

## V. THE FINANCIAL PLAN

The Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the TIP, the BRTB has taken into consideration the transportation funding revenues expected to be available during the four years of the TIP (FY 2020 through FY 2023).

Further, the 2020-2023 TIP is financially constrained by program and by year. The framework of both *Maximize2045*, the regional long-range transportation plan, and the 2020-2023 TIP meet this requirement. This section of the TIP includes the documentation of reasonably available finances that demonstrates how this TIP, once approved, can be implemented. In developing the TIP, the MPO members, MDOT, and state (MTA) and local transit operator(s) have cooperatively developed estimates of funds that are reasonably expected to be available to support TIP implementation. The revenue and cost estimates for the TIP

reflect year of expenditure dollars, based on reasonable financial principles and information as described here.

The Maryland Department of Transportation (MDOT)'s 2019 - 2024 Consolidated Transportation Program (CTP) provides investment in the transportation system for all modes of transportation across the State. The CTP development process is instrumental to the development of the TIP. The transportation priorities guiding the CTP originate from the local jurisdictions that share their transportation priorities with the Transportation Secretary and at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law and requires the Transportation Secretary to visit with and present the Draft CTP to elected officials from each county and the City of Baltimore. Meetings are held with local jurisdiction staff before the Tour meeting. These meetings give local staff an opportunity to coordinate priorities and to hear firsthand from MDOT staff the current status of the CTP and the revenue and investments that have changed since the previous year.

The draft CTP becomes the basis for development of the metropolitan TIP. The state and federal financial forecast that supports the TIP is based on a six-year Financial Plan

developed by MDOT that is updated semi-annually. The forecasted revenues and expenditures use the latest available economic estimates.

The TIP is based on conservative assumptions formulated from historical trends for projected funding. The TIP serves several purposes. It is the documentation of the intent to implement specific facilities and projects from the long-range transportation plan. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. The TIP also establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the Annual Element of the program.

Sections V.A through V.D discuss state and federal revenue sources and projections as well as general uses for those funds. Section V.E fulfills the FTA requirement to assess the financial capacity of applicants for certain FTA fund sources. Section V.F summarizes TIP funding in FY 2020 and for FY 2020-2023. It includes:

- A summary of available federal funds for the Baltimore region in FY 2020 and their allocation by fund source to implementing agencies.
- A listing of FY 2020 federal funding requests and the source of matching funds by project.
- An overall summary of funding in the 2020-2023 TIP by fiscal year, implementing agency, project category, phase, and fund source.

Further funding information can be found in Chapter VI and Appendix B. Chapter VI includes information on each project, including tables detailing programmed funds by source, year, and project phase. Appendix B includes letters that document availability of matching funds from project sponsors.

## A. Revenue Projections

The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources which provide funding that enable MDOT to address important capital and operating needs, including congestion relief, safety improvements, transit availability, and maintaining the competitiveness of the Port of Baltimore and the BWI Marshall Airport.

Total projected revenues amount to \$30.9 billion for the six-year period from 2019 to 2024. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted to date. Pertinent details are as follows:

- **Opening Balance:** MDOT's goal is to transition to a \$175 million fund balance over the program period to accommodate working cash flow requirements throughout the year.

- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$7.1 billion over the six-year period. As of July 1, 2018, the motor fuel tax rates were 35.3 cents per gallon gasoline and 36.05 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Act. The Consumer Price Index (CPI) effect is estimated to average 3.6 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2018 is 9.7 cents per gallon. The rate is estimated to average 10.6 cents per gallon over the program period.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.6 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration, Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.2 billion. MDOT receives 14.6 percent of the revenues from the State's 8.25 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$6.5 billion for operating and capital programs. This amount does not include \$599 million received directly by the WMATA. The majority of federal aid is capital; only \$626 million is for operating assistance.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$3.0 billion, with \$1.1 billion from MDOT MTA, \$337 million from MDOT MPA, and \$1.6 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Act. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$2.9 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This

level of bonds is affordable within the financial parameters used by MDOT.

- **Other Sources:** The remaining sources are projected to provide \$641 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

## **B. Federal Aid Assumptions**

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act re-authorized federal funding for highway, transit, and other multimodal projects through September 30, 2020. The bill focuses on establishing a new formula program for freight, increases some flexibility in spending by converting certain funds into block grants, and streamlines certain functions by eliminating duplications and creating some pilot programs.

While Congress authorized a five-year transportation bill, each year, Congress must then appropriate the funds through the federal budget process, which can be at lower amounts than authorized. For Federal Fiscal Year (FFY) 2019, MDOT assumes that Congress will appropriate the FAST Act authorized amounts in the transportation bills for FFY 2019 through FFY 2020 and continue this inflated funding through FFY 2024.

### **Federal Highway and Transit**

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas:

highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

MDOT allocates these federal funds to projects in the program based on reasonable assumptions of authorization given in the FAST Act. MDOT expects to have approximately \$648 million in highway formula funding and \$162 million in transit formula funding in FFY 2019 for MDOT projects.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy.

Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2018 was 91.7 percent. Given that Congress has passed a long-term bill with inflation built in, MDOT assumes an OA level of 94.0 percent for FFY 2019 through FFY 2024.

### **C. Where The Money Comes From**

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the Baltimore-Washington International (BWI) Thurgood Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These funds must be authorized by a congressional act. Congress enacted long-term federal surface transportation authorizing legislation, the FAST Act, in December 2015, which provides investment in transportation infrastructure through FFY 2020.

