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 Low-cost Improvements. MDOT Control # 13-37.

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 Low-cost Improvements. Attached please find supporting documentation including the notification letters documenting the December 18, 2012, BRTB Resolution approving the Amendment. The TIP categories and funding amounts are shown below:

- I-695 Low-cost Improvements – adds $6.4 million of federal National Highway System funds and $1.6 million in State funds for the Preliminary Engineering Phase divided equally between FY2013 and FY2014.

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 # 63-1201-04

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	6,400.0	1,600.0	8,000.0

I-695 (Baltimore Beltway) Low-Cost Improvements	Administration	Area/MPO	CTP Page (with year; ex. H-22 FY2010)
	SHA	BRTB	

Description A conceptual traffic analysis using traffic simulation modeling software was conducted by SHA to identify ways to improve operational and overall safety conditions on I-695 from I-95 (Arbutus) to MD 43 (White Marsh). The next phase is to initiate Preliminary Engineering to advance design of the conceptual operational and safety improvements, while considering the planned widening of I-695. Examples of conceptual operational and safety improvements that will receive further development include: addition of acceleration and deceleration lanes, and addition of auxiliary lanes between certain sections

Justification These traffic management strategies will increase safety and improve traffic operations, with minor interim improvements. The improvements will ease congestion at choke points along I-695. Improvements to the Baltimore Beltway are top transportation priorities for Baltimore County.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria

- [x] 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	-	4,000	4,000	-	-	-	8,000
	Federal	-	3,200	3,200	-	-	-	6,400
	State	-	800	800	-	-	-	1,600
Net Change	Total	-	4,000	4,000	-	-	-	8,000
	Federal	-	3,200	3,200	-	-	-	6,400
	State	-	800	800	-	-	-	1,600

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: NHS 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			3,200	800	3,200	800							6,400	1,600	8,000
ROW													0	0	0
CON													0	0	0
OTH													0	0	0
TOTAL	0	0	3,200	800	3,200	800	0	0	0	0	0	0	6,400	1,600	8,000

Source: NHS 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	-	-	3,200	800	3,200	800	-	-	-	-	-	-	6,400	1,600	8,000
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	3,200	800	3,200	800	-	-	-	-	-	-	6,400	1,600	8,000

Source: NHS Fed%: 80% State%: 20%

Baltimore Metropolitan Council

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Baltimore, MD 21230-4767

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www.baltometro.org

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

December 18, 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 is Resolution #13-16 amending the 2012 – 2015 Baltimore Region Transportation Improvement Program as approved by the BRTB on December 18, 2012. This resolution is in support of an amendment to the 2012 – 2015 TIP for the following project:

- **I-695 (Baltimore Beltway) Low-cost Improvements**

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 the Amendment to the 2012 – 2015 TIP
Approved by the BRTB on December 18, 2012

Project Title	TIP Change Reason	Description	Conformity Status
I-695 (Baltimore Beltway) Low-cost Improvements	Add this project to the 2012 - 2015 TIP. This project includes $6.4 million for the Preliminary Engineering Phase using National Highway System funds, split evenly between FY 2013 and 2014. This funding became available primarily due to increased Obligational Authority assumptions and funds de-obligated on inactive projects.	These traffic management strategies will increase safety and improve traffic operations, with minor interim improvements. The improvements will ease congestion at choke points along I-695. Improvements to the Baltimore Beltway are top transportation priorities for Baltimore County.	Exempt

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #13-16

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 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 Safe, Accountable, Flexible, Efficient, Transportation Equity, Act – A Legacy for Users are met; and

WHEREAS, the Interagency Consultation Group has determined that the I-695 (Baltimore Beltway) Low-Cost Improvements project is exempt 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 November 9, 2012 to December 10, 2012 with a public meeting on December 5, 2012 to allow for comments. Comments were received and responses prepared; and

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, conditionally 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 December 18, 2012.

