
January 12, 2021

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to four MDOT State Highway Administration (MDOT SHA) projects that are contained in the FY 2021-2024 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP). The BRTB Executive Committee approved these modifications to its TIP on January 8, 2021.

The administrative modification for the I-695 Bridge Replacement on Putty Hill Avenue project (BRTB TIP ID #63-2002-13) increases funding for the construction phase in FY2021 and FY2022. The increase in funds is needed for the relocation of BGE and Verizon utilities.

The administrative modification for the Areawide Congestion Management project (BRTB TIP ID #60-9504-04) adds funds to the engineering and construction phases in FY 2021 and FY 2022 to reflect updated expenditures for this areawide project. This is an ongoing program to provide traffic control and monitoring on State highways.

The administrative modification for the Areawide Resurfacing and Rehabilitation project (BRTB TIP ID #60-9501-11) adds funds to the planning and engineering phases in FY2021 and FY 2022 to reflect updated expenditures for ongoing periodic resurfacing and upgrading of auxiliary features on State highways.

Mr. Gregory Murrill
Ms. Terry Garcia Crews
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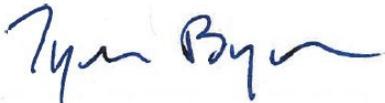
The administrative modification for the Areawide Safety and Spot Improvements project (BRTB TIP ID #60-9508-19) adds funds to the planning, engineering, and construction phases in FY2021, FY2022 and FY2024 to reflect updated expenditures for ongoing localized improvements that address safety and/or operational issues on State highways.

MDOT has assigned Control #19-100 for these modifications to the STIP. The approvals and supporting documentation are attached. The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

| Project Name | STIP # | TIP # | Funding Source | Net Federal Change (000) |
|---|---------------|--------------|-----------------------|---------------------------------|
| I-695 – Bridge Replacement on Putty Hill Avenue | 63-2002-13 | 63-2002-13 | NHPP | 894 |
| Areawide Congestion Management: | 60-9504-04 | 60-9504-04 | NHPP | 1,280 |
| Areawide Resurfacing And Rehabilitation: | 60-9501-11 | 60-9501-11 | STBG | 2,000 |
| Areawide Safety and Spot Improvements: | 60-9508-19 | 60-9508-19 | HSIP STBG NHPP | 11,040 |

Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # BRTB 63-2002-13 MC #19-79 10/19/2020

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---|--------------------|-------------------|----------------------|------------------------------|-------------|-----------|
| | | | | Federal | State/Local | Total |
| I-695 Bridge Replacement on Putty Hill Avenue | D | Exempt | n/a | \$ 12,564 | \$ 2,973 | \$ 15,537 |
| | Administration | | | Net Funding Change (000s) | | |
| | MDOT SHA | Area/MPO | CTP Page | Federal | State/Local | Total |
| | | BRTB | SHA-B-3 FY 2020 | \$ 894 | \$ 224 | \$ 1,118 |

Description This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12-foot lanes and include 6-foot bicycle compatible shoulders with 5-foot-8-inch sidewalks on both sides of the bridge. The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).

Justification The existing bridge, built in 1961, is rated in poor condition. Construction funding has increased to accommodate the replacement of significant utility lines which span the existing structure.

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Total |
|---|------------------------|-----------------------|--------------|----------|----------|-----------|
| | | Current (000s) | Total | \$ - | \$ 3,330 | \$ 6,600 |
| <input type="checkbox"/> A) Adds new individual projects to the current STIP | Federal | \$ - | \$ 2,664 | \$ 5,439 | \$ 4,461 | \$ 12,564 |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | State/Local | \$ - | \$ 666 | \$ 1,161 | \$ 1,146 | \$ 2,973 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | Proposed (000s) | Total | \$ - | \$ 3,330 | \$ 7,159 | \$ 6,166 |
| <input type="checkbox"/> D) Other (Administrative modification to add federal/state CO funding) | Federal | \$ - | \$ 2,664 | \$ 5,886 | \$ 4,908 | \$ 13,458 |
| | State/Local | \$ - | \$ 666 | \$ 1,273 | \$ 1,258 | \$ 3,197 |
| MARYLAND DEPARTMENT OF TRANSPORTATION | Change (000s) | Total | \$ - | \$ - | \$ 559 | \$ 559 |
| | Federal | \$ - | \$ - | \$ 447 | \$ 447 | \$ 894 |
| | State/Local | \$ - | \$ - | \$ 112 | \$ 112 | \$ 224 |

PHASE DETAIL

| Current | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|--------------|---------|---------|-------------|----------|-------------|----------|-------------|----------|-------------|-----------|-------------|-----------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | NHPP | \$ - | \$ - | \$ 320 | \$ - | \$ 1,676 | \$ - | \$ 559 | \$ - | \$ 2,555 | \$ - | \$ 2,555 |
| | State | \$ - | \$ - | \$ - | \$ 80 | \$ - | \$ 88 | \$ - | \$ 29 | \$ - | \$ 197 | \$ 197 |
| RW | NHPP | \$ - | \$ - | \$ 60 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 220 | \$ - | \$ 220 |
| | State | \$ - | \$ - | \$ - | \$ 15 | \$ - | \$ 20 | \$ - | \$ 20 | \$ - | \$ 55 | \$ 55 |
| CO | NHPP | \$ - | \$ - | \$ 2,284 | \$ - | \$ 3,683 | \$ - | \$ 3,822 | \$ - | \$ 9,789 | \$ - | \$ 9,789 |
| | State | \$ - | \$ - | \$ - | \$ 571 | \$ - | \$ 1,053 | \$ - | \$ 1,097 | \$ - | \$ 2,721 | \$ 2,721 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ 2,664 | \$ 666 | \$ 5,439 | \$ 1,161 | \$ 4,461 | \$ 1,146 | \$ 12,564 | \$ 2,973 | \$ 15,537 |

| Proposed | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|--------------|---------|---------|-------------|----------|-------------|----------|-------------|----------|-------------|-----------|-------------|-----------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | NHPP | \$ - | \$ - | \$ 320 | \$ - | \$ 1,676 | \$ - | \$ 559 | \$ - | \$ 2,555 | \$ - | \$ 2,555 |
| | State | \$ - | \$ - | \$ - | \$ 80 | \$ - | \$ 88 | \$ - | \$ 29 | \$ - | \$ 197 | \$ 197 |
| RW | NHPP | \$ - | \$ - | \$ 60 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 220 | \$ - | \$ 220 |
| | State | \$ - | \$ - | \$ - | \$ 15 | \$ - | \$ 20 | \$ - | \$ 20 | \$ - | \$ 55 | \$ 55 |
| CO | NHPP | \$ - | \$ - | \$ 2,284 | \$ - | \$ 4,130 | \$ - | \$ 4,269 | \$ - | \$ 10,683 | \$ - | \$ 10,683 |
| | State | \$ - | \$ - | \$ - | \$ 571 | \$ - | \$ 1,165 | \$ - | \$ 1,209 | \$ - | \$ 2,945 | \$ 2,945 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ 2,664 | \$ 666 | \$ 5,886 | \$ 1,273 | \$ 4,908 | \$ 1,258 | \$ 13,458 | \$ 3,197 | \$ 16,655 |

