



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

November 15, 2016

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

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Ms. Kathleen Zubrzycki  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2017 Maryland Statewide Transportation Improvement Program (STIP) for three Amendments to highway projects. The Baltimore Regional Transportation Board's (BRTB) *2017 – 2020 Baltimore Region Transportation (TIP)* has been amended for Baltimore City's I-83 Joint Repairs – Phase II, Inner Harbor Water Taxi Terminal, and Key Highway and Light Street Intersection Improvements.

The MDOT also hereby modifies the STIP for four highway projects. The Baltimore Regional Transportation Board's (BRTB) *2017 – 2020 Baltimore Region Transportation (TIP)* has been amended for Baltimore City's Hanover Street Bridge Deck Repair over Middle Branch, Hawkins Point Bridge over CSX Railroad, Citywide Resurfacing – Federal Aid Program, and Citywide System Preservation.

The BRTB Executive Committee approved the administrative modification on June 8, 2016. The MDOT has assigned Control #17-3 for these amendments and modifications.

The Baltimore City modification for Belair Road shifts funding from the FY 2017 Construction phase to FY 2016 Preliminary Engineering phase. The amendment for SHA adds a new project to the TIP and STIP that is fully funded by State and Local funding. The approvals and supporting documentation are attached.

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

Mr. Gregory Murrill  
Ms. Terry Garcia Crews  
Page Two

<b>Project Name</b>	<b>STIP #</b>	<b>TIP #</b>	<b>Funding Source</b>	<b>FY14-17 Net Federal Change (000)</b>
I-83 Joint Repairs – Phase II	12-1411-13	12-1411-13	STP	\$4,000
Inner Harbor Water Taxi Terminal	12-1612-23	12-1612-23	1702 HPP	\$1,840
Key Highway and Light Street Intersection Improvements	12-1123-12	12-1123-12	STP	\$9,404
Hanover Street Bridge Deck Repair over Middle Branch	12-1705-13	12-1705-13	STP/1702 HPP	\$0/\$1,500
Hawkins Point Bridge over CSX Railroad	12-9903-13	12-9903-13	STP	\$3,200
Citywide Resurfacing – Federal Aid Program	12-0207-11	12-0207-11	STP	\$2,000
Citywide System Preservation	12-1414-11	12-1414-11	NHPP/STP	\$0/(\$1,600)

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

Should you have any further questions or concerns, please contact Mr. Tyson Byrne, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1284: toll free at 1-888-713-1414, or via email at [tbyrne@mdot.state.md.us](mailto:tbyrne@mdot.state.md.us). Mr. Byrne will be happy to assist you.

Sincerely,



Heather Murphy  
Director,  
Office of Planning and Capital Programming

Attachments

cc: Mr. Tyson Byrne, Regional Planner, OPCP, MDOT


# MARYLAND STATEWIDE TIP FY 2017-2020

MDOT STIP # 12-1411-13

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-83: Joint Repairs - Phase II	A	Exempt	n/a	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	Baltimore City	BRTB		\$ 4,000	\$ 1,000	\$ 5,000
Description	Restore I-83 joints at various locations to extend life of bridge structures. The projects is for the repair/replacement of several severely deteriorated joints on Bridges BC 3114 and BC 3115 on I-83. It also includes the instillation of a median barrier gate on I-83 between Northern Parkway and Cold Spring Lane to allow emergency vehicles to turn around on I-83.					
Justification	Deteriorated bridge joints require replacement to maintain safety and function of roadway bridge network.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2017	FY 2018	FY 2019	FY 2020	Total	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input 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 <input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	
		Federal	\$ -	\$ -	\$ -	\$ -	
		State/Local	\$ -	\$ -	\$ -	\$ -	
	Proposed (000s)	Total	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
		Federal	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000
		State/Local	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
	Change (000s)	Total	\$ 5,000	\$ -	\$ -	\$ 5,000	
		Federal	\$ 4,000	\$ -	\$ -	\$ 4,000	
		State/Local	\$ 1,000	\$ -	\$ -	\$ 1,000	

## PHASE DETAIL

Current		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 5,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 5,000

Change		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 5,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 5,000

