

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)	N/A	Est. Total Cost	\$2,400,000

Description:

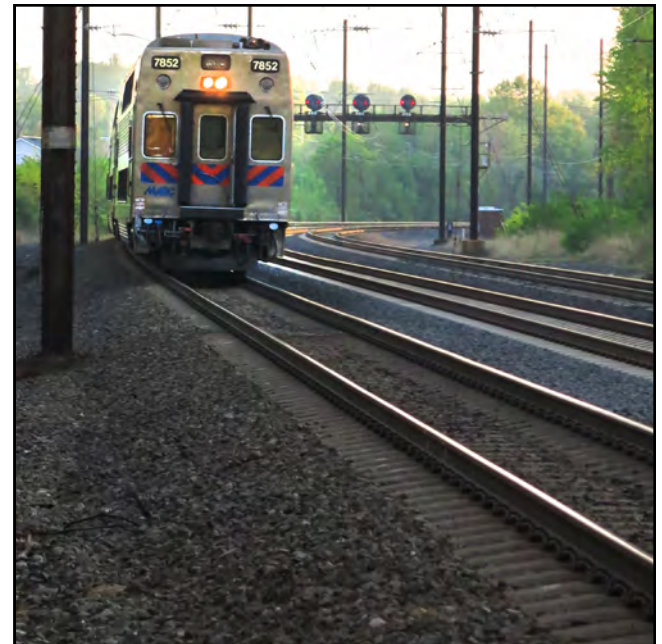
The Maryland Department of Transportation (MDOT) intends to use these Section 5329 Funds to provide administrative expenses for training, consultant services and miscellaneous equipment to oversee MTA's Light Rail and Metro systems and its operations in the Baltimore, Maryland metropolitan area.

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.
- 9. Promote Informed Decision Making





State Safety Oversight

(Funding in Thousands)

Section 5329 (State Safety Oversight)

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$2,400
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$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-5	Est. Total Cost	\$15,000,000,000

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 Marshall Airport. An Environmental Impact Statement (EIS) is being prepared to evaluate the potential impacts of the construction and operation of such a system with grant funding from the Federal Railroad Administration and matching funds from BWRR. This project is represented in both the Baltimore Regional Transportation Board (BRTB) (50%) and National Capital Region Transportation Planning Board (TPB) (50%) TIPs. The estimated total cost of \$15 billion is projected funding that will be required to construct this project. No schedule or funding for further phases have been identified.

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.





2021 - 2024 Transportation Improvement Program

Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project

(Funding in Thousands)

Federal Railroad Administration

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$3,000	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,000	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750
Total	\$3,000	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750

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	\$32,000,000

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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$6,400	\$1,600	\$6,400	\$1,600	\$4,800	\$1,200	\$4,800	\$1,200	\$28,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$800	\$200	\$480	\$120	\$480	\$120	\$480	\$120	\$2,800
PL	\$240	\$60	\$240	\$60	\$120	\$30	\$120	\$30	\$900
ROW	\$80	\$20	\$80	\$20	\$40	\$10	\$40	\$10	\$300
Subtotal	\$7,520	\$1,880	\$7,200	\$1,800	\$5,440	\$1,360	\$5,440	\$1,360	\$32,000
Total	\$7,520	\$1,880	\$7,200	\$1,800	\$5,440	\$1,360	\$5,440	\$1,360	\$32,000

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	\$108,450,000

Description:

This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements which 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.B Conserve and Enhance the Environment -- Reduce surface runoff.
- 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$400	\$100	\$400	\$100	\$400	\$100	\$400	\$100	\$2,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
PL	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
ROW	\$40	\$10	\$40	\$10	\$40	\$10	\$40	\$10	\$200
Subtotal	\$640	\$160	\$640	\$160	\$560	\$140	\$560	\$140	\$3,000

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,400	\$600	\$2,400	\$600	\$1,600	\$400	\$1,600	\$400	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
PL	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
ROW	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
Subtotal	\$2,680	\$670	\$2,680	\$670	\$1,760	\$440	\$1,760	\$440	\$11,100



Areawide Environmental Projects

(Funding in Thousands)

Recreational Trails Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$80	\$20	\$80	\$20	\$40	\$10	\$40	\$10	\$300
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$60	\$15	\$60	\$15	\$40	\$10	\$40	\$10	\$250
PL	\$240	\$60	\$240	\$60	\$160	\$40	\$160	\$40	\$1,000
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$380	\$95	\$380	\$95	\$240	\$60	\$240	\$60	\$1,550

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$24,000	\$6,000	\$24,000	\$6,000	\$12,000	\$3,000	\$12,000	\$3,000	\$90,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$400	\$100	\$240	\$60	\$240	\$60	\$1,600
PL	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
ROW	\$160	\$40	\$160	\$40	\$80	\$20	\$80	\$20	\$600
Subtotal	\$24,720	\$6,180	\$24,720	\$6,180	\$12,400	\$3,100	\$12,400	\$3,100	\$92,800
Total	\$28,420	\$7,105	\$28,420	\$7,105	\$14,960	\$3,740	\$14,960	\$3,740	\$108,450

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	\$83,200,000

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:

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





Areawide Congestion Management

(Funding in Thousands)

Congestion Mitigation and Air Quality

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



Areawide Congestion Management

(Funding in Thousands)

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

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

Surface Transportation Block Grant Program

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

Areawide 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	\$181,700,000

Description:

This is an ongoing program to provide major upgrades 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 existing structures, increase safety, and improve highway beautification.

