

State Safety Oversight

TIP ID	90-1401-39	Year of Operation	Ongoing
Agency	Office of the Secretary	Project Type	Other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-10	Est. Total Cost	\$2,400,000

Description:

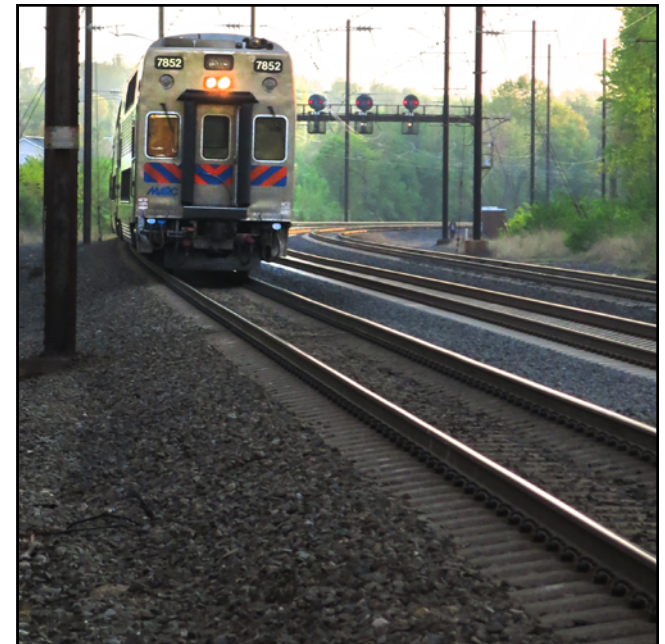
The Maryland Department of Transportation (MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA's Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

Justification:

To make transit safer through policy development, hazard investigation, data collection, risk analysis, effective oversight programs and information sharing.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 1.D Improve System Safety -- Improve emergency response time.



**State Safety Oversight**

(Funding in Thousands)

Section 5329 (State Safety Oversight)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400
Total	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400

Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

TIP ID	90-1901-99	Year of Operation	NA
Agency	Office of the Secretary	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TSO-8	Est. Total Cost	\$14,326,000

Description:

Baltimore-Washington Rapid Rail (BWRR), a private company based in Maryland, is proposing to construct an SCMAGLEV train system between Baltimore, Maryland and Washington, DC with an intermediate stop at BWI Marshal Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system.

This phase of the project is being funded by a grant from the Federal Railroad Administration with matching funds provided by BWRR. This project is represented in both the Baltimore Regional Transportation Board (BRTB) (50%) and National Capital Region Transportation Planning Board (TPB) (50%) TIPs.

Justification:

Over the next 30 years, population in the Baltimore-Washington region is expected to grow by 30 percent, significantly increasing demand on roadways and railways between the two cities. The purpose of BWRR's proposed action is to increase capacity, reduce travel time, and improve both reliability and mobility options between Baltimore and Washington, with possible future extensions to New York City.

Connection to Long-Range Transportation Planning Goals:

4.C Increase Mobility -- Expand transit service coverage / hours of operation.

5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.

7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



**Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project**

(Funding in Thousands)

Federal Railroad Administration

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$6,400	\$1,600	\$5,061	\$1,265	\$0	\$0	\$0	\$0	\$14,326
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$6,400	\$1,600	\$5,061	\$1,265	\$0	\$0	\$0	\$0	\$14,326
Total	\$6,400	\$1,600	\$5,061	\$1,265	\$0	\$0	\$0	\$0	\$14,326

Port of Baltimore Enhancements

TIP ID	92-1401-83	Year of Operation	2018
Agency	Office of the Secretary	Project Type	Facility expansion
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	MPA-9	Est. Total Cost	\$42,857,000

Description:

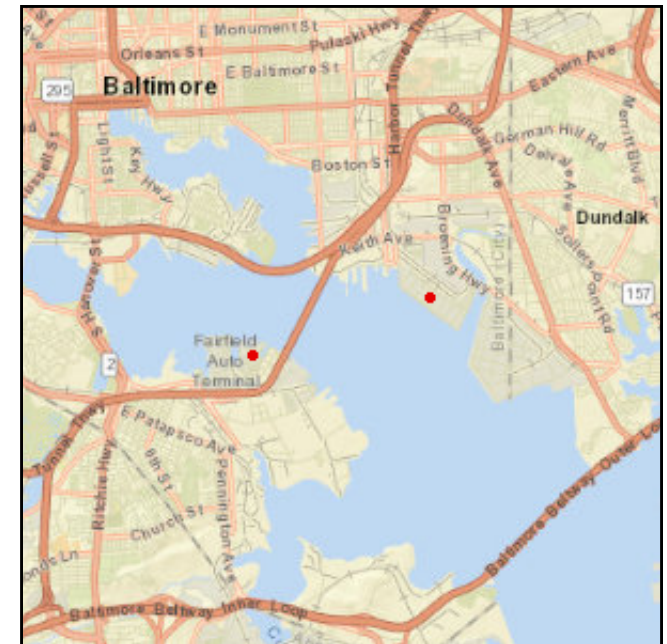
MPA's TIGER project has three portions: provide rail access to Fairfield Marine Terminal; widening and straightening the navigation channel to Seagirt Marine Terminal; and filling the Fairfield Basin to develop seven acres of new land for cargo storage.

Justification:

The current access channel to Seagirt is deep enough; however, it has several turns and is too narrow for the next generation of container ships that are able to transit the Panama Canal. The suitable material dredged from this widening will be used as fill in the WWII-era shipbuilding basin to create new land needed for cargo storage (and cost avoidance to replace dilapidated bulkheads). Rail access to Fairfield will allow more efficient cargo movement.

Connection to Long-Range Transportation Planning Goals:

- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.
- 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.



**Port of Baltimore Enhancements**

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,926	\$2,074	\$1,074	\$3,026	\$0	\$0	\$0	\$0	\$8,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,926	\$2,074	\$1,074	\$3,026	\$0	\$0	\$0	\$0	\$8,100
Total	\$1,926	\$2,074	\$1,074	\$3,026	\$0	\$0	\$0	\$0	\$8,100

Areawide Transportation Alternatives Projects

TIP ID	60-9903-29	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Other
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	N/A	Est. Total Cost	\$31,000,000

Description:

This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of our transportation infrastructure. These projects may include but are not limited to pedestrian/bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program also includes Safe Routes to School projects.

Justification:

Transportation enhancements are projects which add community and environmental value to the transportation system.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.



**Areawide Transportation Alternatives Projects**

(Funding in Thousands)

Transportation Alternatives (Transportation Enhancement, Safe Routes to School)

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$7,200	\$1,800	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$27,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$8,000	\$2,000	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$31,000
Total	\$8,000	\$2,000	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$31,000

Areawide Environmental Projects

TIP ID	60-9506-38	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Environmental other
Project Category	Environmental/Safety	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$139,600,000

Description:

This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements, which may include but are not limited to, projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities. This program also includes National Recreational Trails projects.

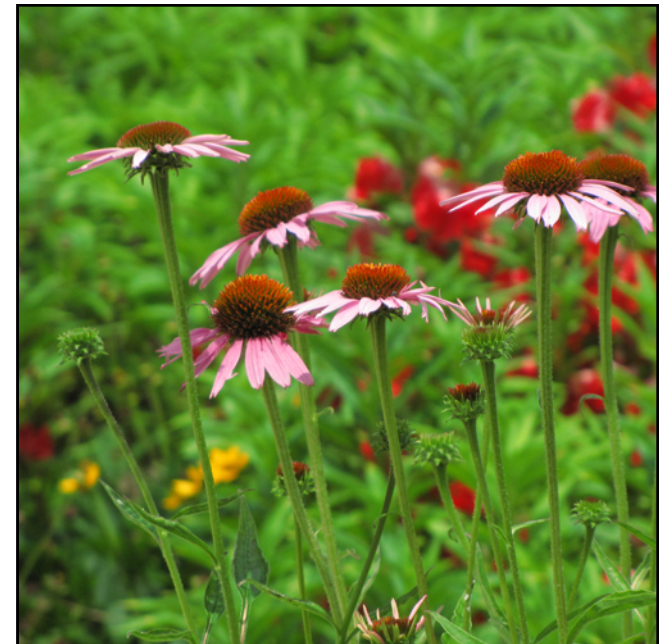
Justification:

Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.



**Areawide Environmental Projects**

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$960	\$240	\$960	\$240	\$960	\$240	\$960	\$240	\$4,800

**Areawide Environmental Projects**

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$3,200	\$800	\$3,200	\$800	\$3,200	\$800	\$3,200	\$800	\$16,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$18,000

Recreational Trails Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400

**Areawide Environmental Projects**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$28,000	\$7,000	\$28,000	\$7,000	\$16,000	\$4,000	\$16,000	\$4,000	\$110,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
Subtotal	\$28,880	\$7,220	\$28,880	\$7,220	\$16,880	\$4,220	\$16,880	\$4,220	\$114,400
Total	\$33,920	\$8,480	\$33,920	\$8,480	\$21,920	\$5,480	\$21,920	\$5,480	\$139,600

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	\$76,000,000

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.

Connection to Long-Range Transportation Planning Goals:

4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP).

5.C Conserve and Enhance the Environment -- Provide incentives for zero-emission vehicles.



**Areawide Congestion Management**

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$880	\$220	\$880	\$220	\$880	\$220	\$880	\$220	\$4,400

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,200	\$300	\$1,200	\$300	\$1,040	\$260	\$1,040	\$260	\$5,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
PP	\$800	\$200	\$640	\$160	\$640	\$160	\$640	\$160	\$3,400
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$2,120	\$530	\$1,960	\$490	\$1,800	\$450	\$1,800	\$450	\$9,600

**Areawide Congestion Management**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$8,000	\$2,000	\$40,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$4,000	\$1,000	\$4,000	\$1,000	\$3,200	\$800	\$3,200	\$800	\$18,000
PP	\$800	\$200	\$800	\$200	\$640	\$160	\$640	\$160	\$3,600
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$12,880	\$3,220	\$12,880	\$3,220	\$11,920	\$2,980	\$11,920	\$2,980	\$62,000
Total	\$15,880	\$3,970	\$15,720	\$3,930	\$14,600	\$3,650	\$14,600	\$3,650	\$76,000

Areawide Bridge Replacement And Rehabilitation

TIP ID	60-9310-13	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	A-20	Est. Total Cost	\$125,400,000

Description:

This is an ongoing program to provide major upgrade and maintenance of structures on State highways. These are non-capacity improvements, which may include but are not limited to, structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.

