Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Darrell B. Mobley
Acting Secretary

Leif A. Dormsjo
Acting Deputy Secretary

December 21, 2012

Mr. Gregory Murrill
Division Administrator
Attn: Mr. Kwame Arhin
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore, MD 21201

Ms. Brigid Hynes-Cherin
Regional Administrator
Attn: Ms. Gail McFadden-Roberts
Federal Transit Administration
1760 Market Street. Suite 500
Philadelphia, PA 19103

RE: Amendment to the Fiscal Year (FY) 2013 Maryland Statewide Transportation Improvement Program (STIP) in the Baltimore Region to add Federal Funds for I-695 Bridge Replacement over Milford Mill Road, Areawide Bridge Replacement and Rehabilitation, I-695: MD 41 to MD 147 and Areawide Environmental.
MDOT Control # 13-36.

Dear Mr. Murrill and Ms. Hynes-Cherin:

The Maryland Department of Transportation (MDOT) hereby Amends the FY 2013 Maryland STIP to reflect federal funds being added to the 2012-2015 Baltimore Regional Transportation Board's (BRTB) Transportation Improvement Program (TIP) for the I-695 Bridge Replacement over Milford Mill Road, I-695: MD 41 to MD 147 and Areawide Environmental and the reduction of funds for Areawide Bridge Replacement and Rehabilitation. Attached please find supporting documentation including the notification letters documenting the November 30, 2012, BRTB Resolution approving the Amendment. The TIP categories and funding amounts are shown below:

- I-695 Bridge Replacement over Milford Mill Road – adds $13.6 million in Federal BRR and $3.4 million in State funds,
- Areawide Bridge Replacement and Rehabilitation – reduces $13.6 million in Federal BRR and $3.4 million in State funds,
- I-695: MD 41 to MD 147 – adds $1.36 million in Federal IM funds and $3.4 million in Statefunds,
- Areawide Environmental – adds $9.923 million in Federal STP funds and $2.679 million in State funds.

These funds have been made available primarily due to an increase in federal aid Obligational Authority assumptions and funds de-obligated on inactive projects. These costs do not affect the portion of federal funding programmed for transit.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact me at 410-865-1295, toll-free at 888-713-1414 or via email at mnixon@mdot.state.md.us. Thank you for your assistance.

Sincerely,

Michael W. Nixon

Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Tyson Byrne, Regional Planner, Office of Planning and Capital Programming, MDOT
Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, State Highway Administration
Ms. Lyn Erickson, Manager Federal Liaison, Office of Planning and Capital Programming, MDOT
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, MDOT

2013 MARYLAND STATEWIDE TIP

MDOT STIP # 63-1201-43

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level Federal	State	Total	Net Change Federal	State	Total
	A	Exempt		0.0	0.0	0.0	13,600.0	3,400.0	17,000.0

I-695 Bridge over Milford Mill Road Replacement	Administration	Area/MPO	CTP Page (with year; ex. H-22 FY2010)

Description Replace the existing I-695 Bridge over Milford Mill Road. It will be remove and replace with a wider bridge to improve safety and allow for the future widening of I-695.

Justification The existing bridge is deteriorated and structureally deficient.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☑ A Adds new individual projects to the current STIP/TIP.
- ☐ B Increase/decrease, scope change, advance, delay, or phase change.
- ☐ C Removes or deletes individual listed project from the STIP/TIP.
- ☐ D Other:

Office of Planning
Maryland Department of Transportation

	Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Current	Total	-	-	-	-	-	-	-
	Federal	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
Proposed	Total	-	8,500	8,500	-	-	-	17,000
	Federal	-	6,800	6,800	-	-	-	13,600
	State	-	1,700	1,700	-	-	-	3,400
Net Change	Total	-	8,500	8,500	-	-	-	17,000
	Federal	-	6,800	6,800	-	-	-	13,600
	State	-	1,700	1,700	-	-	-	3,400

PHASE DETAIL (All dollars are displayed in $1,000's)

Current	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP													0	0	0
PE													0	0	0
ROW													0	0	0
CON													0	0	0
OTH													0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Source: STP Fed%: 0% State%: 0%

Proposed	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP													0	0	0
PE													0	0	0
ROW													0	0	0
CON			6,800	1,700	6,800	1,700							13,600	3,400	17,000
OTH													0	0	0
TOTAL	0	0	6,800	1,700	6,800	1,700	0	0	0	0	0	0	13,600	3,400	17,000

Source: STP Fed%: 80% State%: 20%

Change	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	6,800	1,700	6,800	1,700	-	-	-	-	-	-	13,600	3,400	17,000
OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	6,800	1,700	6,800	1,700	-	-	-	-	-	-	13,600	3,400	17,000

Source: STP Fed%: 80% State%: 20%

2013 MARYLAND STATEWIDE TIP

MDOT STIP # 60-9310-13

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level Federal	State	Total	Net Change Federal	State	Total
	B			262,200.0	17,300.0	279,500.0	-13,600.0	-3,400.0	-17,000.0

Areawide Bridge Replacement and Rehabilitation	Administration	Area/MPO	CTP Page (with year; ex. H-22 FY2010)
	SHA	BRTB	

Description These are non-capacity improvements which include structural replacement,deck rehabilitation, superstructure replacement, parallel construction,cleaning and painting, and general maintenance on various state-owned bridges as needed in the Baltimore Region. Funding level is represented as 37% of statewide level as shown in the CTP.

Justification Will preserve the existing infrastructure, increase safety, and improve highway beautification.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A Adds new individual projects to the current STIP/TIP.
- ☑ B Increase/decrease, scope change, advance, delay, or phase change.
- ☐ C Removes or deletes individual listed project from the STIP/TIP.
- ☐ D Other:

Office of Planning
Maryland Department of Transportation

	Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Current	Total	31,300	200,000	15,200	33,000	-	-	279,500
	Federal	26,100	196,000	12,600	27,500	-	-	262,200
	State	5,200	4,000	2,600	5,500	-	-	17,300
Proposed	Total	31,300	191,500	6,700	33,000	-	-	262,500
	Federal	26,100	189,200	5,800	27,500	-	-	248,600
	State	5,200	2,300	900	5,500	-	-	13,900
Net Change	Total	-	(8,500)	(8,500)	-	-	-	(17,000)
	Federal	-	(6,800)	(6,800)	-	-	-	(13,600)
	State	-	(1,700)	(1,700)	-	-	-	(3,400)

PHASE DETAIL (All dollars are displayed in $1,000's)

Current	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	1,305	260	10,050	200	655	130	1,375	275					13,385	865	14,250
PE	3,915	780	25,150	600	1,465	390	4,125	825					34,655	2,595	37,250
ROW	1,305	260	10,050	200	655	130	1,375	275					13,385	865	14,250
CON	19,575	3,900	150,750	3,000	9,825	1,950	20,625	4,125					200,775	12,975	213,750
OTH													0	0	0
TOTAL	26,100	5,200	196,000	4,000	12,600	2,600	27,500	5,500	0	0	0	0	262,200	17,300	279,500
Source:	BRR	Fed%:	94%	State%:	6%										

Proposed	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	1,305	260	10,050	200	655	130	1,375	275					13,385	865	14,250
PE	3,915	780	25,150	600	1,465	390	4,125	825					34,655	2,595	37,250
ROW	1,305	260	10,050	200	655	130	1,375	275					13,385	865	14,250
CON	19,575	3,900	143,950	1,300	3,025	250	20,625	4,125					187,175	9,575	196,750
OTH													0	0	0
TOTAL	26,100	5,200	189,200	2,300	5,800	900	27,500	5,500	0	0	0	0	248,600	13,900	262,500
Source:	BRR	Fed%:	95%	State%:	5%										

Change	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	(6,800)	(1,700)	(6,800)	(1,700)	-	-	-	-	-	-	(13,600)	(3,400)	(17,000)
OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	(6,800)	(1,700)	(6,800)	(1,700)	-	-	-	-	-	-	(13,600)	(3,400)	(17,000)
Source:	BRR	Fed%:	95%	State%:	5%										

All other funding souces (IM and Local Bridge funds) remained the same

MARYLAND STATEWIDE TIP F.Y. 2011-2015

MDOT STIP # 63-1203-41

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level Federal	State	Total	Net Change Federal	State	Total
	B			0.0	0.0	0.0	2,395.0	676.0	3,071.0

	Administration	Area/MPO	CTP Page (with year; ex. H-22 FY2010)
I-695: MD41 to MD147	SHA	BRTB	BA458 21

Description Add one auxiliary lane in each direction that will widen this section of I-695 from six to eight lanes.

Justification This project will improve the access to northbound and southbound MD 147. The changes will also increase capacity and improve safety on this segment of the Beltway.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A Adds new individual projects to the current STIP/TIP.
- ☑ B Increase/decrease, scope change, advance, delay, or phase change.
- ☐ C Removes or deletes individual listed project from the STIP/TIP.
- ☐ D Other:

Office of Planning
Maryland Department of Transportation

	Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
Current	Total	-	-	-	-	-	-	-
	Federal	-	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
Proposed	Total	-	-	413	1,587	1,071	-	3,071
	Federal	-	-	322	1,238	835	-	2,395
	State	-	-	91	349	236	-	676
Net Change	Total	-	-	413	1,587	1,071	-	3,071
	Federal	-	-	322	1,238	835	-	2,395
	State	-	-	91	349	236	-	676

PHASE DETAIL (All dollars are displayed in $1,000's)

Current	FY2010		FY2011		FY2012		FY2013		FY2014		FY2015		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP													-	-	-
PE													-	-	-
ROW													-	-	-
CON													-	-	-
OTH													-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Source: HPP Fed%: 0% State%: 0%

Proposed	FY2010		FY2011		FY2012		FY2013		FY2014		FY2015		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP													-	-	-
PE					322	91	458	129					780	220	1,000
ROW													-	-	-
CON													-	-	-
OTH							780	220	835	236			1,615	456	2,071
TOTAL	-	-	-	-	322	91	1,238	349	835	236	-	-	2,395	676	3,071

Source: HPP Fed%: 78% State%: 22%

Change	FY2010		FY2011		FY2012		FY2013		FY2014		FY2015		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	-	-	322	91	458	129	-	-	-	-	780	220	1,000
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTH	-	-	-	-	-	-	780	220	835	236	-	-	1,615	456	2,071
TOTAL	-	-	-	-	322	91	1,238	349	835	236	-	-	2,395	676	3,071

Source: HPP Fed%: 78% State%: 22%

2013 MARYLAND STATEWIDE TIP

MDOT STIP # 60-9506-38

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level Federal	State	Total	Net Change Federal	State	Total
	B	Exempt		27,966.0	4,980.0	32,946.0	12,372.0	3,091.0	15,463.0