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # BRTB 63-2002-13 MC #19-79 10/19/2020 (c)

PHASE DETAIL (cont'd)

| Change | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | | |
|---------------------------|---------|-------------|-------------|--------------------------|-------------|------------------|---------------|---------------------------------|---------------|---------------|---------------|---------------------------|------------------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total | |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| PE | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| RW | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| CO | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 447 | \$ - | \$ 447 | \$ - | \$ 894 | \$ - | \$ 894 | |
| | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 112 | \$ - | \$ 112 | \$ - | \$ 224 | \$ 224 | |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 447 | \$ 112 | \$ 447 | \$ 112 | \$ 894 | \$ 224 | \$ 1,118 | |
| TOTAL PROJECT COST | | | | | | | | | | | | | |
| Prior Cost (≤ FY 2018) | | | | STIP Cost (FY 2019-2022) | | | | Balance to Complete (≥ FY 2023) | | | | Total Project Cost | |
| Federal | | \$ - | | Federal | | \$ 13,458 | | Federal | | \$ 47 | | Federal | \$ 13,505 |
| State/Local | | \$ - | | State/Local | | \$ 3,197 | | State/Local | | \$ 11 | | State/Local | \$ 3,208 |
| Total | | \$ - | | Total | | \$ 16,655 | | Total | | \$ 58 | | Total | \$ 16,713 |

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # BRTB 60-9501-11 MC #19-79 10/19/2020

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---|--|-------------------|----------------------|------------------------------|-------------|------------|
| | | | | Federal | State/Local | Total |
| Resurfacing and Rehabilitation Areawide Project | B | Exempt | n/a | \$ 174,480 | \$ 43,620 | \$ 218,100 |
| | | | | Net Funding Change (000s) | | |
| | Administration | Area/MPO | CTP Page | Federal | State/Local | Total |
| | | | | \$ 2,000 | \$ 500 | \$ 2,500 |
| Description | This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements. | | | | | |
| Justification | Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change. | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Total | | |
|---|-----------------|----------------|---------|-----------|------------|------------|------------|------------|
| | | Current (000s) | Total | \$ - | \$ - | | \$ 109,050 | \$ 109,050 |
| <input type="checkbox"/> A) Adds new individual projects to the current STIP | Federal | \$ - | \$ - | \$ 87,240 | \$ 87,240 | \$ 174,480 | | |
| <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | State/Local | \$ - | \$ - | \$ 21,810 | \$ 21,810 | \$ 43,620 | | |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | Proposed (000s) | Total | \$ - | \$ - | \$ 110,550 | \$ 110,050 | \$ 220,600 | |
| <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding] | Federal | \$ - | \$ - | \$ 88,440 | \$ 88,040 | \$ 176,480 | | |
| | | State/Local | \$ - | \$ - | \$ 22,110 | \$ 22,010 | \$ 44,120 | |
| | | Change (000s) | Total | \$ - | \$ - | \$ 1,500 | \$ 1,000 | \$ 2,500 |
| | | Federal | \$ - | \$ - | \$ 1,200 | \$ 800 | \$ 2,000 | |
| | | State/Local | \$ - | \$ - | \$ 300 | \$ 200 | \$ 500 | |



PHASE DETAIL

| Current | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|--------------|---------|---------|-------------|---------|-------------|-----------|-------------|-----------|-------------|------------|-------------|------------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 195 | \$ - | \$ 195 | \$ - | \$ 390 | \$ 390 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 800 | \$ - | \$ 800 |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 440 | \$ - | \$ 440 | \$ - | \$ 880 | \$ 880 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 320 | \$ - | \$ 320 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 175 | \$ - | \$ 175 | \$ - | \$ 350 | \$ 350 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 21,000 | \$ - | \$ 21,000 | \$ - | \$ 42,000 | \$ 42,000 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 8,000 | \$ - | \$ 8,000 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 44,000 | \$ - | \$ 44,000 | \$ - | \$ 88,000 | \$ - | \$ 88,000 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 36,000 | \$ - | \$ 36,000 | \$ - | \$ 72,000 | \$ - | \$ 72,000 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 87,240 | \$ 21,810 | \$ 87,240 | \$ 21,810 | \$ 174,480 | \$ 43,620 | \$ 218,100 |

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # BRTB 60-9501-11 MC #19-79 10/19/2020 (c)

PHASE DETAIL (cont'd)

| Proposed Phase Funding | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|------------------------|-------|-------------|-------------|-------------|-------------|------------------|------------------|------------------|------------------|-------------------|------------------|-------------------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 395 | \$ - | \$ 395 | \$ - | \$ 790 | \$ 790 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 2,400 | \$ - | \$ 2,400 |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 540 | \$ - | \$ 440 | \$ - | \$ 980 | \$ 980 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 320 | \$ - | \$ 320 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,200 | \$ - | \$ 800 | \$ - | \$ 2,000 | \$ - | \$ 2,000 |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 175 | \$ - | \$ 175 | \$ - | \$ 350 | \$ 350 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 21,000 | \$ - | \$ 21,000 | \$ - | \$ 42,000 | \$ 42,000 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 8,000 | \$ - | \$ 8,000 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 44,000 | \$ - | \$ 44,000 | \$ - | \$ 88,000 | \$ - | \$ 88,000 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 36,000 | \$ - | \$ 36,000 | \$ - | \$ 72,000 | \$ - | \$ 72,000 |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 88,440 | \$ 22,110 | \$ 88,040 | \$ 22,010 | \$ 176,480 | \$ 44,120 | \$ 220,600 |

| Change Phase Funding | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|----------------------|-------|-------------|-------------|-------------|-------------|-----------------|---------------|---------------|---------------|-----------------|---------------|-----------------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 400 | \$ 400 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 100 | \$ - | \$ - | \$ - | \$ 100 | \$ 100 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 1,200 | \$ 300 | \$ 800 | \$ 200 | \$ 2,000 | \$ 500 | \$ 2,500 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2018) | | STIP Cost (FY 2019-2022) | | Balance to Complete (≥ FY 2023) | | Total Project Cost | |
|------------------------|-------------|--------------------------|-------------------|---------------------------------|-------------------|--------------------|-------------------|
| Federal | \$ - | Federal | \$ 176,480 | Federal | \$ 147,680 | Federal | \$ 324,160 |
| State/Local | \$ - | State/Local | \$ 44,120 | State/Local | \$ 36,920 | State/Local | \$ 81,040 |
| Total | \$ - | Total | \$ 220,600 | Total | \$ 184,600 | Total | \$ 405,200 |

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # BRTB 60-9504-04 MC #19-79 10/19/2020

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--|--------------------|-------------------|----------------------|------------------------------|-------------|-----------|
| | | | | Federal | State/Local | Total |
| Congestion Management Areawide Project BRTB 60-9504-04 MC #19-79 10/19/2020 | B | Exempt | n/a | \$ 38,640 | \$ 9,660 | \$ 48,300 |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | MDOT SHA | BRTB | A-21 | \$ 1,280 | \$ 320 | \$ 1,600 |

Description This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards.

