



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

December 18, 2014

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

Mr. Reginald Lovelace
Deputy Regional Administrator
Attn: Ms. Kathleen Zubrzycki
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia, PA 19103

RE: Amendment to the Fiscal Year (FY) 2014 Maryland Statewide Transportation Improvement Program (STIP) in the Baltimore Region to Add Hanover Street Bridge Multimodal Corridor and Update Areawide Safety and Spot Improvement project.
MDOT Control # 14-33

Dear Mr. Murrill and Ms. Hynes-Cherin:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2014 Maryland STIP to reflect the changes to the 2014-2017 Baltimore Regional Transportation Board's (BRTB) Transportation Improvement Program (TIP) for the addition of Hanover Street Bridge Multimodal Corridor and the Updating of Areawide Safety and Spot Improvement project. Attached please find supporting documentation including the notification letters documenting the November 25, 2014, BRTB meeting's approval of these Amendments. The descriptions of these Amendments are shown below:

- Hanover Street Bridge Multimodal Corridor – adds this TIGER grant project to the 2014 Maryland STIP, in FY 2016 \$1.1 million in Federal TIGER funds and \$700,000 in local matching funds for the Project Planning phase,
- Areawide Safety and Spot Improvement – adds \$12 million in National Highway Performance Program and \$3 million in matching funds to the Construction phase in FY 2015.

These projects have been determined to be Exempt from the requirement to determine conformity according to the Conformity Rule.

My telephone number is 410-865-1295
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Gregory Murrill
Mr. Reginald Lovelace
Page Two

The City of Baltimore, the recipient of the grant, affirms that fiscal constraint remains intact for the City's program of projects and that they will provide the required local matching funds for Hanover Street Bridge Multimodal Corridor.

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, 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. Valorie Lacour, Planner, Department of Transportation, Baltimore City
Mr. Charles Lattuca, Deputy Director, Department of Transportation, Baltimore City
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, MDOT
Mr. Shiva Shrestha, Regional Planner, Regional and Intermodal Planning Division, State Highway Administration

2014 MARYLAND STATEWIDE TIP

MDOT STIP # 12-1419-13

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status		Current Funding Level		Net Change	
			Federal	State	Federal	State	Federal	State
Hanover Street Bridge Multimodal Corridor	A	Exempt	0.0	0.0	0.0	0.0	1,100.0	700.0
	B							1,800.0
Administration Area/MPO Baltimore City BRTB								
Description A Multimodal Corridor Plan will establish the framework for Baltimore City's investment in the Hanover Street Bridge Corridor for transportation, education, recreation, regional competitiveness and economic development. The study will identify feasible methods of rehabilitating or replacing the Hanover Street Bridge, improve multimodal corridor accessibility and freight access as well as highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.								
Justification The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge was constructed in 1916 and is in fair condition, National Bridge Inspection Condition Rating. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge.								

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:



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

Fund Source 1	Current PHASE	Previous		FY2014		FY2015		FY2016		FY2017		FY2018		TOTAL	
		Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State
	PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Source:		TIGER	Fed%:	0%	State%:	0%									
	Proposed PHASE														
	PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Source:		TIGER	Fed%:	61%	State%:	39%									
	Change PHASE														
	PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Source:		TIGER	Fed%:	61%	State%:	39%									

2014 MARYLAND STATEWIDE TIP

MDOT STIP # 60-9508-19 14-23

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level			Net Change		
				Federal	State	Total	Federal	State	Total
	B	Exempt		191,362.0	47,828.0	239,190.0	12,000.0	3,000.0	15,000.0
Administration		Area/MPO							
SHA		BRTB							
<p>Areawide Safety and Spot Improvements</p> <p>Description: This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.</p> <p>Justification: The project will improve safety and the flow of traffic, thereby reducing fatalities and injuries and congestion and queuing.</p>									

