



BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM 2019-2022



DEVELOPED BY THE BALTIMORE METROPOLITAN PLANNING ORGANIZATION

CITY OF ANNAPOLIS • ANNE ARUNDEL COUNTY • BALTIMORE CITY • BALTIMORE COUNTY

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

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

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I. INTRODUCTION

A. Summary

The Baltimore Region Transportation Improvement Program (TIP) documents the anticipated timing, cost, and rationale for federally-funded transportation improvements to be made in the Baltimore 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 2019-2022.²

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 2019.

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 2019-2022 TIP is approximately \$3.20 billion. Of that amount, \$2.22 billion will be provided by federal funding authorities, while the local and state matching funds are \$.98 billion.

Exhibit I-1: The Baltimore Region

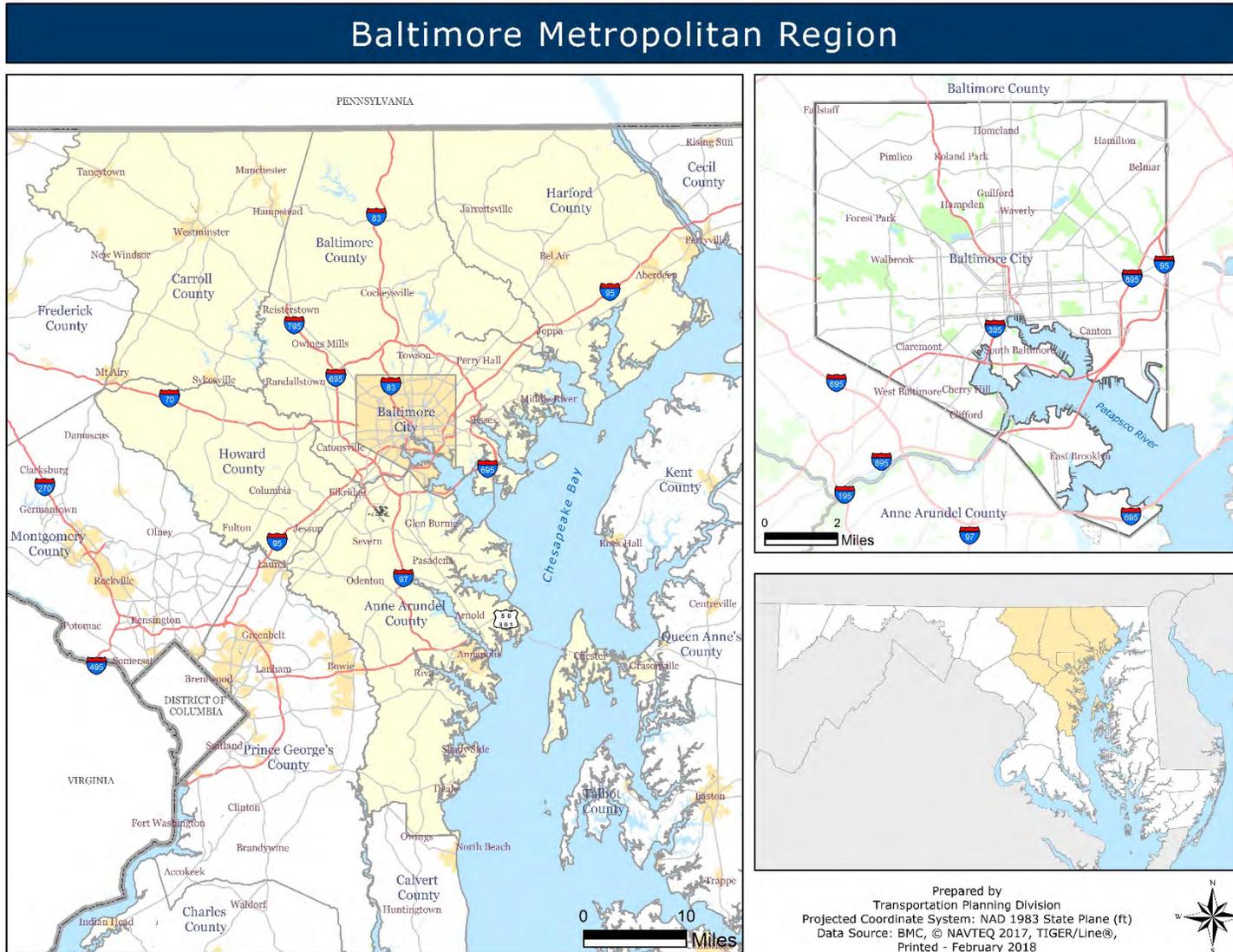


Exhibit I-2: The Baltimore Region Federal Highway Functional Classification

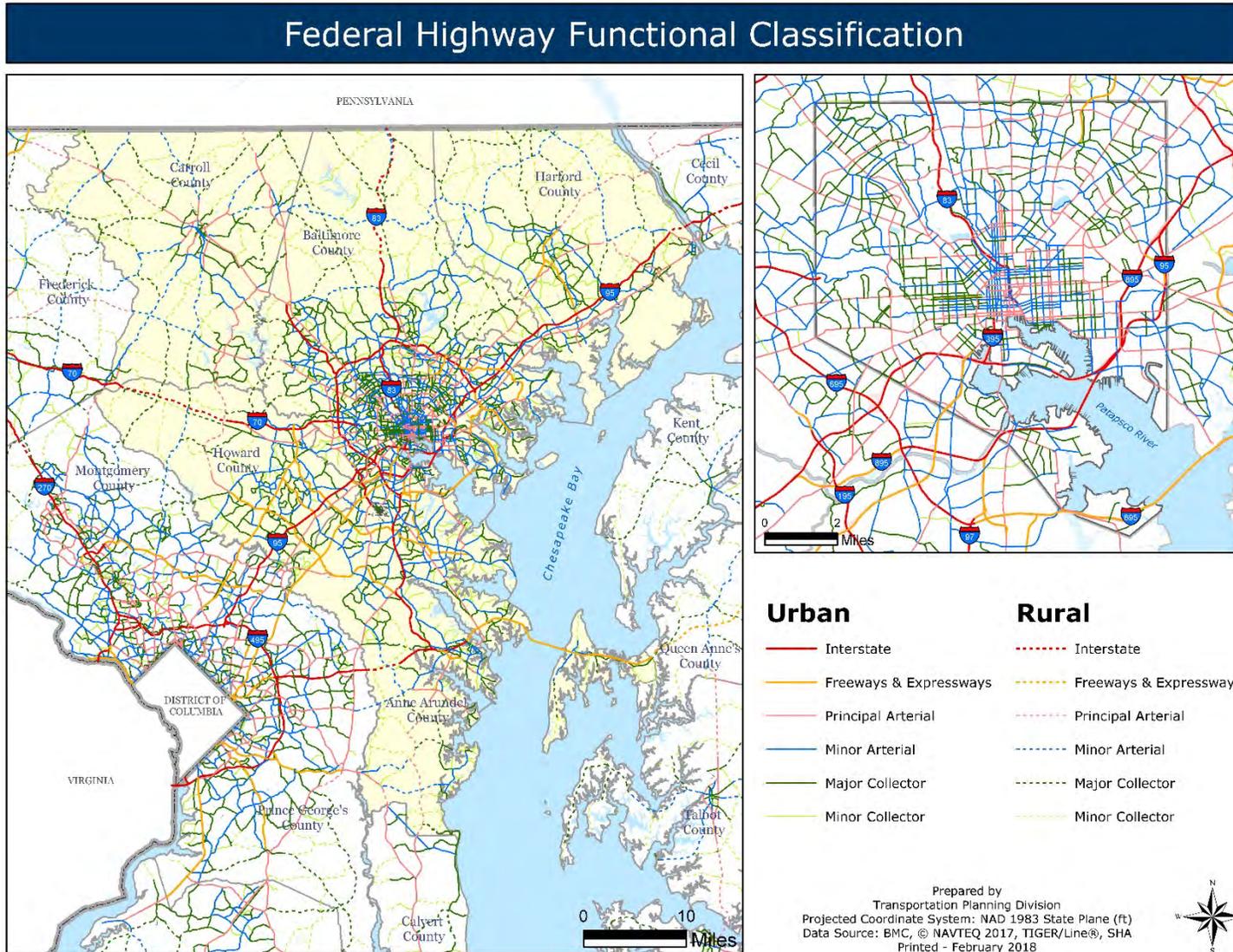
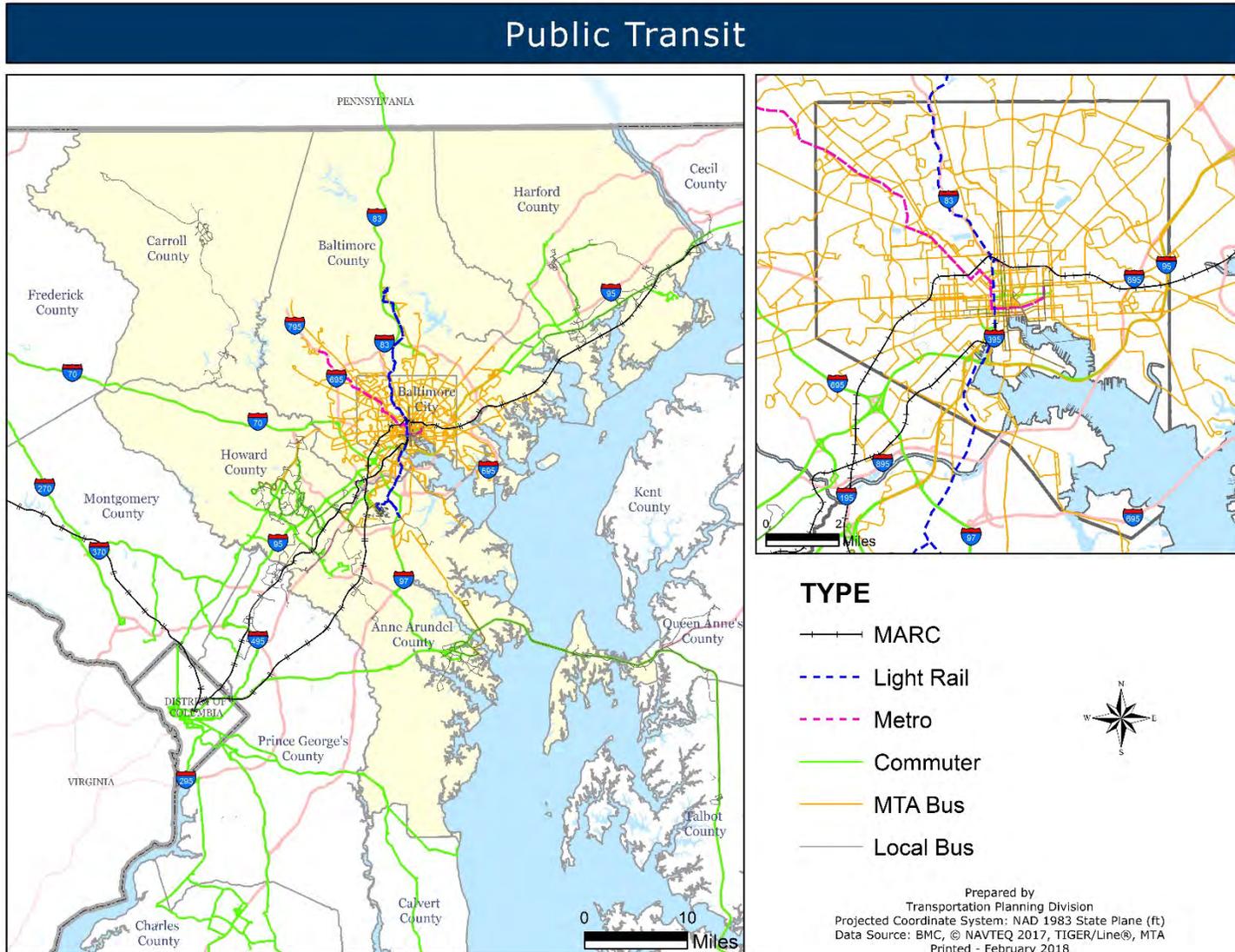


Exhibit I-3: The Baltimore Region – Transit



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 #19-3 that the transportation planning process is conducted in a manner that complies with the requirements of 23 USC 134, 49 USC 5303, 23 CFR Part 450 and 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act. The certification requirement directs members of the BRTB to review the planning process that has been under way and ascertain that the requirements are being met. The review serves to maintain focus on essential activities. Members of the BRTB are listed in Appendix A of this document.

The BRTB's commitment to comply with applicable federal transportation planning requirements is evidenced by the following: ❶ the BRTB has a continuing, cooperative and comprehensive (3-C) transportation planning process that

results in plans and programs consistent with the general land use and master plans of the local jurisdictions in the urbanized area; ❷ the BRTB has adopted a public participation process that fulfills the requirements and intent of public participation and outreach as defined in the Metropolitan Planning Regulations; ❸ the BRTB adopted a financially constrained long-range transportation plan, *Maximize2040*, for the Baltimore region consistent with the metropolitan planning factors in Moving Ahead for Progress in the 21st Century (MAP-21); ❹ the BRTB maintains a Congestion Management Process (CMP); ❺ the BRTB has determined that conformity (8-hour ozone) of *Maximize2040* as amended and the 2019-2022 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 26.

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 March 2018). The factors that guided development of *Maximize2040* are listed in the Metropolitan Planning Regulations effective February 14, 2007.

Subsequently, following the enactment of the Fixing America's Surface Transportation (FAST) Act on December 4, 2015, the U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016. These updated regulations continue and strengthen the emphasis on performance-based planning and programming.

Maximize2040 includes a set of overarching regional goals, specific implementation strategies that support these goals, and a series of performance measures and targets. These measures and targets are consistent with the performance-based approach to planning and programming set forth in MAP-21, the FAST Act, and corresponding regulations. These measures and

targets help the BRTB and operating agencies gauge progress relative to regional goals and strategies.

A new set of performance measures and targets is being developed in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

Appendix C summarizes the process for developing performance measures and targets. It also reports on those performance measures and targets that have already been adopted. While most measures are still in development, the BRTB has adopted several performance measures and targets in compliance with federal requirements. These include: (1) transit asset management measures and targets in June 2017, (2) safety measures and targets in January 2018, and (3) system performance measures and targets related to CMAQ funds in May 2018. The BRTB will adopt the remaining measures and targets, in coordination with MDOT, by the November 2018 due date. All of the measures and targets will be used to guide the Maryland Department of Transportation

and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

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 multimodal array of transportation improvements is outlined in *Maximize2040* with the requisite funding scenario needed to support the program. Non-motorized transportation alternatives are included, as well as intermodal 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 2019-2022 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 2019-2022 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 financial plan in Chapter V 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 June 2018. 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 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 also announced via the Baltimore Metropolitan Council (BMC) website. One public meeting was held for the public to comment on the draft TIP. In addition to this public meeting, the public was able to address the BRTB at its June 2018 and July 2018 meetings. Written comments by mail, email or social media are accepted during the public review periods. A summary of all comments received, both verbal and written, BRTB responses to comments, and the public participation notices are included in Appendix H.

The public participation process for the TIP also meets the FTA public participation requirements for the MTA's Program of Projects. The Maryland Transit Administration (MTA), in

lieu of a separate mandated public comment period for federal funding assistance under 49 USC Sections 5307, 5310, and 5311 has exercised its option to use the procedures of the BRTB's public involvement process for the 2019-2022 TIP to satisfy the public participation requirements associated with development of the MTA Program of Projects (POP).

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 any of the original peoples of the Far East, Southeast Asia, Indian subcontinent, or Pacific Islands; or
- Person having origins in any 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 2012-2016 American Community Survey (ACS) is used to calculate the regional information.

Minority Populations

From the 2012-2016 ACS, the region's minority population is 39.07% 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 39.07%.

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 2012-2016 ACS is \$71,122. 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 \$35,561, while a household at the 80% rate has a maximum income of \$56,898. 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

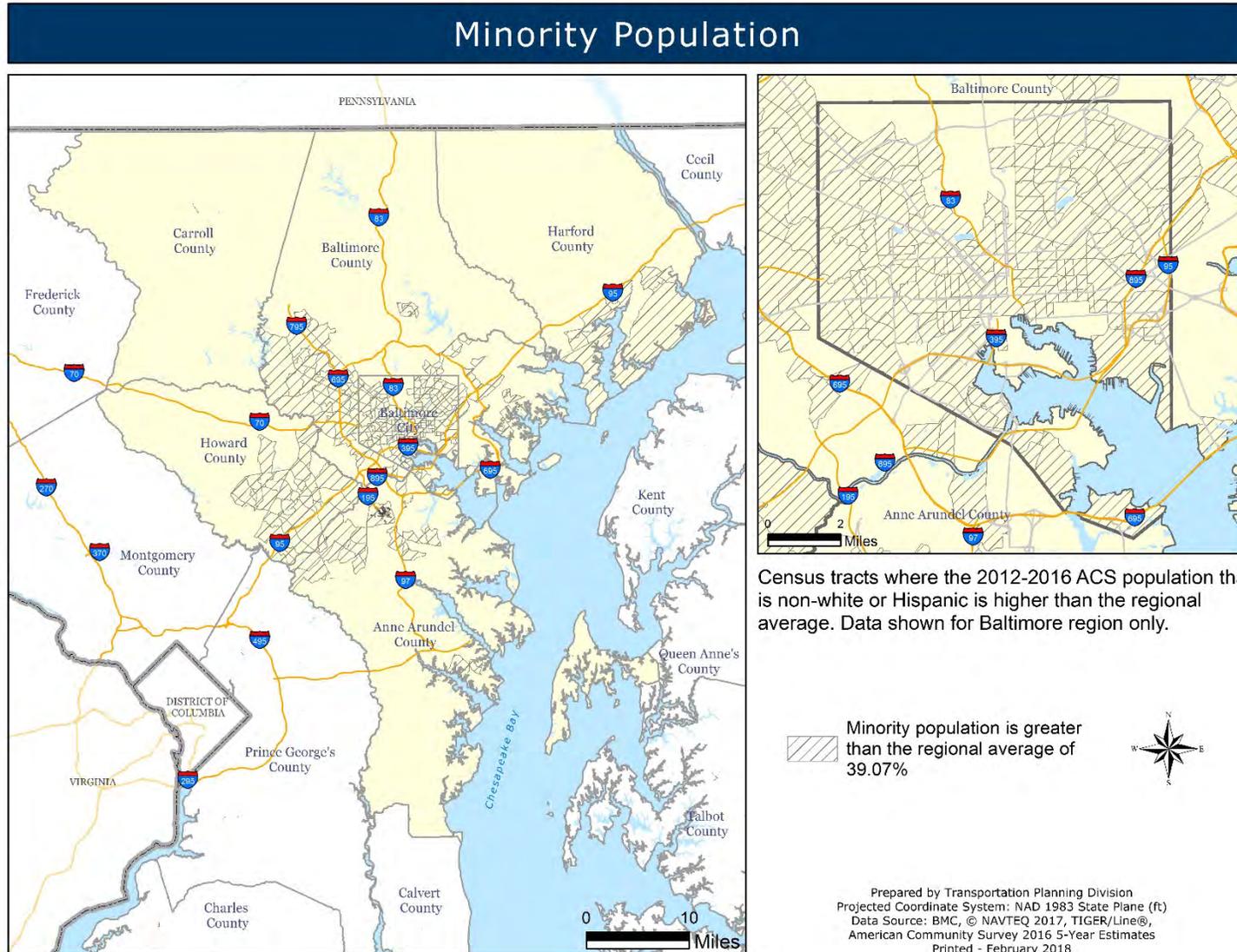
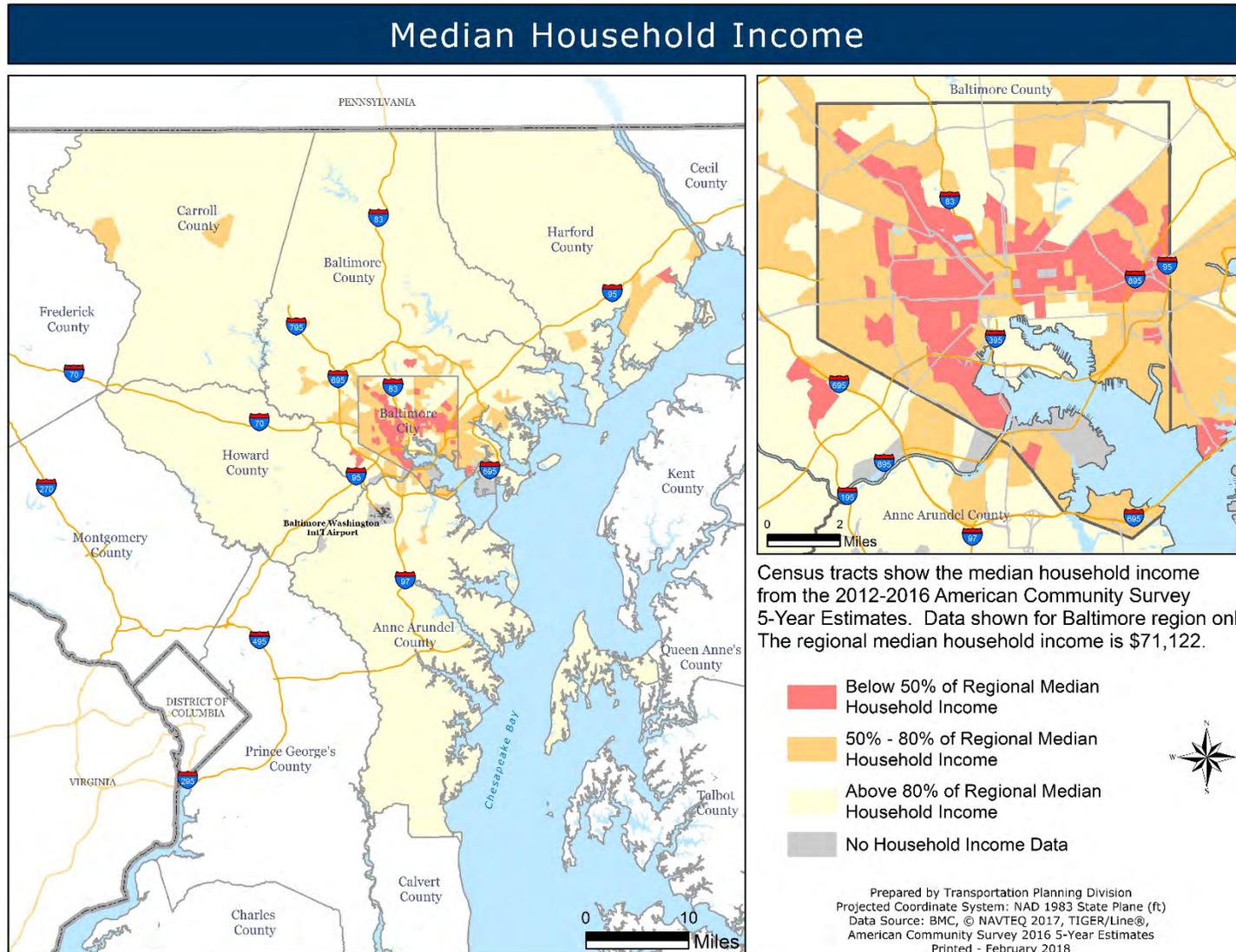


Exhibit II-2: Low Income Concentration, Baltimore Region



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. MTA also 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 Mobility and a Reduced Fare Program for the elderly and persons with disabilities. Mobility provides comparable ADA service for those who cannot use fixed-route bus 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 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 service, use primarily volunteer drivers, and have a dispatching system.

E. Status of Projects from the 2018-2021 TIP

As mandated by the federal regulations for metropolitan planning, major projects from the previous TIP, the 2018-2021 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 from the 2018-2021 TIP by jurisdiction including the TIP number, year of operation in the 2018-2021 TIP, year of operation in the 2019-2022 TIP (if any), 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 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
<u>Anne Arundel County</u>				
Hanover Road Corridor Improvement	11-1801-42	2021	2021	Traffic studies are being completed along with 30% design plans. 30% Plans anticipated early summer 2018.
MD 214: MD 468 Intersection Improvements	11-1803-41	2017	XX	Project completed in 2017 and is not requesting further funds.
Furnace Avenue Bridge over Deep Run	11-1103-13	2019	2020	Alignment and bridge width determined. Working on Architecture/Engineering contract tasks and manhours. Negotiations proceeding. Construction advertisement anticipated April/May 2019.
Harwood Road Bridge over Stocketts Run	11-1208-13	2019	2021	The design is partially delayed awaiting NEPA approval from SHA. Once approval is received, A/E will receive full Notice to Proceed to complete design
Magothy Bridge Road Bridge over Magothy River	11-1402-13	2018	2020	Structural review, NEPA, and permitting in process. Construction advertisement anticipated November 2018.
O'Connor Road Bridge over Deep Run	11-1403-13	2020	2020	The project is in the Preliminary Field Investigation / Pre-Type, Size, and Location phase. Construction advertisement anticipated 7/2019.
Polling House Road Bridge over Rock Branch	11-1602-13	2022	2022	The project is nearing federal aid eligibility. Design will initiate once it is eligible.
Mountain Road Corridor Revitalization – Phase I	11-1802-19	2022	2022	Anne Arundel County is entering into an agreement with SHA to complete the Preliminary Field Investigation phase of the design.
<u>Baltimore City</u>				
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Ongoing	Ongoing	Various projects ongoing
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	Ongoing	Ongoing	Project ongoing
Transportation Management Center Upgrade	12-1701-04	2021	2021	Project anticipated to advertise by the end of FY 2019
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Ongoing	Ongoing	Project ongoing
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	2021	2022	65% Design stage. Project anticipated to advertise in the late spring or early summer of 2019
Sisson Street Bridge over CSX Railroad	12-1216-13	2019	2022	65% Design stage. The project has encountered design delays associated with railroad access and coordination and is anticipated to advertise early summer 2019. Length of construction due to interaction with active railroad.

Table II-1: Status of Projects in the 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
Baltimore City (continued)				
Citywide Guide Sign Replacement	12-1222-19	Ongoing	Ongoing	Project ongoing.
Harford Road Bridge over Herring Run	12-1402-13	2021	XX	Project advertised for construction on 12/8/17 and is not requesting further funds. Projected year of operation is 2021.
Wilkins Avenue Bridge over Gwynns Falls	12-1403-13	2019	2021	65% Design stage. Project has encountered delays due to utility coordination and is projected to advertise in the spring of 2019.
Belair Road Complete Streets	12-1404-11	2022	2022	Phase I is at the 95% Design stage and is anticipated to advertise in spring 2019.
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	2019	2020	Plans, specifications, and estimates design stage. Project delayed one year to accommodate utility construction work. Project is anticipated to advertise late summer 2018.
Citywide System Preservation	12-1414-11	Ongoing	Ongoing	Project ongoing.
Orleans Street Viaduct Rehabilitation	12-1601-13	2022	2023	Design anticipated to be initiated in FY 2019.
Remington Avenue Bridge over Stony Run	12-1602-13	2021	2022	30% Design stage. Updated costs include utility costs as well as updated costs associated with excavation and replacement of the structure.
Radecke Avenue over Moores Run	12-1603-13	2022	2022	Design anticipated to be initiated in FY 2019.
I-83 Concrete Deck Mill and Resurface	12-1604-13	2020	2023	Design anticipated to be initiated in FY 2019.
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	2022	2023	Design anticipated to be initiated in FY 2019.
Citywide Road Reconstruction	12-1607-12	Ongoing	Ongoing	Project ongoing.
Replacement of Dartmouth Retaining Wall	12-1703-19	2020	XX	Project is not eligible for federal funds and has been removed from the TIP.
Curtis Avenue Corridor Improvements (Phase I and II)	12-1704-11	2025	XX	Environmental study phase. Project is between funding stages and is not requesting additional funds at this time.
Hanover Street Bridge Deck Repair over Middle Branch	12-1705-13	2021	2022	Awaiting Notice to Proceed for design.
MLK Blvd. and Howard St. Intersection Improvements	12-1706-11	2018	2021	Project has been delayed as it was tied to the State Center redevelopment project. BCDOT is rescoping the project to perform urgently needed work.
Monroe Street Ramp over CSX and Russell Street over CSX	12-1801-13	2022	2022	65% Design stage. Project costs have been revised to include utility and inspection costs as well as updated construction costs for retaining walls and replacement of the structures.

Table II-1: Status of Projects in the 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
Baltimore City (continued)				
Hawkins Point Bridge over CSX Railroad	12-9903-13	2021	XX	Project anticipated to advertise for construction in April 2018. Project is not requesting further funds. Project expected to be completed in 2021.
Transportation Career Development Innovation Program (BCDOT)	12-0002-99	2019	XX	Project is on hold.
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	2019	2021	FY19 Program.
Pavement Management System	12-1206-99	2019	2020	BCDOT is working with SHA and FHWA to receive approval to initiate the project.
Baltimore County				
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	2019	2021	Design nearly complete, project delayed due to right of way acquisition from MD Dept. of Natural Resources. Construction advertisement date planned for 11/2019.
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	2020	2022	Construction phase contract to be advertised in July 2019. This schedule is dependent on right of way acquisition and clearing all environmental permits.
Gunpowder Road Bridge No. B-0409	13-1005-13	2024	2025	Design planned FY2021, Construction FY2023. Project may be delayed due to other projects having higher priority.
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	2020	2021	Design continuing, 7/2019 construction advertisement anticipated. Project may be delayed due to coordination issues with utility companies and CSX.
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13	2025	2026	Design planned FY2022, Construction FY2025.
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	2023	2025	Design planned FY2022, Construction FY2024. Project may be delayed due to ownership issues of existing bridge with CSX.
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	2023	2024	Design planned FY2022, Construction FY2024. Project may be delayed due to other projects having higher priority.
Dogwood Road Bridge No. B-0347 over Dogwood Run	13-1201-13	2018	XX	Construction contract advertised 2/2/18, Bids opened 3/6/18, anticipated notice to proceed June 2018. Project is not requesting further funds.
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13	2023	2023	Design planned FY2020, Construction FY2022.
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	2019	2020	Construction advertisement anticipated November 2018.

Table II-1: Status of Projects in the 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
Baltimore County (continued)				
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	2019	2021	Design planned FY2019, Construction FY2020. Project may be delayed due to other projects having higher priority.
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	2024	2025	Design planned FY2020, Construction FY2024.
Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13	2023	2023	Design planned FY2021, Construction FY2023.
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	13-1701-13	2024	2024	Design planned FY2020, Construction FY2023.
Bridge Inspection Program	13-8901-14	Ongoing	Ongoing	Ongoing program.
Carroll County				
Bixler Church Road Bridge over Big Pipe Creek	14-1101-13	2019	2019	Final PE stages. Advertisement scheduled for winter 2019.
Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13	2020	2020	In preliminary stages of PE
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	2021	2021	SHA approval received to "bundle" 3 projects for PE and Construction; will initiate PE spring 2018.
Babylon Road Bridge over Silver Run	14-1601-13	2021	2022	In preliminary stages of PE
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	2022	2022	PE planned to begin in 2019.
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	2021	2021	SHA approval received to "bundle" 3 projects for PE and Construction; will initiate PE spring 2018.
Bear Run Road Bridge over Bear Branch	14-1801-13	2024	2024	Considering rehabilitation option in lieu of federal aid replacement. Decision pending analysis.
Hughes Shop Road Bridge over Bear Branch	14-1802-13	2022	2022	SHA approval received to "bundle" 3 projects for PE and Construction; will initiate PE spring 2018.
Bridge Inspection Program	14-9401-14	Ongoing	Ongoing	Ongoing program
Harford County				
Tollgate Road	15-1404-42	2018	XX	Project completed and open to traffic in the summer of 2017.
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	2018	XX	Project is currently under construction and is approximately 70% complete. The bridge will be in operation in 2018.
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	2019	2021	In the current TIP and expected to be in operation in FY20 (calendar year 2021)
Chestnut Hill Bridge #40	15-1101-13	2021	2019	In the current TIP and expected to be in operation in FY19.

Table II-1: Status of Projects in the 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
<u>Harford County (continued)</u>				
Phillips Mill Road Bridge #70 over East Branch tributary	15-1102-13	2020	2020	In the current TIP and expected to be in operation in FY20.
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	2018	2018	In the current TIP and expected to be in operation in FY19 (calendar year 2018)
Stafford Road Bridge #24 over Deer Creek	15-1501-13	2019	2021	In the current TIP and expected to be in operation in FY20 (calendar year 2021)
Glenville Road Bridge #30	15-1601-13	2020	2023	In the current TIP and expected to be in operation in FY22 (calendar year 2023)
Bridge Inspection Program	15-9411-14	Ongoing	Ongoing	Ongoing
<u>Howard County</u>				
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	2021	2021	The project is in the design and land acquisition phase, with design at 90%. It is expected to be completed in 2021.
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	2021	2021	The project is currently in the 60% design phase and is expected to be completed by the end of 2021.
MD 175 at Oakland Mills Road Interchange	16-1407-46	2021	2020	Phase I road construction complete. Design of the bridge over 175 is being finalized. The project is expected to be completed in 2020.
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	2020	2023	Project is at 30% design. The project will be phased, with the last phase expected to be completed in 2023.
Bridge Repairs and Deck Replacement	16-0436-13	Ongoing	Ongoing	Projects are in various phases, with most of the projects in the design phase. The Daisy Road Bridge over Cattail Creek project (Capital Project B3840) has been completed. The Daisy Road Bridge over Little Cattail Creek project (Capital Project B-3849) will not be completed until 2020 and is in the design phase.
<u>MDOT – Office of the Secretary</u>				
State Safety Oversight	90-1401-39	Ongoing	Ongoing	Ongoing project.
Port of Baltimore Enhancements	92-1401-83	2018	2018	Initial dry basin filled. Railroad connection made. Some dredging to be completed. Final fill needed after fill settles.
<u>Maryland Transportation Authority</u>				
I-95: Moravia Road to Fort McHenry Tunnel	22-1601-41	2018	2018	This project is currently under construction and is expected to be completed this year.

Table II-1: Status of Projects in the 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
Maryland Transportation Authority (continued)				
I-95 Express Toll Lane Northbound Extension	25-1801-41	2022	2022	The proposed improvements will be constructed through 7 construction contracts. The first construction contract is scheduled to begin in January 2019. The last construction contract is scheduled to be completed by December 2022.
MTA - Transit				
Urban Transit Systems – Capital Assistance	40-1602-05	Ongoing	Ongoing	Project is ongoing and is on schedule
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Ongoing	Ongoing	Project is ongoing
Small Urban Transit Systems – Capital Assistance	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
Small Urban Transit Systems – Operating Assistance	40-0104-61	Ongoing	Ongoing	Project is ongoing and is on schedule
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	2019	2021	Project is anticipated to be completed by 2021
Bus and Rail Preventive Maintenance	40-1204-64	Ongoing	Ongoing	Project is ongoing and is on schedule
Seniors and Individuals with Disabilities	40-1502-69	Ongoing	Ongoing	Project is ongoing and is on schedule
Urban Transit Systems – Operating Assistance	40-1603-61	Ongoing	Ongoing	Project is ongoing and is on schedule
Agencywide System Preservation and Improvement	40-1801-64	Ongoing	Ongoing	Preservation project ongoing
Bus System Preservation and Improvement	40-1803-64	Ongoing	Ongoing	Project is ongoing
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Ongoing	Ongoing	Project is ongoing
Metro and Light Rail System Preservation and Improvement	40-1805-64	Ongoing	Ongoing	Project is ongoing
Rural Transit Systems - Operating Assistance	40-9204-61	Ongoing	Ongoing	Project is ongoing and is on schedule
MTA - Commuter Rail				
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Ongoing	Ongoing	Projects are ongoing
MARC Improvements	70-1502-54	Ongoing	Ongoing	Projects are ongoing
MARC Facilities	70-1503-55	2021	Ongoing	Projects are ongoing

Table II-1: Status of Projects in the 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
State Highway Administration				
Areawide Transportation Alternatives Projects	60-9903-29	Ongoing	Ongoing	Ongoing
Areawide Environmental Projects	60-9506-38	Ongoing	Ongoing	Ongoing
Areawide Congestion Management	60-9504-04	Ongoing	Ongoing	Ongoing
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Ongoing	Ongoing	Ongoing
Areawide Resurfacing And Rehabilitation	60-9501-11	Ongoing	Ongoing	Ongoing
Areawide Safety And Spot Improvements	60-9508-19	Ongoing	Ongoing	Ongoing
Areawide Urban Reconstruction	60-9511-19	Ongoing	Ongoing	Ongoing
Morgan State University Transportation Research Program	60-0702-99	Ongoing	Ongoing	Ongoing
MD 175: Mapes and Reece Road Intersection Reconstructions	61-1402-39	2018	XX	Project is complete and is not requesting further funds
MD 175: MD 295 to MD 170	61-0605-41	2025	2025	Engineering and ROW continue for the segment between Mapes Road and MD 32
MD 198: MD 295 to MD 32	61-1403-41	2030	2030	Engineering continues
US 50: MD 70 to MD 2	61-1404-41	2019	2019	Construction to be completed FY18 (Calendar year 2019)
MD 175: Disney Road to Reece Road	61-1601-41	2020	2019	Construction continues with new open to traffic date of December 2019
MD 175: National Business Parkway to McCarron Court	61-1701-41	2021	2021	\$1 million added for revised plats. Utility relocation underway
I-695 at Cromwell Bridge Road – Drainage Improvement	63-1801-38	2020	2020	Engineering and ROW ongoing. Construction began in FY18
MD 140: Painters Mill Road to Owings Mills Boulevard – Phase 2	63-0802-41	2025	2025	Engineering continues
I-795: Dolfield Boulevard Interchange	63-0803-46	2026	2026	Engineering continues
MD 140: Garrison View Road to Painters Mill Road – Phase 1	63-1203-41	2019	2019	Utility relocation ongoing. Notice to Proceed delayed to March 2018.
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	2017	XX	Open to traffic August 2017. Project is not requesting further funds.
I-695: US 40 to MD 144	63-1601-41	2021	2021	Construction ongoing. 11/2017 admin mod shifted some funding to NHFP.
I-695 Bridge Replacements at Benson Ave and US 1	63-1602-43	2017	2018	Construction to be complete Spring 2018. 11/2017 admin mod to shifted some funds to NHFP
I-695: Bridge Replacement on Crosby Road	63-1702-43	2019	2019	Construction is ongoing

Table II-1: Status of Projects in the 2018-2021 TIP

Project	Project TIP ID	Year of Operation		Project Status
		18-21 TIP	19-22 TIP	
State Highway Administration (continued)				
I-695: I-70 to MD 43	63-1802-41	2023	2023	Project planning began in FY 2018
MD 25: Bridge Replacement over Georges Run	63-1603-13	2016	XX	Project is complete and is not requesting further funds.
I-83: Bridge Replacement over Padonia Road	63-1701-13	2021	2021	Project advertised Feb 2018
MD 137: Bridge Replacement over I-83	63-1703-13	2018	2018	Construction underway
US 1: Bridge Replacement over CSX	63-1704-13	2019	2019	Construction expected to begin spring 2018
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	2020	2020	Permitting has delayed construction to FY19. Funding changes were completed in an amendment to the FY 2018-2021 TIP in March 2018.
MD 45: Padonia Road to Wight Avenue	63-1707-11	2018	2019	Construction start estimated spring 2018.
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	2020	2020	Construction underway
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	2019	2019	Construction underway
MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13	2018	2018	Construction underway
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	2017	XX	Construction completed in FY18. Project is not requesting further funds.
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	2019	2019	Utility coordination and construction ongoing
MD 22: Paradise Road Intersection Reconstruction	65-1403-41	2018	XX	Construction expected to be completed in FY 18. Project is not requesting further funds.
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	TBD	TBD	Engineering ongoing.
I-95: Montgomery Road to I-895 Noise Barrier	66-1701-31	2018	XX	Project completed January 2018 and is not requesting further funds.
US 29: Seneca Drive to MD 175 – Phase 1B	66-1101-41	2017	XX	Project completed in 2017 and is not requesting further funds.
US 29: Middle Patuxent River to Seneca Drive – Phase 2	66-1406-41	2030	2030	Engineering continues
MD 32: MD 108 to Linden Church Road	66-1602-41	2020	2020	Construction underway. \$5 million increase in total cost due to unfavorable bid.
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	2022	2021	Engineering and ROW underway. Construction will begin in FY19.
I-95: Active Traffic Management	66-1801-41	TBD	TBD	Engineering began in FY18.

F. Conformity with Air Quality Planning

The Clean Air Act Amendments require careful evaluation of the conformity between transportation plans and programs against the applicable State Implementation Plan (SIP) for attaining air quality standards. The procedures for performing this evaluation have been documented and issued by the U.S. Environmental Protection Agency (EPA) in the final rule, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs and Projects Funded or Approved under Title 23 USC or the Federal Transit Act", hereafter termed Final Rule.

The Baltimore region is designated as a nonattainment area with regard to the 8-hour ozone National Ambient Air Quality Standard (NAAQS). The BRTB has conducted a comprehensive analysis of conformity for the 2019-2022 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 2019-2022 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 9 cooperative socio-economic forecasts, which were endorsed by the BRTB on June 26, 2018. 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 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 2019-2022 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 2019-2022 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 Projects
- Congestion Mitigation and Air Quality Improvement Program
- FTA Capital and Operating – Sections 5307, 5307 flexed from STBG, 5310, 5311, 5329, 5337, and 5339
- Highway Safety Improvement Program
- National Highway Freight Program
- National Highway Performance Program
- National Highway System Program
- Recreational Trails Program
- Surface Transportation Block Grant 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 2019, 2020, 2021, and 2022.

The projects are listed first by implementing agency - Baltimore City and the six counties in alphabetical order, the MDOT Office of the Secretary, and the three MDOT modal administrations, included as the Maryland Transportation Authority (MDTA), MTA – Transit, MTA – Commuter Rail, and the State Highway Administration (SHA). Projects to be implemented by SHA are broken down further by county in alphabetical order. While a portion of Queen Anne’s County is now a part of the Baltimore urbanized area, there are no local or state projects for Queen Anne’s County in the 2019-2022 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 ID) printed below each project name show the project’s location and type according to the following codes: **AB-CCCC-DD**, where:

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

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

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

DD Project Type by Category:

EMISSION REDUCTION STRATEGY (ERS)

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

HIGHWAY PRESERVATION

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

ENHANCEMENT PROGRAM

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

ENVIRONMENTAL/SAFETY

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

HIGHWAY CAPACITY

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

COMMUTER RAIL

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

TRANSIT

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

AIRPORTS

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

PORTS

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

MISCELLANEOUS

- 99 - Miscellaneous

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

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

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

For Federal Highway Administration Funds:

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

For Federal Transit Administration Funds:

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

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

one of two classifications: Exempt (for projects which are exempt from the requirement to determine conformity) or Not Exempt (for capacity type projects evaluated using the travel demand model or evaluated off-model) in accordance with meeting the CAAA. The **Physical Data** line, which pertains to road and bridge projects, indicates the project length in **Miles** and the present/future number of **Lanes**. Also included for road projects is an indication if the project is a **Highway Capacity Improvement** or if it is part of the **National Highway System**. The National Highway System Designation (NHS) was signed into law on November 28, 1995. The NHS designates key road segments that provide improved access to work and markets; to ports, airports, and rail stations; to our national parks; and to bordering countries. Principal contributions of the NHS are to facilitate sustainable economic growth by enhancing intermodal and highway system connections, improving productivity and efficiency of commercial vehicle operations, facilitating the movement of agricultural produce, advancing safety, alleviating congestion, supporting national defense, and improving system performance. Nationally, the total mileage is about 164,000 miles and includes the Interstate Highway System, as well as

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

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

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

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

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

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

PP - Project Planning

PE - Preliminary Engineering

ROW - Right-of-way or property acquisition

CON - Construction

OTH – 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 roadway and 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, section 5310 grants, ridesharing, and capital and operating funds for LOTS agencies. Approximately 95.5% of other phase funds in the 2019-2022 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 2019 through FY 2022).

Further, the 2019-2022 TIP is financially constrained by program and by year. The framework of both *Maximize2040*, the regional long-range transportation plan, and the 2019-2022 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 2018 - 2023 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 2019 and their allocation by fund source to implementing agencies is included in section V.F. The project listings provide specific requests by fund source and identify the source of the matching funds. Included in Appendix B are letters that document availability of matching funds from project sponsors.

A. Revenue Projections

The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources which provide funding that 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.

Total projected revenues amount to \$29.1 billion for the six-year period from 2018 to 2023. 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. 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 \$6.5 billion over the six-year period. As of July 1, 2017, the motor fuel tax rates were 33.8 cents per gallon gasoline and 34.55 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 3.1 cents per gallon over the program period. The 5% sales and use tax equivalent rate effective July 1, 2017 is 8.7 cents per gallon. The rate is estimated to average 10.2 cents per gallon over the program period.
- Motor Vehicle Titling Tax: This source is projected to yield \$5.1 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Vehicle sales have recovered from the recent recession. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- Motor Vehicle Registration, Miscellaneous, and Other Fees: These fees are projected to generate \$3.8 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 \$936 million. MDOT receives 14.6 percent of the revenues from the State's 8.25 percent corporate income tax.
- Federal Aid: This source is projected to contribute \$6.3 billion for operating and capital programs. This amount does not include \$599 million received directly by the WMATA. The majority of federal aid is capital; only \$588 million is for operating assistance.
- Operating Revenues: These revenues are projected to provide a six-year total of \$2.9 billion, with \$1.1 billion from MDOT MTA, \$325 million from MDOT MPA, and \$1.5 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- Bond Proceeds: It is projected that \$2.9 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 \$690 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. The bill focuses on establishing a new formula program for freight, increases some flexibility in spending by converting certain funds into block grants, and streamlines certain functions by eliminating duplications and creating some pilot programs.

While Congress authorized a five-year transportation bill, each year, Congress must then appropriate the funds through the federal budget process, which can be at lower amounts than authorized. For Federal Fiscal Year (FFY) 2018, MDOT assumes that Congress will appropriate the FAST Act authorized amounts in the transportation bills for FFY 2018 through FFY 2020 and continue this inflated funding through FFY 2023.

Federal Highway and Transit

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas:

highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

MDOT allocates these federal funds to projects in the program based on reasonable assumptions of authorization given in the FAST Act. MDOT expects to have approximately \$635 million in highway formula funding and \$179 million in transit formula funding in FFY 2018 for MDOT projects.

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

Since FFY 2004 OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2017 was 92.8 percent. Given that Congress has passed a long-term bill with inflation built in, MDOT assumes an OA level of 94.0 percent for FFY 2018 through FFY 2023.

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. 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 to collecting revenue within the State, Maryland also receives federal aid for its transportation program. 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 \$29.1 billion for the six-year period from 2018 through 2023. These

amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

D. Where The Money Goes

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

E. Documentation of Financial Capacity for Transit Activities

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

The Maryland Transit Administration

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

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

City of Annapolis

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

Harford County

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

Howard County

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

F. FY 2019 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 2019 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 2019 columns.

Table 1 summarizes, by jurisdiction and agency, the level of federal funds requested in the FY 2019 Annual Element along with federal funds available. Table 2 shows the projects in the FY 2019 Annual Element, the source of funds, the amount of federal funding being requested and the matching funds to be provided. Table 3 shows total funds, both federal and matching, programmed for FY 2019 through FY 2022 by sponsoring agency. Exhibits 1 through 7 graphically summarize the 2019-2022 TIP. Exhibit 1 compares the total amount programmed in the 2016-2019, 2017-2020, 2018-2021, and 2019-2022 TIP documents. Exhibit 2 displays the distribution of funding in the 2019-2022 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 2019-2022 TIP by project category. Exhibit 6 displays the distribution of FY 2019 funds by project phase while Exhibit 7 shows the distribution of FY 2019 Annual Element federal fund requests by funding source.

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

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

Jurisdiction/Agency	1702	5307C	5307F	5307O	5310	5311O	5329	5337	5339F	CMAQ
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail								\$20,511		
MTA - Transit		\$62,601	\$6,094	\$1,923	\$3,370	\$238		\$22,275	\$3,918	\$43,918
Office of the Secretary							\$400			
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional										\$3,552
Total Programmed	\$0	\$62,601	\$6,094	\$1,923	\$3,370	\$238	\$400	\$42,786	\$3,918	\$47,470
FY 2019 Appropriation*		\$51,798		\$1,923	\$3,370	\$238	\$600	\$42,067	\$3,698	\$55,651
Previous Funds Still Available*		\$10,803	\$6,094					\$719	\$220	\$17,029
MDOTs Total Federal Apportionment for the Baltimore Region*		\$62,601	\$6,094	\$1,923	\$3,370	\$238	\$600	\$42,786	\$3,918	\$72,680

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

*Figures provided by MDOT

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

Jurisdiction/Agency	HSIP	NHFP	NHPPC	NHS	Other	RTP	STBG	TAC	TIGER	Total
Anne Arundel County							\$3,381			\$3,381
Baltimore City			\$17,440				\$64,340			\$81,780
Baltimore County							\$4,180		\$20,000	\$24,180
Carroll County							\$649			\$649
Harford County							\$2,042			\$2,042
Howard County										\$0
MTA - Commuter Rail										\$20,511
MTA - Transit										\$144,337
Office of the Secretary									\$1,926	\$2,326
SHA - Anne Arundel County							\$4,490		\$3,865	\$8,355
SHA - Baltimore County		\$4,092	\$46,851	\$12,774						\$63,717
SHA - Carroll County							\$44			\$44
SHA - Harford County			\$5,614							\$5,614
SHA - Howard County			\$10,774							\$10,774
SHA - Regional	\$14,880		\$78,720		\$45	\$480	\$113,840	\$8,000		\$219,517
Total Programmed	\$14,880	\$4,092	\$159,399	\$12,774	\$45	\$480	\$192,966	\$8,000	\$25,791	\$587,227
FY 2019 Appropriation	\$35,237	\$18,184	\$246,313	Part of	\$3,128	\$1,124	\$130,400	Part of	\$20,000	\$613,731
Previous Funds Still Available	\$20,316	\$30,368		NHPPC		\$1,501	\$79,135	STBG	\$13,861	\$180,046
MDOTs Total Federal Apportionment for the Baltimore Region	\$55,553	\$48,552	\$246,313		\$3,128	\$2,625	\$209,535		\$33,861	\$793,777

- HSIP Highway Safety Improvement Program
- NHFP National Highway Freight Program
- NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
- NHS National Highway System – subset of NHPPC
- Other Other (includes National Summer Transportation Institute Program)
- RTP Recreational Trails Program
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (Transportation Enhancement, Safe Routes to School) – subset of STBG
- TIGER Transportation Investment Generating Economic Recovery

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

Jurisdiction/Agency	1702	5307C	5307F	5307O	5311O	5329	5337	5339F	CMAQ
Anne Arundel County									
Baltimore City	\$3,700								
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail		\$243					\$19,911		
MTA - Transit		\$52,595	\$27,397	\$1,923	\$238		\$22,720	\$3,991	\$44,122
Office of the Secretary						\$400			
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									\$3,552
Total Programmed	\$3,700	\$52,838	\$27,397	\$1,923	\$238	\$400	\$42,631	\$3,991	\$47,674

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

Jurisdiction/Agency	HSIP	NHFP	NHPPC	NHS	Other	RTP	STBG	TAC	TIGER	Total
Anne Arundel County							\$1,499			\$1,499
Baltimore City			\$3,200				\$73,400			\$80,300
Baltimore County							\$16,400			\$16,400
Carroll County							\$3,503			\$3,503
Harford County							\$6,000			\$6,000
Howard County										\$0
MTA - Commuter Rail										\$20,154
MTA - Transit										\$152,986
Office of the Secretary									\$1,074	\$1,474
SHA - Anne Arundel County							\$13,824			\$13,824
SHA - Baltimore County		\$2,191	\$42,119	\$9,185						\$53,495
SHA - Carroll County							\$44			\$44
SHA - Harford County			\$2,691							\$2,691
SHA - Howard County			\$23,475							\$23,475
SHA - Regional	\$14,880		\$73,520		\$45	\$480	\$113,040	\$5,600		\$211,117
Total Programmed	\$14,880	\$2,191	\$145,005	\$9,185	\$45	\$480	\$227,710	\$5,600	\$1,074	\$586,962

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

Jurisdiction/Agency	5307C	5307O	5310	5311O	5329	5337	5339F	CMAQ
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$1,621					\$26,654		
MTA - Transit	\$67,857	\$1,923	\$3,370	\$238		\$23,175	\$4,065	\$43,918
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$3,552
Total Programmed	\$69,478	\$1,923	\$3,370	\$238	\$400	\$49,829	\$4,065	\$47,470

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

Jurisdiction/Agency	HSIP	NHPPC	Other	RTP	STBG	TAC	Total
Anne Arundel County					\$833		\$833
Baltimore City		\$1,600			\$54,740		\$56,340
Baltimore County					\$3,700		\$3,700
Carroll County					\$4,636		\$4,636
Harford County					\$850		\$850
Howard County							\$0
MTA - Commuter Rail							\$28,275
MTA - Transit							\$144,546
Office of the Secretary							\$400
SHA - Anne Arundel County					\$12,126		\$12,126
SHA - Baltimore County		\$62,911					\$62,911
SHA - Carroll County					\$33		\$33
SHA - Harford County							\$0
SHA - Howard County		\$26,417					\$26,417
SHA - Regional	\$14,880	\$71,440	\$45	\$480	\$95,280	\$5,600	\$191,277
Total Programmed	\$14,880	\$162,368	\$45	\$480	\$172,198	\$5,600	\$532,344

Summary of the FY 2022 Federal-Aid Annual Element (Funding in \$1,000's - continued below)

Jurisdiction/Agency	5307C	5307O	5311O	5329	5337	5339F	CMAQ
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$2,487				\$23,072		
MTA - Transit	\$71,021	\$1,923	\$238		\$23,638	\$4,141	\$44,481
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							\$3,552
Total Programmed	\$73,508	\$1,923	\$238	\$400	\$46,710	\$4,141	\$48,033

Summary of the FY 2022 Federal-Aid Annual Element (continued)

Jurisdiction/Agency	HSIP	NHPPC	RTP	STBG	TAC	Total
Anne Arundel County				\$709		\$709
Baltimore City				\$27,440		\$27,440
Baltimore County				\$4,000		\$4,000
Carroll County				\$510		\$510
Harford County				\$936		\$936
Howard County						\$0
MTA - Commuter Rail						\$25,559
MTA - Transit						\$145,442
Office of the Secretary						\$400
SHA - Anne Arundel County				\$12,551		\$12,551
SHA - Baltimore County		\$67,860				\$67,860
SHA - Carroll County						\$0
SHA - Harford County						\$0
SHA - Howard County		\$23,652				\$23,652
SHA - Regional	\$14,880	\$71,440	\$480	\$95,280	\$5,600	\$191,232
Total Programmed	\$14,880	\$162,952	\$480	\$141,426	\$5,600	\$500,291



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 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	STBG	920	303
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	0	80
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	1,860	1,032
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	601	499
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	Other	0	9,495
Subtotal				3,381	11,409
Baltimore City - Baltimore City					
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Road resurfacing/rehabilitation	STBG	4,480	1,120
Pavement Management System	12-1206-99	Miscellaneous	STBG	800	200
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	Bridge repair/deck replacement	STBG	8,280	2,070
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,740	6,060
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Bicycle/pedestrian facility	STBG	1,600	400
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	14,060	3,515
Citywide Guide Sign Replacement	12-1222-19	Other	NHPPC	4,000	1,000
Wilkens Avenue Bridge Over Gwynns Falls	12-1403-13	Bridge repair/deck replacement	NHPPC	11,040	2,760
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	STBG	3,680	920
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	Road reconstruction	STBG	6,000	1,500
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	NHPPC	2,400	600



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	STBG	2,400	600
Citywide Concrete Roadway Slab Repairs	12-1416-11	Road resurfacing/rehabilitation	STBG	4,800	1,200
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	800	200
Radecke Avenue over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	600	150
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STBG	600	150
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	400	100
Citywide Road Reconstruction	12-1607-12	Road reconstruction	STBG	8,400	2,100
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,800	1,200
MLK Blvd. and Howard St. Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	STBG	400	100
Capital Project Delivery Services	12-1901-99	Miscellaneous	STBG	500	1,500
Subtotal				81,780	27,445
Baltimore County - Baltimore County					
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	Bridge repair/deck replacement	STBG	1,440	460
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	Bridge repair/deck replacement	STBG	40	10
Mid-Atlantic Multimodal Transportation Hub	13-1901-83	Facility expansion	TIGER	20,000	30,500
Bridge Inspection Program	13-8901-14	Bridge inspections	STBG	2,700	0
Subtotal				24,180	30,970
Carroll County - Carroll County					
Bixler Church Road Bridge over Big Pipe Creek	14-1101-13	Bridge repair/deck replacement	STBG	429	107



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	Bridge repair/deck replacement	STBG	220	55
Subtotal				649	162
Harford County - Harford County					
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STBG	200	50
Chestnut Hill Bridge #40	15-1101-13	Bridge repair/deck replacement	STBG	912	268
Phillips Mill Road Bridge #70 over East Branch Tributary	15-1102-13	Bridge repair/deck replacement	STBG	0	50
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	Bridge repair/deck replacement	STBG	80	50
Glenville Road Bridge #30	15-1601-13	Bridge repair/deck replacement	STBG	0	25
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	850	0
Subtotal				2,042	443
Howard County - Howard County					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	0	100
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	Roadway widening	Other	0	800
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	Roadway widening	Other	0	0
MD 175 at Oakland Mills Rd Interchange	16-1407-46	New interchange	Other	0	9,500
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	9,350
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	700
Subtotal				0	20,450
Maryland Transportation Authority - Baltimore City					
I-95: Moravia Road to Fort McHenry Tunnel	22-1601-41	Roadway widening	Other	0	14,406
Subtotal				0	14,406



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lane Northbound Extension	25-1801-41	Roadway widening	Other	0	16,467
Subtotal				0	16,467
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	10,877	2,719
MARC Improvements	70-1502-54	Preservation and improvements	5307C	0	0
			5337	4,104	1,026
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	5,530	1,383
Subtotal				20,511	5,128
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	297	297
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	9,899	2,475
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,429	4,107
			5337	22,275	5,569
Seniors and Individuals with Disabilities	40-1502-69	Other	5310	3,370	1,310
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	340	85
			5339F	133	33
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	1,626	1,626



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	7,429	1,857
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	10,245	2,561
			5339F	3,625	906
			CMAQ	14,197	3,549
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5307F	2,067	517
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	5,441	1,360
			5307F	4,027	1,007
			CMAQ	29,053	7,263
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	12,658	3,165
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	160	40
			5339F	160	40
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	668	0
Subtotal				144,337	38,005
Office of the Secretary - Baltimore City					
Port of Baltimore Enhancements	92-1401-83	Facility expansion	TIGER	1,926	2,074
Subtotal				1,926	2,074
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	400	200



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	6,400	1,600
Subtotal				6,800	1,800
SHA - Anne Arundel County					
MD 175: MD 295 to MD 170	61-0605-41	Roadway widening	Other	0	144
MD 198: MD 295 to MD 32	61-1403-41	Roadway widening	Other	0	138
US 50: MD 70 to MD 2	61-1404-41	Roadway widening	Other	0	6,029
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STBG	161	730
			TIGER	3,865	0
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	1,710
			STBG	4,329	1,221
Subtotal				8,355	9,972
SHA - Baltimore County					
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41	Roadway widening	Other	0	250
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	675	75
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	Other	0	2,942
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHFP	2,191	414
			NHS	12,774	1,740
			Other	0	1,320
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	NHPPC	0	10



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	Other	0	104
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHFP	1,600	400
			NHPPC	7,798	2,251
I-695: Bridge Replacement on Crosby Road	63-1702-43	Bridge widening	NHFP	301	75
			Other	0	2,104
MD 137: Bridge Replacement over I-83	63-1703-13	Bridge repair/deck replacement	Other	0	1,792
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	11,721	2,931
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	8,716	2,637
MD 45: Padonia Rd to Wight Ave	63-1707-11	Road resurfacing/rehabilitation	NHPPC	1,202	301
I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38	Environmental other	NHPPC	6,599	1,861
			Other	0	151
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	10,140	2,860
Subtotal				63,717	24,218
SHA - Carroll County					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	11,470
			STBG	44	11
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	3,325
MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13	Bridge repair/deck replacement	Other	0	1,118
Subtotal				44	15,924