Justification These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | | Funding | FY 2019 | FY 2020 | FY 2021 | FY 2022 | Total |
|---|---|------------------------|---------|---------|-----------|-----------|-----------|
| <input type="checkbox"/> A) Adds new individual projects to the current STIP |  | Current (000s) | \$ - | \$ - | \$ 24,150 | \$ 24,150 | \$ 48,300 |
| <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | | Federal | \$ - | \$ - | \$ 19,320 | \$ 19,320 | \$ 38,640 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | | State/Local | \$ - | \$ - | \$ 4,830 | \$ 4,830 | \$ 9,660 |
| <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding] | | Proposed (000s) | \$ - | \$ - | \$ 25,450 | \$ 24,450 | \$ 49,900 |
| | | Federal | \$ - | \$ - | \$ 20,360 | \$ 19,560 | \$ 39,920 |
| | | State/Local | \$ - | \$ - | \$ 5,090 | \$ 4,890 | \$ 9,980 |
| | | Change (000s) | \$ - | \$ - | \$ 1,300 | \$ 300 | \$ 1,600 |
| | | Federal | \$ - | \$ - | \$ 1,040 | \$ 240 | \$ 1,280 |
| | | State/Local | \$ - | \$ - | \$ 260 | \$ 60 | \$ 320 |

PHASE DETAIL

| Current | Phase | Funding | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|--------------|-------|---------|---------|-------------|---------|-------------|----------|-------------|----------|-------------|----------|-------------|-------|
| | | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ 215 | \$ 215 | \$ - | \$ 215 | \$ - | \$ 430 | \$ 430 | |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 | |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 800 | \$ - | \$ 800 | |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 800 | \$ - | \$ 800 | |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ 1,475 | \$ 1,475 | \$ - | \$ 1,475 | \$ - | \$ 2,950 | \$ 2,950 | |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 480 | \$ - | \$ 480 | |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 | |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 5,600 | \$ - | \$ 5,600 | \$ - | \$ 11,200 | \$ - | \$ 11,200 | |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ 40 | \$ 40 | \$ - | \$ 40 | \$ - | \$ 80 | \$ 80 | |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 | |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 80 | \$ - | \$ 80 | |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 | |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ 1,300 | \$ 1,300 | \$ - | \$ 1,300 | \$ - | \$ 2,600 | \$ 2,600 | |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 2,400 | \$ - | \$ 2,400 | |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 2,400 | \$ - | \$ 2,400 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 3,200 | \$ - | \$ 3,200 | |
| Other | State | \$ - | \$ - | \$ - | \$ - | \$ 1,800 | \$ 1,800 | \$ - | \$ 1,800 | \$ - | \$ 3,600 | \$ 3,600 | |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 1,600 | \$ - | \$ 1,600 | |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 6,400 | \$ - | \$ 6,400 | \$ - | \$ 12,800 | \$ - | \$ 12,800 | |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 19,320 | \$ 4,830 | \$ 19,320 | \$ 4,830 | \$ 38,640 | \$ 9,660 | \$ 48,300 | |

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # BRTB 60-9504-04 MC #19-79 10/19/2020 (c)

PHASE DETAIL (cont'd)

| Proposed Phase Funding | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|------------------------|-------|-------------|-------------|-------------|-------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 215 | \$ - | \$ 215 | \$ - | \$ 430 | \$ 430 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 800 | \$ - | \$ 800 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 800 | \$ - | \$ 800 |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,535 | \$ - | \$ 1,535 | \$ - | \$ 3,070 | \$ 3,070 |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 480 | \$ - | \$ 480 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 300 | \$ - | \$ 300 | \$ - | \$ 600 | \$ - | \$ 600 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 5,600 | \$ - | \$ 5,600 | \$ - | \$ 11,200 | \$ - | \$ 11,200 |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 80 | \$ 80 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 80 | \$ - | \$ 80 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,500 | \$ - | \$ 1,300 | \$ - | \$ 2,800 | \$ 2,800 |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 2,400 | \$ - | \$ 2,400 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 3,200 | \$ - | \$ 2,400 | \$ - | \$ 5,600 | \$ - | \$ 5,600 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 3,200 | \$ - | \$ 3,200 |
| Other | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,800 | \$ - | \$ 1,800 | \$ - | \$ 3,600 | \$ 3,600 |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 6,400 | \$ - | \$ 6,400 | \$ - | \$ 12,800 | \$ - | \$ 12,800 |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 20,360 | \$ 5,090 | \$ 19,560 | \$ 4,890 | \$ 39,920 | \$ 9,980 | \$ 49,900 |

| Change Phase Funding | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|----------------------|-------|-------------|-------------|-------------|-------------|-----------------|---------------|---------------|--------------|-----------------|---------------|-----------------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ 120 |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 480 | \$ - | \$ 480 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 200 | \$ - | \$ - | \$ - | \$ 200 | \$ 200 |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 800 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CAMQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 1,040 | \$ 260 | \$ 240 | \$ 60 | \$ 1,280 | \$ 320 | \$ 1,600 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2018) | | STIP Cost (FY 2019-2022) | | Balance to Complete (≥ FY 2023) | | Total Project Cost | |
|------------------------|-------------|--------------------------|------------------|---------------------------------|------------------|--------------------|------------------|
| Federal | \$ - | Federal | \$ 39,920 | Federal | \$ 27,920 | Federal | \$ 67,840 |
| State/Local | \$ - | State/Local | \$ 9,980 | State/Local | \$ 6,980 | State/Local | \$ 16,960 |
| Total | \$ - | Total | \$ 49,900 | Total | \$ 34,900 | Total | \$ 84,800 |

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP #BRTB 60-9508-19 MC #MC #19-79 10/19/20