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Current	Funding Total	Previous	FY2014	FY2015	FY2016	FY2017	FY2018	Total
<input type="checkbox"/> A Adds new individual projects to the current STIP/TIP. <input checked="" type="checkbox"/> B Increase/decrease, scope change, advance, delay, or phase change. <input type="checkbox"/> C Removes or deletes individual listed project from the STIP/TIP. <input type="checkbox"/> D Other:										
		Total	-	-	68,958	58,112	36,318	75,802	-	239,190
		Federal	-	-	55,186	46,486	29,050	60,640	-	191,362
		State	-	-	13,772	11,626	7,268	15,162	-	47,828
		Proposed	Total	-	68,958	73,112	36,318	75,802	-	254,190
		Federal	-	-	55,186	58,486	29,050	60,640	-	203,362
		State	-	-	13,772	14,626	7,268	15,162	-	50,828
		Net Change	Total	-	-	15,000	-	-	-	15,000
		Federal	-	-	-	12,000	-	-	-	12,000
		State	-	-	-	3,000	-	-	-	3,000

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

Fund Source 1

PHASE	Previous		FY2014		FY2015		FY2016		FY2017		FY2018		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP			314	79	282	71	226	57	472	118			1,294	325	1,619
PE			942	236	846	213	678	170	1,416	354			3,882	973	4,855
ROW			314	79	282	71	226	57	472	118			1,294	325	1,619
CON			5,776	1,440	16,230	4,058	3,390	848	7,080	1,770			32,476	8,116	40,592
OTH															
TOTAL			7,346	1,834	17,640	4,413	4,520	1,132	9,440	2,360			38,946	9,739	48,685

Source: NHPP Fed%: 80% State%: 20%

Proposed

PHASE	Previous		FY2014		FY2015		FY2016		FY2017		FY2018		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP			314	79	282	71	226	57	472	118			1,294	325	1,619
PE			942	236	846	213	678	170	1,416	354			3,882	973	4,855
ROW			314	79	282	71	226	57	472	118			1,294	325	1,619
CON			5,776	1,440	16,230	4,058	3,390	848	7,080	1,770			32,476	8,116	40,592
OTH															
TOTAL			7,346	1,834	17,640	4,413	4,520	1,132	9,440	2,360			38,946	9,739	48,685

Source: NHPP Fed%: 80% State%: 20%

Change

PHASE	Previous		FY2014		FY2015		FY2016		FY2017		FY2018		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP															
PE															
ROW															
CON					12,000	3,000							12,000	3,000	15,000
OTH															
TOTAL					12,000	3,000							12,000	3,000	15,000

Source: NHPP Fed%: 80% State%: 20%

Fund Source 2

PHASE	Previous		FY2014		FY2015		FY2016		FY2017		FY2018		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP			1,142	286	1,042	261	826	207	1,758	440			4,768	1,194	5,962
PE			3,426	857	3,126	782	2,478	620	5,274	1,319			14,304	3,578	17,882
ROW			1,142	286	1,042	261	826	207	1,758	440			4,768	1,194	5,962
CON			27,044	6,736	15,630	3,908	12,390	3,098	26,370	6,593			81,434	20,335	101,769
OTH															
TOTAL			32,754	8,165	20,840	5,212	16,520	4,132	35,160	8,792			105,274	26,301	131,575

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

Fund Source 3

PHASE	Previous		FY2014		FY2015		FY2016		FY2017		FY2018		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP			54	14	56	14	34	9	72	18			216	55	271
PE			162	41	168	42	102	26	216	54			648	163	811
ROW			54	14	56	14	34	9	72	18			216	55	271
CON			1,080	270	1,200	300	1,440	360	2,880	720			6,600	1,650	8,250
OTH															
TOTAL			1,350	339	1,480	370	1,610	404	3,240	810			7,680	1,923	9,603

Source: CMAQ Fed%: 80% State%: 20%

Fund Source 4

PHASE	Previous		FY2014		FY2015		FY2016		FY2017		FY2018		TOTAL		
	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Federal	State	Total
PP			320	80	320	80	320	80	640	160			1,600	400	2,000
PE			960	240	960	240	960	240	1,920	480			4,800	1,200	6,000
ROW			320	80	320	80	320	80	640	160			1,600	400	2,000
CON			12,136	3,034	4,926	1,231	4,800	1,200	9,600	2,400			31,462	7,865	39,327
OTH															
TOTAL			13,736	3,434	6,526	1,631	6,400	1,600	12,800	3,200			39,462	9,865	49,327

Source: HSIP Fed%: 80% State%: 20%

All other fund sources remain the same: STP, CMAQ, and HSIP.