	Administration	Area/MPO	CTP Page (with year; ex. H-22 FY2010)
Areawide Environmental Projects	SHA	BRTB	

Description: These are non-capacity improvements which include projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bike facilities. Amendment: an addition of $13.4 million total. $4.5 million will be added to the design phase; $400,000 to the project planning phase; and $8.5 million to the construction

Justification: Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts. Funding level is represented as 37% of the statewide level shown in the CTP.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- ☐ A Adds new individual projects to the current STIP/TIP.
- ☑ B Increase/decrease, scope change, advance, delay, or phase change.
- ☐ C Removes or deletes individual listed project from the STIP/TIP.
- ☐ D Other:

Office of Planning
Maryland Department of Transportation

	Funding	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	Total
Current	Total	9,300	10,855	6,491	6,300	-	-	32,946
	Federal	8,600	8,833	5,333	5,200	-	-	27,966
	State	700	2,022	1,158	1,100	-	-	4,980
Proposed	Total	9,300	15,219	13,738	10,152	-	-	48,409
	Federal	8,600	12,324	11,132	8,282	-	-	40,338
	State	700	2,895	2,606	1,870	-	-	8,071
Net Change	Total	-	4,364	7,247	3,852	-	-	15,463
	Federal	-	3,491	5,799	3,082	-	-	12,372
	State	-	873	1,448	770	-	-	3,091

PHASE DETAIL (All dollars are displayed in $1,000's)

Fund Source 1

Current	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	65	15	45	10	30	5	65	15					205	45	250
PE	195	45	135	30	90	15	195	45					615	135	750
ROW	65	15	45	10	30	5	65	15					205	45	250
CON	975	225	2,675	650	2,450	575	975	225					7,075	1,675	8,750
OTH													-	-	-
TOTAL	1,300	300	2,900	700	2,600	600	1,300	300	-	-	-	-	8,100	1,900	10,000
Source	NHS	Fed%	81%	State%:	19%										

Proposed	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	65	15	45	10	30	5	65	15					205	45	250
PE	195	45	545	133	143	28	195	45					1,078	251	1,329
ROW	65	15	45	10	30	5	65	15					205	45	250
CON	975	225	3,245	793	3,344	798	1,497	355					9,061	2,171	11,232
OTH													-	-	-
TOTAL	1,300	300	3,880	946	3,547	836	1,822	430	-	-	-	-	10,549	2,512	13,061
Source	NHS	Fed%	81%	State%:	19%										

Change	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	410	103	53	13	-	-	-	-	-	-	463	116	579
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	570	143	894	223	522	130	-	-	-	-	1,986	496	2,482
OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	980	246	947	236	522	130	-	-	-	-	2,449	612	3,061

Source: NHS Fed%: 81% State%: 19%

Fund Source 2

Current	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	900	20	135	25	85	15	195	40					1,315	100	1,415
PE	4,710	60	1,438	333	1,288	303	585	120					8,021	816	8,837
ROW	95	20	135	25	85	15	195	40					510	100	610
CON	1,595	300	4,225	939	1,275	225	2,925	600					10,020	2,064	12,084
OTH													-	-	-
TOTAL	7,300	400	5,933	1,322	2,733	558	3,900	800	-	-	-	-	19,866	3,080	22,946
Source	STP	Fed%:	87%	State%:	13%										

			87%		13%										
Proposed	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	900	20	135	25	85	15	195	40					1,315	100	1,415
PE	4,710	60	2,927	705	2,146	517	585	120					10,368	1,402	11,770
ROW	95	20	135	25	85	15	195	40					510	100	610
CON	1,595	300	5,247	1,194	5,269	1,223	5,485	1,240					17,596	3,957	21,553
OTH													-	-	-
TOTAL	7,300	400	8,444	1,949	7,585	1,770	6,460	1,440	-	-	-	-	29,789	5,559	35,348
Source	STP	Fed%:	84%	State%:	16%										

			84%		16%										
Change	FY2012		FY2013		FY2014		FY2015		FY2016		FY2017		TOTAL		
PHASE	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	1,489	372	858	214	-	-	-	-	-	-	2,347	586	2,933
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	1,022	255	3,994	998	2,560	640	-	-	-	-	7,576	1,893	9,469
OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	2,511	627	4,852	1,212	2,560	640	-	-	-	-	9,923	2,479	12,402
Source:	STP	Fed%:	84%	State%:	16%										

Baltimore Metropolitan Council

Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230-4767

Telephone: (410) 732-0500
Fax: (410) 732-8248
www.baltometro.org

Anne Arundel County
Baltimore City
Baltimore County
Carroll County
Harford County
Howard County

November 30, 2012

Mr. Don Halligan
Office of Planning & Capital Programming
ATTN: TYSON BYRNE
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Dear Mr. Halligan:

Enclosed are Resolutions # 13-10, 13-12 and 13-13 amending the 2012 – 2015 Baltimore Region Transportation Improvement Program as approved by the BRTB on November 27, 2012. These resolutions are in support of amendments to the 2012 – 2015 TIP for the following projects:

- **I-695 Bridge Replacement over Milford Mill Road**
- **Areawide Bridge Replacement and Rehabilitation**
- **I-695: MD 41 to MD 147**
- **Areawide Environmental Projects**

If you have any questions, please call me.

Sincerely,

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Jim Dooley, Regional Planner, State Highway Administration
Ms. Damilola Kehinde, Regional Planner, State Highway Administration

Summary of SHA Amendments to the 2012 – 2015 TIP
Approved by the BRTB on November 27, 2012

Project Title	TIP Change Reason	Description	Conformity Status	Resolution Number
I-695 Bridge Replacement over Milford Mill Road	$1 million in Preliminary Engineering Phase and $500,000 for Other Phase (utilities) was spent previously under the Areawide Bridge Replacement and Rehabilitation project.	The existing bridge is deteriorated and structurally deficient.	Exempt	13-10
Areawide Bridge Replacement and Rehabilitation	Shift $13.6 million from the Construction Phase under the Bridge Rehabilitation and Replacement funding source to fund the I-695 over Milford Mill Road bridge project.	Will preserve the existing structures, increase safety, and improve highway beautification.	Exempt	13-10
I-695: MD 41 to MD 147	Add $1 million to preliminary engineering and $700,000 to the "other" phase to advance utility work for the I-695 from MD 41 (Perring Parkway) to MD 147 (Harford Road) project. This project will replace the Old Harford Road structure, which will accommodate the ultimate widening of the Inner and Outer loops of I-695 from 3 lanes to 4 lanes. The changes will also increase capacity and improve safety on this segment of the Beltway.	Add one auxiliary lane in each direction that will widen this section of I-695 from 6 to 8 lanes.	Non-Exempt	13-12
Areawide Environmental Projects	Add $9.5 million for Construction Phase and $2.9 million for Preliminary Engineering Phase using Surface Transportation Program funds. An additional $2.5 million for Construction Phase and $900,000 for Preliminary Engineering Phase using National Highway System funds is also requested.	These are non-capacity improvements which include projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities. It also includes TDML training, compliance, monitoring and research. Funding level is represented as 37% of statewide level as shown in CTP.	Exempt	13-13

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-10

AMENDMENT TO THE 2012 – 2015 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2012-2015 Transportation Improvement Program for the Baltimore region at its November 14, 2011 meeting, with federal approval on January 30, 2012; and

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

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

WHEREAS, the Maryland Department of Transportation on the behalf of the State Highway Administration has requested approval of an amendment (see Attachment 1) to the 2012-2015 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Moving Ahead for Progress in the 21st Century Act are met; and

WHEREAS, the Interagency Consultation Group has determined that the Areawide Bridge Replacement and Rehabilitation and I-695 Bridge Replacement over Milford Mill Road projects are exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was subject to a publicized 30-day review from October 18, 2012 to November 16, 2012 with a public meeting on November 8, 2012 to allow for comments.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2012-2015 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on November 27, 2012.

November 27, 2012
Date

Anthony McClune, Chairman
Baltimore Regional Transportation Board

Attachment 1

State Highway Administration **Highway Preservation**

Areawide Bridge Replacement and Rehabilitation

TIP Id #	60-9310-13	Year of Operation	Ongoing
Agency	State Highway Administration	Project Type	Highway Preservation
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	A-22		

Description	Justification
These are non-capacity improvements which include structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges as needed in Anne Arundel, Baltimore, Carroll, Harford and Howard counties. A portion of this project may be funded using STP for cleaning and painting. Funding level is represented as 37 percent of statewide level as shown in CTP. **Amendment:** The amendment requests $13.6 million to shift from the Construction Phase under the Bridge Rehabilitation and Replacement funding source to fund the I-695 over Milford Mill Road bridge project.	Will preserve the existing structures, increase safety, and improve highway beautification.

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Bridge Replacement and Rehabilitation - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 14,250	$ 2,850	$ 19,575	$ 3,900	$150,750	$ 3,000	$ 9,825	$ 1,950	$ 20,625	$ 4,125	**$ 230,850**
OTH											**$ 0**
PE	$ 2,850	$ 570	$ 3,915	$ 780	$ 25,150	$ 600	$ 1,465	$ 390	$ 4,125	$ 825	**$ 40,670**
PP	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
ROW	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
Totals	**$ 19,000**	**$ 3,800**	**$ 26,100**	**$ 5,200**	**$196,000**	**$ 4,000**	**$ 12,600**	**$ 2,600**	**$ 27,500**	**$ 5,500**	**$ 302,300**

Bridge Replacement and Rehabilitation - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 14,250	$ 2,850	$ 19,575	$ 3,900	$143,950	$ 1,300	$ 3,025	$ 250	$ 20,625	$ 4,125	**$ 213,850**
OTH											**$ 0**
PE	$ 2,850	$ 570	$ 3,915	$ 780	$ 25,150	$ 600	$ 1,465	$ 390	$ 4,125	$ 825	**$ 40,670**
PP	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
ROW	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
Totals	**$ 19,000**	**$ 3,800**	**$ 26,100**	**$ 5,200**	**$189,200**	**$ 2,300**	**$ 5,800**	**$ 900**	**$ 27,500**	**$ 5,500**	**$ 285,300**

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Interstate Maintenance

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 150	$ 30	$ 225	$ 38	$ 150	$ 30	$ 75	$ 23	$ 600	$ 225	**$ 1,546**
OTH											**$ 0**
PE	$ 30	$ 6	$ 45	$ 8	$ 30	$ 6	$ 15	$ 5	$ 120	$ 45	**$ 310**
PP	$ 10	$ 2	$ 15	$ 3	$ 10	$ 2	$ 5	$ 2	$ 40	$ 15	**$ 104**
ROW	$ 10	$ 2	$ 15	$ 3	$ 10	$ 2	$ 5	$ 2	$ 40	$ 15	**$ 104**
Totals	**$ 200**	**$ 40**	**$ 300**	**$ 52**	**$ 200**	**$ 40**	**$ 100**	**$ 32**	**$ 800**	**$ 300**	**$ 2,064**