## TOTAL PROJECT COST

Prior Cost (≤ FY 2016)		STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
Federal	\$ -	Federal	\$ 4,000	Federal	\$ -	Federal	\$ 4,000
State/Local	\$ -	State/Local	\$ 1,000	State/Local	\$ -	State/Local	\$ 1,000
<b>Total</b>	\$ -	<b>Total</b>	\$ 5,000	<b>Total</b>	\$ -	<b>Total</b>	\$ 5,000


# MARYLAND STATEWIDE TIP FY 2017-2020

MDOT STIP # 12-1612-23

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Inner Harbor Water Taxi Terminal	A	Exempt	n/a	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
				\$ 1,840	\$ 460	\$ 2,300
Description	The City of Baltimore is proposing to replace the existing two-story visitor's center. The new building will serve as the Baltimore water taxi terminal and will provide access to the USS Constellation. The new building will mainly be used for the water taxi ticket sales terminal and will provide a climate controlled waiting area for water taxi patrons. The proposed improvements include a new 5,000 square foot building with an extensive green roof and terrace, new entry plaza, and service utility connections to the existing utilities located below Pier 1.					
Justification	The existing structure is a two-story building with many deficiencies that limit its desired use and function. There is currently no climate controlled waiting area for patrons and the existing facility does not meet current ADA standards. Additionally the existing building obstructs the view of the historic ship from surrounding viewsheds and does not provide ADA compliant access to the ship (requiring two egress points for safety purposes).					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2017	FY 2018	FY 2019	FY 2020	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input 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 <input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 2,300	\$ -	\$ -	\$ 2,300
	Federal	\$ 1,840	\$ -	\$ -	\$ -	\$ 1,840
	State/Local	\$ 460	\$ -	\$ -	\$ -	\$ 460
	Change (000s)	Total	\$ 2,300	\$ -	\$ -	\$ 2,300
	Federal	\$ 1,840	\$ -	\$ -	\$ -	\$ 1,840
	State/Local	\$ 460	\$ -	\$ -	\$ -	\$ 460

## PHASE DETAIL

Current		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ 1,840	\$ 460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,840	\$ 460	\$ 2,300
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 1,840	\$ 460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,840	\$ 460	\$ 2,300

Change		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ 1,840	\$ 460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,840	\$ 460	\$ 2,300
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 1,840	\$ 460	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,840	\$ 460	\$ 2,300

## TOTAL PROJECT COST

Prior Cost (≤ FY 2016)		STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,840	Federal	\$ -	Federal	\$ 1,840
State/Local	\$ -	State/Local	\$ 460	State/Local	\$ -	State/Local	\$ 460
<b>Total</b>	\$ -	<b>Total</b>	\$ 2,300	<b>Total</b>	\$ -	<b>Total</b>	\$ 2,300

# MARYLAND STATEWIDE TIP FY 2017-2020

MDOT STIP # 12-1705-13

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Key Highway and Light Street Intersection Improvement	B	Exempt	n/a	\$ 14,400	\$ 3,600	\$ 18,000
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	Baltimore City	BRTB		\$ 1,500	\$ 375	\$ 1,875
Description	This work will include repair of the Hanover Street draw bridge deck over Middle Branch in FY17. It will also include but not limited to rehabilitating or replacing the existing deteriorated bridge deck in FY19-20. This will improve freight access, recreation amenities, safety and economic opportunities. The project will correct the bridge's deteriorated condition and will provide increased structural and traffic safety.					
Justification	The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge is rated in fair condition, according to the FHA's National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge. This project will correct the bridge's deteriorated condition and will provide increased structural and traffic safety.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2017		FY 2018		FY 2019		FY 2020		Total
		Total	Federal	Total	Federal	Total	Federal	Total		
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	\$ 5,000	\$ 4,000	\$ -	\$ -	\$ 5,000	\$ 4,000	\$ 8,000	\$ 6,400	\$ 14,400
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		\$ 1,000	\$ 1,000	\$ -	\$ -	\$ 1,000	\$ 1,600	\$ 1,600	\$ 1,600	\$ 3,600
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	\$ 6,875	\$ 5,500	\$ -	\$ -	\$ 5,000	\$ 4,000	\$ 8,000	\$ 6,400	\$ 15,900
<input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]		\$ 1,375	\$ 1,375	\$ -	\$ -	\$ 1,000	\$ 1,600	\$ 1,600	\$ 1,600	\$ 3,975
	Change (000s)	\$ 1,875	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
		\$ 375	\$ 375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375