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

December 15, 2014

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 an amendment to the 2014 – 2017 Baltimore Region Transportation Improvement Program (TIP) as approved by the BRTB on November 25, 2014. Baltimore City was awarded a TIGER grant for the Hanover Street Bridge Multimodal Corridor project and is requesting to add the project to the TIP.

The Interagency Consultation Group has determined that the project is exempt from the requirement to determine conformity according to the Conformity Rule. The amendment underwent a publicized 30-day public review from October 9, 2014 to November 10, 2014 with a public meeting on November 5, 2014.

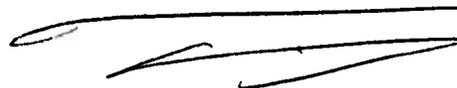
Baltimore City affirmed that fiscal constraint for the City's program of projects remains intact and have a commitment to the local match required.

Pursuant to the prescribed Transportation Improvement Program amendment process, the BRTB approved Resolution #15-10 to support changes to the 2014 – 2017 TIP for the following project:

- **Hanover Street Bridge Multimodal Corridor**

If you have any questions, please call me.

Sincerely,



Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Valorie LaCour, Baltimore City Department of Transportation

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #15-10**

**AMENDMENT TO THE 2014 – 2017 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 2014-2017 Transportation Improvement Program for the Baltimore region at its November 26, 2013 meeting, with federal approval on May 19, 2014; 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, Baltimore City has requested approval of an amendment to add the Hanover Street Bridge Multimodal Corridor project and funding for project planning (see Attachment 1) to the 2014-2017 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Baltimore City has been awarded a grant from the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. US DOT awards grants to a broad array of projects on their merits to build and repair critical pieces of freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability.

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 this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

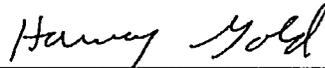
WHEREAS, the proposed Transportation Improvement Program amendment was publicized for a 30-day review from October 9, 2014 to November 10, 2014 with a public meeting on November 5, 2014 to allow for comments. No comments were received on this project.

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 2014-2017 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 25, 2014.

November 25, 2014

Date



Harvey Gold, Chairman

Baltimore Regional Transportation Board



Baltimore City

2014 - 2017 Transportation Improvement Program

Highway Preservation

Hanover Street Bridge Multimodal Corridor

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

Description:

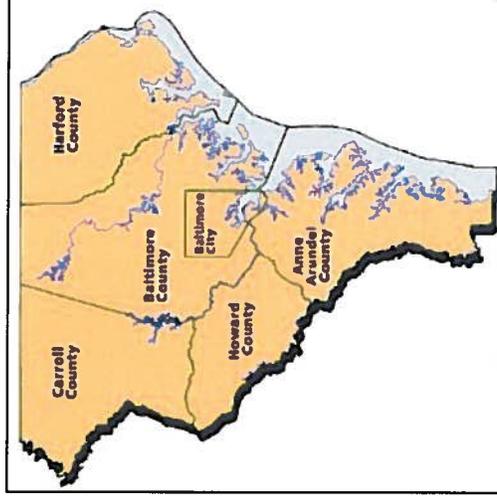
A Multimodal Corridor Plan will establish the framework for Baltimore City's investment in the Hanover Street Bridge Corridor for transportation, education, recreation, regional competitiveness and economic development. The study will identify feasible methods of rehabilitating or replacing the Hanover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

Justification:

The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge was constructed in 1916 and is rated in fair condition, according to the Federal Highway Administration's National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge.