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Harford County					
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	Roadway widening	NHPPC	5,614	1,438
			Other	0	439
Subtotal				5,614	1,877
SHA - Howard County					
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	Other	0	575
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	20,784
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	10,774	3,110
I-95: Active Traffic Management	66-1801-41	Roadway widening	Other	0	1,250
Subtotal				10,774	25,719
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	7,200	1,800
			STBG	18,880	4,720
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	6,400	1,600
			NHPPC	43,760	10,940
			STBG	30,000	7,500
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	880	220



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 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	NHPPC	2,120	530
			STBG	12,880	3,220
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	960	240
			NHPPC	3,600	900
			RTP	480	120
			STBG	28,880	7,220
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,672	668
			HSIP	7,520	1,880
			NHPPC	22,000	5,500
			STBG	18,400	4,600
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	40	10
			STBG	4,800	1,200
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	8,000	2,000
Subtotal				219,517	54,868



Transportation Improvement Program - FY 2019-2022

Table 3: Summary of FY 2019-2022 TIP Funding by Implementing Agency and Fiscal Year

Implementing Agency	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2019-2022 Federal Funds Total	FY 2019-2022 Matching Funds Total	Grand Total
Anne Arundel County	\$3,381,000	\$11,409,000	\$1,499,000	\$8,575,000	\$833,000	\$16,923,000	\$709,000	\$329,000	\$6,422,000	\$37,236,000	\$43,658,000
Baltimore City	\$81,780,000	\$27,445,000	\$80,300,000	\$21,575,000	\$56,340,000	\$14,585,000	\$27,440,000	\$7,360,000	\$245,860,000	\$70,965,000	\$316,825,000
Baltimore County	\$24,180,000	\$30,970,000	\$16,400,000	\$4,100,000	\$3,700,000	\$200,000	\$4,000,000	\$1,000,000	\$48,280,000	\$36,270,000	\$84,550,000
Carroll County	\$649,000	\$162,000	\$3,503,000	\$748,000	\$4,636,000	\$1,158,000	\$510,000	\$0	\$9,298,000	\$2,068,000	\$11,366,000
Harford County	\$2,042,000	\$443,000	\$6,000,000	\$1,650,000	\$850,000	\$0	\$936,000	\$309,000	\$9,828,000	\$2,402,000	\$12,230,000
Howard County	\$0	\$20,450,495	\$0	\$43,770,000	\$0	\$7,300,000	\$0	\$0	\$0	\$71,520,495	\$71,520,495
Maryland Transportation Authority	\$0	\$30,873,000	\$0	\$32,440,000	\$0	\$61,910,000	\$0	\$56,670,000	\$0	\$181,893,000	\$181,893,000
MTA - Commuter Rail	\$20,511,000	\$5,128,000	\$20,154,000	\$5,038,000	\$28,275,000	\$7,069,000	\$25,559,000	\$6,390,000	\$94,499,000	\$23,625,000	\$118,124,000
MTA - Transit	\$144,337,000	\$38,005,000	\$152,986,000	\$39,703,000	\$144,546,000	\$38,058,000	\$145,442,000	\$37,815,000	\$587,311,000	\$153,581,000	\$740,892,000
Office of the Secretary	\$8,726,000	\$3,874,000	\$6,535,000	\$4,491,000	\$400,000	\$200,000	\$400,000	\$200,000	\$16,061,000	\$8,765,000	\$24,826,000
SHA - Anne Arundel County	\$8,355,000	\$9,972,000	\$13,824,000	\$4,085,000	\$12,126,000	\$3,808,000	\$12,551,000	\$3,540,000	\$46,856,000	\$21,405,000	\$68,261,000
SHA - Baltimore County	\$63,717,000	\$24,218,000	\$53,495,000	\$23,325,000	\$62,911,000	\$24,340,000	\$67,860,000	\$19,455,000	\$247,983,000	\$91,338,000	\$339,321,000
SHA - Carroll County	\$44,000	\$15,924,000	\$44,000	\$8,084,000	\$33,000	\$154,000	\$0	\$55,000	\$121,000	\$24,217,000	\$24,338,000
SHA - Harford County	\$5,614,000	\$1,877,000	\$2,691,000	\$1,020,000	\$0	\$0	\$0	\$0	\$8,305,000	\$2,897,000	\$11,202,000
SHA - Howard County	\$10,774,000	\$25,719,000	\$23,475,000	\$8,469,000	\$26,417,000	\$7,851,000	\$23,652,000	\$6,672,000	\$84,318,000	\$48,711,000	\$133,029,000
SHA - Regional	\$219,517,000	\$54,868,000	\$211,117,000	\$52,768,000	\$191,277,000	\$47,808,000	\$191,232,000	\$47,808,000	\$813,143,000	\$203,252,000	\$1,016,395,000
Grand Total	\$593,627,000	\$301,337,495	\$592,023,000	\$259,841,000	\$532,344,000	\$231,364,000	\$500,291,000	\$187,603,000	\$2,218,285,000	\$980,145,495	\$3,198,430,495

Exhibit 1: Comparison of the Total Amount Programmed in the 2016, 2017, 2018, and 2019 TIPs

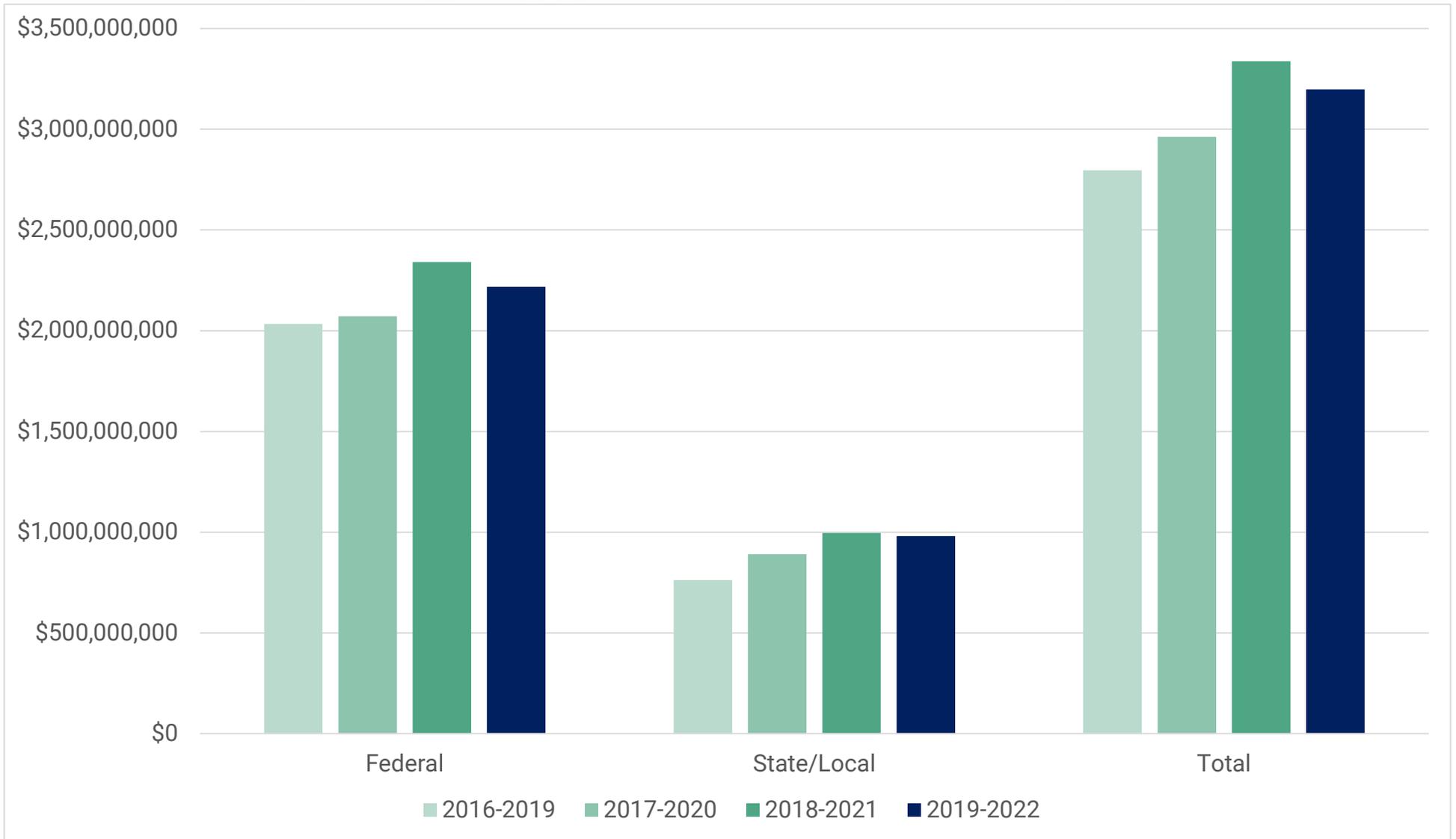


Exhibit 2: Distribution of FY 2019-2022 TIP Funding by Fiscal Year

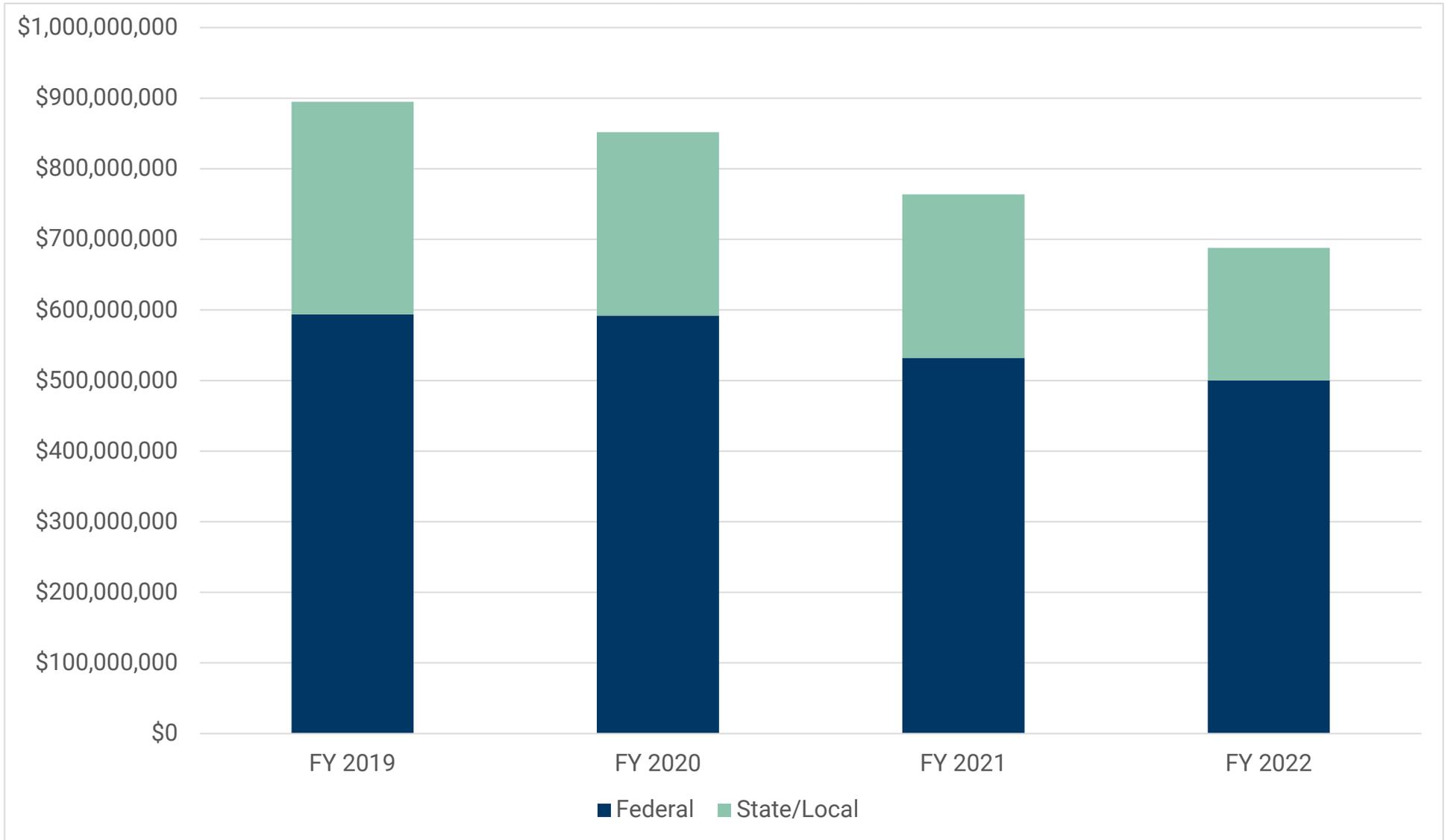
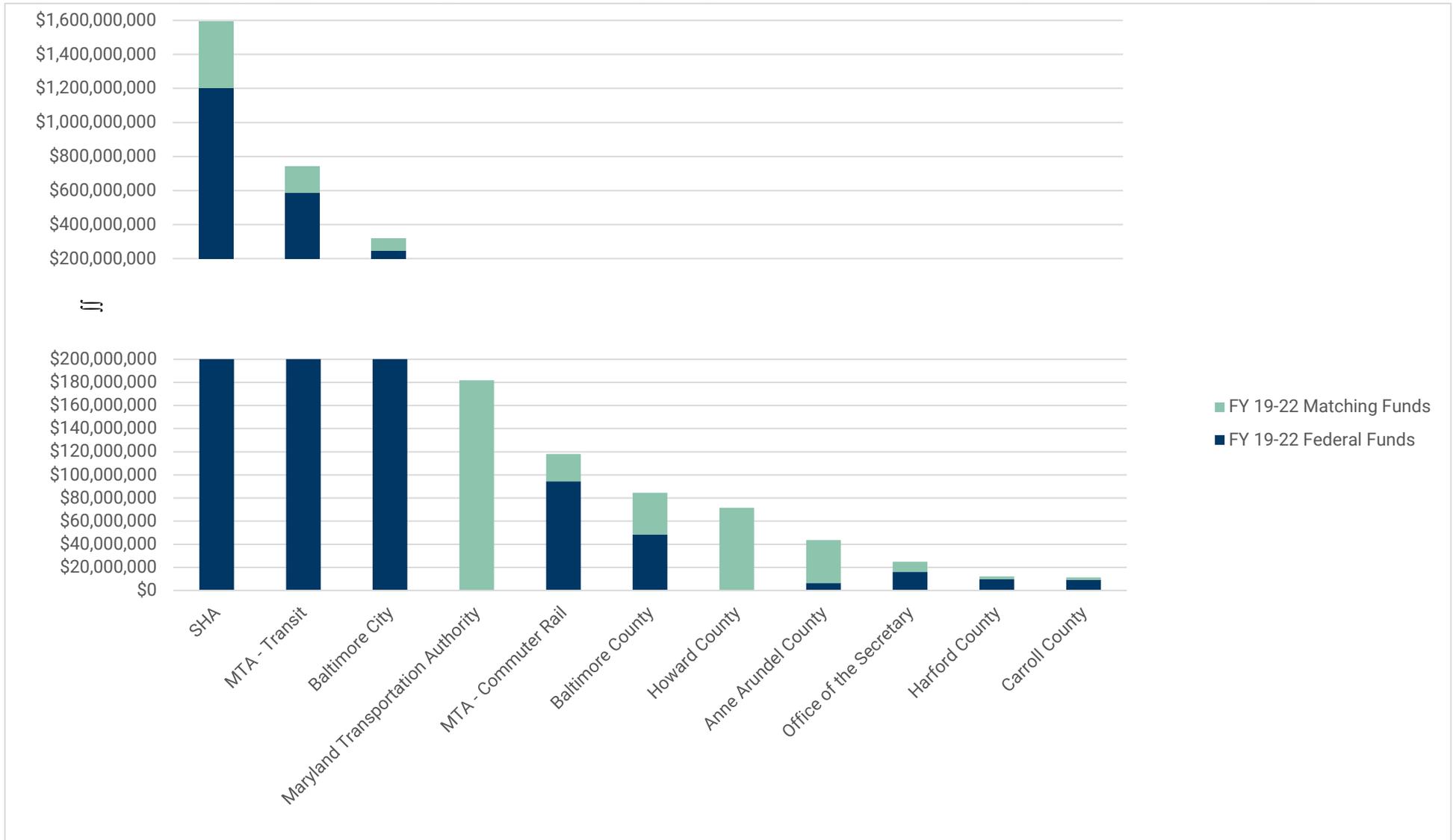


Exhibit 3: Distribution of Federal and Matching Funds in the FY 2019-2022 TIP by Implementing Agency



Project Category	Number of Projects
Highway Preservation	70
Highway Capacity	25
Transit	10
Emission Reduction Strategy	7
Miscellaneous	5
Environmental/Safety	3
Commuter Rail	3
Enhancement Program	2
Ports	2
Total	127

Exhibit 5: Distribution of Total Funding in the FY 2019-2022 TIP by Project Category

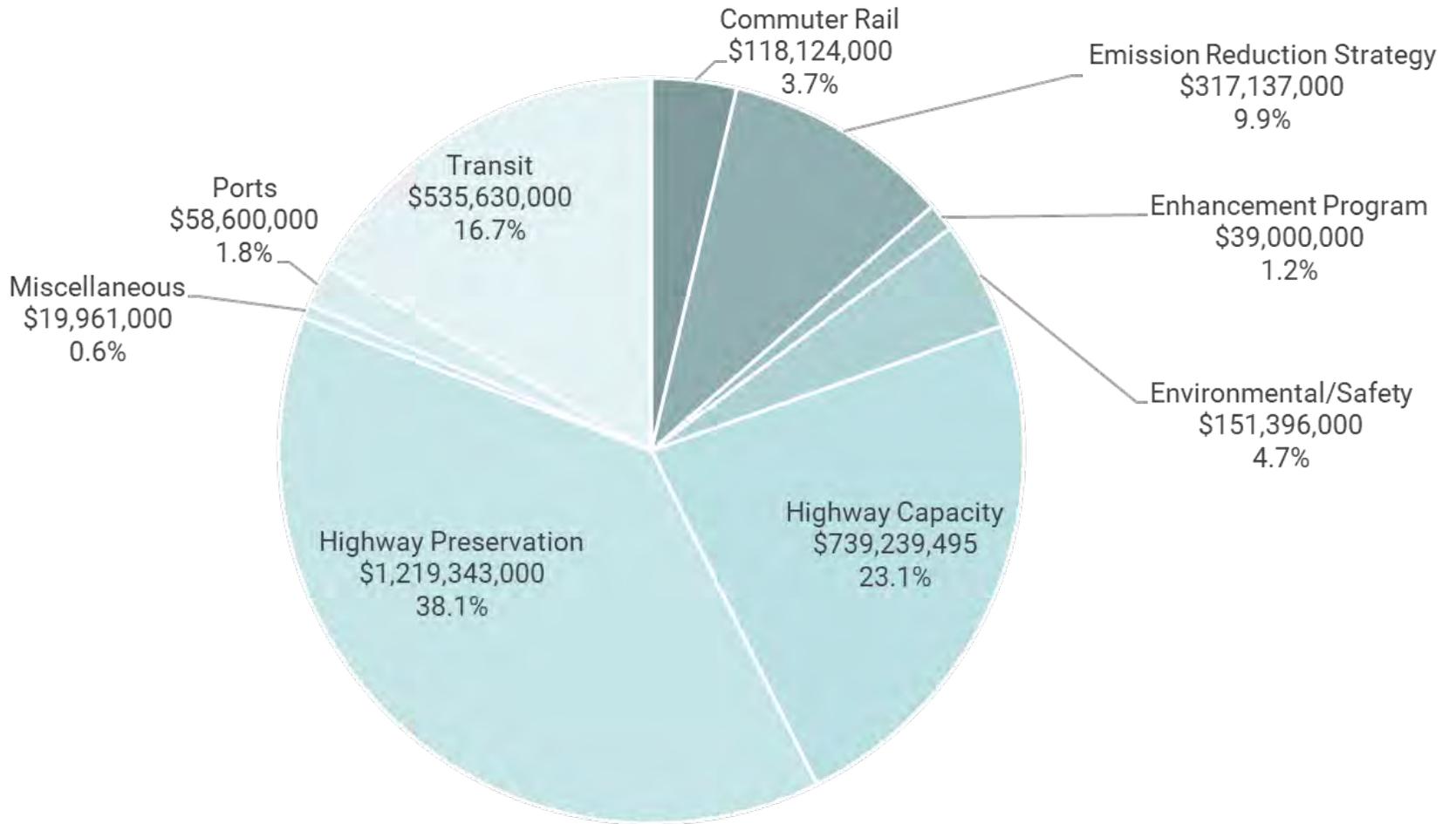


Exhibit 6: Distribution of FY 2019 Funding by Project Phase

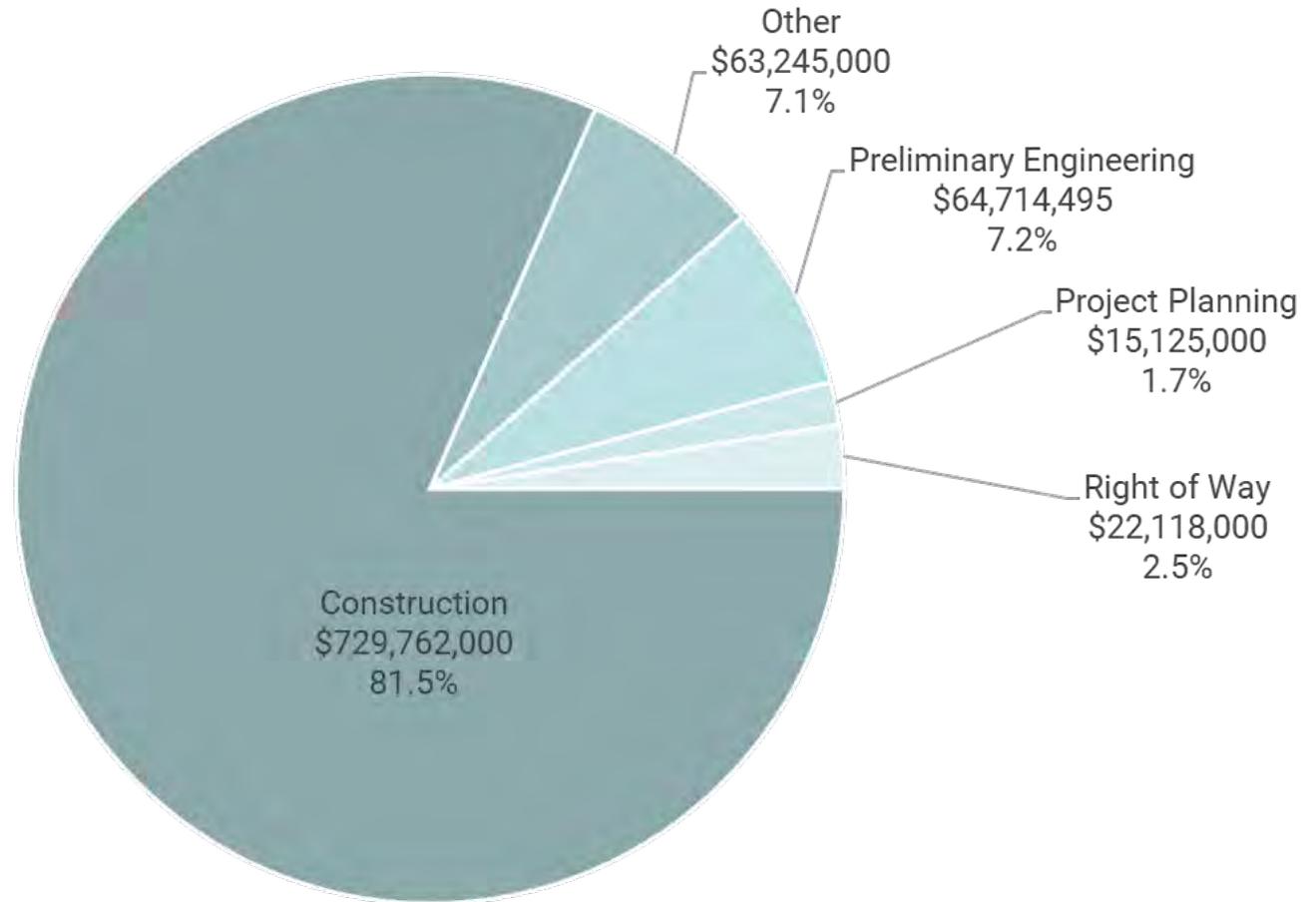
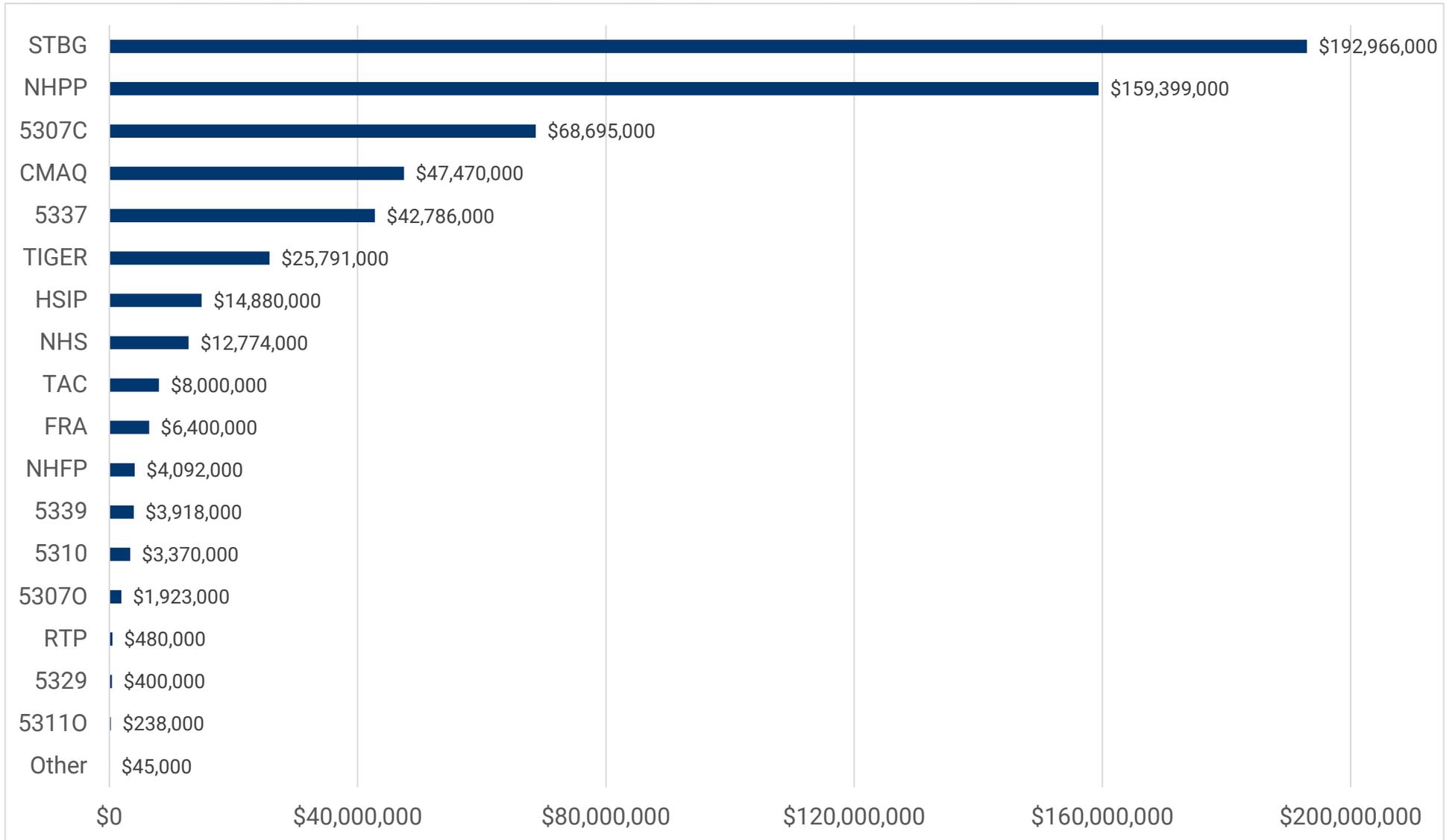


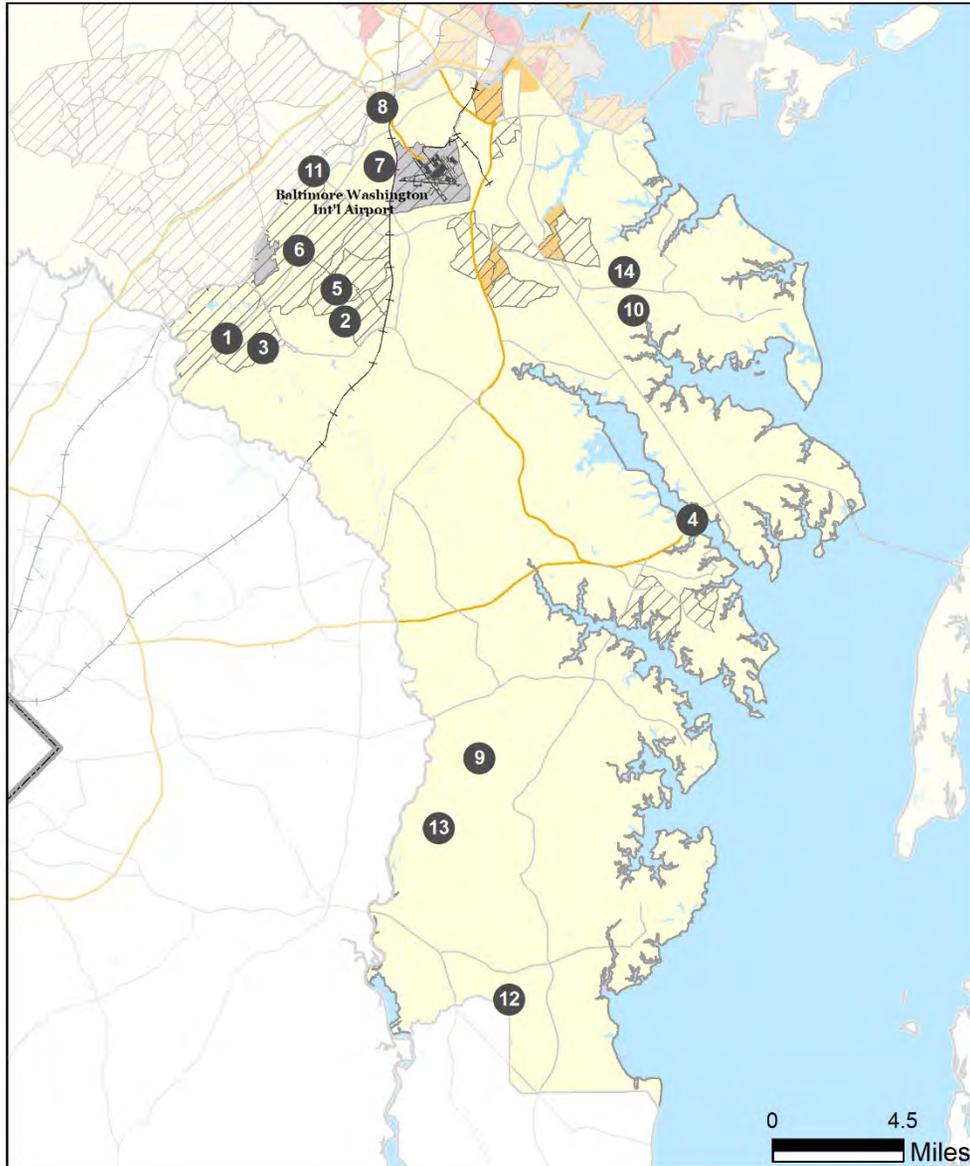
Exhibit 7: Distribution of FY 2019 Federal Fund Requests by Fund Source



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

The following maps show the locations of specific projects in relation to minority and low-income population concentrations. The 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 annual element in section V or the project specific sheets following these maps. Regionally significant and non-federally funded projects are included along with federally funded projects in the detailed project sheets. 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: Office of the Secretary

1 Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project 90-1901-99

Project Sponsor: State Highway Administration

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

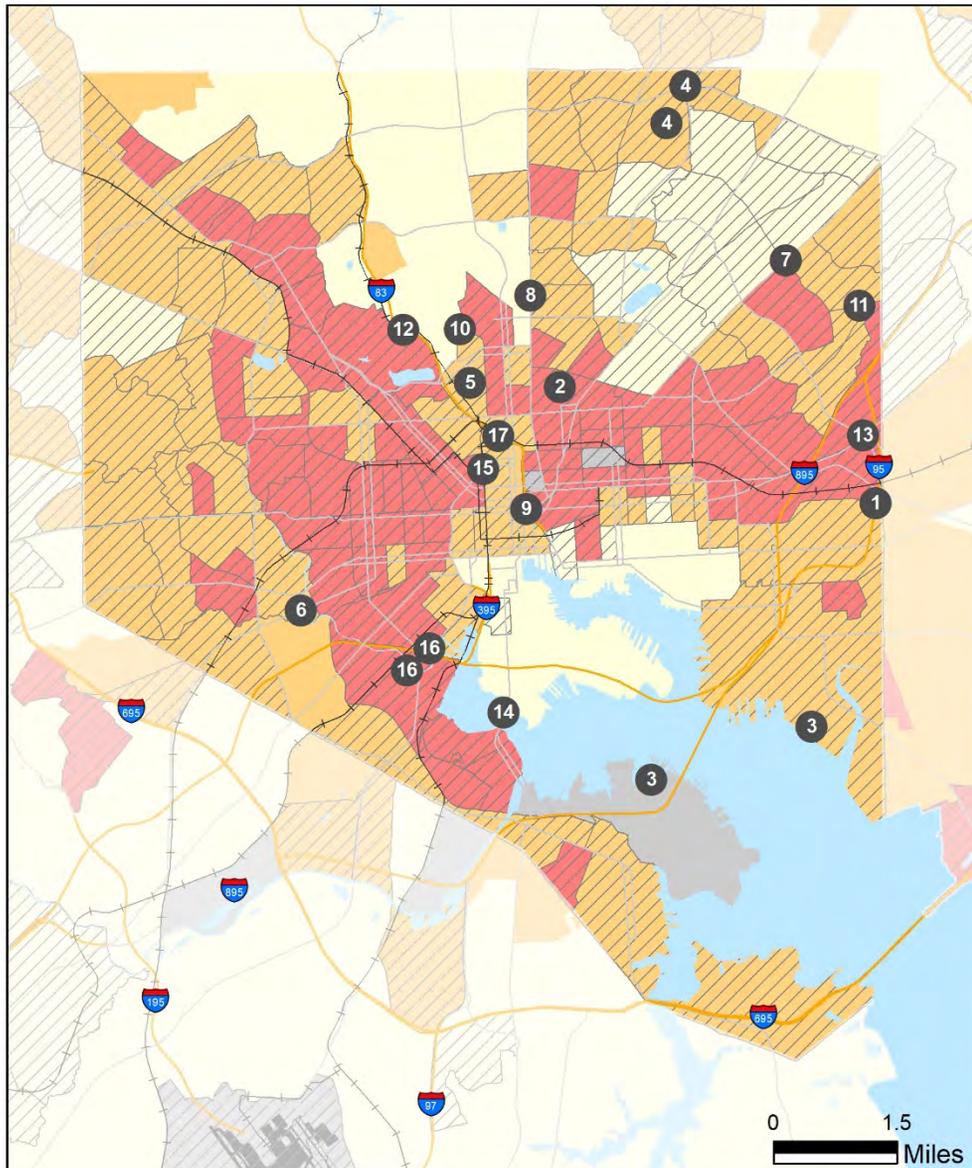
Project Sponsor: Anne Arundel County

7 Hanover Road Corridor Improvement 11-1801-42
 8 Furnace Avenue Bridge over Deep Run 11-1103-13
 9 Harwood Road Bridge over Stocketts Run 11-1208-13
 10 Magothy Bridge Road Bridge over Magothy River 11-1402-13
 11 O'Connor Road Bridge over Deep Run 11-1403-13
 12 McKendree Road Culvert over Lyons Creek 11-1601-19
 13 Polling House Road Bridge over Rock Branch 11-1602-13
 14 Mountain Road Corridor Revitalization - Phase I 11-1802-19

- Minority population is greater than the regional average of 39%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income
- No Household Income Data

Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average of 39%. Census tracts showing the median household income are from the 2012-2016 American Community Survey 5-Year Estimates. The regional median household income is \$71,122. Data shown for Baltimore region only. Data Source: BMC, © HERE 2017, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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



Project Sponsor: Maryland Transportation Authority

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

Project Sponsor: Maryland Transit Administration

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

Project Sponsor: Office of the Secretary

3 Port of Baltimore Enhancements 92-1401-83

Project Sponsor: Baltimore City

4 Perring Parkway Ramp and Hillen Road Bridge 12-1215-13

5 Sisson Street Bridge over CSX Railroad 12-1216-13

6 Wilkens Avenue Bridge Over Gwynns Falls 12-1403-13

7 Belair Road Complete Streets 12-1404-11

8 Greenmount Avenue Reconstruction: 43rd Street to 29th Street 12-1408-12

9 Orleans Street Bridge over I-83 and City Streets 12-1601-13

10 Remington Avenue Bridge over Stony Run 12-1602-13

11 Radecke Avenue over Moores Run 12-1603-13

12 I-83 Concrete Deck Mill and Resurface 12-1604-13

13 Moravia Road Ramp Bridge over Pulaski Highway 12-1605-13

14 Hanover Street Bridge Deck Repair over Middle Branch 12-1705-13

15 MLK Blvd. and Howard St. Intersection Improvements 12-1706-11

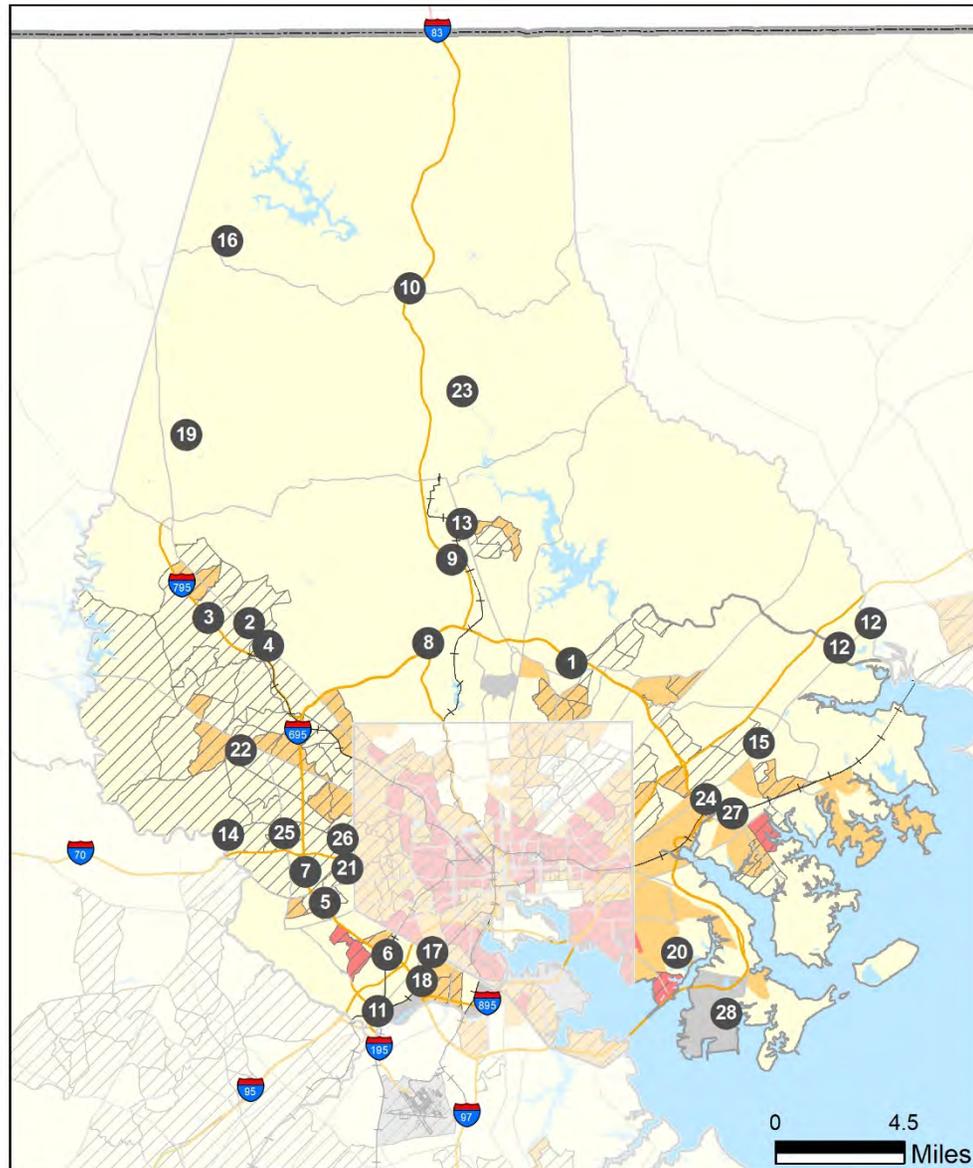
16 Monroe Street Ramp over CSX and Russell Street over CSX 12-1801-13

17 Baltimore City Locked Gate Interstate Access Point Approval (IAPA) 12-1201-99

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-  Below 50% of Regional Median Household Income
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-  Above 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	I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38
2	MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41
3	I-795: Dolfield Boulevard Interchange	63-0803-46
4	MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41
5	I-695: US 40 to MD 144	63-1601-41
6	I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43
7	I-695: Bridge Replacement on Crosby Road	63-1702-43
8	I-695: I-70 to MD 43	63-1802-41
9	I-83: Bridge Replacement over Padonia Road	63-1701-13
10	MD 137: Bridge Replacement over I-83	63-1703-13
11	US 1: Bridge Replacement over CSX	63-1704-13
12	US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13
13	MD 45: Padonia Rd to Wight Ave	63-1707-11

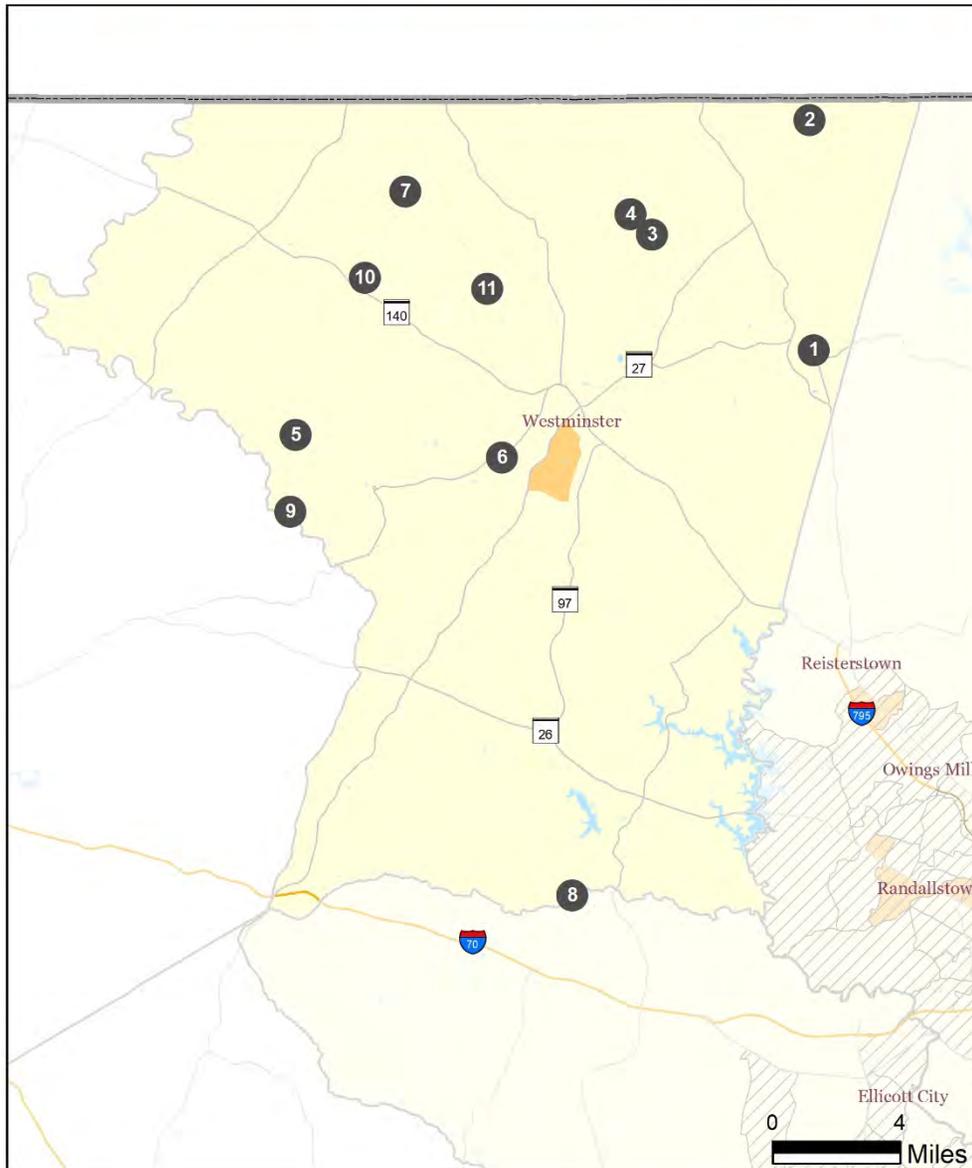
Project Sponsor: Baltimore County

14	Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13
15	Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13
16	Gunpowder Road Bridge No. B-0409	13-1005-13
17	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13
18	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	13-1105-13
19	Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13
20	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13
21	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	13-1202-13
22	Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13
23	Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13
24	Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13
25	Rolling Road Bridge No. B-0358 over Branch of Dead Run	13-1209-13
26	Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Road	13-1210-13
27	Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	13-1701-13
28	Mid-Atlantic Multimodal Transportation Hub	13-1901-83

- Minority population is greater than the regional average of 39%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
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- No Household Income Data

Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average of 39%. Census tracts showing the median household income are from the 2012-2016 American Community Survey 5-Year Estimates. The regional median household income is \$71,122. Data shown for Baltimore region only. Data Source: BMC, © HERE 2017, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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



Project Sponsor: State Highway Administration

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

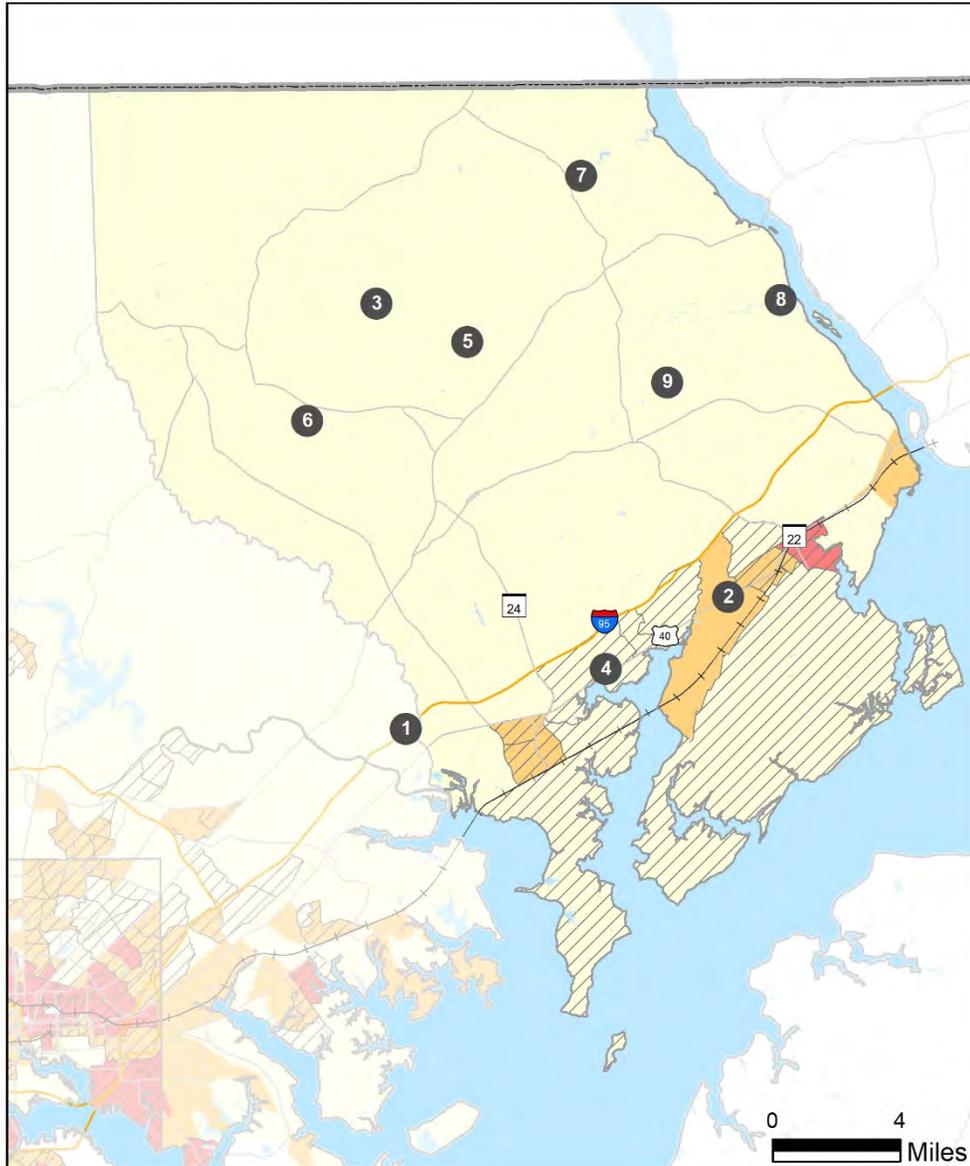
Project Sponsor: Carroll County

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

- Minority population is greater than the regional average of 39%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income
- No Household Income Data

Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average of 39%. Census tracts showing the median household income are from the 2012-2016 American Community Survey 5-Year Estimates. The regional median household income is \$71,122. Data shown for Baltimore region only. Data Source: BMC, © HERE 2017, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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



Project Sponsor: Maryland Transportation Authority

1 I-95 Express Toll Lane Northbound Extension 25-1801-41

Project Sponsor: State Highway Administration

2 US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2 65-1402-41

3 MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G 65-1601-12

Project Sponsor: Harford County

4 Abingdon Road Bridge #169 over CSX Railroad 15-1001-13

5 Chestnut Hill Bridge #40 15-1101-13

6 Phillips Mill Road Bridge #70 over East Branch Tributary 15-1102-13

7 Robinson Mill Road Bridge #154 over Broad Creek 15-1401-13

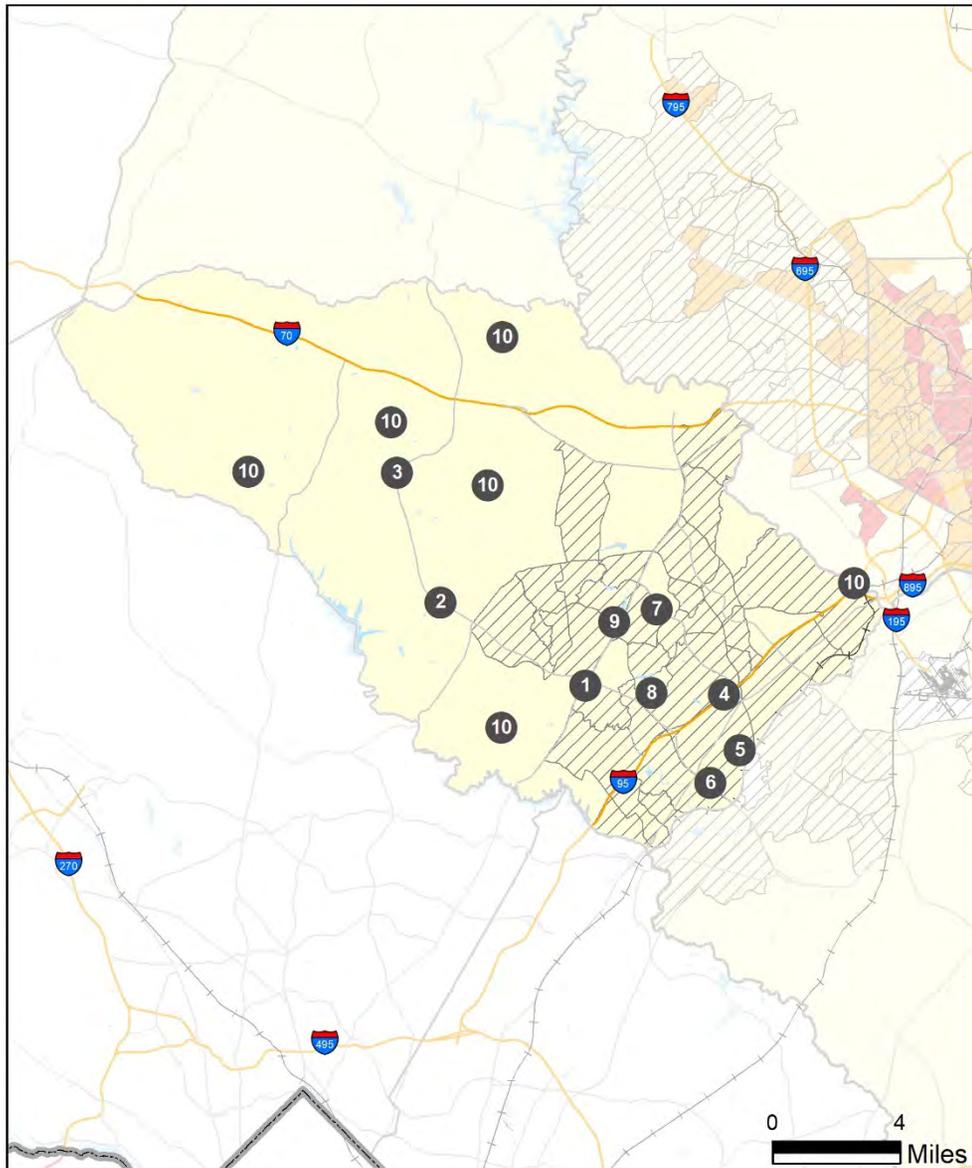
8 Stafford Road Bridge #24 over Deer Creek 15-1501-13

9 Glenville Road Bridge #30 15-1601-13



Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average of 39%. Census tracts showing the median household income are from the 2012-2016 American Community Survey 5-Year Estimates. The regional median household income is \$71,122. Data shown for Baltimore region only. Data Source: BMC, © HERE 2017, 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	US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41
2	MD 32: MD 108 to Linden Church Road	66-1602-41
3	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41
4	I-95: Active Traffic Management	66-1801-41

Project Sponsor: Howard County

5	Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41
6	Guilford Road: US 1 to Dorsey Run Road	16-1405-41
7	MD 175 at Oakland Mills Rd Interchange	16-1407-46
8	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41
9	US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42
10	Bridge Repairs and Deck Replacement	16-0436-13

- Minority population is greater than the regional average of 39%
- Below 50% of Regional Median Household Income
- 50% - 80% of Regional Median Household Income
- Above 80% of Regional Median Household Income
- No Household Income Data

Minority Census tracts show where the 2010 Census population that is non-white or Hispanic is higher than the regional average of 39%. Census tracts showing the median household income are from the 2012-2016 American Community Survey 5-Year Estimates. The regional median household income is \$71,122. Data shown for Baltimore region only. Data Source: BMC, © HERE 2017, TIGER/Line®, MTA, U.S. Census, American Community Survey.

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Hanover Road Corridor Improvement

TIP ID	11-1801-42	Year of Operation	2021
Agency	Anne Arundel County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.4 miles
CIP or CTP ID(s)	H566700 (CIP) & AA372-11 (CTP)	Est. Total Cost	\$14,342,000

Description:

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

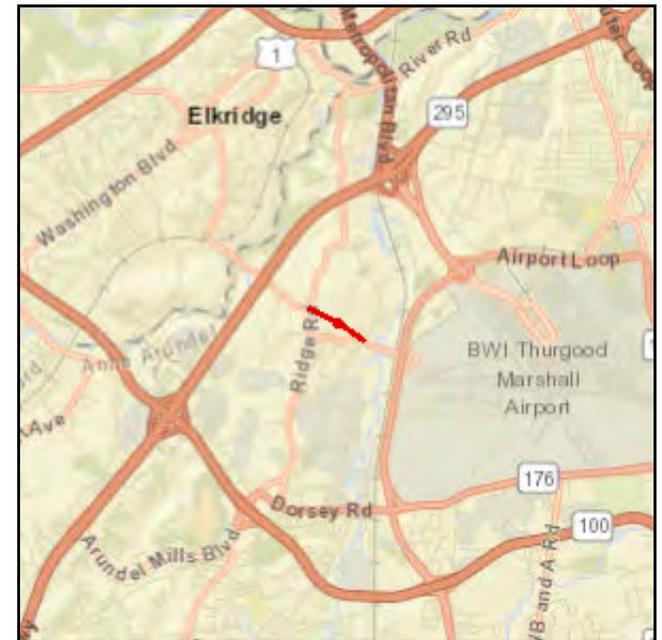
PE was programmed in FY 2017.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Hanover Road Corridor Improvement

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$3,996	\$0	\$0	\$0	\$0	\$3,996
OTH	\$0	\$455	\$0	\$200	\$0	\$0	\$0	\$0	\$655
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$9,040	\$0	\$0	\$0	\$0	\$0	\$0	\$9,040
Subtotal	\$0	\$9,495	\$0	\$4,196	\$0	\$0	\$0	\$0	\$13,691
Total	\$0	\$9,495	\$0	\$4,196	\$0	\$0	\$0	\$0	\$13,691

Furnace Avenue Bridge over Deep Run

TIP ID	11-1103-13	Year of Operation	2020
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)	H535200	Est. Total Cost	\$1,613,000

Description:

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

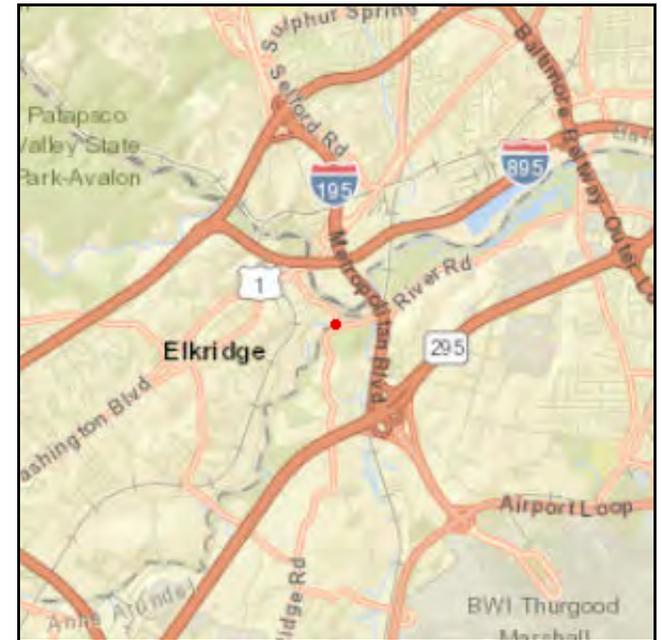
PE funding in FY 2014-2017 TIP.

Justification:

Correct bridge deficiencies.

Connection to Long-Range Transportation Planning Goals:

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





Furnace Avenue Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	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)	H535100	Est. Total Cost	\$2,172,000

Description:

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

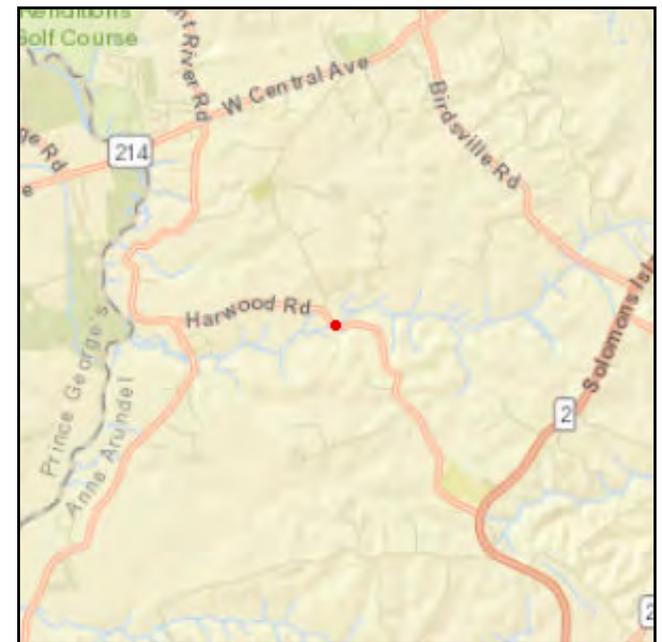
PE funding was included in FY 2014-2017 TIP.

