X										X
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X		X								X
Guilford Road: US 1 to Dorsey Run Road	X		X	X		X								X
MD 175 at Oakland Mills Rd Interchange	X		X	X		X								X
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X		X					X			X
Howard County Bridge Repairs and Deck Replacement	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
MTA Core Bus and Paratransit Vehicle Replacement	X	X		X		X		X	X					X
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					

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|--|---|
| <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 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 |
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing - Baltimore Region		X	X	X				X	X					
Bus & Rail System Preservation and Improvement	X	X		X		X		X	X					X
Small Urban Transit Systems - Operating Assistance		X		X		X		X	X					
Light Rail Mid-Life Overhaul	X	X		X		X		X	X					X
Kirk Bus Facility Replacement - Phase 1 & 2	X	X		X				X						X
2017 Bus and Rail Preventive Maintenance	X	X		X		X			X					X
Metro Railcar and Signaling Systems Rehab and Replacement	X	X		X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Rural Transit Systems - Operating Assistance		X		X		X		X	X					
Water Transit Strategic Plan Implementation		X	X	X		X		X	X		X			X
Susquehanna Bridges	X			X		X	X		X					X
State Safety Oversight				X										X
Port of Baltimore Enhancements	X			X		X	X	X						X
Baltimore and Potomac Tunnel	X			X		X	X	X						X
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

<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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
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TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
US 50: MD 70 to MD 2	X		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
MD 295: I-895 to North of Daisy Avenue - Noise Wall				X				X						
I-695: Low-Cost Operational and Safety Improvements	X		X	X										X
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
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

- | | |
|--|---|
| <ol style="list-style-type: none"> 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 | <ol style="list-style-type: none"> 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 |
|--|---|

Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X
MD 32: MD 26 to I-70 Corridor Study	X		X	X										X
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
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 22: Old Post Rd Intersection Reconstruction	X		X	X		X					X	X		X
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Sec G	X			X										X
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
US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only				X										X
MD 32: MD 108 to Linden Church Road	X		X	X		X								X
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X		X								X
MD 32: Triadelphia Road Bridge Replacement	X			X										X

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
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
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	

<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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
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Relating TIP Projects to Long-Range Plan Goals and Performance Measures

Agency	TIP ID	Project Name	TIP Evaluation Criteria Note: TIP projects generally comply with the TIP evaluation criterion: "Consistent with applicable short- and long-term comprehensive plans."	Long-Range Plan Goals	Long-Range Plan Performance Measures / Targets To conserve space, a list of adopted performance measures and targets follows this table.
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure ¹	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	11-1601-19	McKendree Road Culvert over Lyons Creek	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
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 ² Improve Accessibility ³ Improve System Safety ⁴ Improve and Maintain Existing Infrastructure	System Performance – Emissions Accessibility – Pedestrian / Bicycle System Safety – Roadways

¹ Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

² Pass on to future generations the healthiest natural and human environments possible.

³ Help people of all ages and abilities to access specific destinations.

⁴ Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

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 ⁵ Improve System Safety Promote Informed Decision Making ⁶	System Performance – Emissions System Performance – Congestion System Safety – Roadways System Safety – Transit
Baltimore City	12-1611-09	SE Baltimore Freight Corridor: Broening Highway Complete Streets	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1701-04	Transportation Management Center Upgrade	10. Implements transportation system management strategies	Increase Mobility Improve System Security ⁷	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
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	12-1222-11	Midtown Streetscape/Traffic Improvements	5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve Accessibility Increase Mobility Improve System Safety	Accessibility – Pedestrian System Performance – Congestion System Safety – Roadways
Baltimore City	12-1222-19	Citywide Guide Sign Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways

⁵ Help people and freight to move reliably and efficiently.

⁶ Ensure that adopted transportation policies and performance measures guide the regional decision making process.

⁷ Provide a secure traveling environment for everyone; improve the region’s ability to respond to natural or man-made disasters.

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

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	Wilkins 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	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	12-1419-13	Hanover Street Bridge Multimodal Corridor	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve Accessibility Promote Prosperity and Economic Opportunity ⁸	System Conditions – Bridges Accessibility – Pedestrian / Bicycle
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

⁸ Support the revitalization of communities, the development of activity centers, and the movement of goods and services

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
Baltimore City	12-1603-13	Radecke Avenue over Moores Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
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	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Improve System Safety Promote Prosperity and Economic Opportunity	System Conditions – Bridges System Safety – Roadways
Baltimore City	12-1610-11	SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	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

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

Baltimore City	12-9903-13	Hawkins Point Bridge 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 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 ⁹	No performance measures specifically addressing workforce development programs
Baltimore City	12-1201-99	Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	11. Improves pedestrian safety and access	Improve System Safety	System Safety – Roadways
Baltimore City	12-1206-99	Pavement Management System	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	System Conditions – Roadways System Safety – Roadways
Baltimore County	13-1405-41	Rolling Road Widening - Phase I	3. Reduces congestion and prevents congestion in new areas	Improve System Safety Increase Mobility	System Safety – Roadways System Performance – Congestion
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	13-0411-13	Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	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

⁹ 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 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	13-1109-13	Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1201-13	Dogwood Road Bridge No. B-0347 over Dogwood Run	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
Baltimore County	13-1203-13	Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
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

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

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	13-1210-13	Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road	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	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1402-13	Countywide Bridge Maintenance, Repair, and Replacement	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
Carroll County	14-1603-13	McKinstry's Mill Road Bridge over Sams Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

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	15-1402-42	Bata Boulevard Access Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
Harford County	15-1404-42	Tollgate Road	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
Harford County	15-0406-13	Pleasantville Road Bridge # 67	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
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
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

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

Howard County	16-1403-41	Dorsey Run Road: MD 175 to CSX Railroad Spur	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
Howard County	16-1405-41	Guilford Road: US 1 to Dorsey Run Road	3. Reduces congestion and prevents congestion in new areas	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
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	Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Pedestrian
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
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
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

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

MTA - Transit	40-1601-05	MTA Core Bus and Paratransit Vehicle Replacement	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1602-05	Urban Transit Systems - Capital	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1603-05	Urban Transit Systems - Operating	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Emissions Accessibility – Transit
MTA - Transit	40-9502-05	Small Urban Transit Systems - Capital	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Conditions – Transit System Performance – Emissions Accessibility – Transit
MTA - Transit	40-9901-01	Ridesharing - Baltimore Region	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Emissions

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

MTA - Transit	40-0015-64	Bus and Rail System Preservation and Improvement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve Accessibility 	<ul style="list-style-type: none"> System Conditions – Transit Accessibility – Transit
MTA - Transit	40-0104-61	Small Urban Transit Systems - Operating	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Conserve and Enhance the Environment Improve Accessibility 	<ul style="list-style-type: none"> System Performance – Emissions Accessibility – Transit
MTA - Transit	40-1001-64	Light Rail Mid-Life Overhaul	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve Accessibility 	<ul style="list-style-type: none"> System Conditions – Transit Accessibility – Transit
MTA - Transit	40-1203-65	Kirk Bus Facility Replacement - Phase 1 & 2	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment 	<ul style="list-style-type: none"> System Conditions – Transit System Performance – Emissions
MTA - Transit	40-1204-64	2017 Bus and Rail Preventive Maintenance	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Conditions – Transit Accessibility – Transit System Safety – Transit
MTA - Transit	40-1403-64	Metro Railcar and Signaling Systems Rehab and Replacement	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Conditions – Transit Accessibility – Transit System Safety – Transit
MTA - Transit	40-1502-69	Seniors and Individuals with Disabilities	<ul style="list-style-type: none"> 8. Enhances social, energy, and environmental efforts 9. Facilitates transit and/or alternatives to the single-occupant vehicle 	<ul style="list-style-type: none"> Improve Accessibility 	<ul style="list-style-type: none"> Accessibility – Transit

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

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 – Transit	42-1701-09	Water Transit Strategic Plan Implementation	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
Office of the Secretary	95-1401-59	Susquehanna Bridges	1. Preserves the regional transportation system 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Improve Accessibility Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges 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
Office of the Secretary	92-1101-99	Baltimore and Potomac Tunnel	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 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity Improve System Safety	System Safety – Transit

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

SHA	60-9903-29	Areawide Transportation Alternatives Projects	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety Conserve and Enhance the Environment 	<ul style="list-style-type: none"> System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA	60-9506-38	Areawide Environmental Projects	<ul style="list-style-type: none"> 5. Implements Transportation Alternatives activities 8. Enhances social, energy, and environmental efforts 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment 	<ul style="list-style-type: none"> Accessibility – Pedestrian / Bicycle
SHA	60-9504-04	Areawide Congestion Management	<ul style="list-style-type: none"> 2. Implements emission reduction measures 8. Enhances social, energy, and environmental efforts 10. Implements transportation system management strategies 	<ul style="list-style-type: none"> Increase Mobility Conserve and Enhance the Environment Promote Informed Decision Making 	<ul style="list-style-type: none"> System Performance – Congestion System Performance – Emissions
SHA	60-9310-13	Areawide Bridge Replacement And Rehabilitation	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure 	<ul style="list-style-type: none"> System Conditions – Bridges
SHA	60-9501-11	Areawide Resurfacing And Rehabilitation	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure 	<ul style="list-style-type: none"> System Conditions – Roadways
SHA	60-9508-19	Areawide Safety And Spot Improvements	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety 	<ul style="list-style-type: none"> System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA	60-9511-19	Areawide Urban Reconstruction	<ul style="list-style-type: none"> 1. Preserves the regional transportation system 11. Improves pedestrian safety and access 12. Improves bicycle safety and access 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety 	<ul style="list-style-type: none"> System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

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
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	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	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA	63-1405-31	MD 295: I-895 to North of Daisy Avenue - Noise Wall	8. Enhances social, energy, and environmental efforts	Conserve and Enhance the Environment	No performance measures specifically addressing noise abatement

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
SHA	63-1204-04	I-695: Low-Cost Operational and Safety Improvements	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	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
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
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

Relating TIP Projects to Long-Range Plan Goals and Performance Measures					
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	64-1703-41	MD 32: MD 26 to I-70 Corridor Study	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	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	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

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

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	65-1202-12	MD 22: Old Post Road Intersection Reconstruction	3. Reduces congestion and prevents congestion in new areas 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle
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
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

Relating TIP Projects to Long-Range Plan Goals and Performance Measures

SHA	66-1601-42	US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only	3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways 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
SHA	66-1702-13	MD 32: Triadelphia Road Bridge Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

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

June 29, 2016

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 2017-2020 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 410-865-1279 or via email at lerickson@mdot.state.md.us.

Sincerely,

Lyn Erickson
Manager and Federal Liaison
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 2017-2020 July 2016

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 2017-2020 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 2016	BUDGET YEAR 2017	Planning Years				SIX - YEAR TOTAL
			2018	2019	2020	2021	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office	104.0	144.8	23.9	32.9	14.8	13.9	334.3
Motor Vehicle Administration	23.2	29.6	28.6	18.6	17.2	16.6	133.9
Maryland Aviation Administration	241.5	196.1	91.3	35.6	34.2	40.5	639.2
Maryland Port Administration	121.2	116.9	220.9	212.8	130.0	107.5	909.4
Maryland Transit Administration	465.8	733.6	862.3	690.0	523.3	469.0	3,744.0
Washington Metropolitan Area Transit	249.3	253.4	255.8	265.3	273.4	284.1	1,581.3
<u>State Highway Administration</u>	<u>1,410.9</u>	<u>1,590.1</u>	<u>1,598.7</u>	<u>1,304.9</u>	<u>1,211.4</u>	<u>1,247.4</u>	<u>8,363.4</u>
TOTAL CAPITAL	2,616.0	3,064.5	3,081.5	2,560.1	2,204.3	2,179.0	15,705.4
Special Funds	1,605.3	1,720.6	1,902.3	1,609.0	1,370.9	1,327.4	9,535.4
Federal Funds	771.4	1,086.2	978.3	771.2	644.1	705.5	4,956.5
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5
<u>OPERATING PROGRAM</u>							
The Secretary's Office	83.1	83.1	85.0	87.0	89.0	91.0	518.2
Motor Vehicle Administration	204.7	207.0	213.0	220.0	225.0	230.0	1,299.7
Maryland Aviation Administration	186.9	187.2	192.0	197.0	202.0	206.0	1,171.1
Maryland Port Administration	51.0	51.6	52.0	53.0	54.0	55.0	316.6
Maryland Transit Administration	763.3	788.1	799.0	821.0	841.0	859.0	4,871.4
WMATA Grants (WMATA)	320.4	323.4	346.0	350.0	379.0	394.0	2,112.8
<u>State Highway Administration</u>	<u>262.0</u>	<u>271.6</u>	<u>280.0</u>	<u>288.0</u>	<u>295.0</u>	<u>301.0</u>	<u>1,697.6</u>
TOTAL OPERATING	1,871.4	1,912.0	1,967.0	2,016.0	2,085.0	2,136.0	11,987.4
Special Funds	1,773.9	1,813.7	1,870.0	1,919.0	1,988.0	2,039.0	11,403.6
Federal Funds	96.6	97.2	97.0	97.0	97.0	97.0	581.8
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8

	CURRENT YEAR <u>2016</u>	BUDGET YEAR <u>2017</u>	Planning Years				SIX - YEAR TOTAL
			<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipal Program	169.3	177.4	179.0	183.0	184.0	187.0	1,079.7
County and Municipal Program - HUR Restoration	-	-	101.0	150.0	200.0	252.0	703.0
County and Municipal Capital	<u>70.8</u>	<u>70.7</u>	-	-	-	-	<u>141.5</u>
TOTAL DISTRIBUTION OF SHARED REVENUES	240.1	248.1	280.0	333.0	384.0	439.0	1,924.2
Special Funds	174.2	182.3	-	-	-	-	356.5
Federal Funds	65.9	65.9	-	-	-	-	131.8
<u>DEBT SERVICE REQUIREMENTS</u>							
	-	-	-	-	-	-	-
Special Funds	282.7	309.9	354.0	344.0	340.0	401.0	2,031.6
<u>DEPARTMENT TOTAL</u>	<u>4,727.5</u>	<u>5,224.6</u>	<u>5,328.5</u>	<u>4,909.1</u>	<u>4,673.3</u>	<u>4,754.0</u>	<u>29,617.0</u>
Special Funds	3,836.1	4,026.5	4,126.3	3,872.0	3,698.9	3,767.4	23,327.1
Federal Funds	933.9	1,249.3	1,075.3	868.2	741.1	802.5	5,670.1
Reimbursable Funds	0.9	0.9	-	-	-	-	1.8
Other Funds	239.4	257.8	201.0	179.9	189.4	146.1	1,213.5

A- WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes.