December 18, 2012
Date

Anthony McClune, Chairman
Baltimore Regional Transportation Board

Attachment 1

State Highway Administration **Emission Reduction Strategy**

I-695 (Baltimore Beltway) Low-Cost Improvements

TIP Id #	63-1201-04	Year of Operation	NA
Agency	State Highway Administration	Project Type	Traffic engineering
Project Category	Emission Reduction Strategy	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	
CIP/CTP Page#		Estimated Project Cost	

Description	Justification
A conceptual traffic analysis using traffic simulation modeling software was conducted by SHA to identify ways to improve operational and overall safety conditions on I-695 from I-95 (Arbutus) to MD 43 (White Marsh). The next phase is to initiate Preliminary Engineering to advance design of the conceptual operational and safety improvements, while considering the planned widening of I-695. Examples of conceptual operational and safety improvements that will receive further development include: • Addition of acceleration and deceleration lanes • Addition of auxiliary lanes between certain sections **Amendment:** Add this project to the 2012 - 2015 TIP. This project includes $6.4 million for the Preliminary Engineering Phase using National Highway System funds, split evenly between FY 2013 and 2014. This funding became available primarly due to increased Obligational Authority assumptions and funds de-obligated on inactive projects.	These traffic management strategies will increase safety and improve traffic operations, with minor interim improvements. The improvements will ease congestion at choke points along I-695. Improvements to the Baltimore Beltway are a top transportation priority for Baltimore County. This funding will take concepts for proposed short-term improvements along I-695, which were identified during a traffic analysis phase, further to determine their feasibility and constructability. Not all of these proposed improvements are expected to move on to the detailed engineering/construction phase. To complete this work a basic level of engineering will be done to make sure the improvement can be readily constructed and costs can be refined. This will provide enough detail to complete an updated cost benefit analysis to determine what the proposed list of improvements are that could move to the detailed engineering phase. This analysis would not take the projects past the 30% PE stage.