**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).



2021 - 2024 Transportation Improvement Program

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$24,000	\$6,000	\$24,000	\$6,000	\$19,200	\$4,800	\$12,000	\$3,000	\$99,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$400	\$1,200	\$300	\$800	\$200	\$800	\$200	\$5,500
PL	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
ROW	\$320	\$80	\$320	\$80	\$160	\$40	\$160	\$40	\$1,200
Subtotal	\$26,240	\$6,560	\$25,840	\$6,460	\$20,320	\$5,080	\$13,120	\$3,280	\$106,900

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$12,000	\$3,000	\$12,000	\$3,000	\$4,000	\$1,000	\$4,000	\$1,000	\$40,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8,000	\$2,000	\$8,000	\$2,000	\$4,000	\$1,000	\$4,000	\$1,000	\$30,000
PL	\$640	\$160	\$640	\$160	\$320	\$80	\$320	\$80	\$2,400
ROW	\$640	\$160	\$640	\$160	\$320	\$80	\$320	\$80	\$2,400
Subtotal	\$21,280	\$5,320	\$21,280	\$5,320	\$8,640	\$2,160	\$8,640	\$2,160	\$74,800
Total	\$47,520	\$11,880	\$47,120	\$11,780	\$28,960	\$7,240	\$21,760	\$5,440	\$181,700

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	\$402,700,000

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:

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





2021 - 2024 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

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

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

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



2021 - 2024 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

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

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	\$188,800,000

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





2021 - 2024 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

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

Highway Safety Improvement Program

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



2021 - 2024 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

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

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

Surface Transportation Block Grant Program

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

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	\$14,840,000

Description:

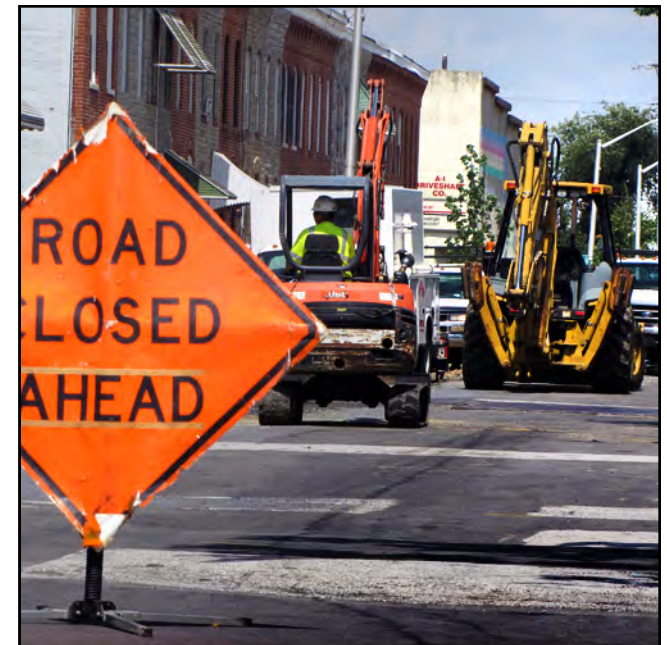
This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing,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





2021 - 2024 Transportation Improvement Program

Areawide Urban Reconstruction

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$40	\$10	\$40	\$10	\$24	\$6	\$24	\$6	\$160
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$8	\$2	\$8	\$2	\$8	\$2	\$8	\$2	\$40
PL	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
ROW	\$4	\$1	\$4	\$1	\$4	\$1	\$4	\$1	\$20
Subtotal	\$56	\$14	\$56	\$14	\$40	\$10	\$40	\$10	\$240

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$3,200	\$800	\$3,200	\$800	\$1,600	\$400	\$1,600	\$400	\$12,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$240	\$60	\$160	\$40	\$160	\$40	\$1,000
PL	\$80	\$20	\$80	\$20	\$80	\$20	\$80	\$20	\$400
ROW	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
Subtotal	\$3,760	\$940	\$3,760	\$940	\$2,080	\$520	\$2,080	\$520	\$14,600
Total	\$3,816	\$954	\$3,816	\$954	\$2,120	\$530	\$2,120	\$530	\$14,840

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	\$90,000

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 state and federal transportation objectives.

Connection to Long-Range Transportation Planning Goals:

- 9. Promote Informed Decision Making





Morgan State University Transportation Research Program

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$45	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$90
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$45	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$90
Total	\$45	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$90

MD 175: Mapes Road and Reece Road Intersection Reconstruction

TIP ID	61-1402-39	Year of Operation	2019
Agency	SHA - Anne Arundel County	Project Type	Safety other
Project Category	Environmental/Safety	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	1 Mile
CIP or CTP ID(s)	AA5806	Est. Total Cost	\$25,266,000

Description:

Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement). This project also includes the construction of a new security fence and tree buffer along Fort Meade's property.

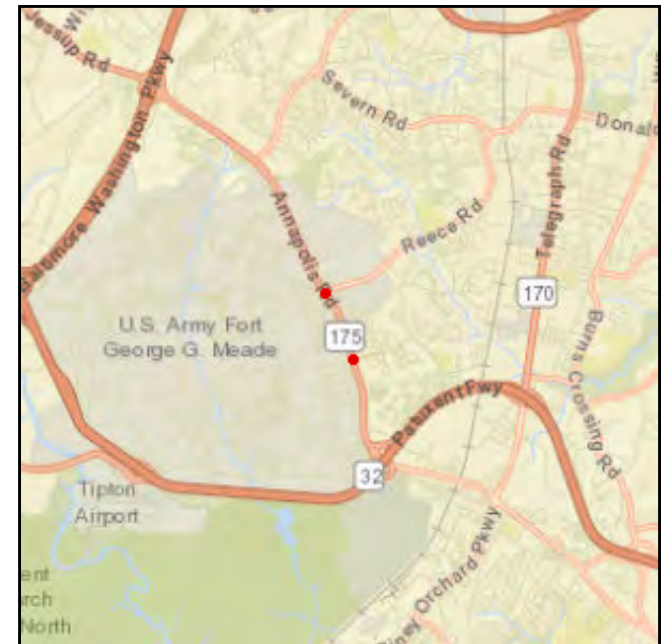
This project opened to service in 2019. The remaining funding for this project will complete right-of-way acquisition.

Justification:

This project will improve safety and operations along MD 175 and ease growing congestion resulting from the BRAC expansion of Fort Meade.

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.





2021 - 2024 Transportation Improvement Program

MD 175: Mapes Road and Reece Road Intersection Reconstruction

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$635	\$165	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Subtotal	\$635	\$165	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Total	\$635	\$165	\$0	\$0	\$0	\$0	\$0	\$0	\$800

MD 175: Disney Road to Reece Road

TIP ID	61-1601-41	Year of Operation	2020
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	\$22,618,000

Description:

This project is Phase 2 of the MD 175: MD 295 to MD 170 corridor project, which had TIP ID #61-0605-41 in previous TIPs. 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. The project will be open to traffic in spring 2020. The remaining funding for this project will complete right-of-way acquisition.