B- Includes County and Municipality transfer funds from the federal government.

C- Capital Program WMATA Grants line includes federal funds received by WMATA directly.

D- "Other" funds are included in the totals for TSO, MAA, MTA and WMATA.

E- Debt Service for County Bonds is not included in FY 2018 - 2021

F- 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.

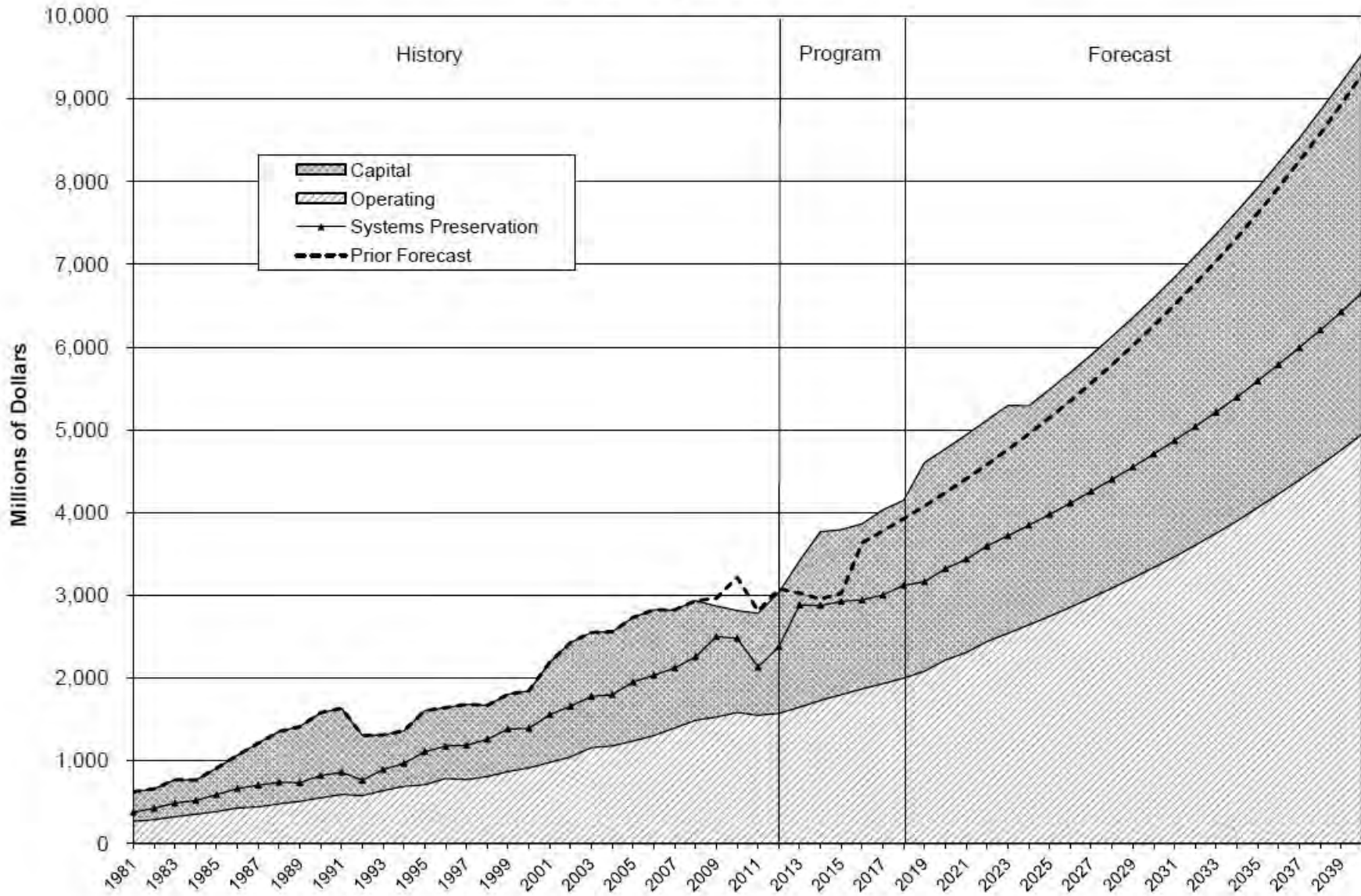
MDOT Operating & Capital Expenditures - Statewide
History, Program & Forecast

(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	238	661
1983	322	164	486	284	770
1984	352	167	519	246	765
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	1,381
1995	709	400	1,109	497	1,606
1996	784	381	1,175	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	1,155	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	1,458	785	2,254	880	2,924
2009	1,527	974	2,501	368	2,869
2010	1,583	896	2,479	338	2,815
2011	1,645	583	2,131	650	2,781
2012	1,572	806	2,378	656	3,034
2013	1,646	1,238	2,884	534	3,418
2014	1,729	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	2,117	1,105	3,222	1,447	4,789
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	1,232	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	3,334	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	1,498	5,385	2,240	7,641
2035	4,061	1,531	5,592	2,336	7,928
2036	4,224	1,565	5,788	2,438	8,227
2037	4,384	1,599	5,993	2,534	8,527
2038	4,571	1,635	6,206	2,632	8,858
2039	4,755	1,670	6,425	2,767	9,192
2040	4,947	1,707	6,654	2,884	9,539

MDOT - Office of Finance
12/16/14

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 Baltimore 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	100	633
2020	1,447	1,269	23	1,292	538	100	638
2021	1,504	1,319	23	1,342	559	100	659
2022	1,521	1,334	23	1,357	565	100	665
2023	1,576	1,382	23	1,405	585	97	682
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	497	16,470
Total 10-40	36,764						19,062



M A R Y L A N D
County Executive Steven R. Schull

OFFICE OF PLANNING AND ZONING
2664 RIVA ROAD, P.O. BOX 6675
ANNAPOLIS, MARYLAND 21401

April 22, 2016

Mr. Todd Lang, Transportation Planning Director
Baltimore Regional Transportation Board
Offices at McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 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 2017-2020 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 through either 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 2017-2020 TIP projects are financially reasonable.

If you have any questions, please contact me at (410) 222-7450.

Sincerely,


Larry R. Tom
Planning and Zoning Officer

cc: Bernie Marczyk, Director, Government Relations
Brian Ulrich, Planning Administrator

CITY OF BALTIMORE

STEPHANIE RAWLINGS-THAYER, Mayor



DEPARTMENT OF TRANSPORTATION

WILLIAM JOHNSON, Director
417 E. Fayette Street, 5th floor
Baltimore, Maryland 21202

April 29, 2016

Mr. Todd R. Lang, Director
Transportation Planning Director
Baltimore Metropolitan Council
1500 Whelstone 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 2017 to FY 2020.

The Baltimore City Board of Estimates adopted the FY 2017 – 2022 Six Year Capital Improvement Program in March 2016. The capital budget for FY 2017 – 2022 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 2017 – 2020 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 should you have any questions or concerns regarding the information provided herein.

Respectfully,


William M. Johnson
Director

Cc: Ms. Lindsay Wines, Deputy Director, 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



KEVIN KAMENETZ
County Executive

EDWARD C. ADAMS, JR., Director
Department of Public Works

April 6, 2016

TRANSPORTATION
RECEIVED

Mr. Todd Lang
Director, Transportation Planning
Baltimore Metropolitan Council
Offices at McHenry Row
1500 Whetstone Way
Suite 300
Baltimore, MD 21230

APR 8 2016

PLANNING DIVISION

Dear Todd:

Baltimore County's portion of the 2017-2020 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/Executive/fy16budgetmessage.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 Hines,
Manager
Bureau of Traffic Engineering
and Transportation Planning

EJH/jfa

Philip 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: ceplanning@ccg.carr.org

April 25, 2016

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 2017-2020 Transportation Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2017-2020 TIP includes five (5) projects to replace County-maintained bridges and a bridge inspection program for County-owned and maintained structures.

The County has committed funding in prior Community Investment Plans (CIP's) for three (3) of the bridge projects. The remaining two (2) bridge projects and the bridge inspection program are contained in the current FY 2016-2021 CIP and the proposed FY 2017-2022 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).

Sincerely,

Lynda D. Eisenberg, Chief
Bureau of Comprehensive Planning

cc: Jeffrey K. Topper, Deputy Director, Department of Public Works
David P. Reese, Sr., Deputy Director, Department of Public Works
Bobbi Moser, Comprehensive 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

TRANSPORTATION
RECEIVED

APR 26 2016

April 19, 2016

PLANNING DIVISION

Todd Lang
Director, Transportation Division
Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

RE: Harford County's 2017-2020 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2017-2020 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.

Maryland's New Center Of Opportunity

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | 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 19, 2016
Page 2

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.

Financial Reasonableness

All projects in the Transportation Improvement Program are required to have a match from Harford County. The match for the road way projects come from funds already approved in the FY 17 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. Kilham
Director of Planning and Zoning

AR/lp

cc: The Honorable Barry Glassman, Harford County Executive
Jeffrey M. Stratmeyer, Acting 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 ■ Elicott City, Maryland 21043 ■ 410-313-0702

Clive Graham, Administrator

www.howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

April 18, 2016

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 2017-2020 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 2017 and the Howard County Fiscal Year 2017 Capital Budgets. 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,

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 Buckley, District 3
Mark A. Anderson, District 4

May 3, 2016

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

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 17. The proposed Cross County Connector Trail (CCCT) is a bicycle/pedestrian trail to be situated near Grasonville 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 16 budget for expenditure in FY 2017. The funds are again reflected in the attached pages of Queen Anne's County proposed FY 17 budget.

Please feel free to call me with any questions at 410-758-0920.