Local Bridge

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,450	$ 675	$ 3,450	$ 675	$ 3,450	$ 675	$ 3,450	$ 675	$ 6,975	$ 1,425	**$ 24,900**
OTH											**$ 0**
PE	$ 690	$ 135	$ 690	$ 135	$ 690	$ 135	$ 690	$ 135	$ 1,395	$ 285	**$ 4,980**
PP	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 465	$ 95	**$ 1,660**
ROW	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 465	$ 95	**$ 1,660**
Totals	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 9,300**	**$ 1,900**	**$ 33,200**

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

National Highway System

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	**Previous Federal Funds**	**Previous Matching Funds**	**FY 2012 Federal Funds**	**FY 2012 Matching Funds**	**FY 2013 Federal Funds**	**FY 2013 Matching Funds**	**FY 2014 Federal Funds**	**FY 2014 Matching Funds**	**FY 2015 Federal Funds**	**FY 2015 Matching Funds**	**Estimated Project Total**
CON	$ 300	$ 75	$ 450	$ 300	$ 75	$ 225	$ 75	$ 450	$ 75	$ 100	**$ 2,125**
OTH											**$ 0**
PE	$ 60	$ 15	$ 90	$ 15	$ 60	$ 15	$ 45	$ 15	$ 90	$ 15	**$ 420**
PP	$ 20	$ 5	$ 30	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	**$ 140**
ROW	$ 20	$ 5	$ 30	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	**$ 140**
Totals	**$ 400**	**$ 100**	**$ 600**	**$ 325**	**$ 175**	**$ 250**	**$ 150**	**$ 475**	**$ 225**	**$ 125**	**$ 2,825**

Stimulus Funds

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	**Previous Federal Funds**	**Previous Matching Funds**	**FY 2012 Federal Funds**	**FY 2012 Matching Funds**	**FY 2013 Federal Funds**	**FY 2013 Matching Funds**	**FY 2014 Federal Funds**	**FY 2014 Matching Funds**	**FY 2015 Federal Funds**	**FY 2015 Matching Funds**	**Estimated Project Total**
CON	$ 4,950	$ 975	$ 2,250	$ 450	$ 900	$ 150					**$ 9,675**
OTH											**$ 0**
PE	$ 990	$ 195	$ 450	$ 90	$ 180	$ 30					**$ 1,935**
PP	$ 330	$ 65	$ 150	$ 30	$ 60	$ 10					**$ 645**
ROW	$ 330	$ 65	$ 150	$ 30	$ 60	$ 10					**$ 645**
Totals	**$ 6,600**	**$ 1,300**	**$ 3,000**	**$ 600**	**$ 1,200**	**$ 200**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 12,900**

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Surface Transportation Program

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	**Previous Federal Funds**	**Previous Matching Funds**	**FY 2012 Federal Funds**	**FY 2012 Matching Funds**	**FY 2013 Federal Funds**	**FY 2013 Matching Funds**	**FY 2014 Federal Funds**	**FY 2014 Matching Funds**	**FY 2015 Federal Funds**	**FY 2015 Matching Funds**	**Estimated Project Total**
CON	$ 300	$ 75	$ 375	$ 75	$ 150	$ 40	$ 100	$ 40	$ 145	$ 15	**$ 1,315**
OTH											**$ 0**
PE	$ 60	$ 15	$ 380	$ 75	$ 5,060	$ 15	$ 545	$ 15	$ 90	$ 15	**$ 6,270**
PP	$ 20	$ 5	$ 175	$ 40	$ 145	$ 40	$ 15	$ 5	$ 30	$ 5	**$ 480**
ROW	$ 20	$ 5	$ 25	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	**$ 135**
Totals	**$ 400**	**$ 100**	**$ 955**	**$ 195**	**$ 5,375**	**$ 100**	**$ 675**	**$ 65**	**$ 295**	**$ 40**	**$ 8,200**

State Highway Administration **Highway Capacity**

I-695 Bridge Over Milford Mill Road Replacement

TIP Id #	63-1201-43	Year of Operation	2015
Agency	State Highway Administration	Project Type	Bridge widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	TBD	Physical Data	8 to 8 lanes
CIP/CTP Page#	A-22	Estimated Project Cost	$18.5 million

Description	Justification
Replace the existing I-695 Bridge over Milford Mill Road. It will be removed and replaced with a wider bridge to improve safety and allow for future widening of I-695. The future widening will increase this portion of I-695 from 8 to 12 lanes. $1 million in Preliminary Engineering Phase and $500,000 for Other Phase (utilities) was spent previously under the Areawide Bridge Replacement and Rehabilitation project. **Amendment:** Request to break this project out from the Areawide Bridge Replacement and Rehabilitation project. This would shift $13.6 million from the Areawide Bridge Replacement and Rehabilitation project under the Bridge Replacement and Rehabilitation fund source and apply it to this project for construction in FY 2013 and 2014.	The existing bridge is deteriorated and structurally deficient.

State Highway Administration

Highway Capacity

I-695 Bridge Over Milford Mill Road Replacement

Bridge Replacement and Rehabilitation

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON					$ 6,800	$ 1,700	$ 6,800	$ 1,700			$ 17,000
OTH											$ 0
PE											$ 0
PP											$ 0
ROW											$ 0
Totals	$ 0	$ 0	$ 0	$ 0	$ 6,800	$ 1,700	$ 6,800	$ 1,700	$ 0	$ 0	$ 17,000

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-12

AMENDMENT TO THE 2012 – 2015 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2012-2015 Transportation Improvement Program for the Baltimore region at its November 14, 2011 meeting, with federal approval on January 30, 2012; and

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

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

WHEREAS, the Maryland Department of Transportation on the behalf of the State Highway Administration has requested approval of an amendment (see Attachment 1) to the 2012-2015 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Moving Ahead for Progress in the 21st Century Act are met; and

WHEREAS, the Interagency Consultation Group has determined that while the I-695: MD 41 to MD 147 project is a non-exempt project, an additional analysis is not required to augment the project's initial conformity determination according to the Conformity Rule (40 CFR Parts 51 and 93). The amendment will not change the design

concept and scope or the timeframe of project completion indicated in the conforming long range transportation plan; and

WHEREAS, the proposed Transportation Improvement Program amendment was subject to a publicized 30-day review from October 18, 2012 to November 16, 2012 with a public meeting on November 8, 2012 to allow for comments.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2012-2015 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on November 27, 2012.

November 27, 2012
Date

Anthony McClune, Chairman
Baltimore Regional Transportation Board

Attachment 1
Highway Capacity

State Highway Administration

I-695: MD 41 to MD 147

TIP Id #	63-1203-41	Year of Operation	2020
Agency	State Highway Administration	Project Type	Roadway Widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Non-Exempt	Physical Data	6 to 8 lanes
CIP/CTP Page#	BA458_21	Estimated Project Cost	

Description	Justification
Add one auxiliary lane in each direction that will widen this section of I-695 from 6 to 8 lanes. Breakout task to design a new ramp reconfiguration on the Inner Loop of I-695 at MD 147 (Harford Road). The existing inner loop off ramp will provide access to northbound and southbound MD 147. The proposed ramp will be widened from one lane to three lanes, (includes a double left and an exclusive right, at the intersection with MD 147). A traffic signal as well as 350 feet of storage capacity will be provided on the off-ramp. The existing off-ramp to northbound MD 147 will be removed to eliminate the weave on the Beltway providing a safety improvement. A portion of the funding for this project comes from unused funds in the I-695: Bridge at MD 139 project (TIP ID #63-0801-13). **Amendment:** SHA proposes to add $1 million to preliminary engineering and $700,000 to the "other" phase to advance utility work for the I-695 from MD 41 (Perring Parkway) to MD 147 (Harford Road) project. This project will replace the Old Harford Road structure, which will accommodate the ultimate widening of the Inner and Outer loops of I-695 from 3 lanes to 4 lanes. The changes will also increase capacity and improve safety on this segment of the Beltway.	This project will improve access to northbound and southbound MD 147. The changes will also increase capacity and improve safety on this segment of the I-695 Beltway.

State Highway Administration

Highway Capacity

I-695: MD 41 to MD 147

Section 1702 High Priority Project

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON											$ 0
OTH					$ 780	$ 220	$ 835	$ 236			$ 2,071
PE			$ 322	$ 91	$ 458	$ 129					$ 1,000
PP											$ 0
ROW											$ 0
Totals	$ 0	$ 0	$ 322	$ 91	$ 1,238	$ 349	$ 835	$ 236	$ 0	$ 0	$ 3,071

Interstate Maintenance

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON											$ 0
OTH					$ 560	$ 140					$ 700
PE					$ 400	$ 100	$ 400	$ 100			$ 1,000
PP											$ 0
ROW											$ 0
Totals	$ 0	$ 0	$ 0	$ 0	$ 960	$ 240	$ 400	$ 100	$ 0	$ 0	$ 1,700

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-13

AMENDMENT TO THE 2012 – 2015 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2012-2015 Transportation Improvement Program for the Baltimore region at its November 14, 2011 meeting, with federal approval on January 30, 2012; and

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

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

WHEREAS, the Maryland Department of Transportation on the behalf of the State Highway Administration has requested approval of an amendment (see Attachment 1) to the 2012-2015 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Moving Ahead for Progress in the 21st Century Act are met; and

WHEREAS, the Interagency Consultation Group has determined that the Areawide Environmental Projects project is exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was subject to a publicized 30-day review from October 18, 2012 to November 16, 2012 with a public meeting on November 8, 2012 to allow for comments.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2012-2015 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on November 27, 2012.