Justification:

Correct bridge deficiencies, geometry and substandard approach. The bridge is functionally obsolete and load restricted.

Connection to Long-Range Transportation Planning Goals:

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





Harwood Road Bridge over Stocketts Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,274	\$529	\$0	\$0	\$0	\$0	\$1,803
OTH	\$0	\$4	\$0	\$94	\$0	\$0	\$0	\$0	\$98
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$76	\$0	\$0	\$0	\$0	\$0	\$0	\$76
Subtotal	\$0	\$80	\$1,274	\$623	\$0	\$0	\$0	\$0	\$1,977
Total	\$0	\$80	\$1,274	\$623	\$0	\$0	\$0	\$0	\$1,977

Magothy Bridge Road Bridge over Magothy River

TIP ID	11-1402-13	Year of Operation	2020
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)	H534900	Est. Total Cost	\$3,656,000

Description:

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

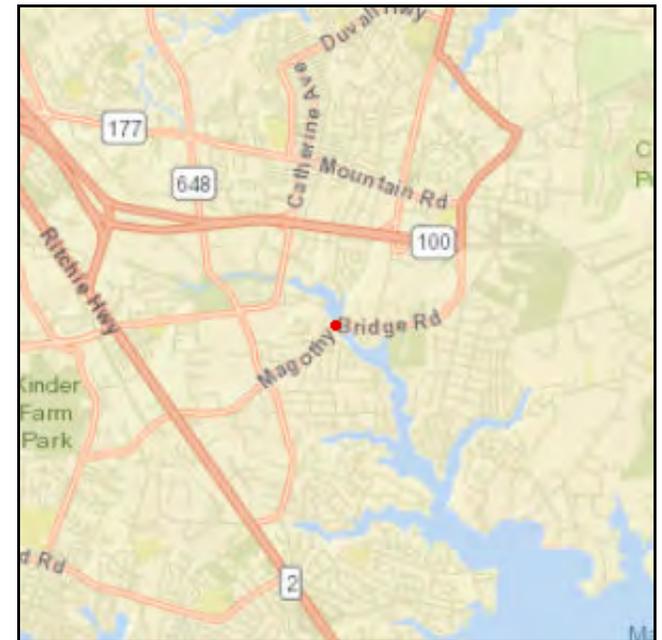
PE funding in a previous TIP.

Justification:

This bridge is functionally obsolete.

Connection to Long-Range Transportation Planning Goals:

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





Magothy Bridge Road Bridge over Magothy River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,860	\$1,032	\$0	\$0	\$0	\$0	\$0	\$0	\$2,892
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,860	\$1,032	\$0	\$0	\$0	\$0	\$0	\$0	\$2,892
Total	\$1,860	\$1,032	\$0	\$0	\$0	\$0	\$0	\$0	\$2,892

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)	H561000	Est. Total Cost	\$1,282,000

Description:

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

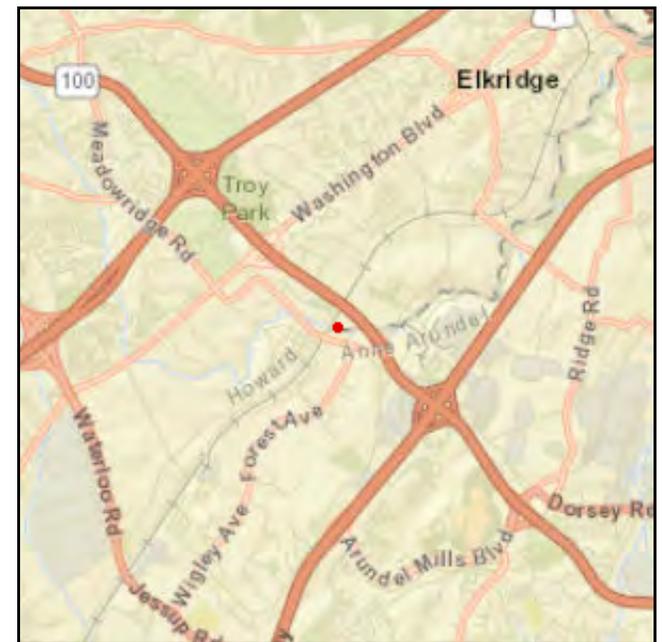
PE funding in the 2014-2017 TIP.

Justification:

Structurally deficient.

Connection to Long-Range Transportation Planning Goals:

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





O'Connor Road Bridge over Deep Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$601	\$499	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$601	\$499	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
Total	\$601	\$499	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100

McKendree Road Culvert over Lyons Creek

TIP ID	11-1601-19	Year of Operation	2023
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. Three foot shoulders planned on both sides of the road.

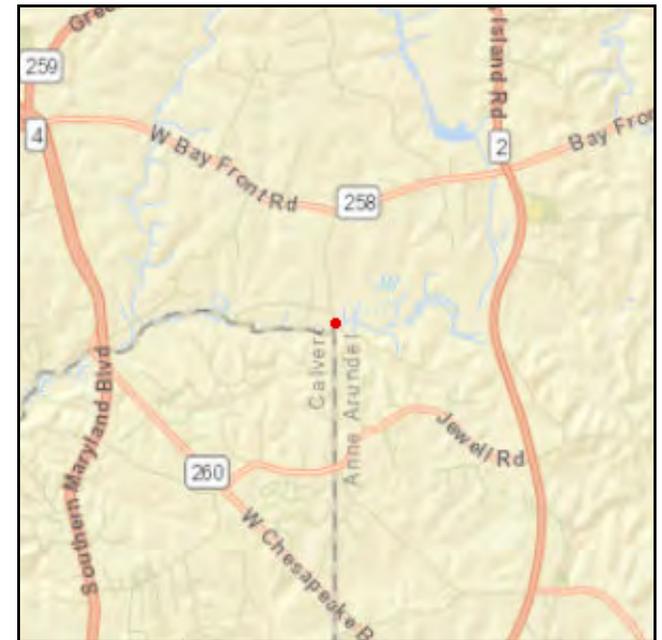
PE funding in the FY 2017 in the FY 2017-FY 2020 TIP.

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$709	\$329	\$1,038
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	\$709	\$329	\$1,038
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$709	\$329	\$1,038

Polling House Road Bridge over Rock Branch

TIP ID	11-1602-13	Year of Operation	2022
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)	H561100	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. Three foot shoulders planned on both sides of the road.

Justification:

Correct deteriorated structure and obsolete deck geometry.

Connection to Long-Range Transportation Planning Goals:

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





Polling House Road Bridge over Rock Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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

Mountain Road Corridor Revitalization - Phase I

TIP ID	11-1802-19	Year of Operation	2022
Agency	Anne Arundel County	Project Type	Other
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	0.81 miles
CIP or CTP ID(s)	H569400	Est. Total Cost	\$22,838,000

Description:

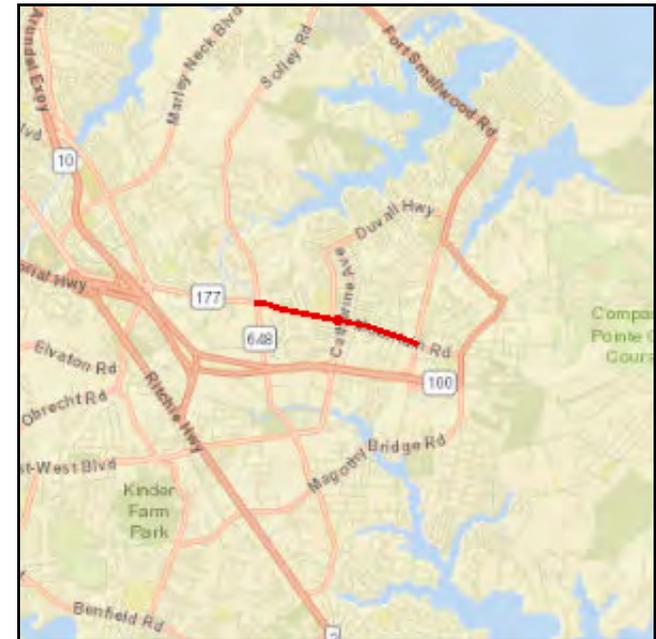
This project will provide improved vehicular, bicycle, and pedestrian facilities and enhancements along the MD 177 (Mountain Road) corridor between Solley Road and Edwin Raynor Boulevard. No additional through lanes are being added.

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

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

Justification:

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



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.



Mountain Road Corridor Revitalization - Phase I

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$15,788	\$0	\$0	\$15,788
OTH	\$0	\$0	\$0	\$177	\$0	\$790	\$0	\$0	\$967
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$3,525	\$0	\$0	\$0	\$0	\$3,525
Subtotal	\$0	\$0	\$0	\$3,702	\$0	\$16,578	\$0	\$0	\$20,280
Total	\$0	\$0	\$0	\$3,702	\$0	\$16,578	\$0	\$0	\$20,280

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 the planning, design, and construction of Baltimore City bicycle infrastructure and trails system. A citywide bicycle network will encourage alternative modes of transportation, reduce emissions, and reduce automobile trips. Projects include:

- *Eutaw Place from Druid Hill to Druid Park Lake (combination of protected bike lanes and bike lanes)
- *St Lo Drive from North Avenue to Harford Road (protected bike lanes)
- *University Parkway from Calvert Street to Roland Avenue (protected bike lanes)
- *West Pratt Street from MLK Boulevard to Light Street (protected bike lanes/off-street trail)

Justification:

Infrastructure to improve multi-modal access throughout the city, reduce emissions and decrease dependence on single occupancy vehicles.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.



Citywide Bicycle and Pedestrian Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$29,875,000

Description:

Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections. Projects included in this TIP ID are: CCTV and signal rewiring citywide, installation of fiber optic and copper communications citywide, ITS deployment and upgrades citywide, and geometric improvements at multiple intersections.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$13,260	\$3,315	\$3,040	\$760	\$2,000	\$500	\$3,600	\$900	\$27,375
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	\$14,060	\$3,515	\$3,440	\$860	\$2,400	\$600	\$4,000	\$1,000	\$29,875
Total	\$14,060	\$3,515	\$3,440	\$860	\$2,400	\$600	\$4,000	\$1,000	\$29,875

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	\$6,000,000

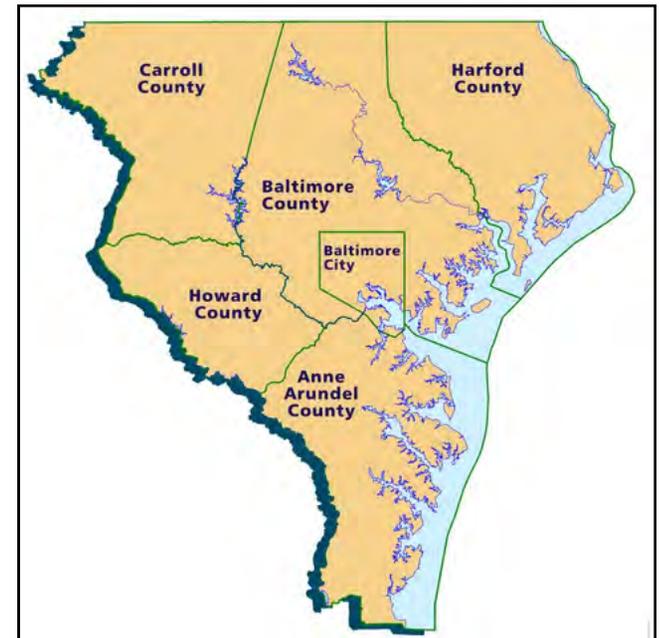
Description:

System integration and facility equipment upgrade citywide.

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

Justification:

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

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

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



Transportation Management Center Upgrade

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,200	\$1,050	\$0	\$0	\$0	\$0	\$0	\$0	\$5,250
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
Total	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000

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. Projects include but are not limited to:

- *East Monument Street from Washington Street to Edison Highway
- *Perring Parkway from East Belvedere Avenue to the City line
- *East Madison Street from the Fallsway to South Milton Avenue

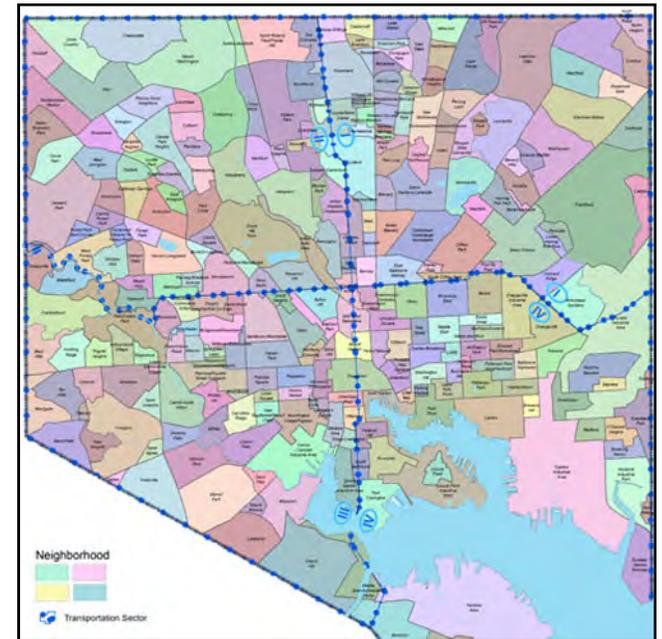
Justification:

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$2,000	\$500	\$2,000	\$500	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$240	\$60	\$240	\$60	\$0	\$0	\$1,200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,480	\$1,120	\$2,240	\$560	\$2,240	\$560	\$0	\$0	\$11,200
Total	\$4,480	\$1,120	\$2,240	\$560	\$2,240	\$560	\$0	\$0	\$11,200

Perring Parkway Ramp and Hillen Road Bridge

TIP ID	12-1215-13	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)	506-760	Est. Total Cost	\$11,070,000

Description:

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

PE for this project was originally authorized in FY16.

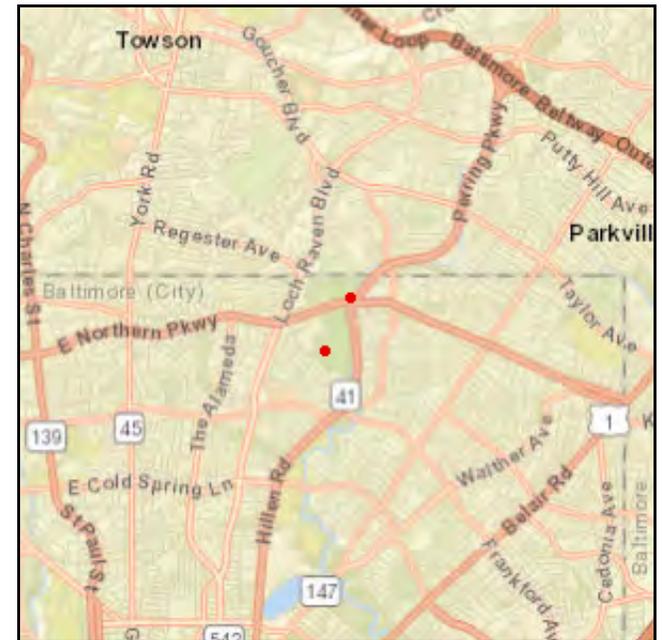
Justification:

Deteriorated bridges require replacement to maintain the safety and function of the 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).





2019 - 2022 Transportation Improvement Program

Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$8,280	\$2,070	\$0	\$0	\$0	\$0	\$0	\$0	\$10,350
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	\$8,280	\$2,070	\$0	\$0	\$0	\$0	\$0	\$0	\$10,350
Total	\$8,280	\$2,070	\$0	\$0	\$0	\$0	\$0	\$0	\$10,350

Sisson Street Bridge over CSX Railroad

TIP ID	12-1216-13	Year of Operation	2022
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	\$8,250,000

Description:

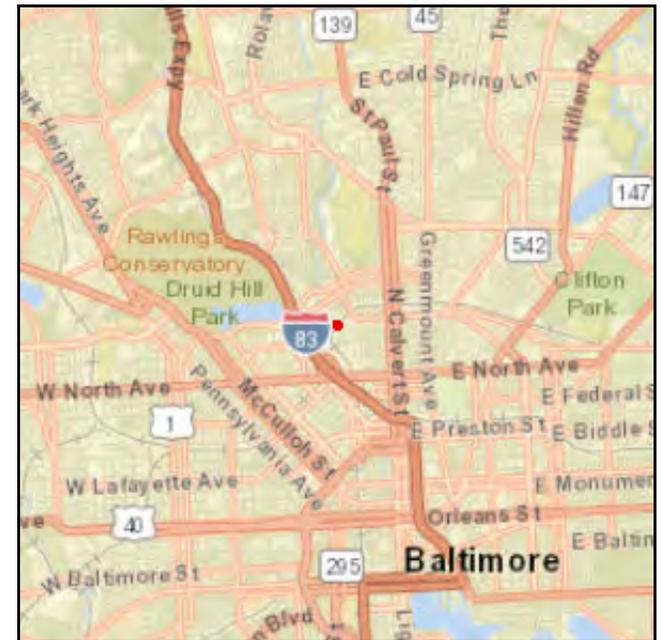
The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. CSX is providing 75% of the construction cost for the project.

Justification:

Deteriorated bridge requires replacement to maintain the safety and function of the roadway network. With a current Bridge Sufficiency Rating of only 37, the bridge requires a total replacement 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).





Sisson Street Bridge over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,740	\$6,060	\$0	\$0	\$0	\$0	\$0	\$0	\$7,800
Total	\$1,740	\$6,060	\$0	\$0	\$0	\$0	\$0	\$0	\$7,800

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$0	\$0	\$8,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$0	\$0	\$8,000
Total	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$0	\$0	\$8,000

Wilkens Avenue Bridge Over Gwynns Falls

TIP ID	12-1403-13	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)	509-326	Est. Total Cost	\$14,800,000

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.

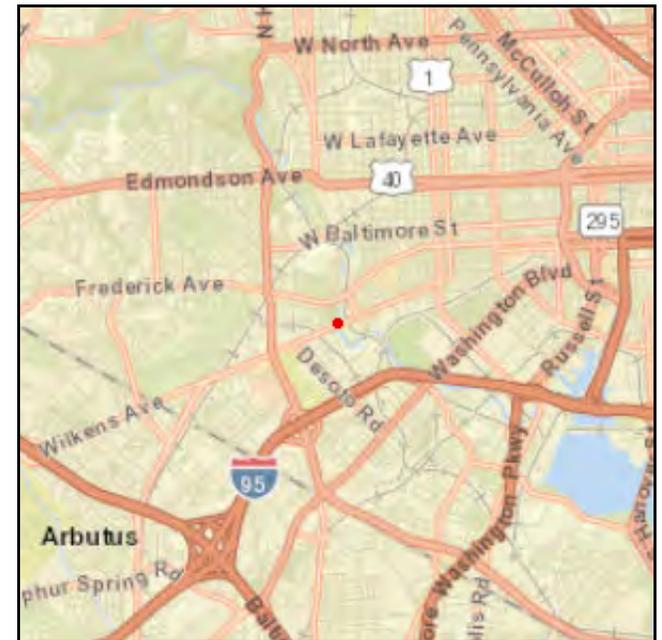
PE for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

Justification:

This bridge has deteriorated beyond repair. The bridge sufficiency rating is 43.7. 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.

Connection to Long-Range Transportation Planning Goals:

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





Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
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	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
Total	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800

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	\$12,100,000

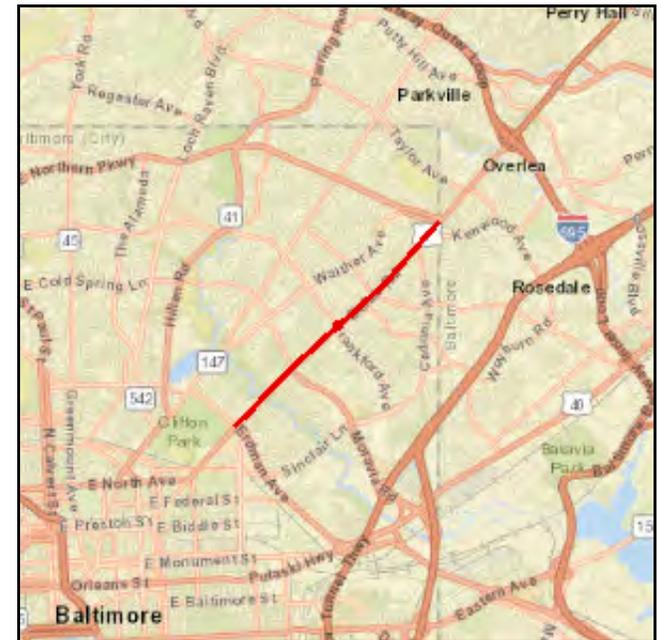
Description:

Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood Ave. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2019 construction is for Phase I which includes intersection improvements at Belair Rd and Frankford Ave. FY 2019 PE and FY 2020 construction funds are for Phase II which includes the intersection of Belair Rd and Erdman Ave. FY 2021 PE and FY 2022 construction funds are for Phase III which includes the intersection of Belair Rd and Fleetwood Ave.

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

Justification:

Belair Road is a high speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.



Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.



Belair Road Complete Streets

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,880	\$720	\$4,000	\$1,000	\$0	\$0	\$1,280	\$320	\$10,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$0	\$0	\$480	\$120	\$0	\$0	\$1,600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,680	\$920	\$4,000	\$1,000	\$480	\$120	\$1,280	\$320	\$11,800
Total	\$3,680	\$920	\$4,000	\$1,000	\$480	\$120	\$1,280	\$320	\$11,800

Greenmount Avenue Reconstruction: 43rd Street to 29th Street

TIP ID	12-1408-12	Year of Operation	2020
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, 1.2 miles
CIP or CTP ID(s)	527-009	Est. Total Cost	\$8,200,000

Description:

Reconstruction of Greenmount Avenue between 43rd and 29th street, including milling/repaving, lighting, landscaping, new sidewalks and traffic calming. Traffic calming measures include bump outs, imprinted asphalt crosswalks, a new median, and pedestrian signals.

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

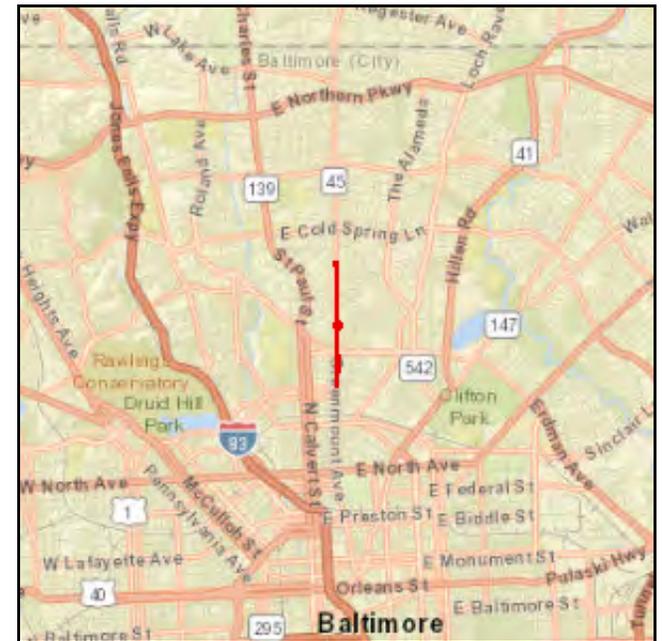
Justification:

Continuation of the original gateway project begun in 2006. This Baltimore City Gateway is in need of rehabilitation/reconstruction to halt the physical deterioration of the roadway that jeopardizes motorist safety.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the City.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Greenmount Avenue Reconstruction: 43rd Street to 29th Street

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$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	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
Total	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

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	\$14,750,000

Description:

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

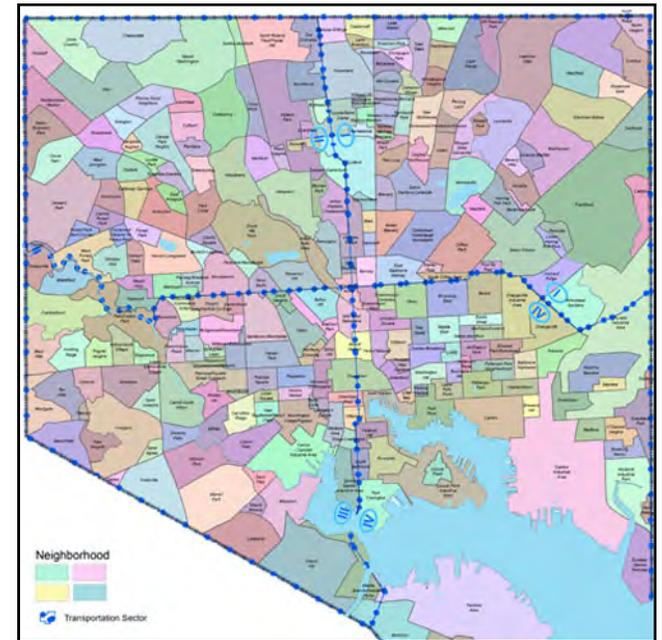
- Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue
- Clinton Street rehabilitation from Boston Street to Keith Avenue
- North Avenue and Pennsylvania Avenue Intersection Improvements
- Pennington Avenue rehabilitation from Aspen Street to Old Pennington Avenue

Justification:

This project will bring key streets and intersections into a state of good repair while improving access, safety and aesthetics.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





Citywide System Preservation

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$0	\$0	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,400	\$600	\$2,400	\$600	\$0	\$0	\$0	\$0	\$6,000



Citywide System Preservation

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$0	\$0	\$3,000	\$750	\$0	\$0	\$5,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$400	\$100	\$400	\$100	\$800	\$200	\$3,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,400	\$600	\$400	\$100	\$3,400	\$850	\$800	\$200	\$8,750
Total	\$4,800	\$1,200	\$2,800	\$700	\$3,400	\$850	\$800	\$200	\$14,750

Citywide Concrete Roadway Slab Repairs

TIP ID	12-1416-11	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)	508-072	Est. Total Cost	\$16,600,000

Description:

This project includes the repair of concrete roadways on federal routes within the city with the goal of extending the overall life cycle of these roadways. Current projects include but are not limited to:
 -West Patapsco Avenue from English Consul Avenue to the Patapsco River Bridge
 -Coldspring Lane from Roland Avenue to Tamarind Road

This project was previously in the TIP with the project name "Citywide Concrete Pavement Rehabilitation."

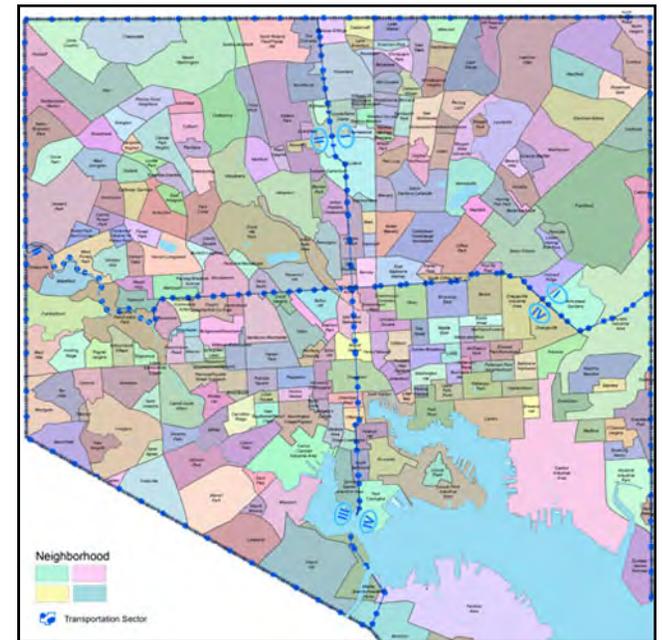
Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing road capacity and will provide an opportunity to improve walkways where needed along these routes.

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 reviews projects for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities.

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 Concrete Roadway Slab Repairs

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,200	\$1,050	\$0	\$0	\$3,520	\$880	\$3,520	\$880	\$14,050
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$480	\$120	\$480	\$120	\$480	\$120	\$2,550
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,800	\$1,200	\$480	\$120	\$4,000	\$1,000	\$4,000	\$1,000	\$16,600
Total	\$4,800	\$1,200	\$480	\$120	\$4,000	\$1,000	\$4,000	\$1,000	\$16,600

Orleans Street Bridge over I-83 and City Streets

TIP ID	12-1601-13	Year of Operation	2023
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	\$8,000,000

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.

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.

Connection to Long-Range Transportation Planning Goals:

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





Orleans Street Bridge over I-83 and City Streets

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$7,000
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	\$5,600	\$1,400	\$0	\$0	\$8,000
Total	\$800	\$200	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$8,000

Remington Avenue Bridge over Stony Run

TIP ID	12-1602-13	Year of Operation	2022
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	\$17,100,000

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.

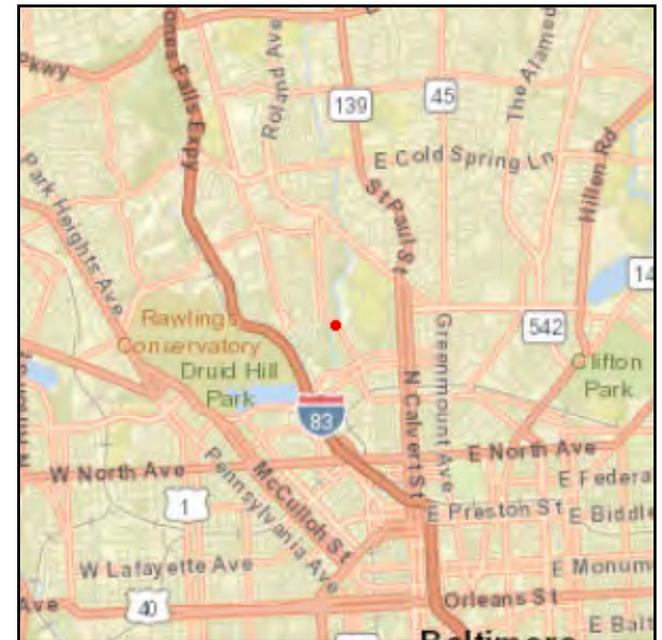
PE for this project was authorized in FY16.

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

Connection to Long-Range Transportation Planning Goals:

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





Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$12,880	\$3,220	\$0	\$0	\$0	\$0	\$16,100
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	\$0	\$0	\$12,880	\$3,220	\$0	\$0	\$0	\$0	\$16,100
Total	\$0	\$0	\$12,880	\$3,220	\$0	\$0	\$0	\$0	\$16,100

Radecke Avenue over Moores Run

TIP ID	12-1603-13	Year of Operation	2022
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	\$5,850,000

Description:

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

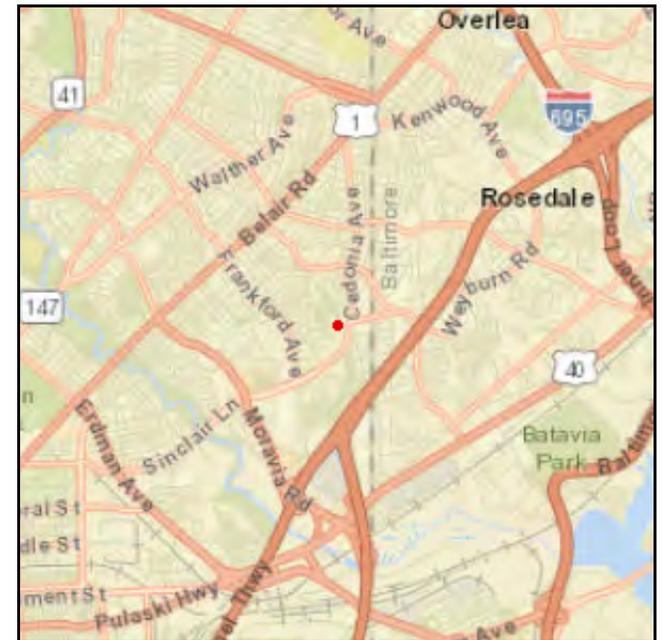
Justification:

The project will correct the deteriorated condition of the bridge and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as severe corrosion of the steel beams. The current sufficiency rating is 51.4.

* Could serve to improve conditions for bicycling and/or walking per approval of local, regional and/or statewide bicycle and pedestrian planning documents.

Connection to Long-Range Transportation Planning Goals:

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





Radecke Avenue over Moores Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,080	\$1,020	\$0	\$0	\$5,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$600	\$150	\$0	\$0	\$4,080	\$1,020	\$0	\$0	\$5,850
Total	\$600	\$150	\$0	\$0	\$4,080	\$1,020	\$0	\$0	\$5,850

I-83 Concrete Deck Mill and Resurface

TIP ID	12-1604-13	Year of Operation	2023
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	\$16,250,000

Description:

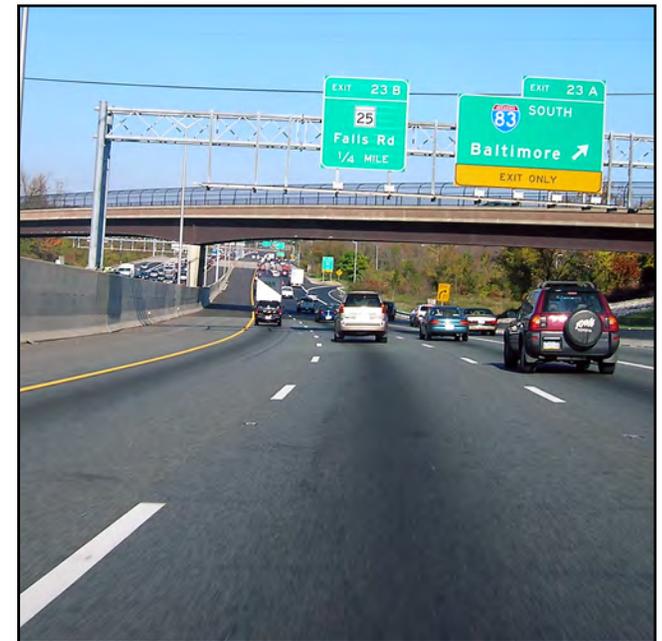
This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) of the concrete decks, causing numerous potholes.

Connection to Long-Range Transportation Planning Goals:

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





I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$600	\$150	\$0	\$0	\$12,400	\$3,100	\$0	\$0	\$16,250
Total	\$600	\$150	\$0	\$0	\$12,400	\$3,100	\$0	\$0	\$16,250

Moravia Road Ramp Bridge over Pulaski Highway

TIP ID	12-1605-13	Year of Operation	2023
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	\$5,675,000

Description:

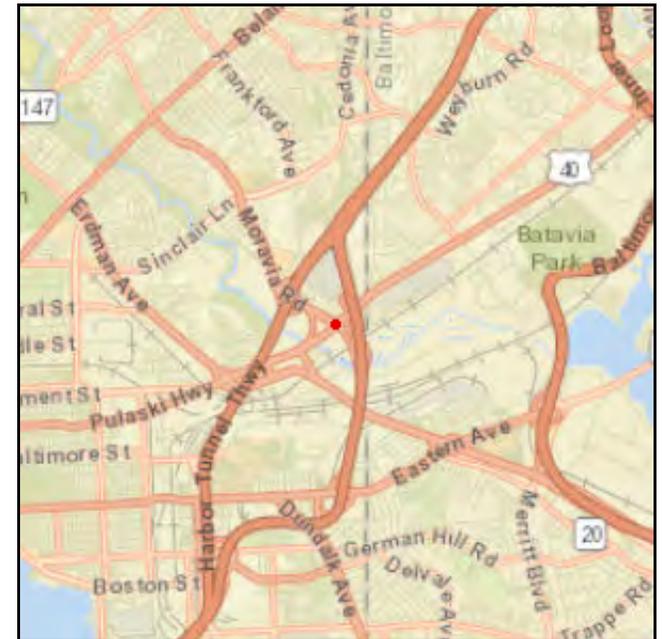
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

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.

Connection to Long-Range Transportation Planning Goals:

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





Moravia Road Ramp Bridge over Pulaski Highway

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,140	\$1,035	\$0	\$0	\$5,175
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	\$400	\$100	\$0	\$0	\$4,140	\$1,035	\$0	\$0	\$5,675
Total	\$400	\$100	\$0	\$0	\$4,140	\$1,035	\$0	\$0	\$5,675

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	\$45,900,000

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, street and pedestrian lighting, traffic signals, landscaping, and other isolated roadway appurtenance modifications. Projects include but are not limited to: Sinclair Lane/Cedonia Avenue from Frankford Avenue to Radecke Avenue, Liberty Heights Avenue from Eldorado Avenue to Oakfield Avenue, Hollins Ferry Road from Wicomico Street to Waterview Avenue, Washington Street from Pratt Street to Aliceanna Street, 25th Street from Greenmount Avenue to Kirk Avenue, Park Heights Avenue from Northern Parkway to Fords Lane, Fremont Avenue from Lafayette Avenue to Presstman Street, Madison Street from Milton Avenue to Edison Highway.

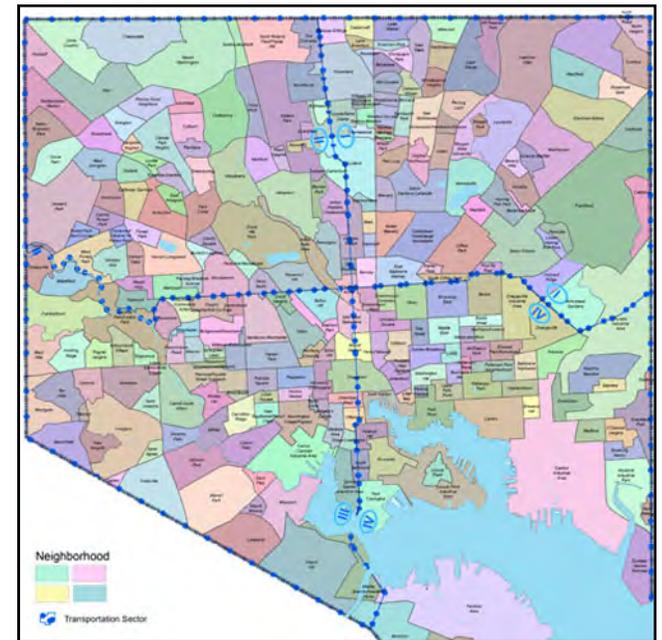
Justification:

Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. Project is necessary to protect public safety. In the event that any street identified for reconstruction is on the NHS system, NHS funds may be used.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the city.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Citywide Road Reconstruction

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$5,200	\$1,300	\$8,560	\$2,140	\$10,400	\$2,600	\$8,000	\$2,000	\$40,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,200	\$800	\$0	\$0	\$0	\$0	\$1,360	\$340	\$5,700
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,400	\$2,100	\$8,560	\$2,140	\$10,400	\$2,600	\$9,360	\$2,340	\$45,900
Total	\$8,400	\$2,100	\$8,560	\$2,140	\$10,400	\$2,600	\$9,360	\$2,340	\$45,900

Hanover Street Bridge Deck Repair over Middle Branch

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

Description:

Hanover Street Bridge is a thirty-seven (37) span bridge built in 1916 and rehabilitated in 1970 and 1992. The structure consists of a two-leaf bascule span, sixteen (16) open spandrel arch spans, and twenty (20) arcade spans at the north end of the bridge. The bridge has an overall length of 2290'-2". The bridge carries five (5) lanes of traffic, two (2) in each direction with an alternating direction center lane. This work will include the design of the rehabilitation of the concrete bridge deck for the Hanover Street Bridge over the Middle Branch in FY19. The existing deteriorated bridge deck will be partially removed and a new concrete deck section will be poured in its place. Work may also include but will not be limited to the rehabilitation of the steel drawbridge span depending upon funding availability. The construction of the rehabilitation work is currently estimated to begin in FY20.

Justification:

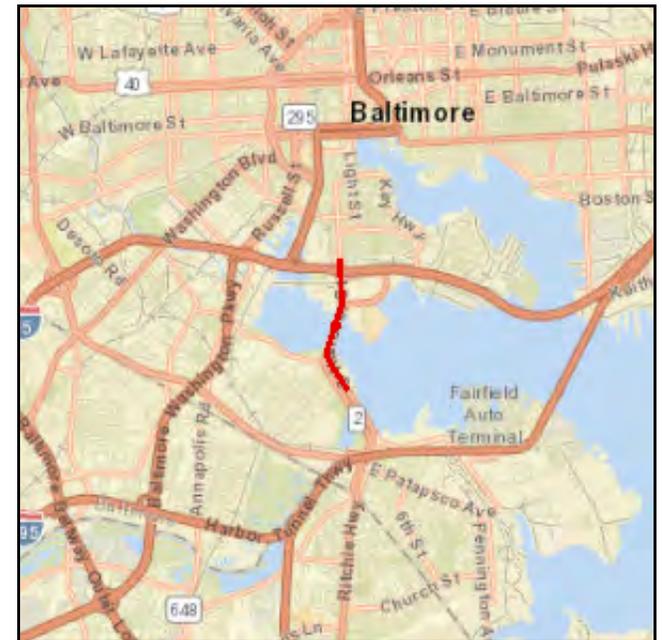
The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge is rated in fair condition, according to the FHA's National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge. This project will correct the bridges deteriorated condition and will provide increased structural and traffic safety.

PE for this project was authorized in FY 2017.

Connection to Long-Range Transportation Planning Goals:

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

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





Hanover Street Bridge Deck Repair over Middle Branch

(Funding in Thousands)

Section 1702 High Priority Project

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$3,700	\$925	\$0	\$0	\$0	\$0	\$4,625
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$3,700	\$925	\$0	\$0	\$0	\$0	\$4,625

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$4,400	\$1,100	\$4,000	\$1,000	\$6,400	\$1,600	\$18,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$4,400	\$1,100	\$4,000	\$1,000	\$6,400	\$1,600	\$18,500
Total	\$0	\$0	\$8,100	\$2,025	\$4,000	\$1,000	\$6,400	\$1,600	\$23,125

MLK Blvd. and Howard St. Intersection Improvements

TIP ID	12-1706-11	Year of Operation	2021
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	\$4,500,000

Description:

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

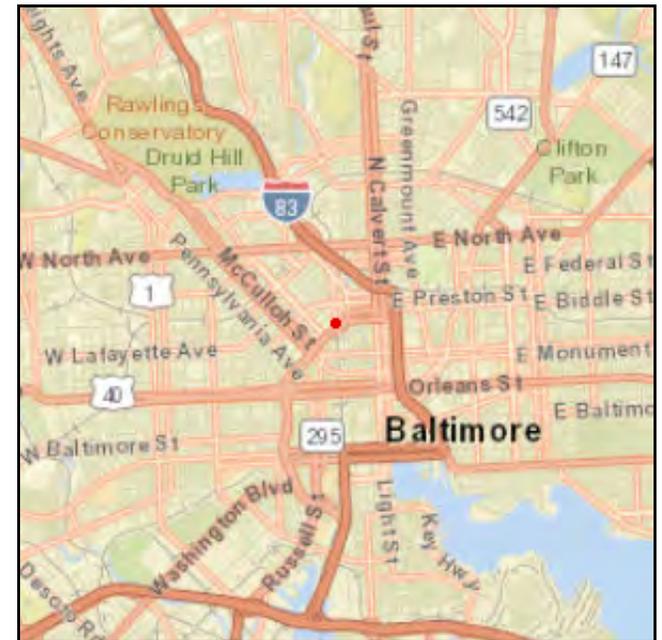
This project was previously included in the TIP as Citywide Earmarks and Enhancements (12-1212-99).

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





MLK Blvd. and Howard St. Intersection Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$3,200	\$800	\$0	\$0	\$0	\$0	\$4,000
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	\$400	\$100	\$3,200	\$800	\$0	\$0	\$0	\$0	\$4,500
Total	\$400	\$100	\$3,200	\$800	\$0	\$0	\$0	\$0	\$4,500

Monroe Street Ramp over CSX and Russell Street over CSX

TIP ID	12-1801-13	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	2 to 2 lanes, .53 miles
CIP or CTP ID(s)	507-003	Est. Total Cost	\$42,250,000

Description:

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

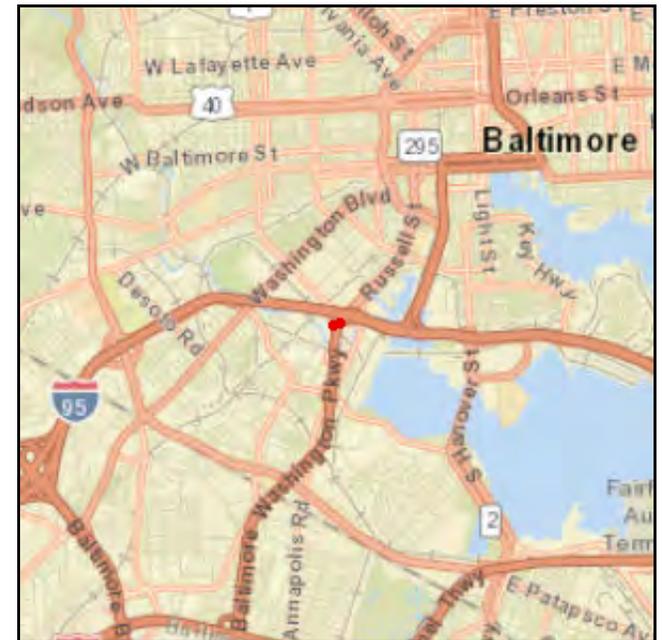
PE funding for this project authorized in FY 2012 in a previous TIP under TIP ID #12-1030-13 (citywide bridge).

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Monroe Street Ramp over CSX and Russell Street over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$32,200	\$8,050	\$0	\$0	\$0	\$0	\$40,250
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	\$32,200	\$8,050	\$0	\$0	\$0	\$0	\$40,250
Total	\$0	\$0	\$32,200	\$8,050	\$0	\$0	\$0	\$0	\$40,250

Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

TIP ID	12-1201-99	Year of Operation	2021
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.

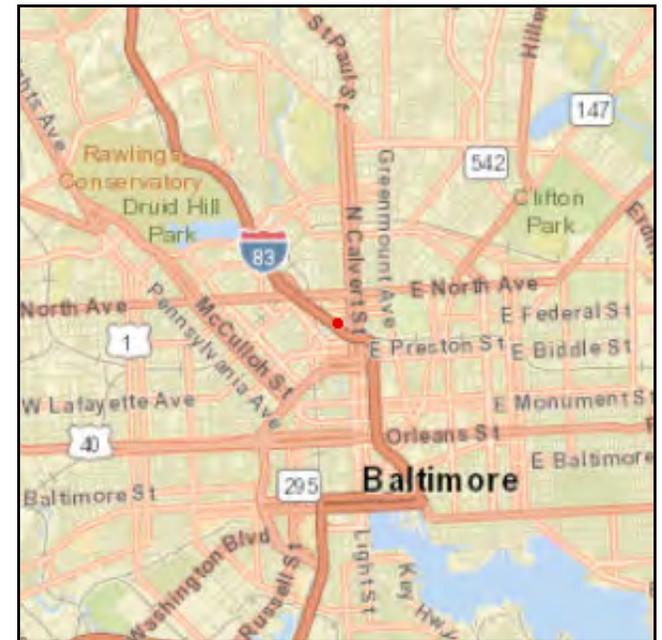
The construction phase of this project will be primarily funded by Amtrak Capital funds.

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$1,000	\$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	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000
Total	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,000

Pavement Management System

TIP ID	12-1206-99	Year of Operation	2020
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

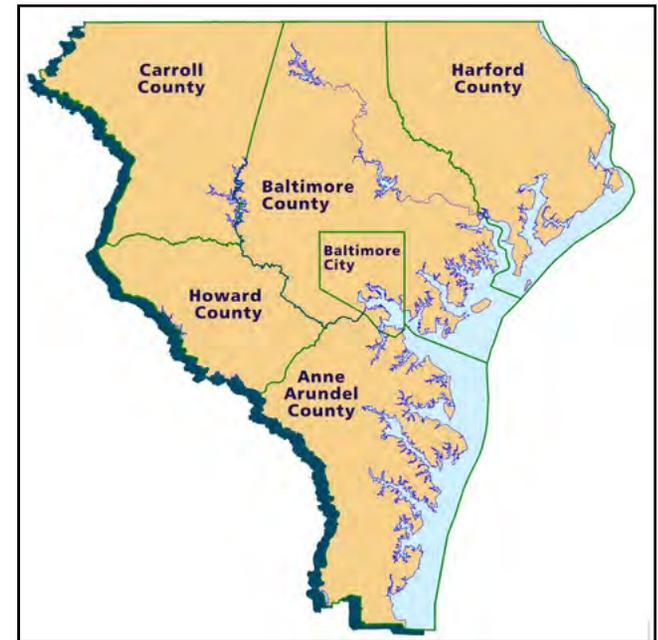
Description:

This project will include but will not be limited to assessing the pavement condition of federal-aid eligible roads in Baltimore City so that DOT can understand the health of the transportation network and know how to best utilize the 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 federal-aid roadways that have to be maintained. DOT uses the pavement condition ratings from the Pavement Management System program to determine how to most efficiently utilize limited funds.



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



Pavement Management System

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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

Capital Project Delivery Services

TIP ID	12-1901-99	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	508-378	Est. Total Cost	\$3,500,000

Description:

The purpose of this project is to provide the technological and project management improvements needed to support the design and construction phases of CIP projects. The TIP funding will be used for project delivery services of Capital Federal-aid roadway projects. This program is being initiated in FY 2019.

Justification:

The project will provide continued support for the Oracle Contract Management application and will establish a Project Management Office within the Office of the Director.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Capital Project Delivery Services

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$500	\$1,500	\$0	\$500	\$0	\$500	\$0	\$500	\$3,500
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	\$500	\$1,500	\$0	\$500	\$0	\$500	\$0	\$500	\$3,500
Total	\$500	\$1,500	\$0	\$500	\$0	\$500	\$0	\$500	\$3,500

Dogwood Road Bridge No. B-0072 Over Dogwood Run

TIP ID	13-0001-13	Year of Operation	2021
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	\$3,225,000

Description:

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

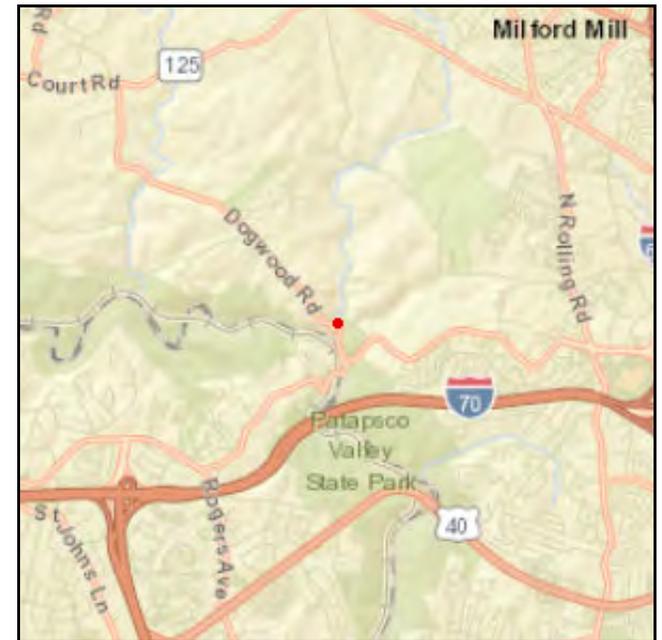
PE funding in previous a TIP (FY 2013).

Justification:

The National Bridge Inspection Program recommends replacement due to extensive concrete contamination. This project is consistent with federal, state and local bridge replacement policies.

Connection to Long-Range Transportation Planning Goals:

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





Dogwood Road Bridge No. B-0072 Over Dogwood Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,320	\$580	\$0	\$0	\$0	\$0	\$2,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,320	\$580	\$0	\$0	\$0	\$0	\$2,900
Total	\$0	\$0	\$2,320	\$580	\$0	\$0	\$0	\$0	\$2,900

Mohrs Lane Bridge No. B-0143 over CSX Railroad

TIP ID	13-0803-13	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	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$12,600,000

Description:

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

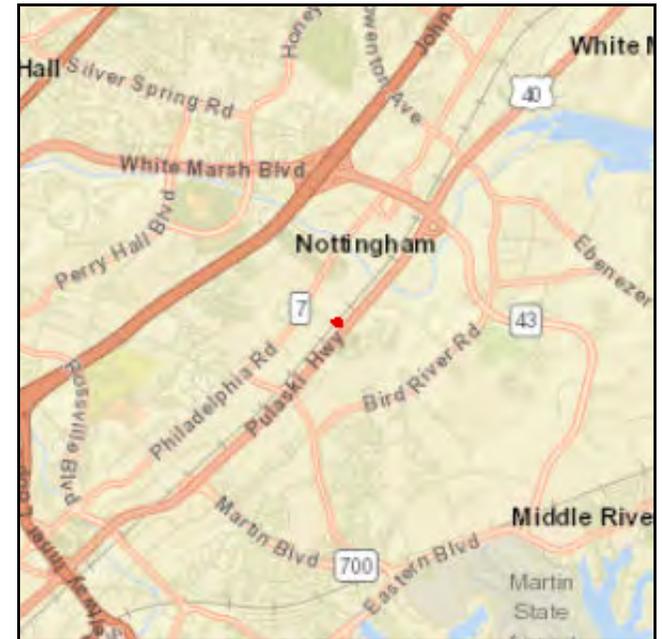
PE funding in a previous TIP (FY 2013).

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Mohrs Lane Bridge No. B-0143 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$9,600	\$2,400	\$0	\$0	\$0	\$0	\$12,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$9,600	\$2,400	\$0	\$0	\$0	\$0	\$12,000
Total	\$0	\$0	\$9,600	\$2,400	\$0	\$0	\$0	\$0	\$12,000

Gunpowder Road Bridge No. B-0409

TIP ID	13-1005-13	Year of Operation	2025
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	\$2,000,000

Description:

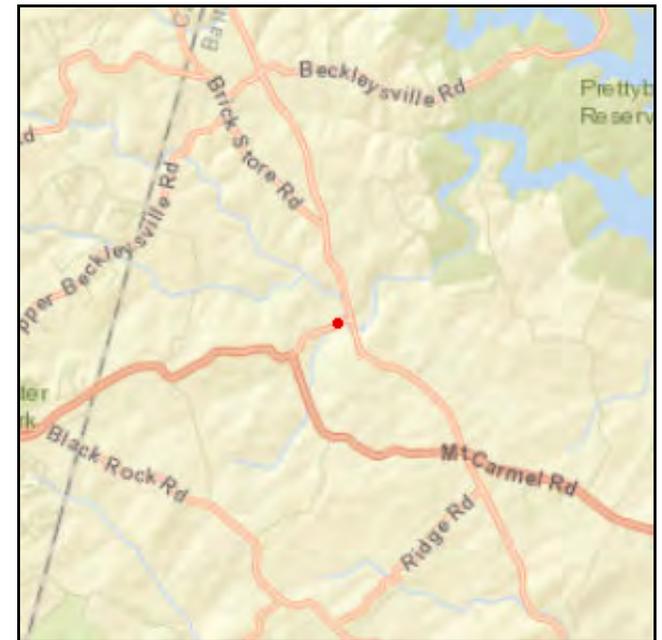
Replacement of the existing bridge. New bridge will have minimum 2 foot wide shoulders. Lane, shoulders and sidewalks to be evaluated during preliminary design.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Gunpowder Road Bridge No. B-0409

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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

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

TIP ID	13-1012-13	Year of Operation	2021
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.

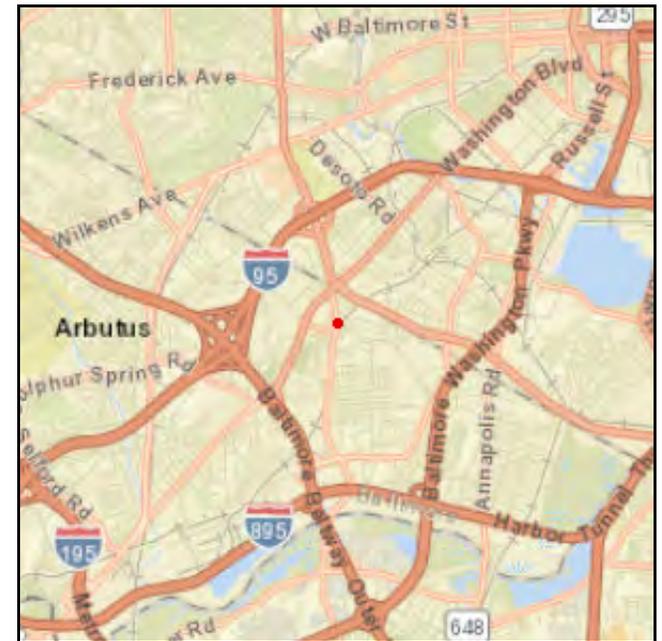
PE funding in a previous TIP (FY 2013).

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,480	\$620	\$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	\$0	\$0	\$2,480	\$620	\$0	\$0	\$0	\$0	\$3,100
Total	\$0	\$0	\$2,480	\$620	\$0	\$0	\$0	\$0	\$3,100

Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

TIP ID	13-1105-13	Year of Operation	2026
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	\$3,200,000

Description:

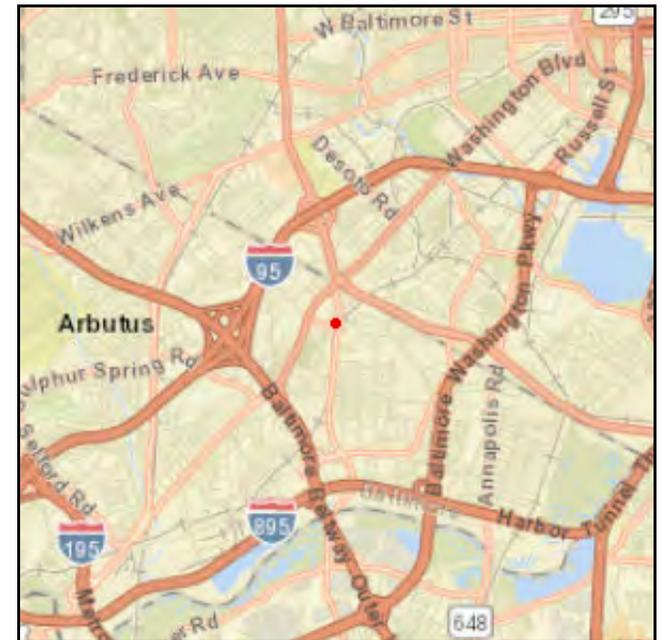
Steel girder bridge carrying two lanes of traffic each way and two 5 foot sidewalks on Lansdowne Boulevard over CSX railroad tracks. The project is still in planning, but any proposed structure will maintain the existing cross section.

Justification:

This structurally deficient bridge is deteriorated and is in need of major rehabilitation. A superstructure replacement is anticipated for this project.

Connection to Long-Range Transportation Planning Goals:

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





Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$640	\$160	\$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	\$0	\$0	\$0	\$640	\$160	\$800
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$640	\$160	\$800

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

TIP ID	13-1107-13	Year of Operation	2025
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	\$3,600,000

Description:

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

Justification:

Bridge is classified as structurally deficient and currently posted for 8 tons (SUV) and 13 tons (CVW). It is in need of total replacement. The Bridge is currently owned and maintained by CSX but Baltimore County inspects the bridge. Before beginning preliminary engineering the bridge ownership will be transferred from CSX to Baltimore County.

Connection to Long-Range Transportation Planning Goals:

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





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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$480	\$120	\$600
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	\$480	\$120	\$600
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$480	\$120	\$600

Peninsula Expressway Bridge No. B-0119 over CSX Railroad

TIP ID	13-1108-13	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	\$8,400,000

Description:

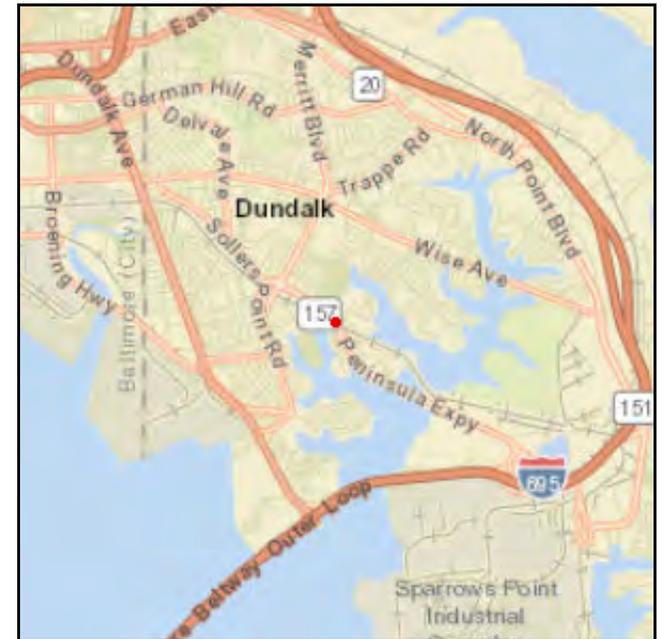
Replacement of Dual Bridge No. 119 on Peninsula Expressway over CSX railroad tracks. Both structures have 3 foot wide shoulders on both sides. The need for sidewalks will be evaluated during preliminary design.