Sincerely,

Todd R. Maffitt, P.E.
Director

DEPARTMENT OF PUBLIC WORKS
312 Safety Drive
Centreville, MD 21617

Telephone: (410) 758-0925
Fax: (410) 758-3341
www.qac.org



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**QUEEN ANNE'S COUNTY
CAPITAL BUDGET SUMMARY BY EXPENDITURE**

FY 2017-2022

DESCRIPTION	FY17	FY18	FY19	FY20	FY21	FY22	TOTAL
SOFT LAUNCH WATER ACCESS	50,000	50,000	50,000	-	-	-	150,000
CAPITAL EQUIPMENT - LANDINGS	-	-	23,000	-	-	-	23,000
CORSICA RIVER DREDGING	300,000	-	-	-	-	-	300,000
DOMINION PARKING LOT PAVING	-	49,000	-	-	-	-	49,000
GOODHAND'S CREEK PARKING PAVING	-	-	49,000	-	-	-	49,000
KINGSTOWN OLD BRIDGE LANDING	30,000	-	-	-	-	-	30,000
KENT NARROWS RAMP PARKING PAVING	-	-	-	-	49,000	-	49,000
KENT NARROWS DREDGING	25,000	750,000	-	-	-	-	775,000
DEEP CREEK LANDING BULKHEAD	-	-	-	150,000	-	-	150,000
PUBLIC LANDINGS LAND - UNDESIGNATED	10,000	10,000	10,000	10,000	10,000	10,000	60,000
PUBLIC LANDINGS MAINTENANCE & IMPROVEMENT	5,000	5,000	5,000	5,000	5,000	5,000	30,000
THOMPSON CREEK BULKHEAD	-	-	-	225,000	-	-	225,000
TOTAL PUBLIC LANDINGS ENTERPRISE	420,000	854,000	137,000	390,000	54,000	15,000	1,890,000
BLUE HERON GOLF COURSE - COURSE IMPROVEM	60,000	-	-	-	-	-	60,000
TOTAL GOLF COURSE ENTERPRISE	60,000	-	-	-	-	-	60,000
SOUTH APRON AND RUNWAY 11-29 GEOTECH	-	-	-	-	-	30,000	30,000
NEW AIRPORT TERMINAL BUILDING	-	675,000	-	-	-	-	675,000
AIRPORT CAPITAL EQUIPMENT	-	57,000	-	-	-	-	57,000
LAND ACQUISITION/OBSTRUCTION REMOVAL	470,000	350,000	-	-	-	-	820,000
CONSTRUCT APRON PHASE II	-	-	200,000	-	2,800,000	-	3,000,000
RUNWAY REHAB DESIGN	-	250,000	400,000	350,000	-	-	1,000,000
TOTAL BAY BRIDGE AIRPORT ENTERPRISE	470,000	1,332,000	600,000	350,000	2,800,000	30,000	5,582,000
HOUSING REHABILITATION LOANS	50,000	50,000	50,000	50,000	-	-	200,000
TOTAL HOUSING AND COMMUNITY SERVICES	50,000	50,000	50,000	50,000	-	-	200,000
CAPITAL EQUIPMENT - HYBRID VEHICLES	-	35,000	-	-	-	-	35,000
CAPITAL EQUIPMENT - LIGHT VEHICLES/MAINTENA	290,000	90,000	160,000	-	160,000	-	700,000
CAPITAL EQUIPMENT - HEAVY & CONSTRUCTION VI	410,000	330,000	540,000	620,000	380,000	250,000	2,530,000
CAPITAL EQUIPMENT - MISC SMALL & NON-MOTORI	60,000	60,000	60,000	60,000	60,000	60,000	360,000
ASPHALT OVERLAYS	2,517,950	2,500,000	2,400,000	2,500,000	2,500,000	2,500,000	14,917,950
PARKING LOT OVERLAYS	260,015	100,000	50,000	50,000	50,000	50,000	560,015
CROSS COUNTY CONNECTOR TRAIL	4,000,000	-	-	-	-	-	4,000,000
KENT NARROWS PUBLIC PARKING	-	500,000	-	-	-	-	500,000
TAYLOR MILL ROAD BRIDGE	-	-	-	-	-	1,100,000	1,100,000
TOTAL ROADS BOARD CAPITAL PROJECTS	7,537,965	3,615,000	3,210,000	3,230,000	3,150,000	3,960,000	24,702,965
DISCHARGE PUMP REPLACEMENTS	-	50,000	-	50,000	-	50,000	150,000
VACUUM PUMP REPLACEMENTS	-	-	60,000	-	60,000	-	120,000
CAPITAL EQUIPMENT REPLACEMENT	180,000	17,500	-	150,000	25,000	-	372,500
PUMP STA 5 REHABILITATION	100,000	-	-	-	-	-	100,000
FORCE MAIN REHABILITATION - GENERAL	-	250,000	250,000	-	250,000	-	750,000
COUNTY WIDE ORTHOPLANIMETRIC MAPPING	5,000	5,000	5,000	5,000	5,000	5,000	30,000
COMPREHENSIVE MASTER WATER & SEWERAGE P	30,000	-	-	-	-	-	30,000
GENERATOR REPLACEMENTS	-	-	-	50,000	-	-	50,000
COLLECTION STATION METERING	25,000	25,000	25,000	25,000	25,000	25,000	150,000
INDIVIDUAL SEPTIC SYSTEM INSTALLS	500,000	500,000	500,000	500,000	-	-	2,000,000
SOUTHERN KENT ISLAND - PHASE II STEP	-	-	175,000	205,000	1,320,000	1,250,000	2,950,000
SOUTHERN KENT ISLAND - PHASE II COMMUNITY M	-	-	80,000	350,000	240,000	150,000	820,000
SOUTHERN KENT ISLAND - SEWER FORCE MAIN	4,490,000	4,480,000	-	-	-	-	8,980,000
SOUTHERN KENT ISLAND - SEWER PHASE I COMMU	1,875,000	1,750,000	-	-	-	-	3,625,000
SOUTHERN KENT ISLAND - SEWER PHASE I STEP	3,250,000	4,250,000	3,200,000	-	-	-	10,700,000
TOTAL SEWER ENTERPRISE	10,455,000	11,337,500	4,295,000	1,335,000	1,925,000	1,480,000	30,827,500
KENT NARROWS TOWER & DISTRIBUTION	-	-	-	-	1,000,000	-	1,000,000
COUNTY WIDE ORTHOPLANIMETRIC MAPPING	5,000	5,000	5,000	5,000	5,000	5,000	30,000
STEVENSVILLE WTP UPGRADE	-	250,000	-	-	-	-	250,000
GRASONVILLE WTP UPGRADE	-	-	-	250,000	-	350,000	600,000
CAPITAL EQUIPMENT REPLACEMENT	160,000	-	135,000	50,000	25,000	-	370,000
REHABILITATION OF WATER TREATMENT PLANT ST	-	-	50,000	-	50,000	-	100,000
CRITICAL INTERCONNECTIONS	500,000	500,000	-	-	2,500,000	-	3,500,000
GAS DISINFECTION ELIMINATION PROJECT	30,000	30,000	-	-	-	-	60,000
RESIDENTIAL METER REPLACEMENT	-	-	-	-	125,000	-	125,000
WATER - GENERATORS	-	-	-	85,000	-	-	85,000
WTP BACKWASH CONTROL PROJECT	25,000	25,000	25,000	25,000	25,000	25,000	150,000
WATER - FOUR SEASONS 750 gpm WTP EXPANSION	-	-	-	-	2,500,000	-	2,500,000
TOTAL WATER ENTERPRISE	720,000	810,000	215,000	415,000	6,230,000	380,000	8,770,000
TOTAL ALL CAPITAL PROJECTS	35,680,968	40,496,088	22,264,724	14,760,197	19,208,629	15,086,506	147,697,133

**QUEEN ANNE'S COUNTY
CAPITAL BUDGET BY YEAR**

FY 2017

DESCRIPTION	PAYGO	GRANTS	OPERATING			OTHER	TOTAL
			BONDS	FUNDS	CAPITAL		
CAPITAL EQUIPMENT - LIGHT VEHICLES/MAINTENANCE E	-	-	-	-	290,000	-	290,000
CAPITAL EQUIPMENT - HEAVY & CONSTRUCTION VEHICL	-	-	410,000	-	-	-	410,000
CAPITAL EQUIPMENT - MISC SMALL & NON-MOTORIZED E	-	-	-	-	60,000	-	60,000
ASPHALT OVERLAYS	-	-	2,517,950	-	-	-	2,517,950
PARKING LOT OVERLAYS	-	-	-	-	260,015	-	260,015
CROSS COUNTY CONNECTOR TRAIL	-	3,200,000	800,000	-	-	-	4,000,000
TOTAL ROADS BOARD CAPITAL PROJECTS	-	3,200,000	3,727,950	-	610,015	-	7,537,965
CAPITAL EQUIPMENT REPLACEMENT	-	-	-	180,000	-	-	180,000
PUMP STA 5 REHABILITATION	-	-	-	100,000	-	-	100,000
COUNTY WIDE ORTHO/PLANIMETRIC 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	-	-	-	-	-	4,490,000	4,490,000
SOUTHERN KENT ISLAND - SEWER PHASE I COMMUNITY	-	-	-	-	-	1,875,000	1,875,000
SOUTHERN KENT ISLAND - SEWER PHASE I STEP	-	-	-	-	-	3,250,000	3,250,000
TOTAL SEWER ENTERPRISE	-	500,000	-	340,000	-	9,615,000	10,455,000
COUNTY WIDE ORTHO/PLANIMETRIC MAPPING	-	-	-	5,000	-	-	5,000
CAPITAL EQUIPMENT REPLACEMENT	-	-	-	160,000	-	-	160,000
CRITICAL INTERCONNECTIONS	-	-	-	-	-	500,000	500,000
GAS DISINFECTION ELIMINATION PROJECT	-	-	-	30,000	-	-	30,000
WTP BACKWASH CONTROL PROJECT	-	-	-	25,000	-	-	25,000
TOTAL WATER ENTERPRISE	-	-	-	220,000	-	500,000	720,000
TOTAL ALL CAPITAL PROJECTS	2,107,782	5,105,037	12,596,789	570,000	5,122,957	10,378,423	35,880,988

APPENDIX C

SELF CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #17-6**

**APPROVING THE SELF-CERTIFICATION REVIEW OF THE
BALTIMORE REGIONAL TRANSPORTATION BOARD**

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; and representatives of the Maryland Departments of Transportation, the Environment, Planning, and the Maryland Transit Administration; 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 335 (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 26, 2016 meeting.

7-26-16

Date



Clive R. Graham, Chairman
Baltimore Regional Transportation Board

7-26-16

Date



Pete K. Rahn, Secretary
Maryland Department of Transportation

BALTIMORE REGIONAL TRANSPORTATION BOARD 2016 SELF CERTIFICATION

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
- 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; and the Maryland Transit Administration. 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 technical staff to assist the BRTB and its advisory committees. The technical staff includes 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-Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Havre De Grace – Bel Air Urbanized Area, and the Westminster 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 eight 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 Federal Transit Administration 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.

The federal agencies have not yet published all of the final performance-related regulations. BMC staff will continue to monitor proposed federal regulations related to performance measures. Also, staff will continue to work with MDOT, SHA, and MTA staffs to identify performance measures and targets common to the state and the MPO and to 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, a "maintenance" area for carbon monoxide (CO), and a maintenance area for annual PM 2.5.

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, assists 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 continues to implement various efforts 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 continues to coordinate monthly meetings of the PAC and the two subcommittees: Policy & Legislation and Public Involvement. Recent presentations to the PAC have been on topics such as Title VI and transportation equity, BMC Transit Study, 2016 Maryland General Assembly Transportation Legislative Recap, federal certification of the BRTB, BaltimoreLINK, *Maximize2040*, the TIP and amendments to the TIP, and the UPWP. Members of the PAC helped to collect public project ideas for *Maximize2040* by assisting with outreach at local events and at transit stations.

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 include:

- more than 1,100 ideas collected from the public during the *Maximize2040* call for project ideas
- surveys to evaluate public opinion of its plans and programs, including over 60 surveys collected during comment period on federal certification review
- notification of new comment periods and events posted on BMC website and over 5,500 followers on social media, as well as emailed to over 600 interested parties
- the launch of a new 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 new *COG Quarterly* e-newsletter, distributed to over 5,000 subscribers, as well as 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.

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. And 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 Annual 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).

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 amount for FY 2017 transportation planning activities for the Baltimore region is \$ 6,502,910.

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 time frame, 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.

Evaluation of Candidate Projects / Fiscal Constraint of Plan

BMC staff scored the candidate projects submitted by the jurisdictions and modal agencies for consideration. 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*.

FY 2017-2020 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2017-2020 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 2017-2020 TIP is \$2.71 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 have been considered in the congestion management process for the region.

FY 2017-2020 TIP Financial Considerations

As noted, the 2017-2020 TIP uses current and available revenue sources listed in the 2016 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 2017-2020 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 2017-2020 TIP and the associated draft Air Quality Conformity Determination took place from May 23 through June 24, 2016. Three public meetings and an open Public Advisory Committee meeting were held 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 three major newspapers.

Air Quality Conformity – FY 2017-2020 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 SIPs for the Conformity Determination of the 2017-2020 TIP are the 2012 RFP SIP for 8-hour ozone (determined to be adequate on March 27, 2009) and the PM 2.5 maintenance SIP.

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 2017, 2025, 2035, and 2040. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2017-2020 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

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. In FY 2015, the DBE target was set at 29%. The BRTB exceeded this target with a DBE participation level of 32% for awarded contracts. The BRTB set a target of 29% for FY 2016 as well.

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 2015. More than 340 attendees and 278 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 / REHABILITATION ACT *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 monthly, 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. The exterior is under review by the development company and will be added to the report in the near future.

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 L RTP 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.

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.

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.baltometro.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.baltometro.org.

Coordinated Public Transit – Human Services Transportation Plan

The BRTB partnered with the state 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

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.

APPENDIX D

AREAWIDE PROJECTS

**Based on the 2016-2021 Consolidated Transportation Program
KNOWN FY 2017 AREAWIDE PROJECTS AT TIME OF SUBMITTAL**

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County		Rutland Road at North River	Fish Passage
Carroll County		Eldersburg	Stormwater Treatment
Areawide Environmental Projects (60-9506-38)			
Baltimore County		Jones Falls	Wetlands replacement
Anne Arundel County	I-97	at Oakdale Community	Noise Barrier
Anne Arundel County	US 50, I-97	US 50: Prince Georges County Line to I-97 & I-97: US 50 to MD 3	Vegetation Management
Areawide Congestion Management Projects (60-9504-04)			
Anne Arundel County	MD 424	at US 50 Interchange	Park & Ride Lot Expansion
Statewide		Office of Traffic Safety	Operations Center Renovations
Areawide Safety and Spot Improvement (60-9508-19)			
Anne Arundel County		Various locations in Anne Arundel County	Drainage improvement
Anne Arundel County	MD 258	at MD 794	Geometric improvements
Baltimore County	I-695	at Cromwell Bridge Road	Drainage improvement
Carroll County	MD 26	Emerald Lane to Calvert Lane	Widening and Resurfacing
Carroll County	MD 27	at Center Street	Widening and Resurfacing
Harford County	MD 623	Franklin Church Road to Glen Cove Road	Drainage improvements
Howard County	US 29 NB	at MD 175	Geometric improvements

Howard County	MD 97	at Burntwoods Road	Geometric improvements
Areawide Urban Reconstruction Projects (60-9511-19)			
Baltimore County	US 1	Baltimore City Line to I-695	Sidewalks & Resurfacing
Baltimore County	US 40	At Mohr's Lane	Intersection Improvements
Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Baltimore County	MD 695	at Northeast Creek	Bridge Rehabilitation
Baltimore County	MD 695	at MD 702 over Amtrak	Clean & Paint Bridges
Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Anne Arundel County	MD 980 B	Wrighton Road to Talbot Road	Resurfacing
Baltimore County	US 1	I-695 to Still Meadow Road	Resurfacing
Baltimore County	MD 122	I-695 to Baltimore County/City line	Resurfacing
Baltimore County	MD 140	Milford Mill Road to Baltimore County/City line	Resurfacing
Baltimore County	I-195	Francis Avenue to Anne Arundel County line	Resurfacing
Carroll County		Various Locations in Carroll County	Resurfacing
Harford County	MD 22	Prospect Mill Road to MD 136	Resurfacing
Howard County	MD 32 NB	Structure 13114 over Middle Patuxent River to north of MD 108	Resurfacing
	MD 32 SB	North of MD 108 to structure 13114 over Middle Patuxent River	Resurfacing
	US 40	East of St. John's Lane to structure 13032	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
12-1406-12	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
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
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
63-9305-41	I-695: I-83 to I-95 (Northeast Beltway) 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



Memorandum

Subject: Fiscal Year 2016-2019 Transportation Improvement Program Mid-Year Update

Date: MAR 10 2016

From: Ms. Karen A. Schmidt
Director, Program Administration

In Reply Refer To: HEPPP-15

To: Mr. Gregory K. Murrill
Division Administrator
HDA-MD

The Eastern Federal Lands Highway Division (EFLHD) has developed a FY 2016-2019 Transportation Improvement Program (TIP) Mid-Year Update 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 (<http://www.eil.fhwa.dot.gov>) 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. Thank you for your assistance.