November 27, 2012
Date

Anthony McClune, Chairman
Baltimore Regional Transportation Board

2012 – 2015 Transportation Improvement Program

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

TIP Id #	60-9506-38	Year of Operation	Ongoing
Agency	State Highway Administration	Project Type	Environmental Other
Project Category	Environmental Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	A-22		

Description	Justification
These are non-capacity improvements which include projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities. It also includes TDML training, compliance, monitoring and research. Funding level is represented as 37% of statewide level as shown in CTP. **Amendment:** This amendment requests $9.5 million for Construction Phase and $2.9 million for Preliminary Engineering Phase using Surface Transportation Program funds. An additional $2.5 million for Construction Phase and $900,000 for Preliminary Engineering Phase using National Highway System funds is also requested. The additional funding will: • Install stormwater management ponds (SWM) • Make upgrades to existing SWM ponds • Find sources of polluted stormwater infiltration • Remove paved ditches to promote vegetative filtering of stormwater SHA selected these treatments to help Maryland meet its Total Maximum Daily Load (TMDL) standards. According to the Environmental Protection Agency, a TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards. Other small projects include: • Invasive species controls and native plant establishment • Bicycle facility improvements on MD 170 • Stream and slope stabilization along I-695 near Belair Road	Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

Surface Transportation Program - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,375	$ 600	$ 1,595	$ 300	$ 4,225	$ 939	$ 1,275	$ 225	$ 2,925	$ 600	**$ 16,059**
OTH											**$ 0**
PE	$ 630	$ 120	$ 4,710	$ 60	$ 1,438	$ 333	$ 1,288	$ 303	$ 585	$ 120	**$ 9,587**
PP	$ 210	$ 40	$ 900	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 1,665**
ROW	$ 210	$ 40	$ 95	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 860**
Totals	**$ 4,425**	**$ 800**	**$ 7,300**	**$ 400**	**$ 5,933**	**$ 1,322**	**$ 2,733**	**$ 558**	**$ 3,900**	**$ 800**	**$ 28,171**

Surface Transportation Program - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,375	$ 600	$ 1,596	$ 300	$ 5,247	$ 1,194	$ 5,269	$ 1,223	$ 5,485	$ 1,240	**$ 25,529**
OTH											**$ 0**
PE	$ 630	$ 120	$ 4,710	$ 60	$ 2,927	$ 705	$ 2,146	$ 517	$ 585	$ 120	**$ 12,520**
PP	$ 210	$ 40	$ 900	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 1,665**
ROW	$ 210	$ 40	$ 95	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 860**
Totals	**$ 4,425**	**$ 800**	**$ 7,301**	**$ 400**	**$ 8,444**	**$ 1,949**	**$ 7,585**	**$ 1,770**	**$ 6,460**	**$ 1,440**	**$ 40,574**

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

National Highway System - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 1,500	$ 300	$ 975	$ 225	$ 2,675	$ 650	$ 2,450	$ 575	$ 975	$ 225	**$ 10,550**
OTH											**$ 0**
PE	$ 300	$ 60	$ 195	$ 45	$ 135	$ 30	$ 90	$ 15	$ 195	$ 45	**$ 1,110**
PP	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
ROW	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
Totals	**$ 2,000**	**$ 400**	**$ 1,300**	**$ 300**	**$ 2,900**	**$ 700**	**$ 2,600**	**$ 600**	**$ 1,300**	**$ 300**	**$ 12,400**

National Highway System - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 1,500	$ 300	$ 975	$ 225	$ 3,245	$ 793	$ 3,344	$ 798	$ 1,497	$ 355	**$ 13,032**
OTH											**$ 0**
PE	$ 300	$ 60	$ 195	$ 45	$ 545	$ 133	$ 143	$ 28	$ 195	$ 45	**$ 1,689**
PP	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
ROW	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
Totals	**$ 2,000**	**$ 400**	**$ 1,300**	**$ 300**	**$ 3,880**	**$ 946**	**$ 3,547**	**$ 836**	**$ 1,822**	**$ 430**	**$ 15,461**

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

Stimulus Funds

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	**Previous Federal Funds**	**Previous Matching Funds**	**FY 2012 Federal Funds**	**FY 2012 Matching Funds**	**FY 2013 Federal Funds**	**FY 2013 Matching Funds**	**FY 2014 Federal Funds**	**FY 2014 Matching Funds**	**FY 2015 Federal Funds**	**FY 2015 Matching Funds**	**Estimated Project Total**
CON	$ 300	$ 75	$ 300	$ 75							**$ 750**
OTH											**$ 0**
PE	$ 60	$ 15	$ 60	$ 15							**$ 150**
PP	$ 20	$ 5	$ 20	$ 5							**$ 50**
ROW	$ 20	$ 5	$ 20	$ 5							**$ 50**
Totals	**$ 400**	**$ 100**	**$ 400**	**$ 100**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 1,000**

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-13

AMENDMENT TO THE 2012 – 2015 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2012-2015 Transportation Improvement Program for the Baltimore region at its November 14, 2011 meeting, with federal approval on January 30, 2012; and

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

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

WHEREAS, the Maryland Department of Transportation on the behalf of the State Highway Administration has requested approval of an amendment (see Attachment 1) to the 2012-2015 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Moving Ahead for Progress in the 21st Century Act are met; and

WHEREAS, the Interagency Consultation Group has determined that the Areawide Environmental Projects project is exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was subject to a publicized 30-day review from October 18, 2012 to November 16, 2012 with a public meeting on November 8, 2012 to allow for comments.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2012-2015 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on November 27, 2012.

November 27, 2012
Date

Anthony McClune, Chairman
Baltimore Regional Transportation Board

2012 – 2015 Transportation Improvement Program

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

TIP Id #	60-9506-38	Year of Operation	Ongoing
Agency	State Highway Administration	Project Type	Environmental Other
Project Category	Environmental Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	A-22		

Description	Justification
These are non-capacity improvements which include projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities. It also includes TDML training, compliance, monitoring and research. Funding level is represented as 37% of statewide level as shown in CTP. **Amendment:** This amendment requests $9.5 million for Construction Phase and $2.9 million for Preliminary Engineering Phase using Surface Transportation Program funds. An additional $2.5 million for Construction Phase and $900,000 for Preliminary Engineering Phase using National Highway System funds is also requested. The additional funding will: • Install stormwater management ponds (SWM) • Make upgrades to existing SWM ponds • Find sources of polluted stormwater infiltration • Remove paved ditches to promote vegetative filtering of stormwater SHA selected these treatments to help Maryland meet its Total Maximum Daily Load (TMDL) standards. According to the Environmental Protection Agency, a TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards. Other small projects include: • Invasive species controls and native plant establishment • Bicycle facility improvements on MD 170 • Stream and slope stabilization along I-695 near Belair Road	Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

Surface Transportation Program - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,375	$ 600	$ 1,595	$ 300	$ 4,225	$ 939	$ 1,275	$ 225	$ 2,925	$ 600	**$ 16,059**
OTH											**$ 0**
PE	$ 630	$ 120	$ 4,710	$ 60	$ 1,438	$ 333	$ 1,288	$ 303	$ 585	$ 120	**$ 9,587**
PP	$ 210	$ 40	$ 900	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 1,665**
ROW	$ 210	$ 40	$ 95	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 860**
Totals	**$ 4,425**	**$ 800**	**$ 7,300**	**$ 400**	**$ 5,933**	**$ 1,322**	**$ 2,733**	**$ 558**	**$ 3,900**	**$ 800**	**$ 28,171**

Surface Transportation Program - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,375	$ 600	$ 1,596	$ 300	$ 5,247	$ 1,194	$ 5,269	$ 1,223	$ 5,485	$ 1,240	**$ 25,529**
OTH											**$ 0**
PE	$ 630	$ 120	$ 4,710	$ 60	$ 2,927	$ 705	$ 2,146	$ 517	$ 585	$ 120	**$ 12,520**
PP	$ 210	$ 40	$ 900	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 1,665**
ROW	$ 210	$ 40	$ 95	$ 20	$ 135	$ 25	$ 85	$ 15	$ 195	$ 40	**$ 860**
Totals	**$ 4,425**	**$ 800**	**$ 7,301**	**$ 400**	**$ 8,444**	**$ 1,949**	**$ 7,585**	**$ 1,770**	**$ 6,460**	**$ 1,440**	**$ 40,574**

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

National Highway System - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 1,500	$ 300	$ 975	$ 225	$ 2,675	$ 650	$ 2,450	$ 575	$ 975	$ 225	**$ 10,550**
OTH											**$ 0**
PE	$ 300	$ 60	$ 195	$ 45	$ 135	$ 30	$ 90	$ 15	$ 195	$ 45	**$ 1,110**
PP	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
ROW	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
Totals	**$ 2,000**	**$ 400**	**$ 1,300**	**$ 300**	**$ 2,900**	**$ 700**	**$ 2,600**	**$ 600**	**$ 1,300**	**$ 300**	**$ 12,400**

National Highway System - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 1,500	$ 300	$ 975	$ 225	$ 3,245	$ 793	$ 3,344	$ 798	$ 1,497	$ 355	**$ 13,032**
OTH											**$ 0**
PE	$ 300	$ 60	$ 195	$ 45	$ 545	$ 133	$ 143	$ 28	$ 195	$ 45	**$ 1,689**
PP	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
ROW	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	**$ 370**
Totals	**$ 2,000**	**$ 400**	**$ 1,300**	**$ 300**	**$ 3,880**	**$ 946**	**$ 3,547**	**$ 836**	**$ 1,822**	**$ 430**	**$ 15,461**

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

Stimulus Funds

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	**Previous Federal Funds**	**Previous Matching Funds**	**FY 2012 Federal Funds**	**FY 2012 Matching Funds**	**FY 2013 Federal Funds**	**FY 2013 Matching Funds**	**FY 2014 Federal Funds**	**FY 2014 Matching Funds**	**FY 2015 Federal Funds**	**FY 2015 Matching Funds**	**Estimated Project Total**
CON	$ 300	$ 75	$ 300	$ 75							**$ 750**
OTH											**$ 0**
PE	$ 60	$ 15	$ 60	$ 15							**$ 150**
PP	$ 20	$ 5	$ 20	$ 5							**$ 50**
ROW	$ 20	$ 5	$ 20	$ 5							**$ 50**
Totals	**$ 400**	**$ 100**	**$ 400**	**$ 100**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 1,000**

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Don Halligan
Director
Office of Planning and Capital Programming

ATTN: Mr. Tyson Byrne

FROM: Mary Deitz, Chief MD
Regional and Intermodal Planning Division

DATE: Oct. 2, 2012

SUBJECT: Amendments to FY 2012 TIP
For Areawide Bridge Replacement and Rehabilitation TIP ID #60-9310-13
for I-695 over Milford Mill Road Bridge Replacement

We are requesting an amendment to break-out the I-695 over Milford Mill Road bridge replacement project from the Areawide Bridge Replacement and Rehabilitation (TIP# 60-9310-13). Funds for this project are being shifted from the Bridge Replacement and Rehabilitation program to the I-695 over Milford Mill Road bridge project.

I-695 over Milford Mill Road Bridge Replacement
An addition of $13.6 million will be added to the construction phase for FY 2013 ($6.8M), and FY 2014 ($6.8M) under the Bridge Replacement and Rehabilitation program for the replacement of the I-695 over Milford Mill Road bridge. This bridge is structurally deficient. The design of this bridge was previously funded through the areawide bridge replacement and rehabilitation program. It is being broken out as a separate project in the Transportation Improvement Program (TIP) due to the cost of the project.