Justification:

The dual steel girder bridges are classified as structurally deficient and are in need of total replacement.

Connection to Long-Range Transportation Planning Goals:

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





Peninsula Expressway Bridge No. B-0119 over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$800	\$200	\$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	\$0	\$0	\$0	\$0	\$800	\$200	\$1,000
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$200	\$1,000

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

TIP ID	13-1202-13	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	\$2,600,000

Description:

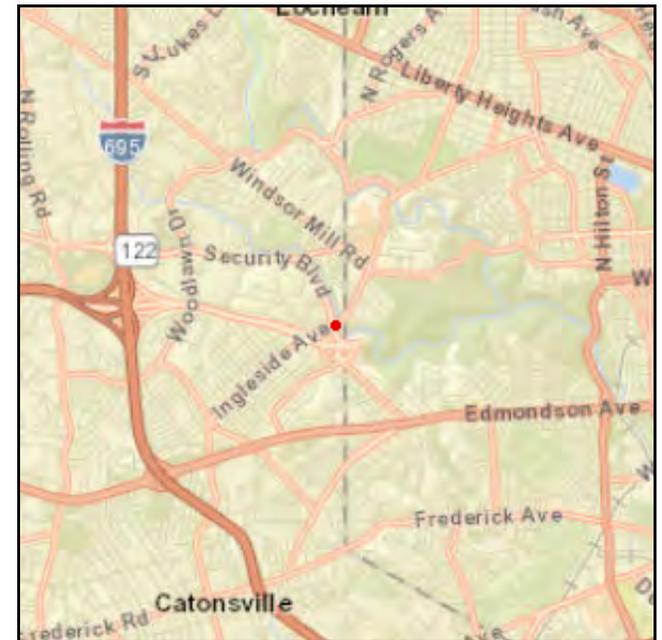
Replacement of Bridge No. B-96 on Old Ingleside Avenue over Dead Run. Existing bridge is a historic arch structure. Preliminary design will include evaluation of rehabilitation versus replacement study. Proposed bridge will have at least one 5 foot wide sidewalk along the north side of the deck. Exact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

Justification:

Deteriorated structure with a Bridge Sufficiency Rating of 18.6%. The Structural Inventory and Assessment Items No. 67 & 68 equal 2 and the bridge is classified as structurally deficient. Item No. 67 is for structural evaluation and No. 68 is for deck geometry. A rating of 2 for these items equates to "basically intolerable requiring high priority of replacement."

Connection to Long-Range Transportation Planning Goals:

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





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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$400	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$480	\$120	\$0	\$0	\$1,600	\$400	\$2,600
Total	\$0	\$0	\$480	\$120	\$0	\$0	\$1,600	\$400	\$2,600

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

TIP ID	13-1204-13	Year of Operation	2020
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	\$2,100,000

Description:

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

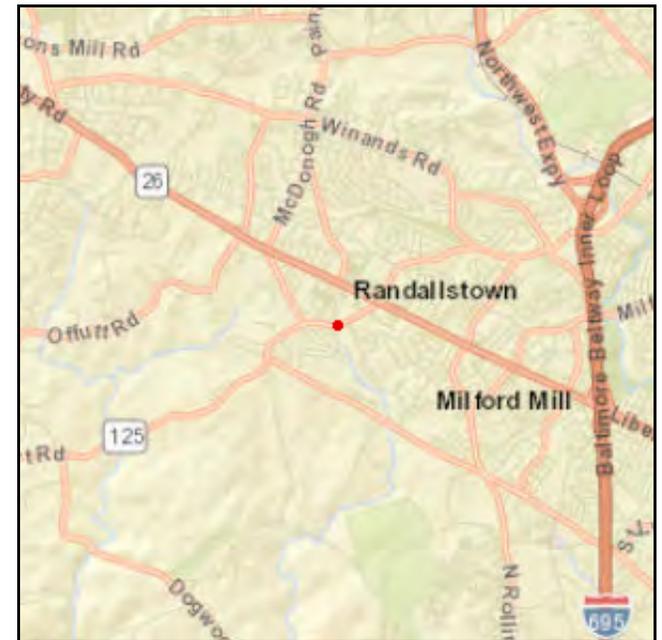
PE funding in a previous TIP (FY 2014).

Justification:

Existing hollow prestressed concrete box beams are deteriorated. The bridge sufficiency rating is 45.3% and both the superstructure and deck are in poor condition.

Connection to Long-Range Transportation Planning Goals:

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





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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,440	\$460	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900
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	\$1,440	\$460	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900
Total	\$1,440	\$460	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900

Sparks Road Bridge No. B-0018 over Gunpowder Falls

TIP ID	13-1206-13	Year of Operation	2021
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:

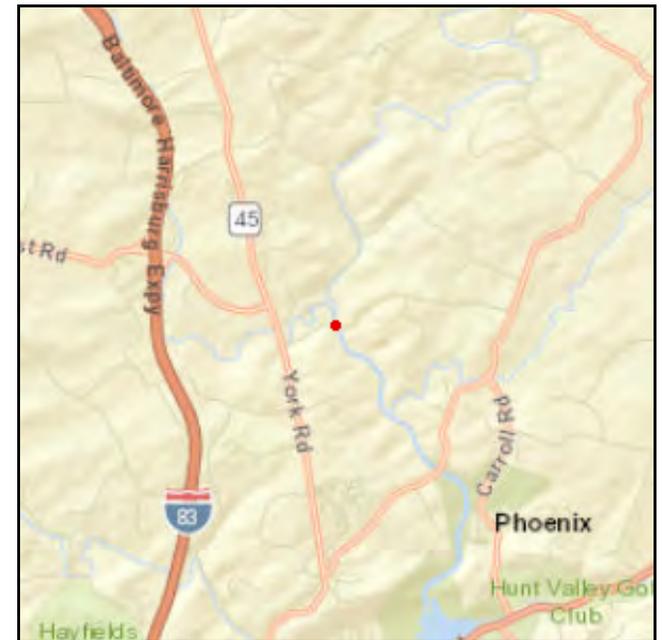
Cleaning and painting of Bridge No. B-18 on Sparks Road over Gunpowder Falls. The existing bridge is a historic truss structure. The project includes no structural modifications.

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	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	\$2,600,000

Description:

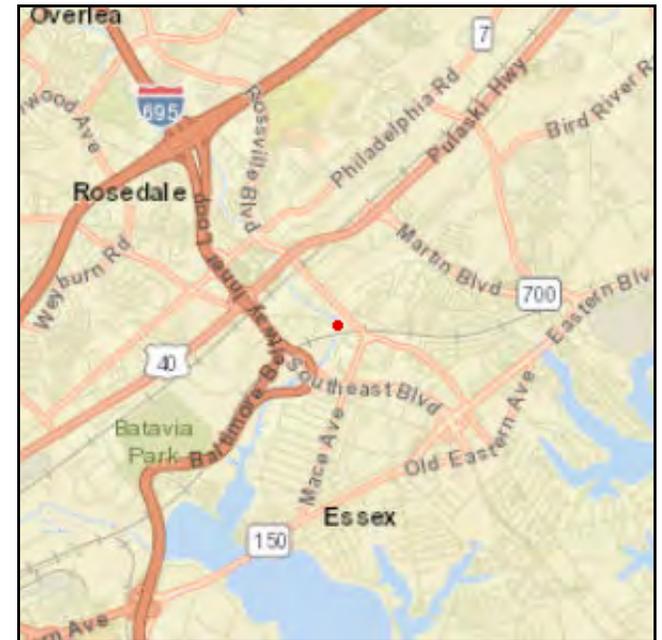
Replacement of Bridge No. B-110 on Golden Ring Road over Stemmers Run. Proposed bridge will have minimum 2 foot shoulders. Shoulder widths and sidewalks to be evaluated during preliminary design.

Justification:

Existing bridge is deteriorated and is classified as structurally deficient. The bridge sufficiency rating is 26.2% with the superstructure in poor condition.

Connection to Long-Range Transportation Planning Goals:

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





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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600
Total	\$0	\$0	\$480	\$120	\$0	\$0	\$0	\$0	\$600

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

TIP ID	13-1209-13	Year of Operation	2023
Agency	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)		Est. Total Cost	\$2,000,000

Description:

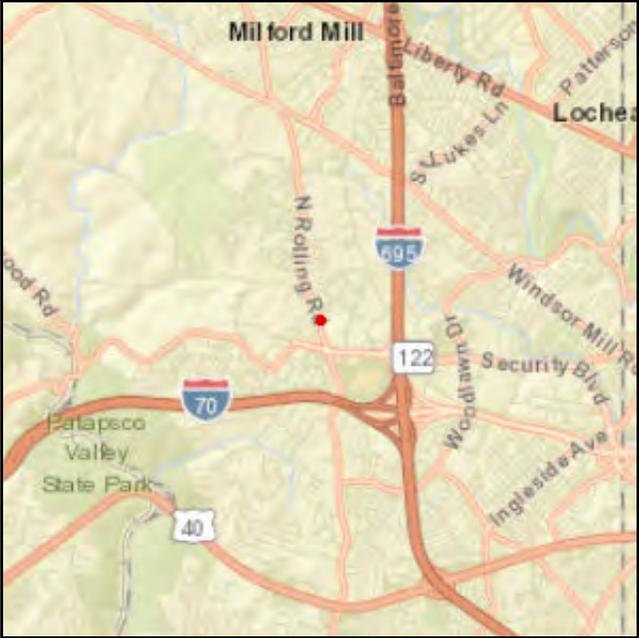
Replacement of Bridge No. B-358 on Rolling Road over Branch of Dead Run. The proposed structure will have 5 foot wide sidewalks along both sides of the road and tie into the existing conditions.

Justification:

Existing concrete box culvert is deteriorated and in poor condition with a bridge sufficiency rating of 14.3%.

Connection to Long-Range Transportation Planning Goals:

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





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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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

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

TIP ID	13-1210-13	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	2 to 2 Lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,600,000

Description:

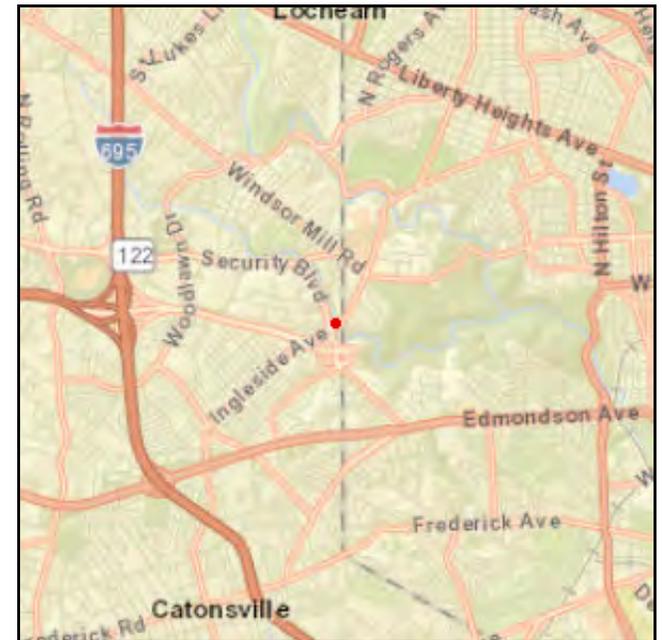
Deck replacement and rehabilitation of Bridge No. B-97 on Ingleside Avenue over Dead Run and Dogwood Road. The proposed structure will have a 5 foot wide sidewalk along the north side of the deck. Shoulder and sidewalk widths to be determined during preliminary design.

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$480	\$120	\$600
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	\$480	\$120	\$600
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$480	\$120	\$600

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:

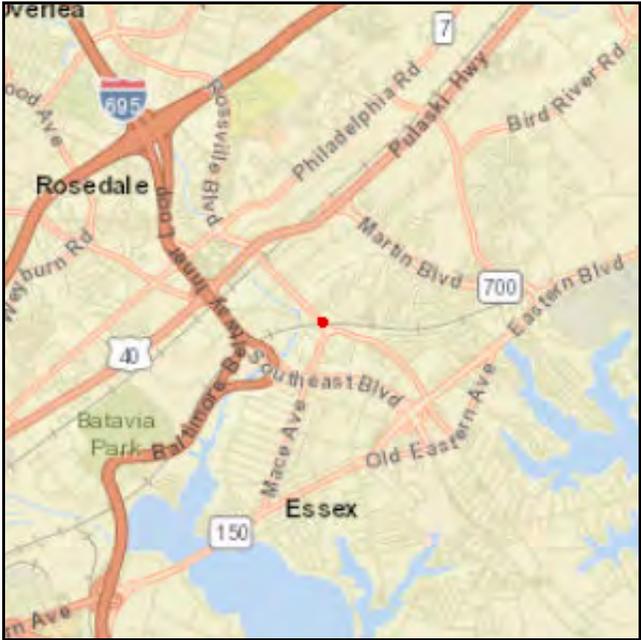
Rehabilitation of Bridge No. B-0132 on Rossville Boulevard over Amtrak Railroad & Orems Road. The proposed bridge will have 5 foot wide sidewalks along both sides of the deck.

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$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	\$0	\$0	\$800
Total	\$0	\$0	\$640	\$160	\$0	\$0	\$0	\$0	\$800

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	\$5,600,000

Description:

Countywide inspection of all bridges as federally mandated. Includes review of countywide bridge inspection reports and bridge replacement and/or rehabilitation federal aid capital projects.

Justification:

Federally mandated and federally aided program which requires inspection of all bridges over 20 feet every two years. The county also inspects all bridges under 20 feet every two years. Certain critical bridges and the investigation of scour effects on bridges are included in this program.

Connection to Long-Range Transportation Planning Goals:

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





Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$2,700	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$5,600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,700	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$5,600
Total	\$2,700	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$5,600

Mid-Atlantic Multimodal Transportation Hub

TIP ID	13-1901-83	Year of Operation	2022
Agency	Baltimore County	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$50,500,000

Description:

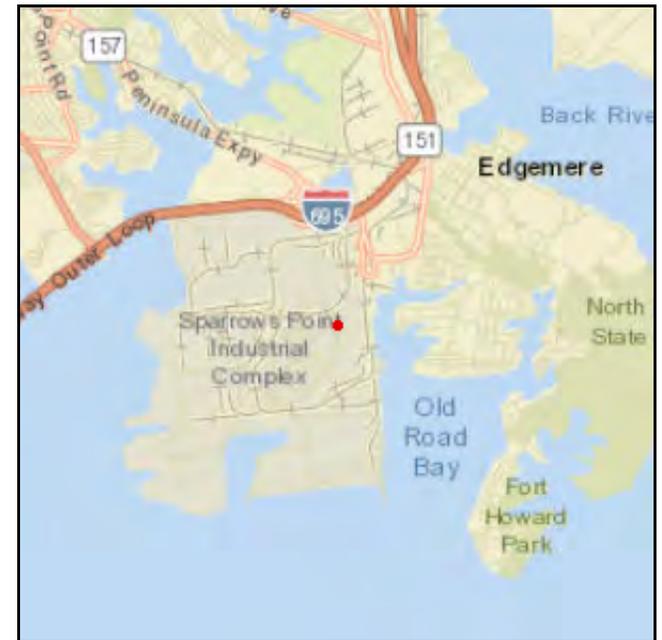
The project consists of rehabilitating the existing 2,200 linear foot east-west berth, including:

- *Installation of a full, new pile supported system with substantial batter piles to transfer the horizontal and vertical loads associated with ship docking and cargo transfer.
- *Recessed utility sections that will allow for the transfer of various liquid commodities.
- *Dredging of the turning basin and approach channel to a depth of at least 42 feet.
- *Security, lighting, paving, stormwater, and general site improvements. These upgrades will enhance the overall functionality of the berths, allowing the terminal to accommodate a wider variety of cargo and larger vessels.

Matching funds for this project are being provided by Tradepoint Atlantic LLC.

Justification:

This project will repurpose a former manufacturing site into a multimodal logistics hub. It will allow the facility to handle the efficient movement of cargo in an environmentally responsible manner and maximize the utility and operational capabilities of the Port to satisfy customer demands for safety, efficiency, and environmental stability. The redevelopment will also provide 17,000 new jobs in the state with an estimated economic impact of \$3 billion annually.



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.



Mid-Atlantic Multimodal Transportation Hub

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$20,000	\$30,500	\$0	\$0	\$0	\$0	\$0	\$0	\$50,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$20,000	\$30,500	\$0	\$0	\$0	\$0	\$0	\$0	\$50,500
Total	\$20,000	\$30,500	\$0	\$0	\$0	\$0	\$0	\$0	\$50,500

Bixler Church Road Bridge over Big Pipe Creek

TIP ID	14-1101-13	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	\$833,000

Description:

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

PE funds in the amount of \$295,750 have been approved.

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

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Bixler Church Road Bridge over Big Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$429	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$536
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$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	\$429	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$536
Total	\$429	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$536

Shepherds Mill Road Bridge over Little Pipe Creek

TIP ID	14-1102-13	Year of Operation	2020
Agency	Carroll 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)		Est. Total Cost	\$4,101,450

Description:

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

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

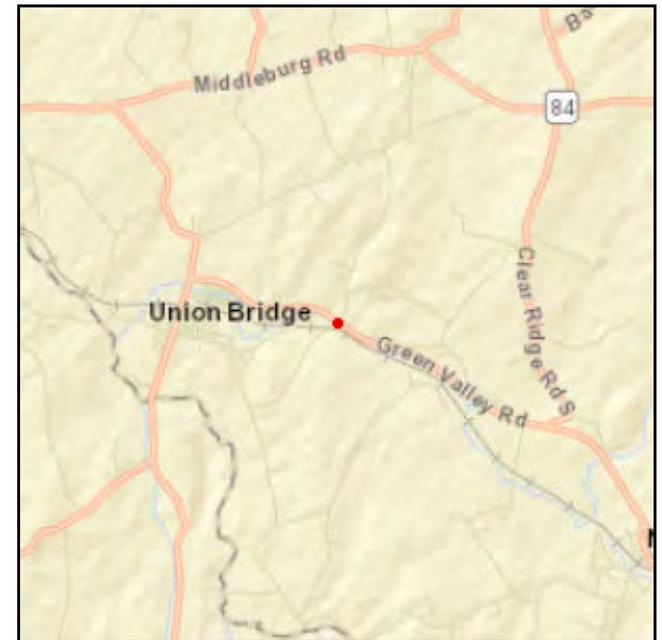
Funding for this project had previously been included in the Countywide Bridge Maintenance, Repair, and Replacement project (TIP ID 14-1402-13).

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Shepherds Mill Road Bridge over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,993	\$748	\$0	\$0	\$0	\$0	\$3,741
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,993	\$748	\$0	\$0	\$0	\$0	\$3,741
Total	\$0	\$0	\$2,993	\$748	\$0	\$0	\$0	\$0	\$3,741

Stone Chapel Road Bridge over Little Pipe Creek

TIP ID	14-1103-13	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)	124	Est. Total Cost	\$915,000

Description:

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

PE funds in the amount of \$200,000 were included in the FY 2017-2020 TIP (FY 2017). Additional PE funds in the amount of \$70,000 were included in FY 2018.

Justification:

The repairs/replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. This project will enhance the safety of the county's infrastructure. The new structure will address any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

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





Stone Chapel Road Bridge over Little Pipe Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$516	\$129	\$0	\$0	\$645
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$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	\$516	\$129	\$0	\$0	\$645
Total	\$0	\$0	\$0	\$0	\$516	\$129	\$0	\$0	\$645

Babylon Road Bridge over Silver Run

TIP ID	14-1601-13	Year of Operation	2022
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	\$1,010,000

Description:

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

PE funds were included in the FY 2016-2019 TIP (FY 2016). Additional PE funds were included in FY 2018. Total PE funds are \$280,000.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Babylon Road Bridge over Silver Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$584	\$146	\$0	\$0	\$730
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$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	\$584	\$146	\$0	\$0	\$730
Total	\$0	\$0	\$0	\$0	\$584	\$146	\$0	\$0	\$730

Gaither Road Bridge over South Branch Patapsco River

TIP ID	14-1602-13	Year of Operation	2022
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	\$2,117,000

Description:

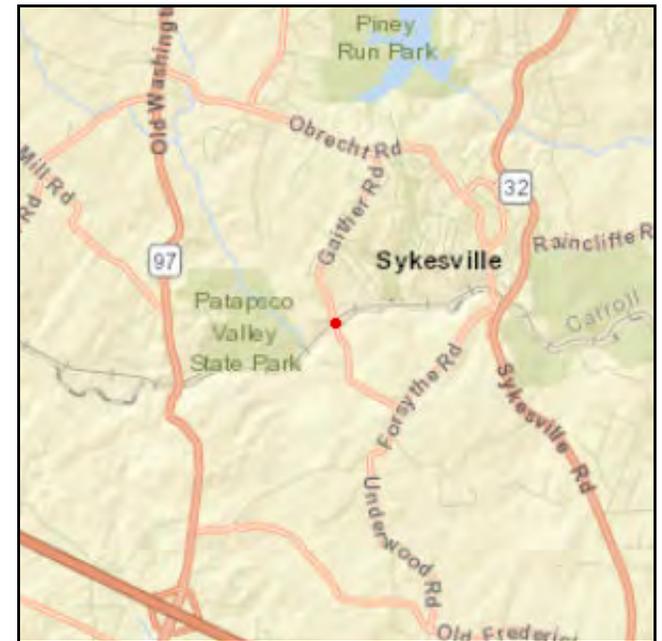
Rehabilitation of existing bridge with a new superstructure (type TBD) to provide efficient access for local traffic and emergency service vehicles.

Justification:

The replacement of this superstructure will provide a long-term solution to the issues associated with an Acrow panel structure type. The new structure will address any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

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





Gaither Road Bridge over South Branch Patapsco River

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,474	\$368	\$0	\$0	\$1,842
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$220	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$275
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$220	\$55	\$0	\$0	\$1,474	\$368	\$0	\$0	\$2,117
Total	\$220	\$55	\$0	\$0	\$1,474	\$368	\$0	\$0	\$2,117

McKinstry's Mill Road Bridge over Sam's Creek

TIP ID	14-1603-13	Year of Operation	2021
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	\$1,154,000

Description:

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

PE funds were included in the FY 2017-2020 TIP (FY 2017). Additional PE funding was included in FY 2018.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





McKinstry's Mill Road Bridge over Sam's Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$694	\$173	\$0	\$0	\$867
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$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	\$694	\$173	\$0	\$0	\$867
Total	\$0	\$0	\$0	\$0	\$694	\$173	\$0	\$0	\$867

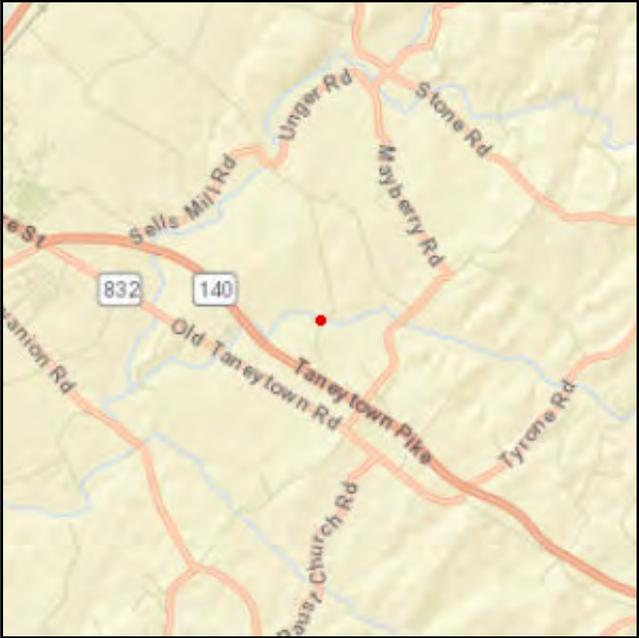
Bear Run Road Bridge over Bear Branch

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

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

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

Connection to Long-Range Transportation Planning Goals:
 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Bear Run Road Bridge over Bear Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$240	\$60	\$0	\$0	\$300
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	\$240	\$60	\$0	\$0	\$300
Total	\$0	\$0	\$0	\$0	\$240	\$60	\$0	\$0	\$300

Hughes Shop Road Bridge over Bear Branch

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

Description:

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

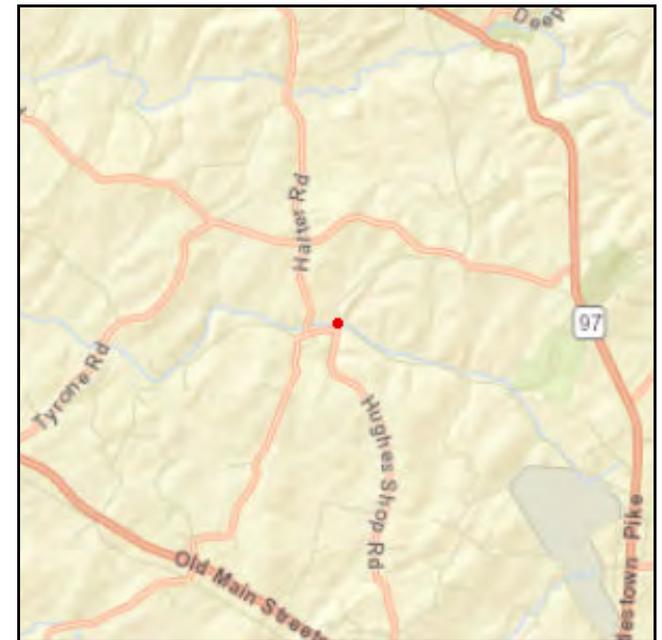
PE funds were included in the FY 2018-2021 TIP (FY 2018).

Justification:

The replacement of this structure will provide a new structure that eliminates the issues associated with the current structure type. The new structure will address any functionally obsolete or structurally deficient items.

Connection to Long-Range Transportation Planning Goals:

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





Hughes Shop Road Bridge over Bear Branch

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,128	\$282	\$0	\$0	\$1,410
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	\$1,128	\$282	\$0	\$0	\$1,410
Total	\$0	\$0	\$0	\$0	\$1,128	\$282	\$0	\$0	\$1,410

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	Varies
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$1,020,000

Description:

This project includes a field inspection of 133 County-owned and maintained structures and completion and submittal of inspection reports to county and state agencies for each structure.

Justification:

Ensure compliance with National Bridge Inspection Program, preserve highway infrastructure, and maintain safety.

Connection to Long-Range Transportation Planning Goals:

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





Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$510	\$0	\$0	\$0	\$510	\$0	\$1,020
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	\$510	\$0	\$0	\$0	\$510	\$0	\$1,020
Total	\$0	\$0	\$510	\$0	\$0	\$0	\$510	\$0	\$1,020

Abingdon Road Bridge #169 over CSX Railroad

TIP ID	15-1001-13	Year of Operation	2021
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	\$4,180,000

Description:

Replace the bridge that carries Abingdon Road over the CSX Railroad tracks. Five 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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$200	\$0	\$2,200	\$550	\$0	\$0	\$0	\$0	\$2,950
OTH	\$0	\$0	\$120	\$30	\$0	\$0	\$0	\$0	\$150
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	\$200	\$50	\$2,320	\$580	\$0	\$0	\$0	\$0	\$3,150
Total	\$200	\$50	\$2,320	\$580	\$0	\$0	\$0	\$0	\$3,150

Chestnut Hill Bridge #40

TIP ID	15-1101-13	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	\$1,360,000

Description:

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

PE funding in a previous TIP.

Justification:

The current structure is a single-lane bridge with deteriorating superstructure and an inadequate waterway opening.

Connection to Long-Range Transportation Planning Goals:

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





Chestnut Hill Bridge #40

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$864	\$216	\$0	\$0	\$0	\$0	\$0	\$0	\$1,080
OTH	\$48	\$52	\$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	\$912	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$1,180
Total	\$912	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$1,180

Phillips Mill Road Bridge #70 over East Branch Tributary

TIP ID	15-1102-13	Year of Operation	2020
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	\$3,485,000

Description:

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

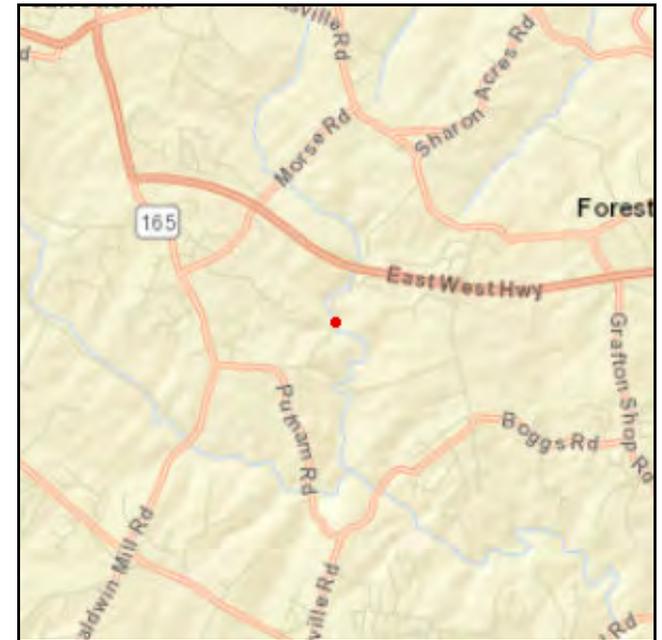
PE funding in a previous TIP.

Justification:

The existing structure shows scour around the abutments, a deteriorated deck, and an undersized waterway opening.

Connection to Long-Range Transportation Planning Goals:

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





Phillips Mill Road Bridge #70 over East Branch Tributary

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$50	\$2,240	\$560	\$0	\$0	\$0	\$0	\$2,850
OTH	\$0	\$0	\$60	\$90	\$0	\$0	\$0	\$0	\$150
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	\$50	\$2,300	\$650	\$0	\$0	\$0	\$0	\$3,000
Total	\$0	\$50	\$2,300	\$650	\$0	\$0	\$0	\$0	\$3,000

Robinson Mill Road Bridge #154 over Broad Creek

TIP ID	15-1401-13	Year of Operation	2018
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	\$1,815,000

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. Three foot shoulders planned on both sides of the road.

PE funds were in a previous TIP.

Justification:

The existing bridge was closed to traffic on March 10, 2017. The beams and deck are severely deteriorated and need to be replaced. This project is consistent with the Master Planning goal of maintaining a safe and adequate transportation system to serve existing and future populations.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Robinson Mill Road Bridge #154 over Broad Creek

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$80	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$130
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	\$80	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$130
Total	\$80	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$130

Stafford Road Bridge #24 over Deer Creek

TIP ID	15-1501-13	Year of Operation	2021
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	\$1,800,000

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. A four foot shoulder is planned on the east side of the bridge.

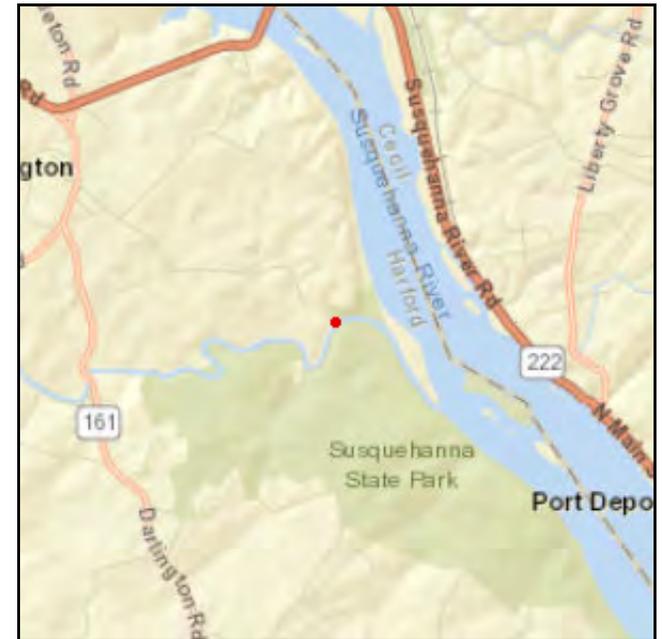
PE funding in a previous TIP.

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,200	\$300	\$0	\$0	\$0	\$0	\$1,500
OTH	\$0	\$0	\$80	\$20	\$0	\$0	\$0	\$0	\$100
PE	\$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	\$1,280	\$320	\$0	\$0	\$0	\$0	\$1,600
Total	\$0	\$0	\$1,280	\$320	\$0	\$0	\$0	\$0	\$1,600

Glenville Road Bridge #30

TIP ID	15-1601-13	Year of Operation	2023
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	\$1,440,000

Description:

Replace the bridge that carries Glenville Road over Mill Brook. Three 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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$776	\$194	\$970
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$60	\$15	\$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	\$0	\$0	\$836	\$209	\$1,070
Total	\$0	\$25	\$0	\$0	\$0	\$0	\$836	\$209	\$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	\$2,100,000

Description:

This federal program provides funding for the inspection of bridges in Harford County.

Justification:

Federal law mandates the inspection of all bridges over 20 feet clear span on a two-year cycle. The bridge inspection data is analyzed to develop priorities for bridge repairs & replacements. As of September 2009, Harford County maintains 66 structures under 20 feet and 155 structures longer than 20 feet.

Connection to Long-Range Transportation Planning Goals:

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





Bridge Inspection Program

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$850	\$0	\$100	\$100	\$850	\$0	\$100	\$100	\$2,100
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$850	\$0	\$100	\$100	\$850	\$0	\$100	\$100	\$2,100
Total	\$850	\$0	\$100	\$100	\$850	\$0	\$100	\$100	\$2,100

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	\$12,200,000

Description:

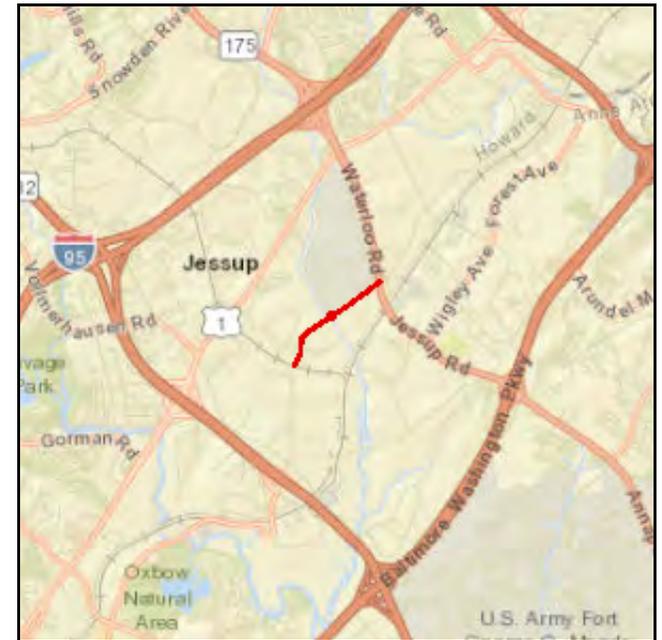
This project is to study, design, and reconstruct Dorsey Run Road to four lanes from MD 175 south to the CSX railroad spur crossing; a distance of 6,000 linear feet. The project will incorporate sidewalks, and potentially bike facilities, to increase transportation alternatives. Once the design is finalized,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

Justification:

The existing road is substandard with varying width and limited capacity. Dorsey Run Road is classified in the Plan Howard 2030 as a major collector and four lanes are needed to accommodate the increasing volumes of traffic.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Dorsey Run Road: MD 175 to CSX Railroad Spur

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Subtotal	\$0	\$800	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,800
Total	\$0	\$800	\$0	\$10,000	\$0	\$0	\$0	\$0	\$10,800

Guilford Road: US 1 to Dorsey Run Road

TIP ID	16-1405-41	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 mile
CIP or CTP ID(s)		Est. Total Cost	\$16,395,000

Description:

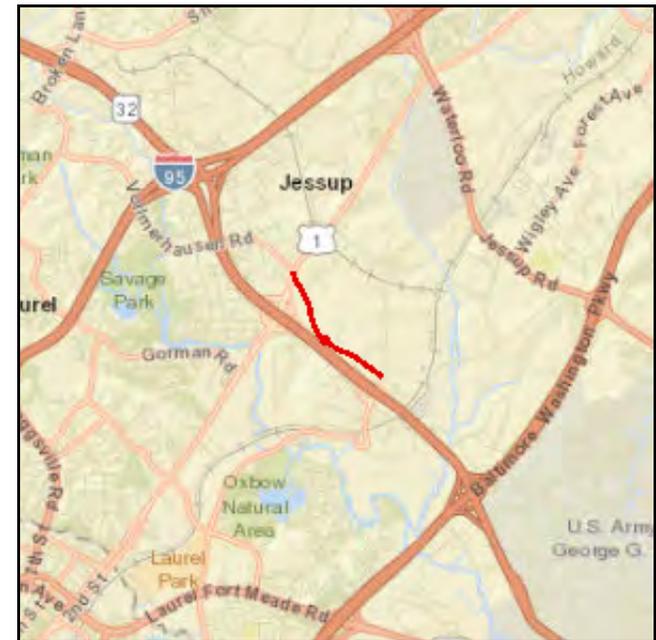
This project is to study, design, and reconstruct Guilford Road to three lanes from US 1 to Old Dorsey Run Road; a distance of 5,800 linear feet. The project will incorporate sidewalks and bike facilities to increase transportation alternatives. Once the design is finalized, more information will be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

Justification:

The existing road is sub-standard with varying width and limited capacity. Guilford Road is classified as a major collector in the Plan Howard 2030 and three lanes are needed to accommodate the increasing volume of commercial traffic.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Guilford Road: US 1 to Dorsey Run Road

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$14,520	\$0	\$0	\$0	\$0	\$14,520
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	\$14,520	\$0	\$0	\$0	\$0	\$14,520
Total	\$0	\$0	\$0	\$14,520	\$0	\$0	\$0	\$0	\$14,520

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. The project will incorporate sidewalks and bike facilities to increase transportation alternatives. Once the design is finalized, more information will be provided.

Justification:

MD 175, an 8-lane Principal Arterial from I-95 to US 29, has significant regional peak hour traffic. The proposed interchange with Oakland Mills Road will ensure future capacity, level of service, and acceptable operating conditions, as well as improved access to Blandair park.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





MD 175 at Oakland Mills Rd Interchange

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$9,500	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$9,500	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500
Total	\$0	\$9,500	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500

Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

TIP ID	16-1410-41	Year of Operation	2023
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:

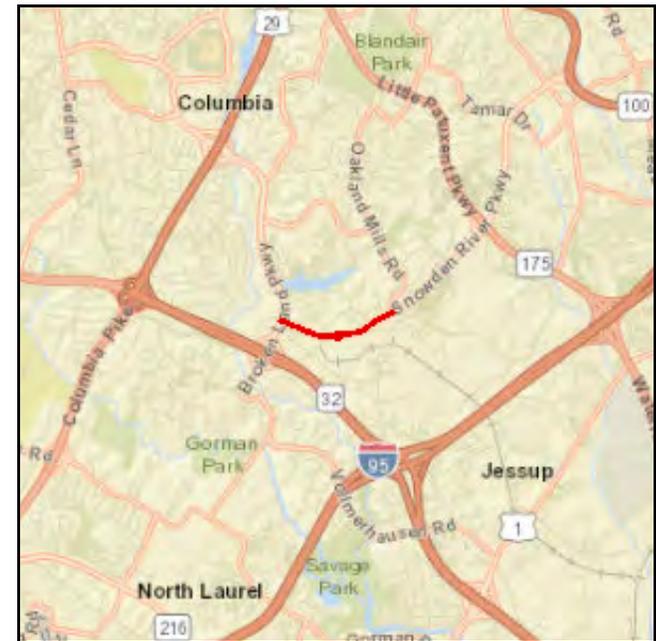
A project to design and construct a widening of Snowden River Parkway (intermediate arterial) by adding a third lane and shared-use path from Broken Land Parkway to Oakland Mills Road. The project will incorporate shared use pathways to increase transportation alternatives to activity centers and public transit.

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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

US 29/Broken Land Parkway Interchange and North South Connector Road

TIP ID	16-1901-42	Year of Operation	2022
Agency	Howard County	Project Type	New or extended roadways
Project Category	Highway Capacity	Functional Class	Major Collector
Conformity Status	Not Exempt	Physical Data	3.1 miles of new lanes on ramps and new roadways
CIP or CTP ID(s)		Est. Total Cost	\$26,950,990

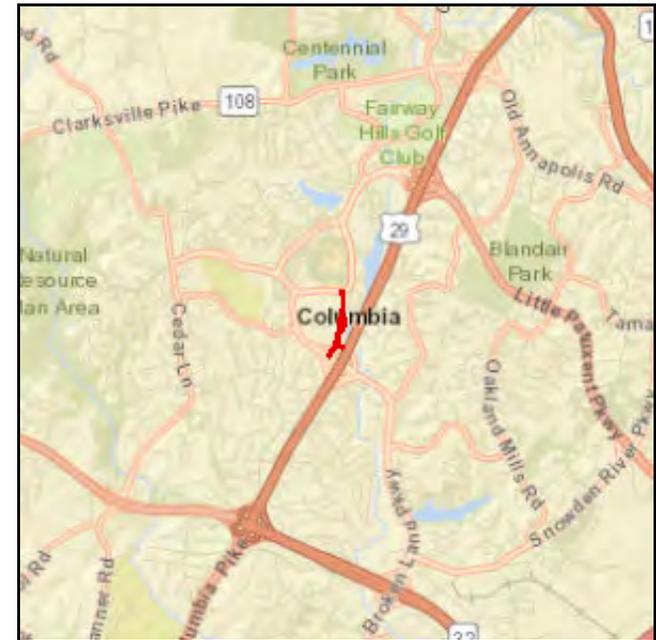
Description:

The project will provide new direct connections from the westbound US 29/Broken Land Parkway interchange ramp to a new road (Merriweather Drive) and to Little Patuxent Parkway. The project will also provide a direct connection from Merriweather Drive to Broken Land Parkway, including configuring the north and south bound US 29 ramps at Broken Land Parkway into a signalized intersection. The project will also remove an existing ramp from Broken Land Parkway to US 29 southbound.

The project will be funded locally through the recently approved tax increment financing (TIF) district.

Justification:

The new US 29/Broken Land Parkway north/south collector road connection to Little Patuxent Parkway is needed to increase vehicular and pedestrian mobility, address safety concerns, and provide adequate capacity to meet the future growth and development as outlined in Downtown Columbia. The project will address the future traffic demand along the Broken Land Parkway link from US 29 to downtown Columbia by providing an additional access and new central link to downtown Columbia for traffic from points southeast of Columbia and primarily for US 29 traffic to and from the south.



Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 6.F Improve System Security -- Increase system redundancy.
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.



US 29/Broken Land Parkway Interchange and North South Connector Road

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$18,000	\$0	\$7,200	\$0	\$0	\$25,200
OTH	\$0	\$0	\$0	\$250	\$0	\$100	\$0	\$0	\$350
PE	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$700
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$700	\$0	\$18,250	\$0	\$7,300	\$0	\$0	\$26,250
Total	\$0	\$700	\$0	\$18,250	\$0	\$7,300	\$0	\$0	\$26,250

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	\$1,100,000

Description:

This project is to repair/replace bridge decks at the following locations: River Road bridge over Rockburn Branch, Henryton Road bridge over a tributary to the Patapsco River (~2.5 foot shoulders), Pindell School Road bridge over Hammond Branch (~6 foot shoulders), Daisy Road bridge over Little Cattail Creek (~6 foot shoulders), Pfefferkorn Road bridge over Middle Patuxent River (shoulders TBD: in design), Carroll Mill Road bridge over Benson Branch (shoulders TBD: in design), and emergency structure reconstruction.

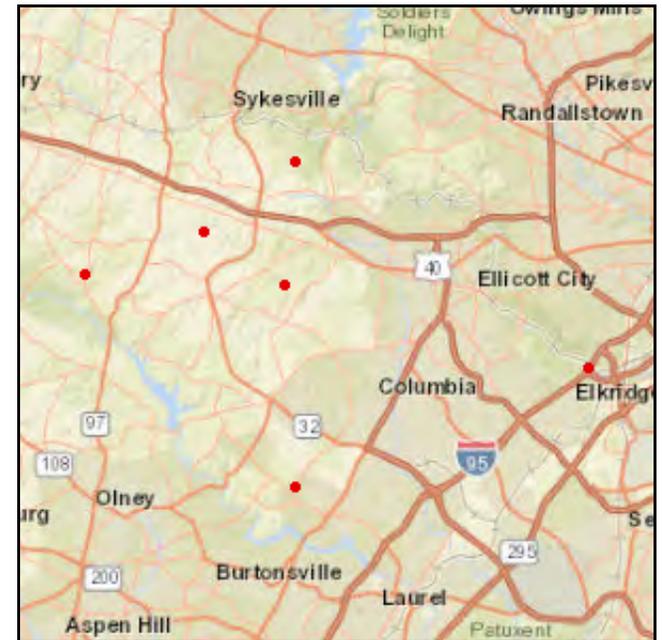
Justification:

This project will alleviate bridge deterioration and improve the safety and longevity of all bridges included in the bridge repair and rehabilitation program.

* Could serve to improve conditions for bicycling and/or walking per approved local, regional and/or statewide bicycle and pedestrian planning documents.

Connection to Long-Range Transportation Planning Goals:

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





Bridge Repairs and Deck Replacement

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$100	\$0	\$0	\$0	\$0	\$100
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Subtotal	\$0	\$100	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,100
Total	\$0	\$100	\$0	\$1,000	\$0	\$0	\$0	\$0	\$1,100

I-95: Moravia Road to Fort McHenry Tunnel

TIP ID	22-1601-41	Year of Operation	2018
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	3.7 miles, 6 to 8 lanes
CIP or CTP ID(s)	MDTA PIN# 2414	Est. Total Cost	\$58,936,000

Description:

This project will reconfigure I-95 to provide four continuous mainline lanes in each direction. The specific limits are from north of the Fort McHenry Toll Plaza to the I-95 Express Toll Lanes (ETLs) in the northbound direction, and from north of the Fort McHenry Toll Plaza to north of O'Donnell Street in the southbound direction. The total work within the limits extends for 3.7 miles in the northbound direction and 1.1 miles in the southbound direction. The project involves restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders, replacement of at-grade median concrete traffic barriers, and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

This project is funded with MDTA toll revenues.

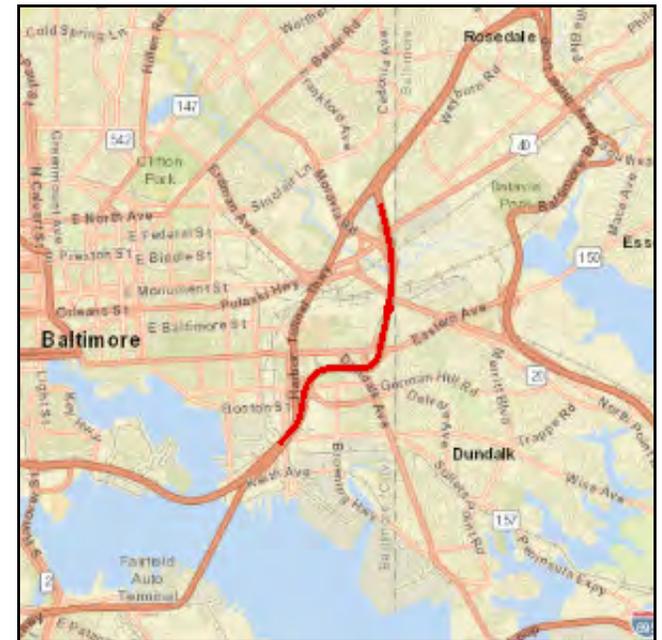
Justification:

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

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

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 6.F Improve System Security -- Increase system redundancy.





I-95: Moravia Road to Fort McHenry Tunnel

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$14,406	\$0	\$0	\$0	\$0	\$0	\$0	\$14,406
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	\$14,406	\$0	\$0	\$0	\$0	\$0	\$0	\$14,406
Total	\$0	\$14,406	\$0	\$0	\$0	\$0	\$0	\$0	\$14,406

I-95 Express Toll Lane Northbound Extension

TIP ID	25-1801-41	Year of Operation	2022
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	7.75 miles, NB 4 to 5 lanes
CIP or CTP ID(s)		Est. Total Cost	\$210,000,000

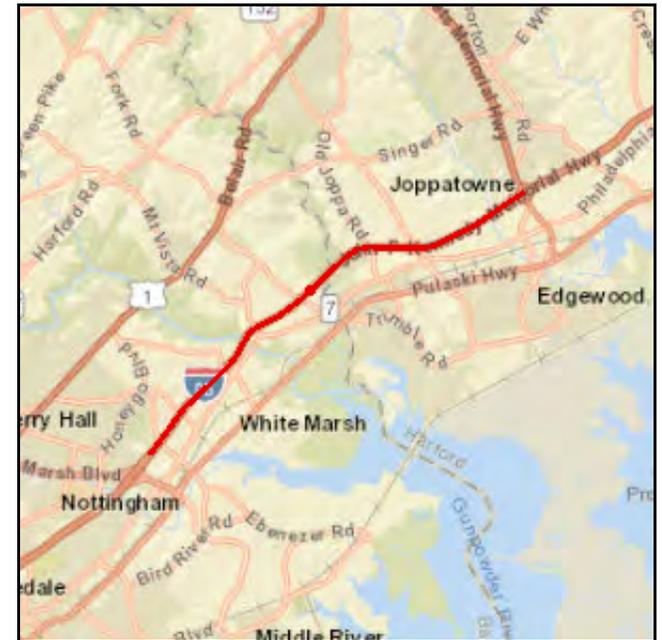
Description:

The proposed improvements will address capacity, operational, and safety concerns that exist today along northbound I-95 and are interim improvements toward the full Section 200 implementation. The interim solution will be funded with MDTA toll revenues and includes:

- a. A single lane Express Toll Lane (ETL) from north of MD 43 to 1 mile south of MD 152 (4.9 miles). The ETL will be separated by a 4' buffer.
- b. A 5th auxiliary lane to MD 152 (1.0 mile). The right most lane will be dropped at the MD 152 off-ramp. The on-ramp from MD 152 will be extended as an auxiliary lane to the MD 24 / MD 924 off-ramp.
- c. Minor modifications to the off-ramp to MD 24 / MD 924
- d. Various corridor improvements including 4 noise walls and a new ITS system.

Justification:

Current traffic operations along northbound I-95 continue to have congestion, safety, and operational concerns. The proposed interim improvements will address these concerns as well as address quality of life by providing 4 noise walls. Finally, the project will provide a new ITS system that will allow MDTA to better operate the facility and address safety issues.



Connection to Long-Range Transportation Planning Goals:

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



I-95 Express Toll Lane Northbound Extension

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$13,160	\$0	\$32,190	\$0	\$61,910	\$0	\$56,670	\$163,930
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$3,307	\$0	\$250	\$0	\$0	\$0	\$0	\$3,557
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$16,467	\$0	\$32,440	\$0	\$61,910	\$0	\$56,670	\$167,487
Total	\$0	\$16,467	\$0	\$32,440	\$0	\$61,910	\$0	\$56,670	\$167,487

Urban Transit Systems - Capital Assistance

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	\$2,364,000

Description:

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

Justification:

Urban transit capital assistance will enable Harford County locally operated transportation systems to operate such that local needs for service can be met.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$340	\$85	\$340	\$85	\$340	\$85	\$340	\$85	\$1,700
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	\$340	\$85	\$340	\$85	\$340	\$85	\$340	\$85	\$1,700

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$133	\$33	\$133	\$33	\$133	\$33	\$133	\$33	\$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	\$133	\$33	\$133	\$33	\$133	\$33	\$133	\$33	\$664
Total	\$473	\$118	\$473	\$118	\$473	\$118	\$473	\$118	\$2,364

Bus and Paratransit Vehicle Overhaul and Replacement

TIP ID	40-1802-05	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)	Multiple	Est. Total Cost	\$198,626,000

Description:

This project provides for the routine replacement of buses past their useful service life. Planned purchases include 301 forty-foot clean diesel buses. MTA will also proactively repair and replace bus components at key points in the vehicle's life, including the vehicle engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, and pneumatic systems. Batteries in hybrid electric buses near the end of their useful life will be replaced. This project also covers the purchase of paratransit vehicles under MTA's Mobility program. Mobility is a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. This project previously had TIP ID 40-1601-05. In addition to the matching funds listed, MTA has committed \$97.5 million in state dollars.

Justification:

In order to reduce operating and maintenance costs, the MTA is committed to procuring new buses to support fleet capacity requirements and to replace aging equipment. This systematic replacement reduces high out of commission rates and the excessive major repair problems that arise from retaining buses beyond their economic life. Replacement with clean diesel buses helps meet higher federal emissions standards. To improve bus reliability, the mini overhaul program for bus vehicles will simultaneously increase vehicle lifespan, improve maintenance efficiency, reduce mechanical breakdowns, mitigate safety risks, develop the workforce through training, and create cost savings. Funds are also needed to provide paratransit vehicles within the Baltimore region. MTA's Mobility program satisfies the American with Disabilities Act (ADA) provisions adopted by the Federal Transit Administration.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$10,245	\$2,561	\$26,212	\$6,553	\$9,172	\$2,293	\$34,607	\$8,652	\$100,295
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	\$10,245	\$2,561	\$26,212	\$6,553	\$9,172	\$2,293	\$34,607	\$8,652	\$100,295



Bus and Paratransit Vehicle Overhaul and Replacement

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$3,625	\$906	\$3,698	\$925	\$3,772	\$943	\$3,848	\$962	\$18,679
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	\$3,625	\$906	\$3,698	\$925	\$3,772	\$943	\$3,848	\$962	\$18,679

Congestion Mitigation and Air Quality

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$14,197	\$3,549	\$24,774	\$6,194	\$15,028	\$3,757	\$9,722	\$2,431	\$79,652
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$14,197	\$3,549	\$24,774	\$6,194	\$15,028	\$3,757	\$9,722	\$2,431	\$79,652
Total	\$28,067	\$7,016	\$54,684	\$13,672	\$27,972	\$6,993	\$48,177	\$12,045	\$198,626

Small Urban Transit Systems - Capital Assistance

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	\$1,600,000

Description:

Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region's small urban transit systems include Carroll Transit System and Anne Arundel County.

Justification:

Small urban transit capital assistance will enable locally operated transportation systems to operate such that local needs for services can be met. The small urban systems are important components of the regional transportation network.

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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



Small Urban Transit Systems - Capital Assistance

(Funding in Thousands)

Section 5339 (Bus and Bus Facilities Formula Program)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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
Total	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600

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	\$2,672,000

Description:

The ridesharing project covers the activities of the ridesharing program in all jurisdictions in the Baltimore region, including the Guaranteed Ride Home (GRH) Program. Entities eligible to receive funding include Baltimore City, Baltimore Metropolitan Council, and Anne Arundel, Howard, and Harford counties.

Justification:

The Maryland Ridesharing Program is to promote the use of alternatives to the single occupant vehicle through mass transit, carpools, and vanpools with financial assistance under the Rideshare/Commuter Assistance Program. Funding is provided to eligible entities 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672
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	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672
Total	\$668	\$0	\$668	\$0	\$668	\$0	\$668	\$0	\$2,672

Small Urban Transit Systems - Operating Assistance

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 Transit System.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Small urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Small Urban Transit Systems - Operating Assistance

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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

Kirk Bus Facility Replacement - Phase 1 & 2

TIP ID	40-1203-65	Year of Operation	2021
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 \$52.4 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 completed; Phase 2 year of completion - 2021.



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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$9,899	\$2,475	\$0	\$0	\$17,173	\$4,293	\$0	\$0	\$33,840
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	\$9,899	\$2,475	\$0	\$0	\$17,173	\$4,293	\$0	\$0	\$33,840
Total	\$9,899	\$2,475	\$0	\$0	\$17,173	\$4,293	\$0	\$0	\$33,840

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	\$193,520,000

Description:

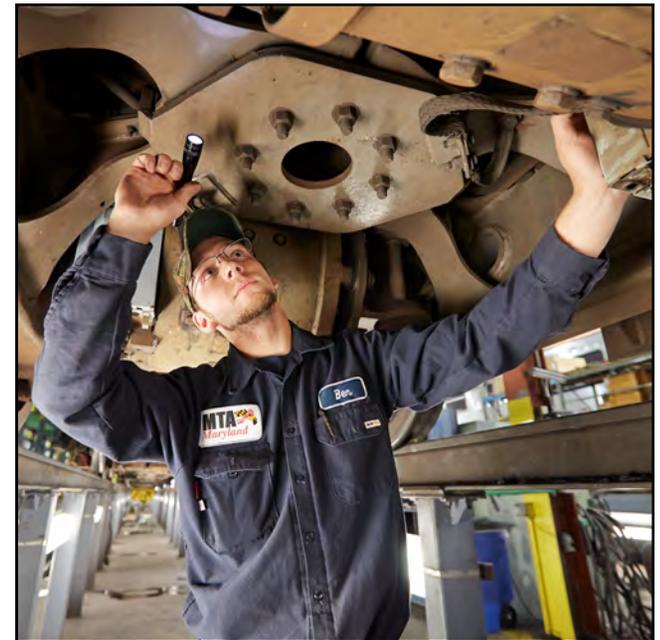
Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort.

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.





Bus and Rail Preventive Maintenance

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$15,066	\$3,766	\$78,759
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	\$15,066	\$3,766	\$78,759

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$22,275	\$5,569	\$22,720	\$5,680	\$23,175	\$5,794	\$23,638	\$5,910	\$114,761
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	\$22,275	\$5,569	\$22,720	\$5,680	\$23,175	\$5,794	\$23,638	\$5,910	\$114,761
Total	\$38,704	\$9,676	\$38,704	\$9,676	\$38,704	\$9,676	\$38,704	\$9,676	\$193,520

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	\$9,360,000

Description:

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

Justification:

This program is intended to enhance mobility for seniors and individuals with disabilities by providing capital and operating funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.

Connection to Long-Range Transportation Planning Goals:

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





Seniors and Individuals with Disabilities

(Funding in Thousands)

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$9,360
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$9,360
Total	\$3,370	\$1,310	\$0	\$0	\$3,370	\$1,310	\$0	\$0	\$9,360

Urban Transit Systems - Operating Assistance

TIP ID	40-1603-61	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)	N/A	Est. Total Cost	\$13,008,000

Description:

Operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South Urbanized Area. Transit agencies eligible for funding include Harford County Transportation Services.

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Urban transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Urban Transit Systems - Operating Assistance

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$13,008
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	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$13,008
Total	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$1,626	\$13,008

Agencywide System Preservation and Improvement

TIP ID	40-1801-64	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	\$20,245,000

Description:

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

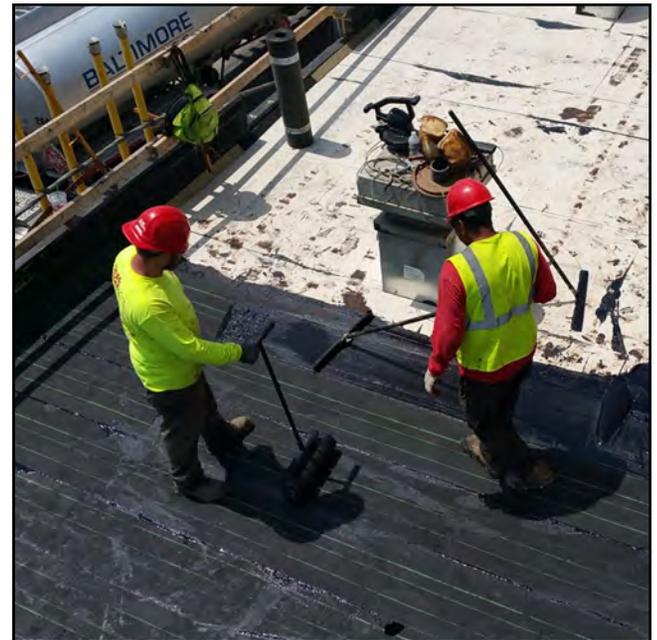
In addition to the matching funds listed, MTA has committed \$80.4 million in state dollars.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.