Attachment

cc: Mr. Kwame Arhin, Planning Program Manager, FHWA, HDA-MD, Baltimore, MD



FY2016 - FY2019 Transportation Improvement Program
 Federal Highway Administration
 Eastern Federal Lands Highway Division
 Mid-Year Update (Reflects Additional Projects Since October 1, 2015)

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	PROGRAM AMOUNT (RANGE)	FUNDS FROM TITLE	DELIVERED BY	PHASE	CONGRESSIONAL DISTRICT	FLMA REGION
MD – Maryland													
FW_PATU_1(6,3)	FY2018	MD	Anne Arundel	Patuxent Research Refuge	Rehab Wildlife Loop (South) from Duvall Bridge Road to 300' south of Little Patuxent River bridge.	3RL	OTHER	TBD	Title 23	EFLHD	In Design	MD-04	FWS_R5
NP_BAWA_1(4)_2(4)	FY2018	MD	Prince George's, Anne Arundel	Baltimore Washington Parkway	Resurface BW Parkway, I-495 to approx Beaver Dam Rd	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
CATO_11(2)	FY2017	MD	Fredenck	Catoctin Mountain Park	Repair Rte 11 Section 0 Foxville-Deerfield Road	3RL	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	In Design	MD-06	NPS_NC
CATO_900(1)	FY2017	MD	Fredenck	Catoctin Mountain Park	Replacement of the Visitor Center Bridge at Catoctin Mountain National Park	BRRP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-06	NPS_NC
NP_ANTI_TRL(1)	FY2017	MD	Washington	Antietam National Battlefield	Replace 4850 ft sq of ped. pathway & 3500 ft sq of exposed agg. surface on Burnside Bridge	3RH	FLTP	Between \$250,000 and \$500,000	Title 23	EFLHD	Planned	MD-08	NPS_NC
SUIT_1(2)_2(2)	FY2017	MD	Prince George's	National Capital Parks-East	Improve Ped Cross at SUIT Prky & Forestville Rd incl. sidewalk, signals, lights, signing, pvmt markings	MISC	FLTP	Between \$100,000 and \$250,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
BAWA_1A26_E20	FY2018	MD	Anne Arundel	Baltimore Washington Parkway	Rehabilitate walls along Baltimore Washington Parkway near Rt 197.	RW	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
GREE_11(1)	FY2018	MD	Prince George's	Greenbelt Park	Main Entrance Rd. & Park Central Rd. Bridge Replacement and Resurfacing of Rtes. 10, 11, 200 & 201	3RH_BRRP	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	MD-05	NPS_NC
GWMP_6(1)_7(2)	FY2018	MD	Montgomery and Prince George's	George Washington Memorial Parkway	Clara Barton Pkwy mill and overlay includes guardrail and guardwall	3RH	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	In Design	_VARIOUS	NPS_NC
NP_BAWA_1(5)_2(5)	FY2018	MD	Prince George's	Baltimore Washington Parkway	Resurface BW Parkway, approx Beaver Dam Rd to MD 197.	3RL	FLTP	Between \$1,000,000 and \$5,000,000	Title 23	EFLHD	Planned	MD-05	NPS_NC
SO_NF_ASIS_221058	FY2016	MD	Worcester MD and Accomack VA	Assateague Island National Seashore	FY 16 Pavement Preservation of Routes 011, 012 and 910	3RL	FLTP	Between \$500,000 and \$1,000,000	Title 23	NPS	Planned	MD-02	NPS_NE

APPENDIX F

FY 2016-2019 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2016 – 2019 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-1218-07	Citywide Traffic Safety and Intelligent Transportation System	Baltimore City	This administrative modification is a request to shift \$400,000 in Federal STP funds and \$100,000 in matching funds from the construction phase to the PE phase for each of FY 2016 through FY 2019. The total amount of funding remains unchanged at \$20 million.	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. Includes Signal Reconstruction Program, ITS Improvement, and Traffic Safety programs from Baltimore City DOT CIP. Conformity Status: Exempt	Admin Mod: 10/9/2015
12-1215-13	Perring Parkway Ramp and Hillen Road Bridge	Baltimore City	This administrative modification is a request to remove \$400,000 in Federal STP funds and \$100,000 in matching funds from the PE phase for FY 2017 and FY 2018 and to add \$600,000 in Federal STP funds and \$120,000 in matching funds to the PE phase for FY 2016. The modification also shifts construction funds in the amount of \$5.2 million Federal and \$1.3 million matching from FY 2019 to FY 2018. These changes result in a funding decrease from \$7.5 million to \$7.22 million. The year of operation changes from 2019 to 2021.	Replace Perring Parkway Ramp over Herring Run and Hillen Road Bridge over Herring Run Conformity Status: Exempt	Admin Mod: 10/9/2015
65-1402-41	US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	State Highway Administration	This administrative modification is to: (a) change the funding category for construction to the National Highway Performance Program (NHPP); (b) increase total Surface Transportation (STP) funding for Right-of-Way from \$239,000 to \$993,000; and (c) decrease funding for construction from \$18.9 million to \$18.14 million in NHPP funds. The total funding for the project remains the same at \$19.135 million.	The project includes widening US 40 from two through lanes to three through lanes in each direction, plus added turn lanes. Westbound US 40 widening will extend approximately 2,500 feet west of MD 7. Eastbound 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. Funds allocated for the PE phase are reflected in the Areawide Project for BRAC near Aberdeen Proving Ground. Conformity Status: Not Exempt	Admin Mod: 10/9/2015
12-1608-12	East Baltimore Development Inc. (EBDI) Road Reconstruction	Baltimore City	This amendment adds a new project to the 2016-2019 TIP utilizing funds from two SAFETEA-LU earmarks. The fund source is Section 1702 (High Priority Projects). The project allocates construction funds in both FY 2016 and FY 2017 in the amount of \$2.62 million Federal and \$655,000 Matching. It also allocates funds in both FY 2016 and FY 2017 in the amount of \$100,000 Federal and \$25,000 Matching for utility improvements. The total amount of funding is \$6.8 million.	This roadway rehabilitation project includes two phases (Phase 2A and Phase 1D) encompassing Chase Street, McDonogh Street, and Rutland Avenue bound by Broadway to the west, Wolfe Street to the east, Biddle Street to the north and Eager Street to the south. Improvements will include full depth pavement reconstruction and resurfacing, reconstruction of curb and gutter, sidewalks, ADA-compliant pedestrian ramps, driveway and alley reconstruction, landscaping, streetscape elements, lighting, signing, and various utility improvements. A previous phase (Phase 1C) completed construction in the summer of 2015 under the TIP ID # 12-1212-99. Conformity Status: Exempt	Resolution 16-7: 11/24/2015

12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	This amendment adds a project to the 2016-2019 TIP utilizing federal STP funds. The project allocates construction funds in FY 2016 in the amount of \$8 million federal and \$2 million matching for a total amount of \$10 million. The project had previously been on hold.	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. Conformity Status: Exempt	Resolution 16-7: 11/24/2015
40-0602-69	Baltimore Red Line	MTA – Transit	The Baltimore Red Line project is not moving forward. This amendment updates the TIP sheet to reflect FY 2016 funding for project close out activities in the amount of \$4.5 million in state funds.	The TIP sheet shows \$4.5 million in state funds only. The funds will be used to close out the Red Line project. Below is a brief list of items included in the close out: 1. Assemble and archive documents in electronic and hard format. 2. Decommission 150 monitoring wells. This accounts for approximately 50% of the \$4.5 million project cost. 3. Complete an existing contract for environmental mitigation. Conformity Status: Not Exempt	Resolution 16-8: 11/24/2015
40-1204-64	2016 Bus and Rail Preventive Maintenance	MTA – Transit	This administrative modification updates Section 5307 and Section 5337 funds to reflect FY 2016 capital awards. Section 5307 funds increase by \$2.983 million (\$2.387 million federal/\$596,000 matching). Section 5337 funds decrease by \$2.45 million (\$1.96 million federal/\$490,000 matching). Total funding in the 2016-2019 TIP increases from \$191.523 million to \$192.056 million, an increase of \$533,000.	Provides preventative maintenance on the Bus, Light Rail, and Metro systems to improve safety, reliability, and passenger comfort. Conformity Status: Exempt	Admin Mod: 2/5/2016
40-1403-64	Metro Railcar and Signaling Systems Rehab	MTA – Transit	This administrative modification updates Section 5307 and CMAQ construction funds to reflect FY 2015 apportionments that will now be obligated in FY 2016 and to also show previously unallocated funds. Section 5307 funds increase by \$12.745 million (\$10.196 million federal/\$2.549 million matching). CMAQ funds increase by \$3.384 million (\$2.707 million federal/\$677,000 matching). Total funding in the 2016-2019 TIP increases from \$187.9 million to \$204 million, an increase of \$16.1 million.	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. Note: In addition to the matching funds listed, MTA has committed \$47 million in state dollars. Conformity Status: Exempt	Admin Mod: 2/5/2016
40-9502-05	Small Urban Transit Systems – Capital	MTA – Transit	This administrative modification decreases Section 5339 funds to reflect updated FY 2016 capital awards. Section 5339 federal funds decrease from \$291,000 to \$132,000 in fiscal years 2016 through 2019. Matching funds in each of those fiscal years decrease from \$73,000 to \$33,000. Total funding in the 2016-2019 TIP decreases from \$2.256 million to \$1.46 million, a decrease of \$796,000. Section 5307 funds remain unchanged.	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 and Anne Arundel County. Conformity Status: Exempt	Admin Mod: 2/5/2016

40-1602-05	Urban Transit Systems – Capital	MTA – Transit	This administrative modification decreases Section 5307 funds to reflect updated FY 2016 capital awards. It also adds new Section 5339 funds. Section 5307 federal funds decrease from \$620,000 to \$293,000 in fiscal years 2016 through 2019 while matching funds in each of those fiscal years decrease from \$155,000 to \$73,000. New Section 5339 funds are added in each fiscal year in the amount of \$201,000 federal and \$50,000 matching. Total funding in the 2016-2019 TIP decreases from \$3.1 million to \$2.468 million, a decrease of \$632,000.	Capital assistance to Urban Transit Systems throughout the region to purchase vehicles, equipment, and facilities. Transit agencies eligible for funding in the Baltimore region include Harford County. Conformity Status: Exempt	Admin Mod: 2/5/2016
12-1217-25	Citywide Bicycle and Pedestrian Improvements	Baltimore City	This amends the project to include federal CMAQ funds for Phase I implementation of the Charm City Bike Share System. The amendment adds construction funds in FY 2016 in the amount of \$1.507 million federal and \$1.1 million matching for a total of \$2.607 million in new funds. Federal STP funds remain unchanged.	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 city-wide bicycle network which will encourage alternative modes of transportation, reduce emissions and automobile trips. - Phase I Implementation of the Charm City Bike Share System. Conformity Status: Exempt	Resolution 16-11: 2/23/2016
12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	This amendment adds a project to the 2016-2019 TIP utilizing federal STP funds. The funds shown are for the Edison Highway Bridge over Amtrak. The project allocates construction funds in FY 2016 in the amount of \$1.36 million federal and \$340,000 matching for a total amount of \$1.7 million. The project had previously been on hold.	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: - Edison Highway Bridge over Amtrak replacement. PE funds for the Edison Highway Bridge were approved in FY 2010 in the amount of \$206,343 under this TIP ID. Conformity Status: Exempt	Resolution 16-11: 2/23/2016
12-1202-13	Waterview Ave/Annapolis Road Bridge Replacements	Baltimore City	This amendment adds a project to the 2016-2019 TIP utilizing federal STP funds. The project allocates construction funds in FY 2016 in the amount of \$24 million federal and \$6 million matching for a total amount of \$30 million.	Baltimore City is replacing three bridges over the Baltimore-Washington Parkway (MD 295): 1. Maisel Street Pedestrian Bridge 2. Waterview Avenue / Annapolis Road Bridge 3. Annapolis Road Bridge (located 0.6 miles south of the Waterview Avenue / Annapolis Road Bridge) The reconstructed Maisel Street Pedestrian bridge will meet ADA width requirements. The Waterview / Annapolis Road Bridge will include ADA compliant ramps, a wide sidewalk/bikeway on one side of the bridge, and crosswalk improvements. The Annapolis Road Bridge will include sidewalks and bike lanes on both sides of the bridge and will meet ADA requirements. *PE funds for this project were provided under TIP ID 12-1030-13 in previous years. Conformity Status: Exempt	Resolution 16-11: 2/23/2016