## PHASE DETAIL

Current		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STP (ST,B)	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	1702 HPP	\$ 1,500	\$ 375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 375	\$ 1,875
CO	STP (ST,B)	\$ 2,100	\$ 525	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 6,400	\$ 1,600	\$ 12,500	\$ 3,125	\$ 15,625
<b>Total</b>		<b>\$ 4,000</b>	<b>\$ 1,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,000</b>	<b>\$ 1,000</b>	<b>\$ 6,400</b>	<b>\$ 1,600</b>	<b>\$ 14,400</b>	<b>\$ 3,600</b>	<b>\$ 18,000</b>

Proposed		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	1702 HPP	\$ 800	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ 200	\$ 1,000
PE	STP (ST,B)	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	1702 HPP	\$ 2,200	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ 550	\$ 2,750
CO	STP (ST,B)	\$ 2,100	\$ 525	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 6,400	\$ 1,600	\$ 12,500	\$ 3,125	\$ 15,625
<b>Total</b>		<b>\$ 5,500</b>	<b>\$ 1,375</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,000</b>	<b>\$ 1,000</b>	<b>\$ 6,400</b>	<b>\$ 1,600</b>	<b>\$ 15,900</b>	<b>\$ 3,975</b>	<b>\$ 19,875</b>

Change		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	1702 HPP	\$ 800	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ 200	\$ 1,000
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	1702 HPP	\$ 700	\$ 175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 175	\$ 875
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 1,500</b>	<b>\$ 375</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,500</b>	<b>\$ 375</b>	<b>\$ 1,875</b>

## TOTAL PROJECT COST

Prior Cost (≤ FY 2016)		STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	\$ -	\$ 15,900	\$ -	\$ -	\$ -	\$ 15,900
State/Local	\$ -	\$ 3,975	\$ -	\$ -	\$ -	\$ -	\$ 3,975
<b>Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,875</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 19,875</b>

# MARYLAND STATEWIDE TIP FY 2017-2020

MDOT STIP # 12-1705-13

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Hanover Street Bridge Deck Repair over Middle Branch	B	Exempt	n/a	\$ 14,400	\$ 3,600	\$ 18,000
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
				\$ 1,500	\$ 375	\$ 1,875
Description	This work will include repair of the Hanover Street draw bridge deck over Middle Branch in FY17. It will also include but not limited to rehabilitating or replacing the existing deteriorated bridge deck in FY19-20. This will improve freight access, recreation amenities, safety and economic opportunities. The project will correct the bridge's deteriorated condition and will provide increased structural and traffic safety.					
Justification	The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge is rated in fair condition, according to the FHA's National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge. This project will correct the bridge's deteriorated condition and will provide increased structural and traffic safety.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2017	FY 2018	FY 2019	FY 2020	Total
		<input type="checkbox"/> A) Adds new individual projects to the current STIP	<b>Total</b>	\$ 5,000	\$ -	\$ 5,000
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 4,000	\$ -	\$ 4,000	\$ 6,400	\$ 14,400
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 1,000	\$ -	\$ 1,000	\$ 1,600	\$ 3,600
<input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]	<b>Total</b>	\$ 6,875	\$ -	\$ 5,000	\$ 8,000	\$ 19,875
	Federal	\$ 5,500	\$ -	\$ 4,000	\$ 6,400	\$ 15,900
	State/Local	\$ 1,375	\$ -	\$ 1,000	\$ 1,600	\$ 3,975
	<b>Total</b>	\$ 1,875	\$ -	\$ -	\$ -	\$ 1,875
	Federal	\$ 1,500	\$ -	\$ -	\$ -	\$ 1,500
	State/Local	\$ 375	\$ -	\$ -	\$ -	\$ 375



## PHASE DETAIL

Current	Phase	FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	PE STP (ST,B)	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO 1702 HPP	\$ 1,500	\$ 375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 375	\$ 1,875
	CO STP (ST,B)	\$ 2,100	\$ 525	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 6,400	\$ 1,600	\$ 12,500	\$ 3,125	\$ 15,625
	<b>Total</b>	\$ 4,000	\$ 1,000	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 6,400	\$ 1,600	\$ 14,400	\$ 3,600	\$ 18,000