Areawide Bridge Replacement and Rehabilitation (TIP# 60-9310-13) is already included in an approved TIP and, therefore, further conformity analysis is not required as a result of this modification. Furthermore, the shifting of these funds will not impact scheduling or funding availability for other projects in the current TIP.

The Transportation Improvement Program continues to be fiscally constrained. The cost does not affect the portion of the federal funding, which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions. If you have any questions, please do not hesitate to contact me or Damilola Kehinde, Regional Planner, State Highway Administration (SHA) at 410-545-5560 or via email at dkehinde@sha.state.md.us.

cc: Mr. Jim Dooley, Regional Planner, SHA
Mr. Earle Freedman, Director, Office of Structures, SHA
Ms. Damilola Kehinde, Regional Planner, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Joseph Navarra, Team Leader, Office of Structures, SHA
Mr. Mike Nixon, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Scott Pomento, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA
Mr. Gregory Welker, Deputy Administrator/Chief Engineer for Operations, SHA

Areawide Bridge Replacement and Rehabilitation

TIP Id #	60-9310-13	Year of Operation	Ongoing
Agency	State Highway Administration	Project Type	Highway Preservation
Project Category	Highway Preservation	Functional Class	
Conformity Status	Exempt	Physical Data	
CIP/CTP Page#	A-22	Completed Project Cost	

Description	Justification
These are non-capacity improvements which include structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges as needed in Anne Arundel, Baltimore, Carroll, Harford and Howard counties. A portion of this project may be funded using STP for cleaning and painting. Funding level is represented as 37 percent of statewide level as shown in CTP. **Amendment:** This amendment requests $13.6 million to be shifted from the Construction Phase under the BRR funding source to fund the I-695 over Milford Mill Road bridge project.	Will perserve the exisitng structures, increase safety, and improve highway beautification.

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Bridge Replacement and Rehabilation - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 14,250	$ 2,850	$ 19,575	$ 3,900	$150,750	$ 3,000	$ 9,825	$ 1950	$ 20,625	$ 4,125	$ 230,850
OTH											$ 0
PE	$ 2,850	$ 570	$ 3,915	$ 780	$ 25,150	$ 600	$ 1,465	$ 390	$ 4,125	$ 825	$ 40,670
PP	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	$ 15,390
ROW	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	$ 15,390
Totals	$ 19,000	$ 3,800	$ 26,094	$ 5,200	$196,000	$ 4,000	$ 12,600	$ 2,600	$ 27,500	$ 5,500	$ 302,300

Bridge Replacement and Rehabilation - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 14,250	$ 2,850	$ 19,575	$ 3,900	$143,950	$ 1,300	$ 3,025	$ 250	$ 20,625	$ 4,125	$ 213,850
OTH											$ 0
PE	$ 2,850	$ 570	$ 3,915	$ 780	$ 25,150	$ 600	$ 1,465	$ 390	$ 4,125	$ 825	$ 40,670
PP	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	$ 15,390
ROW	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	$ 15,390
Totals	$ 19,000	$ 3,800	$ 26,094	$ 5,200	$ 189,200	$ 2,300	$ 5,800	$ 900	$ 27,500	$ 5,500	$ 285,300

Areawide Bridge Replacement and Rehabilitation

Interstate Maintenance

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 150	$ 30	$ 225	$ 38	$ 150	$ 30	$ 75	$ 23	$ 600	$ 225	**$ 1,546**
OTH											**$ 0**
PE	$ 30	$ 6	$ 45	$ 8	$ 30	$ 6	$ 15	$ 5	$ 120	$ 45	**$ 310**
PP	$ 10	$ 2	$ 15	$ 3	$ 10	$ 2	$ 5	$ 2	$ 40	$ 15	**$ 104**
ROW	$ 10	$ 2	$ 15	$ 3	$ 10	$ 2	$ 5	$ 2	$ 40	$ 15	**$ 104**
Totals	**$ 200**	**$ 40**	**$ 300**	**$ 52**	**$ 200**	**$ 40**	**$ 100**	**$ 32**	**$ 800**	**$ 300**	**$ 2,064**

Local Bridge

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,450	$ 675	$ 3,450	$ 675	$ 3,450	$ 675	$ 3,450	$ 675	$ 6,975	$ 1,425	**$ 24,900**
OTH											**$ 0**
PE	$ 690	$ 135	$ 690	$ 135	$ 690	$ 135	$ 690	$ 135	$ 1,395	$ 285	**$ 4,980**
PP	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 465	$ 95	**$ 1,660**
ROW	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 465	$ 95	**$ 1,660**
Totals	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 9,300**	**$ 1,900**	**$ 33,200**

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

National Highway System

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 300	$ 75	$ 450	$ 300	$ 75	$ 225	$ 75	$ 450	$ 75	$ 100	$ 2,125
OTH											$ 0
PE	$ 60	$ 15	$ 90	$ 15	$ 60	$ 15	$ 45	$ 15	$ 90	$ 15	$ 420
PP	$ 20	$ 5	$ 30	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	$ 140
ROW	$ 20	$ 5	$ 30	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	$ 140
Totals	$ 400	$ 100	$ 600	$ 325	$ 175	$ 250	$ 150	$ 475	$ 225	$ 125	$ 2,825

Stimulus Funds

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 4,950	$ 975	$ 2,250	$ 450	$ 900	$ 150					$ 9,675
OTH											$ 0
PE	$ 990	$ 195	$ 450	$ 90	$ 180	$ 30					$ 1,935
PP	$ 330	$ 65	$ 150	$ 30	$ 60	$ 10					$ 645
ROW	$ 330	$ 65	$ 150	$ 30	$ 60	$ 10					$ 645
Totals	$ 6,600	$ 1,300	$ 3,000	$ 600	$ 1,200	$ 200	$ 0	$ 0	$ 0	$ 0	$ 12,900

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Surface Transportation Program

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 300	$ 75	$ 375	$ 75	$ 150	$ 40	$ 100	$ 40	$ 145	$ 15	**$ 1,315**
OTH											**$ 0**
PE	$ 60	$ 15	$ 380	$ 75	$ 5,060	$ 15	$ 545	$ 15	$ 90	$ 15	**$ 6,270**
PP	$ 20	$ 5	$ 175	$ 40	$ 145	$ 40	$ 15	$ 5	$ 30	$ 5	**$ 480**
ROW	$ 20	$ 5	$ 25	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	**$ 135**
Totals	**$ 400**	**$ 100**	**$ 955**	**$ 195**	**$ 5,375**	**$ 100**	**$ 675**	**$ 65**	**$ 295**	**$ 40**	**$ 8,200**

State Highway Administration

I-695 over Milford Mill Road

TIP Id #		Year of Operation	2015
Agency	State Highway Administration	Project Type	Bridge Repair/Deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP/CTP Page#	A-22	Completed Project Cost	

Description	Justification
Replace existing I-695 over Milford Mill Road bridge	The existing bridge is deteriorated and strutcurally deficinet. It will be removed and replaced with a wider bridge to improve safety and allow for future traffic growth and the future widening of I-695.

Bridge Replacement and Rehabilation

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON					$ 6,800	$ 1,700	$ 6,800	$ 1,700			$ 17,000
OTH											
PE											
PP											
ROW											
Totals	$0	$0	$0	$0	$ 6,800	$ 1,700	$ 6,800	$ 1,700	$0	$0	$ 17,000

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Don Halligan, Director
Office of Planning and Capital Programming

ATTN: Mr. Tyson Byrne

FROM: Mary Deitz, Chief MD
Regional and Intermodal Planning Division

DATE: October 11, 2012

SUBJECT: Amendment to FY 2012 TIP
For Areawide Environmental Projects TIP ID #60-9506-38

We are requesting an amendment to the FY 2012-2015 TIP to reflect the programming of federal funding anticipated for these areawide categories. These funds have been made available primarily due to an increase in federal aid Obligational Authority assumptions and funds de-obligated on inactive projects to the following areawides:

Areawide Environmental Projects TIP ID #60-9506-38
This amendment will add $9.5 million to construction in FY 2013 through FY 2015 and $2.9 million to PE in FY 2013 through FY 2014 of federal STP funds. It will also add $2.5 million to construction in FY 2013 through FY 2015 and $0.9 million to PE in FY 2013 through FY 2014 of federal NHS funds. These funds will largely be used throughout the Baltimore Region for Total Maximum Dissolved Load (TMDL) legacy pavement improvements including installation of stormwater management ponds, functional upgrades of existing SWM facilities, infiltration site identification, and removal of pavement and concrete ditches to meet State TMDL goals. Also included are invasive species control and native plant establishment at various locations, a bicycle retrofit project on MD 170, and stream stabilization and slope repair along I-695 at Double Rock.

The Transportation Improvement Program continues to be fiscally constrained. The cost does not affect the portion of the federal funding, which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions. If you have any questions, please do not hesitate to contact me or Jim Dooley, Regional Planner, State Highway Administration (SHA), at 410-545-5672 or via email at jdooley@sha.state.md.us.

cc: Mr. Jim Dooley, Regional Planner, SHA
Ms. Dami Kehinde, Regional Planner, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Mike Nixon, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Scott Pomento, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA
Mr. Gregory Welker, Deputy Administrator/Chief Engineer for Operations, SHA

State Highway Administration **Environmental Safety**

Areawide Environmental Projects

TIP Id #	60-9506-38	Year of Operation	Ongoing
Agency	State Highway Administration	Project Type	Environmental other
Project Category	Environmental Safety	Functional Class	
Conformity Status	Exempt	Physical Data	
CIP/CTP Page#	A-22	Completed Project Cost	

Description	Justification
These are non-capacity improvements which include projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities. It also includes TDML training, compliance, monitoring and research. Funding level is represented as 37 percent of statewide level as shown in CTP. **Admendment:** This amendment will add $9.5 million to construction and $2.9 million to PE of federal STP funds. It will also add $2.5 million to construction and $0.9 million to PE of federal NHS funds. These funds will largely be used for TMDL (Total Maximum Dissolved Load) legacy pavement improvements including installation of stormwater management ponds, functional upgrades of existing SWM facilities, infiltration site identification, and removal of pavement and concrete ditches to meet State TMDL goals. Also included are invasive species control and native plant establishment at various locations, a bicycle retrofit project on MD 170, and stream stabilization and slope repair along I-695 at Double Rock.	Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