Justification:

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

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





SHA - Regional

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$5,600	\$1,400	\$28,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$960	\$240	\$960	\$240	\$960	\$240	\$960	\$240	\$4,800
PP	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
ROW	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
Subtotal	\$7,200	\$1,800	\$7,200	\$1,800	\$7,200	\$1,800	\$7,200	\$1,800	\$36,000



SHA - Regional

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$9,600	\$2,400	\$9,600	\$2,400	\$9,600	\$2,400	\$9,600	\$2,400	\$48,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$8,000	\$2,000	\$7,200	\$1,800	\$6,400	\$1,600	\$6,400	\$1,600	\$35,000
PP	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
ROW	\$640	\$160	\$640	\$160	\$640	\$160	\$640	\$160	\$3,200
Subtotal	\$18,880	\$4,720	\$18,080	\$4,520	\$17,280	\$4,320	\$17,280	\$4,320	\$89,400
Total	\$26,080	\$6,520	\$25,280	\$6,320	\$24,480	\$6,120	\$24,480	\$6,120	\$125,400

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	\$386,000,000

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.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





SHA - Regional

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$6,000	\$1,500	\$6,000	\$1,500	\$6,000	\$1,500	\$6,000	\$1,500	\$30,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
Subtotal	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$32,000



SHA - Regional

2019 - 2022 Transportation Improvement ProgramHighway Preservation
National Highway System**Areawide Resurfacing And Rehabilitation**

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$41,920	\$10,480	\$41,920	\$10,480	\$40,000	\$10,000	\$40,000	\$10,000	\$204,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,040	\$260	\$1,040	\$260	\$1,040	\$260	\$1,040	\$260	\$5,200
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
Subtotal	\$43,760	\$10,940	\$43,760	\$10,940	\$41,840	\$10,460	\$41,840	\$10,460	\$214,000

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$28,000	\$7,000	\$28,000	\$7,000	\$24,000	\$6,000	\$24,000	\$6,000	\$130,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$1,200	\$300	\$6,000
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
Subtotal	\$30,000	\$7,500	\$30,000	\$7,500	\$26,000	\$6,500	\$26,000	\$6,500	\$140,000
Total	\$80,160	\$20,040	\$80,160	\$20,040	\$74,240	\$18,560	\$74,240	\$18,560	\$386,000

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	\$234,060,000

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.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 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.





SHA - Regional

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$2,400	\$600	\$12,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
PP	\$56	\$14	\$56	\$14	\$56	\$14	\$56	\$14	\$280
ROW	\$56	\$14	\$56	\$14	\$56	\$14	\$56	\$14	\$280
Subtotal	\$2,672	\$668	\$2,672	\$668	\$2,672	\$668	\$2,672	\$668	\$13,360



SHA - Regional

2019 - 2022 Transportation Improvement ProgramHighway Preservation
National Highway System**Areawide Safety And Spot Improvements**

(Funding in Thousands)

Highway Safety Improvement Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$6,400	\$1,600	\$32,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
Subtotal	\$7,520	\$1,880	\$7,520	\$1,880	\$7,520	\$1,880	\$7,520	\$1,880	\$37,600

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$20,000	\$5,000	\$16,000	\$4,000	\$16,000	\$4,000	\$16,000	\$4,000	\$85,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$480	\$120	\$480	\$120	\$480	\$120	\$2,400
PP	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
ROW	\$1,280	\$320	\$240	\$60	\$240	\$60	\$240	\$60	\$2,500
Subtotal	\$22,000	\$5,500	\$16,960	\$4,240	\$16,960	\$4,240	\$16,960	\$4,240	\$91,100



SHA - Regional

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Safety And Spot Improvements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$16,000	\$4,000	\$16,000	\$4,000	\$16,000	\$4,000	\$16,000	\$4,000	\$80,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$1,600	\$400	\$8,000
PP	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
ROW	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
Subtotal	\$18,400	\$4,600	\$18,400	\$4,600	\$18,400	\$4,600	\$18,400	\$4,600	\$92,000
Total	\$50,592	\$12,648	\$45,552	\$11,388	\$45,552	\$11,388	\$45,552	\$11,388	\$234,060

Areawide Urban Reconstruction

TIP ID	60-9511-19	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	\$24,200,000

Description:

This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscape, signs, and markings and lighting improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing delay, queuing and congestion. This will also enhance the surrounding environment and community.

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.





SHA - Regional

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Urban Reconstruction

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$24	\$6	\$24	\$6	\$24	\$6	\$24	\$6	\$120
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$8	\$2	\$8	\$2	\$8	\$2	\$8	\$2	\$40
PP	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
ROW	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
Subtotal	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200



SHA - Regional

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

Areawide Urban Reconstruction

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 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
PE	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
PP	\$160	\$40	\$160	\$40	\$160	\$40	\$160	\$40	\$800
ROW	\$320	\$80	\$320	\$80	\$320	\$80	\$320	\$80	\$1,600
Subtotal	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$4,800	\$1,200	\$24,000
Total	\$4,840	\$1,210	\$4,840	\$1,210	\$4,840	\$1,210	\$4,840	\$1,210	\$24,200

Morgan State University Transportation Research Program

TIP ID	60-0702-99	Year of Operation	Ongoing
Agency	SHA - Regional	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$135,000

Description:

Transportation research, education and technology transfer activities involving university faculty, staff and students.

Justification:

The project will support research and solutions to real world transportation issues and meet the state and federal transportation objectives.

Connection to Long-Range Transportation Planning Goals:

**Morgan State University Transportation Research Program**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$45	\$0	\$45	\$0	\$45	\$0	\$0	\$0	\$135
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$45	\$0	\$45	\$0	\$45	\$0	\$0	\$0	\$135
Total	\$45	\$0	\$45	\$0	\$45	\$0	\$0	\$0	\$135

MD 175: MD 295 to MD 170

TIP ID	61-0605-41	Year of Operation	2025
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2/4 lanes to 6-lane divided, 5.2 miles
CIP or CTP ID(s)	AA4361	Est. Total Cost	\$138,926,000

Description:

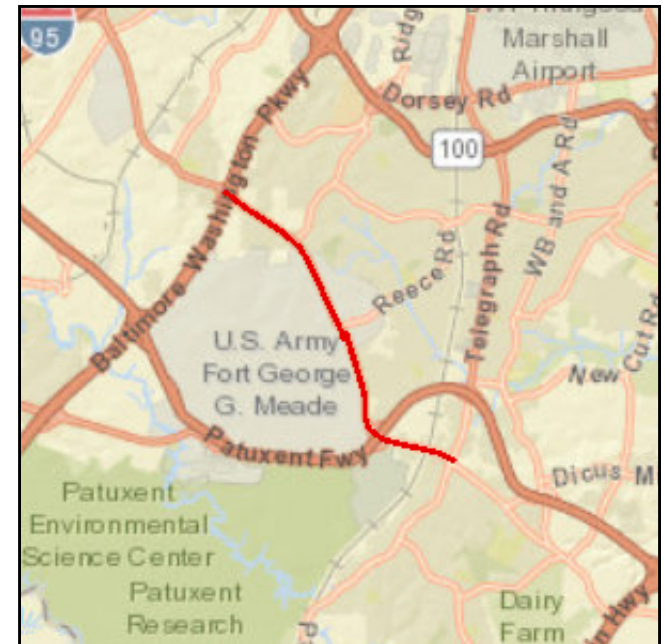
The purpose of this project is to improve access to Fort Meade. The section from MD 295 to MD 32 includes widening from 2 or 4 lanes to 6 lanes. The section from MD 32 to MD 170 includes interchange and intersection improvements. The entire corridor will see bicycle and pedestrian accommodations. Segment 1, MD 175/MD 295 interchange, from National Business Parkway to McCarron Court, has TIP ID# 61-1701-41. Segment 2, MD 175: Disney Road to Reece Road, has TIP ID# 61-1601-41. Engineering to widen the segment between Mapes Road and MD 32 is funded under this TIP ID. The estimated total cost includes projected funding that will be required to construct the remainder of the corridor improvements. No schedule or funding for remaining segments has been identified.

Justification:

This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA - Anne Arundel County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

MD 175: MD 295 to MD 170

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$144
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$144
Total	\$0	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$144

MD 198: MD 295 to MD 32

TIP ID	61-1403-41	Year of Operation	2030
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes, 2.7 Miles
CIP or CTP ID(s)	AA5101	Est. Total Cost	\$191,803,000

Description:

This project will address capacity needs on MD 198 from MD 295 to MD 32. Bicycle and pedestrian access will be provided where appropriate.

Phase I, MD 198/MD 295 partial interchange project is funded for preliminary engineering, flowed under this TIP ID. This phase will widen the roadway to add turning lanes. However, it does not add additional through lanes. The estimated total cost includes projected funding that will be required to construct the remainder of the corridor improvements. No schedule or funding for remaining segments has been identified.