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---|--------------------|-------------------|----------------------|------------------------------|-------------|------------|
| | | | | Federal | State/Local | Total |
| Safety and Spot Improvements Areawide Project | B | n/a | n/a | \$ 87,600 | \$ 21,900 | \$ 109,500 |
| | Administration | | | Net Funding Change (000s) | | |
| | MDOT SHA | Area/MPO | CTP Page | Federal | State/Local | Total |
| | | BRTB | A-20 | \$ 11,040 | \$ 2,760 | \$ 13,800 |

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

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

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Current (000s) | Funding | | | | Total | |
|---|-----------------|-------------|---------|-----------|-----------|------------|------------|
| | | FY 2019 | FY 2020 | FY 2021 | FY 2022 | | |
| <input type="checkbox"/> A) Adds new individual projects to the current STIP | Total | \$ - | \$ - | \$ 55,750 | \$ 53,750 | \$ 109,500 | |
| <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | | Federal | \$ - | \$ - | \$ 44,600 | \$ 43,000 | \$ 87,600 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | | State/Local | \$ - | \$ - | \$ 11,150 | \$ 10,750 | \$ 21,900 |
| <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding] | Proposed (000s) | Total | \$ - | \$ - | \$ 68,450 | \$ 54,850 | \$ 123,300 |
| | | Federal | \$ - | \$ - | \$ 54,760 | \$ 43,880 | \$ 98,640 |
| | | State/Local | \$ - | \$ - | \$ 13,690 | \$ 10,970 | \$ 24,660 |
|  | Change (000s) | Total | \$ - | \$ - | \$ 12,700 | \$ 1,100 | \$ 13,800 |
| | | Federal | \$ - | \$ - | \$ 10,160 | \$ 880 | \$ 11,040 |
| | | State/Local | \$ - | \$ - | \$ 2,540 | \$ 220 | \$ 2,760 |

PHASE DETAIL

| Current | Phase | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|--------------|-------------|-------------|-------------|-------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-----------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 215 | \$ - | \$ 215 | \$ - | \$ 430 | \$ 430 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 320 | \$ - | \$ 320 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 640 | \$ - | \$ 640 |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 620 | \$ - | \$ 620 | \$ - | \$ 1,240 | \$ 1,240 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 160 | \$ - | \$ 160 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 800 | \$ - | \$ 800 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 800 | \$ - | \$ 800 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 3,200 | \$ - | \$ 3,200 |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 815 | \$ - | \$ 815 | \$ - | \$ 1,630 | \$ 1,630 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 320 | \$ - | \$ 320 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 1,280 | \$ - | \$ 1,280 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 2,400 | \$ - | \$ 2,400 | \$ - | \$ 4,800 | \$ - | \$ 4,800 |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 9,500 | \$ - | \$ 9,100 | \$ - | \$ 18,600 | \$ 18,600 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ - | \$ 2,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 8,000 | \$ - | \$ 6,400 | \$ - | \$ 14,400 | \$ - | \$ 14,400 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 16,000 | \$ - | \$ 16,000 | \$ - | \$ 32,000 | \$ - | \$ 32,000 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 24,000 | \$ - | \$ 24,000 |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | \$ - | \$ - | \$ - | \$ - | \$ 44,600 | \$ 11,150 | \$ 43,000 | \$ 10,750 | \$ 87,600 | \$ 21,900 | \$ 109,500 | |

MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP #BRTB 60-9508-19 MC #MC #19-79 10/19/20

PHASE DETAIL (cont'd)

| Proposed | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|--------------|---------|---------|-------------|---------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|------------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 555 | \$ - | \$ 235 | \$ - | \$ 790 | \$ 790 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 1,200 | \$ - | \$ 320 | \$ - | \$ 1,520 | \$ - | \$ 1,520 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 320 | \$ - | \$ 320 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 800 | \$ - | \$ 400 | \$ - | \$ 1,200 | \$ - | \$ 1,200 |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 820 | \$ - | \$ 820 | \$ - | \$ 1,640 | \$ 1,640 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 160 | \$ - | \$ 160 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 600 | \$ - | \$ 600 | \$ - | \$ 1,200 | \$ - | \$ 1,200 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 1,000 | \$ - | \$ 1,000 | \$ - | \$ 2,000 | \$ - | \$ 2,000 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 3,200 | \$ - | \$ 3,200 |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 815 | \$ - | \$ 815 | \$ - | \$ 1,630 | \$ 1,630 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 120 | \$ - | \$ 120 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 320 | \$ - | \$ 320 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 1,280 | \$ - | \$ 1,280 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 2,400 | \$ - | \$ 2,400 | \$ - | \$ 4,800 | \$ - | \$ 4,800 |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 11,500 | \$ - | \$ 9,100 | \$ - | \$ 20,600 | \$ 20,600 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ - | \$ 2,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 16,000 | \$ - | \$ 6,400 | \$ - | \$ 22,400 | \$ - | \$ 22,400 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 16,000 | \$ - | \$ 16,000 | \$ - | \$ 32,000 | \$ - | \$ 32,000 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 24,000 | \$ - | \$ 24,000 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 54,760 | \$ 13,690 | \$ 43,880 | \$ 10,970 | \$ 98,640 | \$ 24,660 | \$ 123,300 |

| Change | | FY 2019 | | FY 2020 | | FY 2021 | | FY 2022 | | TOTAL | | |
|--------------|---------|---------|-------------|---------|-------------|-----------|-------------|---------|-------------|-----------|-------------|-----------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 340 | \$ - | \$ 20 | \$ - | \$ 360 | \$ 360 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 880 | \$ - | \$ - | \$ - | \$ 880 | \$ - | \$ 880 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ 480 | \$ - | \$ 80 | \$ - | \$ 560 | \$ - | \$ 560 |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 400 | \$ 400 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 400 | \$ - | \$ 400 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ 600 | \$ - | \$ 600 | \$ - | \$ 1,200 | \$ - | \$ 1,200 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,000 | \$ - | \$ - | \$ - | \$ 2,000 | \$ 2,000 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | HSIP | \$ - | \$ - | \$ - | \$ - | \$ 8,000 | \$ - | \$ - | \$ - | \$ 8,000 | \$ - | \$ 8,000 |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ 10,160 | \$ 2,540 | \$ 880 | \$ 220 | \$ 11,040 | \$ 2,760 | \$ 13,800 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2018) | | STIP Cost (FY 2019-2022) | | Balance to Complete (≥ FY 2023) | | Total Project Cost | |
|------------------------|------|--------------------------|------------|---------------------------------|-----------|--------------------|------------|
| Federal | \$ - | Federal | \$ 98,640 | Federal | \$ 64,280 | Federal | \$ 162,920 |
| State/Local | \$ - | State/Local | \$ 24,660 | State/Local | \$ 16,070 | State/Local | \$ 40,730 |
| Total | \$ - | Total | \$ 123,300 | Total | \$ 80,350 | Total | \$ 203,650 |



January 11, 2021

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed are four Administrative Modifications to the *2021 – 2024 Baltimore Region Transportation Improvement Program (TIP)* as approved by the BRTB Executive Committee on January 8, 2021. The documentation enclosed supports changes to the *2021 – 2024 TIP* for four MDOT State Highway Administration (MDOT SHA) projects:

- **I-695 – Bridge Replacement on Putty Hill Avenue: 63-2002-13**
- **Areawide Congestion Management: 60-9504-04**
- **Areawide Resurfacing and Rehabilitation: 60-9501-11**
- **Areawide Safety and Spot Improvements: 60-9508-19**

These minor changes are within the framework for an Administrative Modification and do not affect conformity. MDOT SHA has affirmed that fiscal constraint for their program of projects remains intact.