State Highway Administration

Emission Reduction Strategy

I-695 (Baltimore Beltway) Low-Cost Improvements

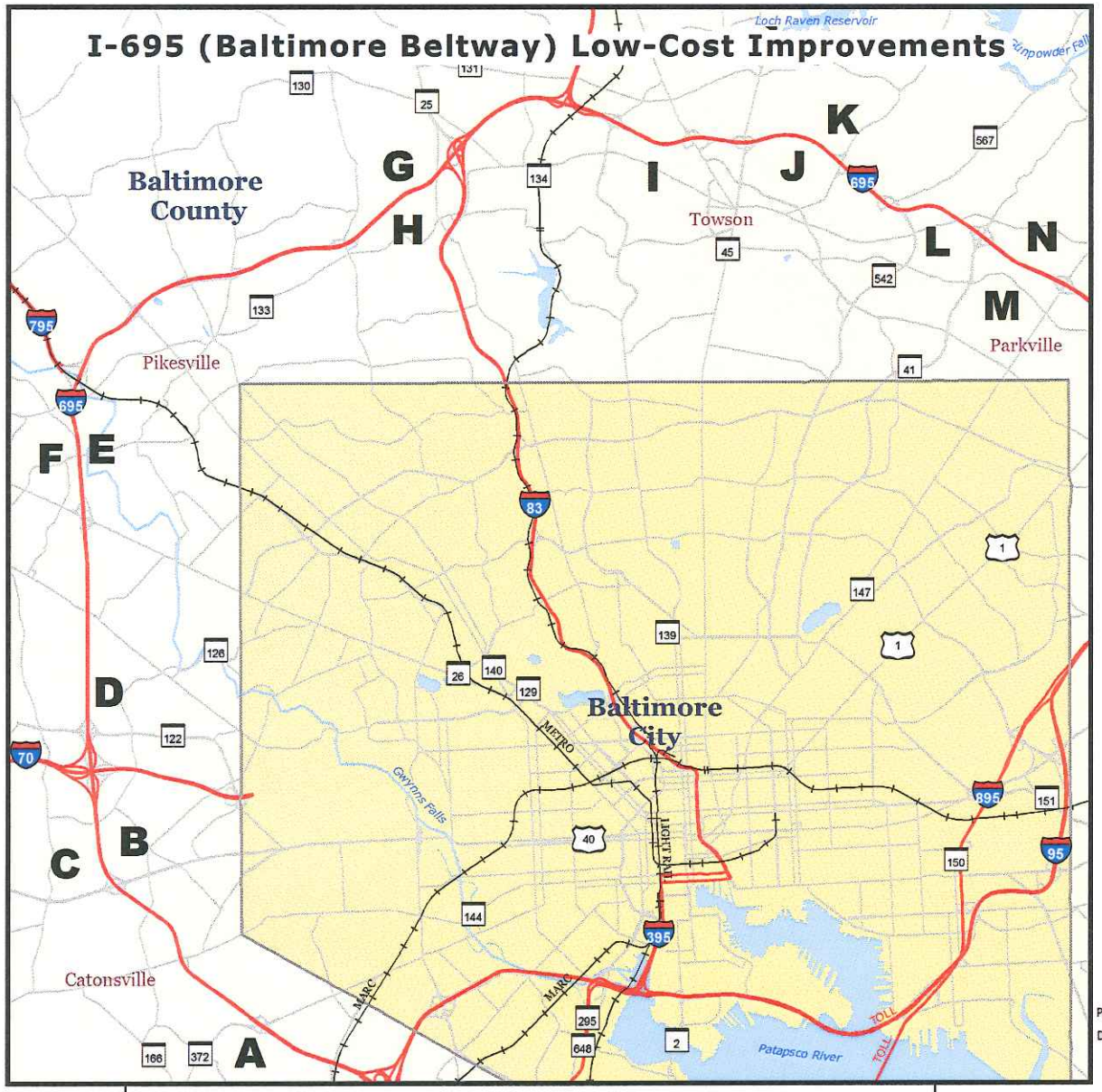
National Highway System

	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											$0
OTH											$0
PE					$3,200	$800	$3,200	$800			$8,000
PP											$0
ROW											$0
Totals	$0	$0	$0	$0	$3,200	$800	$3,200	$800	$0	$0	$8,000

I-695 (Baltimore Beltway) Low-Cost Improvements

	Location	Improvement Description
A	I-695 Outerloop from Edmondson Avenue to MD 372 (Wilkens Avenue)	Provide 2,500 foot extension of fourth through lane and maintain acceleration and deceleration lanes for MD 144 interchange ramps
B	I-695 Innerloop at US 40 (Baltimore National Pike) Interchange	Provide continuous auxiliary lane between Edmonson Avenue and US 40 WB and maintain deceleration lane for US 40 EB interchange ramp
C	I-695 Outerloop at US 40 (Baltimore National Pike) Interchange	Provide continuous auxiliary lane between I-70 and US 40 EB and maintain deceleration lane for US 40 WB interchange ramp
D	I-695 Innerloop from I-70 to Dogwood Road	Extend I-70 WB and MD 122 on-ramp acceleration lanes by 500 feet and 1,250 feet, respectively
E	I-695 Innerloop from MD 26 (Liberty Road) to I-795 (Northwest Expressway)	Provide continuous auxiliary lane between MD 26 and I-795
F	I-695 Outerloop from I-795 (Northwest Expressway) to MD 26 (Liberty Road)	Provide continuous auxiliary lane between I-795 and MD 26
G	I-695 Outerloop from I-83 (Jones Falls Expressway) to Stevenson Road	Provide continuous auxiliary lane between I-83 SB and Stevenson Road
H	I-695 Innerloop from Stevenson Road to I-83 (Jones Falls Expressway)	Provide continuous auxiliary lane from MD 26 to Greenspring Avenue and extend acceleration lane from Greenspring Avenue to I-83 SB
I	I-695 Innerloop from MD 139 (Charles Street) to MD 146 (Dulaney Valley Road)	Provide 4,900 foot extension of fourth through lane from MD 139 to MD 146 and provide 500 foot deceleration lane to West Road
J	I-695 Innerloop from MD 146 (Dulaney Valley Road) to Providence Road	Provide continuous auxiliary lane between MD 146 and Providence Road
K	I-695 Outerloop from MD 542 (Loch Raven Boulevard) to MD 146 (Dulaney Valley Road)	Provide fourth through lane from MD 542 to MD 146
L	I-695 Innerloop MD 542 (Loch Raven Boulevard) to Joppa Road	Extend acceleration lane from MD 542 by 2,100 feet
M	I-695 Innerloop from MD 41 (Perring Parkway) to MD 147 (Harford Road)	Provide continuous auxiliary lane from MD 41 to MD 147*
N	I-695 Outerloop from MD 147 (Harford Road) to MD 41 (Perring Parkway)	Provide auxiliary lane continuous auxiliary lane from MD 147 to MD 41*

*Requires bridge widening



Full map display viewable on the BMC website:

http://www.baltometro.org/transportation-planning/2012-2015-tip-amendment-designing-improvements-for-the-baltimore-beltway

1:100,000

0 1 2

1 in = 1.6 miles

Baltimore Metropolitan Council
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230
www.BaltoMetro.org

Prepared by
Transportation Planning Division
Projected Coordinate System - NAD 1983 State Plane (ft)
Data Source - BMC, © NAVTEQ 2010, TIGER/Line®, MTA
Printed - January 2011