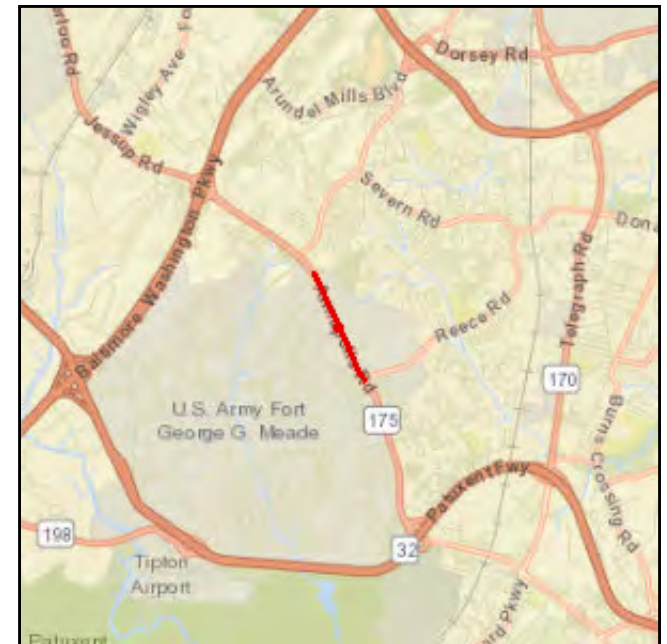
Phase 1, widening MD 175 through the MD 295 interchange from National Business Parkway to McCarron Court, has TIP ID #61-1701-41.

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.





2021 - 2024 Transportation Improvement Program

MD 175: Disney Road to Reece Road

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$548	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$618
Subtotal	\$548	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$618
Total	\$548	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$618

MD 175: National Business Parkway to McCarron Court

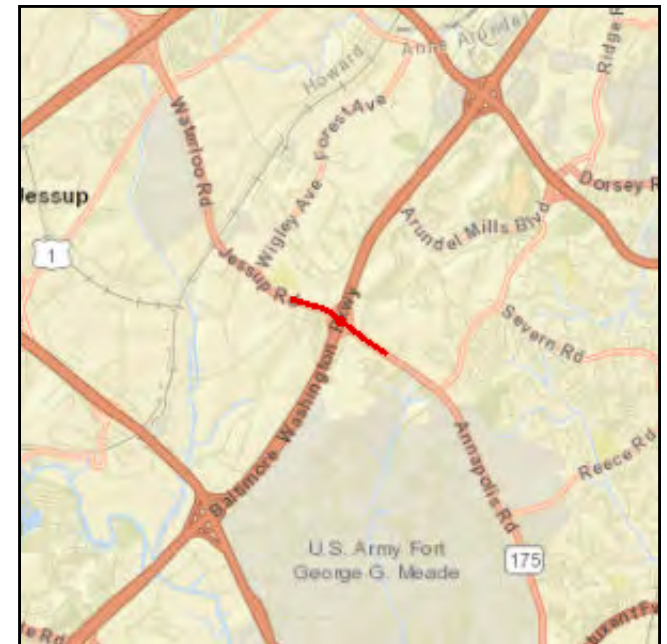
TIP ID	61-1701-41	Year of Operation	2024
Agency	SHA - Anne Arundel County	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Minor Arterial
Conformity Status	Not Exempt	Physical Data	2 to 6 lanes, 1.1 miles
CIP or CTP ID(s)	AA4363	Est. Total Cost	\$76,216,000

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 was significantly delayed due to BGE utility realignment which resulted in the termination of the project contract. Project re-advertisement is scheduled for December 2020 once utility issues are resolved. The estimated total cost has increased by \$3.9 million due to additional engineering, ROW, and utility needs. This project is Phase 1 of the improvements identified in the MD 175: MD 295 to MD 170 corridor project (TIP ID #61-0605-41). Phase 2, MD 175: 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.



2021 - 2024 Transportation Improvement Program

MD 175: National Business Parkway to McCarron Court

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$3,048	\$546	\$11,290	\$3,174	\$14,104	\$3,966	\$11,625	\$3,269	\$51,022
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,048	\$546	\$11,290	\$3,174	\$14,104	\$3,966	\$11,625	\$3,269	\$51,022



MD 175: National Business Parkway to McCarron Court

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$242	\$0	\$0	\$0	\$0	\$0	\$0	\$242
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$1,062	\$0	\$773	\$0	\$757	\$0	\$0	\$2,592
Subtotal	\$0	\$1,304	\$0	\$773	\$0	\$757	\$0	\$0	\$2,834
Total	\$3,048	\$1,850	\$11,290	\$3,947	\$14,104	\$4,723	\$11,625	\$3,269	\$53,856

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	\$11,311,000

Description:

This project includes: 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, causing erosion, and is in need of repair. Water from SHA impervious surfaces is currently untreated. These improvements provide mitigation for MDOT SHA's project on I-695 from US 40 to MD 144 (TIP ID #63-1601-41) 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.





2021 - 2024 Transportation Improvement Program

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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,130	\$225	\$0	\$0	\$0	\$0	\$0	\$0	\$1,355
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,130	\$225	\$0	\$0	\$0	\$0	\$0	\$0	\$1,355



2021 - 2024 Transportation Improvement Program

I-695 at Cromwell Bridge Road - Drainage Improvement

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$123	\$0	\$62	\$0	\$0	\$0	\$0	\$185
Subtotal	\$0	\$123	\$0	\$62	\$0	\$0	\$0	\$0	\$185
Total	\$1,130	\$348	\$0	\$62	\$0	\$0	\$0	\$0	\$1,540

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, 4 to 6 lanes
CIP or CTP ID(s)	BA7291	Est. Total Cost	\$19,300,000

Description:

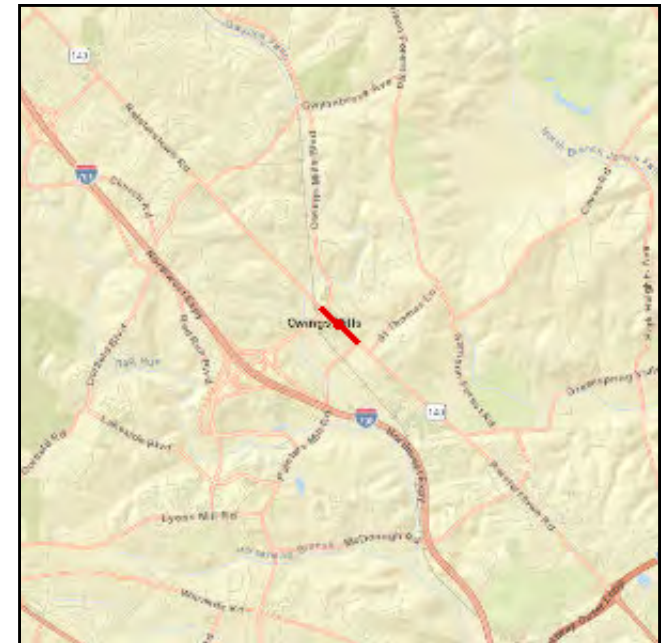
Capacity and safety improvements to MD 140 from north of Painters Mill Road to Owings Mills Boulevard including; an additional through lane on northbound and southbound MD 140, addition of left and right turn lanes, and added width for bicycle compatibility. This results in three through lanes on northbound MD 140 and three through lanes on southbound MD 140. The Estimated Total Cost includes projected funding that will be required to construct this project. No schedule or funding for construction have been identified. This is phase 2 of the 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 will 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





2021 - 2024 Transportation Improvement Program

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

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$300	\$0	\$238	\$0	\$150	\$0	\$0	\$688
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$300	\$0	\$238	\$0	\$150	\$0	\$0	\$688
Total	\$0	\$300	\$0	\$238	\$0	\$150	\$0	\$0	\$688

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

TIP ID	63-1203-41	Year of Operation	2020
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	\$18,198,000

Description:

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

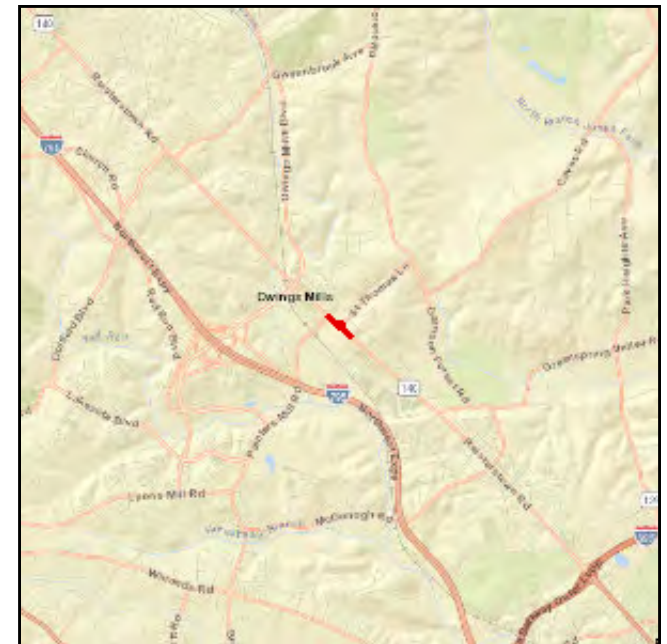
This is Phase 1 of the MD 140 project. Phase 2 is the MD 140: North of Painters Mill Road to Owings Mills Boulevard project (TIP ID #63-0802-41).

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 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





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

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$504
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$32
Subtotal	\$0	\$536	\$0	\$0	\$0	\$0	\$0	\$0	\$536
Total	\$0	\$536	\$0	\$0	\$0	\$0	\$0	\$0	\$536

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	\$131,323,000

Description:

This project will widen the 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. The estimated total cost has increased from \$105.5 million to \$131.323 million due to project change orders related to additional excavation and pile driving work for retaining walls.

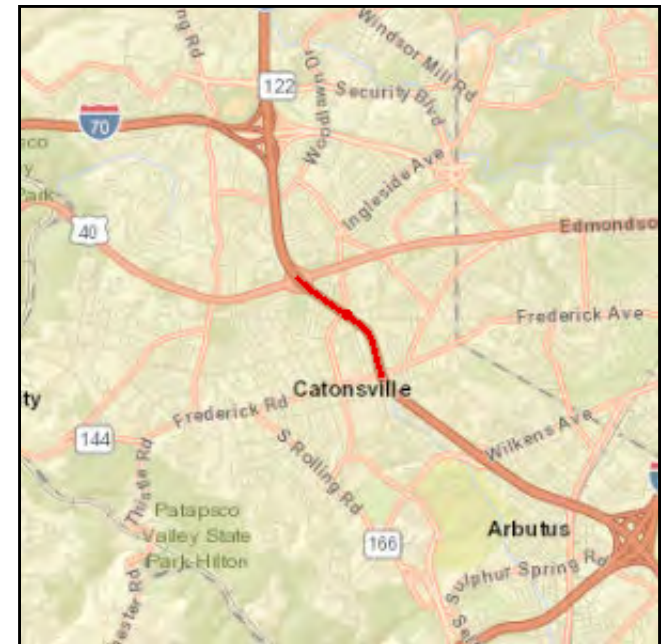
The project is anticipated to be open to traffic in fall 2021. The noise barrier is funded for construction beyond the open to traffic date.

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.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).
- 4. Increase Mobility





2021 - 2024 Transportation Improvement Program

I-695: US 40 to MD 144

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$11,859	\$0	\$9,091	\$0	\$6,599	\$0	\$0	\$27,549
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$300	\$0	\$27	\$0	\$0	\$0	\$0	\$327
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$1
Subtotal	\$0	\$12,160	\$0	\$9,118	\$0	\$6,599	\$0	\$0	\$27,877
Total	\$0	\$12,160	\$0	\$9,118	\$0	\$6,599	\$0	\$0	\$27,877

I-695: I-70 to MD 43

TIP ID	63-1802-41	Year of Operation	2024
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	\$281,102,000

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 adaptive ramp metering.