12-1609-13	SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	Baltimore City	This amendment adds a new project to the 2016-2019 TIP utilizing federal STP and Transportation Investment Generating Economic Recovery (TIGER) funds. The project allocates construction funds in the amount of \$10 million federal and \$10 million matching. It also allocates preliminary engineering funds in FY 2016 in the amount of \$1.6 million federal and \$400,000 matching. The total amount of funding is \$22 million.	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. Conformity Status: Exempt	Resolution 16-11: 2/23/2016
12-1610-11	SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	Baltimore City	This amendment adds a new project to the 2016-2019 TIP utilizing federal STP funds. The project allocates construction funds in the amount of \$3.16 million federal and \$2.44 million matching. It also allocates preliminary engineering funds in FY 2016 in the amount of \$480,000 federal and \$120,000 matching. The total amount of funding is \$6.2 million.	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. Conformity Status: Exempt	Resolution 16-11: 2/23/2016
12-1611-09	SE Baltimore Freight Corridor: Broening Highway Complete Streets	Baltimore City	This amendment adds a new project to the 2016-2019 TIP utilizing federal STP funds. The project allocates construction funds in the amount of \$900,000 federal and \$1 million matching. It also allocates preliminary engineering funds in FY 2016 in the amount of \$320,000 federal and \$80,000 matching. The total amount of funding is \$2.3 million.	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. Conformity Status: Exempt	Resolution 16-11: 2/23/2016
15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	Harford County	This administrative modification increases federal Surface Transportation Program construction funds in FY 2016 from \$150,000 to \$400,000. Matching funds in FY 2016 shift from the other phase to the construction phase. The year of operation shifts from 2016 to 2017.	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. Conformity Status: Exempt	Admin Mod: 3/4/2016
13-1109-13	Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	Baltimore County	This administrative modification increases federal Surface Transportation Program construction funds in FY 2016 by \$760,000. Matching funds increase by \$240,000. The year of operation shifts from 2017 to 2018.	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 & 138 qualify for Federal aid funding. Bridges 137 and 346 will be all County funded projects. PE funding in a previous TIP. Conformity Status: Exempt	Admin Mod: 3/4/2016

61-1601-41	MD 175: Disney Road to Reece Road	State Highway Administration	This administrative modification shifts Surface Transportation Program construction funds from FY 2017 to FY 2016 in the amount of \$1.744 million federal and \$3.388 million matching. All other funds remain unchanged.	This project is a breakout 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. Conformity Status: Not Exempt	Admin Mod: 3/10/2016
40-0015-64	Bus and Rail System Preservation and Improvement	MTA – Transit	This amendment updates Section 5307 funds to show FY 2015 apportionments that will now be obligated in FY 2016 and to add section 5307 funds to FY 2017 and FY 2018. The project now includes three BaltimoreLink related projects: BusLink Transitways, BusLink Transit Signal Priority, and BusLink Transit Hubs. The project adds preliminary engineering and project planning funds in FY 2016 in the amount of \$5.375 million (\$4.3 million federal/\$1.075 million matching) and \$625,000 (\$500,000 federal/\$125,000 matching), respectively. These funds are for BusLink Transitways. Construction funding increases in FY 2016, FY 2017, and FY 2018 are \$26 million (\$20.8 million federal/\$5.2 million matching), \$6.911 million (\$5.529 million federal/\$1.382 million matching), and \$5.264 million (\$4.211 million federal/\$1.053 million matching), respectively. Total funding in the 2016-2019 TIP increases from \$10.407 million to \$54.582 million, a total increase of \$44.175 million.	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 on-going project also includes funding for the BaltimoreLink project to include Transit Hubs, Transit Signal Priority, and Link Transitways. Note: In addition to the matching funds listed, MTA has committed \$27.6 million in state dollars. Conformity Status: Exempt	Resolution 16-12: 3/22/2016
40-1601-05	MTA Core Bus and Paratransit Vehicle Replacement	MTA – Transit	This amendment updates Section 5307 and CMAQ funds to show FY 2015 apportionments that will now be obligated in FY 2016 and to show previously unallocated funding. Section 5307 funds increase by \$26.572 million (\$21.257 million federal/\$5.315 million matching). CMAQ funds increase by \$12.818 million (\$10.254 million federal/\$2.564 million matching). Total funding in the 2016-2019 TIP increases from \$117.821 million to \$157.211 million, a total increase of \$39.39 million. Of this \$39.39 million, \$3.5 million (\$2.8 million federal/\$700,000 matching) will go toward 10 forty-foot clean diesel buses for the BaltimoreLink project.	This project provides for the routine replacement of buses past their useful service life. Planned bus purchases include 60 forty-foot clean diesel buses - 50 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. Note: In addition to the matching funds listed, MTA has committed \$39.6 million in state dollars. Conformity Status: Exempt	Resolution 16-12: 3/22/2016

40-1401-66	Bus New Main Shop	MTA – Transit	This amendment adds a project to the TIP utilizing Section 5307 and Section 5339 funds. It was previously in the FY 2014-2017 TIP showing funding for FY 2015 only. However, those funds weren't obligated until FY 2016, resulting in an amendment to add this project to the FY 2016-2019 TIP. The project adds Section 5307 construction funds in FY 2016 in the amount of \$9.329 million federal and \$2.332 million matching. The project adds Section 5339 construction funds in FY 2016 in the amount of \$1.664 million federal and \$416,000 matching. The total amount of funds added to the FY 2016-2019 TIP is \$13.741 million.	This project entails the construction of a new "sustainably designed" maintenance facility at 1300 Bush Street, which would increase the capacity for maintenance and allow additional articulated buses to be staged. The demolition of the existing building has already been initiated under an existing funded program. The initial implementation plans and layout for the building have also been completed along with the required environmental studies. Note: In addition to the matching funds listed below, MTA has committed \$9.1 Million in state dollars to complete the funding package for this project. Conformity Status: Exempt	Resolution 16-12: 3/22/2016
40-1203-65	Kirk Bus Facility Replacement – Phase 1 & 2	MTA – Transit	This amendment updates Section 5307 and Section 5339 construction funds to show FY 2015 apportionments that will now be obligated in FY 2016. Section 5307 funds increase in FY 2016 by \$12.907 million (\$10.325 million federal/\$2.582 million matching). Section 5339 funds increase in FY 2016 by \$2.606 million (\$2.085 million federal/\$521,000 million matching). Total funding in the 2016-2019 TIP increases from \$43.987 million to \$59.5 million, a total increase of \$15.513 million.	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. Note: In addition to the matching funds listed, MTA has committed \$28.6 million in state dollars. Conformity Status: Exempt	Resolution 16-12: 3/22/2016
40-9901-01	Ridesharing – Baltimore Region	MTA – Transit	This amendment updates the funding in the 2016-2019 TIP to reflect the correct amount apportioned to the Baltimore region. The funding previously listed in the TIP erroneously reflected the total statewide apportionment. There are no changes in programming or staffing for this project. Federal CMAQ funds decrease from \$1.55 million to \$666,000 in fiscal years 2016 through 2019, a decrease of \$3.536 million. Total funding in the TIP decreases from \$6.2 million to \$2.664 million.	The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Conformity Status: Exempt	Resolution 16-12: 3/22/2016
12-1404-11	Belair Road Complete Streets	Baltimore City	This administrative modification shifts Surface Transportation Program funds in the amount of \$240,000 federal and \$60,000 matching from the construction phase in FY 2017 to the PE phase in FY 2016. The total amount of funding remains unchanged.	Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. Phase I includes intersection improvements at Belair Rd and Frankford Ave node. Conformity Status: Exempt	Admin Mod: 4/12/2016

40-1204-64	2016 Bus and Rail Preventive Maintenance	MTA – Transit	This administrative modification updates Section 5307 and Section 5337 funds for FY 2016 and FY 2017 to reflect new apportionments. Section 5307 funds decrease by \$6.796 million (\$5.437 million federal/\$1.359 million matching). Section 5337 funds increase by \$6.73 million (\$5.383 million federal/\$1.347 million matching). Total funding in the 2016-2019 TIP decreases from \$192.056 million to \$191.99 million, a decrease of \$66,000.	Provides preventative maintenance on the Bus, Light Rail, and Metro systems to improve safety, reliability, and passenger comfort. Conformity Status: Exempt	Admin Mod: 4/12/2016
66-1602-41	MD 32: MD 108 to Linden Church Road	State Highway Administration	This amendment adds a new project to the TIP utilizing state funds. The project adds preliminary engineering funds in the amounts of \$1.5 million in FY 2016 and \$800,000 in FY 2017. The project also adds construction funds in the amounts of \$4.05 million in FY 2017, \$11.27 million in FY 2018, and \$14.666 million in FY 2019. The total amount of funding is \$32.286 million. Howard County is contributing \$16.5 million to the construction phase of this project, which is included in the project totals.	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. This project is segment 1 of the MD 32: MD 108 to I-70 Corridor Study. Partial funding for the preliminary engineering phase of this project was flowed under the MD 32 corridor study project, TIP Reference #66-1405-41. Conformity Status: Not Exempt	Resolution 16-14: 4/26/2016
40-1001-64	Light Rail Mid-Life Overhaul	MTA – Transit	This administrative modification updates CMAQ funds for FY 2016, FY 2017, and FY 2018 to reflect new apportionments. Total funding in the 2016-2019 TIP decreases from \$69.842 million to \$60.89 million, a decrease of \$8.952 million (\$7.162 million federal/\$1.79 million matching). The scope of the project is not changing.	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. Note: In addition to matching funds, MTA has committed \$17.6 million in state dollars. Conformity Status: Exempt	Admin Mod: 5/10/2016
40-1403-64	Metro Railcar and Signaling Systems Rehab and Replacement	MTA – Transit	This administrative modification updates Section 5307 funds to show the FY 2015 apportionment that will now be obligated in FY 2016. FY 2016 construction funds increase by a total of \$17.203 million (\$13.763 million federal/\$3.44 million matching). Total funds in the 16-19 TIP increase from \$204.07 million to \$221.273 million.	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. Note: In addition to the matching funds listed, MTA has committed \$25 million in state dollars. Conformity Status: Exempt	Admin Mod: 5/10/2016
40-0015-64	Bus and Rail System Preservation and Improvement	MTA – Transit	This administrative modification updates Section 5307 funds to show the FY 2015 apportionment that will now be obligated in FY 2016. FY 2016 construction funds increase by a total of \$3.975 million (\$3.18 million federal/\$795,000 matching). Total funds in the 16-19 TIP increase from \$54.582 million to \$58.557 million.	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 on-going project also includes funding for the BaltimoreLink project to include Transit Hubs, Transit Signal Priority, and Link Transitways. Note: In addition to the matching funds listed, MTA has committed \$27.6 million in state dollars. Conformity Status: Exempt	Admin Mod: 5/10/2016

15-0701-13	Carrs Mill Road Bridge #216 over Bear Cabin Branch	Harford County	This amendment updates Surface Transportation Program funds. The amendment adds FY 2017 construction funds in the amount of \$1.148 million federal and \$287,000 matching. It also adds other phase funds in the amount of \$80,000 federal and \$20,000 matching. Total funding in the 16-19 TIP increases from \$500,000 to \$2.035 million.	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. Conformity Status: Exempt	Resolution 16-17: 5/24/2016
12-1414-11	Citywide System Preservation	Baltimore City	This administrative modification updates Surface Transportation Program (STP) funds and adds National Highway Performance Program (NHPP) funds. STP funds in FY 2016 for preliminary engineering decrease to \$96,000 federal with a \$24,000 match while NHPP funds are added to the preliminary engineering phase in FY 2016 in the amount of \$400,000 federal with a \$100,000 match. In addition, FY 2016 construction funds in the amount of \$2.2 million federal with a \$525,000 match are shifted to FY 2017 and the funding source changes to NHPP. Total funding in the 2016-2019 TIP increases from \$12.5 million to \$12.72 million.	Citywide system preservation includes rehabilitation and maintenance, streetscapes, and intersection improvements, including ADA ramps and sidewalk improvements. Conformity Status: Exempt	Admin Mod: 6/08/16
70-1501-53	MARC Rolling Stock Overhauls and Replacement	MTA – Commuter Rail	This amendment updates Section 5337 funds in FY 2016 and FY 2017 to reflect FY 2015 funds that will now be obligated in FY 2016 and an \$862,000 cost increase associated with one grant included in the project. Total funding in the TIP increases from \$43.96 million to \$55.172 million, an increase of \$11.212 million (\$8.97 million federal/\$2.242 million matching).	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. Note: In addition to matching funds listed, MTA has committed \$20.3 million in state dollars. Conformity Status: Exempt	Resolution 17-1: 7/26/2016
70-1502-54	MARC Improvements	MTA – Commuter Rail	This amendment updates Section 5337 funds in FY 2016 and FY 2017. FY 2016 funds increase by a total of \$21.266 million (\$17.013 million federal/\$4.253 million matching) to reflect a \$2.3 million cost increase on one grant included in the project, FY 2015 funds that will now be obligated in FY 2016, and funds that were transferred from the Washington MARC Improvements project to the Baltimore region project. FY 2017 funds decrease by a total of \$8.268 million (\$6.614 million federal/\$1.654 million matching). Total funding in the TIP increases from \$29.254 million to \$42.252 million, an increase of \$12.998 million.	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak Operating Agreement. These improvements include: Baltimore Penn Station Lighting Design, B&P Tunnel Block Ties, B&P Lighting Improvements, Inner Track Platform upgrades, Lead Track to Jessup Yard, Camden Positive Train Control, and MARC Station Parking Lot Beautification. Note: In addition to the matching funds listed, MTA has committed \$25.2 million in state dollars. Conformity Status: Exempt	Resolution 17-1: 7/26/2016

70-1503-55	MARC Facilities	MTA – Commuter Rail	<p>This amendment updates Section 5337 funds to show federal funds that were not obligated in FY 2015 that will now be obligated in FY 2016 and to show FY 2017 federal funds that were inadvertently left out of the call for projects. Section 5337 federal funds increase by \$11.09 million with an increase of \$2.77 million in matching funds for a total increase of \$13.86 million. The year of operation has been updated from ongoing since all project elements are anticipated to be completed by 2021. The estimated total cost now reflects the total cost of all projects rather than the cost encompassed by the four years of the TIP.</p>	<p>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.</p> <p>2) BWI - Comprehensive structural inspection of both garages #1 & #2, with design & construction of recommended structural repairs. Scope also includes repairs to mechanical, plumbing, fire protection and electrical systems & elevators.</p> <p>3) West Baltimore Station Improvements Phase I – Make improvements to the existing West Baltimore MARC Station to allow for barrier free access & to make it ADA compliant.</p> <p>4) MARC Martin State Airport – Purchase private property & construct two additional storage tracks with related infrastructure.</p> <p>Note: In addition to the matching funds listed, MTA has committed \$16.6 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Resolution 17-1: 7/26/2016
12-1612-23	Inner Harbor Water Taxi Terminal	Baltimore City	<p>This amendment adds a new project to the 2016-2019 TIP utilizing Section 1702 High Priority Project funds. The project allocates construction funds in FY 2016 in the amount of \$1.84 million federal and \$460,000 matching. The total amount of funding added to the 2016-2019 TIP is \$2.3 million.</p>	<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>Conformity Status: Exempt</p>	Resolution 17-2: 7/26/2016

APPENDIX G

PUBLIC PARTICIPATION COMPONENT

ADVERTISEMENT placed in the following publications:

- **Baltimore Sun**
- **Baltimore Sun Online**
- **Carroll County Times**
- **Carroll Eagle**

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 FUTURE OF OUR REGION

The Baltimore Regional Transportation Board (BRTB) has a **\$2.7 billion plan** for investing in the region during the next 5 years and we want to know what you think!