Pursuant to the prescribed Transportation Improvement Program MOU signed in 2014, the BRTB Executive Committee approved these changes to the *2021 – 2024 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang", written over a light gray rectangular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Tara Penders, MDOT SHA
Mr. Stephen Miller, MDOT SHA
Ms. Lisa Sirota, MDOT SHA



Summary of FY 2021-2024 TIP Changes

| Project Title | TIP Change Reason | Description | Type of Change |
|--|--|---|----------------|
| I-695 – Bridge Replacement on Putty Hill Avenue: 63-2002-13 | This administrative modification increases funding for the construction phase in fiscal years 2021 and 2022. The increase in construction funds is needed for the relocation of BGE and Verizon utilities. Federal NHPP funds increase in the amount of \$447,000 along with \$112,000 in matching funds in both FY 2021 and FY 2022. Total funding in the TIP increases from \$12.265 million to \$13.383 million. The year of operation shifts from 2022 to 2023 and the estimated total cost increases from \$15.7 million to \$16.7 million. | <p>This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge.</p> <p>The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).</p> <p>Conformity Status: Exempt</p> | Admin Mod |
| Areawide Congestion Management: 60-9504-04 | This administrative modification adds NHPP funds to the engineering and construction phases to reflect updated program-wide expenditures for this areawide project. Construction funds increase by a total of \$1.0 million (\$800k federal NHPP/\$200k matching). Engineering funds increase by a total of \$600k (\$480k federal NHPP/\$120k matching). Total funding in the TIP increases from \$83.2 million to \$84.8 million. | <p>This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standard.</p> <p>Conformity Status: Exempt</p> | Admin Mod |



| Project Title | TIP Change Reason | Description | Type of Change |
|---|--|--|----------------|
| Areawide Resurfacing and Rehabilitation: 60-9501-11 | This administrative modification adds STBG funds to the planning and engineering phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.00 million (\$1.60 million federal STBG/\$400,000 matching). Engineering funds increase by a total of \$500,000 (\$400,000 federal STBG/\$100,000 matching). Total funding in the TIP increases from \$402.7 million to \$405.2 million. | This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements. Conformity Status: Exempt | Admin Mod |
| Areawide Safety and Spot Improvements: 60-9508-19 | This administrative modification adds funds to the planning, engineering, and construction phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.85 million: HSIP planning funds increase by \$2.15 million (\$1.72 million federal/\$430,000 matching) and STBG planning funds increase by \$700,000 (\$560,000 federal/\$140,000 matching). Engineering funds increase by a total of \$2 million: HSIP engineering funds increase by \$500,000 (\$400,000 federal/\$100,000 matching) and NHPP engineering funds increase by \$1.5 million (\$1.2 million federal/\$300,000 matching). Construction funds increase by a total of \$10 million (\$8 million federal HSIP/\$2 million matching). Total funding in the TIP increases from \$188.8 million to \$203.65 million. | 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. Conformity Status: Exempt | Admin Mod |

I-695: Bridge Replacement on Putty Hill Avenue

| | | | |
|--------------------------|------------------------|--------------------------|--------------------------------|
| TIP ID | 63-2002-13 | Year of Operation | 2023 |
| Agency | SHA - Baltimore County | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | Interstate |
| Conformity Status | Exempt | Physical Data | 2 to 2 lanes |
| CIP or CTP ID(s) | BA1451 | Est. Total Cost | \$16,713,000 |

Description:

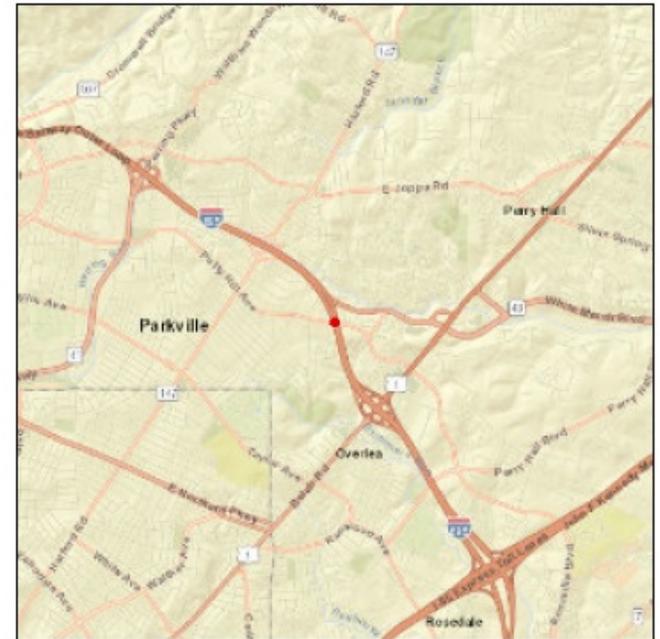
This project replaces bridge no. 0317400 on Putty Hill Avenue over I-695. The new bridge will maintain two 12' lanes and include 6' bicycle-compatible shoulders with 5'8" sidewalks on both sides of the bridge.

The engineering and right-of-way phases for this project were originally funded as part of the Areawide Bridge Replacement and Rehabilitation project (60-9310-13).

Justification:

The existing bridge, built in 1961, is rated in poor condition.

Administrative Modification: This administrative modification increases funding for the construction phase in fiscal years 2021 and 2022. The increase in construction funds is needed for the relocation of BGE and Verizon utilities. Federal NHPP funds increase in the amount of \$447,000 along with \$112,000 in matching funds in both FY 2021 and FY 2022. Total funding in the TIP increases from \$12.265 million to \$13.383 million. The year of operation shifts from 2022 to 2023 and the estimated total cost increases from \$15.7 million to \$16.7 million.