Agencywide System Preservation and Improvement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$7,429	\$1,857	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	\$20,245
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	\$7,429	\$1,857	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	\$20,245
Total	\$7,429	\$1,857	\$6,074	\$1,519	\$2,693	\$673	\$0	\$0	\$20,245

Bus System Preservation and Improvement

TIP ID	40-1803-64	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	\$3,227,000

Description:

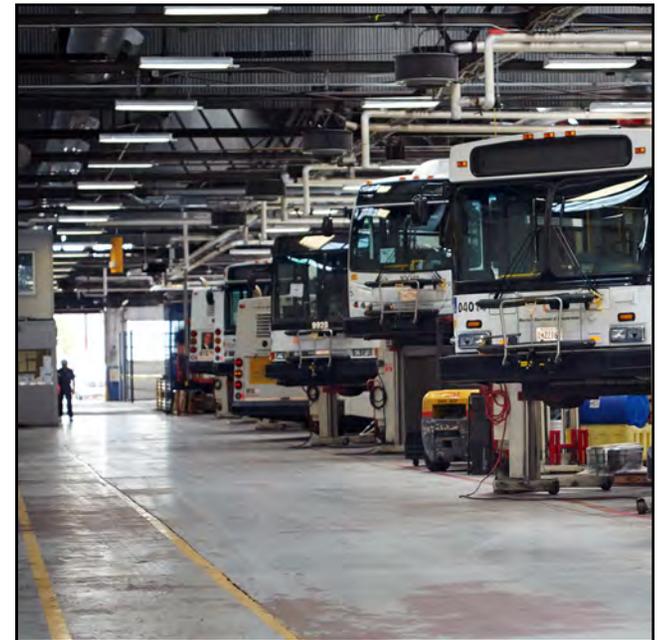
This is an ongoing project to rehabilitate bus facilities and infrastructure, including operating division and MTA offices. This ongoing project also includes funding for the BaltimoreLink project to include Bus Link Transit Hubs and Bus Link Transit Signal Priority. In addition to the matching funds listed, MTA has committed \$10.6 million in state dollars.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





Bus System Preservation and Improvement

(Funding in Thousands)

Section 5307 Flex (STBG funds flexed to Section 5307)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,067	\$517	\$514	\$129	\$0	\$0	\$0	\$0	\$3,227
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	\$2,067	\$517	\$514	\$129	\$0	\$0	\$0	\$0	\$3,227
Total	\$2,067	\$517	\$514	\$129	\$0	\$0	\$0	\$0	\$3,227

Metro and Light Rail Rolling Stock Overhauls and Replacement

TIP ID	40-1804-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Fleet improvement
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Multiple	Est. Total Cost	\$225,791,000

Description:

The Metro Railcar fleet consists of 90 cars that have surpassed the 30-year design life. Replacement of the railcar fleet will provide passengers with enhanced comfort, conveniences, and ensure improved reliability. The Light Rail vehicle fleet will require the plan and design of maintenance objectives to perform a 15-year inspection of the major and sub-assemblies of the original 35-vehicle fleet. The inspections will identify and remedy all obsolete parts issues in order to overhaul the major and sub-assemblies according to manufacturer recommendations and facilitate any modifications deemed necessary by engineering or OEM for 15-year maintenance. The first vehicles were placed back in service in 2015, and the last vehicle will be placed back in service in 2020. In addition to the matching funds listed, MTA has committed \$147.2 million in state dollars.

Justification:

The replacement of Metro vehicles and the Signaling System with modern and reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. The MTA's Metro Signaling System consists of a double tracked train controlled signaling system that is 15 miles long. The Metro train control system was installed in three phases and the oldest section is currently 30 yrs old. The Automatic Train Protection system is currently experiencing reliability issues due to its age and parts obsolescence thus increasing maintainability issues across its various systems and sub-systems. The replacement of the Signaling System with modern, reliable equipment will enhance passenger comfort, ensure better reliability and offer improved safety. Light rail fleet overhaul is designed to reduce system failures and improve reliability and service.

Connection to Long-Range Transportation Planning Goals:

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





Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$5,441	\$1,360	\$539	\$135	\$12,848	\$3,212	\$20,848	\$5,212	\$49,595
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	\$5,441	\$1,360	\$539	\$135	\$12,848	\$3,212	\$20,848	\$5,212	\$49,595



Metro and Light Rail Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5307 Flex (STBG funds flexed to Section 5307)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,027	\$1,007	\$26,883	\$6,721	\$0	\$0	\$0	\$0	\$38,638
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,027	\$1,007	\$26,883	\$6,721	\$0	\$0	\$0	\$0	\$38,638

Congestion Mitigation and Air Quality

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$29,053	\$7,263	\$18,680	\$4,670	\$28,222	\$7,056	\$34,091	\$8,523	\$137,558
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	\$29,053	\$7,263	\$18,680	\$4,670	\$28,222	\$7,056	\$34,091	\$8,523	\$137,558
Total	\$38,521	\$9,630	\$46,102	\$11,526	\$41,070	\$10,268	\$54,939	\$13,735	\$225,791

Metro and Light Rail System Preservation and Improvement

TIP ID	40-1805-64	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	\$32,359,000

Description:

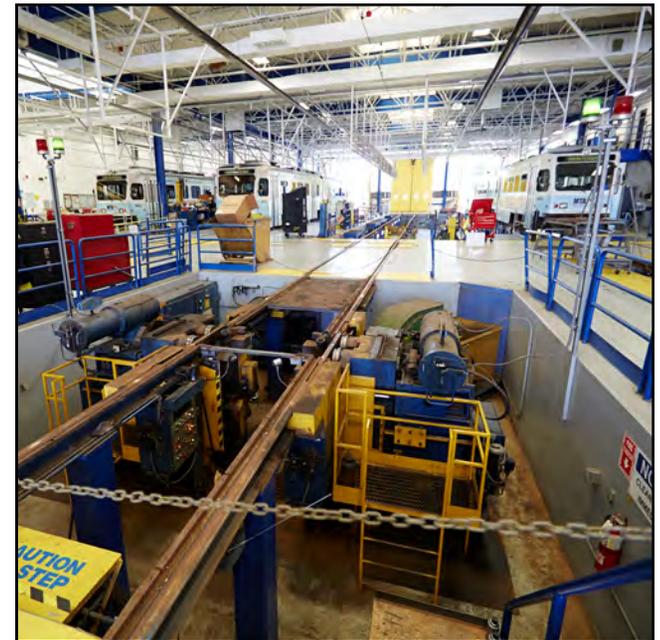
This is an ongoing project to rehabilitate Light Rail and Metro facilities, infrastructure, track, and equipment. In addition to the matching funds listed, MTA has committed \$209.3 million in state dollars.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





Metro and Light Rail System Preservation and Improvement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$12,658	\$3,165	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	\$32,359
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	\$12,658	\$3,165	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	\$32,359
Total	\$12,658	\$3,165	\$3,286	\$822	\$9,942	\$2,486	\$0	\$0	\$32,359

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	\$1,904,000

Description:

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

Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.

Justification:

Rural transit operating assistance will enable transportation systems to finance the operation of their services.

Connection to Long-Range Transportation Planning Goals:

3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Rural Transit Systems - Operating Assistance

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904
Total	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$238	\$1,904

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	\$38,885,000

Description:

This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$13.2 million in state dollars.

Justification:

Overhauls will extend the life of mechanical systems and car bodies. This will have the effect of providing safe and reliable vehicles for MARC service while also complying with federally mandated maintenance regulations.

Connection to Long-Range Transportation Planning Goals:

2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.





MARC Rolling Stock Overhauls and Replacement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$434	\$109	\$75	\$19	\$637
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$434	\$109	\$75	\$19	\$637



MARC Rolling Stock Overhauls and Replacement

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$10,877	\$2,719	\$14,441	\$3,610	\$2,920	\$730	\$2,361	\$590	\$38,248
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	\$10,877	\$2,719	\$14,441	\$3,610	\$2,920	\$730	\$2,361	\$590	\$38,248
Total	\$10,877	\$2,719	\$14,441	\$3,610	\$3,354	\$839	\$2,436	\$609	\$38,885

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	\$40,895,000

Description:

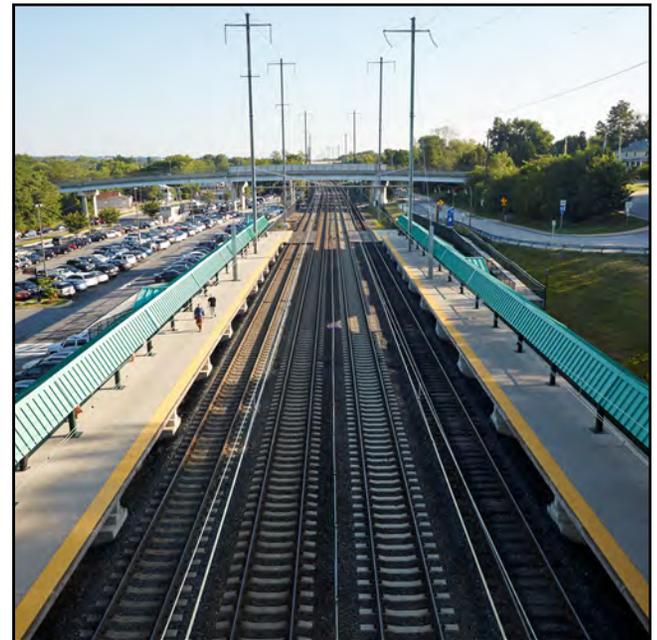
This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to the Brunswick and Camden lines, system-wide parking lot improvements, the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines, implementation and development of Positive Train Control for MARC, implementation of an audio/visual warning system for approaching MARC trains, and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$15.4 million in state dollars.

Justification:

Investments in passenger rail corridor infrastructure improvements are necessary to maintain/improve the safety and quality of MARC infrastructure.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





MARC Improvements

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$243	\$61	\$1,187	\$297	\$2,412	\$603	\$4,803
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	\$243	\$61	\$1,187	\$297	\$2,412	\$603	\$4,803



MARC Improvements

(Funding in Thousands)

Section 5337 (State of Good Repair Formula Program)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,104	\$1,026	\$4,973	\$1,243	\$10,154	\$2,538	\$9,643	\$2,411	\$36,092
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	\$4,104	\$1,026	\$4,973	\$1,243	\$10,154	\$2,538	\$9,643	\$2,411	\$36,092
Total	\$4,104	\$1,026	\$5,216	\$1,304	\$11,341	\$2,835	\$12,055	\$3,014	\$40,895

MARC Facilities

TIP ID	70-1503-55	Year of Operation	Ongoing
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 Garage - 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) MARC Martin State Airport – Purchase private property & construct 2 additional storage tracks.
- 4) BWI Station Improvements - Renovation of BWI Station

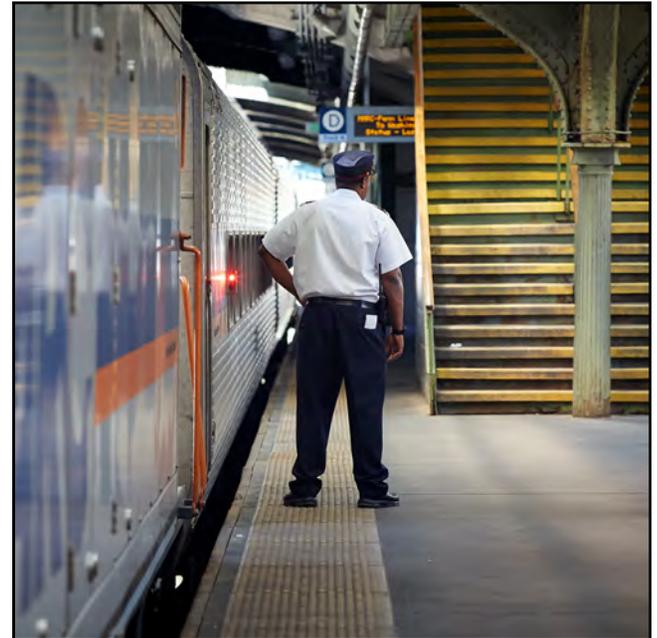
Justification:

- 1) Space needed in the Baltimore region for MARC train maintenance and storage.
- 2) Repairs will extend the useful life of the garages and support continued ridership on the MARC system from this location.
- 3) Space needed in the Baltimore region for MARC train maintenance and storage.
- 4) BWI Station is in need of renovation to maintain a state of good repair.

Note: In addition to the matching funds listed, MTA has committed \$6.8 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$5,530	\$1,383	\$497	\$124	\$13,580	\$3,395	\$11,068	\$2,767	\$38,344
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	\$5,530	\$1,383	\$497	\$124	\$13,580	\$3,395	\$11,068	\$2,767	\$38,344
Total	\$5,530	\$1,383	\$497	\$124	\$13,580	\$3,395	\$11,068	\$2,767	\$38,344

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-10	Est. Total Cost	\$2,400,000

Description:

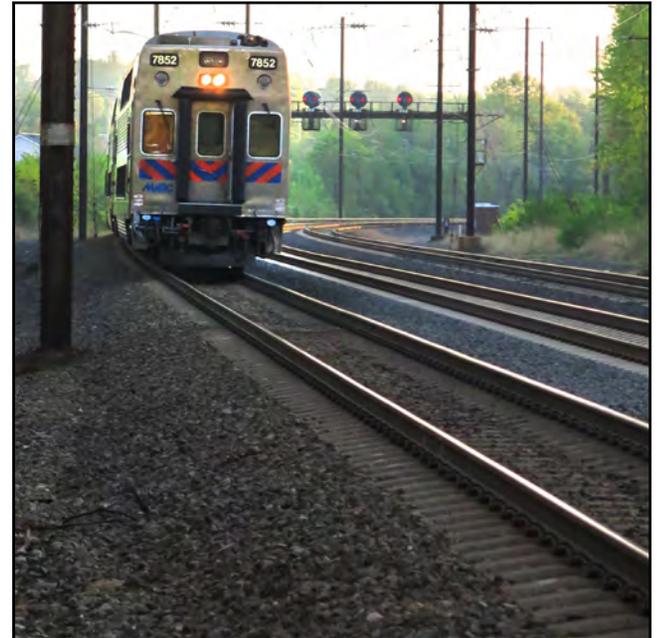
The Maryland Department of Transportation (MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA's Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400
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	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400
Total	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400

Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

TIP ID	90-1901-99	Year of Operation	NA
Agency	Office of the Secretary	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-8	Est. Total Cost	\$14,326,000

Description:

Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshal Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system.

This phase of the project is being funded by a grant from the Federal Railroad Administration with matching funds provided by BWRR. This project is represented in both the Baltimore Regional Transportation Board (BRTB) (50%) and National Capital Region Transportation Planning Board (TPB) (50%) TIPs.

Justification:

Over the next 30 years, population in the Baltimore-Washington region is expected to grow by 30 percent, significantly increasing demand on roadways and railways between the two cities. The purpose of BWRR’s proposed action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington, with possible future extensions to New York City.

Connection to Long-Range Transportation Planning Goals:

- 4.C Increase Mobility -- Expand transit service coverage / hours of operation.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

(Funding in Thousands)

Federal Railroad Administration

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$6,400	\$1,600	\$5,061	\$1,265	\$0	\$0	\$0	\$0	\$14,326
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,400	\$1,600	\$5,061	\$1,265	\$0	\$0	\$0	\$0	\$14,326
Total	\$6,400	\$1,600	\$5,061	\$1,265	\$0	\$0	\$0	\$0	\$14,326

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:

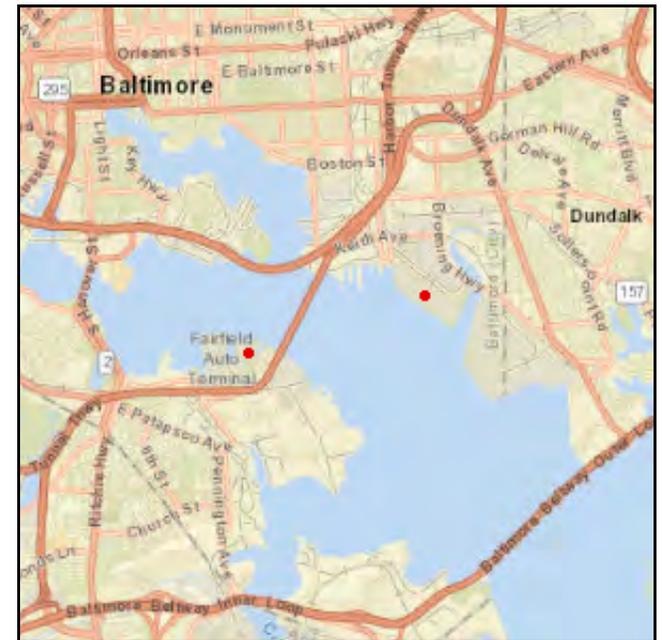
MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

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 are able to transit the Panama Canal. 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,926	\$2,074	\$1,074	\$3,026	\$0	\$0	\$0	\$0	\$8,100
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	\$1,926	\$2,074	\$1,074	\$3,026	\$0	\$0	\$0	\$0	\$8,100
Total	\$1,926	\$2,074	\$1,074	\$3,026	\$0	\$0	\$0	\$0	\$8,100

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	\$31,000,000

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$7,200	\$1,800	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$27,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$8,000	\$2,000	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$31,000
Total	\$8,000	\$2,000	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$31,000

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	\$139,600,000

Description:

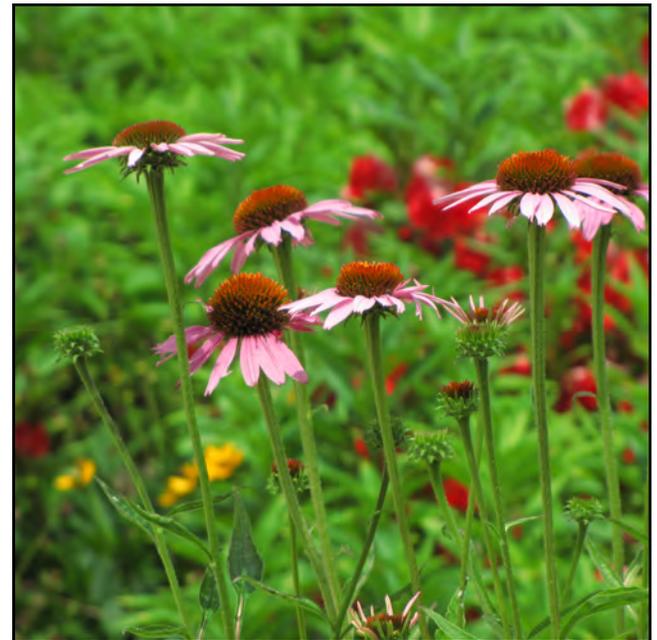
This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements, which may include but are not limited to, projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$960	\$240	\$960	\$240	\$960	\$240	\$960	\$240	\$4,800



Areawide Environmental Projects

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$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	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$18,000

Recreational Trails Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400



Areawide Environmental Projects

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
Subtotal	\$28,880	\$7,220	\$28,880	\$7,220	\$16,880	\$4,220	\$16,880	\$4,220	\$114,400
Total	\$33,920	\$8,480	\$33,920	\$8,480	\$21,920	\$5,480	\$21,920	\$5,480	\$139,600

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	\$76,000,000

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400
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	\$880	\$220	\$880	\$220	\$880	\$220	\$880	\$220	\$4,400

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,200	\$300	\$1,200	\$300	\$1,040	\$260	\$1,040	\$260	\$5,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PP	\$800	\$200	\$640	\$160	\$640	\$160	\$640	\$160	\$3,400
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$2,120	\$530	\$1,960	\$490	\$1,800	\$450	\$1,800	\$450	\$9,600



Areawide Congestion Management

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$40,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$4,000	\$1,000	\$4,000	\$1,000	\$3,200	\$800	\$3,200	\$800	\$18,000
PP	\$800	\$200	\$800	\$200	\$640	\$160	\$640	\$160	\$3,600
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$12,880	\$3,220	\$12,880	\$3,220	\$11,920	\$2,980	\$11,920	\$2,980	\$62,000
Total	\$15,880	\$3,970	\$15,720	\$3,930	\$14,600	\$3,650	\$14,600	\$3,650	\$76,000

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	\$125,400,000

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).





2019 - 2022 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$28,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$960	\$240	\$960	\$240	\$960	\$240	\$960	\$240	\$4,800
PP	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
ROW	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
Subtotal	\$7,200	\$1,800	\$7,200	\$1,800	\$7,200	\$1,800	\$7,200	\$1,800	\$36,000



2019 - 2022 Transportation Improvement Program

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$8,000	\$2,000	\$7,200	\$1,800	\$6,400	\$1,600	\$6,400	\$1,600	\$35,000
PP	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
ROW	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
Subtotal	\$18,880	\$4,720	\$18,080	\$4,520	\$17,280	\$4,320	\$17,280	\$4,320	\$89,400
Total	\$26,080	\$6,520	\$25,280	\$6,320	\$24,480	\$6,120	\$24,480	\$6,120	\$125,400

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	\$386,000,000

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).





2019 - 2022 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$6,000	\$1,500	\$6,000	\$1,500	\$6,000	\$1,500	\$6,000	\$1,500	\$30,000
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	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$32,000



2019 - 2022 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$41,920	\$10,480	\$41,920	\$10,480	\$40,000	\$10,000	\$40,000	\$10,000	\$204,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,040	\$260	\$1,040	\$260	\$1,040	\$260	\$1,040	\$260	\$5,200
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
Subtotal	\$43,760	\$10,940	\$43,760	\$10,940	\$41,840	\$10,460	\$41,840	\$10,460	\$214,000

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$28,000	\$7,000	\$28,000	\$7,000	\$24,000	\$6,000	\$24,000	\$6,000	\$130,000
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	\$30,000	\$7,500	\$30,000	\$7,500	\$26,000	\$6,500	\$26,000	\$6,500	\$140,000
Total	\$80,160	\$20,040	\$80,160	\$20,040	\$74,240	\$18,560	\$74,240	\$18,560	\$386,000

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	\$234,060,000

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$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	\$2,672	\$668	\$2,672	\$668	\$2,672	\$668	\$2,672	\$668	\$13,360



2019 - 2022 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$32,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
Subtotal	\$7,520	\$1,880	\$7,520	\$1,880	\$7,520	\$1,880	\$7,520	\$1,880	\$37,600

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$20,000	\$5,000	\$16,000	\$4,000	\$16,000	\$4,000	\$16,000	\$4,000	\$85,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$1,280	\$320	\$240	\$60	\$240	\$60	\$240	\$60	\$2,500
Subtotal	\$22,000	\$5,500	\$16,960	\$4,240	\$16,960	\$4,240	\$16,960	\$4,240	\$91,100



2019 - 2022 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$16,000	\$4,000	\$16,000	\$4,000	\$16,000	\$4,000	\$80,000
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	\$18,400	\$4,600	\$18,400	\$4,600	\$18,400	\$4,600	\$18,400	\$4,600	\$92,000
Total	\$50,592	\$12,648	\$45,552	\$11,388	\$45,552	\$11,388	\$45,552	\$11,388	\$234,060

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	\$24,200,000

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.





Areawide Urban Reconstruction

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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



Areawide Urban Reconstruction

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
PP	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
ROW	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
Subtotal	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$24,000
Total	\$4,840	\$1,210	\$4,840	\$1,210	\$4,840	\$1,210	\$4,840	\$1,210	\$24,200

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	\$135,000

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$45	\$0	\$45	\$0	\$45	\$0	\$0	\$0	\$135
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	\$0	\$0	\$135
Total	\$45	\$0	\$45	\$0	\$45	\$0	\$0	\$0	\$135

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	\$138,926,000

Description:

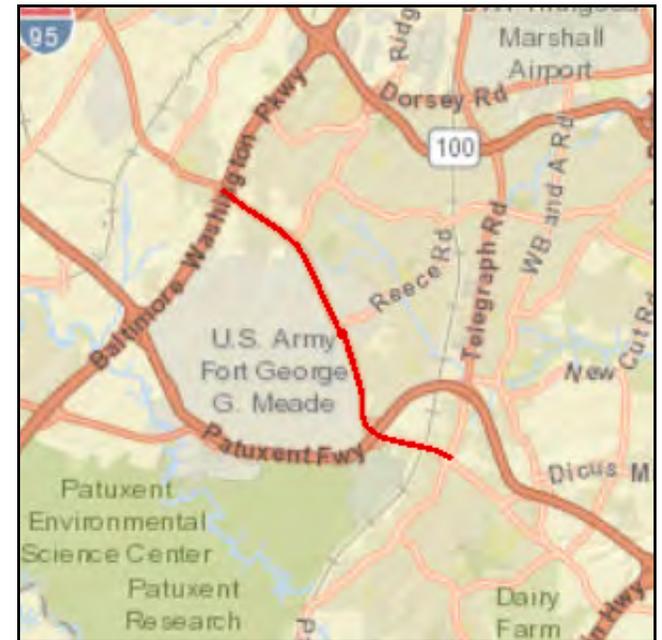
The purpose of this project is to improve access to Fort Meade. The section from MD 295 to MD 32 includes widening from 2 or 4 lanes to 6 lanes. The section from MD 32 to MD 170 includes interchange and intersection improvements. The entire corridor will see bicycle and pedestrian accommodations. Segment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

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





2019 - 2022 Transportation Improvement Program

MD 175: MD 295 to MD 170

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$144
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$144
Total	\$0	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$144

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	\$191,803,000

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.

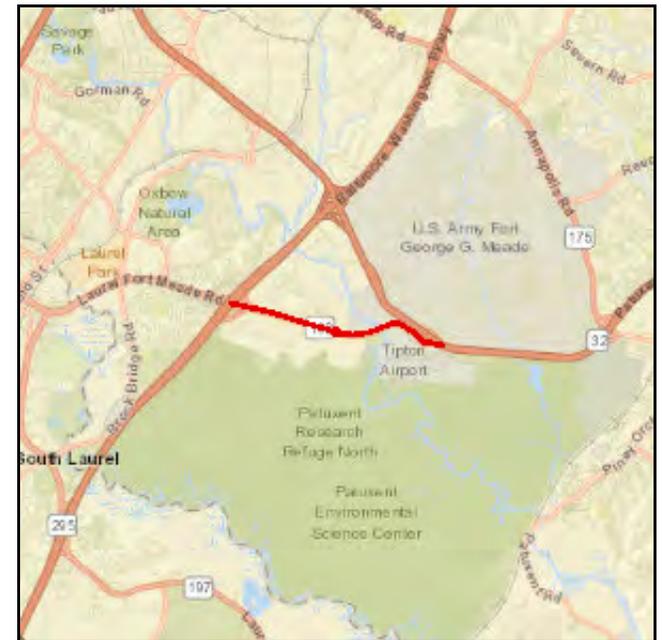
Phase I, MD 198/MD 295 partial interchange project is funded for preliminary engineering, flowed under this TIP ID. This phase will widen the roadway to add turning lanes. However, it does not add additional through lanes. The estimated total cost includes projected funding that will be required to construct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

Justification:

MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade has experienced 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$138
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$138
Total	\$0	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$138

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	\$24,889,000

Description:

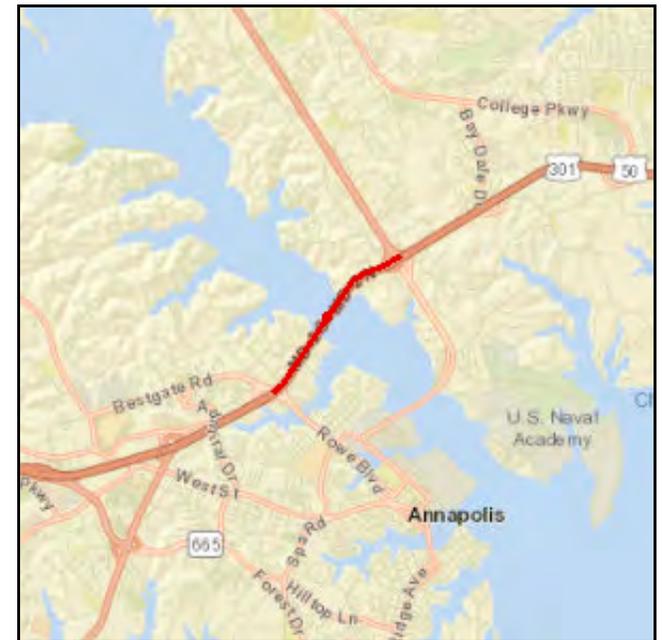
Project to ease congestion on US 50 from MD 70 to MD 2 (northbound), by restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate one additional eastbound travel lane for the length of the project.

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





2019 - 2022 Transportation Improvement Program

US 50: MD 70 to MD 2

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$5,967	\$0	\$0	\$0	\$0	\$0	\$0	\$5,967
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	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$62
Subtotal	\$0	\$6,029	\$0	\$0	\$0	\$0	\$0	\$0	\$6,029
Total	\$0	\$6,029	\$0	\$0	\$0	\$0	\$0	\$0	\$6,029

MD 175: Disney Road to Reece Road

TIP ID	61-1601-41	Year of Operation	2019
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	\$19,280,000

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.

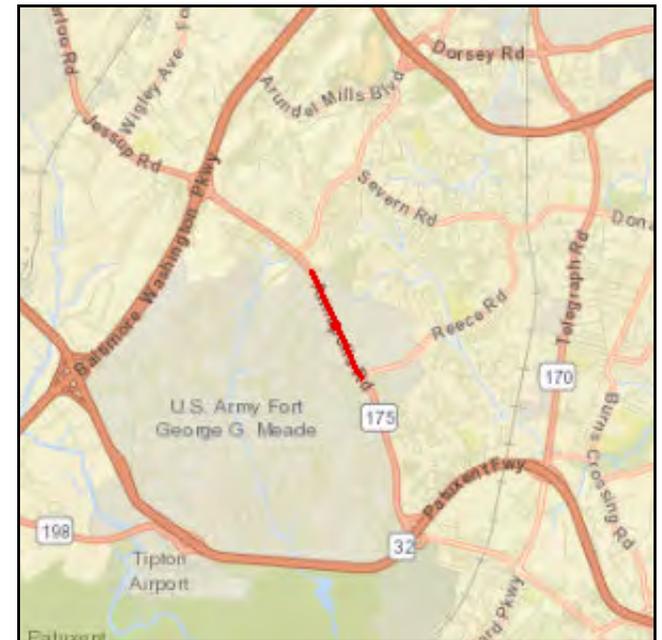
Phase 1, widening MD 175 through the MD 295 interchange from National Business Parkway to McCarron Court, has TIP ID# 61-1701-41.

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 Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$161	\$730	\$4,058	\$748	\$0	\$0	\$0	\$0	\$5,697
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	\$161	\$730	\$4,058	\$748	\$0	\$0	\$0	\$0	\$5,697



MD 175: Disney Road to Reece Road

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$3,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,865
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	\$3,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,865
Total	\$4,026	\$730	\$4,058	\$748	\$0	\$0	\$0	\$0	\$9,562

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	\$87,212,000

Description:

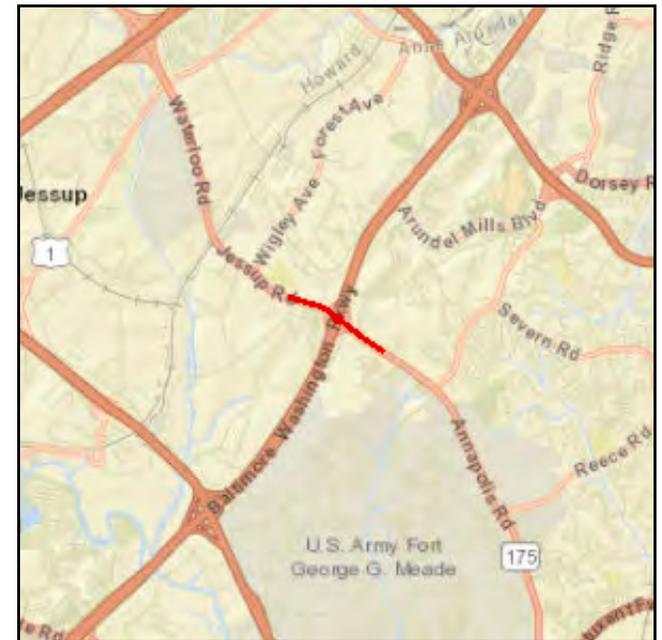
This project will widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes, including through the MD 295 interchange. It also reconfigures ramps in the northeast and southwest quadrants of the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian facilities will be provided. This project is Phase 1 of the improvements identified in the MD 175: MD 295 to MD 170 corridor project, which has TIP ID # 61-0605-41. Phase 2, widening MD 175 from Disney Road to Reece Road, has TIP ID# 61-1601-41.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





MD 175: National Business Parkway to McCarron Court

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,329	\$1,221	\$9,766	\$2,755	\$12,126	\$3,420	\$12,551	\$3,540	\$49,708
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	\$4,329	\$1,221	\$9,766	\$2,755	\$12,126	\$3,420	\$12,551	\$3,540	\$49,708

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$1,710	\$0	\$582	\$0	\$388	\$0	\$0	\$2,680
Subtotal	\$0	\$1,710	\$0	\$582	\$0	\$388	\$0	\$0	\$2,680

Total	\$4,329	\$2,931	\$9,766	\$3,337	\$12,126	\$3,808	\$12,551	\$3,540	\$52,388
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I-695 at Cromwell Bridge Road - Drainage Improvement

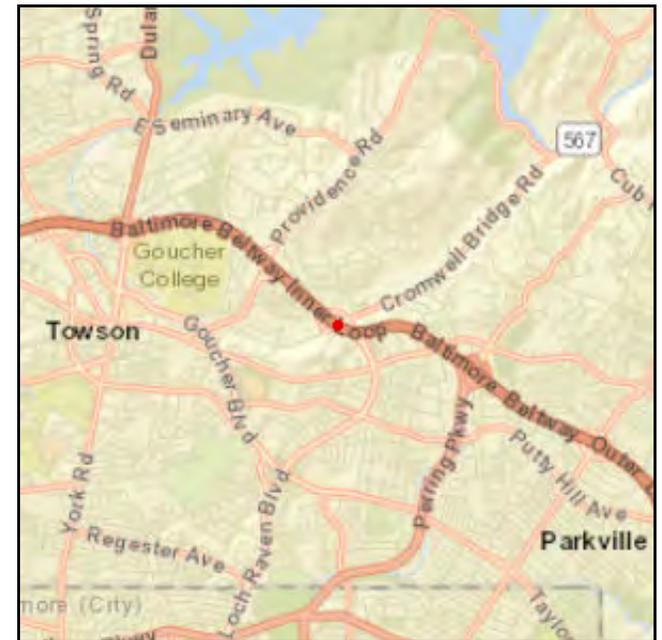
TIP ID	63-1801-38	Year of Operation	2020
Agency	SHA - Baltimore County	Project Type	Environmental other
Project Category	Environmental/Safety	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	BA7121	Est. Total Cost	\$13,397,000

Description:

This project involves the following improvements: restoration of the stream channel and repair of SHA drainage outfalls and outfall channels, construction of stormwater management facilities to provide water quality treatment, and relocation of the Baltimore County sewer line.

Justification:

The stream channel is degraded, is causing erosion, and needs repair. Water from SHA impervious surfaces is currently untreated. These improvements provide mitigation for I-695 from US 40 to MD 144 (SWOL II - BA7275172) and for future MDOT SHA projects.



Connection to Long-Range Transportation Planning Goals:

- 5.B Conserve and Enhance the Environment -- Reduce surface runoff.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.



2019 - 2022 Transportation Improvement Program

I-695 at Cromwell Bridge Road - Drainage Improvement

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$6,599	\$1,861	\$317	\$90	\$0	\$0	\$0	\$0	\$8,867
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	\$76	\$76
Subtotal	\$6,599	\$1,861	\$317	\$90	\$0	\$0	\$0	\$76	\$8,943

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$151	\$0	\$151	\$0	\$151	\$0	\$0	\$453
Subtotal	\$0	\$151	\$0	\$151	\$0	\$151	\$0	\$0	\$453

Total	\$6,599	\$2,012	\$317	\$241	\$0	\$151	\$0	\$76	\$9,396
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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	0.4 miles, 2 to 3 lanes
CIP or CTP ID(s)	BA7291	Est. Total Cost	\$21,426,000

Description:

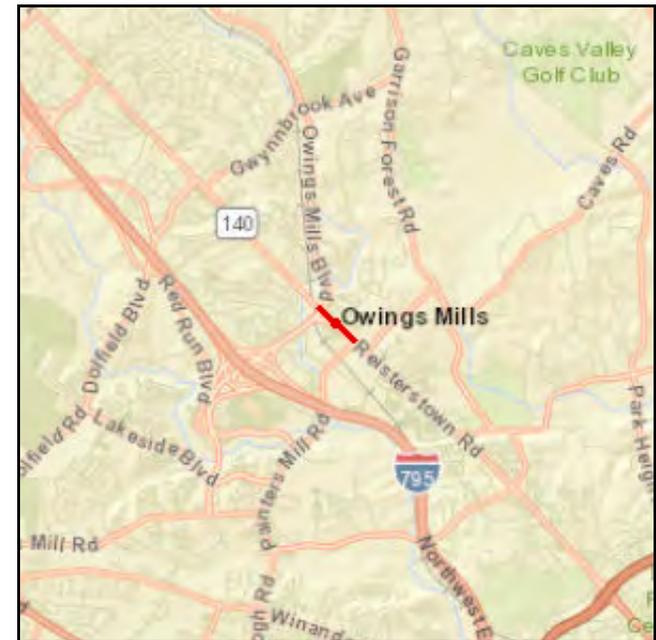
Capacity and safety improvements to MD 140 from north of Painters Mill Road to Owings Mills Boulevard including; an additional through lane on southbound MD 140, addition of left and right turn lanes, and added width for bicycle compatibility. This results in two through lanes on northbound MD 140 and three through lanes on southbound MD 140. 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 would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 business corridor.

Connection to Long-Range Transportation Planning Goals:

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





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

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$250	\$0	\$390	\$0	\$0	\$0	\$0	\$640
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$250	\$0	\$390	\$0	\$0	\$0	\$0	\$640
Total	\$0	\$250	\$0	\$390	\$0	\$0	\$0	\$0	\$640

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	\$123,959,000

Description:

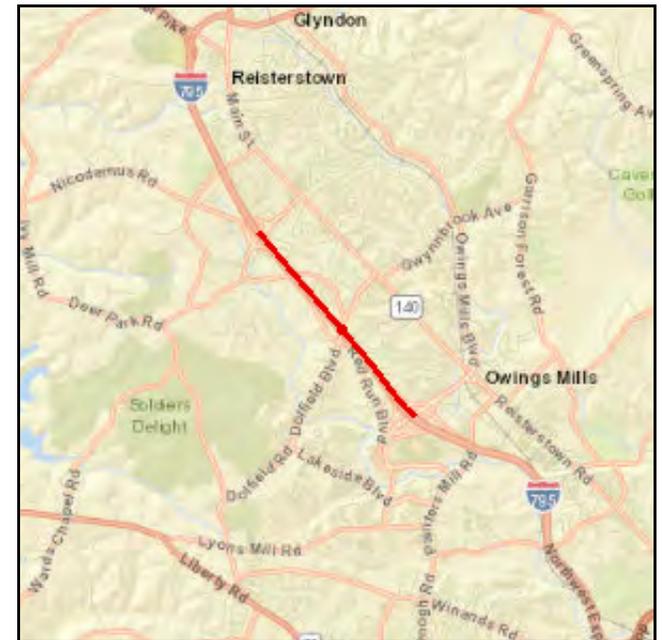
This study has identified a preferred alternative that constructs a new interchange at the existing Pleasant Hill Road overpass. The project also includes widening I-795 from 4 to 6 lanes between Owings Mills and Franklin Boulevards. Funding will take preliminary engineering to the 30% stage, when phasing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





2019 - 2022 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$675	\$75	\$990	\$110	\$1,391	\$154	\$0	\$0	\$3,395
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$675	\$75	\$990	\$110	\$1,391	\$154	\$0	\$0	\$3,395
Total	\$675	\$75	\$990	\$110	\$1,391	\$154	\$0	\$0	\$3,395

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

TIP ID	63-1203-41	Year of Operation	2019
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	\$18,109,000

Description:

Improvements include widening northbound MD 140 to provide a third through lane (lane is 16'-wide bicycle-compatible) and 5' raised median, constructing 5' ADA-compliant sidewalks, resurfacing roadway, landscaping, and utility relocations. Southbound improvements to be provided by a developer.

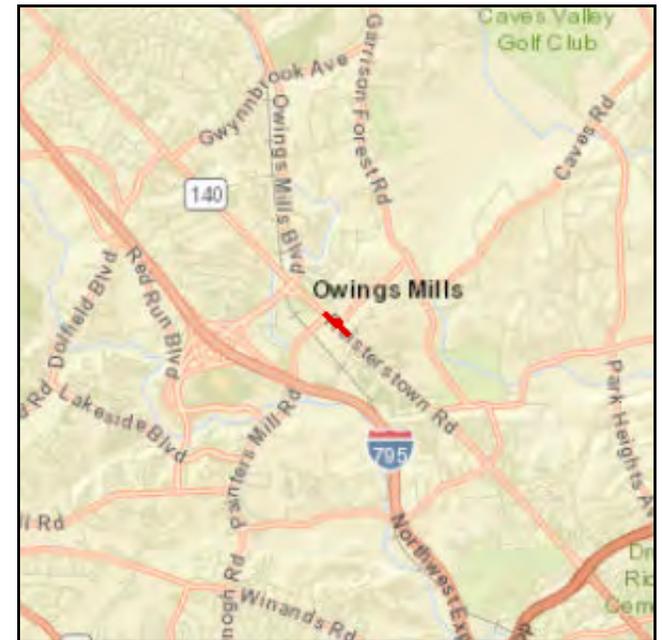
This is phase 1 of MD 140 construction. Phase 2 is the MD 140: North of Painters Mill Road to Owings Mills Boulevard project (TIP ID #63-0802-41).

Justification:

This project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the proposed development in the area, including the Transit-oriented Development at the Owings Mills Metro Station and Foundry Row.

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: Garrison View Road to Painters Mill Road - Phase 1

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$2,495	\$0	\$0	\$0	\$0	\$0	\$0	\$2,495
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	\$447	\$0	\$147	\$0	\$37	\$0	\$0	\$631
Subtotal	\$0	\$2,942	\$0	\$147	\$0	\$37	\$0	\$0	\$3,126
Total	\$0	\$2,942	\$0	\$147	\$0	\$37	\$0	\$0	\$3,126

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, 1.2 miles
CIP or CTP ID(s)	BA7271	Est. Total Cost	\$105,407,000

Description:

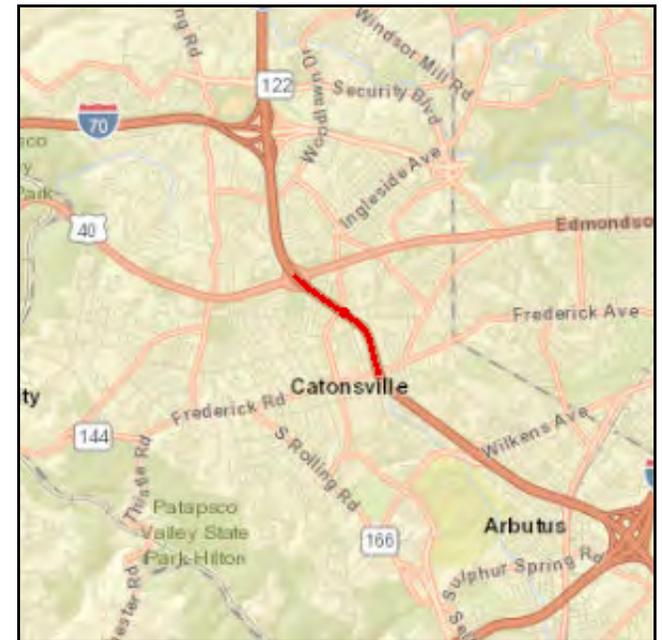
This project will widen I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook to US 40 as part of this project. This project is a breakout of the I-695: I-95 to MD 122 (Southwest Beltway) project which has TIP ID #63-0602-41 and is currently on hold.

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





2019 - 2022 Transportation Improvement Program

I-695: US 40 to MD 144

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,191	\$414	\$2,191	\$414	\$0	\$0	\$0	\$0	\$5,210
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	\$2,191	\$414	\$2,191	\$414	\$0	\$0	\$0	\$0	\$5,210



2019 - 2022 Transportation Improvement Program

I-695: US 40 to MD 144

(Funding in Thousands)

National Highway System

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$12,727	\$1,740	\$9,185	\$10,080	\$0	\$0	\$0	\$0	\$33,732
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	\$47	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47
Subtotal	\$12,774	\$1,740	\$9,185	\$10,080	\$0	\$0	\$0	\$0	\$33,779

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$288	\$0	\$0	\$0	\$6,502	\$0	\$0	\$6,790
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$760	\$0	\$0	\$0	\$0	\$0	\$0	\$760
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$272	\$0	\$254	\$0	\$0	\$0	\$0	\$526
Subtotal	\$0	\$1,320	\$0	\$254	\$0	\$6,502	\$0	\$0	\$8,076
Total	\$14,965	\$3,474	\$11,376	\$10,748	\$0	\$6,502	\$0	\$0	\$47,065

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

TIP ID	63-1602-43	Year of Operation	2018
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	\$51,333,000

Description:

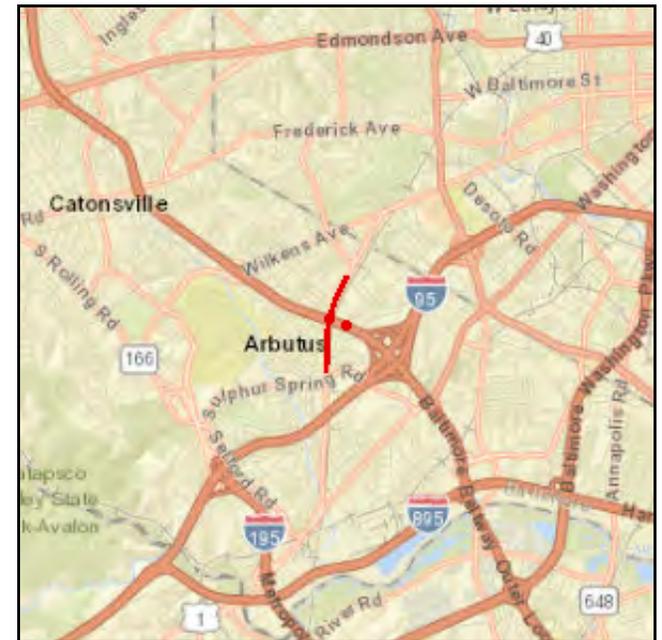
Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave; Bridge 0311405 on I-695 Inner Loop over Leeds Avenue, US 1, AMTRAK and Herbert Run. The project also includes the realignment of the I-695 northbound on-ramp from Leeds Ave. to US 1. Both bridges will be widened to accommodate the future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

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





2019 - 2022 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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
Subtotal	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$104
Subtotal	\$0	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$104
Total	\$0	\$114	\$0	\$0	\$0	\$0	\$0	\$0	\$114

I-695: Bridge Replacement on Crosby Road

TIP ID	63-1702-43	Year of Operation	2019
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	\$8,241,000

Description:

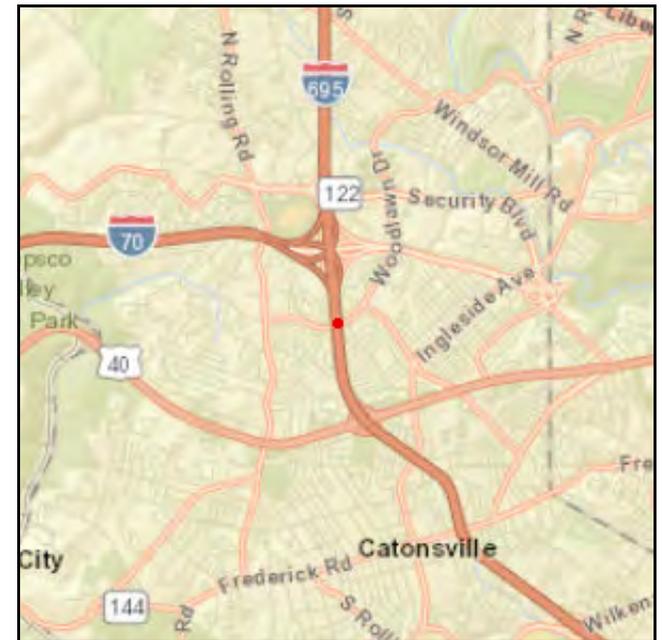
The project will replace bridge no. 03125 along Crosby Road over I-695. The replacement bridge will accommodate future widening of I-695. No additional capacity is being provided at this time. 5 foot shoulders and 5 foot ADA compliant sidewalks are planned on both sides.

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





2019 - 2022 Transportation Improvement Program

I-695: Bridge Replacement on Crosby Road

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$301	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$376
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	\$301	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$376

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,949	\$0	\$0	\$0	\$0	\$0	\$0	\$1,949
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$153	\$0	\$0	\$0	\$0	\$0	\$0	\$153
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$2	\$0	\$2	\$0	\$2	\$0	\$1	\$7
Subtotal	\$0	\$2,104	\$0	\$2	\$0	\$2	\$0	\$1	\$2,109
Total	\$301	\$2,179	\$0	\$2	\$0	\$2	\$0	\$1	\$2,485

I-695: I-70 to MD 43

TIP ID	63-1802-41	Year of Operation	2023
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, 19 miles
CIP or CTP ID(s)	BANEW2	Est. Total Cost	\$251,000,000

Description:

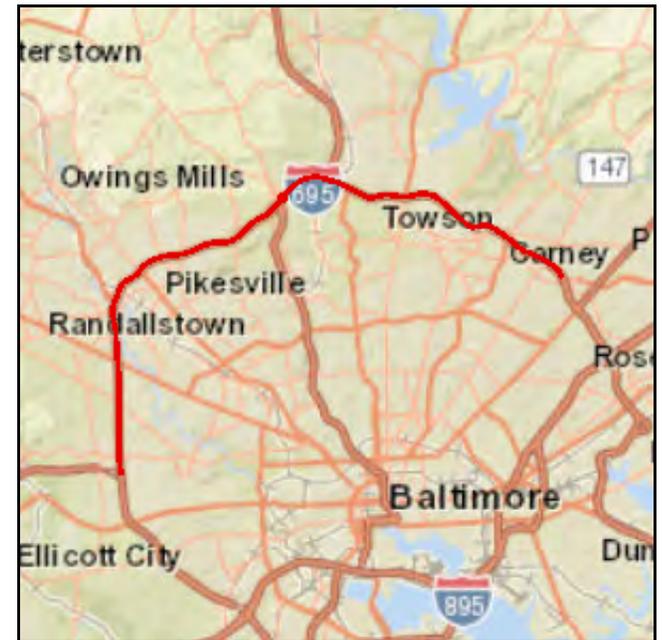
The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. This project includes reconfiguration of the I-695 and I-70 interchange and potential future adaptive ramp metering. Project completion is anticipated in 2023, beyond the timeframe covered by this TIP.

Justification:

This project will address capacity, safety, and operations concerns along I-695.

Connection to Long-Range Transportation Planning Goals:

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





2019 - 2022 Transportation Improvement Program

I-695: I-70 to MD 43

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$17,160	\$4,840	\$60,060	\$16,940	\$67,860	\$19,140	\$186,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$10,140	\$2,860	\$3,900	\$1,100	\$0	\$0	\$0	\$0	\$18,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$10,140	\$2,860	\$21,060	\$5,940	\$60,060	\$16,940	\$67,860	\$19,140	\$204,000
Total	\$10,140	\$2,860	\$21,060	\$5,940	\$60,060	\$16,940	\$67,860	\$19,140	\$204,000

I-83: Bridge Replacement over Padonia Road

TIP ID	63-1701-13	Year of Operation	2021
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	\$26,448,000

Description:

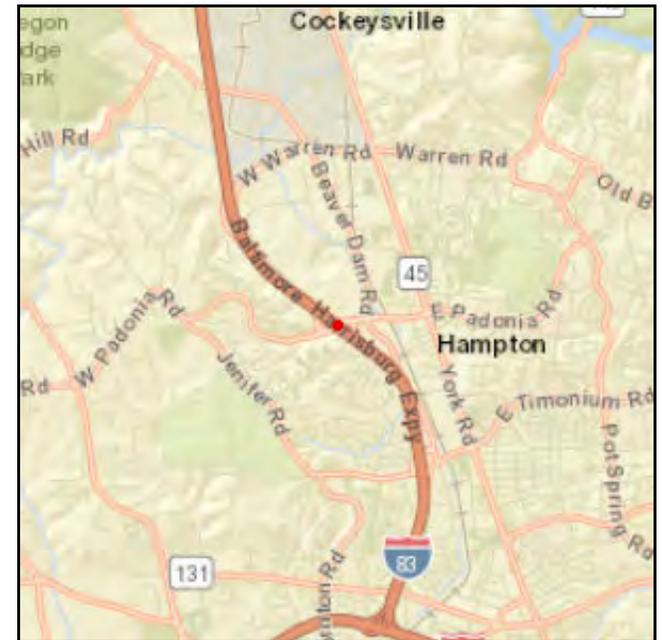
Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to reflect recent bid prices.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





2019 - 2022 Transportation Improvement Program

I-83: Bridge Replacement over Padonia Road

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
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	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$7,798	\$2,251	\$9,694	\$2,734	\$227	\$64	\$0	\$0	\$22,768
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	\$7,798	\$2,251	\$9,694	\$2,734	\$227	\$64	\$0	\$0	\$22,768
Total	\$9,398	\$2,651	\$9,694	\$2,734	\$227	\$64	\$0	\$0	\$24,768

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	\$8,607,000

Description:

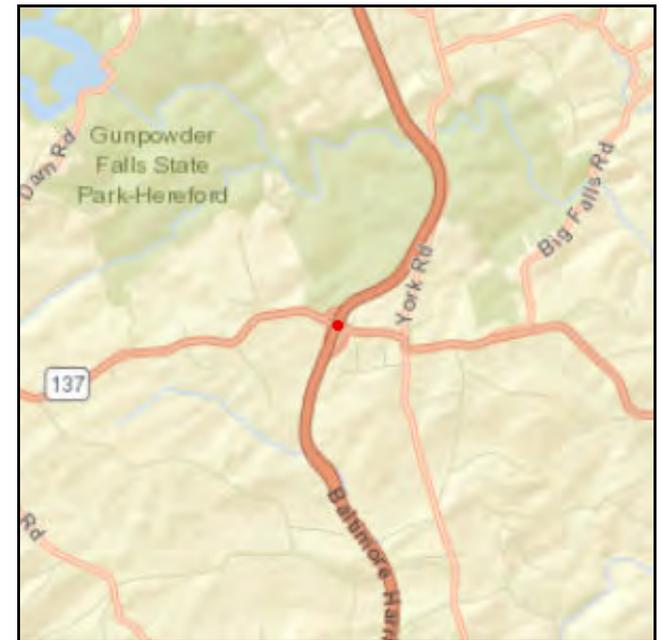
The project replaces bridge no. 03050 along MD 137 (Mount Carmel Road) over I-83. A 5 foot shoulder is planned on both sides of the roadway. Construction and right-of-way acquisition are State funded.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

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





MD 137: Bridge Replacement over I-83

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,753	\$0	\$0	\$0	\$0	\$0	\$0	\$1,753
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	\$39	\$0	\$39	\$0	\$16	\$0	\$0	\$94
Subtotal	\$0	\$1,792	\$0	\$39	\$0	\$16	\$0	\$0	\$1,847
Total	\$0	\$1,792	\$0	\$39	\$0	\$16	\$0	\$0	\$1,847

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	\$29,782,000

Description:

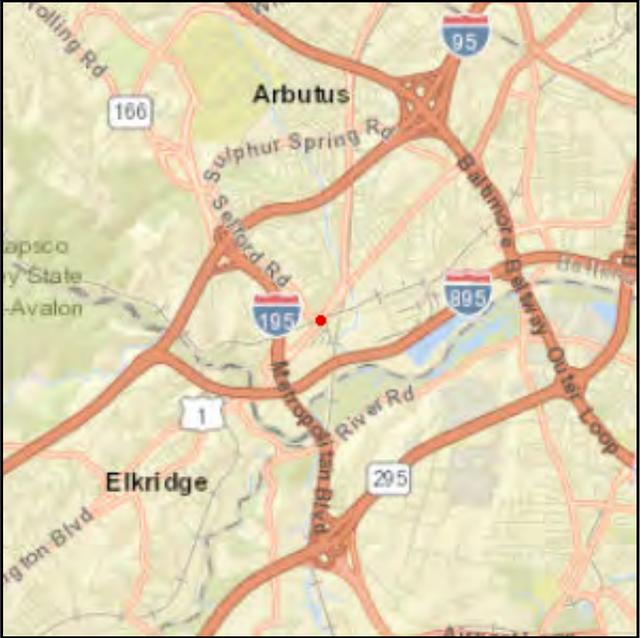
The project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8 foot shoulder is planned on both sides of the roadway.

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)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$11,200	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000
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	\$521	\$131	\$521	\$131	\$393	\$99	\$0	\$238	\$2,034
Subtotal	\$11,721	\$2,931	\$521	\$131	\$393	\$99	\$0	\$238	\$16,034
Total	\$11,721	\$2,931	\$521	\$131	\$393	\$99	\$0	\$238	\$16,034

US 40: Bridge Replacements over Little & Big Gunpowder Falls

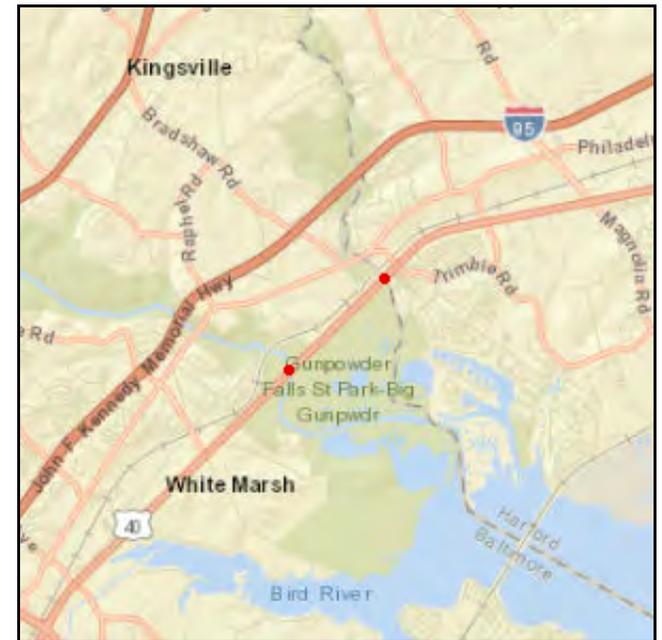
TIP ID	63-1706-13	Year of Operation	2020
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	BA6091	Est. Total Cost	\$25,790,000

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)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$8,716	\$2,458	\$8,717	\$2,458	\$0	\$0	\$0	\$0	\$22,349
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$172	\$0	\$172	\$0	\$158	\$0	\$0	\$502
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$7	\$0	\$7	\$0	\$7	\$0	\$0	\$21
Subtotal	\$8,716	\$2,637	\$8,717	\$2,637	\$0	\$165	\$0	\$0	\$22,872
Total	\$8,716	\$2,637	\$8,717	\$2,637	\$0	\$165	\$0	\$0	\$22,872

MD 45: Padonia Rd to Wight Ave

TIP ID	63-1707-11	Year of Operation	2019
Agency	SHA - Baltimore County	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2.55 miles
CIP or CTP ID(s)	BA5381	Est. Total Cost	\$17,369,000

Description:

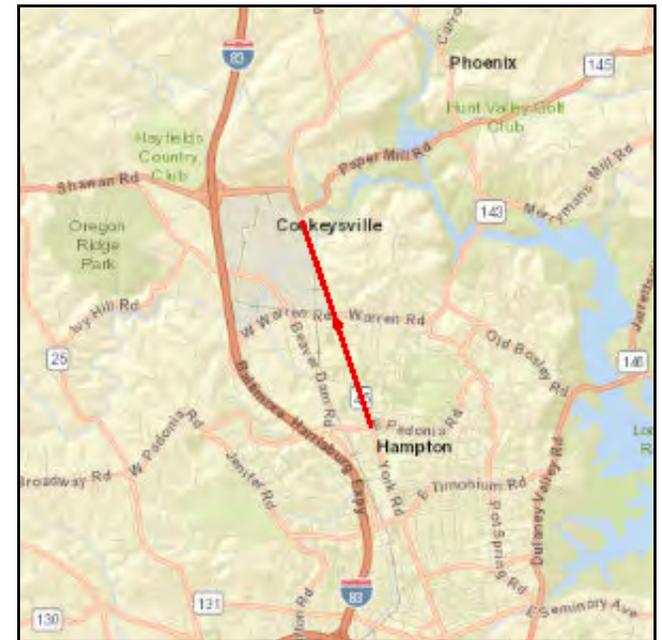
This project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; and, upgrading intersection signal systems. Baltimore County is contributing \$13.2 million for the utility replacement. NHPP matching funds are state funding.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





MD 45: Padonia Rd to Wight Ave

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,202	\$301	\$820	\$206	\$840	\$210	\$0	\$0	\$3,579
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	\$1,202	\$301	\$820	\$206	\$840	\$210	\$0	\$0	\$3,579
Total	\$1,202	\$301	\$820	\$206	\$840	\$210	\$0	\$0	\$3,579

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

TIP ID	64-1401-19	Year of Operation	2020
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	\$31,223,000

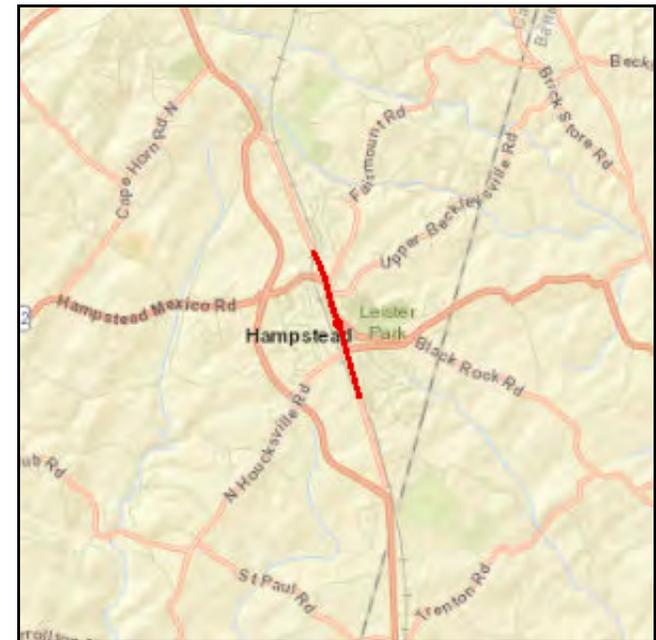
Description:

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 relocation as necessary. Because of the low speeds and constrained urban environment, bicycles will be accommodated in the travel lanes. The project is anticipated to be completed in calendar year 2020, fiscal year 2021.