Justification:

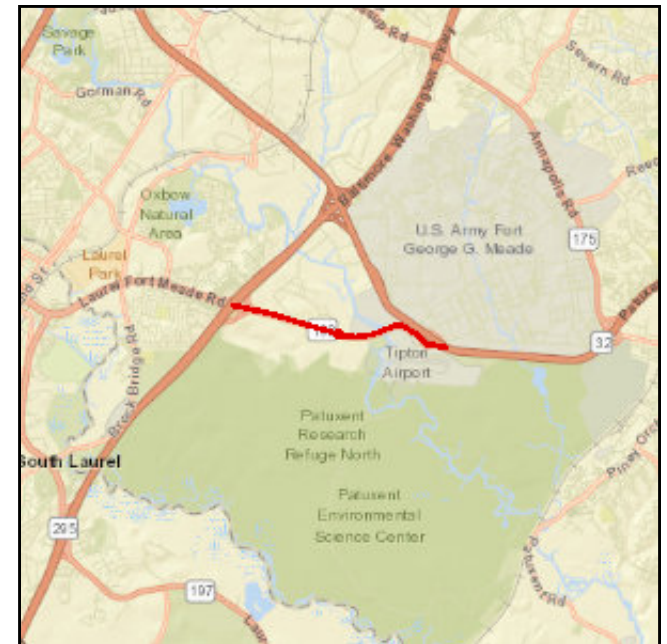
MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade has experienced substantial growth as a result of BRAC expansion.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

4. Increase Mobility

7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



**MD 198: MD 295 to MD 32**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$138
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$138
Total	\$0	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$138

US 50: MD 70 to MD 2

TIP ID	61-1404-41	Year of Operation	2019
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	6 to 7 lanes, 1.66 miles
CIP or CTP ID(s)	AA2211	Est. Total Cost	\$24,889,000

Description:

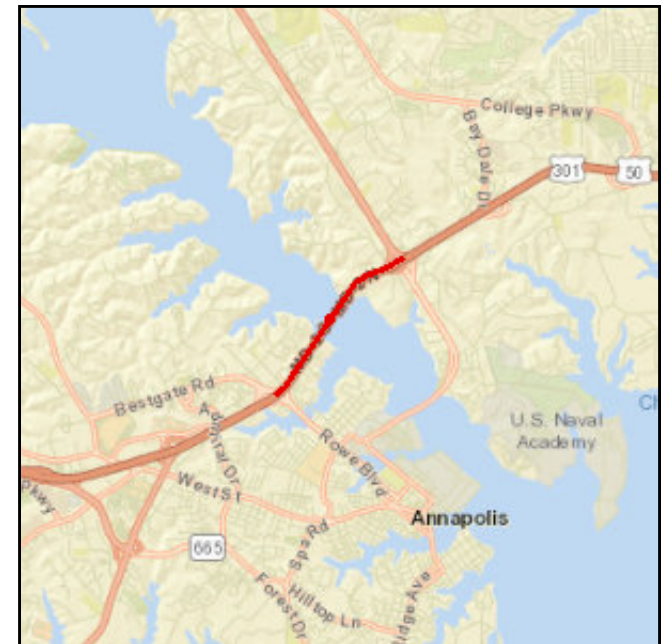
Project to ease congestion on US 50 from MD 70 to MD 2 (northbound), by restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate one additional eastbound travel lane for the length of the project.

Justification:

The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility





SHA - Anne Arundel County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

US 50: MD 70 to MD 2

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$5,967	\$0	\$0	\$0	\$0	\$0	\$0	\$5,967
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$62
Subtotal	\$0	\$6,029	\$0	\$0	\$0	\$0	\$0	\$0	\$6,029
Total	\$0	\$6,029	\$0	\$0	\$0	\$0	\$0	\$0	\$6,029

MD 175: Disney Road to Reece Road

TIP ID	61-1601-41	Year of Operation	2019
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 6 lanes, 1.13 miles
CIP or CTP ID(s)	AA4364	Est. Total Cost	\$19,280,000

Description:

This project is Phase 2 of the MD 175: MD 295 to MD 170 corridor project, TIP ID #61-0605-41. It will widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway. Bicycle and pedestrian facilities will be provided.

Phase 1, widening MD 175 through the MD 295 interchange from National Business Parkway to McCarron Court, has TIP ID# 61-1701-41.

Justification:

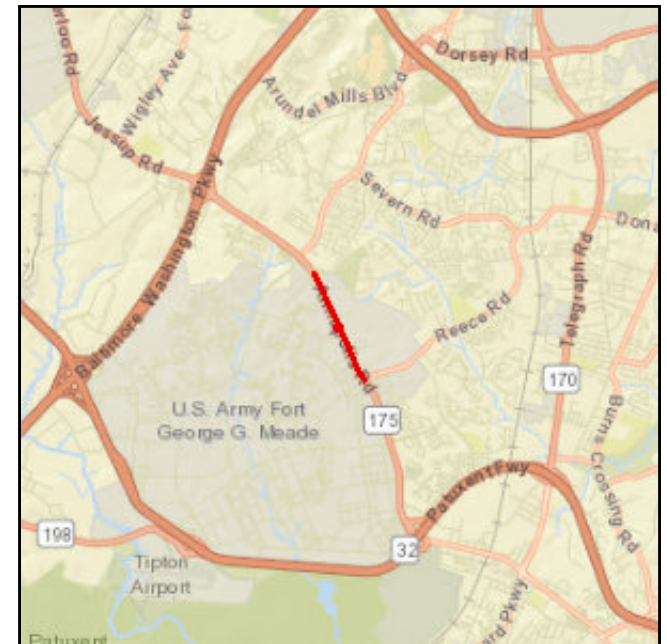
This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

Connection to Long-Range Transportation Planning Goals:

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

4. Increase Mobility

7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA - Anne Arundel County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

MD 175: Disney Road to Reece Road

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$161	\$730	\$4,058	\$748	\$0	\$0	\$0	\$0	\$5,697
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$161	\$730	\$4,058	\$748	\$0	\$0	\$0	\$0	\$5,697



SHA - Anne Arundel County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

MD 175: Disney Road to Reece Road

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$3,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,865
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,865
Total	\$4,026	\$730	\$4,058	\$748	\$0	\$0	\$0	\$0	\$9,562

MD 175: National Business Parkway to McCarron Court

TIP ID	61-1701-41	Year of Operation	2021
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 6 lanes, 1.1 miles
CIP or CTP ID(s)	AA4363	Est. Total Cost	\$87,212,000

Description:

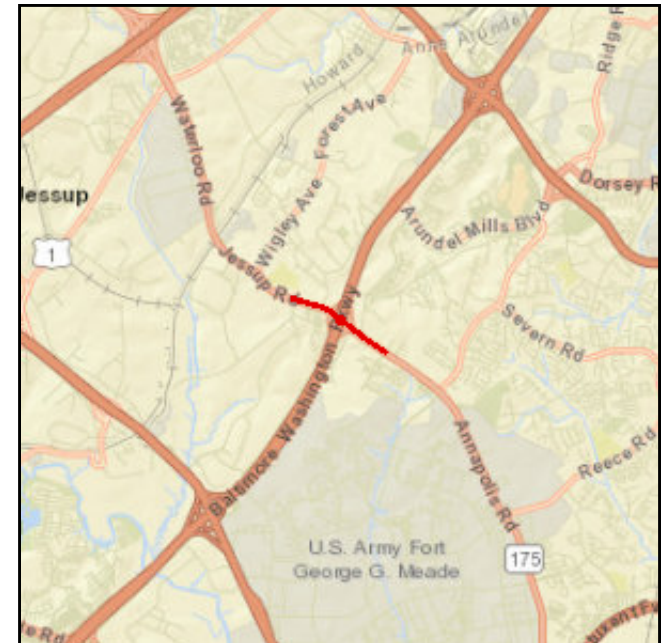
This project will widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes, including through the MD 295 interchange. It also reconfigures ramps in the northeast and southwest quadrants of the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian facilities will be provided. This project is Phase 1 of the improvements identified in the MD 175: MD 295 to MD 170 corridor project, which has TIP ID # 61-0605-41. Phase 2, widening MD 175 from Disney Road to Reece Road, has TIP ID# 61-1601-41.

Justification:

This project will improve safety and operation along MD 175 and ease growing congestion related to the BRAC expansion at Fort Meade.

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



**MD 175: National Business Parkway to McCarron Court**

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$4,329	\$1,221	\$9,766	\$2,755	\$12,126	\$3,420	\$12,551	\$3,540	\$49,708
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$4,329	\$1,221	\$9,766	\$2,755	\$12,126	\$3,420	\$12,551	\$3,540	\$49,708

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$1,710	\$0	\$582	\$0	\$388	\$0	\$0	\$2,680
Subtotal	\$0	\$1,710	\$0	\$582	\$0	\$388	\$0	\$0	\$2,680
Total	\$4,329	\$2,931	\$9,766	\$3,337	\$12,126	\$3,808	\$12,551	\$3,540	\$52,388

I-695 at Cromwell Bridge Road - Drainage Improvement

TIP ID	63-1801-38	Year of Operation	2020
Agency	SHA - Baltimore County	Project Type	Environmental other
Project Category	Environmental/Safety	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	BA7121	Est. Total Cost	\$13,397,000

Description:

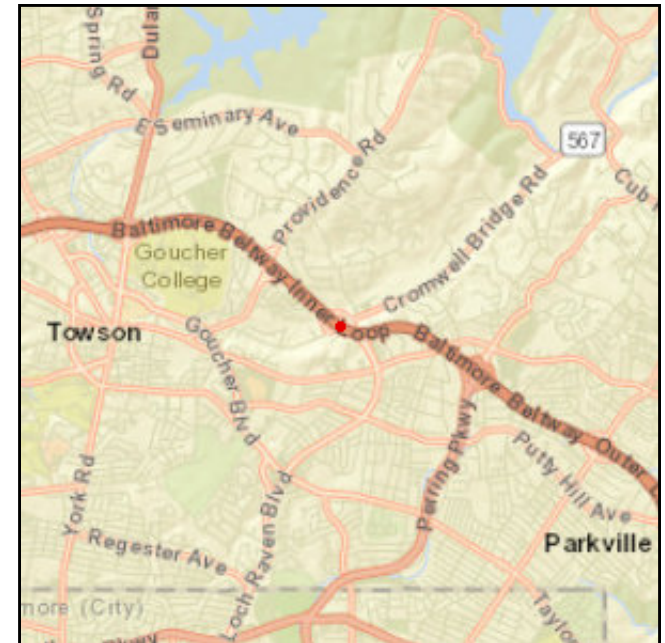
This project involves the following improvements: restoration of the stream channel and repair of SHA drainage outfalls and outfall channels, construction of stormwater management facilities to provide water quality treatment, and relocation of the Baltimore County sewer line.