State Highway Administration

Environmental Safety

Areawide Environmental Projects

Surface Transportation Program - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,375	$ 600	$ 1,595	$ 300	$ 4,225	$ 939	$ 1,275	$ 225	$ 2,925	$ 600	$ 16,059
OTH											$ 0
PE	$ 630	$ 120	$ 4,710	$ 60	$ 1,438	$ 333	$ 1,288	$ 303	$ 585	$ 120	$ 9,587
PP	$ 210	$ 40	$ 900	$ 20	$ 135	$ 25	$85	$ 15	$ 195	$ 40	$ 1,665
ROW	$ 210	$ 40	$ 95	$ 20	$ 135	$ 25	$85	$ 15	$ 195	$ 40	$ 860
Totals	$ 4,425	$ 800	$ 7,300	$ 400	$ 5,933	$ 1,322	$ 2,733	$ 558	$ 3,900	$ 800	$ 28,171

Surface Transportation Program - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,375	$ 600	$ 1,595	$ 300	$ 5,247	$ 1,194	$ 5,269	$ 1,223	$ 5,485	$ 1,240	$ 25,528
OTH											$ 0
PE	$ 630	$ 120	$ 4,710	$ 60	$ 2,927	$ 705	$ 2,146	$ 517	$ 585	$ 120	$ 12,520
PP	$ 210	$ 40	$ 900	$ 20	$ 135	$ 25	$85	$ 15	$ 195	$ 40	$ 1,665
ROW	$ 210	$ 40	$ 95	$ 20	$ 135	$ 25	$85	$ 15	$ 195	$ 40	$ 860
Totals	$ 4,425	$ 800	$ 7,300	$ 400	$ 8,444	$ 1,949	$ 7,585	$ 1,770	$ 6,460	$ 1,440	$ 40,573

State Highway Administration

Environmental Safety

Areawide Environmental Projects

National Highway System - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 1,500	$ 300	$ 975	$ 225	$ 2,675	$ 650	$2 450	$ 575	$ 975	$ 225	$ 10,550
OTH											$ 0
PE	$ 300	$ 60	$ 195	$ 45	$ 135	$ 30	$ 90	$ 15	$ 195	$ 45	$ 1,110
PP	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	$ 370
ROW	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	$ 370
Totals	$ 2,000	$ 400	$ 1,300	$ 300	$ 2,900	$ 700	$ 2,600	$ 600	$ 1,300	$ 300	$ 12,400

National Highway System - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 1,500	$ 300	$ 975	$ 225	$ 3,245	$ 793	$3,344	$ 798	$ 1,497	$ 355	$ 13,032
OTH											$ 0
PE	$ 300	$ 60	$ 195	$ 45	$ 545	$ 133	$ 143	$ 28	$ 195	$ 45	$ 1,986
PP	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	$ 370
ROW	$ 100	$ 20	$ 65	$ 15	$ 45	$ 10	$ 30	$ 5	$ 65	$ 15	$ 370
Totals	$ 2,000	$ 400	$ 1,300	$ 300	$ 3,880	$ 946	$ 3,547	$ 836	$ 1,822	$ 430	$ 15,758

State Highway Administration

Environmental Safety

Areawide Environmental Projects

Stimulus Funds

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 300	$ 75	$ 300	$ 75							$ 750
OTH											$ 0
PE	$ 60	$ 15	$ 60	$ 15							$ 150
PP	$ 20	$ 5	$ 20	$ 5							$ 50
ROW	$ 20	$ 5	$ 20	$ 5							$ 50
Totals	$ 400	$ 100	$ 400	$ 100	$ 0	$ 0	$ 0	$ 0	$ 0	$ 0	$ 1,000

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA State Highway Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Don Halligan
Director
Office of Planning and Capital Programming

ATTN: Mr. Tyson Byrne

FROM: Mary Deitz, Chief MD
Regional and Intermodal Planning Division

DATE: October 11, 2012

SUBJECT: Amendment to FY 2012 TIP
I-695: I-95 (SW) to MD 122, TIP #63-0601-41
I-695: MD 41 to MDS 147, TIP #63-1203-41

We are requesting an amendment to the FY 2012-2015 TIP to reflect the programming of federal funding anticipated for the above projects. These funds have been made available primarily due to an increase in federal aid Obligational Authority assumptions and funds de-obligated on inactive projects.

I-695: I-95 (SW) to MD 122, TIP #63-0601-41
This amendment will add $1.6 million of NHS funds to the PE phase in FY 2013. These funds will be used to design the I-695 Outer Loop Ramp from South of US 40 to MD 144.

I-695: MD 41 to MDS 147, TIP #63-1203-41
This amendment will add $800,000 of IM funds to the PE phase, one half in FY 2013 and one half in FY 2014. It will also add $560,000 of IM funds to the "Other" phase in FY 2013. The additional PE funds will be used for the design of I-695 from MD 41 to MD 147 (including the Old Harford Road Bridge), and the funds in the "Other" phase will be used for advance utility relocations associated with the project.

The Transportation Improvement Program continues to be fiscally constrained. The cost does not affect the portion of the federal funding, which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions. If you have any questions, please do not hesitate to contact me or Damilola Kehinde, Regional Planner, State Highway Administration (SHA), at 410-545-5560 or via email at dkehinde@sha.state.md.us.

cc: Ms. Dami Kehinde, Regional Planner, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Kirk McClelland, Director, Office of Highway Design, SHA
Ms. Christina Minkler, Project Manager, Office of Highway Design, SHA
Mr. Mike Nixon, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Dave Peake, District Engineer, District 4, SHA
Mr. Scott Pomento, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA
Ms. Barb Solberg, Chief, Office of Highway Design, SHA

I-695: I-95 (SW) to MD 122

TIP Id #	63-0601-41	**Year of Operation**	n/a
Agency	State Highway Administration	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Exempt	**Physical Data**	6 to 8 lanes; 5.7 miles
CIP/CTP Page#	AW7581		

Description	Justification
Study to upgrade existing I-695 to an eight-lane freeway from I-95 to MD 122 (Security Boulevard) Amendment: This amendment requests $1.6 million to be added to the design phase for the Outer Loop from South of US 40 to MD 144.	This project will study how to provide additional capacity and improve operations and safety on this segment of I-695

Section 1702 High Priority Project

	Previous Requests		Annual Element		Federal Funding Requests $(000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2011 Federal Funds	FY2011 Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	FY2013 Federal Funds	FY2013 Matching Funds	FY2014 Federal Funds	FY2014 Matching Funds	Estimated Project Total
CON											
OTH											0
PE	$2,246	$634									$2,880
PP		$1,426									$1,426
ROW	$1,193	$337									$1,530
Total	$3,439	$2,397	$0	$0	$0	$0	$0	$0	$0	$0	$5,836

Interstate Maintenance

	Previous Requests		Annual Element		Federal Funding Requests $(000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	FY2013 Federal Funds	FY2013 Matching Funds	FY2014 Federal Funds	FY2014 Matching Funds	FY2015 Federal Funds	FY2015 Matching Funds	Estimated Project Total
CON											
OTH											0
PE	$8,567	$3,241									$11,808
PP											0
ROW		$284									$284
Total	$8,567	$3,525	$0	$0	$0	$0	$0	$0	$0	$0	$12,092

National Highway System

	Previous Requests		Annual Element		Federal Funding Requests $(000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	FY2013 Federal Funds	FY2013 Matching Funds	FY2014 Federal Funds	FY2014 Matching Funds	FY2015 Federal Funds	FY2015 Matching Funds	Estimated Project Total
CON											
OTH											
PE					$1,600	$400					$2,000
PP											
ROW											
Total	$0	$0	$0	$0	$1,600	$400	$0	$0	$0	$0	$2,000

I-695: MD 41 to MD 147

TIP Id #	63-1203-41	**Year of Operation**	2020
Agency	State Highway Administration	**Project Type**	Roadway Widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Non-Exempt	**Physical Data**	6 to 8 lanes
CIP/CTP Page#	BA458_21		

Description	Justification
Add one auxiliary lane in each direction that will widen this section of I-695 from six to eight lanes. Breakout task to design a new ramp reconfiguration on the Inner Loop of I-695 at MD 147 (Harford Road). The existing inner loop off-ramp will provide access to northbound and southbound MD 147. The proposed ramp will be widened from one lane to three lanes, (includes a double left and an exclusive right, at the intersection with MD 147). A traffic signal as well as 350 feet of storage capacity will be provided on the off-ramp. The existing off-ramp to northbound MD 147 will be removed to eliminate the weave on the Beltway providing a safety improvement. **Amendment**: Adds $1.0 million to PE and $0.7 million to OTH IM (interstate maintenance) funds.	This project will improve access to northbound and southbound MD 147. The changes will also increase capacity and improve safety on this segment of the Beltway.

I-695: MD 41 to MD 147

Section 1702 High Priority Project

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	FY2013 Federal Funds	FY2013 Matching Funds	FY2014 Federal Funds	FY2014 Matching Funds	FY2015 Federal Funds	FY2015 Matching Funds	Estimated Project Total
CON											
OTH*					$780	$220	$835	$236			$2,071
PE			$322	$91	$458	$129					$1,000
PP											
ROW											
Totals	$0	$0	$322	$91	$1,238	$349	$835	$236	$0	$0	$3,071