The BRTB brings together local decision-makers, state and local agencies, and the public to plan for the Baltimore region's future and make the best use of limited resources for the region's residents and businesses. Please join us for a meeting and make a comment on these plans!

In addition to the draft 2017-2020 Transportation Improvement Program, the BRTB also welcomes comments on an amendment to Maximize2040: A Performance-Based Transportation Plan for the MD 32 Widening Project, and an air quality analysis of these plans.

What do you think? Tell us at a Meeting:



Wednesday, June 1 – 4:30 to 5:30 p.m.
@ BRTB Public Advisory Committee (PAC) Policy Subcommittee
Baltimore Metropolitan Council – Offices @ McHenry Row
1500 Whetstone Way, Suite 300, Baltimore, MD 21230

Wednesday, June 8 – 6:30 to 8:30 p.m.
Baltimore County Public Library, Woodlawn Branch
1811 Woodlawn Dr, Woodlawn, MD 21207

Thursday, June 9 – 5 to 7:30 p.m.
@ SHA MD 32 Planning Study public meeting
Sykesville Freedom District Fire Department Legacy Hall
6680 Sykesville Rd., Sykesville, MD 21784

Tuesday, June 14 – 6:30 to 8:30 p.m.
Baltimore County Public Library, Essex Branch
1110 Eastern Blvd, Essex, MD 21221

Send your comments on these plans by June 24 to:



Email: comments@baltometro.org **Twitter:** @BaltoMetroCo @Bmoreinvolved #BRTBlistens

Mail: The Baltimore Regional Transportation Board, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230



baltometro.org  

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 of at least seven days prior to a meeting. Call 410-732-0300.

PRESS RELEASE



Baltimore
Metropolitan
Council

FOR IMMEDIATE RELEASE
CONTACT: Laura Van Wert, 410-732-9564

BRTB SEEKS PUBLIC COMMENT ON \$2.71 BILLION IN TRANSPORTATION PROJECTS

BALTIMORE, MD (May 23, 2016) – The Baltimore Regional Transportation Board (BRTB) as the Metropolitan Planning Organization (MPO) for the Baltimore region seeks public comments through **Friday, June 24** on three transportation-related documents – the draft *2017-2020 Transportation Improvement Program (TIP)*, an amendment to *Maximize2040: A Performance-Based Transportation Plan*, and the associated Air Quality Conformity Determination.

The BRTB is scheduled to vote on these documents on **Tuesday, July 26**.

2017-2020 Transportation Improvement Program (TIP)

The draft *2017—2020 TIP* is a listing of transportation projects requesting funding that includes about \$2.71 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects throughout the region during the next four years. The funding will go towards maintaining, operating and expanding the transportation system.

Please view the draft *2017-2020 TIP* or project highlights [online](#) or through BRTB's [interactive project map](#).

Maximize2040 Amendment to MD 32 Widening Project

The Baltimore Regional Transportation Board (BRTB) also seeks public comments for one amendment to *Maximize2040: A Performance-Based Transportation Plan* for the Maryland State Highway Administration's (SHA) **MD 32 Widening Project**.

Maximize2040 is the region's long-range transportation plan developed by the BRTB. *Maximize2040* serves as the blueprint for fiscally constrained transportation planning in the Baltimore region from the years 2020 through 2040. The plan also establishes the region's broad transportation goals and performance measures, which now serve as guiding principles as the region plans and carries out projects.

Please learn more about the [BRTB's summary information](#) of the project.

Air Quality Conformity Determination of the 2017-2020 TIP and Amended *Maximize2040*

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 2017-2020 TIP for the Baltimore region and the long-range projects in Maximize 2040 (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](#).

Public Comment Information

BRTB will host the following public meetings:

- **Wednesday, June 1, 4:30-5:30 p.m.**, during the Public Advisory Committee (PAC) policy subcommittee meeting at the Baltimore Metropolitan Council, located at the Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230
- **Wednesday, June 8, 6:30-8:30 p.m.**, at the Baltimore County Public Library Woodlawn Branch, located at 1811 Woodlawn Drive, Woodlawn, MD 21207
- **Thursday, June 9, 5-7:30 p.m.**, in conjunction with the SHA MD 32 planning study public meeting at the Sykesville Freedom District Fire Department Legacy Hall, located at 6680 Sykesville Road Sykesville, MD 21784
- **Tuesday, June 14, 6:30-8:30 p.m.**, at the Baltimore County Public Library Essex Branch, located at 1110 Eastern Boulevard, Essex, MD 21221

To share your thoughts and ideas, send all comments in writing to:

The Baltimore Regional Transportation Board
Attn: Public Involvement Coordinator
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Fax: 410-732-8248

Email: comments@baltometro.org

Twitter: [@BaltoMetroCo](#) and [@BmoreInvolved](#) using the hashtag #BRTBlistens

The public participation process for the TIP will also meet the FTA public participation requirements for the MTA's Program of Projects (POP).

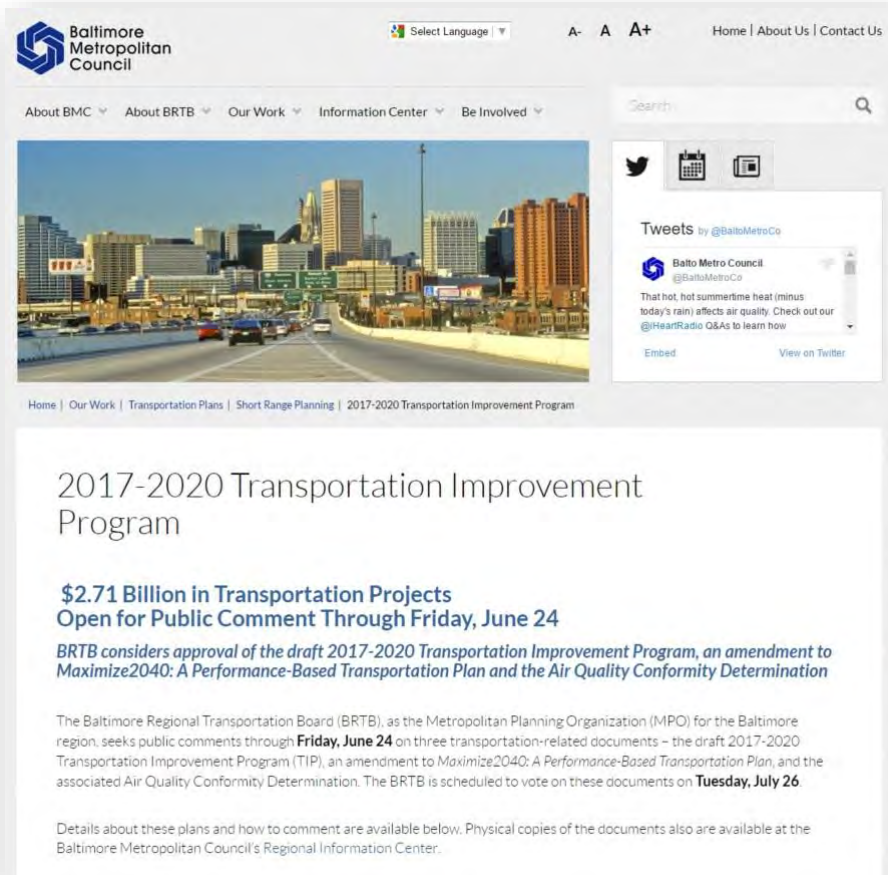
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The Baltimore Metropolitan Council (BMC) works collaboratively with the chief elected officials in the region to create initiatives to improve the quality of life and economic vitality. BMC, as the Baltimore region's council of governments (COG), hosts 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.

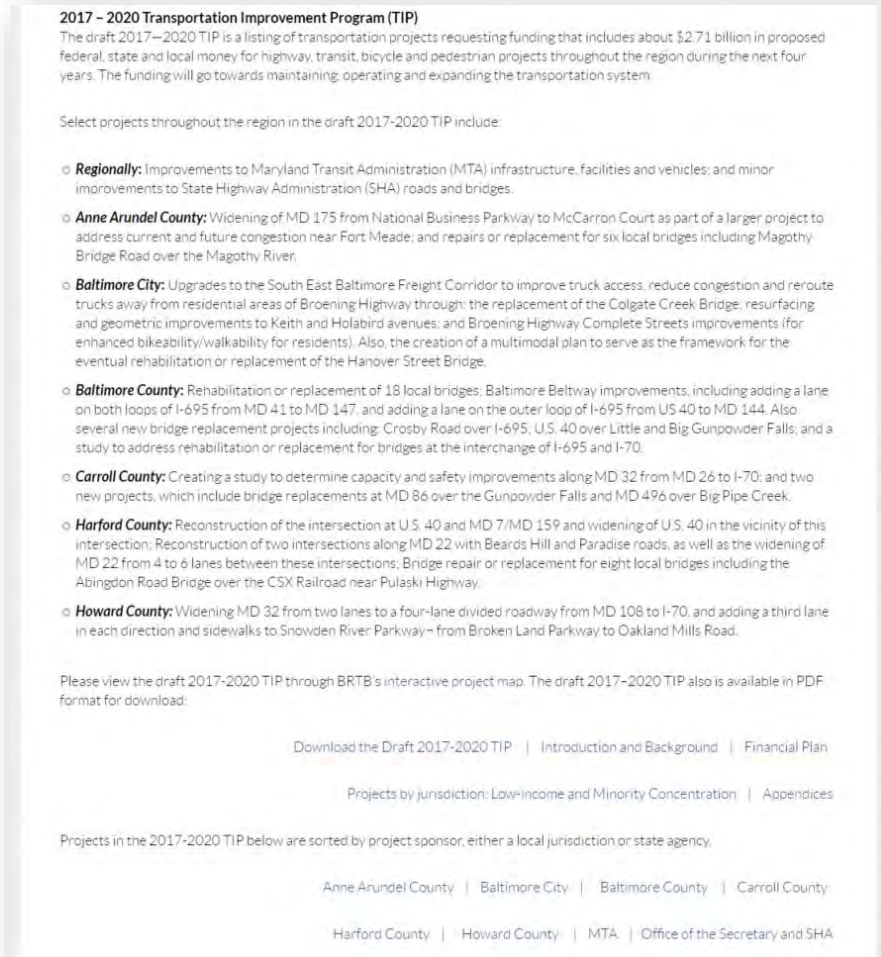
BMC's Board of Directors includes the executives of Anne Arundel, Baltimore, Harford and Howard counties, the mayor of the City of Baltimore, a member of the Carroll County Board of Commissioners, a member of the Maryland State Senate, a member of the Maryland House of Delegates, and a gubernatorial 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. The header includes the BMC logo, a language selector, and navigation links for Home, About Us, and Contact Us. Below the header is a navigation menu with links for About BMC, About BRTB, Our Work, Information Center, and Be Involved. A search bar is located on the right. The main content area features a large image of a city street with a bridge in the background. Below the image is a tweet from the Baltimore Metro Council (@BaltoMetroCo) dated June 24, 2017, which reads: "That hot, hot summertime heat (minus today's rain) affects air quality. Check out our @HearRadio Q&As to learn how". The main heading is "2017-2020 Transportation Improvement Program". Below this is a sub-heading: "\$2.71 Billion in Transportation Projects Open for Public Comment Through Friday, June 24". The text states: "BRTB considers approval of the draft 2017-2020 Transportation Improvement Program, an amendment to Maximize2040: A Performance-Based Transportation Plan and the Air Quality Conformity Determination". It further explains that the Baltimore Regional Transportation Board (BRTB), as the Metropolitan Planning Organization (MPO) for the Baltimore region, seeks public comments through Friday, June 24 on three transportation-related documents – the draft 2017-2020 Transportation Improvement Program (TIP), an amendment to Maximize2040: A Performance-Based Transportation Plan, and the associated Air Quality Conformity Determination. The BRTB is scheduled to vote on these documents on Tuesday, July 26. Details about these plans and how to comment are available below. Physical copies of the documents also are available at the Baltimore Metropolitan Council's Regional Information Center.