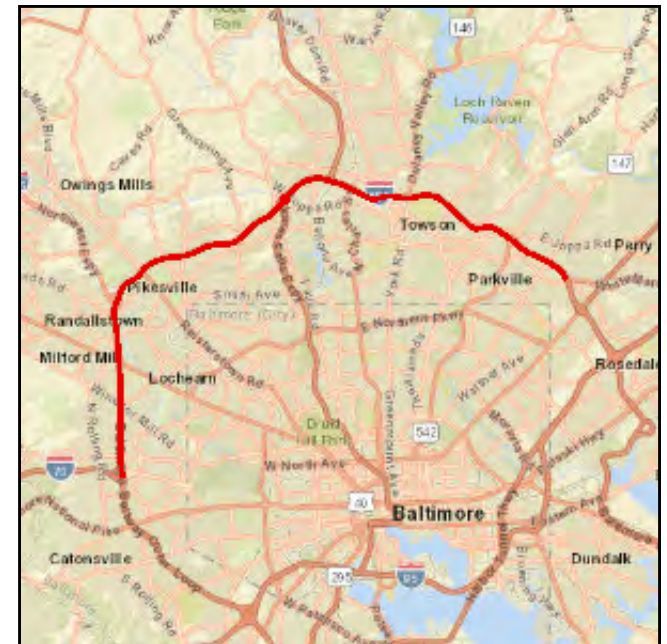
This project uses 100% federal funding in FY 2021 through FY 2024 due to toll credits.

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. Increase Mobility
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





2021 - 2024 Transportation Improvement Program

I-695: I-70 to MD 43

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$41,739	\$0	\$81,358	\$0	\$93,371	\$0	\$31,933	\$0	\$248,401
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$5,144	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,144
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$46,883	\$0	\$81,358	\$0	\$93,371	\$0	\$31,933	\$0	\$253,545
Total	\$46,883	\$0	\$81,358	\$0	\$93,371	\$0	\$31,933	\$0	\$253,545

I-83: Bridge Replacement over Padonia Road

TIP ID	63-1701-13	Year of Operation	2022
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	\$25,583,000

Description:

Replace bridge no. 03062 along I-83 over Padonia Road which carries both northbound and southbound traffic.

Justification:

The existing bridge, constructed in 1950, is rated in poor condition. 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:

- 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).





2021 - 2024 Transportation Improvement Program

I-83: Bridge Replacement over Padonia Road

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$5,375	\$698	\$2,353	\$306	\$0	\$0	\$0	\$0	\$8,732
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,375	\$698	\$2,353	\$306	\$0	\$0	\$0	\$0	\$8,732
Total	\$5,375	\$698	\$2,353	\$306	\$0	\$0	\$0	\$0	\$8,732

US 1: Bridge Replacement over CSX

TIP ID	63-1704-13	Year of Operation	2021
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	\$34,173,000

Description:

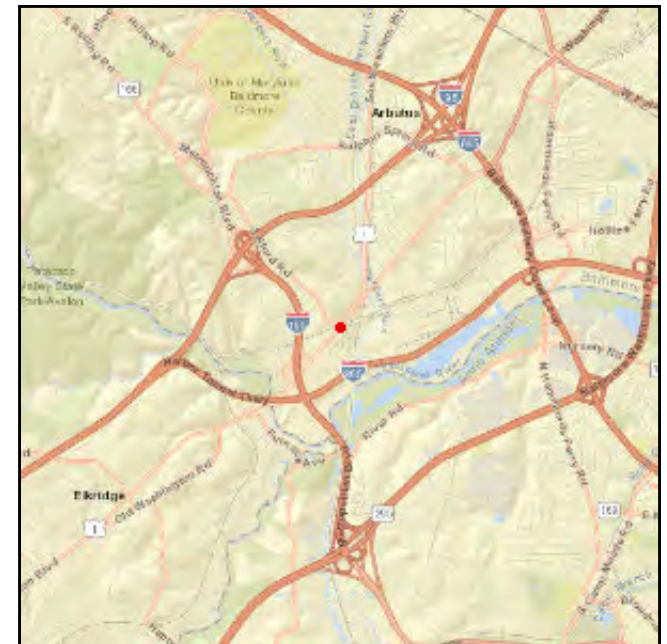
This project will replace bridge no. 03008 along US 1 (Washington Boulevard) over CSX railroad track and property. An 8-foot shoulder is planned on both sides of the roadway.

Justification:

The existing bridge, built in 1930, is rated in poor condition.

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).





US 1: Bridge Replacement over CSX

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$8,976	\$2,556	\$0	\$0	\$0	\$0	\$0	\$0	\$11,532
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,976	\$2,556	\$0	\$0	\$0	\$0	\$0	\$0	\$11,532

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$51	\$0	\$39	\$0	\$0	\$0	\$0	\$90
Subtotal	\$0	\$51	\$0	\$39	\$0	\$0	\$0	\$0	\$90
Total	\$8,976	\$2,607	\$0	\$39	\$0	\$0	\$0	\$0	\$11,622

US 40: Bridge Replacements over Little & Big Gunpowder Falls

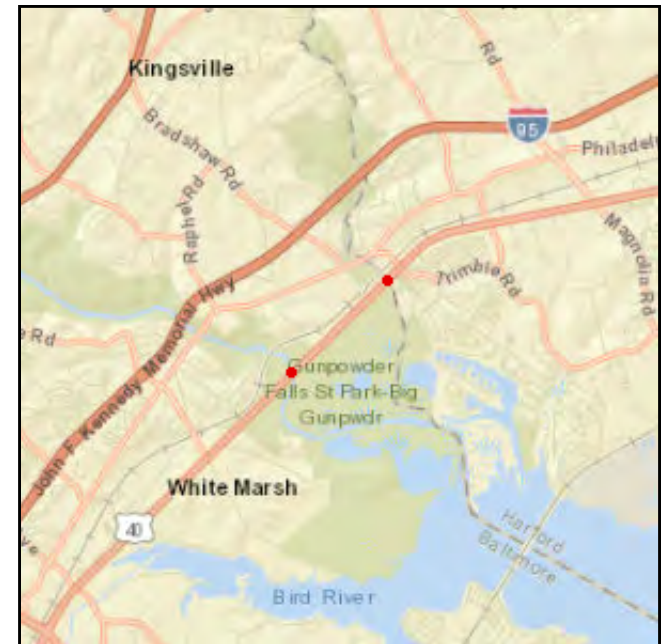
TIP ID	63-1706-13	Year of Operation	2021
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	BA6091	Est. Total Cost	\$30,640,000

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 rated in poor condition.



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).