Proposed	Phase	FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
	PE 1702 HPP	\$ 800	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ 200	\$ 1,000
	PE STP (ST,B)	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO 1702 HPP	\$ 2,200	\$ 550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ 550	\$ 2,750
	CO STP (ST,B)	\$ 2,100	\$ 525	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 6,400	\$ 1,600	\$ 12,500	\$ 3,125	\$ 15,625
	<b>Total</b>	\$ 5,500	\$ 1,375	\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 6,400	\$ 1,600	\$ 15,900	\$ 3,975	\$ 19,875

Change	Phase	FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
	PE 1702 HPP	\$ 800	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ 200	\$ 1,000
	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO 1702 HPP	\$ 700	\$ 175	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ 175	\$ 875
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ 1,500	\$ 375	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	\$ 375	\$ 1,875

## TOTAL PROJECT COST

Prior Cost (≤ FY 2016)		STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
Federal	\$ -	Federal	\$ 15,900	Federal	\$ -	Federal	\$ 15,900
State/Local	\$ -	State/Local	\$ 3,975	State/Local	\$ -	State/Local	\$ 3,975
<b>Total</b>	\$ -	<b>Total</b>	\$ 19,875	<b>Total</b>	\$ -	<b>Total</b>	\$ 19,875


# MARYLAND STATEWIDE TIP FY 2017-2020

MDOT STIP # 12-9903-13

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Hawkins Point Road over CSX	B	Exempt	n/a	\$ 14,400	\$ 3,600	\$ 18,000
	Administration Baltimore City	Area/MPO BRTB	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
				\$ 3,200	\$ 800	\$ 4,000
Description	The bridge carrying Hawkins Point Road over CSX will be replaced (Sufficiency rating of 33). The roadway between Ross Avenue and Chemical Road will be completely replaced. This replaced includes full depth concrete pavement replacement as well as Water, conduit, BEG, and Verizon utilities. Sidewalks, which are not currently present, will also be added to both sides of Hawkins Point Road. The project will also include the addition of a right turn lane for the US Coast Guard Yard at Ross Avenue.					
Justification	The size of the Hawkins Point Road Project was reduced in length because after more than 10 years acquisition of right-of-way for roadway improvements was just not feasible. Therefore the Southern limit of the roadway replacement was reduced in length. Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. Project is necessary to protect public safety.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2017	FY 2018	FY 2019	FY 2020	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <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 <input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]	Current (000s)	<b>Total</b>	\$ 18,000	\$ -	\$ -	\$ -	\$ 18,000
		Federal	\$ 14,400	\$ -	\$ -	\$ -	\$ 14,400
		State/Local	\$ 3,600	\$ -	\$ -	\$ -	\$ 3,600
	Proposed (000s)	<b>Total</b>	\$ 22,000	\$ -	\$ -	\$ -	\$ 22,000
		Federal	\$ 17,600	\$ -	\$ -	\$ -	\$ 17,600
		State/Local	\$ 4,400	\$ -	\$ -	\$ -	\$ 4,400
	Change (000s)	<b>Total</b>	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000
		Federal	\$ 3,200	\$ -	\$ -	\$ -	\$ 3,200
		State/Local	\$ 800	\$ -	\$ -	\$ -	\$ 800

## PHASE DETAIL

Current		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STP-Bridge	\$ 14,400	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,400	\$ 3,600	\$ 18,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 14,400	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,400	\$ 3,600	\$ 18,000

Proposed		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STP-Bridge	\$ 17,600	\$ 4,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,600	\$ 4,400	\$ 22,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 17,600	\$ 4,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,600	\$ 4,400	\$ 22,000

Change		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ 3,200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200	\$ 800	\$ 4,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 3,200	\$ 800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200	\$ 800	\$ 4,000

## TOTAL PROJECT COST

Prior Cost (≤ FY 2016)		STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
Federal	\$ -	Federal	\$ 17,600	Federal	\$ -	Federal	\$ 17,600
State/Local	\$ -	State/Local	\$ 4,400	State/Local	\$ -	State/Local	\$ 4,400
<b>Total</b>	\$ -	<b>Total</b>	\$ 22,000	<b>Total</b>	\$ -	<b>Total</b>	\$ 22,000