BRTB
Baltimore Regional Transportation Board

PROJECT FACT SHEET

I-695 (Baltimore Beltway) Low-Cost Improvements

63-1201-04

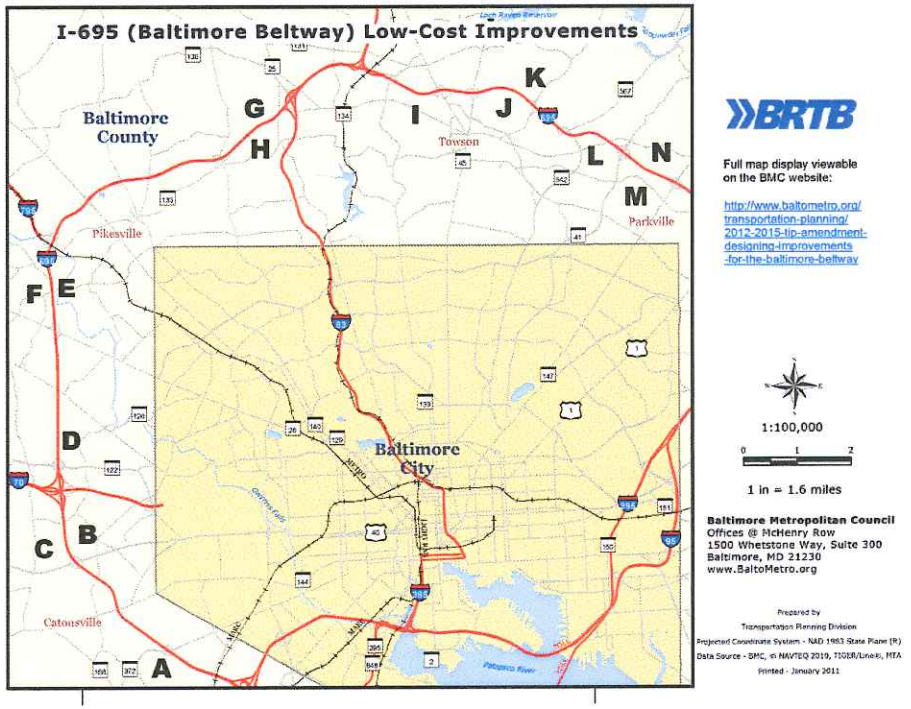
SHA State Highway Administration

What is this project?
Traffic modeling simulation to conceptualize small, incremental operational and safety improvements along the Baltimore Beltway from I-95 in Arbutus to MD 43 in White Marsh.

Project Location
Baltimore County

Project Limits
I-695 from I-95 (Arbutus) to MD 43 (White Marsh)

Who is working on the project?
State Highway Administration



Project Timeline

Beginning the early conceptual planning stage.

PROJECT FACT SHEET

I-695 (Baltimore Beltway) Low-Cost Improvements

63-1201-04

How does this project relate to local or State planning efforts – is this part of a bigger picture?
These proposed traffic management strategies will improvie traffic operations and safety, especially in critical weave sections (with minor construction impacts). The improvements were locations were identified as a strategy to ease congestion at various choke points along I-695 by allowing for smoother lane changes at merge areas, which aims to reduce crashes during peak periods that cause significant non-reoccurring delays on the Baltimore Beltway and connecting roadways.

Why is this project important and needed?
Improvements to the Baltimore Beltway are part of the County's priority

How is this project funded?
Funds are available as a result of increased Obligational Authority assumptions and funds de-obligated on inactive projects.

Major milestones
NA

What's Next?
The next phase is to initiate the Conceptual Design phase to ensure that the improvement will be feasible and a practical use of our Preliminary Engineering funds, while considering the planned widening of I-695. and .

Public outreach: past, present, and future
Once projects are selected to move forward with prelimary engineering then we will coordinate public outreach.

How can I get involved, ask a question, or share a comment?
Once projects are selected to move forward with prelimary engineering then we will coordinate public outreach.