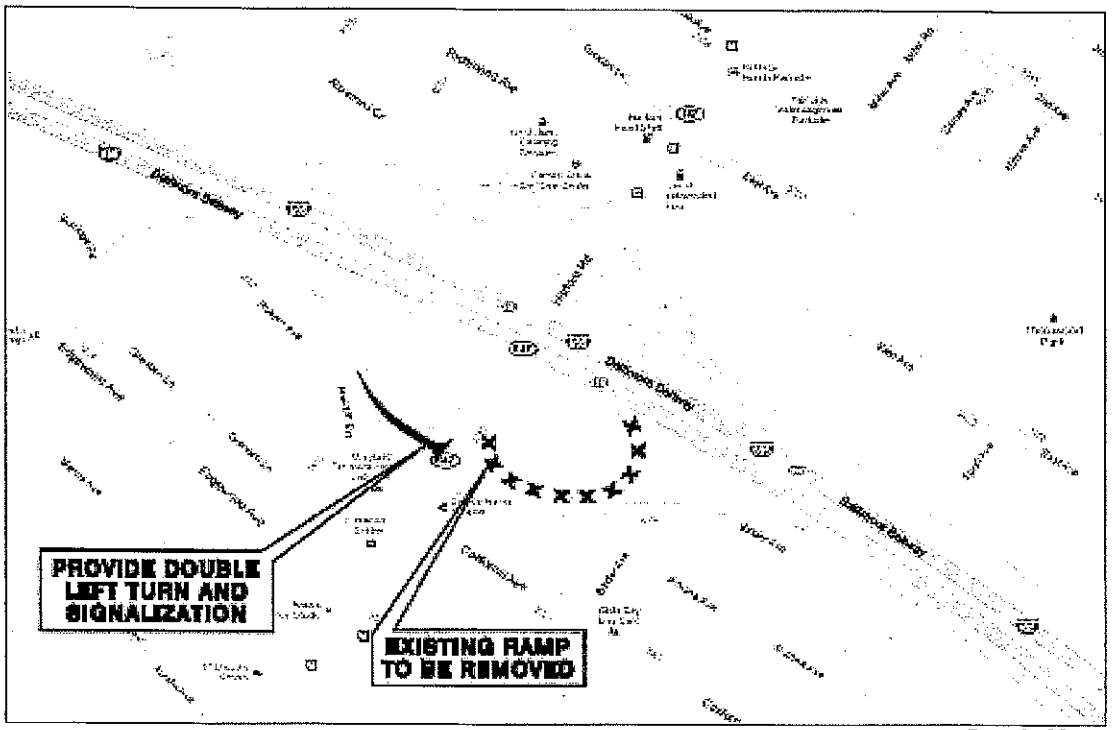
*OTH = advance utility work

Interstate Maintenance

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2012 Federal Funds	FY2012 Matching Funds	FY2013 Federal Funds	FY2013 Matching Funds	FY2014 Federal Funds	FY2014 Matching Funds	FY2015 Federal Funds	FY2015 Matching Funds	Estimated Project Total
CON											
OTH*					$560	$140					$700
PE					$400	$100	$400	$100			$1,000
PP											
ROW											
Totals	$0	$0	$0	$0	$2,198	$589	$1,235	$336	$0	$0	$1,770

* OTH = advance utility work

I-695: MD 41 to MD 147



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

SHA
State Highway Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: Mr. Don Halligan
Director
Office of Planning and Capital Programming

ATTN: Mr. Tyson Byrne

FROM: Mary Deitz, Chief MD
Regional and Intermodal Planning Division

DATE: Oct. 2, 2012

SUBJECT: Amendments to FY 2012 TIP
For Areawide Bridge Replacement and Rehabilitation TIP ID #60-9310-13
for I-695 over Milford Mill Road Bridge Replacement

We are requesting an amendment to break-out the I-695 over Milford Mill Road bridge replacement project from the Areawide Bridge Replacement and Rehabilitation (TIP# 60-9310-13). Funds for this project are being shifted from the Bridge Replacement and Rehabilitation program to the I-695 over Milford Mill Road bridge project.

I-695 over Milford Mill Road Bridge Replacement
An addition of $13.6 million will be added to the construction phase for FY 2013 ($6.8M), and FY 2014 ($6.8M) under the Bridge Replacement and Rehabilitation program for the replacement of the I-695 over Milford Mill Road bridge. This bridge is structurally deficient. The design of this bridge was previously funded through the areawide bridge replacement and rehabilitation program. It is being broken out as a separate project in the Transportation Improvement Program (TIP) due to the cost of the project.

Areawide Bridge Replacement and Rehabilitation (TIP# 60-9310-13) is already included in an approved TIP and, therefore, further conformity analysis is not required as a result of this modification. Furthermore, the shifting of these funds will not impact scheduling or funding availability for other projects in the current TIP.

The Transportation Improvement Program continues to be fiscally constrained. The cost does not affect the portion of the federal funding, which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions. If you have any questions, please do not hesitate to contact me or Damilola Kehinde, Regional Planner, State Highway Administration (SHA) at 410-545-5560 or via email at dkehinde@sha.state.md.us.

cc: Mr. Jim Dooley, Regional Planner, SHA
Mr. Earle Freedman, Director, Office of Structures, SHA
Ms. Damilola Kehinde, Regional Planner, SHA
Mr. Keith Kucharek, Assistant Chief, Regional and Intermodal Planning Division, SHA
Mr. Joseph Navarra, Team Leader, Office of Structures, SHA
Mr. Mike Nixon, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Scott Pomento, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA
Mr. Gregory Welker, Deputy Administrator/Chief Engineer for Operations, SHA

Areawide Bridge Replacement and Rehabilitation

TIP Id #	60-9310-13	Year of Operation	Ongoing
Agency	State Highway Administration	Project Type	Highway Preservation
Project Category	Highway Preservation	Functional Class	
Conformity Status	Exempt	Physical Data	
CIP/CTP Page#	A-22	Completed Project Cost	

Description	Justification
These are non-capacity improvements which include structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges as needed in Anne Arundel, Baltimore, Carroll, Harford and Howard counties. A portion of this project may be funded using STP for cleaning and painting. Funding level is represented as 37 percent of statewide level as shown in CTP. **Amendment:** This amendment requests $13.6 million to be shifted from the Construction Phase under the BRR funding source to fund the I-695 over Milford Mill Road bridge project.	Will perserve the exisitng structures, increase safety, and improve highway beautification.

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Bridge Replacement and Rehabilation - Original

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 14,250	$ 2,850	$ 19,575	$ 3,900	$150,750	$ 3,000	$ 9,825	$ 1950	$ 20,625	$ 4,125	**$ 230,850**
OTH											**$ 0**
PE	$ 2,850	$ 570	$ 3,915	$ 780	$ 25,150	$ 600	$ 1,465	$ 390	$ 4,125	$ 825	**$ 40,670**
PP	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
ROW	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
Totals	**$ 19,000**	**$ 3,800**	**$ 26,094**	**$ 5,200**	**$196,000**	**$ 4,000**	**$ 12,600**	**$ 2,600**	**$ 27,500**	**$ 5,500**	**$ 302,300**

Bridge Replacement and Rehabilation - Modified

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 14,250	$ 2,850	$ 19,575	$ 3,900	$143,950	$ 1,300	$ 3,025	$ 250	$ 20,625	$ 4,125	**$ 213,850**
OTH											**$ 0**
PE	$ 2,850	$ 570	$ 3,915	$ 780	$ 25,150	$ 600	$ 1,465	$ 390	$ 4,125	$ 825	**$ 40,670**
PP	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
ROW	$ 950	$ 190	$ 1,305	$ 260	$ 10,050	$ 200	$ 655	$ 130	$ 1,375	$ 275	**$ 15,390**
Totals	**$ 19,000**	**$ 3,800**	**$ 26,094**	**$ 5,200**	**$ 189,200**	**$ 2,300**	**$ 5,800**	**$ 900**	**$ 27,500**	**$ 5,500**	**$ 285,300**

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Interstate Maintenance

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 150	$ 30	$ 225	$ 38	$ 150	$ 30	$ 75	$ 23	$ 600	$ 225	**$ 1,546**
OTH											**$ 0**
PE	$ 30	$ 6	$ 45	$ 8	$ 30	$ 6	$ 15	$ 5	$ 120	$ 45	**$ 310**
PP	$ 10	$ 2	$ 15	$ 3	$ 10	$ 2	$ 5	$ 2	$ 40	$ 15	**$ 104**
ROW	$ 10	$ 2	$ 15	$ 3	$ 10	$ 2	$ 5	$ 2	$ 40	$ 15	**$ 104**
Totals	**$ 200**	**$ 40**	**$ 300**	**$ 52**	**$ 200**	**$ 40**	**$ 100**	**$ 32**	**$ 800**	**$ 300**	**$ 2,064**

Local Bridge

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 3,450	$ 675	$ 3,450	$ 675	$ 3,450	$ 675	$ 3,450	$ 675	$ 6,975	$ 1,425	**$ 24,900**
OTH											**$ 0**
PE	$ 690	$ 135	$ 690	$ 135	$ 690	$ 135	$ 690	$ 135	$ 1,395	$ 285	**$ 4,980**
PP	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 465	$ 95	**$ 1,660**
ROW	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 230	$ 45	$ 465	$ 95	**$ 1,660**
Totals	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 4,600**	**$ 900**	**$ 9,300**	**$ 1,900**	**$ 33,200**

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

National Highway System

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 300	$ 75	$ 450	$ 300	$ 75	$ 225	$ 75	$ 450	$ 75	$ 100	$ 2,125
OTH											$ 0
PE	$ 60	$ 15	$ 90	$ 15	$ 60	$ 15	$ 45	$ 15	$ 90	$ 15	$ 420
PP	$ 20	$ 5	$ 30	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	$ 140
ROW	$ 20	$ 5	$ 30	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	$ 140
Totals	$ 400	$ 100	$ 600	$ 325	$ 175	$ 250	$ 150	$ 475	$ 225	$ 125	$ 2,825

Stimulus Funds

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 4,950	$ 975	$ 2,250	$ 450	$ 900	$ 150					$ 9,675
OTH											$ 0
PE	$ 990	$ 195	$ 450	$ 90	$ 180	$ 30					$ 1,935
PP	$ 330	$ 65	$ 150	$ 30	$ 60	$ 10					$ 645
ROW	$ 330	$ 65	$ 150	$ 30	$ 60	$ 10					$ 645
Totals	$ 6,600	$ 1,300	$ 3,000	$ 600	$ 1,200	$ 200	$ 0	$ 0	$ 0	$ 0	$ 12,900

State Highway Administration

Highway Preservation

Areawide Bridge Replacement and Rehabilitation

Surface Transportation Program

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON	$ 300	$ 75	$ 375	$ 75	$ 150	$ 40	$ 100	$ 40	$ 145	$ 15	**$ 1,315**
OTH											**$ 0**
PE	$ 60	$ 15	$ 380	$ 75	$ 5,060	$ 15	$ 545	$ 15	$ 90	$ 15	**$ 6,270**
PP	$ 20	$ 5	$ 175	$ 40	$ 145	$ 40	$ 15	$ 5	$ 30	$ 5	**$ 480**
ROW	$ 20	$ 5	$ 25	$ 5	$ 20	$ 5	$ 15	$ 5	$ 30	$ 5	**$ 135**
Totals	**$ 400**	**$ 100**	**$ 955**	**$ 195**	**$ 5,375**	**$ 100**	**$ 675**	**$ 65**	**$ 295**	**$ 40**	**$ 8,200**

State Highway Administration

I-695 over Milford Mill Road

TIP Id #		Year of Operation	2015
Agency	State Highway Administration	Project Type	Bridge Repair/Deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP/CTP Page#	A-22	Completed Project Cost	

Description	Justification
Replace existing I-695 over Milford Mill Road bridge	The existing bridge is deteriorated and strutcurally deficinet. It will be removed and replaced with a wider bridge to improve safety and allow for future traffic growth and the future widening of I-695.