Connection to Long-Range Transportation Planning Goals:

- 2.A Preserve the Existing Infrastructure – Continue to make investments to improve the condition of existing federal-aid eligible and local roadway systems (pavement, bridges, tunnels)
- 3.B Improve Accessibility – Increase transportation alternatives in all modes for all segments of the population





Baltimore City

2014 - 2017 Transportation Improvement Program

Highway Preservation

Hanover Street Bridge Multimodal Corridor

Transportation Investment Generating Economic Recovery (TIGER) Grant
Other

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$1,100	\$700	\$0	\$0	\$1,800
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$1,100	\$700	\$0	\$0	\$1,800
Total	\$0	\$0	\$0	\$0	\$1,100	\$700	\$0	\$0	\$1,800

2014-2017

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

December 15, 2014

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 an amendment to the 2014 – 2017 Baltimore Region Transportation Improvement Program (TIP) as approved by the BRTB on November 25, 2014. The State Highway Administration (SHA) is requesting to add funding to the Areawide Safety and Spot Improvement project.

The Interagency Consultation Group has determined that this project is exempt from the requirement to determine conformity according to the Conformity Rule. The amendment underwent a publicized 30-day public review from October 9, 2014 to November 10, 2014 with a public meeting on November 5, 2014.

SHA affirmed that fiscal constraint for their program of projects remains intact and will utilize SHA's share of appropriated federal funds.

Pursuant to the prescribed Transportation Improvement Program amendment process, the BRTB approved Resolution #15-12 to support changes to the 2014 – 2017 TIP for the following project:

- **Areawide Safety and Spot Improvement project**

If you have any questions, please call me.

Sincerely,



Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Shiva Shrestha, State Highway Administration

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #15-12**

**AMENDMENT TO THE 2014 – 2017 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 2014-2017 Transportation Improvement Program for the Baltimore region at its November 26, 2013 meeting, with federal approval on May 19, 2014; and

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

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

WHEREAS, the Maryland Department of Transportation on the behalf of the State Highway Administration has requested approval of an amendment to add funding to the Construction Phase of the Areawide Safety and Spot Improvements project (see Attachment 1) to the 2014-2017 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

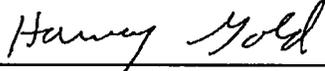
WHEREAS, the Interagency Consultation Group has determined that these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was publicized for a 30-day review from October 9, 2014 to November 10, 2014 with a public meeting on November 5, 2014 to allow for comments. No comments were received on this project.

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 2014-2017 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 25, 2014.

November 25, 2014
Date



Harvey Gold, Chairman
Baltimore Regional Transportation Board



2014 - 2017 Transportation Improvement Program

Highway Preservation
National Highway System

SHA

Areawide Safety And Spot Improvements

TIP ID	60-8608-19	Year of Operation	Ongoing
Agency	SHA	Project Type	Other
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$239,190,000

Description:

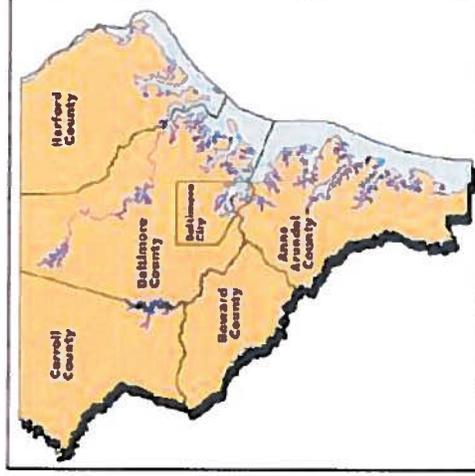
This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing fatalities and injuries and congestion and queuing.

Amendment:

Request to add a total of \$15 million to this project using National Highway Performance Program funds in Fiscal Year 2015. Of the \$15 million, \$12 million would be federal and \$3 million would be matching funds.