#	Comment	Received From	Response

I-695 (Baltimore Beltway) Low-cost Improvement Comments

1	• Supports the proposed amendment to the TIP • Wants additional funds for construction • The outlined improvements to I-695 have the the potential to provide dramatic safety and capacity improvements relative to their cost. • The proposed improvements make the best use of existing infrastructure and prior investment while also complimenting ultimate plans for widening the Beltway.	Harry M Seidman	The BRTB appreciates your support for this important set of projects for our region's beltway (I-695). Please be aware that the Maryland State Highway Administration has indicated that this level of funding will allow for limited design work on all sections to identify the most promising 4 to 6 locations for full Preliminary Engineering in the future.
2	• Opposed to the proposed amendment. • There are better and more urgent uses of transportation dollars besides interstates. • There is a need for viable alternatives to single occupancy vehicles (SOV). • Prefers seeing federal funding spent on ways to discourage SOV use and encourage and expand use of transit (light-rail, train, buses, and subway), bicycling, and walking in livable, dense, mixed use communities. • Against interstate expansion	Dave Love	The funding being allocated is to further develop small scale incremental operational and safety improvements along I-695 at various choke points. The improvement locations were identified as a strategy to ease congestion at various choke points by allowing for smoother lane changes at merge areas. The aim is to reduce crashes during peak periods that cause significant non-reoccurring delays on I-695 and connecting roadways. These improvements will take into consideration the ultimate improvements to I-695, which are top transportation priorities for Baltimore County as mentioned in the latest Priority letter. As referenced in the Baltimore County Priority Letter, improvements are also anticipated for Martin MARC State TOD and the Red Line, which is also currently under development in Baltimore County/City.

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

#	Comment	Received From	Response
3	• Opposed to the proposed amendment. • Wants sustainable transportation choices • Against highway expansion	Chris Merriam	Thank you for your comment regarding the funding being considered for improvements to I-695. Low cost improvements to I-695 will improve traffic operations and safety, especially in critical weave sections (with minor construction impacts). The improvements were developed as a strategy to ease congestion at various choke points along I-695 by allowing for smoother transitions at interchanges and reduce crashes during peak periods that cause significant non-reoccurring delays on I-695. SHA has used traffic modeling tools to select areas of I-695 that will provide the largest cost - benefit. This will support the ever-growing use of I-695 by increasing the capacity between certain locations in order to decrease daily congestion and delays, which will improve travel times and reduce the number of stand-still vehicles. Examples of conceptual operational and safety improvements that will receive further development as part of the I-695 low cost improvements include: Extension of acceleration and deceleration lanes Addition of auxiliary lanes between certain interchange ramps/sections

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

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

SHA
State Highway Administration
MARYLAND DEPARTMENT OF TRANSPORTATION

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

MEMORANDUM

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

ATTN: Mr. Tyson Byrne

FROM: Mary Deitz, Chief
Regional and Intermodal Planning Division

DATE: October 29, 2012

SUBJECT: Amendments to FY 2012 TIP
For I-695 (Baltimore Beltway) Low Cost Improvements

We are requesting an amendment to add the I-695 (Baltimore Beltway) low-cost improvements to the 2012-2015 Transportation Improvement Program. These funds have been made available primarily due to an increase in federal aid Obligational Authority assumptions and funds de-obligated on inactive projects.

An addition of $6.4 million will be added to the design phase for FY 2013 ($3.2 million), and FY 2014 ($3.2million) of NHS funds. These funds will be used to develop traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects. The limits of these improvements will be from MD 43 to I-95 in Arbutus. These strategies include adding auxiliary lanes, and acceleration and deceleration lanes at certain locations along the Beltway. These traffic management strategies will take into account the ultimate future widening of the Beltway.

I-695 (Baltimore Beltway) Low-Cost Improvements

TIP Id #		**Year of Operation**	Ongoing
Agency	State Highway Administration	**Project Type**	Traffic engineering
Project Category	Congestion Management	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	N/A
CIP/CTP Page #			

Description	Justification
Develop Traffic Management Strategies to Improve operations on the Baltimore Beltway.	These projects will improve safety and traffic flow operations on the Beltway without major new construction. These projects will also save motorists time by allowing them to avoid traffic congestion.

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											
OTH											
PE					$3,200	$800	$3,200	$800			$8,000
PP											
ROW											
Totals					$3,200	$800	$3,200	$800			$8,000

U.S. Department of Transportation
Federal Highway Administration

DelMar Division

10 South Howard Street, Suite 2450
Baltimore, MD 21201
(410) 962-4440
(410) 962-4054
http://www.fhwa.dot.gov/demddiv/

January 2, 2013

In Reply Refer To:
HDA-MD
709

Mr. Don Halligan Director,
Office of Planning and Capital Programming, MDOT
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

Dear Mr. Halligan:

We have completed our review of the State request (MDOT Control # 13-37) to amend the Fiscal Year (FY) 2013 Statewide Transportation Improvement Program (STIP) and FY 2012-2015 Baltimore Regional Transportation Board's (BRTB's) Transportation Improvement Program (TIP). Specifically, the STIP/TIP is being amended to add Federal funds for I 695 Low-cost improvements.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP/TIP amendment please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,

for Gregory Murrill
Division Administrator

cc:
Heather Murphy, MDOT
Tyson Byrne, MDOT
Mary Deitz, SHA
Todd Lang, BRTB