2021 - 2024 Transportation Improvement Program

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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$5,982	\$2,057	\$4,477	\$1,503	\$101	\$25	\$0	\$0	\$14,145
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$5,982	\$2,057	\$4,477	\$1,503	\$101	\$25	\$0	\$0	\$14,145
Other									
Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$4	\$0	\$3	\$0	\$0	\$0	\$0	\$7
Subtotal	\$0	\$4	\$0	\$3	\$0	\$0	\$0	\$0	\$7
Total	\$5,982	\$2,061	\$4,477	\$1,506	\$101	\$25	\$0	\$0	\$14,152

MD 45: Padonia Road to Wight Avenue

TIP ID	63-1707-11	Year of Operation	2021
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	\$16,577,000

Description:

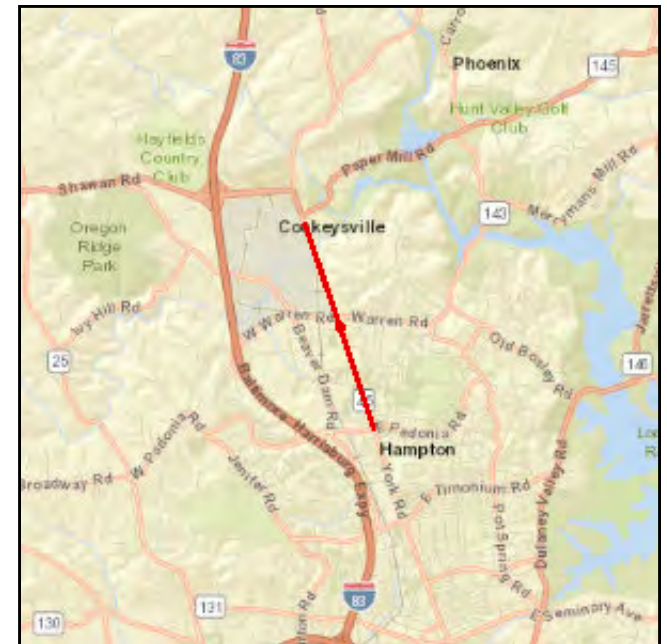
This project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; and upgrading intersection signal systems. Baltimore County is contributing \$12.3 million for water utility replacement.

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.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.





2021 - 2024 Transportation Improvement Program

MD 45: Padonia Road to Wight Avenue

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,158	\$7,039	\$155	\$982	\$0	\$0	\$0	\$0	\$9,334
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,158	\$7,039	\$155	\$982	\$0	\$0	\$0	\$0	\$9,334
Total	\$1,158	\$7,039	\$155	\$982	\$0	\$0	\$0	\$0	\$9,334

MD 151/MD 151B: Bridge Replacements

TIP ID	63-2001-13	Year of Operation	2023
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	#0309900: 4 to 4; #0335100: 2 to 2; #0335000: 1 to 1
CIP or CTP ID(s)	BA8602	Est. Total Cost	\$31,000,000

Description:

This project replaces bridge no. 0309900 on MD 151 and bridge nos. 0335100 and 0335000 on MD 151B.

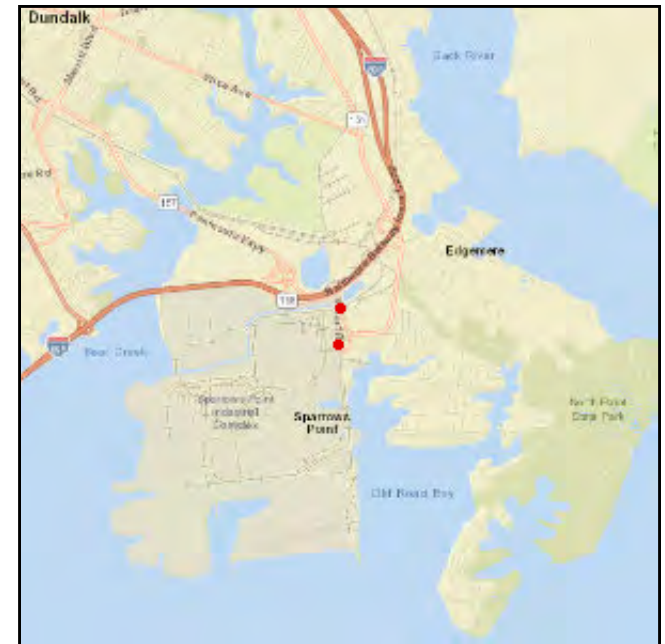
Construction funding for this project increased from \$20 million to \$30 million to accommodate increased truck loads, additional fill needed to avoid significant settlement, and the treatment and disposal of hazardous soils. In addition, bridge no. 0335000 transitioned from a deck replacement to a full replacement.

Justification:

This project will replace two bridges built in 1954 and 1957 rated in poor condition and one bridge built in 1957 rated in fair condition. Baltimore County has identified the replacement of these bridges as important for the redevelopment of this area.

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).
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.





MD 151/MD 151B: Bridge Replacements

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$8,000	\$2,000	\$4,000	\$1,000	\$0	\$0	\$25,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,000	\$2,000	\$8,000	\$2,000	\$4,000	\$1,000	\$0	\$0	\$25,000
Total	\$8,000	\$2,000	\$8,000	\$2,000	\$4,000	\$1,000	\$0	\$0	\$25,000

I-695: Bridge Replacement on Putty Hill Avenue

TIP ID	63-2002-13	Year of Operation	2022
Agency	SHA - Baltimore County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	BA1451	Est. Total Cost	\$15,752,000

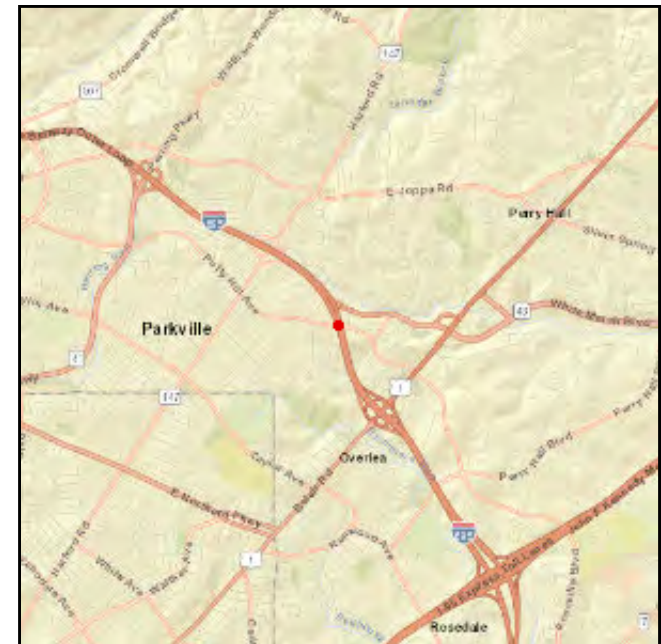
Description:

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

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

Justification:

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



Connection to Long-Range Transportation Planning Goals:

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



I-695: Bridge Replacement on Putty Hill Avenue

(Funding in Thousands)

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

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

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

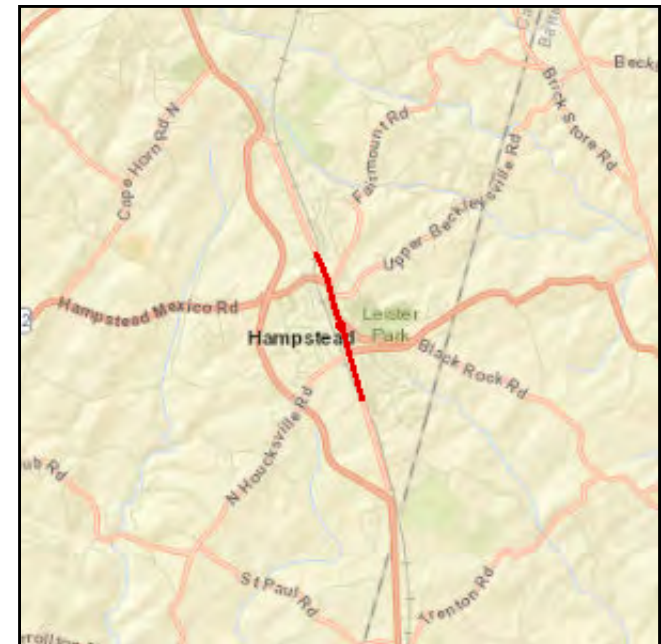
TIP ID	64-1401-19	Year of Operation	2021
Agency	SHA - Carroll County	Project Type	Other
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	1.58 miles, 2 to 2 lanes
CIP or CTP ID(s)	CL3411	Est. Total Cost	\$33,515,000

Description:

This project will 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 relocate utilities. Because of the low speeds and constrained urban environment, bicycles will be accommodated in the travel lanes. The project also includes curb and drainage upgrades and resurfacing of an additional .5 miles of roadway from CSX railroad to Farmwoods Lane just north of the project limits. The engineering and ROW phases were funded under the Areawide Urban Reconstruction Program. The estimated total cost increased from \$31.23 million to \$33.515 million due to additional utility relocation activities.

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.



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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$58	\$0	\$0	\$0	\$0	\$0	\$0	\$58
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$58	\$0	\$0	\$0	\$0	\$0	\$0	\$58



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

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$27	\$7	\$20	\$5	\$0	\$0	\$0	\$0	\$59
Subtotal	\$27	\$7	\$20	\$5	\$0	\$0	\$0	\$0	\$59
Total	\$27	\$65	\$20	\$5	\$0	\$0	\$0	\$0	\$117

MD 86: Bridge Replacement over Gunpowder Falls

TIP ID	64-1701-13	Year of Operation	2021
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	\$8,550,000

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.

The estimated total cost increased by \$1.1 million due to additional surveying, signing, and excavation work.

Justification:

The existing bridge, built in 1929, is rated in poor condition.

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 86: Bridge Replacement over Gunpowder Falls

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$27	\$0	\$24	\$0	\$21	\$0	\$0	\$72
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$80	\$0	\$7	\$0	\$0	\$0	\$0	\$87
Subtotal	\$0	\$107	\$0	\$31	\$0	\$21	\$0	\$0	\$159
Total	\$0	\$107	\$0	\$31	\$0	\$21	\$0	\$0	\$159

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	\$10,600,000

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.

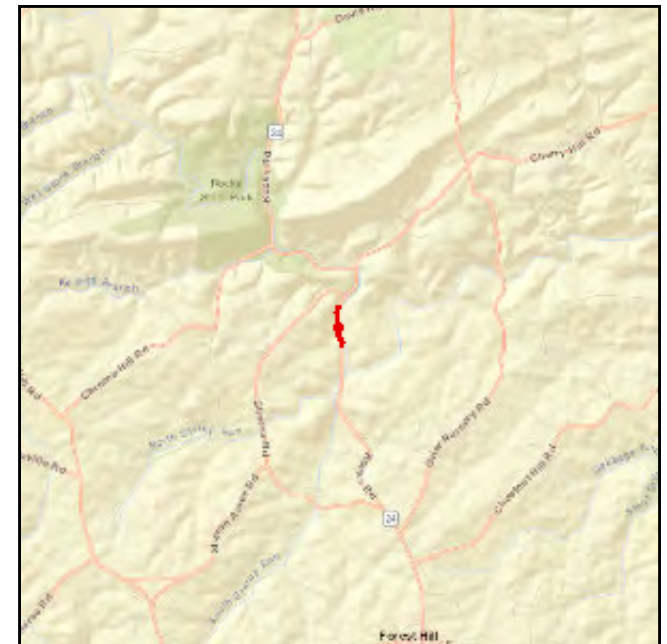
The estimated total cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

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)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$557	\$193	\$186	\$64	\$126	\$44	\$0	\$0	\$1,170
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$557	\$193	\$186	\$64	\$126	\$44	\$0	\$0	\$1,170



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

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$182	\$0	\$0	\$0	\$0	\$0	\$0	\$182
Subtotal	\$0	\$182	\$0	\$0	\$0	\$0	\$0	\$0	\$182
Total	\$557	\$375	\$186	\$64	\$126	\$44	\$0	\$0	\$1,352

MD 32: MD 108 to Linden Church Road

TIP ID	66-1602-41	Year of Operation	2019
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	\$44,380,000

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. The project opened to service in summer 2019. Right-of-way acquisition will be complete in fiscal year 2021.