Justification:

The stream channel is degraded, is causing erosion, and needs repair. Water from SHA impervious surfaces is currently untreated. These improvements provide mitigation for I-695 from US 40 to MD 144 (SWOL II - BA7275172) and for future MDOT SHA projects.

Connection to Long-Range Transportation Planning Goals:

- 5.B Conserve and Enhance the Environment -- Reduce surface runoff.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





SHA - Baltimore County

2019 - 2022 Transportation Improvement ProgramEnvironmental/Safety
National Highway System**I-695 at Cromwell Bridge Road - Drainage Improvement**

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$6,599	\$1,861	\$317	\$90	\$0	\$0	\$0	\$0	\$8,867
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76	\$76
Subtotal	\$6,599	\$1,861	\$317	\$90	\$0	\$0	\$0	\$76	\$8,943

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$151	\$0	\$151	\$0	\$151	\$0	\$0	\$453
Subtotal	\$0	\$151	\$0	\$151	\$0	\$151	\$0	\$0	\$453
Total	\$6,599	\$2,012	\$317	\$241	\$0	\$151	\$0	\$76	\$9,396

MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2

TIP ID	63-0802-41	Year of Operation	2025
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	0.4 miles, 2 to 3 lanes
CIP or CTP ID(s)	BA7291	Est. Total Cost	\$21,426,000

Description:

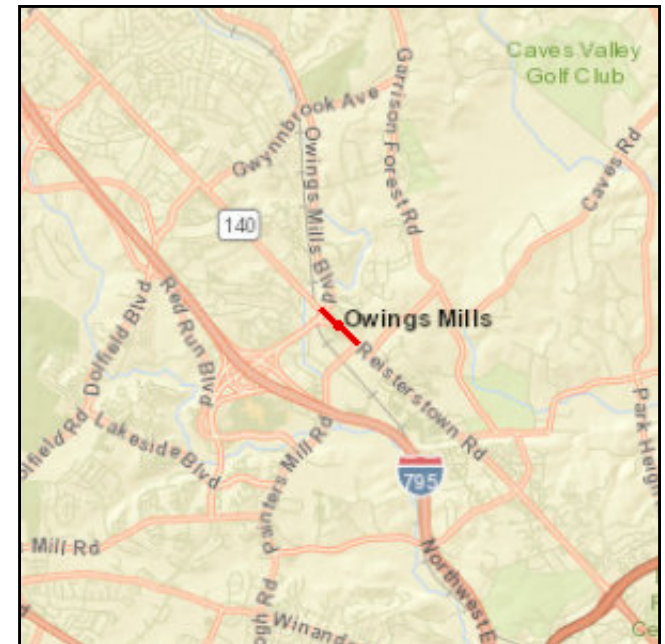
Capacity and safety improvements to MD 140 from north of Painters Mill Road to Owings Mills Boulevard including; an additional through lane on southbound MD 140, addition of left and right turn lanes, and added width for bicycle compatability. This results in two through lanes on northbound MD 140 and three through lanes on southbound MD 140. Estimated Total Cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been determined. This is phase 2 of MD 140 corridor improvements. Phase I - MD 140: Garrison View Road to Painters Mill Road, including the intersection, has TIP ID #63-1203-41.

Justification:

This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 business corridor.

Connection to Long-Range Transportation Planning Goals:

- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility



**MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$250	\$0	\$390	\$0	\$0	\$0	\$0	\$640
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$250	\$0	\$390	\$0	\$0	\$0	\$0	\$640
Total	\$0	\$250	\$0	\$390	\$0	\$0	\$0	\$0	\$640

I-795: Dolfield Boulevard Interchange

TIP ID	63-0803-46	Year of Operation	2026
Agency	SHA - Baltimore County	Project Type	New interchange
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	Full Interchange, 4 to 6 lanes
CIP or CTP ID(s)	BA4511	Est. Total Cost	\$123,959,000

Description:

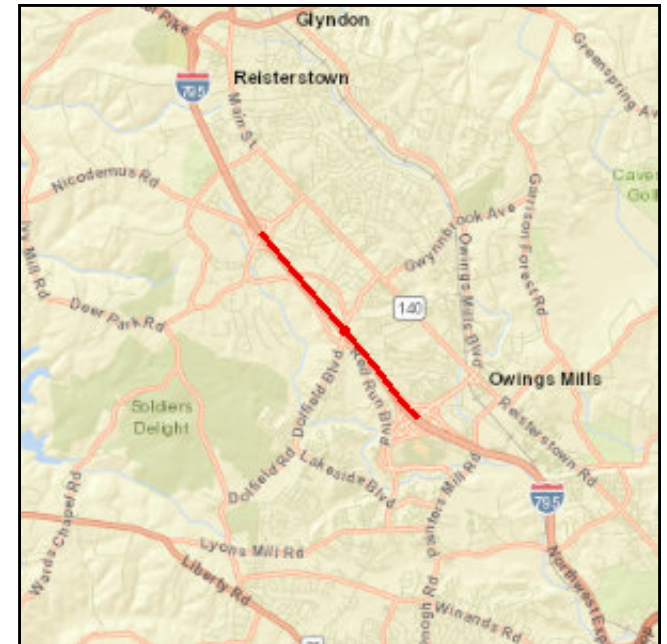
This study has identified a preferred alternative that constructs a new interchange at the existing Pleasant Hill Road overpass. The project also includes widening I-795 from 4 to 6 lanes between Owings Mills and Franklin Boulevards. Funding will take preliminary engineering to the 30% stage, when phasing options will be evaluated. Estimated Total Cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been determined.

Justification:

This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

Connection to Long-Range Transportation Planning Goals:

4. Increase Mobility





SHA - Baltimore County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

I-795: Dolfield Boulevard Interchange

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$675	\$75	\$990	\$110	\$1,391	\$154	\$0	\$0	\$3,395
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$675	\$75	\$990	\$110	\$1,391	\$154	\$0	\$0	\$3,395
Total	\$675	\$75	\$990	\$110	\$1,391	\$154	\$0	\$0	\$3,395

MD 140: Garrison View Road to Painters Mill Road - Phase 1

TIP ID	63-1203-41	Year of Operation	2019
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	0.2 Miles, 2 to 3 lanes
CIP or CTP ID(s)	BA7292	Est. Total Cost	\$18,109,000

Description:

Improvements include widening northbound MD 140 to provide a third through lane (lane is 16'-wide bicycle-compatible) and 5' raised median, constructing 5' ADA-compliant sidewalks, resurfacing roadway, landscaping, and utility relocations. Southbound improvements to be provided by a developer.

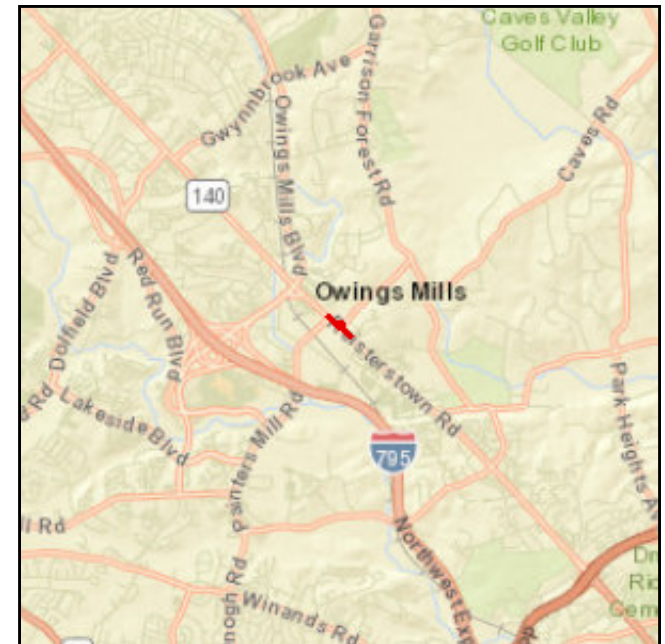
This is phase 1 of MD 140 construction. Phase 2 is the MD 140: North of Painters Mill Road to Owings Mills Boulevard project (TIP ID #63-0802-41).

Justification:

This project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the proposed development in the area, including the Transit-oriented Development at the Owings Mills Metro Station and Foundry Row.

Connection to Long-Range Transportation Planning Goals:

- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility





SHA - Baltimore County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

MD 140: Garrison View Road to Painters Mill Road - Phase 1

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$2,495	\$0	\$0	\$0	\$0	\$0	\$0	\$2,495
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$447	\$0	\$147	\$0	\$37	\$0	\$0	\$631
Subtotal	\$0	\$2,942	\$0	\$147	\$0	\$37	\$0	\$0	\$3,126
Total	\$0	\$2,942	\$0	\$147	\$0	\$37	\$0	\$0	\$3,126

I-695: US 40 to MD 144

TIP ID	63-1601-41	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	3 to 4 lanes, 1.2 miles
CIP or CTP ID(s)	BA7271	Est. Total Cost	\$105,407,000

Description:

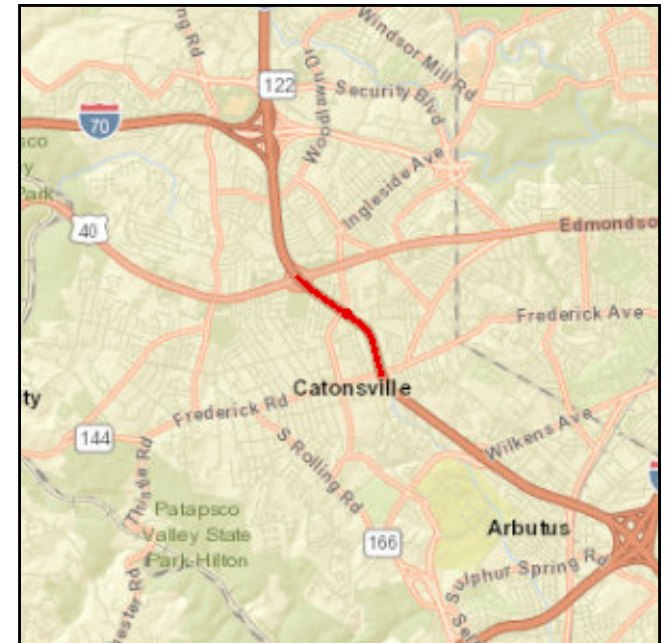
This project will widen I-695 outer loop from US 40 to MD 144 from three to four through lanes. This project will also accommodate the final configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook to US 40 as part of this project. This project is a breakout of the I-695: I-95 to MD 122 (Southwest Beltway) project which has TIP ID #63-0602-41 and is currently on hold.