# MARYLAND STATEWIDE TIP FY 2017-2020

MDOT STIP # 12-0207-11

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Citywide Road Resurfacing - Federal Aid Program	B	Exempt	n/a	\$ 8,960	\$ 2,240	\$ 11,200
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
				\$ -	\$ -	\$ -
Description	Resurfacing or rehabilitation of various roadways on the Federal Aid system citywide. Work is to generally include the removal and replacement of existing asphalt surfaces. It may also include roadway base repairs, minor curb and sidewalk repairs, and other isolated roadway appurtenance modifications.					
Justification	It is imperative that these roadways be resurfaced at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. If resurfacing does not occur soon, reconstruction will be necessary at a cost of 3 to 4 times the existing resurfacing costs.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2017	FY 2018	FY 2019	FY 2020	Total	
<input type="checkbox"/> A) Adds new individual projects to the current STIP <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 <input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))] 	Current (000s)	<b>Total</b> \$ 2,800	\$ 2,800	\$ 2,800	\$ 2,800	\$ 11,200	
		Federal	\$ 2,240	\$ 2,240	\$ 2,240	\$ 2,240	\$ 8,960
		State/Local	\$ 560	\$ 560	\$ 560	\$ 560	\$ 2,240
	Proposed (000s)	<b>Total</b> \$ 5,600	\$ 2,800	\$ 2,800	\$ -	\$ -	\$ 11,200
		Federal	\$ 4,480	\$ 2,240	\$ 2,240	\$ -	\$ 8,960
		State/Local	\$ 1,120	\$ 560	\$ 560	\$ -	\$ 2,240
Change (000s)	<b>Total</b> \$ 2,800	\$ -	\$ -	\$ (2,800)	\$ -	\$ -	
	Federal	\$ 2,240	\$ -	\$ -	\$ (2,240)	\$ -	
	State/Local	\$ 560	\$ -	\$ -	\$ (560)	\$ -	

## PHASE DETAIL

Current		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STP	\$ 240	\$ 60	\$ 240	\$ 60	\$ 240	\$ 60	\$ 240	\$ 60	\$ 960	\$ 240	\$ 1,200
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STP	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ 8,000	\$ 2,000	\$ 10,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 2,240	\$ 560	\$ 2,240	\$ 560	\$ 2,240	\$ 560	\$ 2,240	\$ 560	\$ 8,960	\$ 2,240	\$ 11,200

Proposed		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STP	\$ 480	\$ 120	\$ 240	\$ 60	\$ 240	\$ 60	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STP	\$ 4,000	\$ 1,000	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ -	\$ -	\$ 8,000	\$ 2,000	\$ 10,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 4,480	\$ 1,120	\$ 2,240	\$ 560	\$ 2,240	\$ 560	\$ -	\$ -	\$ 8,960	\$ 2,240	\$ 11,200

Change		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ 240	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ (240)	\$ (60)	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ 2,000	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ (2,000)	\$ (500)	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 2,240	\$ 560	\$ -	\$ -	\$ -	\$ -	\$ (2,240)	\$ (560)	\$ -	\$ -	\$ -

## TOTAL PROJECT COST

Prior Cost (≤ FY 2016)		STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
Federal	\$ -	Federal	\$ 8,960	Federal	\$ -	Federal	\$ 8,960
State/Local	\$ -	State/Local	\$ 2,240	State/Local	\$ -	State/Local	\$ 2,240
<b>Total</b>	\$ -	<b>Total</b>	\$ 11,200	<b>Total</b>	\$ -	<b>Total</b>	\$ 11,200



# MARYLAND STATEWIDE TIP FY 2017-2020

MDOT STIP # 12-1414-11

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Citywide System Preservation	B	Exempt	n/a	\$ 8,960	\$ 2,240	\$ 11,200
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	Baltimore City	BRTB		Federal	State/Local	Total
				\$ -	\$ -	\$ -

**Description:** Citywide system preservation includes resurfacing, rehabilitation and maintenance, streetscapes, signals, and intersection improvements, as well as ADA ramps and sidewalk improvements. Current projects include, but are not limited to: -Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue -Moravia Road Rehabilitation from Sinclair Lane to I-895 -Patapsco Avenue rehabilitation from Gable Avenue to Annapolis Road -Clinton Street rehabilitation from Boston Street to Keith Avenue may also include roadway base repairs, minor curb and sidewalk repairs, and other isolated roadway appurtenance modifications.