Justification:

This project will provide significant improvements to the roadway, sidewalk and drainage infrastructure in the town of Hampstead. It will also address operational issues at intersections.

* Preliminary engineering and right-of-way phases were funded under the Areawide Urban Reconstruction Program.



Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



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

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$11,470	\$0	\$6,224	\$0	\$0	\$0	\$0	\$17,694
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	\$11,470	\$0	\$6,224	\$0	\$0	\$0	\$0	\$17,694

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$44	\$11	\$44	\$11	\$33	\$8	\$0	\$0	\$151
Subtotal	\$44	\$11	\$44	\$11	\$33	\$8	\$0	\$0	\$151
Total	\$44	\$11,481	\$44	\$6,235	\$33	\$8	\$0	\$0	\$17,845

MD 86: Bridge Replacement over Gunpowder Falls

TIP ID	64-1701-13	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)	CL2391	Est. Total Cost	\$7,675,000

Description:

The project will replace bridge no. 06019 along MD 86 (Lineboro Road) over the South Branch of Gunpowder Falls. A 5 foot minimum shoulder is planned on both sides of the road. Construction start was delayed from 2017 to 2018 due to required stream stabilization work.

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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$3,251	\$0	\$1,709	\$0	\$0	\$0	\$0	\$4,960
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	\$74	\$0	\$74	\$0	\$80	\$0	\$0	\$228
Subtotal	\$0	\$3,325	\$0	\$1,783	\$0	\$80	\$0	\$0	\$5,188
Total	\$0	\$3,325	\$0	\$1,783	\$0	\$80	\$0	\$0	\$5,188

MD 496: Bridge Replacement over Big Pipe Creek

TIP ID	64-1702-13	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)	CL4031	Est. Total Cost	\$5,724,000

Description:

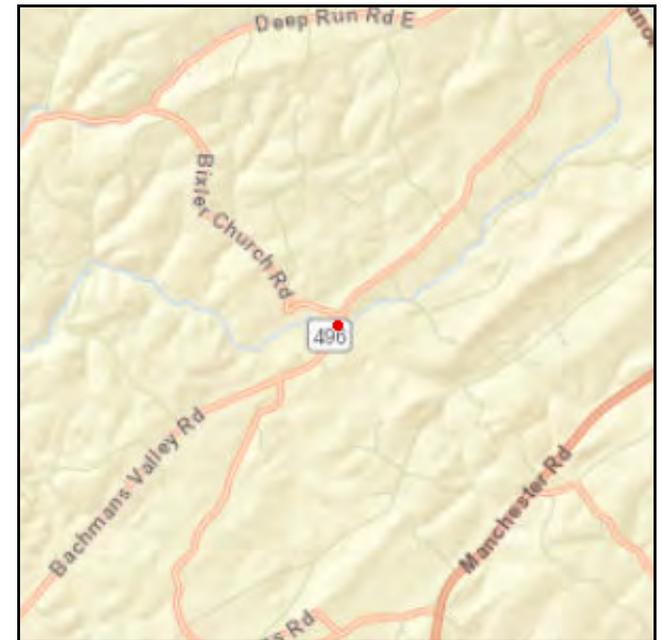
The project will replace bridge no. 06038 along MD 496 (Bachmans Valley Road) over Big Pipe Creek. A 5 foot minimum shoulder is planned on both sides of the roadway. This project is State funded.

Justification:

The existing structure, built in 1932, is structurally deficient.

Connection to Long-Range Transportation Planning Goals:

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





MD 496: Bridge Replacement over Big Pipe Creek

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,118	\$0	\$66	\$0	\$66	\$0	\$55	\$1,305
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	\$1,118	\$0	\$66	\$0	\$66	\$0	\$55	\$1,305
Total	\$0	\$1,118	\$0	\$66	\$0	\$66	\$0	\$55	\$1,305

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	\$24,101,000

Description:

The project includes widening US 40 from two through lanes to three through lanes in each direction, plus added turn lanes. West bound US 40 widening will extend approximately 2,500 feet west of MD 7. East bound US 40 widening will extend approximately 3,000 feet east to tie into previous widening at the MD 715 interchange. MD 159 will be modified to tie into US 40 eastbound widening. The bridge over Cranberry Run will also be widened. The project is anticipated to be completed in calendar year 2019, fiscal year 2020.

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.



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 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$5,614	\$1,438	\$2,691	\$909	\$0	\$0	\$0	\$0	\$10,652
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,614	\$1,438	\$2,691	\$909	\$0	\$0	\$0	\$0	\$10,652



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

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$439	\$0	\$29	\$0	\$0	\$0	\$0	\$468
Subtotal	\$0	\$439	\$0	\$29	\$0	\$0	\$0	\$0	\$468
Total	\$5,614	\$1,877	\$2,691	\$938	\$0	\$0	\$0	\$0	\$11,120

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

TIP ID	65-1601-12	Year of Operation	TBD
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	\$6,957,000

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.

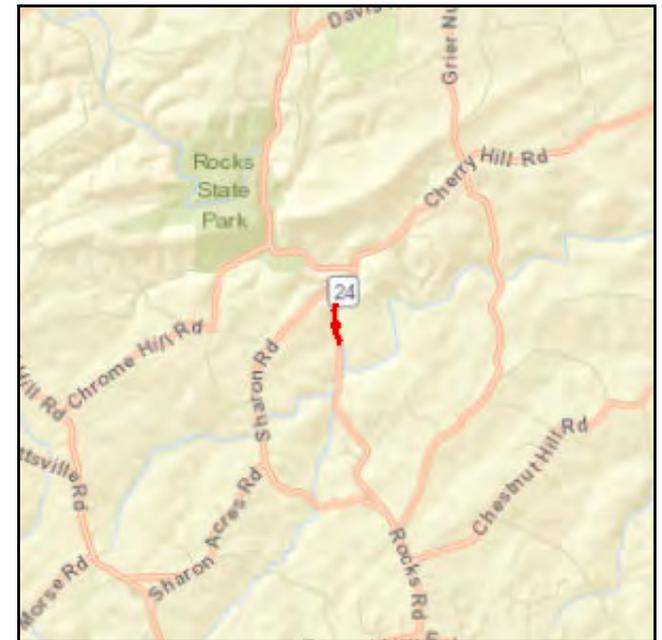
Estimated Total Cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

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)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$82	\$0	\$0	\$0	\$0	\$82
Subtotal	\$0	\$0	\$0	\$82	\$0	\$0	\$0	\$0	\$82
Total	\$0	\$0	\$0	\$82	\$0	\$0	\$0	\$0	\$82

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.

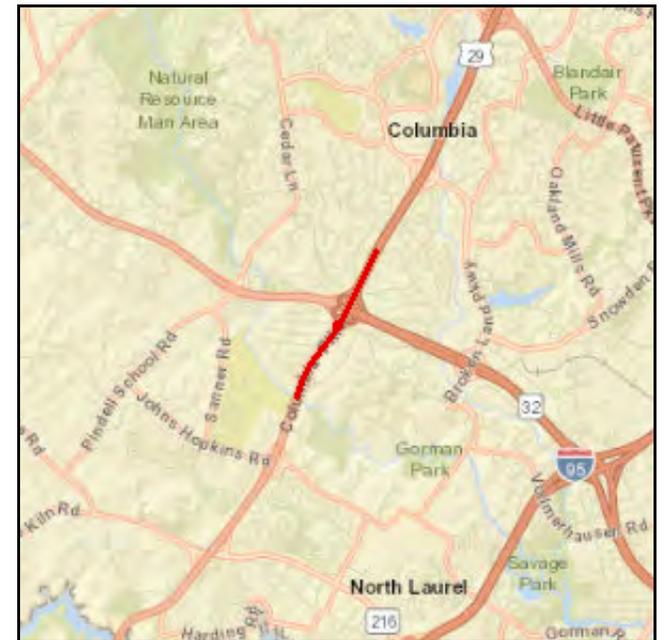
The estimated total cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been identified.

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





2019 - 2022 Transportation Improvement Program

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

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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	\$575	\$0	\$664	\$0	\$350	\$0	\$0	\$1,589
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$575	\$0	\$664	\$0	\$350	\$0	\$0	\$1,589
Total	\$0	\$575	\$0	\$664	\$0	\$350	\$0	\$0	\$1,589

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	\$44,155,000

Description:

This project will widen MD 32 in both directions, from two lanes to a four lane divided roadway, from MD 108 to Linden Church Road. Howard County is contributing \$16.5 million in funding for construction of this project. The remainder of the project is State funded. Improvements will be completed in fiscal year 2020. Right-of-way acquisition continues through fiscal year 2021.

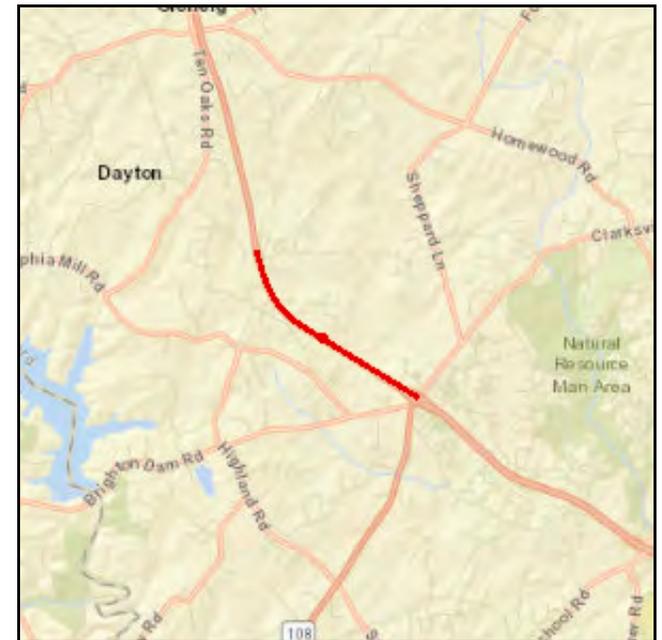
This project is segment 1 of the MD 32: MD 108 to I-70 Corridor project that had TIP Reference #66-1405-41 in previous TIPs.

Justification:

This project will address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





MD 32: MD 108 to Linden Church Road

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$20,384	\$0	\$882	\$0	\$0	\$0	\$0	\$21,266
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	\$400	\$0	\$302	\$0	\$50	\$0	\$0	\$752
Subtotal	\$0	\$20,784	\$0	\$1,184	\$0	\$50	\$0	\$0	\$22,018
Total	\$0	\$20,784	\$0	\$1,184	\$0	\$50	\$0	\$0	\$22,018

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	\$121,211,000

Description:

This project will widen MD 32 in both directions from a two lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange.

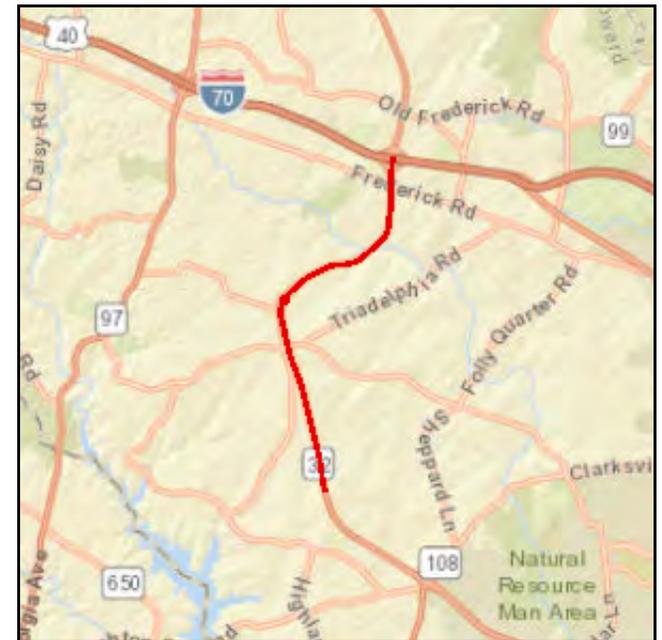
This is a design build project and segment II of the MD 32: MD 108 to I-70 Corridor project improvements. This is the final phase and contains the funding for the original corridor project planning. Phase 1, MD 108 to Linden Church Road, has TIP ID #66-1602-41. The MD 32: MD 108 to I-70 Corridor project had TIP #66-1405-41 in previous TIPs. Replacement of the Triadelphia Road bridge over MD 32, TIP ID# 66-1702-13, is now included in the scope of this project.

Justification:

The project will address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 4. Increase Mobility
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.





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

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$9,300	\$2,623	\$22,305	\$6,291	\$25,247	\$7,121	\$20,834	\$5,877	\$99,598
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$304	\$76	\$0	\$0	\$0	\$0	\$0	\$0	\$380
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$1,170	\$411	\$1,170	\$330	\$1,170	\$330	\$2,818	\$795	\$8,194
Subtotal	\$10,774	\$3,110	\$23,475	\$6,621	\$26,417	\$7,451	\$23,652	\$6,672	\$108,172
Total	\$10,774	\$3,110	\$23,475	\$6,621	\$26,417	\$7,451	\$23,652	\$6,672	\$108,172

I-95: Active Traffic Management

TIP ID	66-1801-41	Year of Operation	TBD
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	4.5 Miles
CIP or CTP ID(s)	HO7261	Est. Total Cost	\$1,800,000

Description:

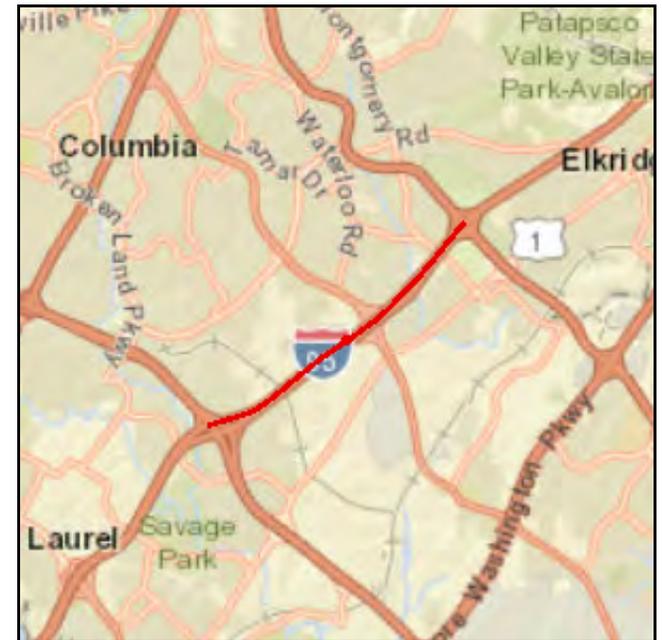
This project (formerly CTP# HONEW2) will construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100 in Howard County. This project is currently funded for partial preliminary engineering only and would result in part-time capacity improvements.

Justification:

This project will address capacity and safety concerns along I-95 at closely spaced interchanges with higher than average crash rates.

Connection to Long-Range Transportation Planning Goals:

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





I-95: Active Traffic Management

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
Total	\$0	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250

APPENDIX A

COMMITTEE AND STAFF ROSTER

METROPOLITAN PLANNING ORGANIZATION STAFF

BALTIMORE METROPOLITAN COUNCIL

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Executive Director**

**Todd Lang
Director, Transportation Planning**

**Regina Aris
Assistant Director & Manager of Policy Development**

**Zach Kaufman
TIP Project Manager**

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CARROLL COUNTY

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HOWARD COUNTY

Rashidi Jackson, Planner

QUEEN ANNE'S COUNTY

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Maryland Transportation Authority

Melissa Williams, Division of Capital Planning

BALTIMORE REGIONAL TRANSPORTATION BOARD

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BALTIMORE COUNTY	Hon. Kevin Kamenetz County Executive	Emery Hines, Manager of Transportation Planning Department of Public Works
CARROLL COUNTY	Hon. Stephen Wantz (Vice Chair) County Commissioner	Lynda Eisenberg, Acting Director Department of Planning
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REPRESENTATIVE FOR ELIGIBLE PUBLIC TRANSIT OPERATORS	Robert Andrews Administrator, Harford County Transit	
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MARYLAND DEPARTMENT OF PLANNING (non-voting)	Hon. Rob McCord Acting Secretary	Bihui Xu, Manager Transportation Planning
MARYLAND TRANSIT ADMINISTRATION (non-voting)	Mr. Kevin Quinn Administrator	Holly Arnold, Acting Director Planning & Capital Programming

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CARROLL COUNTY	Mary Lane , Transportation Planner
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HOWARD COUNTY	David Cookson , Planning Manager
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CITY OF ANNAPOLIS	Kwaku Duah , Transportation Planner
MARYLAND DEPARTMENT OF TRANSPORTATION	
Office of Planning and Capital Programming	Dan Janousek , Regional Planner
Maryland Transit Administration	Zach Chisell , Transportation Planner
State Highway Administration	Kandese Holford/Stephen Miller , Regional Planners
Maryland Transportation Authority	Russ Walto , Planner
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MARYLAND DEPARTMENT OF PLANNING	Ken Choi , Senior Transportation Analyst

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 2019 – 2022 Transportation Improvement Program Prioritization

Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Anne Arundel County Projects														
Hanover Road Corridor Improvement			X	X										X
Furnace Avenue Bridge over Deep Run	X			X										X
Harwood Road Bridge over Stocketts Run	X			X										X
Magothy Bridge Road Bridge over Magothy River	X			X										X
O'Connor Road Bridge over Deep Run	X			X										X
McKendree Road Culvert over Lyons Creek	X			X										X
Polling House Road Bridge over Rock Branch	X			X										X
Mountain Road Corridor Revitalization – Phase I	X			X	X	X		X	X	X	X	X		X
Baltimore City Projects														
Citywide Bicycle and Pedestrian Improvements	X	X		X	X	X		X	X		X	X		X
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	X		X	X						X				X
Transportation Management Center Upgrade										X				
Citywide Road Resurfacing – Federal Aid Program	X			X							X			X
Perring Parkway Ramp and Hillen Road Bridge	X			X										X
Sisson Street Bridge over CSX Railroad	X			X										X
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 |
|--|---|

TIP project name	Criteria for prioritizing projects in the TIP													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Wilkins Avenue Bridge over Gwynns Falls	X			X										X
Belair Road Complete Streets	X	X		X	X	X			X		X	X		X
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	X			X							X			X
Citywide System Preservation	X			X	X						X			X
Citywide Concrete Roadway Slab Repairs	X			X							X			X
Orleans Street Bridge over I-83 and City Streets	X			X										X
Remington Avenue Bridge over Stony Run	X			X										X
Radecke Avenue over Moore's Run	X			X										X
I-83 Concrete Deck Mill and Resurface	X			X										X
Moravia Road Ramp Bridge over Pulaski Highway	X			X										X
Citywide Road Reconstruction	X			X							X			X
Hanover Street Bridge Deck Repair over Middle Branch	X			X		X								X
MLK Blvd. and Howard St. Intersection Improvements	X			X	X						X			X
Monroe Street Ramp over CSX and Russell Street over CSX	X			X										X
Baltimore City Locked Gate – Interstate Access Point Approval				X										X
Pavement Management System	X			X										
Capital Project Delivery Services				X									X	
Baltimore County Projects														
Dogwood Road Bridge No. B-0072 over Dogwood Run	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	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Mohrs Lane Bridge No. B-0143 over CSX Railroad	X			X							X			X
Gunpowder Road Bridge No. B-0409	X			X										X
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	X			X										X
Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	X			X										X
Piney Grove Road Bridge No. B-0140 over CSX Railroad	X			X										X
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	X			X										X
Old Ingleside Avenue Bridge No. B-0096 over Dead Run	X			X										X
Old Court Road Bridge No. B-0237 over Bens Run	X			X										X
Sparks Road Bridge No. B-0018 over Gunpowder Falls	X			X										X
Golden Ring Road Bridge No. B-0110 over Stemmers Run	X			X										X
Rolling Road Bridge No. B-0358 over Branch of Dead Run	X			X										X
Forest Park Avenue N. Bridge No. B-0097 over Dead Run and Dogwood Run	X			X										X
Rossville Blvd. Bridge No. B-0132 over Amtrak & Orems Rd.	X			X										X
Baltimore County Bridge Inspection Program	X			X										X
Mid-Atlantic Multimodal Transportation Hub	X			X		X	X	X						X
Carroll County Projects														
Bixler Church Road Bridge over Big Pipe Creek	X			X										X
Shepherds Mill Road Bridge over Little Pipe Creek	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
Stone Chapel Road over Little Pipe Creek	X			X										X
Babylon Road Bridge over Silver Run	X			X										X
Gaither Road Bridge over South Branch of the Patapsco River	X			X										X
McKinstry's Mill Road Bridge over Sam's Creek	X			X										X
Bear Run Road Bridge over Bear Branch	X			X										X
Hughes Shop Road Bridge over Bear Branch	X			X										X
Carroll County Bridge Inspection Program	X			X										X
Harford County Projects														
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
Howard County Projects														
Dorsey Run Road: MD 175 to CSX Railroad Spur	X		X	X	X	X					X	X		X
Guilford Road: US 1 to Dorsey Run Road	X		X	X	X	X					X	X		X
MD 175 at Oakland Mills Rd Interchange	X		X	X	X	X					X	X		X

<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														
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	X		X	X	X	X					X	X		X
US 29/Broken Land Parkway Interchange and North South Connector Road	X		X	X	X	X					X	X		X
Howard County Bridge Repairs and Deck Replacement	X			X										X
MDTA Projects														
I-95: Moravia Road to Fort McHenry Tunnel	X		X	X			X						X	X
I-95 Express Toll Lane Northbound Extension	X		X	X			X			X			X	X
MTA Projects														
Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Bus and Paratransit Vehicle Overhaul and Replacement	X	X		X		X		X	X					X
Small Urban Transit Systems – Capital Assistance	X	X		X		X		X	X					X
Ridesharing - Baltimore Region		X	X	X				X	X					
Small Urban Transit Systems - Operating Assistance		X		X		X		X	X					
Kirk Bus Facility Replacement - Phase 1 & 2	X	X		X				X						X
Bus and Rail Preventive Maintenance	X			X		X			X					X
Seniors and Individuals with Disabilities	X			X		X		X	X					X
Urban Transit Systems – Operating Assistance		X		X		X		X	X					
Agencywide System Preservation and Improvement	X			X		X		X	X					X
Bus System Preservation and Improvement	X	X	X	X		X		X	X					X
Metro and Light Rail Rolling Stock Overhauls and Replacement	X	X		X		X		X	X					X

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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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Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
Metro and Light Rail System Preservation and Improvement	X	X		X		X		X	X					X
Rural Transit Systems - Operating Assistance		X		X		X		X	X					
MARC Rolling Stock Overhauls and Replacement	X	X		X		X	X		X					X
MARC Improvements	X	X		X	X	X	X		X					X
MARC Facilities	X			X		X	X	X	X		X			X
Office of the Secretary Projects														
State Safety Oversight				X										X
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project		X	X	X		X	X	X	X					
Port of Baltimore Enhancements	X			X		X	X	X						X
SHA Projects – Regional														
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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Criteria for prioritizing projects in the TIP	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TIP project name														
SHA Projects – Anne Arundel County														
MD 175: MD 295 to MD 170	X		X	X		X					X	X		X
MD 198: MD 295 to MD 32	X		X	X		X					X	X		X
US 50: MD 70 to MD 2	X		X	X										
MD 175: Disney Road to Reece Road	X		X	X		X					X	X		X
MD 175: National Business Parkway to McCarron Court	X		X	X		X					X	X		X
SHA Projects – Baltimore County														
I-695 at Cromwell Bridge Road – Drainage Improvement	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: 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-695: I-70 to MD 43	X		X	X						X				X
I-83: Bridge Replacement over Padonia Road	X			X										X
MD 137: Bridge Replacement over I-83	X			X										X
US 1: Bridge Replacement over CSX	X			X										X
US 40: Bridge Replacements over Little & Big Gunpowder Falls	X			X										X

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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
MD 45: Padonia Rd to Wight Ave	X			X				X			X			X
SHA Projects – Carroll County														
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
SHA Projects – Harford County														
US 40: MD 7 and MD 159 Intersection Reconstruction - Phase 2	X		X	X		X								X
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Sec G	X			X										X
SHA Projects – Howard County														
US 29: Middle Patuxent River to Seneca Drive - Phase 2			X	X		X								X
MD 32: MD 108 to Linden Church Road	X		X	X										X
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	X		X	X										X
I-95: Active Traffic Management	X		X	X		X	X			X				X

<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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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	11-1801-42	Hanover Road Corridor Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility ¹ Improve System Safety ² Promote Prosperity and Economic Opportunity ³	System Performance – Congestion System Safety – Roadways
Anne Arundel County	11-1103-13	Furnace Avenue Bridge over Deep Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure ⁴	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

¹ Help people and freight to move reliably and efficiently.
² Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
³ Support the revitalization of communities, the development of activity centers, and the movement of goods and services.
⁴ Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.

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

Anne Arundel County	11-1802-19	Mountain Road Corridor Revitalization – Phase I	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve Accessibility ⁵ Improve System Safety Improve and Maintain Existing Infrastructure	Accessibility – Pedestrian / Bicycle System Safety – Roadways System Conditions – Roadways
Baltimore City	12-1217-25	Citywide Bicycle and Pedestrian Improvements	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Conserve and Enhance the Environment ⁶ Improve Accessibility Improve System Safety Improve and Maintain Existing Infrastructure	System Performance – Emissions Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1218-07	Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	2. Implements emission reduction measures 3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Conserve and Enhance the Environment Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Promote Informed Decision Making ⁷	System Performance – Emissions System Performance – Congestion System Safety – Roadways System Safety – Transit
Baltimore City	12-1701-04	Transportation Management Center Upgrade	10. Implements transportation system management strategies	Increase Mobility Improve System Security ⁸	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

⁵ Help people of all ages and abilities to access specific destinations.
⁶ Pass on to future generations the healthiest natural and human environments possible.
⁷ Ensure that adopted transportation policies and performance measures guide the regional decision making process.
⁸ 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	12-1216-13	Sisson Street Bridge over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1222-19	Citywide Guide Sign Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Roadways
Baltimore City	12-1403-13	Wilkens Avenue Bridge Over Gwynns Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1404-11	Belair Road Complete Streets	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
Baltimore City	12-1408-12	Greenmount Avenue Reconstruction: 43rd Street to 29th Street	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1414-11	Citywide System Preservation	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety - Roadways
Baltimore City	12-1416-11	Citywide Concrete Roadway Slab Repairs	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety - Roadways
Baltimore City	12-1601-13	Orleans Street Bridge over I-83 and City Streets	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1602-13	Remington Avenue Bridge over Stony Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1603-13	Radecke Avenue over Moores Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

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

Baltimore City	12-1604-13	I-83 Concrete Deck Mill and Resurface	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1605-13	Moravia Road Ramp Bridge over Pulaski Highway	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore City	12-1607-12	Citywide Road Reconstruction	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1705-13	Hanover Street Bridge Deck Repair over Middle Branch	1. Preserves the regional transportation system 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Promote Prosperity and Economic Opportunity	System Conditions – Bridges
Baltimore City	12-1706-11	MLK Blvd. and Howard St. Intersection Improvements	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian System Safety – Roadways
Baltimore City	12-1801-13	Monroe Street Ramp over CSX and Russell Street over CSX	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety	System Conditions – Bridges System Safety – Roadways
Baltimore City	12-1201-99	Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	14. Enhances transportation safety	Improve System Safety	System Safety – Roadways
Baltimore City	12-1206-99	Pavement Management System	1. Preserves the regional transportation system 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve System Safety Promote Informed Decision Making	System Conditions – Roadways System Safety – Roadways
Baltimore City	12-1901-99	Capital Project Delivery Services	13. Permits timely advancement and continuity of projects	Promote Informed Decision Making	No performance measures specifically addressing project delivery
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

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

Baltimore County	13-0803-13	Mohrs Lane Bridge No. B-0143 over CSX Railroad	1. Preserves the regional transportation system 11. Improves pedestrian safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Bridges Accessibility – Pedestrian System Safety - Roadways
Baltimore County	13-1005-13	Gunpowder Road Bridge No. B-0409	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1012-13	Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1105-13	Lansdowne Boulevard Bridge No. B-0113 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1107-13	Piney Grove Road Bridge No. B-0140 over CSX railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1108-13	Peninsula Expressway Bridge No. B-0119 over CSX Railroad	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1202-13	Old Ingleside Avenue Bridge No. B-0096 over Dead Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1206-13	Sparks Road Bridge No. B-0018 over Gunpowder Falls	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Baltimore County	13-1208-13	Golden Ring Road Bridge No. B-0110 over Stemmers Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

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

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
Baltimore County	13-1901-83	Mid-Atlantic Multimodal Transportation Hub	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
Carroll County	14-1101-13	Bixler Church Road Bridge over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1102-13	Shepherds Mill Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1103-13	Stone Chapel Road Bridge over Little Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1601-13	Babylon Road Bridge over Silver Run	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

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

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 Sam's Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1801-13	Bear Run Road Bridge over Bear Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-1802-13	Hughes Shop Road Bridge over Bear Branch	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
Carroll County	14-9401-14	Bridge Inspection Program	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure Promote Informed Decision Making	System Conditions – Bridges
Harford County	15-1001-13	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 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1405-41	Guilford Road: US 1 to Dorsey Run Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1407-46	MD 175 at Oakland Mills Rd Interchange	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1410-41	Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-1901-42	US 29/Broken Land Parkway Interchange and North South Connector Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility Improve System Security Promote Prosperity and Economic Opportunity	System Performance – Congestion Accessibility – Pedestrian / Bicycle System Safety - Roadways
Howard County	16-0436-13	Bridge Repairs and Deck Replacement	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges

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

Maryland Transportation Authority	22-1601-41	I-95: Moravia road to Fort McHenry Tunnel	<ul style="list-style-type: none"> 3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Conditions – Bridges and Roadways System Performance – Congestion System Safety – Roadways
Maryland Transportation Authority	25-1801-41	I-95 Express Toll Lane Northbound Extension	<ul style="list-style-type: none"> 3. Reduces congestion and prevents congestion in new areas 7. Provides for connectivity of facilities within the region to facilities outside the region 13. Permits timely advancement and continuity of projects 14. Enhances transportation safety 	<ul style="list-style-type: none"> Improve and Maintain Existing Infrastructure Increase Mobility Improve System Safety Improve System Security 	<ul style="list-style-type: none"> System Conditions – Bridges and Roadways System Performance – Congestion System Safety – Roadways
MTA - Transit	40-1602-05	Urban Transit Systems – Capital Assistance	<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	40-1802-05	Bus and Paratransit Vehicle Overhaul and 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

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

MTA - Transit	40-9502-05	Small Urban Transit Systems – Capital Assistance	<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
MTA - Transit	40-0104-61	Small Urban Transit Systems – Operating Assistance	<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	40-1203-65	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	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 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	40-1603-61	Urban Transit Systems – Operating Assistance	<p>2. Implements emission reduction measures</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Conserve and Enhance the Environment</p> <p>Improve Accessibility</p>	<p>System Performance – Emissions</p> <p>Accessibility – Transit</p>
MTA - Transit	40-1801-64	Agencywide System Preservation and Improvement	<p>1. Preserves the regional transportation system</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p>	<p>System Conditions – Transit</p> <p>System Safety – Transit</p>
MTA - Transit	40-1803-64	Bus System Preservation and Improvement	<p>1. Preserves the regional transportation system</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve Accessibility</p>	<p>System Conditions – Transit</p> <p>Accessibility – Transit</p>
MTA - Transit	40-1804-63	Metro and Light Rail Rolling Stock Overhauls and Replacement	<p>1. Preserves the regional transportation system</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve System Safety</p> <p>Improve System Security</p> <p>Improve Accessibility</p>	<p>System Conditions – Transit</p> <p>System Safety – Transit</p> <p>Accessibility – Transit</p>
MTA - Transit	40-1805-64	Metro and Light Rail System Preservation and Improvement	<p>1. Preserves the regional transportation system</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Improve and Maintain Existing Infrastructure</p> <p>Improve Accessibility</p>	<p>System Conditions – Transit</p> <p>Accessibility – Transit</p>
MTA - Transit	40-9204-61	Rural Transit Systems - Operating Assistance	<p>2. Implements emission reduction measures</p> <p>8. Enhances social, energy, and environmental efforts</p> <p>9. Facilitates transit and/or alternatives to the single-occupant vehicle</p>	<p>Conserve and Enhance the Environment</p> <p>Improve Accessibility</p>	<p>System Performance – Emissions</p> <p>Accessibility – Transit</p>

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

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
Office of the Secretary	90-1401-39	State Safety Oversight	14. Enhances transportation safety	Improve System Safety	System Safety – Transit
Office of the Secretary	90-1901-99	Baltimore-Washington Superconducting Maglev (SCMAGLEV) project	2. Implements emission reduction measures 6. Provides accessibility and/or intermodal connectivity among major destinations 7. Provides for connectivity of facilities within the region to facilities outside the region 9. Facilitates transit and/or alternatives to the single-occupant vehicle	Conserve and Enhance the Environment Improve Accessibility Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Emissions Accessibility – 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

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

SHA: Areawide	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: Areawide	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: Areawide	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: Areawide	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: Areawide	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:Areawide	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:Areawide	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:Areawide	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: Anne Arundel County	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: Anne Arundel County	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: Anne Arundel County	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: Anne Arundel County	61-1601-41	MD 175: Disney Road to Reece Road	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA: Anne Arundel County	61-1701-41	MD 175: National Business Parkway to McCarron Court	3. Reduces congestion and prevents congestion in new areas 6. Provides accessibility and/or intermodal connectivity among major destinations	Improve and Maintain Existing Infrastructure Increase Mobility Promote Prosperity and Economic Opportunity	System Performance – Congestion
SHA: Baltimore County	63-1801-38	I-695 at Cromwell Bridge Road – Drainage Improvement	1. Preserves the regional transportation system 8. Enhances social, energy, and environmental efforts	Improve and Maintain Existing Infrastructure Conserve and Enhance the Environment	System Conditions – Roadways
SHA: Baltimore County	63-0802-41	MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	3. Reduces congestion and prevents congestion in new areas 12. Improves bicycle safety and access	Increase Mobility Improve Accessibility	System Performance – Congestion Accessibility – Bicycle System Safety - Roadways

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

SHA: Baltimore County	63-0803-46	I-795: Dolfield Boulevard Interchange	3. Reduces congestion and prevents congestion in new areas	Increase Mobility	System Performance – Congestion
SHA: Baltimore County	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: Baltimore County	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: Baltimore County	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: Baltimore County	63-1702-43	I-695: Bridge Replacement on Crosby Road	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas	Improve and Maintain Existing Infrastructure Increase Mobility	System Conditions – Bridges System Performance – Congestion
SHA: Baltimore County	63-1802-41	I-695: I-70 to MD 43	1. Preserves the regional transportation system 3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways
SHA: Baltimore County	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: Baltimore County	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: Baltimore County	63-1704-13	US 1: Bridge Replacement over CSX	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: Baltimore County	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: Baltimore County	63-1707-11	MD 45: Padonia Rd to Wight Ave	1. Preserves the regional transportation system 11. Improves pedestrian safety and access 14. Enhances transportation safety	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA: Carroll County	64-1401-19	MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	1. Preserves the regional transportation system 5. Implements Transportation Alternatives activities 11. Improves pedestrian safety and access 12. Improves bicycle safety and access	Improve and Maintain Existing Infrastructure Improve Accessibility Improve System Safety	System Conditions – Roadways Accessibility – Pedestrian / Bicycle System Safety – Roadways
SHA: Carroll County	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: Carroll County	64-1702-13	MD 496: Bridge Replacement over Big Pipe Creek	1. Preserves the regional transportation system	Improve and Maintain Existing Infrastructure	System Conditions – Bridges
SHA: Harford County	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: Harford County	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: Howard County	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: Howard County	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: Howard County	66-1703-41	MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	3. Reduces congestion and prevents congestion in new areas 14. Enhances transportation safety	Increase Mobility Improve System Safety Promote Prosperity and Economic Opportunity	System Performance – Congestion System Safety – Roadways & Bridges
SHA: Howard County	66-1801-41	I-95: Active Traffic Management	3. Reduces congestion and prevents congestion in new areas 10. Implements transportation system management strategies 14. Enhances transportation safety	Increase Mobility Improve System Safety	System Performance – Congestion System Safety – Roadways

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

Long-Range Plan Performance Measures and Targets

System Safety – Roadways (all public roads)

- Reduce serious injuries per 100 million vehicle miles traveled (VMT) to 3.0 by 2040.
- Reduce fatalities per 100 million VMT to zero by 2040.
- Reduce number of serious injuries to 676 by 2040.
- Reduce number of fatalities to zero by 2040.

System Safety – Transit (MTA and local agencies)

- Reduce number of preventable crashes per 100,000 revenue vehicle miles to zero by 2040.

System Conditions – Roadways and Bridges

- Maintain portion of state-owned roadway miles with acceptable ride quality at 82% or above.
- Maintain portion of structurally deficient state and local bridges below 5.0%.

System Conditions – Transit

- Maintain average age of MTA and local transit agency bus fleets below 7.0 years.

System Performance – Congestion

- Maintain portion of VMT in congested conditions on state-owned arterials during the evening peak hour (5-6 PM) below 25%.

System Performance – Freight

- Maintain average truck turnaround time at Seagirt Marine Terminal below 58 minutes.

System Performance – Emissions

- Maintain levels of VOC, NOx, PM2.5, and CO emissions at levels less than motor vehicle emission budgets in the State Implementation Plan.

Measures Beyond MAP-21 Requirements: Accessibility – Pedestrian / Bicycle

- Increase percentage of urban area state-owned directional roadway miles that have sidewalks (both sides of the roadway) to 25% by 2040.
- Increase bicycle/walk-to-work mode share to 5.0% by 2040.

Measures beyond MAP-21 Requirements: Accessibility – Transit

- Increase average weekday MTA and local agency transit ridership (all modes) to 500,000 by 2040.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

May 9, 2018

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 2019-2022 Transportation Improvement Program (TIP) contains all of the projects with which the Maryland Department of Transportation (MDOT) plans to implement in the Baltimore Region. MDOT is submitting the accompanying documentation to demonstrate the financial capacity and financial reasonableness for the funding of those projects that MDOT has identified in the BRTB's TIP. The attached documentation includes a statement of the Submission of Projects, the Operating and Capital Program Summary from MDOT's Consolidated Transportation Program, and the Financial Forecast developed for the BRTB's Long Transportation Range Plan.

At this time, it is expected that all of the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1284 or via email at tbyrne@mdot.state.md.us.

Sincerely,

Tyson Byrne
Manager
Regional Planning
Office of Planning and Capital Programming

Enclosures

My telephone number is
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

MARYLAND DEPARTMENT OF TRANSPORTATION

Submission of Projects for inclusion in the Baltimore Region Transportation Improvement Program FY 2019-2022 April 2018

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	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR	YEAR	2020	2021	2022	2023	
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^{AD}	87.9	107.4	41.0	16.9	16.2	11.6	280.9
Motor Vehicle Administration	21.4	37.6	18.1	17.9	15.1	15.4	125.4
Maryland Aviation Administration ^D	158.0	117.1	92.3	81.3	62.1	61.4	572.1
Maryland Port Administration	101.5	127.0	165.5	154.6	159.3	92.9	800.7
Maryland Transit Administration ^D	713.1	811.7	531.0	442.1	544.1	339.7	3,381.7
Washington Metropolitan Area Transit ^{ACD}	255.8	255.8	255.8	255.8	255.8	255.8	1,534.8
State Highway Administration ^B	1,513.0	1,447.3	1,420.1	1,285.4	1,232.0	1,221.8	8,119.7
TOTAL CAPITAL	2,850.6	2,903.9	2,523.9	2,254.0	2,284.5	1,998.5	14,815.3
Special Funds	1,525.7	1,550.7	1,244.9	1,122.7	1,265.8	1,239.3	7,949.0
Federal Funds	1,078.5	1,128.9	1,075.1	966.5	813.2	645.1	5,707.4
Other Funds ^F	246.4	224.3	203.8	164.9	205.5	114.0	1,158.9
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	88.5	93.0	95.0	97.0	99.0	101.0	573.5
Motor Vehicle Administration	206.5	204.7	210.0	215.0	220.0	225.0	1,281.2
Maryland Aviation Administration	194.3	201.3	206.0	211.0	216.0	221.0	1,249.6
Maryland Port Administration	51.6	50.8	52.0	53.0	54.0	55.0	316.4
Maryland Transit Administration	828.1	849.3	870.0	892.0	943.0	1,052.0	5,434.4
Washington Metropolitan Area Transit	365.3	366.0	377.0	388.0	400.0	412.0	2,308.3
State Highway Administration	277.9	294.0	302.0	310.0	317.0	323.0	1,823.9
TOTAL OPERATING	2,012.2	2,059.1	2,112.0	2,166.0	2,249.0	2,389.0	12,987.3
Special Funds	1,914.7	1,960.8	2,014.0	2,068.0	2,151.0	2,291.0	12,399.5
Federal Funds	97.5	98.4	98.0	98.0	98.0	98.0	587.9
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR 2018	YEAR 2019	2020	2021	2022	2023	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipal Program	175.5	178.1	179.0	182.0	184.0	188.0	1,086.6
County and Municipal Capital	78.9	72.4	-	-	-	-	151.3
TOTAL DISTRIBUTION OF SHARED REVENUES	254.4	250.5	179.0	182.0	184.0	188.0	1,237.9
Special Funds	182.1	184.7	-	-	-	-	-
Federal Funds	72.4	65.9	-	-	-	-	138.3
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements	328.8	333.8	354.0	409.0	458.0	492.0	2,375.6
Special Funds ^E	328.8	333.8	354.0	409.0	458.0	492.0	2,375.6
<u>DEPARTMENT TOTAL</u>	<u>5,446.0</u>	<u>5,547.3</u>	<u>5,168.9</u>	<u>5,011.0</u>	<u>5,175.5</u>	<u>5,067.5</u>	<u>31,416.1</u>
Special Funds	3,951.3	4,030.0	3,612.9	3,599.7	3,874.8	4,022.3	23,090.9
Federal Funds	1,248.4	1,293.2	1,173.1	1,064.5	911.2	743.1	6,433.6
Reimbursable Funds	-	-	-	-	-	-	-
Other Funds	246.4	224.3	203.8	164.9	205.5	114.0	1,158.9

^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 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 20-23.

^F- Funds not received through the Trust Fund. Includes from Passenger and 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:

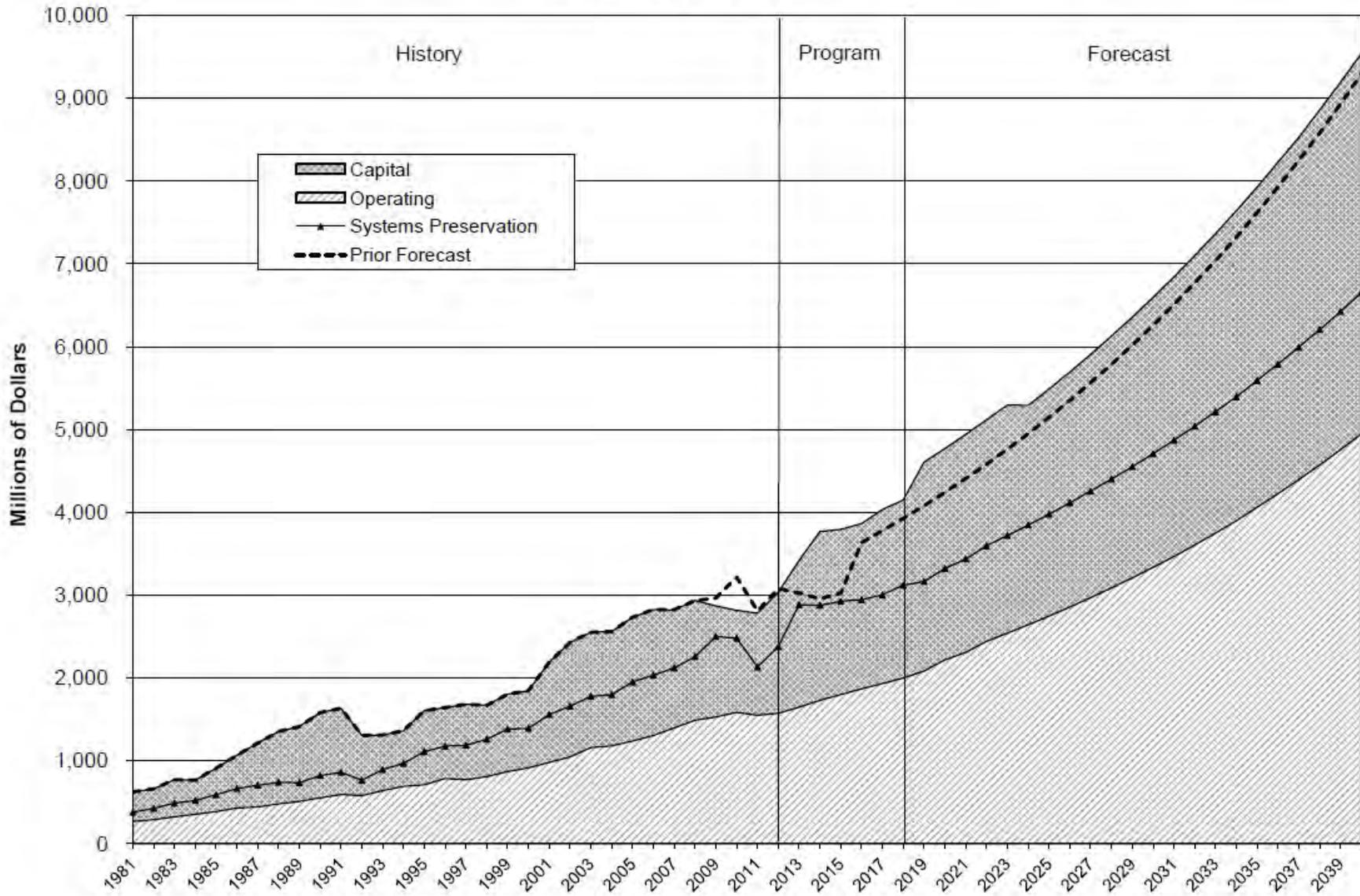
- Total capital figures from FY 1981 to Present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, & WMAT) costs. Non-surface included port, aviation, and motor vehicle administrations plus the Secretary's Office expenses.
- The surface / non-surface data 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)

Piscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	238	669
1983	322	164	486	284	770
1984	352	187	539	248	785
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	280	758	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	780	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	383	1,381
1995	709	400	1,109	497	1,606
1996	784	391	1,175	485	1,840
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	478	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	782	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	729	2,032	793	2,825
2007	1,398	724	2,120	701	2,821
2008	1,488	786	2,274	880	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	896	2,479	336	2,815
2011	1,548	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	1,728	1,149	2,876	881	3,787
2015	1,798	1,126	2,924	869	3,793
2016	1,867	1,078	2,945	918	3,863
2017	1,931	1,071	3,002	1,031	4,033
2018	1,998	1,121	3,119	1,029	4,148
2019	2,081	1,081	3,162	1,443	4,605
2020	2,217	1,105	3,322	1,447	4,789
2021	2,307	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	3,748	1,466	5,214	2,151	7,365
2034	3,897	1,498	5,385	2,246	7,641
2035	4,061	1,531	5,592	2,336	7,928
2036	4,224	1,565	5,789	2,438	8,227
2037	4,394	1,599	5,993	2,534	8,527
2038	4,571	1,635	6,206	2,652	8,858
2039	4,755	1,670	6,425	2,767	9,192
2040	4,947	1,707	6,654	2,884	9,538

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	0	533
2020	1,447	1,269	23	1,292	538	0	538
2021	1,504	1,319	23	1,342	559	0	559
2022	1,521	1,334	23	1,357	565	0	565
2023	1,576	1,382	23	1,405	585	0	585
2024	1,444	1,266	24	1,290	537	0	537
2025	1,510	1,324	24	1,348	561	0	561
2026	1,579	1,385	24	1,409	587	0	587
2027	1,651	1,448	24	1,472	613	0	613
2028	1,726	1,514	24	1,538	640	0	640
2029	1,805	1,583	25	1,608	670	0	670
2030	1,887	1,654	25	1,679	699	0	699
2031	1,973	1,730	25	1,755	731	0	731
2032	2,061	1,807	25	1,832	763	0	763
2033	2,151	1,886	25	1,911	796	0	796
2034	2,246	1,969	26	1,995	831	0	831
2035	2,336	2,048	26	2,074	864	0	864
2036	2,438	2,138	26	2,164	901	0	901
2037	2,534	2,222	26	2,248	936	0	936
2038	2,652	2,326	26	2,352	979	0	979
2039	2,767	2,426	27	2,453	1,021	0	1,021
2040	2,884	2,529	27	2,556	1,064	0	1,064
Total 19-40	29,850	26,175	412	26,587	11,072	0	15,973
Total 19-40	36,764						18,565



M A R Y L A N D
Office of Transportation

Anne Arundel County Government
2664 Riva Road, 3rd Floor - MS-6600
Annapolis, MD 21401
410-222-7440

Ramond Robinson
Director of Transportation

April 27, 2018

Mr. Todd Lang, Transportation Planning Director
Baltimore Regional Transportation Board
1500 Whetstone Way Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

Please accept this letter as documentation for the financial capacity and financial reasonableness indicated for funding by Anne Arundel County for the 2019-2022 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 in Anne Arundel County. Traditionally, the source of these funds are an appropriation from the General Revenue of Anne Arundel County. The General Revenue funds provide matching funds to Federal and State funds, which support the Federal Aid Bridge Program. Anne Arundel County funds provide resources to plan and construct highways, sidewalks, and other various 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 direct earmarks or allocations by mode of the Maryland Department of Transportation. Given these facts, it is our belief that the Anne Arundel County 2019-2022 TIP projects are financially reasonable.

If you have any questions, please contact me at (410) 222-3294.

Sincerely,



Ramond Robinson
Director

cc: Bernie Marczyk, Director, Government Relations
Brian Ulrich, Planning Administrator
Crystal McGill-Belk, Transportation Administrator

CITY OF BALTIMORE

CATHERINE E. PUGH, Mayor



DEPARTMENT OF TRANSPORTATION

Michelle Pourciau, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

May 3, 2018

Mr. Todd R. Lang
Transportation Planning Director
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

This letter provides the "Statement of Financial Reasonableness" for Baltimore City's Transportation Improvement Program (TIP) funding request for FY 2019 to FY 2022.

The Baltimore City Board of Estimates adopted the FY 2019-2024 Six Year Capital Improvement Program in May 2018. The Capital budget for FY 2019-2024 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 2019-2022 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 Mr. Muhammed Khalid, Chief Engineer, at (410) 396-6802 or via email at Muhammed.khalid@baltimorecity.gov should you have any questions or concerns regarding the information provided herein.

Respectfully,


Michelle Pourciau
Director

cc: Mr. Muhammed Khalid, Chief Engineer, BDCOT
Mr. Bimal Devkota, Chief of Transportation Engineering & Construction, BCDOT
Mr. Dharendra Sinha, Chief of Fiscal Services, BCDOT
Mrs. Valorie LaCour, Chief of Transportation Planning, BCDOT



KIVIN KAMINETSZ
County Executive

STEVEN A. WALSH, Director
Department of Public Works

April 5, 2018.

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

Re: 2019-2022 Transportation Improvement Program
Baltimore County Financial Commitment.

Dear Mr. Lang:

Baltimore County's portion of the 2019-2022 Transportation Improvement Program (TIP) is financially feasible. Baltimore County General Obligation Bonds and General Funds constitute the local matching funds for the County's TIP projects. A summary of the approved operating budget and sources of revenue can be found on the County's website at <https://www.baltimorecountymd.gov/Agencies/Executive/budgetmessageFY18/BudgetMessageDetails.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 Mr. Kevin Saboleik of our Design Division at telephone 410-887-3737 or via email at ksaboleik@baltimorecountymd.gov.

Sincerely,


for Steven A. Walsh, P.E., Director
Department of Public Works

SAW:KJS

cc: Greg Carski-Balt. Co. Traffic

3-DHP (Planning/Engineering Design Sources)/Public and TIP County Financial Commitment.docx

111 West Chesapeake Avenue, Room 219 | Towson, Maryland 21284 | Phone 410-887-3786
www.baltimorecountymd.gov

Lynda D. Eisenberg
Acting Director
Department of Planning

410-386-5145, fax 410-386-2836
Toll-free 1-888-302-8978
MD Relay service 7-1-1/800-735-2258



Carroll County Government
225 North Center Street
Westminster, Maryland 21157
Email: ccplanning@ccg.carroll.org

April 26, 2018

Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council
Offices at McHenry Row
1500 Wheatstone Way, Suite 300
Baltimore, MD 21230

Re: Letter of Financial Commitment for the FY 2019-2022 Transportation Improvement Program (TIP)

Dear Mr. Lang,

Carroll County's list of projects for the FY 2019-2029 TIP comprises nine (9) projects to replace or rehabilitate County-maintained bridges and a bridge inspection program for County-owned and maintained structures. Two (2) of the bridge projects, and the bridge inspection program, are contained in the current FY 2018-2023 CIP and the proposed FY 2019-2024 CIP. Five (5) bridge projects are contained in the current FY 2018-2023 CIP. The final bridge project, Shepherds Mill Road Bridge over Little Pipe Creek, is listed under "Active Capital Projects with Prior Appropriations" in the current 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) 386-5145 (bmoser@ccg.carroll.org).

Sincerely,

Lynda D. Eisenberg, Acting Director
Department of Planning

cc: Jeff Castonguay, Director, Department of Public Works
Debbie Butler, Chief, Bureau of Engineering
Bobbi Moser, Planner, Bureau of Comprehensive Planning

DEPARTMENT OF PLANNING
Planning for success in Carroll County

BARRY GLASSMAN
HARFORD COUNTY EXECUTIVE

BILLY BONIFACE
DIRECTOR OF ADMINISTRATION



BRADLEY F. KILLIAN
DIRECTOR OF PLANNING & ZONING

April 13, 2018

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

TRANSPORTATION
RECEIVED

APR 16 2018

PLANNING DIVISION

RE: Harford County's 2019-2022 Transportation Improvement Program

Dear Mr. Lang:

This letter provides documentation to satisfy the "Statement of Financial Reasonableness" requirement of the FY 2019-2022 Transportation Improvement Program. Harford County's submittal for the Baltimore region's Transportation Improvement Program includes bridge rehabilitation and replacement projects. Please note that all transit projects will be submitted on behalf of Harford County by the Maryland Transit Administration.

Conformity Qualification

Harford County recommends that all projects qualify as air quality conformity projects that do not impact regional emissions or require a local carbon monoxide impact analysis. The bridge projects are preservation projects, consisting of structural and safety-related improvements. Most of the bridge projects improve the existing span and improve road alignment; two bridges increase capacity from a one-lane bridge to a two-lane bridge, allowing vehicles to travel across these bridges from either side without waiting. Allowing traffic to move in both directions at the same time eliminates idling and reduces carbon monoxide emissions.

Priority Statement

Harford County requests that the projects listed in the Transportation Improvement Program be prioritized by the year in which the funding is requested. The priority will be placed on a year to year basis. If more than one project is submitted for funding in the same year, each project has the same priority.

Maryland's New Center Of Opportunity

410.638.3103 | 410.879.2000 | TTY Maryland Relay 711 | www.harfordcountymd.gov
220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST

Todd Lang
Baltimore Metropolitan Council
April 13, 2018
Page 2

Financial Reasonableness

All projects in the Transportation Improvement Program are required to have a match from Harford County. The match for the roadway projects come from funds already approved in the FY 18 County Capital Budget under Highway Capital Projects. The Capital Budget for Bridge Replacement and Restoration allocates funds for land acquisition, engineering and construction from the Highway General Fund Revenue, Future County Bonds and/or Transportation Revenue Sharing funding sources.

If you have any questions or need additional information, please contact Alex Rawls, (410) 638-3103, extension 1372.

Sincerely,



Bradley F. Killian,
Director of Planning and Zoning

AR/lap

cc: The Honorable Barry Glassman, Harford County Executive
Joseph J. Siemek, Director, Department of Public Works
Robert Andrews, Administrator, Harford LINK
Jenny B. King, Deputy Director, Department of Planning and Zoning
Anthony S. McClune, Current Planning Chief, Department of Planning and Zoning
Alex A. Rawls, Transportation Planner, Department of Planning and Zoning



HOWARD COUNTY OFFICE OF TRANSPORTATION
3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Clive Graham, Administrator

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

April 24, 2018

Mr. Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council
Office @ McHenry Row
1500 Whelstone 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 2019-2022 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
- Snowden River Parkway widening from Broken Land Parkway to Oakland Mills Road
- Route 29 / Broken Land Parkway interchange and North South Connector Road

The County has committed adequate matching funds in the form of bonds and local revenues to match state and federal funding commitments and for projects the county will fund independently.

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 2019
- Draft Howard County Fiscal Year 2019 Capital Budget.
- CB70-2016 and CR105-2016, approving creation of Development District in Downtown Columbia as a special taxing district for the development of public improvements.

These documents will be provided via 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, Howard County Department of Public Works
Val Lazolins, Planning Director Howard County Department of Planning and Zoning

F:\Shared\Transportation\Baltimore Metropolitan Council\Transportation Improvement Program(TIP)\2019-2022 TIP\FY19-FY22 Financial Reasonableness Requirement.docx



Queen Anne's County

County Commissioners:

James J. Moran, At Large
Jack M. Wilson, Jr., District 1
Stephen Wilson, District 2
Robert Charles Buckley, District 3
Mark A. Anderson, District 4

DEPARTMENT OF PUBLIC WORKS
312 Safety Drive
Centreville, MD 21617

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

April 23, 2018

Mr. Todd Lang
Director of Transportation Planning
Baltimore Metropolitan Council
1500 Whitestone Way, Suite 300
Baltimore, Maryland 21230

Re: Required Matching Funds for Cross County Connector Trail – FY 19

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 19 following final approval by SHA. 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 **\$1,320,553** 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 proposed Capital FY 19 budget for expenditure. The funds to date have not been used in FY 18 and remain available for use in FY 19. The funds are again reflected in the attached pages of Queen Anne's County proposed FY 19-2024 Capital budget.