Justification:

This project will provide additional capacity and improve safety and operations on this segment of I-695.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
4. Increase Mobility





SHA - Baltimore County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

I-695: US 40 to MD 144

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$2,191	\$414	\$2,191	\$414	\$0	\$0	\$0	\$0	\$5,210
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,191	\$414	\$2,191	\$414	\$0	\$0	\$0	\$0	\$5,210



SHA - Baltimore County

2019 - 2022 Transportation Improvement ProgramHighway Capacity
National Highway System**I-695: US 40 to MD 144**

(Funding in Thousands)

National Highway System

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$12,727	\$1,740	\$9,185	\$10,080	\$0	\$0	\$0	\$0	\$33,732
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$47	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47
Subtotal	\$12,774	\$1,740	\$9,185	\$10,080	\$0	\$0	\$0	\$0	\$33,779

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$288	\$0	\$0	\$0	\$6,502	\$0	\$0	\$6,790
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$760	\$0	\$0	\$0	\$0	\$0	\$0	\$760
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$272	\$0	\$254	\$0	\$0	\$0	\$0	\$526
Subtotal	\$0	\$1,320	\$0	\$254	\$0	\$6,502	\$0	\$0	\$8,076
Total	\$14,965	\$3,474	\$11,376	\$10,748	\$0	\$6,502	\$0	\$0	\$47,065

I-695: Bridge Replacements at Benson Ave and US 1

TIP ID	63-1602-43	Year of Operation	2018
Agency	SHA - Baltimore County	Project Type	Bridge widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	NA
CIP or CTP ID(s)	BA3661	Est. Total Cost	\$51,333,000

Description:

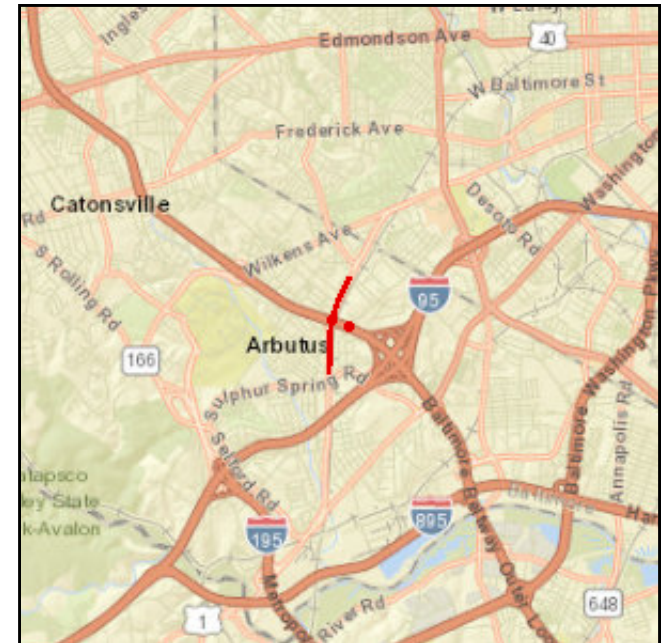
Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave; Bridge 0311405 on I-695 Inner Loop over Leeds Avenue, US 1, AMTRAK and Herbert Run. The project also includes the realignment of the I-695 northbound on-ramp from Leeds Ave. to US 1. Both bridges will be widened to accommodate the future widening of I-695 to improve safety. No additional lanes are being added at this time. US 1 will be narrowed to one lane in each direction extending approximately 2,400 feet north and south of I-695. This project is a breakout of the larger corridor project, I-695: I-95 to MD 122 (Southwest Beltway), which has TIP ID #63-0602-41 and is currently on hold.

Justification:

The bridges on I-695 Inner Loop over Benson and Leeds/US 1/ AMTRAK/ Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695 and remove interstate traffic from residential areas.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility





SHA - Baltimore County

2019 - 2022 Transportation Improvement ProgramHighway Capacity
National Highway System**I-695: Bridge Replacements at Benson Ave and US 1**

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10
Subtotal	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$10

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$104
Subtotal	\$0	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$104
Total	\$0	\$114	\$0	\$0	\$0	\$0	\$0	\$0	\$114

I-695: Bridge Replacement on Crosby Road

TIP ID	63-1702-43	Year of Operation	2019
Agency	SHA - Baltimore County	Project Type	Bridge widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	BA0131	Est. Total Cost	\$8,241,000

Description:

The project will replace bridge no. 03125 along Crosby Road over I-695. The replacement bridge will accommodate future widening of I-695. No additional capacity is being provided at this time. 5 foot shoulders and 5 foot ADA compliant sidewalks are planned on both sides.

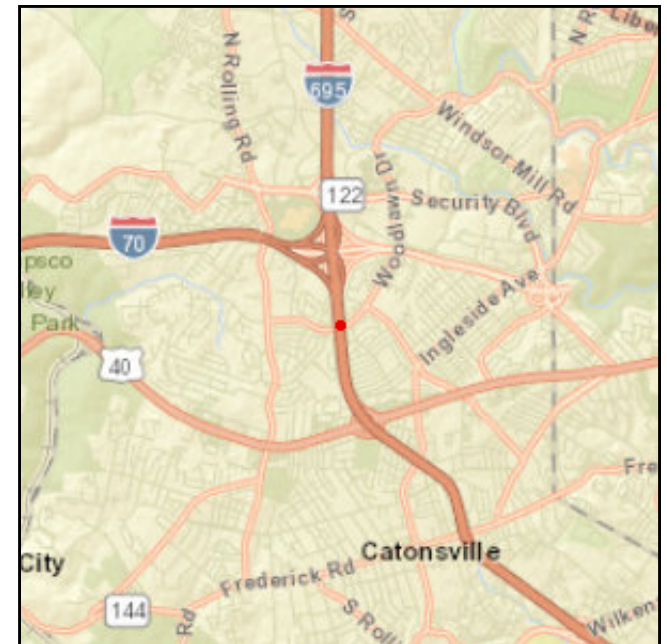
Justification:

The existing bridge, built in 1961, is nearing the end of its structural life. The bridge links communities on either side of the bridge.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

4. Increase Mobility





SHA - Baltimore County

2019 - 2022 Transportation Improvement ProgramHighway Capacity
National Highway System**I-695: Bridge Replacement on Crosby Road**

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$301	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$376
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$301	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$376

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,949	\$0	\$0	\$0	\$0	\$0	\$0	\$1,949
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$153	\$0	\$0	\$0	\$0	\$0	\$0	\$153
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$2	\$0	\$2	\$0	\$2	\$0	\$1	\$7
Subtotal	\$0	\$2,104	\$0	\$2	\$0	\$2	\$0	\$1	\$2,109
Total	\$301	\$2,179	\$0	\$2	\$0	\$2	\$0	\$1	\$2,485

I-695: I-70 to MD 43

TIP ID	63-1802-41	Year of Operation	2023
Agency	SHA - Baltimore County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	6 to 8 lanes, 19 miles
CIP or CTP ID(s)	BANEW2	Est. Total Cost	\$251,000,000

Description:

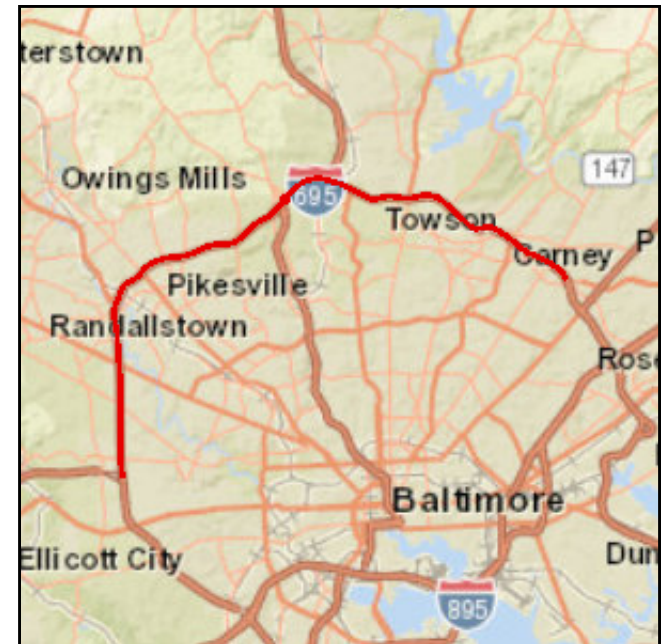
The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. This project includes reconfiguration of the I-695 and I-70 interchange and potential future adaptive ramp metering. Project completion is anticipated in 2023, beyond the timeframe covered by this TIP.

Justification:

This project will address capacity, safety, and operations concerns along I-695.

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.