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

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2017	FY 2018	FY 2019	FY 2020	Total
		<b>Total</b>	<b>\$ 2,800</b>	<b>\$ 2,800</b>	<b>\$ 2,800</b>	<b>\$ 2,800</b>
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	\$ 2,240	\$ 2,240	\$ 2,240	\$ 2,240	\$ 8,960
	State/Local	\$ 560	\$ 560	\$ 560	\$ 560	\$ 2,240
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	<b>Total</b>	<b>\$ 5,600</b>	<b>\$ 2,800</b>	<b>\$ 2,800</b>	<b>\$ -</b>	<b>\$ 11,200</b>
	Federal	\$ 4,480	\$ 2,240	\$ 2,240	\$ -	\$ 8,960
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 1,120	\$ 560	\$ 560	\$ -	\$ 2,240
	<b>Total</b>	<b>\$ 2,800</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (2,800)</b>	<b>\$ -</b>
<input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]	Federal	\$ 2,240	\$ -	\$ -	\$ (2,240)	\$ -
	State/Local	\$ 560	\$ -	\$ -	\$ (560)	\$ -



## PHASE DETAIL

Current		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STP	\$ 240	\$ 60	\$ 240	\$ 60	\$ 240	\$ 60	\$ 240	\$ 60	\$ 960	\$ 240	\$ 1,200
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STP	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ 8,000	\$ 2,000	\$ 10,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 2,240</b>	<b>\$ 560</b>	<b>\$ 2,240</b>	<b>\$ 560</b>	<b>\$ 2,240</b>	<b>\$ 560</b>	<b>\$ 2,240</b>	<b>\$ 560</b>	<b>\$ 8,960</b>	<b>\$ 2,240</b>	<b>\$ 11,200</b>

Proposed		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STP	\$ 480	\$ 120	\$ 240	\$ 60	\$ 240	\$ 60	\$ -	\$ -	\$ 960	\$ 240	\$ 1,200
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STP	\$ 4,000	\$ 1,000	\$ 2,000	\$ 500	\$ 2,000	\$ 500	\$ -	\$ -	\$ 8,000	\$ 2,000	\$ 10,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 4,480</b>	<b>\$ 1,120</b>	<b>\$ 2,240</b>	<b>\$ 560</b>	<b>\$ 2,240</b>	<b>\$ 560</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,960</b>	<b>\$ 2,240</b>	<b>\$ 11,200</b>

Change		FY 2017		FY 2018		FY 2019		FY 2020		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ 240	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ (240)	\$ (60)	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ 2,000	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ (2,000)	\$ (500)	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 2,240</b>	<b>\$ 560</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (2,240)</b>	<b>\$ (560)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## TOTAL PROJECT COST

Prior Cost (≤ FY 2016)		STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
Federal	\$ -	Federal	\$ 8,960	Federal	\$ -	Federal	\$ 8,960
State/Local	\$ -	State/Local	\$ 2,240	State/Local	\$ -	State/Local	\$ 2,240
<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 11,200</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 11,200</b>



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

**Maryland Division**

November 17, 2016

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

In Reply Refer To:  
HDA-MD

Ms. Heather Murphy, Director  
Office of Planning and Capital Programming, MDOT  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

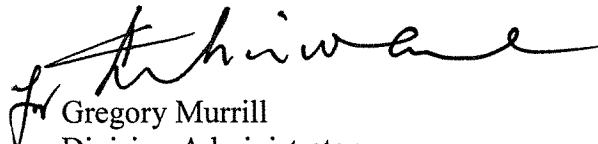
Dear Ms. Murphy:

We have completed our review of the State request (MDOT Control # 17-03) to amend the Fiscal Year (FY) 2017 Statewide Transportation Improvement Program (STIP) to include the following projects in FY 2017-2020 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP): I 83 Joint Repairs; Inner Harbor Water Taxi Terminal; and Key Highway and Light Street Intersection Improvement. Additionally, we have modified the STIP for the following four projects: Hanover Street Bridge Deck Repairs over Middle Branch; Hawkins Point Bridged over CSX Railroad; Citywide Road Resurfacing and Citywide System Preservation

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 amendment please contact Kwame Arhin at (410) 779.7158.

Sincerely,

  
Gregory Murrill  
Division Administrator

cc:

Tyson Byrne, MDOT  
Eric Beckett, SHA