Connection to Long-Range Transportation Planning Goals:

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



I-695: Bridge Replacement on Putty Hill Avenue

(Funding in Thousands)

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$3,683 | \$1,053 | \$3,822 | \$1,097 | \$0 | \$0 | \$0 | \$0 | \$9,655 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,676 | \$88 | \$559 | \$29 | \$0 | \$0 | \$0 | \$0 | \$2,352 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$80 | \$20 | \$80 | \$20 | \$47 | \$11 | \$0 | \$0 | \$258 |
| Subtotal | \$5,439 | \$1,161 | \$4,461 | \$1,146 | \$47 | \$11 | \$0 | \$0 | \$12,265 |
| Total | \$5,439 | \$1,161 | \$4,461 | \$1,146 | \$47 | \$11 | \$0 | \$0 | \$12,265 |

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | <u>\$4,130</u> | <u>\$1,165</u> | <u>\$4,269</u> | <u>\$1,209</u> | \$0 | \$0 | \$0 | \$0 | <u>\$10,773</u> |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,676 | \$88 | \$559 | \$29 | \$0 | \$0 | \$0 | \$0 | \$2,352 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$80 | \$20 | \$80 | \$20 | \$47 | \$11 | \$0 | \$0 | \$258 |
| Subtotal | <u>\$5,886</u> | <u>\$1,273</u> | <u>\$4,908</u> | <u>\$1,258</u> | \$47 | \$11 | \$0 | \$0 | <u>\$13,383</u> |
| Total | <u>\$5,886</u> | <u>\$1,273</u> | <u>\$4,908</u> | <u>\$1,258</u> | \$47 | \$11 | \$0 | \$0 | <u>\$13,383</u> |

Areawide Congestion Management

| | | | |
|--------------------------|-----------------------------|--------------------------|---------------------|
| TIP ID | 60-9504-04 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Traffic engineering |
| Project Category | Emission Reduction Strategy | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-21 | Est. Total Cost | \$84,800,000 |

Description:

This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards.

Justification:

These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.

Administrative Modification: This administrative modification adds NHPP funds to the engineering and construction phases to reflect updated program-wide expenditures for this areawide project. Construction funds increase by a total of \$1.0 million (\$800k federal NHPP/\$200k matching). Engineering funds increase by a total of \$600k (\$480k federal NHPP/\$120k matching). Total funding in the TIP increases from \$83.2 million to \$84.8 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





Areawide Congestion Management

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$6,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$240 | \$60 | \$240 | \$60 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| PL | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$1,560 | \$390 | \$1,560 | \$390 | \$1,440 | \$360 | \$1,440 | \$360 | \$7,500 |

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$2,400 | \$600 | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$11,000 |
| OTH | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$4,000 |
| ENG | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| PL | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$3,700 | \$925 | \$3,700 | \$925 | \$3,680 | \$920 | \$2,880 | \$720 | \$17,450 |



Areawide Congestion Management

(Funding in Thousands)

Surface Transportation Block Grant Program

ORIGINAL

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,600 | \$400 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,000 |
| OTH | \$6,400 | \$1,600 | \$6,400 | \$1,600 | \$5,600 | \$1,400 | \$5,600 | \$1,400 | \$30,000 |
| ENG | \$5,600 | \$1,400 | \$5,600 | \$1,400 | \$2,400 | \$600 | \$2,400 | \$600 | \$20,000 |
| PL | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$14,060 | \$3,515 | \$14,060 | \$3,515 | \$9,240 | \$2,310 | \$9,240 | \$2,310 | \$58,250 |
| Total | \$19,320 | \$4,830 | \$19,320 | \$4,830 | \$14,360 | \$3,590 | \$13,560 | \$3,390 | \$83,200 |



Areawide Congestion Management

(Funding in Thousands)

Congestion Mitigation and Air Quality -UNCHANGED

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$6,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$240 | \$60 | \$240 | \$60 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| PL | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$1,560 | \$390 | \$1,560 | \$390 | \$1,440 | \$360 | \$1,440 | \$360 | \$7,500 |

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$3,200 | \$800 | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$12,000 |
| OTH | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$4,000 |
| ENG | \$300 | \$75 | \$300 | \$75 | \$40 | \$10 | \$40 | \$10 | \$850 |
| PL | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$4,740 | \$1,185 | \$3,940 | \$985 | \$3,680 | \$920 | \$2,880 | \$720 | \$19,050 |



Areawide Congestion Management

(Funding in Thousands)

Surface Transportation Block Grant Program -UNCHANGED

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,600 | \$400 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,000 |
| OTH | \$6,400 | \$1,600 | \$6,400 | \$1,600 | \$5,600 | \$1,400 | \$5,600 | \$1,400 | \$30,000 |
| ENG | \$5,600 | \$1,400 | \$5,600 | \$1,400 | \$2,400 | \$600 | \$2,400 | \$600 | \$20,000 |
| PL | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$14,060 | \$3,515 | \$14,060 | \$3,515 | \$9,240 | \$2,310 | \$9,240 | \$2,310 | \$58,250 |
| Total | \$20,360 | \$5,090 | \$19,560 | \$4,890 | \$14,360 | \$3,590 | \$13,560 | \$3,390 | \$84,800 |

Areawide Resurfacing And Rehabilitation

| | | | |
|--------------------------|----------------------|--------------------------|---------------------------------|
| TIP ID | 60-9501-11 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Road resurfacing/rehabilitation |
| Project Category | Highway Preservation | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-20 | Est. Total Cost | \$405,200,000 |

Description:

This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

Justification:

Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change.

Administrative Modification: This administrative modification adds STBG funds to the planning and engineering phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.00 million (\$1.6 million federal STBG/\$400,000 matching). Engineering funds increase by a total of \$500,000 (\$400,000 federal STBG/\$100,000 matching). Total funding in the TIP increases from \$402.7 million to \$405.2 million.

Connection to Long-Range Transportation Planning Goals:

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





2021 - 2024 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program -ORIGINAL

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$20,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$600 |
| PL | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$4,280 | \$1,070 | \$4,280 | \$1,070 | \$4,160 | \$1,040 | \$4,160 | \$1,040 | \$21,100 |

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$44,000 | \$11,000 | \$44,000 | \$11,000 | \$36,000 | \$9,000 | \$36,000 | \$9,000 | \$200,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$800 | \$200 | \$800 | \$200 | \$400 | \$100 | \$400 | \$100 | \$3,000 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| Subtotal | \$45,440 | \$11,360 | \$45,440 | \$11,360 | \$36,720 | \$9,180 | \$36,720 | \$9,180 | \$205,400 |



2021 - 2024 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program -ORIGINAL

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$36,000 | \$9,000 | \$36,000 | \$9,000 | \$32,000 | \$8,000 | \$32,000 | \$8,000 | \$170,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$800 | \$200 | \$800 | \$200 | \$400 | \$100 | \$400 | \$100 | \$3,000 |
| PL | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| Subtotal | \$37,520 | \$9,380 | \$37,520 | \$9,380 | \$32,960 | \$8,240 | \$32,960 | \$8,240 | \$176,200 |
| Total | \$87,240 | \$21,810 | \$87,240 | \$21,810 | \$73,840 | \$18,460 | \$73,840 | \$18,460 | \$402,700 |