SHA - Baltimore County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

I-695: I-70 to MD 43

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$17,160	\$4,840	\$60,060	\$16,940	\$67,860	\$19,140	\$186,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$10,140	\$2,860	\$3,900	\$1,100	\$0	\$0	\$0	\$0	\$18,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$10,140	\$2,860	\$21,060	\$5,940	\$60,060	\$16,940	\$67,860	\$19,140	\$204,000
Total	\$10,140	\$2,860	\$21,060	\$5,940	\$60,060	\$16,940	\$67,860	\$19,140	\$204,000

I-83: Bridge Replacement over Padonia Road

TIP ID	63-1701-13	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	3 to 3 Lanes
CIP or CTP ID(s)	BA0381	Est. Total Cost	\$26,448,000

Description:

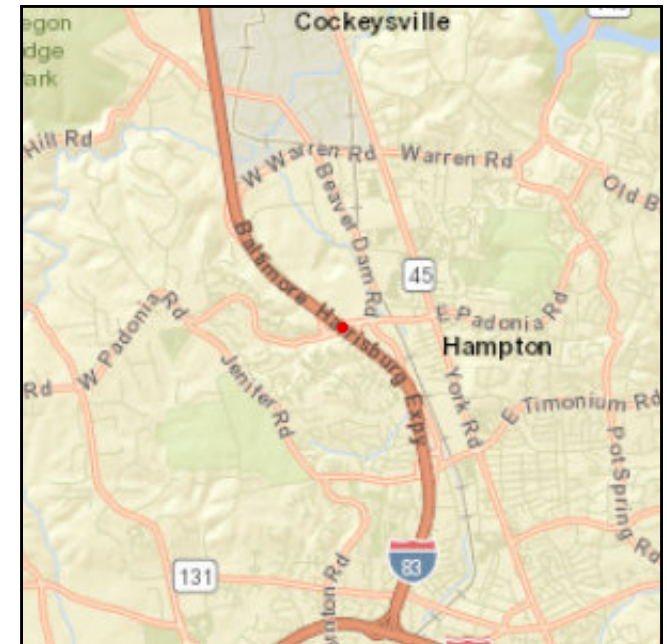
Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to reflect recent bid prices.

Justification:

The existing bridge, constructed in 1950, is functionally obsolete and structurally deficient. The bridge serves as a major link along the I-83 commuter and freight route from southern Pennsylvania to Baltimore County and City.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





SHA - Baltimore County

2019 - 2022 Transportation Improvement ProgramHighway Preservation
National Highway System**I-83: Bridge Replacement over Padonia Road**

(Funding in Thousands)

National Highway Freight Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$7,798	\$2,251	\$9,694	\$2,734	\$227	\$64	\$0	\$0	\$22,768
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$7,798	\$2,251	\$9,694	\$2,734	\$227	\$64	\$0	\$0	\$22,768
Total	\$9,398	\$2,651	\$9,694	\$2,734	\$227	\$64	\$0	\$0	\$24,768

MD 137: Bridge Replacement over I-83

TIP ID	63-1703-13	Year of Operation	2018
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	BA0801	Est. Total Cost	\$8,607,000

Description:

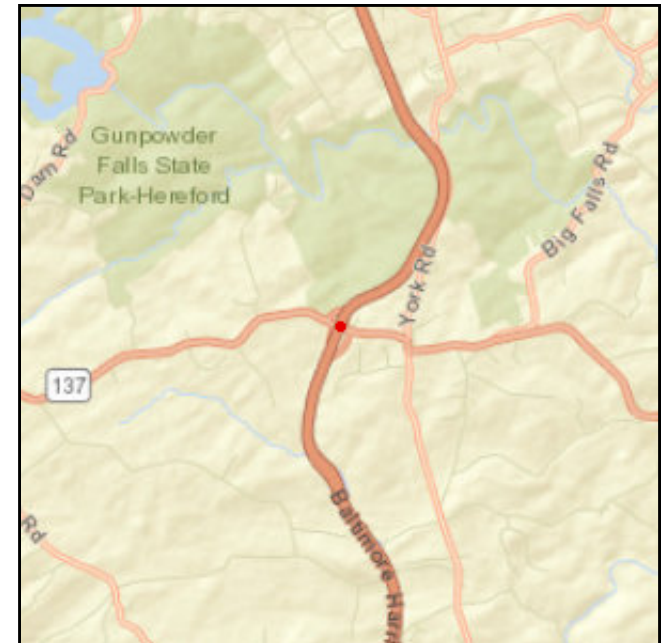
The project replaces bridge no. 03050 along MD 137 (Mount Carmel Road) over I-83. A 5 foot shoulder is planned on both sides of the roadway. Construction and right-of-way acquisition are State funded.

Justification:

The existing bridge was built in 1955 and is structurally deficient. The bridge links communities on either side of I-83.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



**MD 137: Bridge Replacement over I-83**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,753	\$0	\$0	\$0	\$0	\$0	\$0	\$1,753
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$39	\$0	\$39	\$0	\$16	\$0	\$0	\$94
Subtotal	\$0	\$1,792	\$0	\$39	\$0	\$16	\$0	\$0	\$1,847
Total	\$0	\$1,792	\$0	\$39	\$0	\$16	\$0	\$0	\$1,847

US 1: Bridge Replacement over CSX

TIP ID	63-1704-13	Year of Operation	2019
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 Lanes
CIP or CTP ID(s)	BA5341	Est. Total Cost	\$29,782,000

Description:

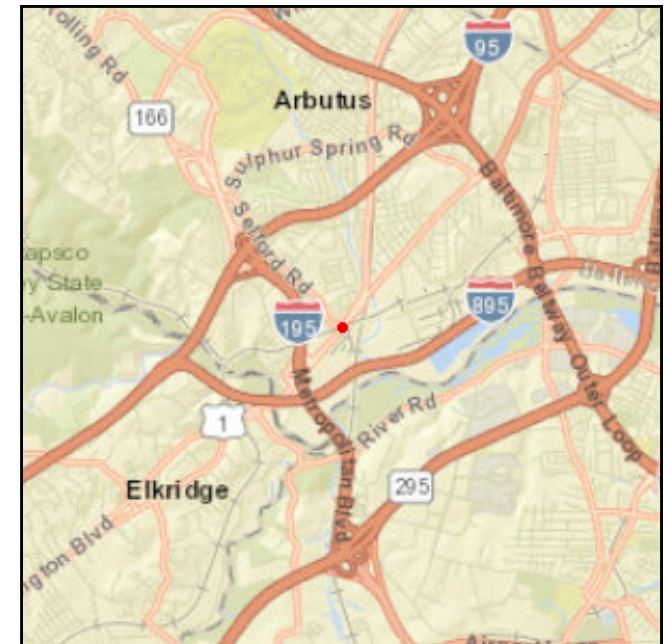
The project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8 foot shoulder is planned on both sides of the roadway.

Justification:

The existing bridge, built in 1930, is structurally deficient.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



**US 1: Bridge Replacement over CSX**

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$11,200	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$521	\$131	\$521	\$131	\$393	\$99	\$0	\$238	\$2,034
Subtotal	\$11,721	\$2,931	\$521	\$131	\$393	\$99	\$0	\$238	\$16,034
Total	\$11,721	\$2,931	\$521	\$131	\$393	\$99	\$0	\$238	\$16,034

US 40: Bridge Replacements over Little & Big Gunpowder Falls

TIP ID	63-1706-13	Year of Operation	2020
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	BA6091	Est. Total Cost	\$25,790,000

Description:

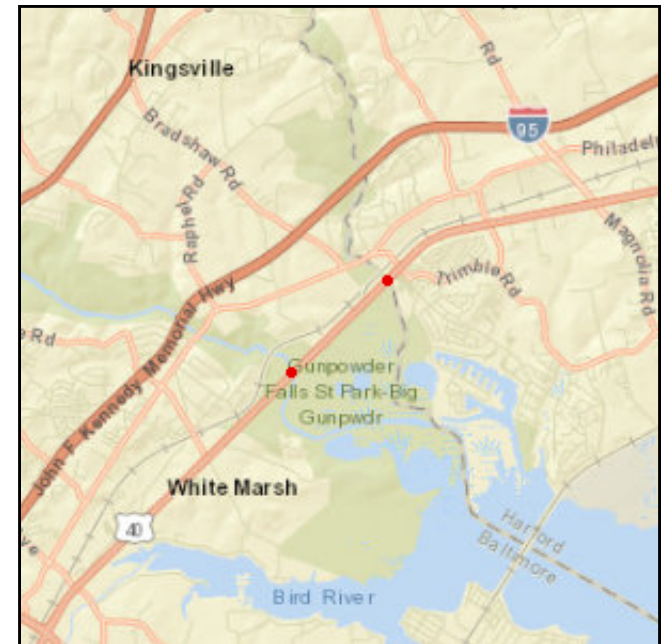
This project will replace and widen the superstructure on bridges #0303403 and #0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridges #0303503 and #0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12 foot lanes on each bridge, as well as 4 foot inside shoulders and 10 foot outside shoulders to match the approach roadways.

Justification:

The existing bridges, built in 1935, are structurally deficient.

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).





SHA - Baltimore County

2019 - 2022 Transportation Improvement Program

Highway Preservation
National Highway System

US 40: Bridge Replacements over Little & Big Gunpowder Falls

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$8,716	\$2,458	\$8,717	\$2,458	\$0	\$0	\$0	\$0	\$22,349
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$172	\$0	\$172	\$0	\$158	\$0	\$0	\$502
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$7	\$0	\$7	\$0	\$7	\$0	\$0	\$21
Subtotal	\$8,716	\$2,637	\$8,717	\$2,637	\$0	\$165	\$0	\$0	\$22,872
Total	\$8,716	\$2,637	\$8,717	\$2,637	\$0	\$165	\$0	\$0	\$22,872

MD 45: Padonia Rd to Wight Ave

TIP ID	63-1707-11	Year of Operation	2019
Agency	SHA - Baltimore County	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2.55 miles
CIP or CTP ID(s)	BA5381	Est. Total Cost	\$17,369,000

Description:

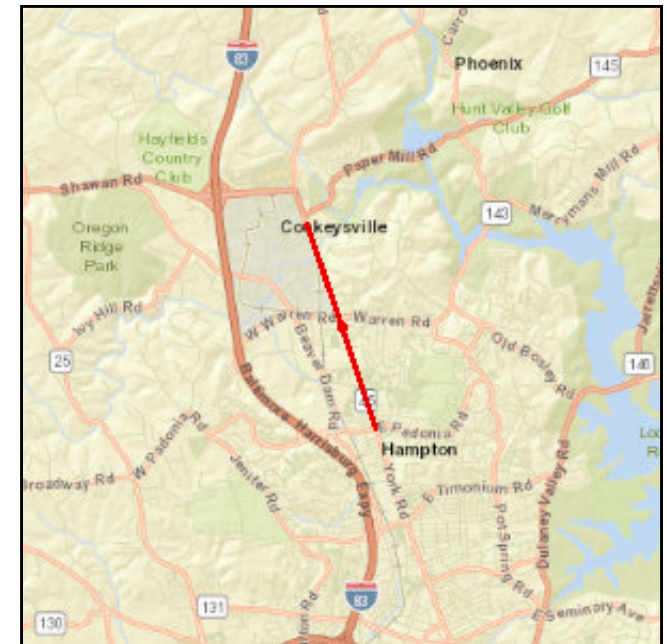
This project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; and, upgrading intersection signal systems. Baltimore County is contributing \$13.2 million for the utility replacement. NHPP matching funds are state funding.