Connection to Long-Range Transportation Planning Goals:

2.A Preserve the Existing Infrastructure – Continue to make investments to improve the condition of existing federal-aid eligible and local roadway systems (pavement, bridges, turnrte)s

SHA



2014 - 2017 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Safety And Spot Improvements

(Funding in Thousands)

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

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$5,776	\$1,440	\$16,230	\$4,058	\$3,350	\$848	\$7,080	\$1,770	\$40,592
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$942	\$236	\$846	\$213	\$678	\$170	\$1,416	\$354	\$4,855
PP	\$314	\$79	\$282	\$71	\$226	\$57	\$472	\$118	\$1,619
ROW	\$314	\$79	\$282	\$71	\$226	\$57	\$472	\$118	\$1,619
Subtotal	\$7,346	\$1,834	\$17,640	\$4,413	\$4,520	\$1,132	\$9,440	\$2,360	\$48,685

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

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$5,776	\$1,440	\$28,230	\$7,058	\$3,390	\$848	\$7,080	\$1,770	\$55,592
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$942	\$236	\$846	\$213	\$678	\$170	\$1,416	\$354	\$4,855
PP	\$314	\$79	\$282	\$71	\$226	\$57	\$472	\$118	\$1,619
ROW	\$314	\$79	\$282	\$71	\$226	\$57	\$472	\$118	\$1,619
Subtotal	\$7,346	\$1,834	\$29,640	\$7,413	\$4,520	\$1,132	\$9,440	\$2,360	\$63,685

SHA



2014 - 2017 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	-NO CHANGE Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$1,080	\$270	\$1,200	\$300	\$1,440	\$360	\$2,880	\$720	\$4,250
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$162	\$41	\$168	\$42	\$102	\$26	\$216	\$54	\$811
PP	\$54	\$14	\$56	\$14	\$34	\$9	\$72	\$18	\$271
ROW	\$54	\$14	\$56	\$14	\$34	\$9	\$72	\$18	\$271
Subtotal	\$1,350	\$339	\$1,480	\$370	\$1,610	\$404	\$3,240	\$810	\$9,903

Highway Safety Improvement Program

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	-NO CHANGE Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$12,136	\$3,034	\$4,928	\$1,231	\$4,800	\$1,200	\$9,600	\$2,400	\$39,327
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$960	\$240	\$960	\$240	\$960	\$240	\$1,920	\$480	\$6,000
PP	\$320	\$80	\$320	\$80	\$320	\$80	\$640	\$160	\$2,000
ROW	\$320	\$80	\$320	\$80	\$320	\$80	\$640	\$160	\$2,000
Subtotal	\$13,736	\$3,434	\$6,528	\$1,631	\$6,400	\$1,600	\$12,800	\$3,200	\$49,327

SHA



2014 - 2017 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Safety And Spot Improvements

(Funding in Thousa

Surface Transportation Program (Surface Transportation, Bridge (Off-System)) -NO CHANGE

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	Total Four-Year Funding Request
CON	\$27,044	\$0,736	\$15,630	\$3,008	\$12,390	\$3,008	\$26,370	\$6,583	\$101,769
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,426	\$657	\$3,126	\$782	\$2,478	\$620	\$5,274	\$1,319	\$17,882
PP	\$1,142	\$286	\$1,042	\$261	\$826	\$207	\$1,758	\$440	\$5,962
ROW	\$1,142	\$286	\$1,042	\$261	\$826	\$207	\$1,758	\$440	\$5,962
Subtotal	\$32,754	\$8,165	\$20,840	\$5,212	\$16,520	\$4,132	\$35,160	\$8,792	\$131,575
Updated Total	\$55,186	\$13,772	\$46,486	\$11,626	\$29,050	\$7,268	\$60,640	\$15,162	\$239,190



U.S. Department
of Transportation
**Federal Highway
Administration**

Maryland Division
December 22, 2014

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

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 # 14-33) to amend the Fiscal Year (FY) 2014 Statewide Transportation Improvement Program (STIP) and FY 2014-2017 Baltimore Regional Transportation Board's (BRTB's) Transportation Improvement Program (TIP). Specifically, the STIP/TIP is being amended to add the Hanover Street Bridge Multimodal Corridor TIGER VI grant project and to update Areawide Safety and Spot Improvement projects.

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,

Gregory Murrill
Division Administrator

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