The screenshot shows the details of the 2017-2020 Transportation Improvement Program (TIP). The heading is "2017 - 2020 Transportation Improvement Program (TIP)". The text states: "The draft 2017-2020 TIP is a listing of transportation projects requesting funding that includes about \$2.71 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects throughout the region during the next four years. The funding will go towards maintaining, operating and expanding the transportation system." Below this is a section titled "Select projects throughout the region in the draft 2017-2020 TIP include:" followed by a list of projects categorized by region:

- Regionally:** Improvements to Maryland Transit Administration (MTA) infrastructure, facilities and vehicles; and minor improvements to State Highway Administration (SHA) roads and bridges.
- Anne Arundel County:** Widening of MD 175 from National Business Parkway to McCarron Court as part of a larger project to address current and future congestion near Fort Meade; and repairs or replacement for six local bridges including Magothy Bridge Road over the Magothy River.
- Baltimore City:** Upgrades to the South East Baltimore Freight Corridor to improve truck access, reduce congestion and reroute trucks away from residential areas of Broening Highway through: the replacement of the Colgate Creek Bridge; resurfacing and geometric improvements to Keith and Holabird avenues; and Broening Highway Complete Streets improvements (for enhanced bikeability/walkability for residents). Also, the creation of a multimodal plan to serve as the framework for the eventual rehabilitation or replacement of the Hanover Street Bridge.
- Baltimore County:** Rehabilitation or replacement of 18 local bridges; Baltimore Beltway improvements, including adding a lane on both loops of I-695 from MD 41 to MD 147, and adding a lane on the outer loop of I-695 from US 40 to MD 144. Also several new bridge replacement projects including: Crosby Road over I-695; U.S. 40 over Little and Big Gunpowder Falls; and a study to address rehabilitation or replacement for bridges at the interchange of I-695 and I-70.
- Carroll County:** Creating a study to determine capacity and safety improvements along MD 32 from MD 26 to I-70; and two new projects, which include bridge replacements at MD 86 over the Gunpowder Falls and MD 496 over Big Pipe Creek.
- Harford County:** Reconstruction of the intersection at U.S. 40 and MD 7/MD 159 and widening of U.S. 40 in the vicinity of this intersection; Reconstruction of two intersections along MD 22 with Beards Hill and Paradise roads, as well as the widening of MD 22 from 4 to 6 lanes between these intersections; Bridge repair or replacement for eight local bridges including the Abingdon Road Bridge over the CSX Railroad near Pulaski Highway.
- Howard County:** Widening MD 32 from two lanes to a four-lane divided roadway from MD 108 to I-70, and adding a third lane in each direction and sidewalks to Snowden River Parkway- from Broken Land Parkway to Oakland Mills Road.

Below the list is a note: "Please view the draft 2017-2020 TIP through BRTB's interactive project map. The draft 2017-2020 TIP also is available in PDF format for download:". There are two rows of links for downloading the TIP: "Download the Draft 2017-2020 TIP | Introduction and Background | Financial Plan" and "Projects by jurisdiction: Low-income and Minority Concentration | Appendices". Below this is a heading: "Projects in the 2017-2020 TIP below are sorted by project sponsor, either a local jurisdiction or state agency." followed by a list of sponsors: "Anne Arundel County | Baltimore City | Baltimore County | Carroll County | Harford County | Howard County | MTA | Office of the Secretary and SHA".

WEBSITE (Page 2 of 2)

Maximize2040 Amendment to MD 32 Widening Project

The Baltimore Regional Transportation Board (BRTB) also seeks public comments for one amendment to *Maximize2040: A Performance-Based Transportation Plan* for the Maryland State Highway Administration's (SHA) MD 32 Widening Project.

Maximize2040 is the region's long-range transportation plan developed by the BRTB. *Maximize2040* serves as the blueprint for fiscally constrained transportation planning in the Baltimore region from the years 2020 through 2040. The plan also establishes the region's broad transportation goals and performance measures, which now serve as guiding principles as the region plans and carries out projects.

[Download a summary of the *Maximize2040* amendment to the MD 32 Widening Project](#)

Analysis of Air Quality Conformity

The Baltimore region has been designated as not meeting the federal 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 2017-2020 TIP for the Baltimore region and the long-range projects in *Maximize2040* (as amended). The report addresses the 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 Ambient Air Quality Standards. The draft Conformity Determination is available in PDF format for download:

[Conformity Determination](#) | [Conformity Determination - Appendices](#)

Share Your Thoughts

A comment period will be held from **Monday, May 23, through Friday, June 24**. The public participation process for the TIP will also meet the 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 in June:

- o **Wednesday, June 1** from 4:30 to 5:30 p.m., during the Public Advisory Committee (PAC) policy subcommittee
Baltimore Metropolitan Council
Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230
- o **Wednesday, June 8** from 6:30 to 8:30 p.m.,
Baltimore County Public Library Woodlawn Branch
1811 Woodlawn Drive, Woodlawn, MD 21207
- o **Thursday, June 9** from 5 to 7:30 p.m., in conjunction with the SHA MD 32 planning study public meeting:
Sykesville Freedom District Fire Department Legacy Hall
6680 Sykesville Road Sykesville, MD 21784
- o **Tuesday, June 14** from 6:30 to 8:30 p.m.,
Baltimore County Public Library Essex Branch,
1110 Eastern Boulevard, Essex, MD 21221



Please view these presentations online if you cannot attend the meetings.

[Download the public meeting presentation](#) | [Flyer](#)

To share your thoughts and ideas, send all comments in writing to:

The Baltimore Regional Transportation Board
Attn: Public Involvement Coordinator
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Fax: 410-732-8248

Email: comments@baltometro.org

Twitter: @BaltoMetroCo and @BmoreInvolved using the hashtag #BRTBlistens

For more information:

Contact Regina Ans, assistant transportation director, by email ranis@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.

Last Updated on: [Friday, 2016-06-14 15:55](#)

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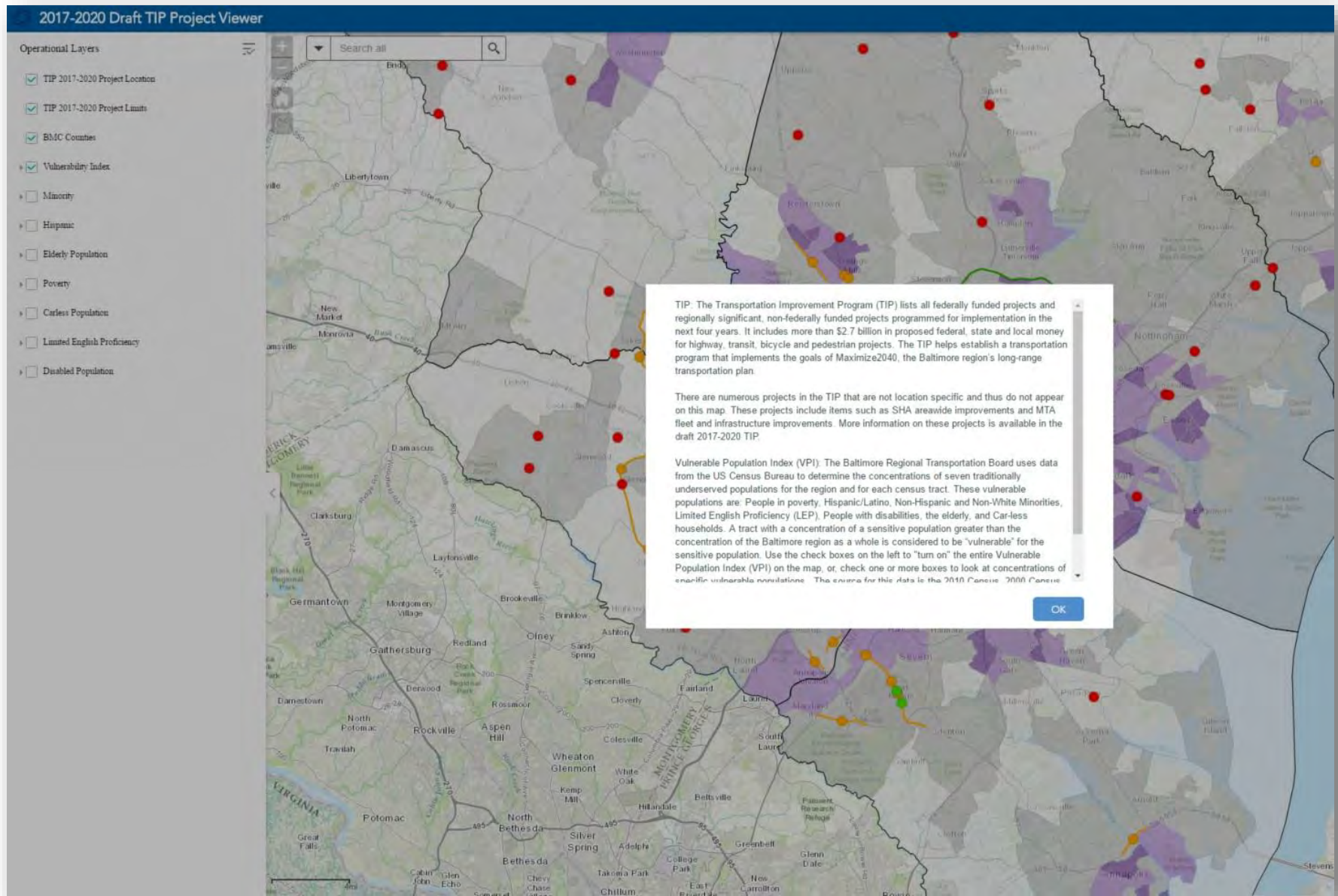


Baltimore Metropolitan Council
410-732-0500
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

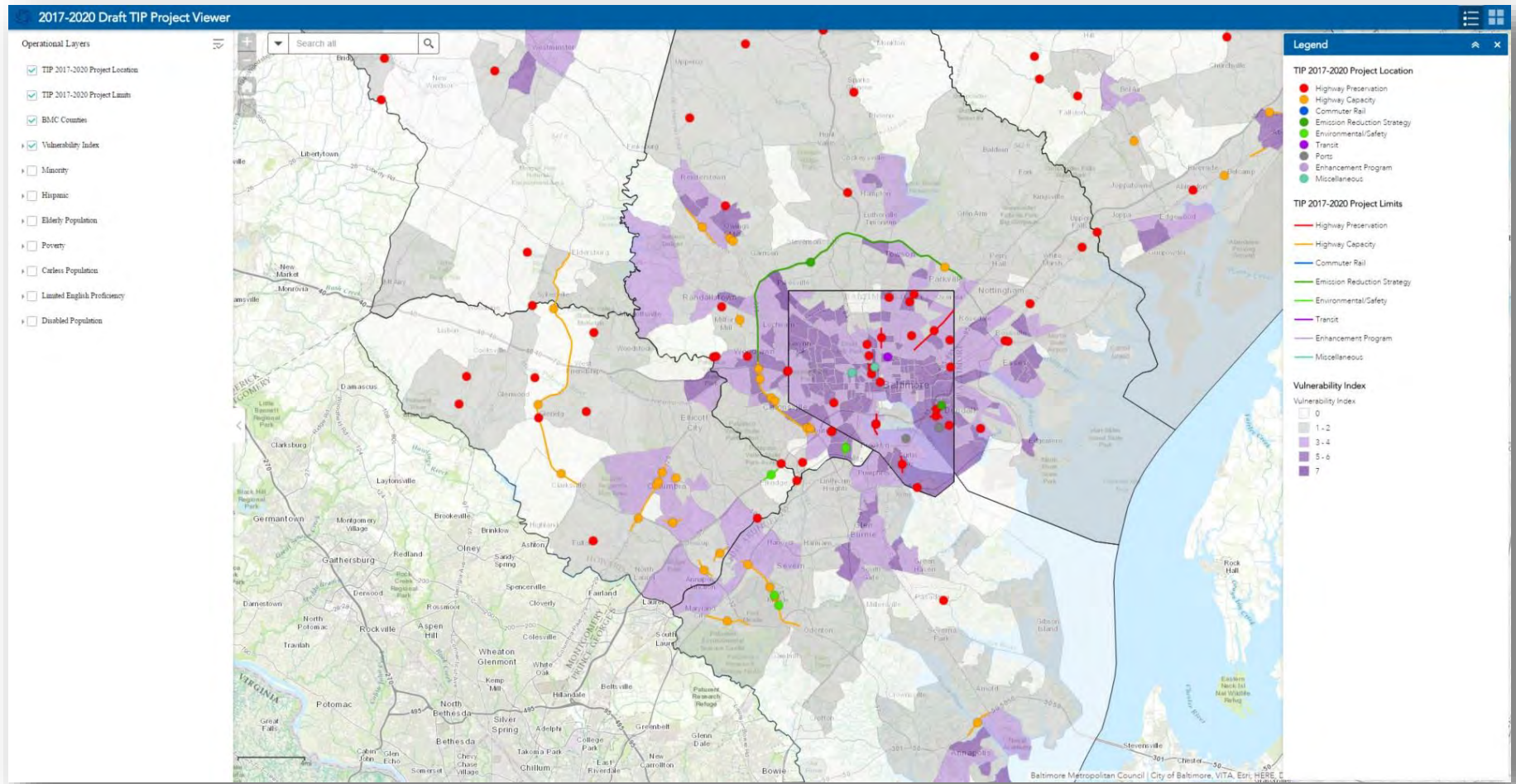
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INTERACTIVE TIP PROJECT MAP (Page 1 of 2)



INTERACTIVE TIP PROJECT MAP (Page 2 of 2)



PUBLIC COMMENTS (Page 1 of 2)



WE WELCOME YOUR COMMENTS!