Justification:

This project will provide significant improvements to the roadway and will render aging drainage, sidewalk, and utility infrastructure in good repair. The intersection signal upgrades will improve safety, capacity and operations.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 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.



**MD 45: Padonia Rd to Wight Ave**

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$1,202	\$301	\$820	\$206	\$840	\$210	\$0	\$0	\$3,579
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,202	\$301	\$820	\$206	\$840	\$210	\$0	\$0	\$3,579
Total	\$1,202	\$301	\$820	\$206	\$840	\$210	\$0	\$0	\$3,579

MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)

TIP ID	64-1401-19	Year of Operation	2020
Agency	SHA - Carroll County	Project Type	Other
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1.58 miles, 2 to 2 lanes
CIP or CTP ID(s)	CL3411	Est. Total Cost	\$31,223,000

Description:

The purpose of this project is to provide improvements on MD 30 Business (Main Street in Hampstead) from North Woods Trail to CSX Railroad including reconstruction of the existing roadway with ADA compliant sidewalks on both sides of the street, curb and gutter, crosswalks, and driveway entrances. The project will also upgrade the drainage system, stormwater management facilities, landscaping, traffic signals, and utility relocation as necessary. Because of the low speeds and constrained urban environment, bicycles will be accommodated in the travel lanes. The project is anticipated to be completed in calendar year 2020, fiscal year 2021.

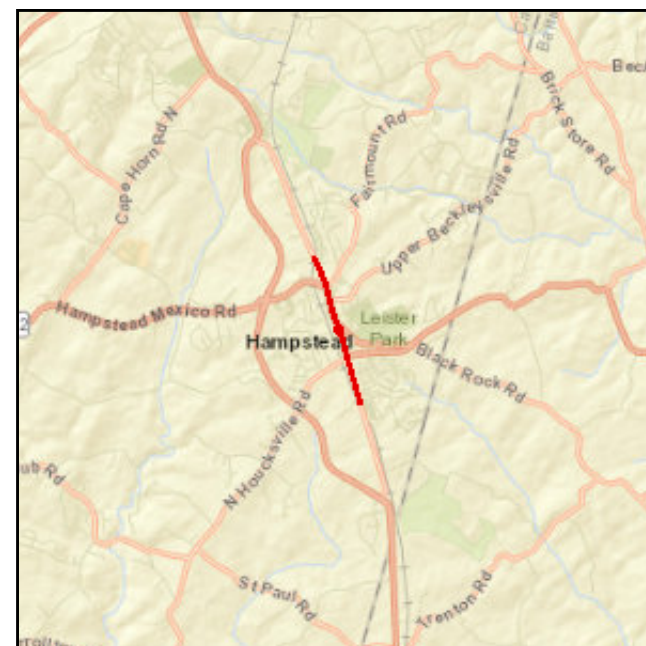
Justification:

This project will provide significant improvements to the roadway, sidewalk and drainage infrastructure in the town of Hampstead. It will also address operational issues at intersections.

* Preliminary engineering and right-of-way phases were funded under the Areawide Urban Reconstruction Program.

Connection to Long-Range Transportation Planning Goals:

- 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.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



**MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$11,470	\$0	\$6,224	\$0	\$0	\$0	\$0	\$17,694
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$11,470	\$0	\$6,224	\$0	\$0	\$0	\$0	\$17,694

Surface Transportation Block Grant Program

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$44	\$11	\$44	\$11	\$33	\$8	\$0	\$0	\$151
Subtotal	\$44	\$11	\$44	\$11	\$33	\$8	\$0	\$0	\$151
Total	\$44	\$11,481	\$44	\$6,235	\$33	\$8	\$0	\$0	\$17,845

MD 86: Bridge Replacement over Gunpowder Falls

TIP ID	64-1701-13	Year of Operation	2019
Agency	SHA - Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	CL2391	Est. Total Cost	\$7,675,000

Description:

The project will replace bridge no. 06019 along MD 86 (Lineboro Road) over the South Branch of Gunpowder Falls. A 5 foot minimum shoulder is planned on both sides of the road. Construction start was delayed from 2017 to 2018 due to required stream stabilization work.

Justification:

The existing bridge, built in 1929, is structurally deficient.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



**MD 86: Bridge Replacement over Gunpowder Falls**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$3,251	\$0	\$1,709	\$0	\$0	\$0	\$0	\$4,960
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$74	\$0	\$74	\$0	\$80	\$0	\$0	\$228
Subtotal	\$0	\$3,325	\$0	\$1,783	\$0	\$80	\$0	\$0	\$5,188
Total	\$0	\$3,325	\$0	\$1,783	\$0	\$80	\$0	\$0	\$5,188

MD 496: Bridge Replacement over Big Pipe Creek

TIP ID	64-1702-13	Year of Operation	2018
Agency	SHA - Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 Lanes
CIP or CTP ID(s)	CL4031	Est. Total Cost	\$5,724,000

Description:

The project will replace bridge no. 06038 along MD 496 (Bachmans Valley Road) over Big Pipe Creek. A 5 foot minimum shoulder is planned on both sides of the roadway. This project is State funded.

Justification:

The existing structure, built in 1932, is structurally deficient.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



**MD 496: Bridge Replacement over Big Pipe Creek**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,118	\$0	\$66	\$0	\$66	\$0	\$55	\$1,305
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$1,118	\$0	\$66	\$0	\$66	\$0	\$55	\$1,305
Total	\$0	\$1,118	\$0	\$66	\$0	\$66	\$0	\$55	\$1,305

US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2

TIP ID	65-1402-41	Year of Operation	2019
Agency	SHA - Harford County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	Intersection, 4 to 6 Lanes
CIP or CTP ID(s)	HA3487	Est. Total Cost	\$24,101,000

Description:

The project includes widening US 40 from two through lanes to three through lanes in each direction, plus added turn lanes. West bound US 40 widening will extend approximately 2,500 feet west of MD 7. East bound US 40 widening will extend approximately 3,000 feet east to tie into previous widening at the MD 715 interchange. MD 159 will be modified to tie into US 40 eastbound widening. The bridge over Cranberry Run will also be widened. The project is anticipated to be completed in calendar year 2019, fiscal year 2020.

Justification:

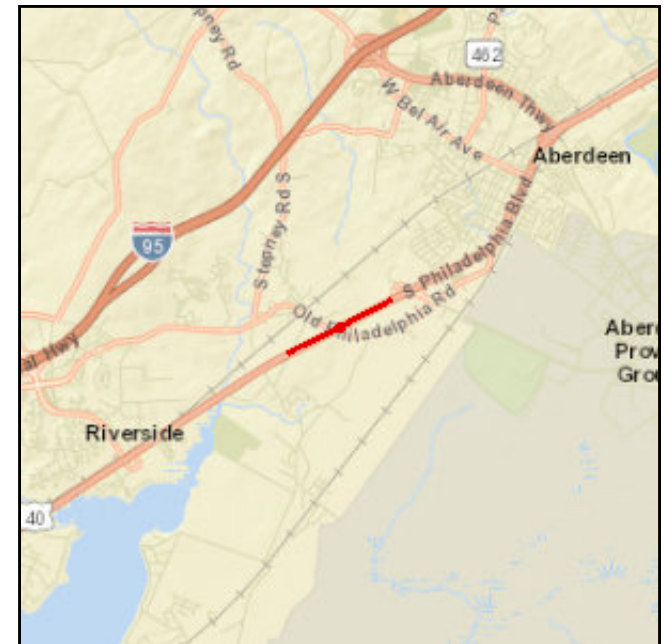
Improved access to Aberdeen Proving Ground is a vital component needed to accommodate the increase of employment as a result of BRAC. The intersection improvements will improve safety, capacity and operations in the near-term.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).

4. Increase Mobility

7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA - Harford County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$5,614	\$1,438	\$2,691	\$909	\$0	\$0	\$0	\$0	\$10,652
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,614	\$1,438	\$2,691	\$909	\$0	\$0	\$0	\$0	\$10,652



SHA - Harford County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$439	\$0	\$29	\$0	\$0	\$0	\$0	\$468
Subtotal	\$0	\$439	\$0	\$29	\$0	\$0	\$0	\$0	\$468
Total	\$5,614	\$1,877	\$2,691	\$938	\$0	\$0	\$0	\$0	\$11,120

MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

TIP ID	65-1601-12	Year of Operation	TBD
Agency	SHA - Harford County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	1.8 Miles
CIP or CTP ID(s)	HA3342	Est. Total Cost	\$6,957,000

Description:

MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

Estimated Total Cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

Justification:

The purpose of this project is to improve road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

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).



**MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$82	\$0	\$0	\$0	\$0	\$82
Subtotal	\$0	\$0	\$0	\$82	\$0	\$0	\$0	\$0	\$82
Total	\$0	\$0	\$0	\$82	\$0	\$0	\$0	\$0	\$82

US 29: Middle Patuxent River to Seneca Drive - Phase 2

TIP ID	66-1406-41	Year of Operation	2030
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Freeway & Expressways
Conformity Status	Not Exempt	Physical Data	5 to 6 lanes; 1.7 miles
CIP or CTP ID(s)	HO3173	Est. Total Cost	\$63,024,000

Description:

Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles). This project includes intersection improvements at Rivers Edge Road.

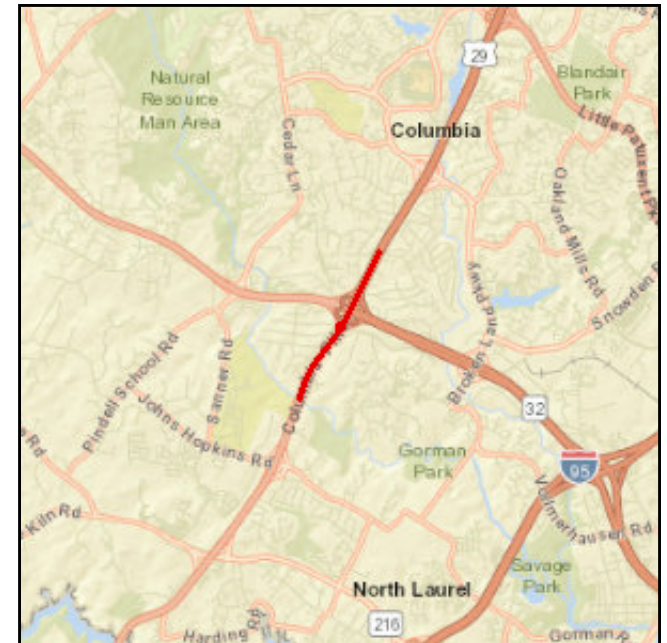
The estimated total cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been identified.

Justification:

This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes in each direction.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
4. Increase Mobility



**US 29: Middle Patuxent River to Seneca Drive - Phase 2**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$575	\$0	\$664	\$0	\$350	\$0	\$0	\$1,589
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$575	\$0	\$664	\$0	\$350	\$0	\$0	\$1,589
Total	\$0	\$575	\$0	\$664	\$0	\$350	\$0	\$0	\$1,589

MD 32: MD 108 to Linden Church Road

TIP ID	66-1602-41	Year of Operation	2020
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 lanes, 2.25 miles
CIP or CTP ID(s)	HO1411	Est. Total Cost	\$44,155,000

Description:

This project will widen MD 32 in both directions, from two lanes to a four lane divided roadway, from MD 108 to Linden Church Road. Howard County is contributing \$16.5 million in funding for construction of this project. The remainder of the project is State funded. Improvements will be completed in fiscal year 2020. Right-of-way acquisition continues through fiscal year 2021.

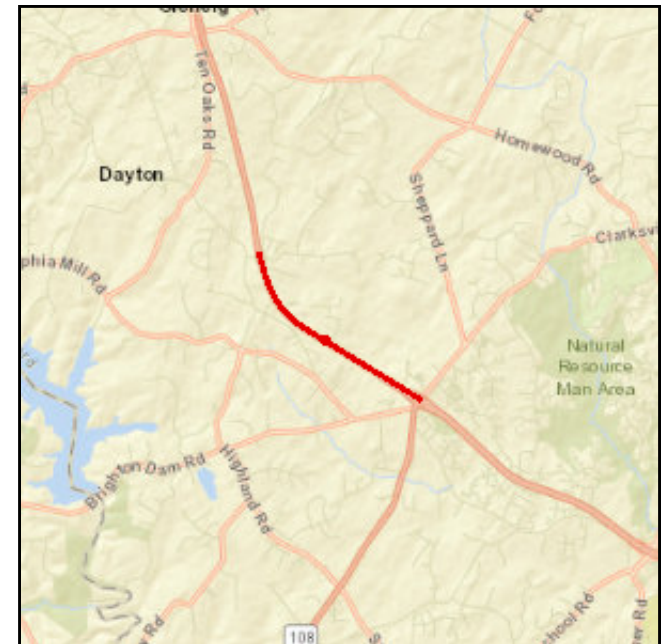
This project is segment 1 of the MD 32: MD 108 to I-70 Corridor project that had TIP Reference #66-1405-41 in previous TIPs.

Justification:

This project will address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SHA - Howard County

2019 - 2022 Transportation Improvement Program

Highway Capacity
National Highway System

MD 32: MD 108 to Linden Church Road

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$20,384	\$0	\$882	\$0	\$0	\$0	\$0	\$21,266
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$400	\$0	\$302	\$0	\$50	\$0	\$0	\$752
Subtotal	\$0	\$20,784	\$0	\$1,184	\$0	\$50	\$0	\$0	\$22,018
Total	\$0	\$20,784	\$0	\$1,184	\$0	\$50	\$0	\$0	\$22,018

MD 32: Linden Church Road to I-70, Capacity & Safety Improvements

TIP ID	66-1703-41	Year of Operation	2021
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	Not Exempt	Physical Data	2 to 4 Lanes, 6.6 Miles
CIP or CTP ID(s)	HO7561	Est. Total Cost	\$121,211,000

Description:

This project will widen MD 32 in both directions from a two lane to a four-lane divided roadway, from just north of the Linden Church Road interchange to just south of the I-70 interchange.

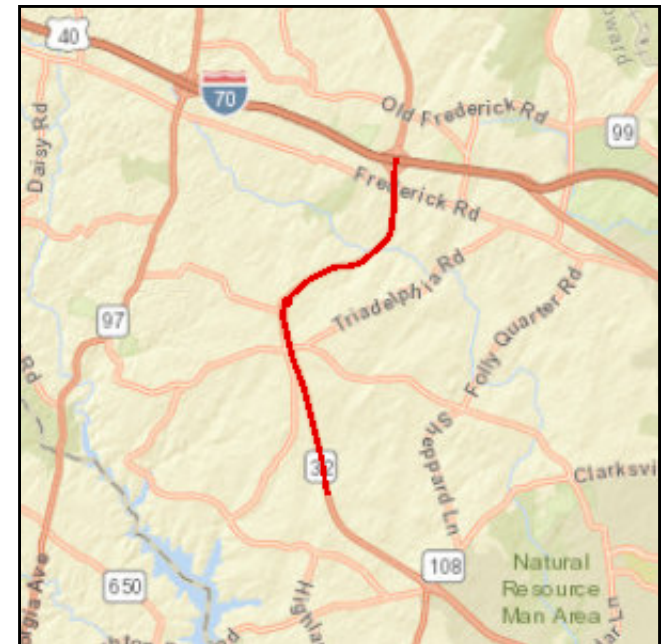
This is a design build project and segment II of the MD 32: MD 108 to I-70 Corridor project improvements. This is the final phase and contains the funding for the original corridor project planning. Phase 1, MD 108 to Linden Church Road, has TIP ID #66-1602-41. The MD 32: MD 108 to I-70 Corridor project had TIP #66-1405-41 in previous TIPs. Replacement of the Triadelphia Road bridge over MD 32, TIP ID# 66-1702-13, is now included in the scope of this project.

Justification:

The project will address congestion and safety problems which have been experienced as a result of increasing traffic volumes on the existing two lane roadway.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 4. Increase Mobility
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.



**MD 32: Linden Church Road to I-70, Capacity & Safety Improvements**

(Funding in Thousands)

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

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$9,300	\$2,623	\$22,305	\$6,291	\$25,247	\$7,121	\$20,834	\$5,877	\$99,598
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$304	\$76	\$0	\$0	\$0	\$0	\$0	\$0	\$380
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$1,170	\$411	\$1,170	\$330	\$1,170	\$330	\$2,818	\$795	\$8,194
Subtotal	\$10,774	\$3,110	\$23,475	\$6,621	\$26,417	\$7,451	\$23,652	\$6,672	\$108,172
Total	\$10,774	\$3,110	\$23,475	\$6,621	\$26,417	\$7,451	\$23,652	\$6,672	\$108,172

I-95: Active Traffic Management

TIP ID	66-1801-41	Year of Operation	TBD
Agency	SHA - Howard County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	4.5 Miles
CIP or CTP ID(s)	HO7261	Est. Total Cost	\$1,800,000

Description:

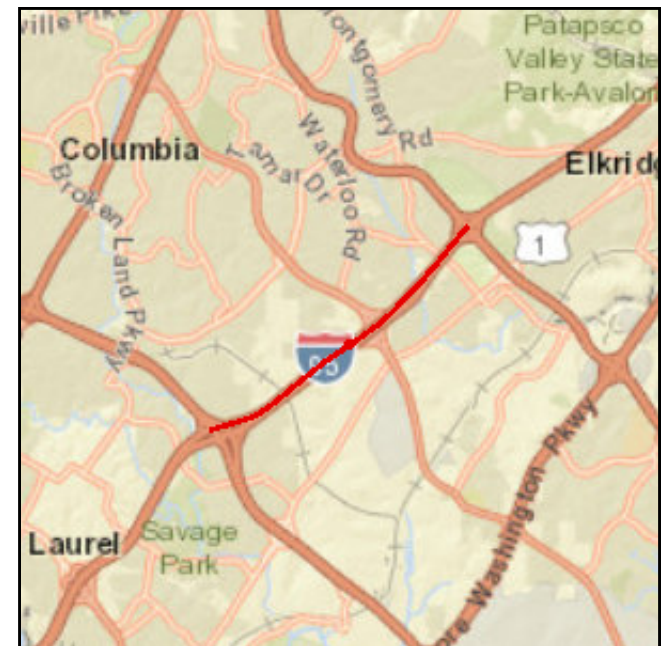
This project (formerly CTP# HONEW2) will construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100 in Howard County. This project is currently funded for partial preliminary engineering only and would result in part-time capacity improvements.

Justification:

This project will address capacity and safety concerns along I-95 at closely spaced interchanges with higher than average crash rates.

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.



**I-95: Active Traffic Management**

(Funding in Thousands)

Other

Phase	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
Total	\$0	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250