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

Sincerely,

Steve Cohoon
Public Facilities Planner



QUEEN ANNE'S COUNTY
CAPITAL BUDGET SUMMARY BY EXPENDITURE
FY 2019-2024

DESCRIPTION	FY18	FY20	FY21	FY22	FY23	FY24	TOTAL
CAPITAL EQUIPMENT	229,400	294,000	346,000	378,000	529,000	394,000	1,970,400
MAJOR MAINTENANCE FUND	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
ADA COMPLIANCE	-	-	13,300	28,000	12,000	31,000	84,300
PARKING LOT PAVING	250,000	-	100,000	55,000	-	-	405,000
SURVEYS	15,000	15,000	15,000	15,000	15,000	15,000	90,000
ATHLETIC FIELD WORK	-	314,000	290,000	200,000	280,000	115,000	1,199,000
CAMPING/PICNIC WORK	-	40,000	30,000	-	-	50,000	120,000
COURT WORK	-	130,000	68,000	-	-	-	198,000
DOG PARK	-	-	-	40,000	-	-	40,000
ESSENTIAL OPERATIONS FACILITY	-	20,000	-	30,000	-	-	50,000
LANDSCAPING	94,000	4,000	-	-	10,000	-	108,000
PAVILION/CONCESSION/COMFORT STATION	-	230,000	250,000	20,000	-	-	500,000
PLAYGROUND	40,000	15,000	90,000	200,000	90,000	120,000	555,000
WATER ACCESS/SOFT LAUNCH	-	-	40,000	-	-	-	40,000
TERRAPIN PARK TRAIL HEAD	500,000	-	-	-	-	-	500,000
TRAIL DEV/MAINT	200,000	200,000	8,000	-	30,000	-	438,000
TOTAL PARKS	1,528,400	1,462,000	1,450,300	1,166,000	966,000	925,000	7,497,700
TOTAL GENERAL CAPITAL PROJECTS	14,166,511	19,725,583	47,051,562	19,117,815	12,442,789	5,048,010	117,552,270
SOFT LAUNCH WATER ACCESS	50,000	-	-	-	-	-	50,000
CAPITAL EQUIPMENT - LANDINGS	23,000	-	-	-	40,000	-	63,000
KENT NARROWS RAMP PARKING PAVING	-	-	49,000	-	-	-	49,000
KENT NARROWS DREDGING	400,000	-	-	-	-	-	400,000
DEEP CREEK LANDING BULKHEAD	-	150,000	-	-	-	-	150,000
PUBLIC LANDINGS LAND - UNDESIGNATED	-	10,000	10,000	10,000	10,000	10,000	50,000
PUBLIC LANDINGS MAINTENANCE & IMPROVEMENTS	5,000	5,000	5,000	5,000	5,000	5,000	30,000
CHESAPEAKE HERITAGE & VISITORS CENTER BULKHEAD REP	405,000	-	-	225,000	-	-	405,000
THOMPSON CREEK BULKHEAD	-	-	-	-	-	-	225,000
TOTAL PUBLIC LANDINGS ENTERPRISE	883,000	165,000	64,000	240,000	55,000	15,000	1,422,000
S APRON SAFETY ENHANCEMENT	-	-	-	250,000	3,000,000	-	3,250,000
ENVIRONMENTAL DOCUMENTATION S APRON & RW 11-23	100,000	-	-	-	-	-	100,000
ENVIRONMENTAL ASSESSMENT NON-AERONAUTICAL	-	50,000	-	-	-	-	50,000
5 YEAR CAPITAL IMPROVEMENT PORGRAM	-	-	-	-	-	325,000	325,000
BAY BRIDGE AIRPORT FUEL DEPOT	-	25,000	250,000	50,000	-	-	325,000
RUNWAY 11-23 REHABILITATION	-	500,000	3,500,000	3,500,000	-	-	7,500,000
AOA FENCE	400,000	-	-	-	-	-	400,000
REMOVE OBSTRUCTION	615,000	-	-	-	-	-	615,000
TOTAL BAY BRIDGE AIRPORT ENTERPRISE	1,115,000	575,000	3,750,000	3,600,000	3,000,000	325,000	12,565,000
CROSS COUNTY CONNECTOR	1,320,553	-	-	-	-	-	1,320,553
CAPITAL EQUIPMENT - LIGHT VEHICLES/MAINT EQUIPMENT	235,000	70,000	180,000	35,000	180,000	35,000	735,000
CAPITAL EQUIPMENT - HEAVY & CONSTRUCTION	100,000	270,000	410,000	625,000	385,000	685,000	2,475,000
CAPITAL EQUIPMENT - SMALL & NON-MOTORIZED EQUIPMENT	50,000	80,000	60,000	60,000	60,000	60,000	350,000
ASPHALT OVERLAYS	1,872,700	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	10,872,700
PARKING LOT OVERLAYS	150,000	50,000	50,000	50,000	50,000	50,000	400,000
KENT NARROWS PUBLIC PARKING	-	-	-	-	-	1,000,000	1,000,000
SALT BUILDING ROOF	85,000	-	-	-	-	-	85,000
TAYLOR MILL ROAD BRIDGE	-	-	-	-	-	1,100,000	1,100,000
TOTAL ROADS BOARD CAPITAL PROJECTS	3,813,263	3,250,000	3,600,000	3,670,000	3,476,000	4,730,000	18,338,253

APPENDIX C

SUMMARY OF PERFORMANCE-BASED PLANNING AND PROGRAMMING

Metropolitan Transportation Planning

The most recent federal transportation legislative program, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015. FAST preserves the commitment to the metropolitan transportation planning process established in previous federal initiatives. On May 27, 2016, the U.S. Department of Transportation (U.S. DOT) issued the latest regulations regarding metropolitan transportation planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Transportation Improvement Program and the Long- Range Transportation Plan. Federal agencies are expected to update these regulations to reflect key changes in MAP-21 from previous transportation legislation that include an increased focus on performance measures and relating these measures to prioritization of projects in key MPO documents.

Performance-Based Planning and Programming

In an effort to plan for future regional transportation needs and to comply with the intention of MAP-21 and the Clean Air Act Amendments of 1990 (CAAA), the BRTB endorsed *Maximize2040: A Performance-Based Transportation Plan*, the long-range transportation plan, in November 2015 (and as amended in August 2016 and March 2018). The factors that guided development of *Maximize2040* are listed in the Metropolitan Planning Regulations effective February 14, 2007.

As noted, following the enactment of the FAST Act, the U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016. These updated regulations continue and strengthen the emphasis on performance-based planning and programming.

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

A new set of performance measures and targets is being developed in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 11 to date. These include:

- four transit asset management measures and targets (adopted in June 2017): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks (ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale
- five highway safety measures and targets (adopted in January 2018): (1) Number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle

- two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel.

The BRTB will adopt the remaining 14 measures and targets, in coordination with MDOT, by the November 2018 due date (or, in the case of transit safety, by a due date to be determined). The remaining measures and targets are:

- four measures to assess pavement condition: (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local
- two measures to assess bridge condition: (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- two measures to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTTR): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- one measure to assess freight movement on the interstate system: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTR)
- one measure to assess on-road mobile source emissions (applies to projects with CMAQ funding): total emissions reduction: 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM_{2.5}, PM₁₀, CO, VOC, and NO_x) for which the area is designated nonattainment or maintenance [*Note: the BRTB region is in nonattainment only with respect to ozone*]
- four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures. [*Note that, as of the publication of this document, the final transit safety rule has not been published. Once the final rule has been published, transit agencies will have 1 year to set transit safety performance targets; MPOs will have 1 year + 180 days.*]

All of the measures and targets will be used to guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

All Transportation Improvement Programs (TIPs) that will be adopted after May 2019 will follow the performance-based approach described in the long-range transportation plan. These TIPs will include a narrative explaining how the programmed projects relate to specific regional performance measures and targets.

APPENDIX D

SELF CERTIFICATION

BALTIMORE METROPOLITAN PLANNING ORGANIZATION
BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #19-3

APPROVE THE SELF-CERTIFICATION REVIEW OF THE
BALTIMORE REGIONAL TRANSPORTATION BOARD

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization (MPO) for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, the BRTB, as the MPO for the Baltimore region, has the responsibility under the provisions of the Fixing America's Surface Transportation Act (FAST Act) to develop and carry out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 200,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 336 (Metropolitan Planning);
- 2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General);
- 5) Section 1101(b) of the Fixing America's Surface Transportation Act, known as FAST, (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects (DBE);

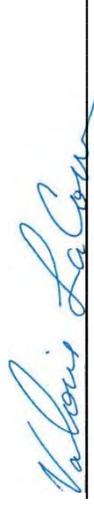
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
- 9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination Disabilities); and

NOW, THEREFORE, BE IT RESOLVED the Baltimore Regional Transportation Board has reviewed and documented that the transportation planning process is addressing the major issues in the Baltimore metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

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 24, 2018 meeting.

July 24, 2018

Date



Valorie LaCour, Chair
Baltimore Regional Transportation Board



July 24, 2018

Date

Pete K. Rahn, Secretary
Maryland Department of Transportation

**BALTIMORE REGIONAL TRANSPORTATION BOARD
2018 SELF CERTIFICATION OF THE REGIONAL PLANNING PROCESS**

BACKGROUND

Baltimore Regional Transportation Board

Under the Fixing America's Surface Transportation Act, known as FAST, every urbanized area in the U.S. with a population greater than 50,000 is required to have a metropolitan planning organization (MPO). The functions of the MPO include:

- coordinating federal funding for transportation,
- transportation planning in cooperation with the federal government, state agencies, and the operators of publicly owned transit services,
- ensuring that transportation expenditures are based on a continuing, cooperative, and comprehensive (3-C) planning process, and
- providing reasonable opportunity for input from the public and interested parties

The Baltimore Regional Transportation Board (BRTB) is the federally designated MPO for the Baltimore region. The BRTB includes official representatives of the cities of Annapolis and Baltimore; the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's; the Maryland Departments of Transportation, the Environment, and Planning; the Maryland Transit Administration; and Harford Transit. The BRTB certifies that the Baltimore region metropolitan transportation planning process complies with applicable requirements, noted in the resolution, to meet the requirements of 23 USC 134 and 23 CFR 450.336. This is evidenced by the summaries that follow.

Metropolitan planning in the Baltimore region is coordinated closely with the U.S. Department of Transportation through the Federal Highway Administration (FHWA), Delmar Division Maryland Office, and the Federal Transit Administration (FTA) Region 3 Office; the Maryland Department of Transportation; member jurisdictions; locally operated transit service providers; and the public.

Baltimore Metropolitan Council

The Baltimore Metropolitan Council (BMC) serves as the host agency of the BRTB. In this capacity, the BMC provides staff to assist the BRTB and its advisory committees. These staff include transportation planners and engineers, traffic modelers, demographers, urban designers, GIS specialists, and other planning professionals.

The BMC staff supports transportation planning for the region by providing demographic and economic analyses, travel demand modeling, air quality modeling, environmental coordination, and

GIS services. This includes developing the transportation plans and programs for the BRTB. BMC staff members also maintain a database of building permits issued throughout the region.

The BMC also serves as the host agency for other important regional functions and programs. These include the 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

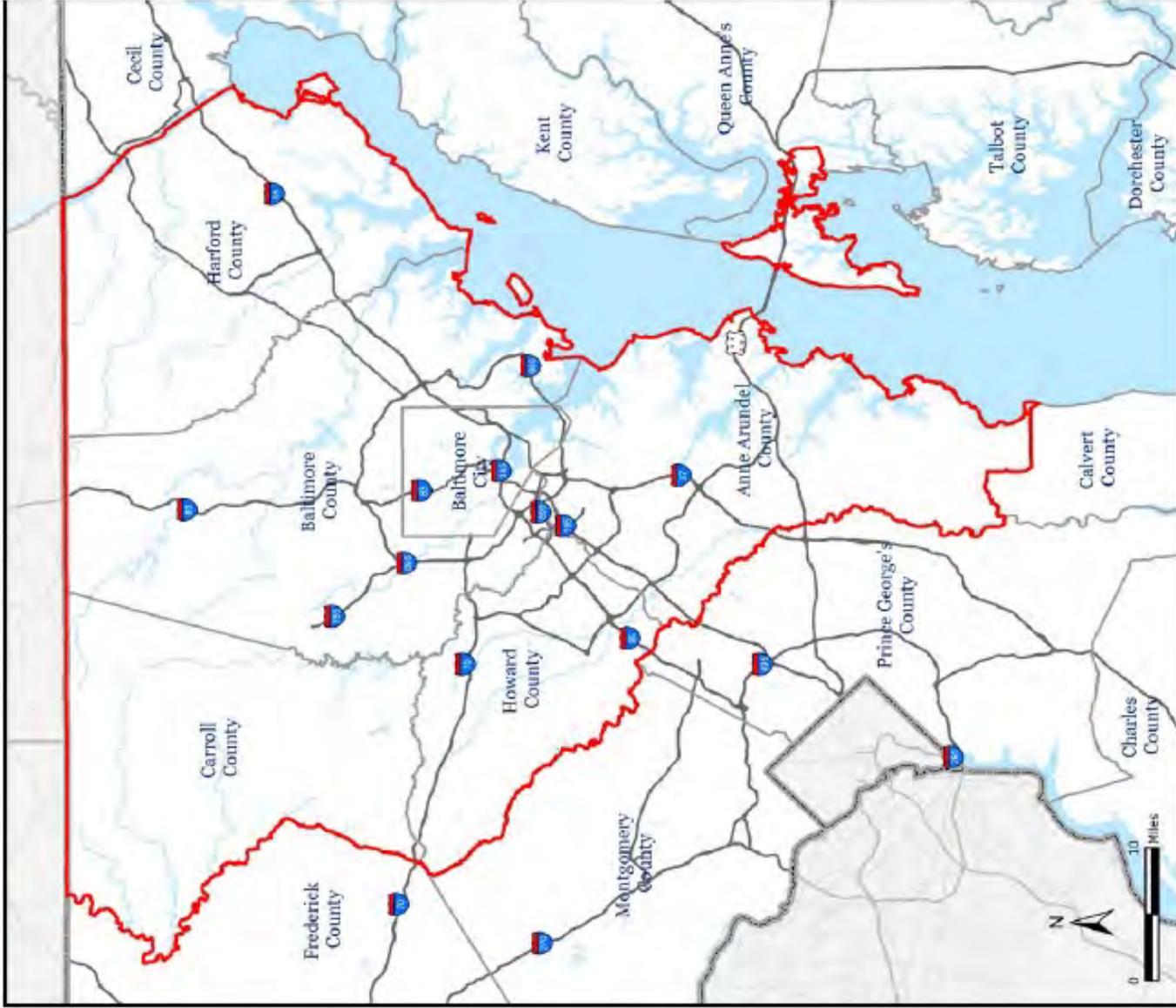
Baltimore Region Urbanized Area

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).

The planning area is part of the 2010 U.S. Census Bureau's Baltimore – Columbia – Towson Metropolitan Statistical Area (MSA), containing the Baltimore Urbanized Area, the Aberdeen – Bel Air South – Bel Air North Urbanized Area, and the Westminster – Eldersburg Urbanized area. Also included within the Baltimore region are 13 smaller incorporated municipalities.

Figure 1 - Baltimore Metropolitan Planning Area



TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

The FAST Act and federal regulations (23 CFR 450.306) stipulate that the metropolitan transportation planning process incorporate ten specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning products (including the LRTP and TIP). These 10 factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Regional Transportation Goals

To address the federal planning factors and advance regional and local priorities, the BRTB established a set of regional goals for the surface transportation system:

- Improve System Safety – Make conditions safer for pedestrians, bicyclists, transit riders, and motorists.
- Improve and Maintain the Existing Infrastructure – Improve the conditions of existing transportation facilities; systematically maintain and replace transportation assets as needed.
- Improve Accessibility – Help people of all ages and abilities to access specific destinations.
- Increase Mobility – Help people and freight to move reliably and efficiently.
- Conserve and Enhance the Environment – Pass on to future generations the healthiest natural and human environments possible
- Improve System Security – Provide a secure traveling environment for everyone; improve the region's ability to respond to natural or man-made disasters
- Promote Prosperity and Economic Opportunity – Support the revitalization of communities, the development of activity centers, and the movement of goods and services.

- Foster Participation and Cooperation among Stakeholders – Enable all interested and affected parties to participate and cooperate to find workable solutions.
- Promote Informed Decision Making – Ensure that adopted transportation policies and performance measures guide the regional decision making process.

FHWA Performance Management Measures / National Goals

The FAST Act's predecessor, known as Moving Ahead for Progress in the 21st Century, or MAP-21, placed a major emphasis on managing and measuring the performance of the surface transportation system. The FAST Act maintains this commitment. The national transportation goals for highway systems are:

- **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** – Maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System
- **System Reliability** – Improve the efficiency of the surface transportation system
- **Freight Movement And Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental Sustainability** – Enhance the performance of the transportation system while protecting/enhancing the natural environment
- **Reduced Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

FTA Performance Management Measures / National Standards

MAP-21 also required the FTA to develop a National Transit Safety Plan and to issue minimum safety performance standards for public transportation vehicles used in revenue operations. The FAST Act continues this requirement.

Each recipient of Section 5307 or Section 5311 funds will be required to certify that it has a Transit Agency Safety Plan that conforms to the national plan. In addition, the FTA is required to develop standards for a Safety Certification Training Program, and each fund recipient must have a safety training program consistent with the national standards.

The FTA also is required to establish a National Transit Asset Management (TAM) System. All recipients and subrecipients of FTA funds must develop a TAM Plan. As part of the national TAM system, the FTA is required to define "Transit State of Good Repair" and establish standards for measuring the condition of the capital assets of fund recipients.

BRTB Performance Management Measures and Targets

Consistent with the federal legislation's emphasis on performance-based planning and programming—and in anticipation of federal regulations implementing this approach—the BRTB established several performance measures and targets in the 2015 long-range plan. These 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.

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

A new set of performance measures and targets is being developed in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

All of the measures and targets will be used to guide the Maryland Department of Transportation and metropolitan planning organizations in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

All Transportation Improvement Programs (TIPs) and long-range plans that will be adopted after May 2019 will follow this performance-based approach. TIPs will include a narrative explaining how the programmed projects relate to specific regional performance measures and targets. Long-range plans will include a system performance report showing data and trends for the past 5 years for each of the adopted performance measures.

AIR QUALITY CONFORMITY

According to 42 U.S.C. 7506 (c)(1): "No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title." The Intermodal Surface Transportation Efficiency Act of 1991 included provisions responsive to the mandates of the CAA. Subsequent implementing regulations have maintained this strong connection. Provisions governing air quality-related transportation planning are incorporated in a number of metropolitan planning regulations.

The region's air quality State Implementation Plan (SIP) is prepared by the Maryland Department of the Environment (MDE). The SIP must demonstrate how a state will attain and/or maintain national ambient air quality standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA). The EPA sets the NAAQS for certain air pollutants, called "criteria pollutants," to protect public health. The EPA then determines the areas of the country that do not meet the NAAQS. For each MPO, "conformity" means that the programs and projects in its regional transportation plans will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS.

The Baltimore region is currently designated by EPA as a "moderate" nonattainment area for the 2008 8-hour ozone standard.

For MPOs that are declared to be air quality nonattainment or maintenance areas, there are many special requirements in addition to the basic requirements for a metropolitan planning process. These include formal agreements to address air quality planning requirements, requirements for setting metropolitan planning area boundaries, interagency coordination, transportation plan content and updates, requirements for a congestion management process, public meeting requirements, and conformity determinations on the regional transportation plans and programs.

CONSULTATION WITH STAKEHOLDERS AND THE PUBLIC

The FAST Act requires MPOs to consult with state and local officials, transit operators, and the public when conducting transportation planning. As did its predecessor legislation, the FAST Act emphasizes the broadening of public participation to include stakeholders who have not traditionally been involved in providing input to transportation decisions.

In ensuring full and effective participation by the public and other interested parties, the BRTB adheres to the following guiding principles:

- Public involvement is an important element of a high quality transportation planning process, not a simple "add on" to meet federal requirements.
- Effective transportation planning must include the participation of those whose everyday lives are critically affected by how they are able to get to work, home, school, stores, and services.

- It is essential to ask for public participation, not just wait for it. It is essential to respect and seriously consider input that is received, not just collect it.
- Informing and educating the public about transportation planning issues and the transportation planning process is key to obtaining good quality public input.
- Additional emphasis should be placed on involving persons and groups typically under-represented in transportation planning or with special transportation needs, including low-income, minority, elderly, and disabled populations.

Public Participation Plan

The most recent update of the Public Participation Plan (PPP) for the Baltimore region, approved in 2018 in accordance with the FAST Act, 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 conducts various activities to engage the public in the transportation planning process. The purpose of the Public Advisory Committee (PAC) is to review and evaluate public involvement techniques, particularly as they relate to the LRTP and new strategies for public involvement and outreach and to provide independent, region-oriented advice regarding regional transportation planning and related issues. Members also assist in promoting equity and public awareness and public participation in the planning process.

BMC staff also coordinates regular meetings of the PAC and its Policy & Legislation, Public Involvement, and ad hoc transportation equity subcommittees. Recent presentations to the PAC have been on topics such as transportation equity, the PPP, performance measures, *Maximize2045*, the TIP and amendments to the TIP, and the UPWP.

Other Examples of the BRTB's Commitment to Public Involvement

All meetings of the BRTB, its subcommittees and advisory groups are open to the public. The BMC website includes minutes of past BRTB and committee meetings; agendas for upcoming meetings; documents distributed for public review; and publications.

Other features of the public involvement program include:

- surveys to evaluate public opinion of its plans, programs, and events.
- notification of new comment periods and events posted on BMC website (nearly 6,100 followers on social media; emails to over 650 interested parties);
- "What's on Tap?" regional forums 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;

- publication of *B'more Involved* and a *COG Quarterly* e-newsletter, distributed to nearly 2,500 subscribers and cross posted on social media to nearly 6,100 followers; and
- cross posting of e-newsletters and press releases on social media and on the BMC website.

TITLE VI / ENVIRONMENTAL JUSTICE

As an MPO, the BRTB is required to convene its members, stakeholder organizations, interested parties and citizens in order to conduct a cooperative, comprehensive and continuing (3C) transportation planning process. Moreover, as a subrecipient of federal financial assistance via the Maryland Department of Transportation, the BRTB is required to be compliant with Title VI of the Civil Rights Act of 1964.

In particular, Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the coverage of Title VI by expanding the definition of the term “programs or activities” to include all programs or activities of federal aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not.

In accordance with Title VI, the BRTB must submit a signed assurance to the United States Department of Transportation that it will not discriminate in the administration of its programs and activities. And it must document its compliance with Title VI in accordance with Federal Transit Administration (FTA) Circular C4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients (2012). This circular placed a renewed emphasis on Title VI in the transportation planning process.

On January 27, 2015, the Baltimore Regional Transportation Board approved, via BRTB Resolution #15-19, its Title VI Program. Documentation of the program details how the BRTB meets the requirements of the aforementioned authorities—in particular the requirements set forth in FTA Circular C4702.1—in the MPO planning process for the Baltimore region. The BRTB published its most recent Title VI Report in April 2016. Recent accomplishments include:

- Evaluated and updated the BMC website to improve online access to Title VI / nondiscrimination policies and information.
- Completed new Four-Factor Analysis based on the most recent American Community Survey Five-Year Estimates. Drafted and approved, via BRTB Resolution #16-5, the Language Assistance Program and Limited English Proficiency Plan.
- Developed and rolled out (to staff, BMC partners, and the public) an ArcGIS web application for the Vulnerable Population Index (VPI) and its composite data on the location and concentration of seven vulnerable populations in the Baltimore region.

- Initiated the second phase of contact relationship management (CRM) implementation to better connect with vulnerable populations / interested parties in the region.
- Utilized approved method to evaluate the benefits and burdens of anticipated investments from the most recent long-range plan, *Maximize2040*, and the most recent transportation improvement program (TIP).

Limited English Proficiency Plan

In accordance with “U.S. Department of Transportation Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficiency Persons,” BMC staff conducted a four-factor analysis to determine the “reasonable steps” the BRTB must take to ensure meaningful access to information and services it provides.

Based on the current low levels of residents with LEP in the Baltimore region and their limited interaction with the BRTB, full translation of all BRTB Plans and Programs is not required at this time. However, in order to engage the diverse population in the region, the BRTB is committed to providing appropriate language assistance to the LEP population. The following information outlines key actions:

- BMC staff prepared an Executive Summary in Spanish for the following key documents: long-range transportation plan (draft and final), short-range transportation program (final), Public Participation Plan, Limited English Proficiency Plan, Title VI Policy and Complaint Form, and the “About the BRTB” brochure.
- The BRTB will provide limited oral language services to Spanish-speaking LEP individuals.
- BMC staff will review the data on which this plan is based at least every four years.
- As a recipient of federal financial assistance, the BRTB has adopted a Title VI complaint procedure.

In July 2015, the BRTB approved the 2015 Limited English Proficiency Plan for the Baltimore region (Resolution #16-5).

REGIONAL TRANSPORTATION PLANNING – REQUIRED DOCUMENTS

The FAST Act requires that MPOs produce three documents:

- Unified Planning Work Program (UPWP)
- Long-Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP), a short-range transportation plan

Unified Planning Work Program – UPWP

The UPWP is the basis for the Baltimore region annual transportation planning work scope. Every two years 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 programmed years.

The UPWP also serves as the project budget for planning tasks funded by the FHWA and FTA. In addition, the UPWP supports the BRTB's priorities. The total funding proposed for the FY 2018 transportation planning activities for the Baltimore region is \$8,646,415. In the second year of the UPWP members refresh the budget and determine if any additional tasks are to be undertaken. The total funding proposed for the FY 2019 transportation planning activities for the Baltimore region is \$7,517,700.

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 and the BRTB.

The BRTB has been timely in its submittal of the draft and final report for approval. However, the Federal Review Team recommended during the certification review that the BRTB increase its efforts to close out projects, submit invoices, and report in a timely manner. The BRTB produces monthly reports for each planning grant. These reports document staff salary, planning consultant, and other expenditures.

Transportation Plans – LRTP and TIP

The LRTP provides information on the region's transportation-related goals and policies as well as socioeconomic, environmental, and other factors that will affect the operation of the transportation system over the next 20-25 years. The document includes a list of major federally funded capital projects planned for this period, their estimated year-of- expenditure costs, and the revenues reasonably expected to be available to fund the projects. The LRTP is updated every four years.

The TIP is a 4-year listing of all federally funded transportation projects, generally updated every year. The TIP serves as the programming element of the LRTP, showing those projects with committed funds and established schedules. The TIP includes a listing of projects for which federal funds have been obligated in the preceding year. This list is compiled annually and published online.

Both the LRTP and the TIP are required by law to be fiscally constrained. In the case of the LRTP, this means projecting the amount of funding the region reasonably anticipates will be available over the next 20-25 years. The total estimated cost of the projects and programs in the LRTP cannot exceed the projected funding. For the TIP, this means providing (1) budgets showing committed funding for whichever project phase (planning, engineering, right of way acquisition, or construction) is being covered and (2) realistic implementation schedules based on when these committed funds will be available.

Another way of expressing fiscal constraint is that neither the LRTP nor the TIP can be a "wish list" of projects. Both of these documents must show how the region expects to pay for each project.

Current Long-Range Transportation Plan

The BRTB adopted the current LRTP, titled *Maximize2040: A Performance-Based Transportation Plan*, in November 2015. Federal agency approval followed in January 2016.

Regional Goals, Strategies, and Performance Measures/Targets

As part of the development of “*Maximize2040: A Performance-Based Transportation Plan*,” the current regional long-range transportation plan, the BRTB adopted broad regional goals, specific implementation strategies, regional performance measures, and regional performance targets to comply with federal requirements. These efforts will enable the region to monitor and evaluate system performance more effectively. This in turn will enable the BRTB to respond to trends indicating specific areas that may merit additional attention.

Solicitation of Public Project Ideas

To get input on the public’s perspective on regional transportation needs, the BRTB solicited public ideas for major, long-term projects to be considered for *Maximize2040*. Members of the PAC helped to collect public project ideas by assisting with outreach at local events and at transit stations. In addition, participants were able to submit project ideas on line through interactive maps.

Of the more than 1,140 public project ideas submitted by the public, 178 related to major, long-term projects that potentially could be included in *Maximize2040*. BMC staff presented all of the recommendations for major, long-term projects as well as minor, short-term projects to the Technical Committee and the BRTB for review and consideration. In addition, staff shared all comments related to minor, short-term projects, as well as general comments, with the responsible modal agencies and local jurisdictions for review and consideration.

Evaluation of Candidate Projects / Fiscal Constraint of Plan

BMC staff scored the candidate projects submitted by jurisdictions and modal agencies. This scoring applied BRTB-adopted evaluation criteria, based on regional goals and performance measures, to determine the relative technical merits of each candidate project. BMC staff provided the results to the Technical Committee and the BRTB to use as a tool in determining the best mix of major projects and programs to advance regional goals and address transportation needs.

In addition, SHA, MTA, and the jurisdictions provided 2015 cost estimates for these projects. BMC staff applied an inflation factor, consistent with Maryland Department of Transportation (MDOT) methodology, to these estimates to determine year of expenditure cost estimates. The Technical Committee and BRTB then determined the best mix of projects, ensuring that given the YOE estimated costs did not exceed anticipated revenues provided by MDOT. In this way, *Maximize2040* was demonstrated to be fiscally constrained, in accordance with federal requirements.

Public Outreach and Engagement

Throughout the nearly 2-year process to develop *Maximize2040*, the BRTB shared information through publishing flyers and e-newsletters as well as through providing links on the BMC website that people could use to follow *Maximize2040* on Twitter and Facebook. In addition, the BRTB provided the public with opportunities to comment on draft goals and implementation strategies, share ideas about critical future trends and possible future conditions, submit project ideas, attend public meetings, and give feedback throughout the process.

The BRTB made the draft *Maximize2040* available to the public for review and comment for a 45-day period in September and October 2015. The BRTB addressed these comments in preparing the final version of *Maximize2040*.

Next Long-Range Transportation Plan

The BRTB and BMC staff have begun development of the next L RTP, titled *Maximize2045: A Performance-Based Transportation Plan*.

Regional Goals and Strategies

As a first step in the development of the next plan, the BRTB adopted the same set of goals from *Maximize2040*. With input from the Technical Committee and the Public Advisory Committee, the BRTB added some implementation strategies to support these goals. These new strategies are intended to:

- strengthen planning related to two new planning factors added in the FAST Act: (1) improve resiliency and reliability, specifically with respect to system redundancy and evacuation routes, and (2) enhance travel and tourism
- acknowledge the need to consider emerging technologies (e.g., autonomous and connected vehicles, smartphone apps) and shared mobility options (e.g., ride hailing services, micro-transit services, ridesharing) in project planning and programming.

Regional Performance Measures and Targets

As noted, following the enactment of the FAST Act, the U.S. DOT published updated Metropolitan Planning Regulations on May 27, 2016. These updated regulations continue and strengthen the emphasis on performance-based planning and programming.

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

In accordance with federal law and regulations, the BRTB is coordinating with the Maryland State Highway Administration and the Maryland Transit Administration to develop a new set of performance measures and targets in preparation for the next long-range transportation plan. Performance measures have been or are being developed for transit asset management, transit safety, roadway safety, roadway and bridge conditions, and system performance. Target selection is being coordinated with the State and public transportation providers to ensure consistency.

Out of the set of 25 federally mandated measures and targets, the BRTB has adopted 11 to date. These include:

- four transit asset management measures and targets (adopted in June 2017): (1) percentage of non-revenue service vehicles that have either met or exceeded their Useful Life Benchmarks

(ULBs), (2) percentage of revenue vehicles within an asset class that have either met or exceeded their ULBs, (3) with respect to infrastructure (rail fixed-guideway, track, signals, systems): percentage of track segments with performance restrictions, and (4) percentage of facilities within an asset class rated below condition 3 on the TERM scale

- five highway safety measures and targets (adopted in January 2018): (1) Number of fatalities, (2) rate of fatalities per 100 million VMT, (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities + non-motorized serious injuries – pedestrian and bicycle
- two system performance measures and targets to assess traffic congestion (unified MDOT/BRTB targets for the urbanized area; adopted in May 2018): (1) annual hours of peak-hour excessive delay per capita (PHED measure) and (2) percentage of non-SOV (single-occupancy vehicle) travel
- one measure to assess on-road mobile source emissions (unified MDOT/BRTB targets for the urbanized area): total emissions reduction (adopted June 2018): 2-year and 4-year cumulative reported emission reductions of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) for which the area is designated nonattainment or maintenance [Note: *the BRTB region is in nonattainment only with respect to ozone*]

The BRTB will adopt the remaining 13 measures and targets, in coordination with MDOT, by the November 2018 due date (or, in the case of transit safety, by a due date to be determined). The remaining measures and targets are:

- four measures to assess pavement condition: (1) percentage of pavement on the interstate system in good condition, (2) percentage of pavement on the interstate system in poor condition, (3) percentage of pavement on the NHS (excluding the interstate system) in good condition – state/local, and (4) percentage of pavement on the NHS (excluding the interstate system) in poor condition – state/local
- two measures to assess bridge condition: (1) percentage of NHS bridges by deck area classified as in good condition and (2) percentage of NHS bridges by deck area classified as in poor condition
- two measures to assess performance of the NHS under the National Highway Performance Program (expressed as Level of Travel Time Reliability (LOTR)): (1) percentage of person-miles traveled on the interstate system that are reliable (Interstate Travel Time Reliability measure) and (2) percentage of person-miles traveled on the non-interstate NHS that are reliable (non-interstate NHS Travel Time Reliability measure)
- one measure to assess freight movement on the interstate system: percentage of interstate system mileage providing for reliable truck travel times (Truck Travel Time Reliability Index – TTTTR)
- four transit safety measures (reported by mode): (1) number of reportable fatalities and rate per total vehicle revenue miles, (2) number of reportable injuries and rate per total vehicle revenue

miles, (3) number of reportable safety events and rate per total vehicle revenue miles, and (4) mean distance between major mechanical failures. [Note that, as of the publication of this document, the final transit safety rule has not been published. Once the final rule has been published, transit agencies will have 1 year to set transit safety performance targets; MPOs will have 1 year + 180 days.]

All of the measures and targets will be used to guide the Baltimore Regional Transportation Board in carrying out the requirements of the applicable FHWA and FTA laws and regulations, including the Highway Safety Improvement Program (HSIP).

Other Components of the Maximize2045

Over the next year, the BRTB will work with stakeholders, partner agencies, and BMC staff to develop the financial plan and list of projects for *Maximize2045*. The BRTB expects to adopt this plan in July 2019.

FY 2019-2022 TIP

The BRTB and its Technical Committee reviewed the projects proposed for the 2019-2022 TIP. This included review by BMC staff for consistency with the L RTP, 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 TIP are funded using current/available revenue sources listed in the state's six-year CTP. The estimated total cost of projects in the 2019-2022 TIP is \$3.20 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 L RTP goals before they can be included in the TIP. In addition, capacity projects must come from the approved L RTP and must have been considered in the congestion management process for the region.

FY 2019-2022 TIP Financial Considerations

As noted, the 2019-2022 TIP uses current and available revenue sources listed in the 2018-2023 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 2019-2022 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 2019-2022 TIP and the associated draft Air Quality Conformity Determination took place from May 23 through June 25, 2018. Staff held one public

meeting (advertised as a Transportation Fair) and a presentation at a Public Advisory Committee meeting (open to the public) to present information and accept input/comments. The public meeting included representatives from every agency sponsoring projects in the TIP. The BRTB also posted the draft TIP online along with an interactive map of TIP projects and advertised on BaltimoreSun.com.

Air Quality Conformity – FY 2019-2022 TIP and Amended Plan

The conformity rule, as it applies to the Baltimore nonattainment area, requires the LRTP and TIP to conform to the motor vehicle emissions budgets established in the SIP. The applicable SIP for the Conformity Determination of the 2019-2022 TIP is the 2012 RFP SIP for 8-hour ozone (determined to be adequate on March 27, 2009).

The results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030, and 2040. Therefore, the BRTB, in its capacity as the Metropolitan Planning Organization for the Baltimore region, has concluded that the 2019-2022 TIP and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations (40 CFR Part 93).

DISADVANTAGED BUSINESS PROGRAM (DBE) / EQUAL EMPLOYMENT OPPORTUNITY

Disadvantaged Business Enterprise (DBE) Program

The BRTB actively seeks to ensure that the planning process gains input and includes participation by minority, disabled, and elderly representatives through committee representation and public participation. In addition, the BRTB seeks to ensure equity through its consultant contracting DBE participation requirements and through equal opportunity employment practices. The BRTB adopted DBE procedures to define clearly the standards for ensuring DBE participation. DBE targets are set annually.

The BRTB-approved DBE participation target for FY 2019 is 31.7%. Specifically, the Baltimore Regional Transportation Board is using the goal of the Maryland Department of Transportation as the primary recipient of U.S. Department of Transportation funds located in the same or a substantially similar market as the BRTB.

The BRTB participates in the Regional Procurement Diversity Expo, “Meet the Primes,” which is sponsored, in part, by the Baltimore Regional Cooperative Purchasing Committee. The most recent Expo took place in October 2017 with an event planned for October of 2018. 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 went into effect on July 1, 2016. The Equal Employment Opportunity policy, unchanged since the last update of the manual (from March 1, 2007), states:

In order to provide equal employment opportunity to all individuals, employment decisions at BMC will be based on qualifications, abilities, and performance. BMC does not discriminate in employment opportunities or practices on the basis of race, color, religion, sex, national origin, age, disability, sexual orientation, or any other characteristic protected by law.

BMC will make reasonable accommodations for qualified individuals with known disabilities unless doing so would result in an undue hardship. This policy governs all aspects of employment, including selection, job assignment, compensation, discipline, termination, and access to benefits and training.

AMERICANS WITH DISABILITIES ACT

The BRTB and its subcommittees are fully committed to the spirit and intent of the ADA legislation. To facilitate participation by people with disabilities, the following guidelines and activities apply:

- All public meetings and formal events of the BRTB will be held in facilities that are accessible to persons with disabilities. Additional accommodations will be provided on an as-needed basis.
- All public notices of BRTB events state that accommodations for qualified individuals with disabilities will be provided on request. One-week notice is required for provisions of appropriate auxiliary aids and services.
- All documents available to the public will be provided in alternative formats for qualified individuals with disabilities, upon request.
- The website is accessible to and usable by individuals with vision impairments.
- The telephone number of the Maryland Relay Service will be included on all agendas and materials for public review of the BRTB.
- A list of resources for auxiliary aids and services has been developed and is maintained.

The Public Advisory Committee maintains a strong role in the consideration of the disabled population. In addition, the planning process now utilizes the most recent, applicable data from the U.S. Census Bureau to identify possible concentrations of disabled individuals. Such an approach, based on public input and the best possible planning assumptions, is similar to those used by the MTA and the Locally Operated Transit Systems (LOTS) in developing fixed-route and on-demand transit services across the region.

Other ADA-related Activities

The BMC undertook an ADA Self-Evaluation and the associated Transition Plan. Recognizing the importance of the offices where employees work on a regular basis as well as where public meetings are held on a regular basis, the BMC completed a review of the interior of the offices. Several areas have been noted where improvements are needed to maintain a fully compliant space, adjustments are now completed. The exterior were reviewed by the development company and a significant upgrade was completed which will be added to the next report.

BRTB staff participates in trainings and offers assistance and advice on pedestrian accessibility issues through participation in steering committees for bicycle and pedestrian plans and review of LRTP and TIP projects for pedestrian accommodations. In 2013, a staff member participated in "Understanding ADA" training (which incorporated Section 504 considerations as well) through the National Transit Institute at WMATA headquarters in Washington, DC. Staff has also given presentations on the subject of pedestrian and transit accommodations for people with disabilities to a variety of audiences, including the self-advocacy group of the Arc of Howard County.

OLDER AMERICANS ACT

The BRTB acknowledges that older residents are a growing percentage of the population and continues to monitor aging residents of the Baltimore region to ensure that this segment of the population is served by the transportation system as required by the Older Americans Act, as amended (42 U.S.C. 6101). Information on travel studies related to the needs of the elderly (see examples below) is posted on the BMC web site: www.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 collaborated with the Maryland Transit Administration in developing the 2015 *Baltimore Area Coordinated Public Transit – Human Services Transportation Plan*. This plan meets SAFETEA-LU's federal planning requirement that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be derived from a locally developed, coordinated public transit-human services transportation plan. Although the FAST Act's predecessor, MAP-21, eliminated the JARC and New Freedom programs, these type of services continue to be eligible for funding other FTA programs.

In June 2015, two regional workshops provided a forum for stakeholders to discuss and update the transportation needs in the 2010 Plan. Strategies for how to best to serve the needs of seniors and the disabled as well as the low-income employed were finalized at an August 2015 meeting also attended by regional stakeholders

2017 – Attitudes and Behavior of Baltimore Area Residents with Access to Transit

Related to the topic of the transportation needs of the region's residents, the BRTB sponsored a survey to gather information on people's travel behavior and attitudes with respect to public transit. From November 14, 2017 to January 16, 2018, the BRTB's consultant team conducted more than 1,200 interviews of residents in zip codes served by transit. The team used the data to determine attitudes by demographic characteristics, education level, and income level. In addition, the team conducted a market segmentation analysis and provided recommendations to the BRTB on how the region could more effectively reach and serve current and potential transit riders.

MTA Mobility/Paratransit

Mobility/Paratransit is a specialized, curb-to-curb service for people with disabilities who are not able to ride fixed-route public transportation including lift-equipped buses.

Anne Arundel County

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Baltimore County

CountyRide provides specialized transportation services to Baltimore County residents 60 years of age or older, persons with disabilities ages 18 to 59, and rural residents of all ages. Destinations include medical appointments, shopping and other general purpose trips.

Carroll County

Butler Medical provides demand-response transportation to meet the needs of seniors, people with disabilities, and the transportation disadvantaged of Carroll County.

Harford County

Harford Transit provides services in accordance with the ADA. Vehicles are wheelchair accessible.

Howard County

Regional Transportation Agency of Central Maryland (RTA) Mobility is a specialized transportation service for individuals who cannot ride fixed route buses. RTA Mobility consists of two service components: General Paratransit and ADA Services.

Queen Anne's County

County Ride is the public transit system for Queen Anne's County and is operated under the Department of Aging. Our staff is committed to providing quality transit services for the general public and specialized services for seniors and persons with disabilities who are unable to use the fixed-route public system.

Action in Maturity (AIM)

AIM is a senior center without walls providing transportation and social services to aging adults in Baltimore City.

Neighbor Ride

Neighbor Ride provides affordable, volunteer-based supplemental transportation for Howard County's seniors.

Partners In Care

Partners In Care is a nonprofit organization that helps Anne Arundel County's older adults remain independent in their homes. It provides no-cost transportation to members for doctors' appointments, pharmacy trips, shopping and running various other errands via a team of volunteer drivers.

REHABILITATION ACT

Section 504 of the Rehabilitation Act of 1973 (29 USC 794 and 49 CFR part 27) addresses accessible features such as curb cuts, ramps, continuous sidewalks, and detectible warnings, particularly as they relate to the needs of children, the elderly, and people with physical disabilities. The activities and work done to comply with and promote understanding of the ADA also relates to the provisions of the Rehabilitation Act.

APPENDIX E

AREAWIDE PROJECTS

KNOWN FY 2019 AREAWIDE PROJECTS AT TIME OF SUBMITTAL – BASED ON THE 2018-2023 CONSOLIDATED TRANSPORTATION PROGRAM

Jurisdiction	Route	Termini	Description of Improvements
Areawide Transportation Alternatives Projects (60-9903-29)			
Anne Arundel County		MD 3 at Millersville Rd. to Waterbury Rd. at Bacon Ridge Rd.	Bike/pedestrian trail construction
Anne Arundel County		Severna Park-and-Ride	Stormwater management pond retrofit
Baltimore City		Sharp-Leadenhall to Hamburg Street Light Rail Station	Pedestrian access improvements
Baltimore City		Pimlico Elementary School	Safe Routes to School (SRTS) sidewalk improvements
Carroll County		Sykesville Middle School	Safe Routes to School (SRTS) sidewalk improvements
Carroll County		Manchester Skate Park	Wetland construction
Carroll County		Langdon, near Westminster Avenue	Stormwater management facility construction
Howard County		Dorsey MARC Station	Stormwater management pond retrofit
Areawide Environmental Projects (60-9506-38)			
Anne Arundel County	Various		Drainage improvement
Anne Arundel County	Various		Tree planting and landscaping
Carroll County	Various		Misc. Drainage Improvements
Howard County	Various		Misc. Drainage Improvements
Areawide Congestion Management Projects (60-9504-04)			
Regional	Various	CHART vehicle purchase FY 2019	
Regional	Various	CHART operating budget FY 2019	
Regional	Various	CHART device maintenance FY 2019	
Areawide Safety and Spot Improvement (60-9508-19)			
Anne Arundel County	US 50	MD 665 to Severn River	Drainage improvements
Carroll County	MD 32	Main St. to MacBeth Way	Safety Improvements
Carroll County	MD 27	Gillis Falls Rd/Harrisville Rd	Intersection Improvements
Howard County	US 1	Kit Kat Road	Intersection Improvements

Areawide Bridge Replacement and Rehabilitation Projects (60-9310-13)			
Anne Arundel County	MD 450	Bridges 02243XO, 02335XO, 02288XO, and 02244XO	Miscellaneous repairs
Baltimore County	various	Baltimore beltway and Northwest Expressway	Clean, paint bridges
Howard County	US 40	Bridge 13055 over I-70	Bridge rehabilitation
Areawide Resurfacing and Rehabilitation Projects (60-9501-11)			
Anne Arundel County	MD 295	MD 175 to MD 100	Resurfacing
Baltimore County	Various	Interstate roadways in Baltimore County	Resurfacing, patching
Carroll County	Various	MD 27, MD 86, MD 832	Resurfacing
Howard County	Various	MD 103, MD 104, MD 144A, MD 175	Resurfacing
Howard County	I-70 WB	Baltimore County line to Marriottsville Rd	Resurfacing
Howard County	MD 100	Snowden River Pkwy to Anne Arundel County line	Resurfacing

APPENDIX F

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
12-0002-99	Transportation Career Development Innovation Program	Baltimore City	2019	Miscellaneous	Miscellaneous
12-0723-19	Reversible Lane System Replacement	Baltimore City	Ongoing	Highway Preservation	Other
12-1030-13	Citywide Bridge Preservation and Rehabilitation	Baltimore City	Ongoing	Highway Preservation	Bridge repair/deck replacement
12-1102-42	Boston Street Realignment and Reconstruction	Baltimore City	2016	Highway Capacity	New or extended roadways
12-1116-42	New Vail Street	Baltimore City	2014	Highway Capacity	New or extended roadways
12-1213-11	Citywide Street and Urban Reconstruction	Baltimore City	Ongoing	Highway Preservation	Road resurfacing/rehabilitation
12-1406-12	Waterview Avenue and Hollins Ferry Road Reconstruction	Baltimore City	2017	Highway Preservation	Road reconstruction
12-1409-11	Seton Hill Complete Streets	Baltimore City	2017	Highway Preservation	Road resurfacing/rehabilitation
12-1410-11	Citywide Roundabout Construction	Baltimore City	2018	Highway Preservation	Road resurfacing/rehabilitation
12-1413-56	Bayview MARC Intermodal Station	Baltimore City	2018	Commuter Rail	New rail facilities
12-1417-39	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
12-1704-11	Curtis Avenue Corridor Improvements (Phase I and II)	Baltimore City	2025	Highway Preservation	Road resurfacing/rehabilitation
13-1406-42	Security Boulevard Extension	Baltimore County	2018	Highway Capacity	New or extended roadways
15-0406-13	Pleasantville Road Bridge #67	Harford County	2020	Highway Preservation	Bridge repair/deck replacement
15-1402-42	Bata Boulevard Access Road	Harford County	2020	Highway Capacity	New or extended roadways
16-1409-42	Skylark Boulevard extended to MD 216	Howard County	2017	Highway Capacity	New or extended roadways
92-1101-99	Baltimore and Potomac Tunnel	Office of the Secretary	n/a	Miscellaneous	Miscellaneous
95-1401-59	Susquehanna Bridges	Office of the Secretary	n/a	Commuter Rail	Other
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, Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
61-0505-41	MD 295: MD 100 to I-195, Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	SHA	2025	Highway Capacity	Roadway Widening
63-1204-04	I-695: Low-Cost Operational and Safety Improvements	SHA	NA	Emission Reduction Strategy	Traffic Engineering
63-9305-41	I-695: I-83 to I-95 (Northeast Beltway) Study	SHA	NA	Highway Capacity	Roadway Widening
64-1703-41	MD 32: MD 26 to I-70 Corridor Study	SHA	NA	Highway Capacity	Roadway Widening
66-0501-19	US 1: Baltimore County to Prince George's County Line Study	SHA	NA	Highway Preservation	Other
66-1403-41	I-70: MD 32 to US 29 Corridor Study	SHA	NA	Highway Capacity	Roadway widening

APPENDIX G

FY 2018-2021 TIP AMENDMENT AND ADMINISTRATIVE MODIFICATION LOG

Summary of 2018 – 2021 TIP Amendments and Administrative Modifications

TIP ID	Project Title	Agency	Amendment/Administrative Modification Reason	Project Description	Date of BRTB/ Executive Committee Approval
12-1402-13	Harford Road Bridge over Herring Run	Baltimore City	This administrative modification updates the source of federal funds from the Surface Transportation Block Grant Program to the National Highway Performance Program. In addition, FY 2018 construction funds increase from \$24 million (\$19.2 million federal/\$4.8 million matching) to \$25 million (\$20 million federal/\$5 million matching). The increase of \$1 million is due to a revised engineer's estimate at the completion of 100% design.	<p>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.</p> <p>The date of authorization for PE funding for this project was in FY 2015.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 9/25/2017
12-0207-11	Citywide Road Resurfacing – Federal Aid Program	Baltimore City	This administrative modification updates the source of federal funds from the Surface Transportation Block Grant Program to the National Highway Performance Program. In addition, FY 2018 construction funds increase from \$2.5 million (\$2 million federal/\$500,000 matching) to \$5 million (\$4 million federal/\$1 million matching). These funds will be used to resurface Franklin Street from Martin Luther King Jr. Boulevard to Edmondson Avenue. Funding was anticipated to be obligated in FY 2017 but must now be added to FY 2018 due to delays in the approval process to advertise the project. Funds in the 2018-2021 TIP increase from \$8.7 million to \$11.2 million.	<p>Resurfacing or rehabilitation of various roadways on the Federal Aid system citywide. Work is to generally include the removal and replacement of existing asphalt surfaces. It may also include roadway base repairs, minor curb and sidewalk repairs, and other isolated roadway appurtenance modifications.</p> <p>Conformity Status: Exempt</p>	Admin Mod: 9/25/2017
63-1801-38	I-695 at Cromwell Bridge Road – Drainage Improvement	State Highway Administration	This amendment adds the project to the 2018-2021 TIP utilizing federal NHPP funds along with state matching funds for the preliminary engineering, construction, and right-of-way phases. The project requires its own TIP sheet because the total cost now exceeds \$10 million, and must be included as a major project in the Maryland Department of Transportation (MDOT) Consolidated Transportation Program. Federal NHPP funds are added in the amount of \$9.548 million along with \$2.387 million in state matching funds for a total of \$11.935 million added to the 2018-2021 TIP, with \$1.52 million expended in previous fiscal years. The total project cost is \$13.455 million.	<p>This project involves restoration of the stream channel, repair of SHA drainage outfalls and outfall channels, construction of stormwater management facilities to provide water quality treatment, and relocation of the Baltimore County sewer line.</p> <p>Conformity Status: Exempt</p>	Resolution 18-5: 9/26/2017

70-1502-54	MARC Improvements	Maryland Transit Administration	This administrative modification adds Section 3028 Commuter Rail Positive Train Control Grant Program funds to FY 2018 in the amount of \$4.72 million federal along with \$1.18 million in matching funds. These funds will be used to implement Positive Train Control for MARC. In addition, FY 2018 Section 5307 and Section 5337 funds decrease in the amounts of \$80,000 federal/\$20,000 matching and \$225,000 federal/\$56,000 matching, respectively. The total project cost increases from \$49.58 million to \$55.099 million, an increase of \$5.519 million.	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line; improvements to the Brunswick and Camden lines; system-wide parking lot improvements; the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines; development and implementation of Positive Train Control for MARC (PTC is funded through Section 3028); audio/visual warning system for MARC train approaching; and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$11.917 million in state dollars. Conformity Status: Exempt	Admin Mod: 11/9/2017
12-9903-13	Hawkins Point Bridge over CSX Railroad	Baltimore City	This amendment adds the project to the 2018-2021 TIP using \$17.6 million in federal NHPP funds along with \$4.4 million in matching funds for the construction phase. This project had previously been in the 2017-2020 TIP, but must now be added to the 2018-2021 TIP as a result of delays in the process to advertise the project.	This project involves the following: 1) Complete replacement of the bridge carrying Hawkins Point Road over CSX railroad tracks. 2) Complete replacement of .53 miles of Hawkins Point Road from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). This replacement includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will also be added to both sides of the roadway. 3) Addition of a 400 foot right turn lane at Ross Avenue for those accessing the US Coast Guard Yard. 4) Stormwater management and reforestation of two acres east of the bridge. PE funds for this project were included in a previous TIP (FY 2011 and FY 2013). Conformity Status: Exempt	Resolution 18-6: 11/28/17
63-1701-13	I-83: Bridge Replacement over Padonia Road	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2019 for the construction phase. The modification shifts \$1.6 million from state funding to NHFP federal funding. The total amount of funds in the 2018-2021 TIP is unchanged.	Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to include a turn lane and to reflect recent bid prices. Conformity Status: Exempt	Admin Mod: 11/30/2017
63-1602-43	I-695: Bridge Replacements at Benson Ave and US 1	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2018 for the construction phase. The modification shifts \$521,000 from NHPP to NHFP federal funding and \$130,000 from NHPP to state funding. In addition, \$145,000 in state matching funds are shifted from the ROW phase to the construction phase. The total amount of funds in the 2018-2021 TIP is unchanged.	Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave; Bridge 0311405 on I-695 Inner Loop over Leeds Avenue, US 1, AMTRAK and Herbert Run. The project also includes the realignment of the I-695 northbound on-ramp from Leeds Ave. to US 1. Both bridges will be widened to accommodate the future widening of I-695 to improve safety. No additional lanes are being added at this time. US 1 will be narrowed to one lane in each direction extending approximately 2,400 feet north and south of I-695. This project is a breakout of the larger corridor project, I-695: I-95 to MD 122, which has TIP ID #63-0602-41 and separate funding flows. This project will be completed in the 2017 calendar year, fiscal year 2018. Conformity Status: Not Exempt	Admin Mod: 11/30/2017

63-1702-43	I-695: Bridge Replacement on Crosby Road	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2018 and FY 2019 for the construction phase. The modification shifts \$602,000 from state funding to NHFP federal funding. The total amount of funds in the 2018-2021 TIP is unchanged.	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. Conformity Status: Exempt	Admin Mod: 11/30/2017
63-1601-41	I-695: US 40 to MD 144	State Highway Administration	This administrative modification reflects the use of National Highway Freight Program (NHFP) funds in FY 2018 – FY 2020 for the construction phase. The modification shifts \$4.968 million from NHS to NHFP federal funding and \$1.242 million from NHS to state funding. The total amount of funds in the 2018-2021 TIP is unchanged.	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. Conformity Status: Not Exempt	Admin Mod: 11/30/2017
13-1201-13	Dogwood Road Bridge No. B-0347 over Dogwood Run	Baltimore County	This amendment adds the project to the FY 2018-2021 TIP by shifting construction funds from FY 2017 to FY 2018 to reflect the current advertisement schedule for the project. FY 2018 construction funds are composed of \$1.2 million in federal Surface Transportation Block Grant program funds along with \$300,000 in local matching funds. The total project cost remains unchanged from the FY 2017-2020 TIP.	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). Conformity Status: Exempt	Amendment: Approved by EC 12/19/2017
40-0104-61	Small Urban Transit Systems - Operating Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2018 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. Funds increase in the amount of \$29,000 federal along with \$29,000 in matching funds. Total funding in the TIP increases from \$2.376 million to \$2.434 million.	Operating assistance to small urban transit systems throughout the Baltimore region. Transit agencies eligible for funding include Carroll Transit System. Conformity Status: Exempt	Admin Mod: 1/24/2018
40-1603-61	Urban Transit Systems – Operating Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 funds in FY 2018 to reflect the difference between the estimated and actual budgetary needs of the grant sub-recipient. Funds increase in the amount of \$329,000 federal along with \$329,000 in matching funds. Total funding in the TIP increases from \$10.376 million to \$11.034 million.	Operating assistance to urban transit systems throughout the Aberdeen/Bel Air South/Bel Air North Urbanized Area. Transit agencies eligible for funding include Harford County Transportation Services. Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries. The TIP ID for this project was formerly 40-1603-05. Conformity Status: Exempt	Admin Mod: 1/24/2018

40-9502-05	Small Urban Transit Systems – Capital Assistance	Maryland Transit Administration	This administrative modification updates FTA Section 5307 and 5339 funds in FY 2018. Section 5307 funds increase in the amount of \$58,000 federal along with \$14,000 in matching funds. These funds will be used for 1 small bus replacement, 18 replacement tablets, and preventive maintenance for the Carroll Transit System. Section 5339 funds increase in the amount of \$179,000 along with \$45,000 in matching funds. These funds will be used for two medium duty bus replacements in Anne Arundel County. Total funding in the TIP increases from \$2.343 million to \$2.639 million.	Capital assistance to small urban transit systems throughout the region to purchase vehicles, equipment, and facilities. The Baltimore region small urban transit systems include Carroll Transit System and Anne Arundel County. FY18 awards to Carroll County include 6 vehicle replacements, 1 replacement bus, 18 replacement tablets, a transit hub study, and continued preventive maintenance. FY18 awards to Anne Arundel County include 2 replacement buses. Conformity Status: Exempt	Admin Mod: 1/24/2018
15-1401-13	Robinson Mill Road Bridge #154 over Broad Creek	Harford County	This administrative modification updates Surface Transportation Block Grant funds for the construction phase in FY 2018. The increase reflects updated construction and utility relocation costs due to the project being delayed for nearly three years. Funds increase in the amount of \$80,000 federal along with \$20,000 in matching funds. Total funding in the TIP increases from \$300,000 to \$400,000.	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 funds were in a previous TIP. Conformity Status: Exempt	Admin Mod: 1/24/2018
63-1704-13	US 1: Bridge Replacement over CSX	State Highway Administration	This amendment updates NHPP funds for the PE, Construction, and ROW phases. Construction funds switch from state funds to NHPP with state match, PE funds increase by a total of \$226,000, and ROW funds are added in the amount of \$2.448 million. Funding in the 2018-2021 TIP increases from \$25.187 million to \$27.861 million, an increase of \$2.674 million. The total project cost increases from \$26.176 million to \$29.782 million, a total increase of \$3.606 million. The increased project cost reflects a revised engineer's estimate and additional ROW and utility costs.	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. Conformity Status: Exempt	Amendment: Approved by EC 3/19/2018
25-1801-41	I-95 Express Toll Lane Northbound Extension	Maryland Transportation Authority	This amendment adds a new project to the FY 2018-2021 TIP utilizing Maryland Transportation Authority toll revenues. Funding in the FY 2018-2021 TIP includes \$7.9 million in preliminary engineering funds and \$107.26 million in construction funds for a total of \$115.16 million. The total cost of the project is \$210 million, with construction funding extending into FY 2022 and FY 2023.	The proposed improvements will address capacity, operational, and safety concerns that exist today along northbound I-95 and are interim improvements toward the full Section 200 implementation. The interim solution will be funded with MDTA toll revenues and includes: a. A single lane Express Toll Lane (ETL) from north of MD 43 to 1 mile south of MD 152 (4.9 miles). The ETL will be separated by a 4' buffer. b. A 5th auxiliary lane to MD 152 (1.0 mile). The right most lane will be dropped at the MD 152 off-ramp. The on-ramp from MD 152 will be extended as an auxiliary lane to the MD 24 / MD 924 off-ramp. c. Minor modifications to the off-ramp to MD 24 / MD 924 d. Various corridor improvements including 4 noise walls and a new ITS system. Conformity Status: Not Exempt	Resolution 18-10: 3/27/2018