What do you like about this project or plan?
 What suggestions do you have for improving the project or plan?
 Do you have any other comments for the BRTB or its members?

*Plan's focus on highway projects is disappointing.
 More resources for bus stop improvements including shelters,
 maps, trash cans and benches are sorely needed to bring
 the system up to very basic and minimum standards.
 Required inclusion of sidewalks to all new street reconstruction
 projects/improvement projects should be standard, as should
 bike lanes.*

Was this public meeting helpful?

Name: Kristine Dunkerton
 Address: Baltimore, MD 21207
 E-mail: _____
 Would you like to be added to our mailing list? E-mail Mail

Thank You!

For more info, contact the Public Involvement Coordinator at comments@baltimore.org or 410-732-0500 x1047 or visit www.baltimore.org.



WE WELCOME YOUR COMMENTS!

What do you like about this project or plan?
 What suggestions do you have for improving the project or plan?
 Do you have any other comments for the BRTB or its members?

*- Seems comprehensive - hope to see more transit/bike/pedestrian projects
 but very helpful to hear from the state & MTA on how
 the work is integrated into other projects
 - Personally, issues with bike/pedestrian on west Baltimore city
 streets - esp Forest Park Avenue
 - Hope to see more light rail/heavy rail transit expansion for future
 and use time less for CS&H highway*

Was this public meeting helpful?

Name: Elisa Leaked
 Address: Baltimore, MD 21207
 E-mail: _____
 Would you like to be added to our mailing list? E-mail Mail

Thank You!

For more info, contact the Public Involvement Coordinator at comments@baltimore.org or 410-732-0500 x1047 or visit www.baltimore.org.



WE WELCOME YOUR COMMENTS!

What do you like about this project or plan?
 What suggestions do you have for improving the project or plan?
 Do you have any other comments for the BRTB or its members?

*~~Outdated~~ The bridge over Linden Church was replaced a couple of
 years ago. Why wasn't it made larger (like the bridge further N
 on 32) to support 4 lanes under it without being replaced? I'm
 sure there's a reason, I was just curious.*

Was this public meeting helpful?

Name: Adrienne
 Address: _____
 E-mail: _____
 Would you like to be added to our mailing list? E-mail Mail

Thank You!

For more info, contact the Public Involvement Coordinator at comments@baltimore.org or 410-732-0500 x1047 or visit www.baltimore.org.



WE WELCOME YOUR COMMENTS!

What do you like about this project or plan?
 What suggestions do you have for improving the project or plan?
 Do you have any other comments for the BRTB or its members?

*☆ Issues between 40→70 + 29→70
 on a daily morning and evening
 basis.*

Was this public meeting helpful? Yes

Name: Kevin Schwartz
 Address: _____
 E-mail: _____
 Would you like to be added to our mailing list? E-mail Mail

Thank You!

For more info, contact the Public Involvement Coordinator at comments@baltimore.org or 410-732-0500 x1047 or visit www.baltimore.org.

PUBLIC COMMENTS (Page 2 of 2)

Kimberly Letke

Joppa Md 21085

Monday, May 23, 2016

- **Tuesday, June 14, 6:30-8:30 p.m.**, at the Baltimore County Public Library Essex Branch, located at 1110 Eastern Boulevard, Essex, MD 21221

To share your thoughts and ideas, send all comments in writing to:
The Baltimore Regional Transportation Board
Attn: Public Involvement Coordinator
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Fax: 410-732-8248
Email: comments@baltometro.org
Twitter: [@BaltoMetroCo](https://twitter.com/BaltoMetroCo) and [@BmoreInvolved](https://twitter.com/BmoreInvolved) using the hashtag #BRTBlistens

During the past 30 years of DOT- Maryland SHA , I have noticed that woman are not being hired as electrical, mechanical , Bridge inspectors, Bridge Painters, and are kept down on low paying jobs as flaggers and traffic control or laborers.

The Engineering companies are not hiring woman at higher level jobs and do not pay the woman the same as their male workers in higher paying jobs as inspectors.

The wage scale officer helps with laborers and painters and electrical but not in the area of Engineers- Inspectors or Project Managers or secretary.

Nor do I see Out reach for woman in social Media or the contractors .

I, Kim Letke hire woman when we win contracts and employee woman. The Military has woman veterans looking for work and no one is approaching these woman from APG- Navy- AIRFORCE- Marines, Coast Guard.

I would request the DOT - MD SHA do out reach for woman and run help wanted adds targeting woman who are being discriminated against by the Engineers- the Contractors and Maryland Labor who all say that woman do not apply. They do not apply because no one is telling them where the jobs are and who to call.

I respectfully request to be heard at the June 14, 2016 meeting.

Respectfully,
Kim Letke

BRTB RESPONSE TO PUBLIC COMMENTS (Page 1 of 2)

BALTIMORE REGION 2017 – 2020 TIP AND MD 32 PLAN AMENDMENT			
1	<ul style="list-style-type: none"> Issues between US 40 and I-70 as well as US 29 and I-70 on a daily morning and afternoon basis. 	Kevin Schwartz	<ul style="list-style-type: none"> MDOT takes Howard County’s transportation priorities into account when programming projects. Widening northbound US 29 between the Middle Patuxent River and MD 175 has been the County’s priority. For a study of widening I-70 to continue, the project would need to be a higher priority for the County. We recommend advocating this project with your elected officials in order for it to possibly move up on the priority list.
2	<ul style="list-style-type: none"> The bridge over Linden Church was replaced a couple of years ago. Why wasn't it made larger (like the bridge further north on MD 32) to support 4 lanes under it without being replaced? I'm sure there's a reason, I was just curious. 	Adrienne	<ul style="list-style-type: none"> The bridge along Linden Church Road over MD 32 was completed in 2014 and will accommodate the funded projects to widen MD 32 through the interchange.
3	<ul style="list-style-type: none"> TIP focus on highways is disappointing. More resources for bus stop improvements including shelters, maps, trash cans and benches are sorely needed to bring the system up to very basic and minimum standards. 	Kristine Dunkerton	<ul style="list-style-type: none"> Over time the funding in the TIP changes from higher levels to transit and then to highways. In the 2017 TIP there is considerable highway preservation which has been a priority of the state. BaltimoreLINK has a variety of improvements that will impact the core service. While the main thrust of BaltimoreLINK is a redesign of the current system, we are investing in improvements to also improve the customer experience. As part of the transfer facility project we are looking to improve amenities at locations with high transfer rates. Amenities at each site will vary but will draw from a list that includes installation of real-time signage, security cameras, bicycle storage facilities, improved shelters, safer pedestrian crossings, and much more. Furthermore, the MTA is redesigning and replacing all 6,000+ bus stop signs in our system in an attempt to provide a better, more informative sign. Finally, while the focus is on getting infrastructure in place for next summer, it is important to remember that when we go live with BaltimoreLINK that is it is not an end. In fact, it is the beginning of a new core system that we will continually look to improve. Bus shelter replacement, improved customer amenities, and many other areas of improvement will play a big role in the continual improvement of what the MTA offers and



Summary of public comments and BRTB Response
 2017-2020 TIP Released for public review: May 23 to June 24, 2016
www.baltometro.org Page 1 of 2

Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

BRTB RESPONSE TO PUBLIC COMMENTS (Page 2 of 2)

	<ul style="list-style-type: none"> Require inclusion of sidewalks to all new street reconstruction projects/improvement projects should be standard, as should bike lanes. 		<p>provides the region. See TIP #40-0015-64, Bus and Rail System Preservation and Improvements.</p> <ul style="list-style-type: none"> The City of Baltimore has existing policy to evaluate the feasibility of improving bicycle and pedestrian facilities in all transportation planning, design, and construction projects. Through this policy, BCDOT reviews every project 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 the 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.
4	<ul style="list-style-type: none"> TIP seems comprehensive – hope to see more transit, bike and pedestrian projects. It was helpful to hear from SHA and MTA on how their work is integrated with other projects. I have issues with bike/ped facilities in West Baltimore, particularly Forest Park Avenue. 	Elsa L	<ul style="list-style-type: none"> MTA is currently working on a major revamp of bus routes in the region and further transit planning will wait to see how well BaltimoreLINK addresses transit needs before planning additional projects. All highway projects have to take bicycle and pedestrian access into account and is likely being included in many projects. This occurs in addition to standalone projects that receive funds dedicated to bike and pedestrian projects. Part of the reason why the BRTB doesn't use "public hearings" for their process is that it does not allow for the kind of conversation you referred to. Our format is more about dialogue and creating an environment where questions can be answered. BCDOT currently has a project in final design for the West Baltimore Bike Boulevard, which will add protected bicycle lanes on West Baltimore Street, between S. Franklinton Road and Stricker Street. Other pedestrian and bicycle improvements along Baltimore Street and Forest Park Avenue will be evaluated for future projects.
5	<ul style="list-style-type: none"> During the past 30 years MDOT and SHA are not hiring women as electrical, mechanical, bridge inspectors, or bridge painters and are kept down on low paying jobs as flaggers and traffic control laborers. 	Kim Letke	<ul style="list-style-type: none"> The BRTB does not have any influence over the hiring or contracting practices of the MDOT or SHA. You should raise your concern with MDOT's Minority Business Enterprise, and either SHA's <u>Office of Procurement and Contract Management</u> or Office of Equal Opportunity.



Summary of public comments and BRTB Response
 2017-2020 TIP Released for public review: May 23 to June 24, 2016
www.baltometro.org Page 2 of 2

Note: This matrix includes a summary of comments received during the public comment period with responses from the BRTB. Additional comments that may have been submitted verbally at a BRTB meeting prior to a vote are not included. Please refer to meeting minutes at www.baltometro.org for documentation of any verbal comments received during BRTB meetings.

APPENDIX H

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #17-4

**APPROVAL OF THE BALTIMORE REGION
FY 2017-2020 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 FY 2017-2020 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 February 2007 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2017-2020 TIP have been developed in relationship to the regionally adopted *Maximize2040: A Performance-Based Transportation Plan* and subsequent amendments; and

WHEREAS, the FY 2017-2020 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 2017-2020 Baltimore Region Transportation Improvement Program including a public review from May 23, 2016 to June 24, 2016. The public review included four public meetings and a presentation to the Public Advisory Committee. The FY 2017-2020 TIP was also supported by an online interactive map and presentation. All comments were considered by the BRTB with responses prepared in advance of the scheduled vote; and

WHEREAS, the FY 2017-2020 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories:


- 47 percent highway preservation,
- 19 percent transit,
- 15 percent highway capacity,
- 9 percent emission reduction strategies,
- 3 percent environmental/safety,
- 3 percent commuter rail,
- 2 percent miscellaneous,

1 percent ports, and
1 percent enhancement program.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2017-2020 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 26, 2016 meeting.

7-26-16
Date



Clive Graham, Chairman
Baltimore Regional Transportation Board

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #17-5

APPROVAL OF THE CONFORMITY DETERMINATION FOR THE
FY 2017-2020 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, and the Maryland Transit Administration; 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 2017-2020 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 2017-2020 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 2017-2020 Baltimore Region Transportation Improvement Program and Amended *Maximize2040*," dated July 2016, which provides the basis for a finding of conformity (Attachment 1: Tables 1 to 4) to the latest EPA-deemed adequate/approved SIP motor vehicle emissions budgets for 8-hour ozone and annual levels of fine particulate matter; 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 2017, 2025, 2035 and 2040 (as attached); and

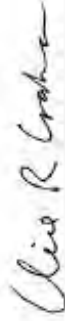
WHEREAS, a 30-day public comment period was provided, including a public meeting on project elements of the FY 2017-2020 Baltimore Region Transportation Improvement Program, the Amended Plan, and the results of the conformity analysis. All public comments were duly considered by the Metropolitan Planning Organization.

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 2017-2020 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 26, 2016 meeting.

7-26-16

Date



Clive Graham, Chairman

Baltimore Regional Transportation Board

Table 5. VOC Emissions Test Results (average summer weekday, tons/day)

	2017	2025	2035	2040
Total Emissions Modeled	26.6	16.7	10.5	9.9
Conformity Budget ¹	40.2	40.2	40.2	40.2
Conformity Result	Pass	Pass	Pass	Pass

¹ 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 6. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2017	2025	2035	2040
Total Emissions Modeled	66.9	31.9	19.1	18.6
Conformity Budget ¹	93.5	93.5	93.5	93.5
Conformity Result	Pass	Pass	Pass	Pass

¹ 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 7. Annual NOx Emissions Test Results (tons/year)

	2017	2025	2035	2040
Total Emissions Modeled	25,771.08	12,433.96	7,655.96	7,505.03
Conformity Budget ²	29,892.01	21,594.96	21,594.96	21,594.96
Conformity Result	Pass	Pass	Pass	Pass

² Baltimore Nonattainment Area PM2.5 Maintenance State Implementation Plan (Approved December 2014.)

Table 8. Annual Direct PM2.5 Emissions Test Results (tons/year)

	2017	2025	2035	2040
Total Emissions Modeled	1,161.88	635.33	426.75	411.76
Conformity Budget ²	1,218.60	1,051.39	1,051.39	1,051.39
Conformity Result	Pass	Pass	Pass	Pass

² Baltimore Nonattainment Area PM2.5 Maintenance State Implementation Plan (Approved December 2014.)

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

Anne Arundel County

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