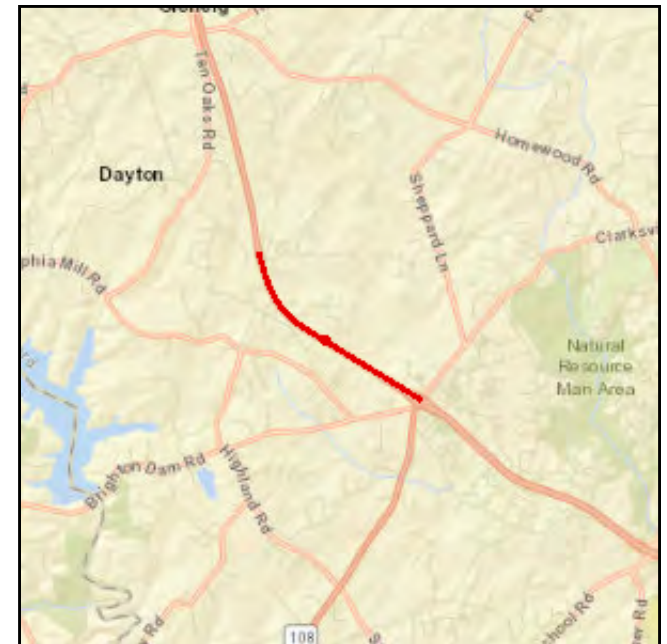
This project is segment 1 of the MD 32: MD 108 to I-70 corridor project that had TIP ID #66-1405-41 in previous TIPs.

Justification:

This project will address congestion and safety problems 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.





2021 - 2024 Transportation Improvement Program

MD 32: MD 108 to Linden Church Road

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$169	\$0	\$0	\$0	\$0	\$0	\$0	\$169
Subtotal	\$0	\$169	\$0	\$0	\$0	\$0	\$0	\$0	\$169
Total	\$0	\$169	\$0	\$0	\$0	\$0	\$0	\$0	\$169

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

TIP ID	66-1703-41	Year of Operation	2022
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	\$126,825,000

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. The project also includes replacement of the Triadelphia Road bridge over MD 32. This is a design build project and phase 2 of the MD 32: MD 108 to I-70 corridor project improvements, which had TIP ID #66-1405-41 in previous TIPs. 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. Road improvements are anticipated to be completed in 2022. The remaining funds in FY 2023 will complete right-of-way acquisition.

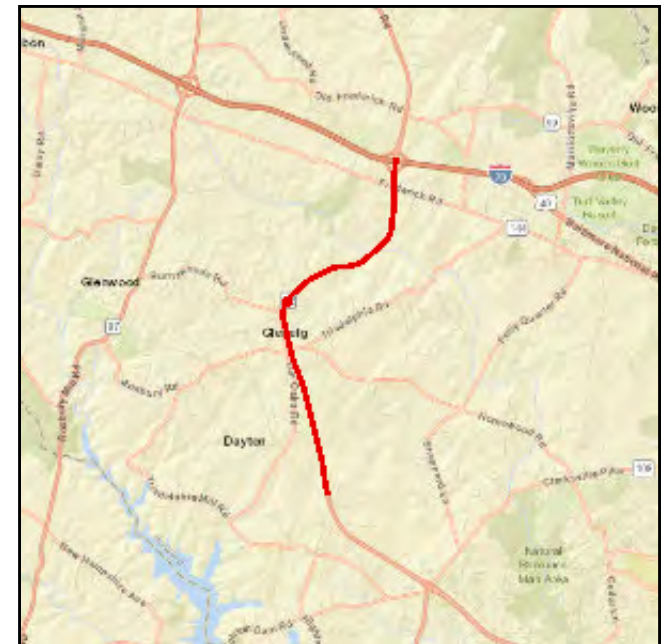
This project uses 100% federal funding for construction in FY 2021 and FY 2022 due to toll credits.

Justification:

The project will address congestion and safety problems 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.





2021 - 2024 Transportation Improvement Program

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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$32,555	\$0	\$26,852	\$0	\$0	\$0	\$0	\$0	\$59,407
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$2,624	\$307	\$1,343	\$357	\$702	\$197	\$0	\$0	\$5,530
Subtotal	\$35,179	\$307	\$28,195	\$357	\$702	\$197	\$0	\$0	\$64,937
Total	\$35,179	\$307	\$28,195	\$357	\$702	\$197	\$0	\$0	\$64,937

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	\$31,800,000

Description:

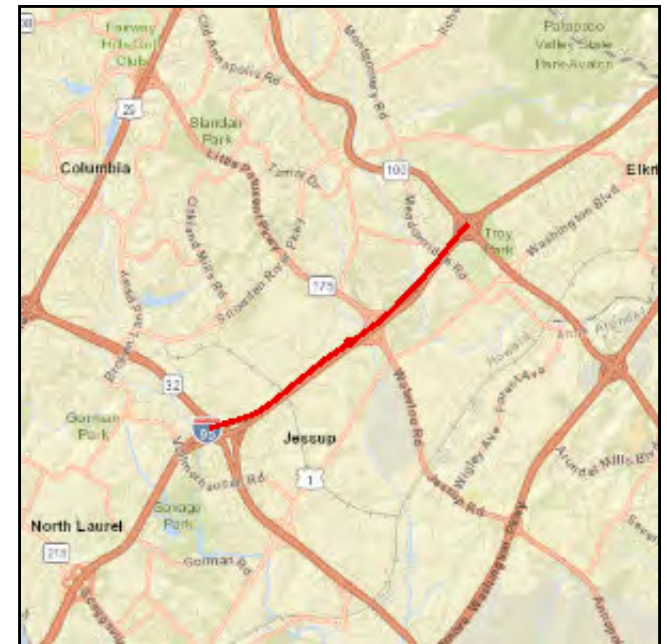
This project (formerly CTP# HONEW2) will construct facilities to accommodate peak hour shoulder use on I-95 between MD 32 and MD 100 in Howard County. This project is currently funded for partial preliminary engineering to the 30% design milestone only and would result in part-time capacity improvements. The 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 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. Increase Mobility
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





I-95: Active Traffic Management

(Funding in Thousands)

Other

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$250	\$0	\$167	\$0	\$50	\$0	\$0	\$467
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$250	\$0	\$167	\$0	\$50	\$0	\$0	\$467
Total	\$0	\$250	\$0	\$167	\$0	\$50	\$0	\$0	\$467