Bridge Replacement and Rehabilation

	Previous Requests		Annual Element		Federal Funding Requests ($000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	Estimated Project Total
CON					$ 6,800	$ 1,700	$ 6,800	$ 1,700			$ 17,000
OTH											
PE											
PP											
ROW											
Totals	$0	$0	$0	$0	$ 6,800	$ 1,700	$ 6,800	$ 1,700	$0	$0	$ 17,000

Note: This matrix includes a summary of and a response to comments received during the public comment period. Additional comments that may have been submitted verbally at the BRTB meeting prior to the vote are not included. Please see the BRTB meeting minutes at www.baltometro.org for documentation of any verbal comments received and the BRTB response.

#	Comment	Received From	Response
Baltimore Red Line Comments			
1	• Supports the inclusion and associated funding of the Baltimore Red Line project in the 2012 – 2015 Transportation Improvement Program	Greater Baltimore Committee	The BRTB appreciates your participation in the Transportation Improvement Program amendment process.
2	• Supports the inclusion and associated funding of the Baltimore Red Line project in the 2012 – 2015 Transportation Improvement Program	The Central Maryland Transportation Alliance	The BRTB appreciates your participation in the Transportation Improvement Program amendment process.
3	• Supports the inclusion and associated funding of the Baltimore Red Line project in the 2012 – 2015 Transportation Improvement Program	Baltimore Neighborhood Collaborative	The BRTB appreciates your participation in the Transportation Improvement Program amendment process.
4	• Opposed to the Baltimore Red Line connecting to the Dundalk area based on a potential for an increase of crime in Dundalk.	Diane Vermette	The MTA appreciates the opportunity to respond to comments from Ms. Vermette regarding the Red Line. While building an extension to Dundalk has been considered as a future option for the Red Line, those plans are not included in the current project. The proposed Red Line alignment will terminate on the north side of Lombard Street near the intersection with Bayview Blvd. There is no timeline for future plans to extend the alignment. Should the concepts for a Red Line extension to Dundalk ever materialize the project would undergo a comprehensive planning and environmental review process. This process may resemble planning efforts that have been performed for the existing Red Line project and would include the opportunity for the public to comment on any issues of concern, including crime. The safety and security of our passengers and transit systems is the MTA's top priority. The MTA monitors trends in criminal activity and re-deploys our resources in response. Despite common perceptions, criminal activity associated with MTA services is very uncommon and has fallen steadily over the past several years. This is also true in the communities around our stations.

#	Comment	Received From	Response
4	*(continued)*	*(continued)*	*(continued)* The Red Line is also being designed with safety and security as a top priority. MTA is currently assessing the need for additional police personnel, including sworn officers and civilian staff, equipment and office space to be able to provide a high level of security for riders and employees on trains and in surrounding station areas. Further, as part of the process for obtaining federal funding for the project, MTA is required to prepare detailed safety and security plans that are reviewed by federal agencies. MTA is planning to include features along the Red Line that inhibit criminal activity such as lighting, cameras, public announcement systems, and police call boxes.
5	• MTA has not provided a right of way and property line map of Edmondson Avenue between Hilton Parkway and Wildwood Parkway. • MTA's traffic study of Edmondson Avenue is invalid, because subsequent to that study a bike lane was added to Frederick Avenue (the primary alternative route expected to carry some of the motor vehicle traffic presently on Edmondson Avenue), and the added bike lane has taken away a lane of traffic in the peak direction on Frederick Avenue.	Edward Cohen	• MTA does not agree with this characterization. MTA has provided mapping showing current right-of-way lines and project alignment as requested. Mapping has become more precise as engineering has progressed, and up to date plans will be available as part of the Final Environmental Impact Statement (FEIS). • MTA's traffic impact studies use the latest available information about the transportation network at the time the study is undertaken. The current BMC travel demand model does not include the bike lanes on Frederick Avenue per se, but it includes one travel lane on Frederick Avenue per direction west of Athol Street, and also east of Hilton Street. With these capacity-constrained sections in the model, the traffic diversions were determined to be reasonable, and sufficiently account for the capacity constraints along Frederick Avenue as a result of the bike lane system.

#	Comment	Received From	Response
5	• MTA's study of air quality dealt with the region as a whole. It has not done an air quality study localized to the streets on which the proposed Red Line will operate and to which motor vehicle traffic will be diverted. Further, the study that MTA has done is invalid, because the traffic study has become invalid. • By removing a proposed crossover inside the downtown tunnel to save money, MTA has removed the best way of dealing with backups caused by a disabled train inside or just outside the tunnel. • There is no detailed description of how MTA would protect the Red Line Light Rail and Metro subway downtown tunnels in the event of a storm surge of the type experienced from Hurricane Isabel in September 2003.	*(continued)*	• A PM2.5 conformity analysis has been conducted, following the guidelines in EPA's Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (March 29, 2006, referred to as "PM2.5/10 Guidance"). Applying the PM2.5/10 Guidance, a PM2.5 hot-spot analysis was conducted. Following the guidance set forth in 40 CFR 93.123(b)(1)(iv), it was determined that this project is not a project of air quality concern regarding PM2.5 emissions. This finding was presented to the Interagency Consultant Group (ICG) at the Baltimore Metropolitan Council on October 3, 2012. This finding has been confirmed by the ICG through the interagency consultation process finalized on November 14, 2012. The findings of the air quality analysis for the project will be provided in the FEIS which is anticipated to be available for public review in mid-December. • We have studied the operations of the 3-mile downtown segment without a crossover and have determined that the system can continue to operate using a single track for the disabled train scenario. We are in the Preliminary Engineering phase of the project approaching 30% design and will refine our operations planning as the design progresses further. • The flood elevations being established are based on the best available current data and forecasts, and regulatory guidance, considering the 100 year event and the 500 year event as appropriate for riverine flooding, tidal surge and potential wind driven wave action and the application of freeboard (factor of safety). Although it is possible that these events may be exceeded, there is inadequate statistical data available on which to base investment in additional protection. The station entrances will be protected from flooding by raising the entrances above the predicted flood elevation. ADA-compliant ramps will be provided. At tunnel portals, the track profiles will be raised above the predicted flood elevation.

#	Comment	Received From	Response
5	• The transfer to and from buses at the Red Line's Highlandtown station will be difficult at best. • Is it possible to build a Red Line that can be operated safely? The Red Line is expected to carry 57,000 riders a day, twice the 26,000 passengers per day carried by the existing Central Light Rail, which averages one accident every 10 days. • MTA's cost-effectiveness numbers are invalid because they have not done a study of the buses that will be rerouted to connect with the proposed Red Line stations. • The two-car trains proposed for the Red Line will be near capacity for the projected 57,000 passengers per day. MTA has not studied whether they will be able to handle the ridership load when the remainder of Baltimore's rail plan is built out. • The 104-inch width of the proposed Red Line cars is no wider than the 102-inch width of a bus. Query: are similar cars in actual use on a radial trunk line of any other city's Light Rail system?	*(continued)*	• The Highlandtown/Greektown Station, as planned, will not have space for surface (e.g. bus and ride) facilities and thus no bus loop transfer. As at other stations along the alignment, bus transfer will be accommodated with curbside stops. • The Red Line will be state of the art, code-compliant, and will use best light rail system practices also compliant with FTA, Department of Homeland Security, MDOT, Code of Federal Regulations, MOSHA/OSHA, NFPA, ADA, etc. requirements. Safety features related to the train- auto interfaces that are built in include such things as signage, signals, traffic lane designations, etc. Furthermore, the Red Line is in a tunnel in downtown Baltimore City whereas the Central Light Rail line runs at grade in Howard Street in downtown, crossing many heavily traveled east-west city arterials, thus increasing the risk of train-auto accidents. • MTA used the FTA's accepted practice for determining cost effectiveness which is determined based on assumptions about future operating costs, including the introduction of the Red Line and resulting modifications to the local bus network. A more detailed plan for modifications to the local bus network will be developed in subsequent phases of work. • The cited ridership forecast is for 2035. MTA has studied options for providing additional capacity. The system has flexibility to accommodate ridership growth by reducing headways to less than the planned 2035 year, 7-minute headway. • Yes, this is a standard width vehicle widely utilized throughout the country in similar applications such as Charlotte, Houston, Minneapolis, Norfolk, Salt Lake City and Atlanta.

Note: This matrix includes a summary of and a response to comments received during the public comment period. Additional comments that may have been submitted verbally at the BRTB meeting prior to the vote are not included. Please see the BRTB meeting minutes at www.baltometro.org for documentation of any verbal comments received and the BRTB response.

#	Comment	Received From	Response
6	• Recommends approval of the resolution; however the CAC has concerns regarding ultimate funding availability for this project. If implementation funding is not possible, the monies expended to date will be wasted.	Citizen Advisory Committee	The BRTB has included this project as Regionally Significant in the most recent financially constrained long range plan and expects the state with local partners will address a funding approach to the project.
MARC Bayview Comments			
7	• Recommends approval. In general, the CAC supports transit projects such as this that foster smart growth and conserve land and environmental resources.	Citizen Advisory Committee	The BRTB appreciates your participation in the Transportation Improvement Program amendment process.
Areawide Environmental Projects			
8	• Recommends approval. In general, the CAC supports projects such as this that conserve land, water and environmental resources.	Citizen Advisory Committee	The BRTB appreciates your participation in the Transportation Improvement Program amendment process.
I-695: MD 41 to MD 147			
9	• CAC recommends approval since the project is in the Long-Range Transportation Plan.	Citizen Advisory Committee	The BRTB appreciates your participation in the Transportation Improvement Program amendment process.

Note: This matrix includes a summary of and a response to comments received during the public comment period. Additional comments that may have been submitted verbally at the BRTB meeting prior to the vote are not included. Please see the BRTB meeting minutes at www.baltometro.org for documentation of any verbal comments received and the BRTB response.

#	Comment	Received From	Response
Replacement of I-695 Bridge over Milford Mill Road			
10	• Recommends approval with significant minority vote recommending rejection. As presented, this project proposes I-695 bridge reconstruction to accommodate future I-695 capacity. Although this project may be identified in the TIP and Long Range Plan, the I-695 expansion is not. The CAC recommends that short range planning TIP projects shall not accommodate future projects if there is a high marginal cost with doing so, unless they are identified in the Long Range Plan. The CAC generally supports projects to replace failing infrastructure.	Citizen Advisory Committee	The BRTB appreciates the concerns raised by the CAC. It is important to remember that the life of a bridge is approximately 70 years. Therefore, consideration of future needs is necessary and financially prudent.
Areawide Bridge Rehabilitation and Replacement			
11	• See comments on the Replacement of I-695 Bridge over Milford Mill Road project.	Citizen Advisory Committee	The BRTB supports the use of bridge rehab funds to address concerns with this bridge and the inclusion of features consistent with future needs.