2021 - 2024 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program -UNCHANGED

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$20,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$600 |
| PL | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$4,280 | \$1,070 | \$4,280 | \$1,070 | \$4,160 | \$1,040 | \$4,160 | \$1,040 | \$21,100 |

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$44,000 | \$11,000 | \$44,000 | \$11,000 | \$36,000 | \$9,000 | \$36,000 | \$9,000 | \$200,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$800 | \$200 | \$800 | \$200 | \$400 | \$100 | \$400 | \$100 | \$3,000 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| Subtotal | \$45,440 | \$11,360 | \$45,440 | \$11,360 | \$36,720 | \$9,180 | \$36,720 | \$9,180 | \$205,400 |



2021 - 2024 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program -UPDATE

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$36,000 | \$9,000 | \$36,000 | \$9,000 | \$32,000 | \$8,000 | \$32,000 | \$8,000 | \$170,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,200 | \$300 | \$800 | \$200 | \$400 | \$100 | \$400 | \$100 | \$3,500 |
| PL | \$1,200 | \$300 | \$1,200 | \$300 | \$400 | \$100 | \$400 | \$100 | \$4,000 |
| ROW | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| Subtotal | \$38,720 | \$9,680 | \$38,320 | \$9,580 | \$32,960 | \$8,240 | \$32,960 | \$8,240 | \$178,700 |
| Total | \$88,440 | \$22,110 | \$88,040 | \$22,010 | \$73,840 | \$18,460 | \$73,840 | \$18,460 | \$405,200 |

Areawide Safety And Spot Improvements

| | | | |
|--------------------------|----------------------|--------------------------|---------------|
| TIP ID | 60-9508-19 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Other |
| Project Category | Highway Preservation | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-20 | Est. Total Cost | \$203,650,000 |

Description:

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

Justification:

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

Administrative Modification: This administrative modification adds funds to the planning, engineering, and construction phases to reflect updated program-wide expenditures for this areawide project. Planning funds increase by a total of \$2.85 million: HSIP planning funds increase by \$2.15 million (\$1.72 million federal/\$430,000 matching) and STBG planning funds increase by \$700,000 (\$560,000 federal/\$140,000 matching). Engineering funds increase by a total of \$2 million: HSIP engineering funds increase by \$500,000 (\$400,000 federal/\$100,000 matching) and NHPP engineering funds increase by \$1.5 million (\$1.2 million federal/\$300,000 matching). Construction funds increase by a total of \$10 million (\$8 million federal HSIP/\$2 million matching). Total funding in the TIP increases from \$188.8 million to \$203.65 million.

Connection to Long-Range Transportation Planning Goals:

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





Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$2,000 | \$500 | \$2,000 | \$500 | \$1,600 | \$400 | \$1,600 | \$400 | \$9,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$80 | \$20 | \$80 | \$20 | \$40 | \$10 | \$40 | \$10 | \$300 |
| PL | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$2,200 | \$550 | \$2,200 | \$550 | \$1,720 | \$430 | \$1,720 | \$430 | \$9,800 |

Highway Safety Improvement Program -ORIGINAL

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$8,000 | \$2,000 | \$6,400 | \$1,600 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$30,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$400 | \$100 | \$400 | \$100 | \$240 | \$60 | \$240 | \$60 | \$1,600 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$160 | \$40 | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$600 |
| Subtotal | \$8,880 | \$2,220 | \$7,280 | \$1,820 | \$5,280 | \$1,320 | \$5,280 | \$1,320 | \$33,400 |



Areawide Safety And Spot Improvements

(Funding in Thousands)

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$70,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$400 | \$100 | \$400 | \$100 | \$240 | \$60 | \$240 | \$60 | \$1,600 |
| PL | \$160 | \$40 | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$600 |
| ROW | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| Subtotal | \$17,200 | \$4,300 | \$17,200 | \$4,300 | \$12,960 | \$3,240 | \$12,960 | \$3,240 | \$75,400 |

Surface Transportation Block Grant Program -ORIGINAL

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$50,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,600 | \$400 | \$1,600 | \$400 | \$1,600 | \$400 | \$1,600 | \$400 | \$8,000 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$2,400 | \$600 | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$11,000 |
| Subtotal | \$16,320 | \$4,080 | \$16,320 | \$4,080 | \$12,160 | \$3,040 | \$11,360 | \$2,840 | \$70,200 |
| Total | \$44,600 | \$11,150 | \$43,000 | \$10,750 | \$32,120 | \$8,030 | \$31,320 | \$7,830 | \$188,800 |



2021 - 2024 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality **-UNCHANGED**

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$2,000 | \$500 | \$2,000 | \$500 | \$1,600 | \$400 | \$1,600 | \$400 | \$9,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$80 | \$20 | \$80 | \$20 | \$40 | \$10 | \$40 | \$10 | \$300 |
| PL | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| ROW | \$60 | \$15 | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$250 |
| Subtotal | \$2,200 | \$550 | \$2,200 | \$550 | \$1,720 | \$430 | \$1,720 | \$430 | \$9,800 |

Highway Safety Improvement Program **-UPDATE**

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$16,000 | \$4,000 | \$6,400 | \$1,600 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$40,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$600 | \$150 | \$600 | \$150 | \$240 | \$60 | \$240 | \$60 | \$2,100 |
| PL | \$1,200 | \$300 | \$320 | \$80 | \$160 | \$40 | \$1,000 | \$250 | \$3,350 |
| ROW | \$160 | \$40 | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$600 |
| Subtotal | \$17,960 | \$4,490 | \$7,480 | \$1,870 | \$5,280 | \$1,320 | \$6,120 | \$1,530 | \$46,050 |



2021 - 2024 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

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

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$70,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,000 | \$250 | \$1,000 | \$250 | \$240 | \$60 | \$240 | \$60 | \$3,100 |
| PL | \$160 | \$40 | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$600 |
| ROW | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| Subtotal | \$17,800 | \$4,450 | \$17,800 | \$4,450 | \$12,960 | \$3,240 | \$12,960 | \$3,240 | \$76,900 |

Surface Transportation Block Grant Program -UPDATE

| Phase | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$50,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,600 | \$400 | \$1,600 | \$400 | \$1,600 | \$400 | \$1,600 | \$400 | \$8,000 |
| PL | \$800 | \$200 | \$400 | \$100 | \$160 | \$40 | \$160 | \$40 | \$1,900 |
| ROW | \$2,400 | \$600 | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$11,000 |
| Subtotal | \$16,800 | \$4,200 | \$16,400 | \$4,100 | \$12,160 | \$3,040 | \$11,360 | \$2,840 | \$70,900 |
| Total | \$54,760 | \$13,690 | \$43,880 | \$10,970 | \$32,120 | \$8,030 | \$32,160 | \$8,040 | \$203,650 |

December 15, 2020

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Zach Kaufman
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests administrative modifications to four projects in the Baltimore Region's FY 2021-2024 Transportation Improvement Program (TIP) on behalf of the MDOT Maryland State Highway Administration (MDOT SHA).