63-1802-41	I-695: I-70 to MD 43	State Highway Administration	This amendment adds a new project to the FY 2018-2021 TIP utilizing federal NHPP funds along with state match. Funding in the FY 2018-2021 TIP includes \$22 million in preliminary engineering funds (\$17.16 million federal/\$4.84 million matching) and \$99 million in construction funds (\$77.22 million federal/\$21.78 million matching) for a total of \$121 million. The total cost of the project is \$251 million, with construction funding extending into FY 2022 and FY 2023.	The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. This project includes reconfiguration of the I-695 and I-70 interchange and potential future adaptive ramp metering. Conformity Status: Not Exempt	Resolution 18-11: 3/27/2018
63-0602-41	I-695: I-95 to MD 122 (Southwest Beltway)	State Highway Administration	This amendment removes the project from the FY 2018-2021 TIP. This project funded PE up to 30% for two projects that have since been broken out into separate projects. These projects – I-695: US 40 to MD 144 (TIP ID 63-1601-41) and I-695: Bridge Replacements at Benson Ave and US 1 (TIP ID 63-1602-43) – will continue as scheduled. However, the ultimate restriping of this roadway segment to eight lanes is now anticipated to be completed beyond the current TIP and LRP timeframes.	The overall purpose of this project is to study the six-lane portions of I-695 for widening to an eight-lane freeway from I-95 to MD 122 (Security Boulevard). This umbrella project funded PE in 2014 for two projects that have since been broken out. Funding did not go beyond 30% PE. The I-695 Outer Loop widening project involves the multi-lane reconstruction of the I-695 Outer Loop from South of US 40 to MD 144 and has TIP ID #63-1601-41. The replacement of the bridge along the I-695 Inner Loop over Benson and Leeds/US1/Amtrak/Herbert Run and the realignment of the I-695 Inner Loop ramp from US 1 over Leeds Avenue, and US 1 from Knecht Avenue to Linden Avenue have TIP ID #63-1602-43. Engineering for this project is on hold. Conformity Status: Exempt	Resolution 18-11: 3/27/2018
63-1705-43	I-70 & I-695: Triple Bridges Study	State Highway Administration	This amendment removes the project from the FY 2018-2021 TIP. Funds for the study and the eventual reconfiguration of the I-695 and I-70 interchange are now part of the I-695: I-70 to MD 43 project (TIP ID 63-1802-41).	The project is the I-70/I-695 triple bridges study to replace or rehabilitate bridges no. 0312703, 0312704, 0312805, 0312806, 0312903 and 0312904. The State funded study will be complete in calendar year 2017, fiscal year 2018. No additional phases are currently funded. Conformity Status: Exempt	Resolution 18-11: 3/27/2018
63-1701-13	I-83: Bridge Replacement over Padonia Road	State Highway Administration	This amendment adds federal NHPP funds for the construction phase and state funding for preliminary engineering. The addition of federal NHPP funds is a financial decision, balancing federal aid commitments across the statewide MDOT SHA program. The addition of NHPP funds increases federal funding in the TIP by \$17.719 million, resulting in a decrease in state funding of \$12.474 million. The total four-year request in the TIP increases from \$20 million to \$25.245 million, an increase of \$5.245 million. The total cost for the project increases from \$20.94 million to \$26.448 million. The funding increase reflects current bid pricing and the final grading plan.	Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to reflect recent bid prices. Conformity Status: Exempt	Resolution 18-12: 3/27/2018

63-1706-13	US 40: Bridge Replacements over Little & Big Gunpowder Falls	State Highway Administration	This amendment switches the federal funding source from STBG to NHPP and updates construction, preliminary engineering, and right-of-way funds. Changing the federal funding source to NHPP is a financial decision, balancing federal aid commitments across the statewide MDOT SHA program. The four-year funding request in the TIP increases from \$14.083 million to \$23.364 million, an increase of \$9.281 million (\$6.437 million federal/\$2.844 million matching). The total cost for the project increases from \$16.565 million to \$25.79 million. The funding increase accommodates a revised management of traffic strategy and widening at the bridge approaches for traffic transitions.	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. Conformity Status: Exempt	Resolution 18-12: 3/27/2018
40-1204-64	Bus and Rail Preventive Maintenance	Maryland Transit Administration	This administrative modification updates Section 5307 and Section 5337 funds to reflect the difference between estimated and actual budgetary needs. FY 2018 Section 5307 funds decrease in the amount of \$3.054 million along with a \$763,000 decrease in matching funds. FY 2018 Section 5337 funds increase in the amount of \$3.454 million along with \$863,000 in matching funds. The total project cost increases from \$193.52 million to \$194.02 million.	Provides preventative maintenance on the Bus, Light Rail and Metro systems to improve safety, reliability and passenger comfort. Conformity Status: Exempt	Admin Mod: 6/8/18
40-1502-69	Seniors and Individuals with Disabilities	Maryland Transit Administration	This administrative modification updates FTA Section 5310 funds due to a special solicitation for projects held in FY 2018. The special solicitation was held to prevent previously unobligated FY 2016 funds from lapsing. Funds increase in the amount of \$616,000 federal along with \$300,000 in matching funds. Total funding in the TIP increases from \$9.36 million to \$10.276 million.	Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan. Conformity Status: Exempt	Admin Mod: 6/8/18
40-1502-69	Seniors and Individuals with Disabilities	Maryland Transit Administration	This administrative modification updates FTA Section 5310 funds to move funds that were inadvertently placed in the DC region TIP to the Baltimore region TIP. Funds increase in the amount of \$30,000 federal along with \$7,000 in matching funds. Total funding in the TIP increases from \$10.276 million to \$10.313 million.	Capital and operating assistance to non-profit agencies who provide transportation services for the elderly and individuals with disabilities. Non-profit recipients are determined through a competitive selection process and based upon the Baltimore Area Coordinated Public Transit - Human Services Transportation Plan. Conformity Status: Exempt	Admin Mod: 7/6/18
13-1204-13	Old Court Road Bridge No. B-0237 over Bens Run	Baltimore County	This administrative modification shifts \$1.44 million in federal STBG funds along with \$360,000 in matching funds from FY 2018 to FY 2019. The year of operation changes from 2019 to 2020. Baltimore County had originally anticipated advertising for construction in FY 2018 but will now advertise in FY 2019 due to delays encountered during preliminary engineering.	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). Conformity Status: Exempt	Admin Mod: 7/20/18

70-1502-54	MARC Improvements	Maryland Transit Administration	This administrative modification updates FTA Section 5337 funds due to an accelerated payment schedule for the Northeastern Corridor infrastructure improvements. Section 5337 funds increase in the amount of \$6.786 million along with \$1.697 million in matching funds. Total funding in the TIP increases from \$55.099 million to \$63.582 million.	This project provides funding to implement ongoing improvements derived from the MARC Master Plan and Amtrak/CSX Operating Agreements. Projects include: improvements to the Penn line, improvements to the Brunswick and Camden lines, system-wide parking lot improvements, the design, procurement, and installation of an ADA compliant public address system at all MARC stations on the Brunswick, Camden, and Penn lines, implementation and development of Positive Train Control for MARC (PTC is funded through Section 3028), audio/visual warning system for approaching MARC trains, and the collaborative cost-sharing arrangement to advance development of the Northeast corridor infrastructure. In addition to the matching funds listed, MTA has committed \$11.917 million in state dollars. Conformity Status: Exempt	Admin Mod: 7/20/18
70-1503-55	MARC Facilities	Maryland Transit Administration	This amendment decreases FTA Section 5337 funds by \$6.235 million along with \$1.559 million in matching funds. MTA had initially anticipated obligating the remainder of FFY17 and partial FFY18 apportionments in FY 2018, but will now only obligate FFY17 funds in FY 2018. Total funding in the TIP decreases from \$34.4 million to \$26.606 million.	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 & to 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. Conformity Status: Exempt	Amendment: Approved by EC 7/20/2018
70-1501-53	MARC Rolling Stock Overhauls and Replacement	Maryland Transit Administration	This amendment decreases FTA Section 5337 funds by \$12.564 million along with \$3.14 million in matching funds. MTA had initially anticipated obligating the remainder of FFY17 and partial FFY18 apportionments in FY 2018, but will now only obligate FFY17 funds in FY 2018. Total funding in the TIP decreases from \$35.758 million to \$20.054 million.	This is an ongoing project for the overhaul and replacement of MARC rolling stock. The overhaul of MARC coaches and locomotives is performed in accordance with "10-year Minor" and "20-year Midlife" schedules and/or the manufacturer's schedule. MARC vehicles will be upgraded with federally-mandated Positive Train Control safety features. In addition to the matching funds listed, MTA has committed \$19 million in state dollars. Conformity Status: Exempt	Amendment: Approved by EC 7/20/2018

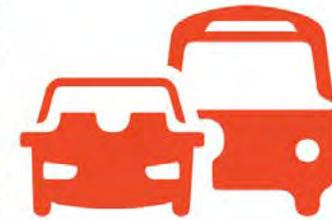
APPENDIX H

PUBLIC PARTICIPATION COMPONENT

BRTB SEEKS PUBLIC COMMENTS ON FUNDING FOR

\$3.2 BILLION

IN TRANSPORTATION PROJECTS



PRESS RELEASE

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BALTIMORE METROPOLITAN COUNCIL

FOR IMMEDIATE RELEASE
CONTACT: Laura Van Wert
Communications Officer
(410) 732-0604

BRTB TO VOTE ON 2019-2022 TIP ON JULY 24



BRTB SEEKS PUBLIC COMMENTS ON \$3.2 BILLION IN TRANSPORTATION PROJECTS

BALTIMORE, MD (May 23, 2018) – The Baltimore Regional Transportation Board (BRTB) as the metropolitan planning organization (MPO) for the Baltimore region seeks public comments through **Monday, June 25** on two transportation-related documents – the draft 2019-2022 Transportation Improvement Program (TIP), and the associated Air Quality Conformity Determination of the FY 2019-2022 TIP and amended *Maximize2040: A Performance-Based Transportation Plan*.

The BRTB is scheduled to vote on these documents on **Tuesday, July 24**.

2019-2022 Transportation Improvement Program (TIP)
The 2019-2022 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes approximately **\$3.2 billion** in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system. The TIP is fiscally constrained.

Comment on the 2019-2022 TIP

Air Quality Conformity Determination Report
The Baltimore region has been designated as **not meeting** National Ambient Air Quality Standards (NAAQS) 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 that the draft 2019-2022 TIP and the amended *Maximize2040: A Performance-Based Transportation Plan* have on the Baltimore region. The report addresses ground-level ozone emissions.

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 [in document](#).

###

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, leads 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 and Queen Anne's County boards 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.

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EVENT FLYER

BALTIMORE REGIONAL TRANSPORTATION BOARD TRANSPORTATION FAIR



The Baltimore Regional Transportation Board invites you to join them for their 1st Annual Transportation Fair.

Stop by for a chance to win prizes, get a free EZ pass transponder, learn how to put a bike on an MTA bus rack, and snag some fun swag! Bring the kids too as we will have a kids fun station.

This is your chance to give input on a \$3.2 billion regional transportation plan, chat with local and regional transportation planners, and learn about your transportation choices, Rideshare, Guaranteed Ride Home and more!

5:30 to 7:30 P.M.

TUESDAY, JUNE 12

Baltimore Metropolitan Council | 1500 Whetstone Way, Suite 300 | Baltimore

Participating organizations include:

Anne Arundel County • Baltimore City • Baltimore County • Baltimore Metropolitan Council • Baltimore Regional Transportation Board • Carroll County • Harford County • Howard County • Maryland Department of Planning • Maryland Department of Transportation • Maryland State Highway Administration • Maryland Transit Administration • Maryland Transportation Authority • Rideshare



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BALTIMORE METROPOLITAN COUNCIL

BALTIMORE REGIONAL TRANSPORTATION BOARD TRANSPORTATION FAIR



TUESDAY, JUNE 12
5:30 to 7:30 P.M.



The Baltimore Regional Transportation Board (BRTB) invites you to attend its inaugural Transportation Fair on Tuesday, June 12, from 5:30 to 7:30 p.m.

Stop by for a chance to win prizes, get a free E-ZPass transponder, learn how to put a bike on a Maryland Transit Administration (MTA) bus rack, and snag some swag! Bring the kids, too, as we will have a kids fun station.

In addition, this is your chance to give input on BRTB's [\\$3.2 billion Transportation Improvement Program](#), chat with local and regional transportation planners, and learn about your transportation choices, Rideshare, Guaranteed Ride Home and more!

TUESDAY, JUNE 12
5:30 to 7:30 P.M.

Baltimore Metropolitan Council | 1500 Whetstone Way, Suite 300 | Baltimore

R.S.V.P. and join us this Tuesday, June 12 for a chance to win prizes!

Thanks to our partners, we will have:

- StreetSmart bicycle + pedestrian safety campaign bags to the first 50 people who attend the Transportation Fair
- MTA Bike-n-Ride bus rack display
- Free E-ZPass transponders from the Maryland Transportation Authority (MDTA)
- Kids fun station

Plus, you'll have a chance to win:

- One-year membership to Carroll County Farm Museum from Carroll County
- BaltimoreLINK bike helmets from MTA
- Portable phone chargers from the BRTB
- Maryland Department of Transportation (MDOT) Highway Safety Office travel mugs
- Gift cards and more!

Yes, I'll be there!

(continued)

Participating Organizations include:

Anne Arundel County • Baltimore City • Baltimore County • Baltimore Metropolitan Council • Baltimore Regional Transportation Board • Carroll County • Harford County • Howard County • Maryland Department of Planning • Maryland Department of Transportation • Maryland State Highway Administration • Maryland Transit Administration • Maryland Transportation Authority • Metro Rideshare •

Get directions to BMC

The Baltimore Metropolitan Council is located in McHenry Row, a mixed use development in the Locust Point neighborhood of Baltimore City, just off Key Highway. If your GPS or mapping tool does not find 1500 Whetstone Way (Suite 300), use 1500 Woodall Street as an alternative.



BMC is located in a five-story office building along Woodall Street behind the firehouse. The entrance to the building is on the far side of the building, across from the water tower.

[Transit Directions](#) | [Driving Directions](#) | [Parking info](#) | [View Larger Map](#)




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, 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.

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EVENT POSTERS



The Baltimore Regional Transportation Board (BRTB) welcomes comments through Monday, June 25 on two transportation-related documents – the draft 2019-2022 Transportation Improvement Program (TIP) and the associated Air Quality Conformity Determination.

ABOUT THE 2019-2022 TIP

The 2019-2022 TIP is the list of regional transportation projects requesting federal funding in the near term. It includes approximately \$3.2 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation system.

Highlights include:

- Adding an Express-Toll Lane on I-95 (north of MD 43 to south of MD 152)
- Repairing/ Replacing state and local bridges
- Reconfiguring the interchange of I-695 at I-70
- Constructing a new road in Columbia parallel to US 29 (Broken Land to Little Patuxent Parkways)
- Converting the inside shoulder of I-695 to a travel lane from I-70 to MD 43
- Adding a lane on the outer loop of I-695, from US 40 to MD 144
- Widening MD 175 (National Business Parkway to McCarron Ct) to address congestion near Fort Meade
- Reconstructing Greenmount Avenue, from 29th to 43rd streets
- Reconstructing MD 30 Business in Hampstead
- Widening MD 32, from two lanes to four lanes (MD 108 to I-70)
- Improving Maryland Transit Administration (MTA) infrastructure, facilities and vehicles

SHARE YOUR THOUGHTS

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

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

Email: comments@baltometro.org

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

www.baltometro.org



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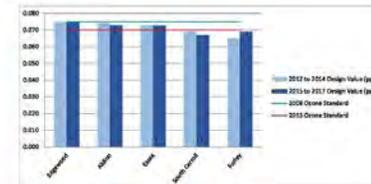
CONFORMITY DETERMINATION REPORT ON AIR QUALITY

What is Transportation Conformity?

- A process that ensures that federally funded transportation projects do not worsen the region's air quality.
- Required for areas designated "nonattainment" or "maintenance" for a National Ambient Air Quality Standard (NAAQS)
- The conformity results for the draft 2019-2022 TIP and the amended *Maximize2040* show that implementation of these projects will not worsen the region's air quality or delay the timely attainment of national air quality standards.

Ozone in the Baltimore Region

Ozone pollution in the region has decreased, as seen in the chart of monitoring stations below.



The region is meeting the 2008 National Ambient Air Quality Standard (NAAQS), but not the 2015 NAAQS of 70 ppb.

Ozone Pollution Sources

Ground-level ozone forms when nitrogen oxides (NOx) and volatile organic compounds (VOCs) undergo a chemical reaction under heat and sunlight.

NOx and VOCs come from a variety of sources, some of which are emissions from cars and trucks.

Despite growth in population and increases in the amount of miles people travel in their cars, NOx and VOC emissions from transportation are going down in the Baltimore region.



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[LinkedIn: @Baltimore Metropolitan Council](https://www.linkedin.com/company/Baltimore-Metropolitan-Council)

EVENT REGISTRANTS

First Name	Last Name	Home Jurisdiction			
Pamela	Bess-Davis		Alexander	Pappas	
Fr Michael	Bishop		Alexandria	Pelzer	
Elizabeth	Briscoe		Kevin	Sabolak	Baltimore County
Luis	Cardona	Baltimore City	Rudolph	Schaar	
Kayla	Clark		Jon	Schladen	
Chris	Costello		Brian	Seel	
Ellie	Dayhoff		Mark	Shaffer	
Tradina	deMary		Brigid	Smith	
Laurie	Feinberg		Wendy	Stewart	
George	Frazier		Tracee	Strum-Gilliam	Anne Arundel County
Duane	Graham		Tamara	Toles O'Laughlin	
Ernest	Graham Jr		Mark	Treadwell	
Tafadzwa	Gwitira	Baltimore City	Paul	Verchinski	Howard County
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Nicole	Hebert		Walter	Zalis	
Yvette DeRamus	Hicks				
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Jamie	Kendrick	Baltimore County			
Eean	Logan				
Kimberly	Livezey				
Tom	Livezey				
Lindsey	Mendelson	Princes George's County			
Krystal	Mullen	Baltimore City			

EVENT FOLLOW-UP EMAIL TO INTERESTED PARTIES



LAST CALL FOR COMMENTS!

The Baltimore Regional Transportation Board continues to welcome public comments through **Monday, June 25** on a [\\$3.2 billion Transportation Improvement Program](#), and the associated Air Quality Conformity Determination report. The BRTB is scheduled to vote on these documents on Tuesday, July 24.

The **2019-2022 Transportation Improvement Program (TIP)** is the list of regional transportation projects requesting federal funding in the near term. It includes approximately \$3.2 billion in proposed federal, state and local money for highway, transit, bicycle and pedestrian projects during the next four years. The funding goes toward maintaining, operating and expanding the transportation systems.

The Air Quality Conformity Determination report examines the effects of the projects in the TIP on ground-level ozone emissions in the region. The conformity results show that the projects will not worsen the region's air quality or delay the timely attainment of national air quality standards.

[Comment on the 2019-2022 TIP](#)

(continued)



**BALTIMORE REGIONAL TRANSPORTATION BOARD
TRANSPORTATION FAIR**

Thank you to everyone who joined us on Tuesday, June 12 for the Baltimore Regional Transportation Board's (BRTB) inaugural Transportation Fair!

We thank everyone who was able to stop by the BRTB's inaugural transportation fair to learn about the TIP, get a free E-ZPass transponder from the Maryland Transportation Authority (MDTA), learn how to put a bike on a Maryland Transit Administration (MTA) bus rack, and snag some swag!

If you were able to attend our event, we'd love your feedback! Please use the link below to take our short survey.

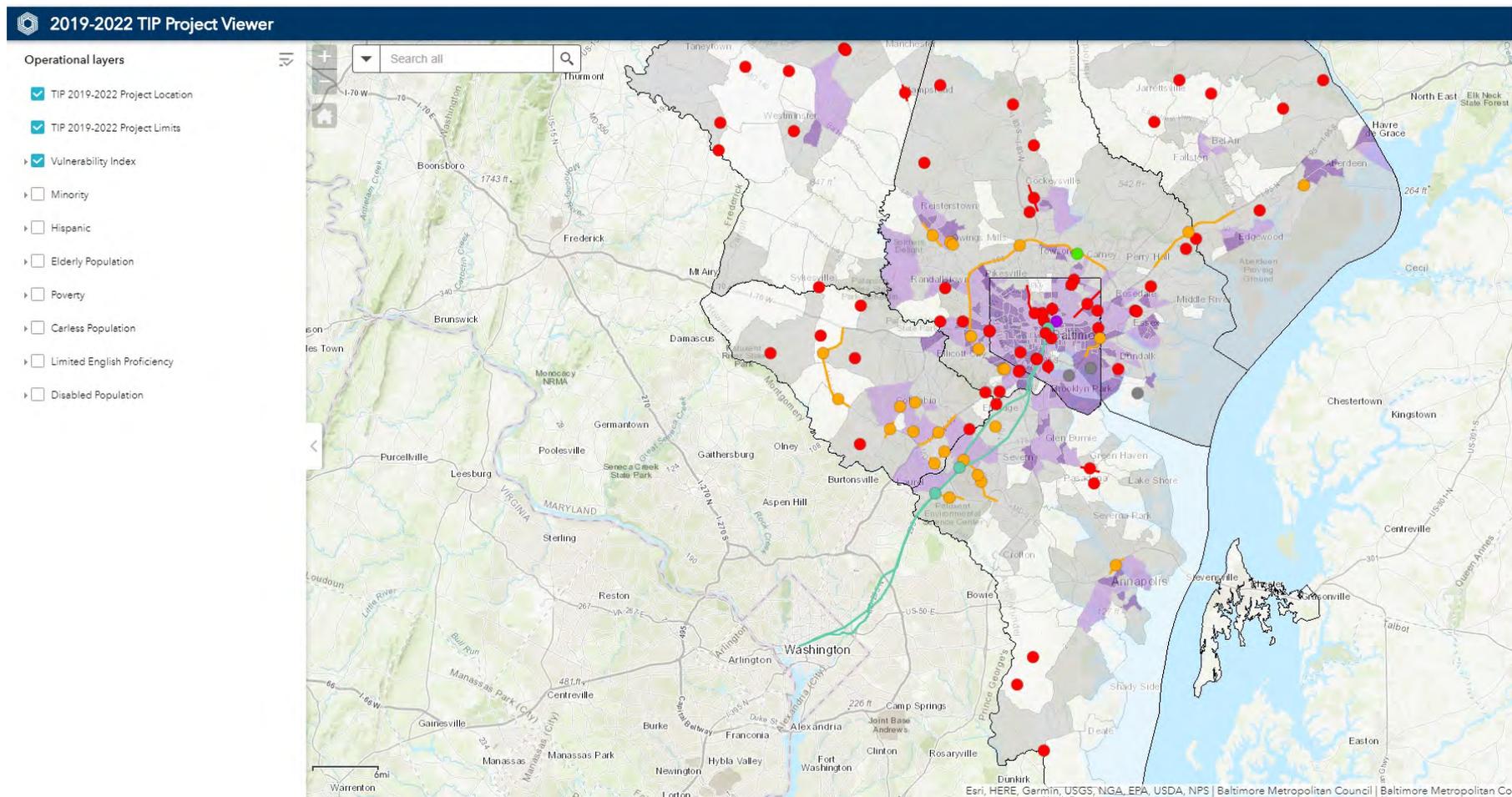
[Share your feedback on our Event](#)



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INTERACTIVE MAP OF TIP PROJECTS ON VULNERABLE POPULATIONS INDEX (VPI) MAPPING TOOL



PUBLIC COMMENTS



Fwd: \$3.2 billion TIP

Regina Aris
To: "Monica B. Haines Benkhedda"

Fri, Jun 22, 2018 at 2:11 PM

please add to TIP public comments.

----- Forwarded message -----

From: Valencia Hagler-Hill
Date: Fri, Jun 22, 2018 at 1:53 PM
Subject: \$3.2 billion TIP
To: raris@

☺ Good afternoon,

☹️ I sure hope these funds will be put to good use to improve upon the sorry crappy MTA system that we currently have.

Since the Baltimore Link started over a year ago the service has not gotten any better.

The Baltimore Link service is still operating on a poor customer service schedule.

The buses are not on schedule at all; they are always late.

They lied to the public; when they told us the that the Baltimore Link will be operating every 10 minutes.

I've sent many e-mails to Kevin Quinn @ MTA & James Lewis @ MTA.

Kevin Quinn has never ever responded to any of my emails @ all.

James Lewis just keep telling me that he's going 2 look into it but, nothing improves or get better.

I spoke with James Lewis on yesterday 6/21/18.

I informed James Lewis with MTA that I'll be filing a consumer claim against the bus system; due to the fact that I'm giving them my money on a monthly bases but, I'm still getting poor customer service.

I hope me sending this e-mail to you will make things better.

Thank you in advance for taking the time to read & respond to my e-mail; have wonderful & enjoy your weekend.

Thank you

Mrs. Valencia Hagler-Hill



2019-2022 TIP Comments

1 message

Kevin Fitzgerald
To: "comments@ballometro.org"
Cc: Kevin Fitzgerald

Sun, Jun 24, 2018 at 5:36 PM

June 24, 2018

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

Dear Public Involvement Coordinator:

As a resident of Columbia Town Center, I applaud all the efforts to maintain and improve the transit systems and road infrastructure as detailed in the 2019-2022 TIP. Maximize 2040 is a thoughtful long-term plan, and the projects outlined in the TIP are worthy of funding.

Please continue the efforts to increase public transit options for all Maryland residents while also improving existing road infrastructure. Regionally, improvements to MTA, MARC, as well as forward-looking LOOP and Maglev projects are important to future regional growth and connectivity.

I would like to highlight four TIP projects that are important to improving quality of life in Howard County and the Baltimore Region:

60-9903-29 Areawide Transportation Alternatives Projects. An important goal is to provide choices to the public.

The quality of the experience of the individual—of one's being in or traveling through a place—should be thoughtfully considered. Pedestrians and cyclists should not feel intimidated by other modes of transportation sharing the road or path. There should be sufficient feeling of personal comfort to not deter the pedestrian or cyclist from using the paths provided to them. I was pleased to see the Complete Streets model in Maximize 2040.

16-1410-41 Snowden River Parkway: Broken Land Parkway to Oakland Mills Road. This will help with congestion and future growth in the area. I am glad this will include a shared-use path.

16-1901-42 US 29/Broken Land Parkway Interchange and North South Connector Road. As part of the growth of Town Center/Downtown Columbia, better access, and more route options like a North South Connector are important.

60-9506-38 Areawide Environmental Projects. I would like to see wild animal crossings, considered or included as part of this TIP project. There have been some recent innovative ideas regarding naturalistic overpasses and underpasses. These innovations will keep wild creatures and motorists safe!

In conclusion, I hope that the projects outlined in the 2019-2022 TIP come to fruition, and that the final design for each project strives for Design Excellence and Innovation.

I would also like to add that the format of these documents and website were easy to read once I found the time to read them. I also appreciated the BRTB public outreach efforts. Please continue.

Thank you,

Kevin A. Fitzgerald, RA/MRED

Columbia, MD

PUBLIC COMMENTS (continued)



Re: YOUR OPINION COUNTS - Don't miss your chance to comment on \$3.2 billion in transportation projects

Brian Seel
To: "comments@ballometro.org"

Sun, Jun 24, 2018 at 9:43 AM

I talked to some of the officials during the open house, but I wanted to put this in an email as well.

I hope that these projects are done with serious consideration to complete streets. I hope that pedestrian, bike, and bus facilities are not second fiddle to cars. That means wide sidewalks, bus lanes (when applicable), high quality bus stops, and protected bike lanes. This is especially important on the bridge projects that are not easily adjustable later.

Thank you

Brian

Monica B. Haines Benkhedda

From: Gloria Moon
Sent: Saturday, June 23, 2018 12:49
To: Monica B. Haines
Subject: Re: YOUR OPINION COUNTS - Don't miss your chance to comment on \$3.2 billion in transportation projects

Hi Monica,

Appears that the TIP has changed rather drastically for Harford County's NB I-95 Section 200. Would you have any detailed plans, i.e., pictures schematics in addition to words. We are and have always been concerned about loss of the Rt 152 Park & Ride and its eventual placement. If people want to pay to drive, that's up to them. But placement of the Park & Ride can cause serious problems for those of us who live in Joppa. Thanks and we appreciate the notice.

Gloria Moon



Town Center Community Association

MEMO: The Intersection of Broken Land Parkway and Twin Rivers Road

FROM: Town Center Community Association Board of Directors

DATE: June 25, 2018

Our residents have expressed many concerns about this intersection. We want to ensure the safety of pedestrians and drivers and the current situation is a recipe for disaster.

This intersection should be assessed for a traffic light. That is the safest option

At the moment, there are eight lanes that are arriving at a stop sign. Three lanes come on Broken Land Parkway (BLP) toward the mall and figuring out who has right of way requires a doctorate in traffic law. Add in pedestrians crossing - how do they figure out who has right of way?

The permutations of right of way for both drivers and pedestrians demand a traffic light. Until a light is installed, a stop sign should be put into the left median. The flashing stop signs on the Howard Community College campus and the Howard County General hospital are useful and could curtail some scofflaws.

These lights need to have accurate triggers for timing as well. The light at Town Center Blvd. and BLP stays red for BLP traffic for more than a minute when there is no cross traffic or pedestrian cross walk. The county should fund traffic surveyors outside of developers to assess the community. The surveyors should not be looking at times like Tuesday at 10 AM but assess on a Monday afternoon.

Also, please keep in mind:

- It is important to coordinate the new traffic pattern with adjacent intersection lights and timing.
- We request that innovative solutions outside of Howard County or Maryland's DOT design guidelines are looked at.
- We believe the transition from mall traffic patterns to urban center needs to be considered. The current priority of incoming traffic, moving at higher speed is shifting towards a more neutral pattern, with slower speeds that make it safer, and more comfortable for pedestrians.

5430 Vantage Point Road, Columbia, MD 21044 w ColumbiaTownCenter.org
P 410.730.4744 F 410.730.1823 E VillageManagers@ColumbiaTownCenter.org

PUBLIC COMMENTS (continued)



Fw: Comments Regarding the Expansion of I-95 NB to Include ET Lanes

T message

Judy rose
To: "comments@baltimore.org"

Mon, Jun 25, 2018 at 12:34 PM

----- Original Message -----

From: Judy rose

To: comments@baltimore.org ; I95ETLNB@mta.maryland.gov ; Barry Giassman

Sent: Monday, June 25, 2018 12:39 PM

Subject: Comments Regarding the Expansion of I-95 NB to Include ET Lanes

To All Concerned:

I am sending comments regarding the BRTB's Draft 2019-2022 TIP and also in response to the notice that MdTA has received funding for the I-95 NB Extension. I do not believe the TIP has been updated to reflect what MdTA is planning at this point in time. I am disappointed that MdTA's only solution in their quest to 'improve' I-95 still appears to be to widen the highway, cordon off more lanes and destroy more land.

The Future of Our Highways

This is not the first time I have objected to the expansion of I-95 and the addition of ET lanes. It still boggles my mind that after at least 50 years, this state has not progressed one iota when it comes to transportation. I believed at one time the purpose of a National Defense Highway was to be able to move people quickly, safely and efficiently. Actually, that should be true of all our roadways. Yet, here we still are again - making the same comments on the same highway decades later.

By now, there should have been other alternatives available such as high speed overhead rail from Maine to Florida which would enable the movement of large populations out of impacted areas in the event of National emergencies. Perhaps underground express rail. Yes, it is expensive and the cost will continue to rise each and every year it is delayed. I should think a lot of jobs would be created putting in various express modes of transportation. It would also be environmentally cleaner and more cost effective in the future. Nowadays, I hear talk about touring outer space for kicks for the well-heeled folks. Well, down here we may not be able to get out of our driveways safely when we need to because of all these 'improvements.'

Health, Safety and Environment: It is hard to believe that yet again, such exorbitant sums of money will be expended to add more lanes, pave more of our disappearing land, and contribute more pollutants to our air, land and waterways. To what end? The highway improvements to date have not made the interstate noticeably safer, less congested, or less expensive to maintain. There still are no breaks along the highway to move traffic away from I-95 when there are accidents. There is still the mess I hear about daily as to the traffic conditions on the I-695 Beltway and the tunnels and the slowdowns up north at the DE toll. We can attest to the heavy odors of diesel fumes that stem from I-95 in our neighborhood.

Cost Effectiveness: MdTA touts that the ET lanes are successful. How so when you are spending billions of dollars for a few paltry millions in toll money? The revenues from the I-95 ET lanes do not justify the cost of extending or even having them at all. I see very few vehicles in the ET lanes compared to GP lanes even with reduced fares. When vehicles come off the ET lane, they are slap next to me in the GP lane (and no, I am not speeding). If every single driver got on the ET lanes, what would MdTA do? They would drive up the fee and force folks back into the general purpose lanes. How about **not** expanding I-95 and use an existing ET or GP lane for HOV instead? Fine offenders who violate HOV lanes. Better yet, add overhead rail and just maintain the existing highway. Eliminate ET lanes altogether and use a lane or two for HOV.

More Thoughts

If the intent now is to do away with the cash lanes and toll takers on toll roads, why expand the toll highways or have ET lanes at all? If I understand it correctly, readers would track everyone using the toll roads and they would be billed as appropriate. Logically there should be no reason to stop to pay tolls, no resultant congestion and fewer incidents occurring. The traffic should keep flowing smoothly. To encourage fewer cars, encourage and reward HOV use.

Is MdTA going to do away with cash lanes on other toll roads in Maryland? If so, there again less congestion should occur on not only on I-95, but I-97, MD 50 and the Chesapeake Bay bridges. Is MdTA going to improve the Nice Bridge across the Chesapeake Bay? Again, that should help move traffic along.

Perhaps, Maryland's MDOT could give some thought as to how to better move traffic on I-695 which would reduce traffic incidents and relieve congestion. It would appear that every time an improvement is made on one road or area, more thought should be given to the consequences on another.

Local Impact

The local impact of expanding I-95 will be a big negative. The smaller neighborhoods will be cut off from their already limited access roads, more intersection lights will go on major roads, and again Harford County officials will happily add yet more development on any square foot of land available, creating more unsafe conditions. More much needed trees, vegetation and wildlife habitat will disappear and more wetland areas will be lost or negatively impacted by such an expansion. More salt and chemical runoff will go into our streams and groundwater and yet more noise, fumes and air pollution will settle into our neighborhoods. Our inadequate state and county roads pile up now with traffic when accidents occur on I-95. They will become impossible to navigate and more accidents will occur.

The MTA park and ride located on the south side of I-95 at Exit 74 at the MD 152 interchange is possibly the best utilized and most accessible lot on I-95 in Maryland. The larger workforce in Harford County is located on the south side which is where Aberdeen Proving Ground and many factories are located. Rumor has it that MdTA wants to tear it down and relocate it up about a mile to the north side of I-95 which will leave the high density folks south of I-95 without a lot. Why should the users have to drive up north of I-95 where there are already two underutilized park and ride lots when they already have a great lot in place? What is being done about the park and ride that is supposed to go on MD 924/MD 24 at Exit 77? MdTA purchased land years ago for a large lot and nothing has been said or done about accommodating the interstate users.

So again, thank you for the opportunity to comment and for any consideration you may give.

Judy Rose
JUROR (former)
Harford County

PUBLIC COMMENTS *(continued)*



Comment/An Interesting Article

1 message

Daniel Yi

Mon, Jun 25, 2018 at 1:12 PM

To: "comments@ballometro.org" <comments@ballometro.org>

Hello:

This is Daniel Yi and I do have something significant to note which may affect the success of future transportation projects. Although this comment does not pertain to a specific region or aspect of this plan, it may shed light on an intriguing aspect of public transportation.

Read over this article:

<http://thehill.com/policy/transportation/393275-koch-backed-group-fighting-public-transit-projects-across-us>



Koch-backed group fighting public transit projects across US

BY ENILY BIRNBAUM - 06/20/18 01:38 PM EDT

GOP mega-donors Charles and David Koch are pouring money into efforts to kill public transit projects across the country. [The New York Times](#) reported on Tuesday.

The Koch-financed conservative group Americans for Prosperity (AFP) has campaigned against seven local or state-level ballot initiatives for public transit and opposed more than two dozen other transit measures since 2015, according to the report. Those efforts include fighting state proposals to raise gasoline taxes.

The majority of these campaigns have been successful.

Koch Industries includes companies that produce gasoline, asphalt, seat belts, tires and other automotive parts and some critics have questioned AFP's motivations for opposing transit projects.

The group has long espoused libertarian ideas and fought for lower taxes and for rolling back government regulations.

David Dziok, a Koch Industries spokesman, told the Times the company does not dictate the agenda of Americans for Prosperity and denied that the group's anti-transit effort was linked to the company's interests.

"We are an issue-based organization. We fight for lower taxes and less government," said Tori Venable, the Tennessee state director for AFP, in a statement to The Hill.

She said the claim the Koch brothers are dictating the group's agenda is "absolutely ridiculous and it goes against everything that our network stands for."

Americans for Prosperity opposed a plan in Nashville, Tenn., to build light-rail trains in May. Though the measure was initially expected to pass, it was ultimately defeated.

The group posted a blog post in April listing the reasons for their opposition.

"The project's cost is out of control, topping out at \$9 billion," Americans for Prosperity posted. "That's nearly twice the original estimate."

"On top of the cost, transit systems like the one proposed don't even accomplish their goals. They contribute to traffic and congestion and are completely unadaptable to changing traffic patterns," they added.

In another case the group made more than 39,000 calls and knocked on close to 5,000 doors to encourage voters to oppose a sales tax increase in Little Rock, Ark., to fund bus and trolley lines.

This story was updated at 1:43 p.m.

BRTB RESPONSE TO PUBLIC COMMENTS



The Metropolitan Planning Organization for the Baltimore Region

FY 2019 – 2022 Transportation Improvement Program Public Comments with BRTB Responses

Comment: I sure hope these funds will be put to good use to improve upon the sorry crappy MTA system that we currently have. The Baltimore Link service is still operating on a poor customer service schedule.

Response: One year ago, MTA implemented an overhaul of the transit system that contained some older routes that connected to “outdated” job centers and didn’t serve emerging populations. Some older routes were also too long to manage reliably. The MTA acknowledges that, while more customers are served with the overhaul, it has also changed patterns for some riders who have expressed dissatisfaction. The MTA is committed to addressing as many issues as possible to provide safe, efficient, and reliable transit. To better address your concerns, we encourage you to contact Mr. Tom Hewitt, Director of Service Development at MTA. Mr. Hewitt can be reached at THewitt@mta.maryland.gov or 410-454-7257.

Meanwhile, the MTA continues to build on the success of BaltimoreLink by implementing innovative technologies:

- Real-time tracking of bus routes through a partnership with the Transit app – June 2018
- A yearly bus replacement schedule that aims to replace buses with ages of 14 years or less
- Installation of transit signal priority (TSP) at intersections, allowing traffic signals to sense approaching buses, thus providing more reliable route timing by up to 22%
- Continuing to assess corridors for needed enhancements

In addition to these bus-related commitments, the MTA is also working on other modes:

- Light Rail vehicle midlife overhaul – currently underway
- Metro railcar signal system and fleet – to arrive in 2020
- Emphasis on preserving assets in order to provide a world class transit system that is safe, efficient, and reliable

Comment: As a resident of Columbia Town Center, I applaud all the efforts to maintain and improve the transit systems and road infrastructure as detailed in the 2019-2022 TIP. I would like to highlight four TIP projects that are important to improving quality of life in Howard County and the Baltimore region: 1.) 60-9903-29 Areawide Transportation Alternatives Projects, 2.) 16-1410-41 Snowden River Parkway: Broken Land Parkway to Oakland Mills Road, 3.) 16-1901-42 US 29/Broken Land Parkway Interchange and North South Connector Road, and 4.) 60-9506-38 Areawide Environmental Projects.

Response: Howard County thanks you for your support of each of those projects but especially the Snowden River Parkway and the US 29/Broken Land Parkway Interchange/North South Connector Road projects.

BRTB Response to Comments on FY 2019 – 2022 Transportation Improvement Program

Regarding **60-9903-29** Areawide Transportation Alternatives Projects all members of the BRTB value the TA program to provide funding for a category of projects beyond highway and transit to increase options for folks to participate in the transportation option of their choosing. In particular, Howard County has applied for and received funding on numerous occasions through the highly competitive TA program.

Regarding **16-1410-41** Snowden River Parkway: Broken L and Parkway to Oakland Mills Road. The improvements to Snowden River Parkway are being advanced as Howard County capital projects. These two projects will address the intersection of Broken Land Parkway/Snowden River Parkway and the length of Snowden River Parkway from the Broken Land Parkway/Snowden River Parkway Project boundary to Oakland Mills Road.

The Snowden River Parkway – A widening project that will complete design and land acquisition in FY 2019 while the intersection project’s final design is expected to be completed in FY 2019 with construction expected in FY 2021.

Regarding **16-1901-42** US 29/Broken Land Parkway Interchange and North South Connector Road. The US 29/Broken Land Parkway Interchange and North South Connector Road project is being designed and constructed by Howard Hughes as part of Downtown Columbia’s infrastructure improvements and they are working with the Maryland Department of Transportation to secure permits and approvals. Howard Hughes is forecasting completion in FY 2023.

Regarding **60-9506-38** Areawide Environmental Projects: The Maryland Department of Transportation’s State Highway Administration (MDOT SHA) shares your concerns about safety on Maryland’s highways and is investigating ways to reduce the impact of highway transportation on wildlife while increasing safety for the travelling public.

Regarding wildlife crossing projects, in order to reduce animal vehicle collisions (AVC), MDOT SHA typically utilizes underpasses such as pipes, culverts, and bridges, in conjunction with fencing to direct animals to safer crossing locations. The MDOT SHA also uses deer reflectors to redirect light from vehicles’ headlamps so that deer stop while vehicles pass. The MDOT SHA also uses turtle fencing, which is short fencing that diverts turtles to safer nesting grounds or crossing locations. Lastly, MDOT SHA uses signs to alert motorists of wildlife crossing locations. Each of these measures has specific applications that are dependent on the road type, number of entrances and intersections and the adjacent land use. Other MDOT SHA efforts to identify AVC “hot spots” or animal corridors include statewide collection and analysis of AVC data, and documenting use and effectiveness of countermeasures.

Some recently completed MDOT SHA wildlife mitigation efforts include the MD 200 Inter County Connector (ICC) in Montgomery County, the MD 30 Hampstead Bypass in Carroll County, and MD 331 Dover Bridge replacement in Talbot County. Current projects under consideration for wildlife mitigation include MD 32 widening in Howard County and MD 213 at Urieville Lake in Kent County. In Baltimore County, MDOT SHA has piloted the use of roadside light reflectors as deer crossing mitigation deterrents on MD 25 (Falls Road). While Falls Road has been identified as an area of high vehicle/animal (deer, raccoon, opossum, fox) collisions, mitigating efforts remain a challenge as the corridor is largely residential and the number of driveways make it difficult or impossible to fence.

We understand your concerns for wildlife mortality and appreciate the suggestion to incorporate more wildlife crossing structures. The MDOT SHA is sensitive to the impacts of AVC, as we continue to evaluate the need for cost-effective wildlife protection measures while balancing safety issues on our roadways. Reducing AVC will create safer roadways, reduce vehicle damage, and protect animals from harm or death.

BRTB RESPONSE TO PUBLIC COMMENTS *(continued)*

BRTB Response to Comments on FY 2019 – 2022 Transportation Improvement Program

Comment: I hope that these projects are done with serious consideration to complete streets. I hope that pedestrian, bike, and bus facilities are not second fiddle to cars. That means wide sidewalks, bus lanes (when applicable), high quality bus stops, and protected bike lanes. This is especially important on the bridge projects that are not easily adjustable later.

Response: BRTB members have increased emphasis on extending all projects a multi-user view that takes into account your comment. For bridges, in particular, we recognize their lifespan is longer and the opportunity to make improvements for all users needs to be considered during rehabilitation or replacement. Many stakeholders represent the view that you have expressed and considerable effort is being made to provide a system that serves all users.

Comment: It appears that the TIP has changed rather drastically for Harford County's NB I-95 Section 200. We are and have always been concerned about loss of the Rt 152 Park & Ride and its eventual placement. If people want to pay to drive, that's up to them. But placement of the Park & Ride can cause serious problems for those of us who live in Joppa.

Response: The TIP reflects the scaled down version of Section 200 that went through a public review in March 2018. Over the next 2 months, the BRTB has been asked by MDOT MDTA to incorporate the project that the Governor announced on June 15, 2018. There will be a public review period and meeting announced in the near future.

Regarding the MD 152 Park-&Ride Lot (P-&R), it will be impacted by the expanded I-95 Northbound Extension Improvements and cannot remain at its current location. Harford County has confirmed that the preferred location of a new P-&R is consistent, and not in conflict, with the Harford County Development Envelopment. Harford County has also confirmed that the new P-&R is not inconsistent with the Development Envelopment for the other sites under consideration. The MDTA is in discussion with property owners for the preferred relocation site. Based upon discussion with the property owners, MDTA will move forward with the Preferred Site or another location identified within the Site Selection Report.

Comment: The residents of the Town Center Community Association have expressed many concerns about this intersection (Broken Land Parkway and Twin Rivers Road). We want to ensure the safety of pedestrians and drivers and the current situation is a recipe for disaster. This intersection should be assessed for a traffic light, interim stop sign, and consideration of other innovative solutions. That is the safest option.

Response: The Howard County Department of Public Works has installed stop signs at this intersection and has completed studies related to the installation of traffic signals. However, the intersection, at this time, does not meet the criteria for installation of traffic signals. A new traffic signal analysis could be undertaken as more of Downtown Columbia is developed and the new apartment buildings adjacent to the intersection are completed and fully occupied.

Regarding the suggestions, the County and state are required to follow federal guidelines on the design of traffic control devices (including signals and All-Way Stops). Federal Highway Administration guidelines do not allow for "innovative solutions" as they would deter from uniformity, however signal interconnect/coordination would be included with the design at the point it meets federal guidelines.

Finally, for the signal timing at Town Center Boulevard and Broken Land Parkway, the Howard County Office of Transportation has informed the Howard County Department of Public Works Traffic Engineering Division of this operational issue of the light staying red for BLP traffic for more than a

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BRTB Response to Comments on FY 2019 – 2022 Transportation Improvement Program

minute when there is no cross traffic or pedestrian cross walk and they have ordered a new detection system, which will address the issue.

Comment: I do have something significant to note which may affect the success of future transportation projects. This is from a publication called: *The Hill*, "GOP mega-donors Charles and David Koch are pouring money into efforts to kill public transport projects across the country, The New York Times reported on Tuesday. The Koch-financed conservative group Americans for Prosperity (AFP) has campaigned against seven local or state-level ballot initiatives for public transit and opposed more than two dozen other transit measures since 2015, according to the report. Those efforts include fighting state proposals to raise gasoline taxes."

Response: Awareness of outside influences is important in the dialogue and should not be the only voice heard. This is why the BRTB continues to encourage robust public participation by residents and community organizations/businesses in the transportation planning process. Thank you for your continued involvement.

Comment: I do not believe the TIP has been updated to reflect what MDTA is planning at this point in time. I am disappointed that MDTA's only solution in their quest to 'improve' I-95 still appears to be to widen the highway, cordon off more lanes and destroy more land.

Response: The 2019-2022 TIP reflects the scaled down version of Section 200 that went through a public review in March 2018. Over the next 2 months, the BRTB has been asked by MDOT MDTA to incorporate the project that the Governor announced on June 15, 2018 into the regional TIP and Plan. There will be a public review period and meeting announced in the near future.

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PUBLIC ADVISORY COMMITTEE (PAC) COMMENTS

BRTB PAC Resolution #2018-03

**A RESOLUTION REGARDING
THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
BY THE PUBLIC ADVISORY COMMITTEE (PAC) OF THE BRTB**

WHEREAS, the BRTB, the Metropolitan Planning Organization for the Baltimore region responsible for transportation planning and policy making for the Baltimore region; and

WHEREAS, the PAC serves as an advisory body to the BRTB, charged with providing independent, region oriented citizen advice to the BRTB on issues related to the development of the Baltimore Regional Transportation Plan, Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP) and amendments that affect the region's conformity with federal air quality requirements, the public involvement process, regionally significant land use issues, and other regional transportation-related issues, as appropriate, promotes public awareness and participation in the regional transportation planning process and promotes equity in the regional transportation planning process; and

WHEREAS, the PAC has reviewed and discussed the *2019-2022 Transportation Improvement Program (TIP)*;

THEREFORE, be it resolved, the PAC submits the following comments:

- **Breakout transit funding by capacity and preservation** – The PAC recommends that the TIP differentiate between transit capacity and transit preservation, similarly to the highway capacity and highway preservation categories.
- **Increase funding for transit services in line with the new RTA Transit Development Plan** – The jurisdictions that are part of the RTA have recently developed a new Transit Development Plan (TDP) that includes more frequent service and additional routes. The TIP does not appear to show increased funding programmed for these improvements. The PAC recommends increased funding to carry out the recommendations in the TDP.
- **Increase funding for the Transportation Alternatives Program** – The PAC recommends increased funding as part of the Transportation Alternatives Program for bicycle and pedestrian facilities that connects residents to transit and job centers.
- **Additional funding for transit improvements beyond FY2019** – The PAC recommends that the BRTB continue to fund, beyond FY 2019, additional upgrades and preservation of the transit system in order to build upon the successes of BaltimoreLink.
- **Improve the TIP environmental justice analysis** – Recommend the BRTB provide details on the environmental justice analysis done for the 2019-2022 TIP and that the BRTB work to improve the analysis for the next TIP, in line with the PAC's recommendations on an equity framework.

BE IT FINALLY RESOLVED, the PAC thanks the BRTB for this opportunity to participate by sharing comments on these amendments. The PAC thanks the BRTB staff for facilitating its participation.

Submitted by:

Eric Norton
Chair, BRTB Public Advisory Committee

BRTB RESPONSE TO PAC COMMENTS



The Metropolitan Planning Organization for the Baltimore Region

FY 2019 – 2022 Transportation Improvement Program PAC Comments with BRTB Responses

Comment: Breakout transit funding by capacity and preservation – The PAC recommends that the TIP differentiate between transit capacity and transit preservation, similar to the highway capacity and highway preservation categories.

BRTB Response: BMC, on behalf of the BRTB, will differentiate between transit capacity and transit preservation in summary charts and tables found in Section V of the TIP. In addition, staff will work with our TIP software provider to explore adjusting the online database to account for a new category for transit capacity.

Comment: Increase funding for transit services in line with the new RTA Transit Development Plan – The jurisdictions that are part of the RTA have recently developed a new Transit Development Plan (TDP) that includes more frequent service and additional routes. The TIP does not appear to show increased funding programmed for these improvements. The PAC recommends increased funding to carry out the recommendations in the TDP.

BRTB Response: 1) FTA provides a very limited amount of funds for operating programs. The bulk of the FTA funds allow for capacity and preservation activities. Most operating funds for MTA and the LOTS are found in the CTP because they come from the MD TTF. 2) Most of the funds needed to implement the first phase of the TDP are operating funds for one-time planning and for expanded service. Howard County's FY 2019 Operating Budget includes additional funding for operating expanded bus services as well as new buses scheduled for delivery in September 2018. 3) For Anne Arundel County, the County did not ask for additional dollars in the TIP for the TDP due to the county working with the state to get additional vehicles in the Annual Transit Program. The goal, based on the TDP, is to add additional frequency in the early part of the TDP for 2019 and 2020 but also to add services that would operate flexible service with smaller vehicles that are provided within the county.

Comment: Increase funding for the Transportation Alternatives Program – The PAC recommends increased funding as part of the Transportation Alternatives Program for bicycle and pedestrian facilities that connects residents to transit and job centers.

BRTB Response: The BRTB assumes the PAC supports additional projects that are typically funded through the TA grant program. If that is the case, the BRTB agrees and is working through several committees to identify additional fund sources to continue to implement a robust multi-modal program.

Comment: Additional funding for transit improvements beyond FY 2019 – The PAC recommends that the BRTB continue to fund, beyond FY 2019, additional upgrades and preservation of the transit system in order to build upon the successes of BaltimoreLink.

BRTB Response: It is typical that the most available, most accurate funding information is for the coming fiscal year. Such is the case with the TIP, where most project sponsors have more well-defined funding in the first year, the Annual Element, and less well defined funding in the years following. That is the reason the TIP is updated each year: to refresh the Annual Element with what is being proposed for that coming year. On top

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(Including: City of Annapolis, Anne Arundel County, Baltimore City, Baltimore County, Carroll County, Harford County, Howard County, Queen Anne's County, MD Department of Transportation and Harford Transit; Non-Voting: MD Department of the Environment, MD Department of Planning, and MD Transit Administration)

BRTB Response to PAC Comments on FY 2019 – 2022 Transportation Improvement Program

of this ongoing situation, we are coming to the last years of funding identified and approved by Congress. Therefore, future funding has a greater degree of uncertainty.

Having said that, the MTA continues to build on the successes of BaltimoreLink and will continue to fund improvements. Improvements such as implementing innovative technologies (for example, real-time tracking of buses through partnership with the Transit app), and other new developments on the horizon. To name a few substantial capital projects: MTA has overhauled light rail vehicles which began delivery this year, metro railcars will begin to arrive in 2020, and we continue to maintain a yearly bus replacement schedule that aims to replace our bus fleet at 14 years and less. MTA also continues to prioritize the preservation of our assets in order to provide a world-class transit system that is safe, efficient, and reliable.

Comment: Improve the TIP environmental justice analysis – Recommend the BRTB provide details on the environmental justice analysis done for the 2019-2022 TIP and that the BRTB work to improve the analysis for the next TIP, in line with the PAC's recommendations on an equity framework.

BRTB Response: By all accounts the environmental justice analysis for the TIP is limited, as is across the country. The BRTB as a member of the Association of Metropolitan Planning Organizations has requested on several occasions that FHWA and FTA fund research that would provide tools to MPOs to conduct environmental justice analysis for the TIP. At this time, staff are not aware of any combined analysis of maintenance, operations and capacity such as is in the TIP.

What BMC staff can say is that any capacity project that flows into the TIP has previously been included in the long-range transportation plan. The plan has an environmental justice analysis around travel times for users of highway versus transit and for varying time frames. Staff also provide stakeholders the opportunity to see what is, and is not being funded in their geographic area. Staff also review all bridge projects to see if sidewalks and wide shoulders, suitable for bicycles, are included in design due to the long life of bridges. Attention is paid in particular to bridges in areas with minority and/or low-income residents.

The BRTB and BMC are aware of the recommendation to include equity throughout all of the work that is undertaken. Staff continue to seek training in this area and will participate in an FHWA Pilot around environmental justice analysis this Fall. Staff are also carefully reviewing the MPOs cited in PAC Resolution #2018-05 and reviewing their documents, talking to their staff, and will continue to work with the PAC on addressing this important issue.

APPENDIX I

ASSOCIATED BRTB RESOLUTIONS

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #19-1

APPROVAL OF THE BALTIMORE REGION FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, the FY 2019-2022 Baltimore Region Transportation Improvement Program was prepared in response to MAP-21's successor, the Fixing America's Surface Transportation (FAST) Act, and meets all of the requirements of the May 2016 final rule governing the development of metropolitan plans and programs, and all projects and activities funded in the FY 2019-2022 TIP have been developed in relationship to the regionally adopted *Maximize2040: A Performance-Based Transportation Plan* and subsequent amendments; and

WHEREAS, the FY 2019-2022 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 2019-2022 Baltimore Region Transportation Improvement Program including a public review from May 23, 2018 to June 25, 2018. The public review included one public meeting on June 12 and a presentation to the Public Advisory Committee on June 6. The draft FY 2019-2022 TIP document was also supported by an online interactive map and presentation. There were 6 comments submitted; and

WHEREAS, the FY 2019-2022 Baltimore Region Transportation Improvement Program uses federal and matching funds for the following project categories: 38.1 percent highway preservation, 23.1 percent highway capacity, 16.7 percent transit, 9.9 percent emission reduction strategies, 4.7 percent environmental/safety, 3.7 percent commuter rail, 1.8 percent ports, 1.2 percent enhancement program and .6 percent miscellaneous.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board approves the FY 2019-2022 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 24, 2018 meeting.

July 24, 2018

Date



Valorie LaCour, Chairman
Baltimore Regional Transportation Board

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD

RESOLUTION #19-2

**APPROVAL OF THE CONFORMITY DETERMINATION FOR THE
FY 2019-2022 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM
AND THE AMENDED PLAN: *MAXIMIZE2040***

WHEREAS, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne’s as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency’s Transportation Conformity Rule to conduct analyses to ensure that the region’s transportation plans and programs conform with state implementation plans (SIPs); and

WHEREAS, the FY 2019-2022 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 2019-2022 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 2019-2022 Baltimore Region Transportation Improvement Program and Amended *Maximize2040*,” dated July 2018, which provides the basis for a finding of conformity (Attachment 1: Tables 1 and 2) to the latest EPA-deemed adequate/approved SIP motor vehicle emissions budgets for 8-hour ozone; and

WHEREAS, the results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030 and 2040 (as attached); and

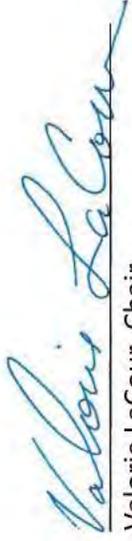
WHEREAS, a 30-day public comment period was provided, including a public meeting on project elements of the FY 2019-2022 Baltimore Region Transportation Improvement Program, the Amended Plan, and the results of the conformity analysis. No public comments were submitted on the Conformity Determination.

NOW, THEREFORE, BE IT RESOLVED that it is the conclusion of the Baltimore Regional Transportation Board, in its capacity as the Metropolitan Planning Organization for the Baltimore region, that the FY 2019-2022 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 24, 2018 meeting.

July 24, 2018

Date



Valorie LaCour, Chair

Baltimore Regional Transportation Board

Table 1. VOC Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040
Total Emissions Modeled	22.2	12.8	10.0
Conformity Budget ¹	40.2	40.2	40.2
Conformity Result	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 2. Weekday NOx Emissions Test Results (average summer weekday, tons/day)

	2020	2030	2040
Total Emissions Modeled	49.1	22.8	18.7
Conformity Budget ¹	93.5	93.5	93.5
Conformity Result	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)

APPENDIX J

GLOSSARY OF TERMS

GLOSSARY OF TERMS

3-C	Coordinated, comprehensive, and continuing	MARC	Maryland Commuter Rail
ADA	Americans with Disabilities Act of 1990	MCT	Major Traffic Corridors
BMC	Baltimore Metropolitan Council	MDE	Maryland Department of the Environment
BRTB	Baltimore Regional Transportation Board	MDOT	Maryland Department of Transportation
CAA	Clean Air Act Amendments of 1990	MPO	Metropolitan Planning Organization
CFR	Congressional Federal Register	MTA	Maryland Transit Administration
CIP	Capital Improvement Program	NAAQS	National Ambient Air Quality Standards
CMAQ	Congestion Mitigation and Air Quality	NEPA	National Environmental Policy Act
CMP	Congestion Management Process	NHS	National Highway System
CO	Carbon Monoxide	NOx	Oxides of Nitrogen
CTP	Consolidated Transportation Program	OA	Obligation Authority
DBE	Disadvantaged Business Enterprise	PAC	Public Advisory Committee
DOT	Department of Transportation	PC	Programmatically Conforming
EJ	Environmental Justice	PM2.5	Particles smaller than 2.5 micrometers
EPA	Environmental Protection Agency	ROW	Right-of-Way
ERS	Emission Reduction Strategy	RPACG	Regional Protective Action Coordination Guidelines
FAST	Fixing America's Surface Transportation	SDP	Strategic Deployment Plan
FHWA	Federal Highway Administration	SHA	State Highway Administration
FTA	Federal Transit Administration	SIP	State Implementation Plan
HUR	Highway User Revenue	STIP	State Transportation Improvement Program
ICG	Interagency Consultation Group	TIP	Transportation Improvement Program
ITS	Intelligent Transportation Systems	TMA	Transportation Management Association
M&O	Management and Operations	TTF	Transportation Trust Fund
MAA	Maryland Aviation Administration	USC	United States Code
MAP-21	Moving Ahead for Progress in the 21st Century	WMATA	Washington Metropolitan Area Transit Authority

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