These modifications reflect changes to a bridge project, and three areawide projects in the Baltimore Region. Details of these modifications can be found in the attached request memorandum and supporting documentation. The proposed action will not impact scheduling or funding availability for other projects in the TIP, which continues to be fiscally constrained.

If you have questions or need additional information, please contact Dan Janousek, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNER DAN JANOUSEK
REGIONAL PLANNING MANAGER TYSON BYRNE

FROM: CHIEF MATT BAKER
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE BALTIMORE
REGIONAL TRANSPORTATION BOARD (BRTB) FY 21-24
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOTIFICATION OF
THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

DATE: DECEMBER 14, 2020

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming request BRTB staff approve the following TIP administrative modifications and, upon BRTB approval, notify the FHWA Maryland Division of these administrative modifications.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests BRTB administratively modify the 2020-2024 BRTB TIP to reflect the following four actions.

| TIP | PROJECT | PHASE | NEW FUNDING |
|---------------------------------------|--|----------------|--|
| 63-2002-13 MC# 19-79 10/19/2020 | I-695: Bridge Replacement on Putty Hill Avenue | CO | \$1,118,000 |
| 60-9501-11 MC# 19-79 10/19/2020 | Areawide Resurfacing and Rehabilitation | PP PE | \$2,000,000 \$500,000 |
| 60-9504-04 MC# 19-79 10/19/2020 | Areawide Congestion Management | PE CO | \$600,000 \$1,000,000 |
| 60-9508-19 MC# 19-79 10/19/2020 | Areawide Safety and Spot Improvements | PP PE CO | \$2,850,000 \$2,000,000 \$10,000,000 |

ANALYSIS

I-695: Bridge Replacement on Putty Hill Avenue (BRTB 63-2002-13 MC #19-79, 10/19/2020) – The current cost of the I-695: Bridge Replacement on Putty Hill Avenue project has been increased by \$1.1 million. This increase in the construction cost is needed to reimburse BGE and Verizon for the relocation of their utilities. Utility relocation work is underway and is being done in stages, with BGE electric being moved temporarily until construction of the bridge is complete. The total cost of this project is \$16.7 million. Most of the design and right-of-way funding for this TIP project was included in the Areawide Bridge Replacement and Rehabilitation project (TIP #60-9310-13). Per the October 29, 2014 memorandum of understanding executed by MDOT and the Federal Highway Administration, this action is eligible to be processed as an administrative modification as BRTB 60-2002-13 is a \$10 million-plus project and this action constitutes an increase in total funding no greater than 20 percent of existing total project cost. This project will replace a poor rated bridge built in 1961.

Areawide Resurfacing and Rehabilitation (BRTB 60-9501-11 MC #19-79, 10/19/2020) – This requested action reflects the addition of \$2,000,000 to project planning funding and \$500,000 to preliminary engineering funding for the Areawide Resurfacing and Rehabilitation project in the FY 2021-2024 BRTB TIP. This modification, which adds new funds in FY 2021 and 2022, ensures the FY 2021-2024 BRTB TIP reflects MDOT SHA's updated programmed project expenditures and projects scheduled in FY 2021 and 2022. The total cost of this project will increase from \$402.7M to \$405.2M.

Areawide Congestion Management (BRTB 60-9504-04 MC #19-79, 10/19/2020) – This requested action reflects the addition of \$600,000 to design funding and \$1,000,000 to construction funding for the Areawide Congestion Management project in the FY 2021-2024 BRTB TIP. This modification, which adds new funds in FY 2021 and 2022, ensures the FY 2021-2024 BRTB TIP reflects MDOT SHA's updated programmed project expenditures and projects scheduled in FY 2021 and 2022. The total cost of this project will increase from \$83.2M to \$84.8M.

Areawide Safety and Spot Improvements (BRTB 60-9508-19 MC #19-79, 10/19/2020) – This requested action reflects the addition of \$2,850,000 to project planning funding, \$2,000,000 to design funding, and \$10,000,000 to construction funding for the Areawide Congestion Management project in the FY 2021-2024 BRTB TIP. This modification, which adds new funds in FY 2021-2024, ensures the FY 2021-2024 BRTB TIP reflects MDOT SHA's updated programmed project expenditures and projects scheduled in FY 2021-2024. The total cost of this project will increase from \$188.8M to \$203.7M.

The attached Statewide TIP (STIP) reports document MDOT's requested modifications with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The modified funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the draft FY 2021-2026 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2019-2022 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP.html).

Ms. Heather Murphy
Page Three

Please modify the FY 2021-2024 BRTB TIP and FY 2019-2022 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Ms. Lisa Sirota, MDOT SHA Regional Planner, at 410-545-5550 or via email at lsirota@mdot.maryland.gov or Mr. Stephen Miller, MDOT SHA Regional Planner, at 410-545-5673 or via email at smiller2@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 BRTB TIP project 63-2002-13 report
- FY 2021-2024 BRTB TIP project 60-9501-11 report
- FY 2021-2024 BRTB TIP project 60-9504-04 report
- FY 2021-2024 BRTB TIP project 60-9508-19 report
- FY 2019-2022 Maryland STIP project BRTB 63-2002-13 MC #19-79 10/19/2020 report
- FY 2019-2022 Maryland STIP project BRTB 60-9501-11 MC #19-79 10/19/2020 report
- FY 2019-2022 Maryland STIP project BRTB 60-9504-04 MC #19-79 10/19/2020 report
- FY 2019-2022 Maryland STIP project BRTB 60-9508-19 MC #19-79 10/19/2020 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Ms. Danelle Bernard, Engineering Division Chief, Office of Structures (OOS), MDOT SHA
Mr. Brian Fender, Assistant District Utility Engineer, District 4, MDOT SHA
Ms. Corren Johnson, District Engineer, District 5, MDOT SHA
Mr. Stephen P. Miller, Regional Planner, RIPD, MDOT SHA
Dana Morse, P.E. Engineering Division Team Leader, OOS, MDOT SHA
Mr. Peter Regan, Assistant Regional Planner, RIPD, MDOT SHA
Ms. Lisa Sirota, Regional Planner, RIPD, MDOT SHA
Teri Soos, P.E., District Engineer, District 7, MDOT SHA
Wendy Wolcott, P.E., District Engineer, District 4, MDOT SHA