Total projected Trust Fund revenues amount to \$30.9 billion for the six-year period from 2019 through 2024. These

amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years.

#### **D. Where The Money Goes**

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes towards funding capital projects.

## **E. Documentation of Financial Capacity for Transit Activities**

On January 30, 2002, the FTA issued circular C7008.1A. This circular states that FTA will assess the financial capacity of applicants for Sections 5307 and 5309 funding on the basis of overall current financial condition and future financial capability. In response to FTA's requirement, the TIP provides evidence of satisfactory financial capacity from agencies and local jurisdictions seeking Sections 5307 and 5309 funding. All transit projects are reflected under the MTA headings in Chapter VI. Documentation of local match for transit projects is provided in Appendix B.

### The Maryland Transit Administration

The MTA, as a modal administration under the MDOT, derives financial capacity through Maryland's Transportation Trust Fund. The fund is credited with transportation-related receipts, including proceeds of motor vehicle titling and fuel taxes, a portion of the State's corporate income tax, registration fees for motor vehicles, bus and rail fares, port fees and airport revenues, together with bond and note proceeds, federal funds and other receipts. Capital expenditures are financed from net

revenues of the Department, federal grants and the proceeds of sales of Consolidated Transportation Bonds.

### City of Annapolis

Matching funds for the City's transit projects are provided by the City and the State of Maryland. The City's portion of the local match is provided through the Off-Street Parking Fund. Documentation and approval of the local funds are contained in the City of Annapolis operating Budget and Capital Improvement Program (CIP). The State portion of the match is provided through the Transportation Trust Fund.

### Harford County

State and local matching funds have been committed for Harford County transit services. State funds are provided through the Transportation Trust Fund. Local funds are dedicated in the County Office of Economic Development budget.

### Howard County

State and local matching funds have also been committed for Howard County transit services. Adequate matching funds in the form of bonds and local revenues are available to match TIP projects.



## **F. FY 2020 Federal-Aid Annual Element Listing and TIP Funding Summary**

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2020 is provided in Table 2. This list brings together information found in Chapter VI, the chapter containing individual project listings for each jurisdiction and modal administration. Projects in the Annual Element can also be identified in the individual project listings as those with dollar amounts in the FY 2020 columns.

Table 1 summarizes, by jurisdiction and agency, the level of federal funds requested in the FY 2020 Annual Element and federal funds available by agency and fund source. Table 2 shows the projects in the FY 2020 Annual Element, the source of funds, the federal funds requested and the matching funds to be provided. Table 3 shows total funds, both federal and matching, programmed for FY 2020 through FY 2023 by sponsoring agency.

Exhibits 1 through 7 graphically summarize the 2020-2023 TIP. Exhibit 1 compares the total amount programmed in the 2017-2020, 2018-2021, 2019-2022, and 2020-2023 TIP documents. Exhibit 2 displays 2020-2023 TIP funding by fiscal year. Exhibit

3 summarizes federal and matching funds in the 2020-2023 TIP by sponsoring agency. Exhibits 4 and 5 summarize the number of projects and share of funding in the 2020-2023 TIP by project category. Exhibit 6 displays the share of FY 2020 funds by project phase while Exhibit 7 shows FY 2020 Annual Element federal fund requests by funding source.

**Table 1: Annual Element  
(Funding in Thousands)**

**Summary of the FY 2020 Federal-Aid Annual Element (continued on next page)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307F</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>BUILD</b>
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail	\$86						\$18,624		
MTA - Transit	\$71,292	\$16,847	\$1,952		\$238		\$26,314	\$5,749	
Maryland Port Administration									\$6,555
Office of the Secretary						\$400			
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
<b>Total Programmed</b>	<b>\$71,378</b>	<b>\$16,847</b>	<b>\$1,952</b>	<b>\$0</b>	<b>\$238</b>	<b>\$400</b>	<b>\$44,938</b>	<b>\$5,749</b>	<b>\$6,555</b>
<b>FY 2020 Appropriation*</b>	\$64,557		\$1,952	\$6,268	\$238	\$650	\$52,738	\$5,456	\$6,555
<b>Previous Funds Still Available*</b>	\$6,821	\$16,847		\$4,186				\$293	
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>	<b>\$71,378</b>	<b>\$16,847</b>	<b>\$1,952</b>	<b>\$10,454</b>	<b>\$238</b>	<b>\$650</b>	<b>\$52,738</b>	<b>\$5,749</b>	<b>\$6,555</b>

- 5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
- 5307F Section 5307 Flex (STBG funds flexed to Section 5307)
- 5307O Section 5307 Urbanized Area Formula Program (funding for operating projects)
- 5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311O Section 5311 Nonurbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
- 5329 Section 5329 State Safety Oversight
- 5337 Section 5337 State of Good Repair Formula Program
- 5339F Section 5339 Bus and Bus Facilities Formula Program
- BUILD Better Utilizing Investments to Leverage Development grants

\*Figures provided by MDOT

**Summary of the FY 2020 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>NHPPC</b>	<b>Other</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>TIGER</b>	<b>Total</b>
Anne Arundel County						\$4,093			<b>\$4,093</b>
Baltimore City			\$2,400			\$50,344			<b>\$52,744</b>
Baltimore County						\$20,640			<b>\$20,640</b>
Carroll County						\$4,776			<b>\$4,776</b>
Harford County						\$4,622			<b>\$4,622</b>
Howard County									<b>\$0</b>
MTA - Commuter Rail									<b>\$18,710</b>
MTA - Transit	\$44,596								<b>\$166,988</b>
Maryland Port Administration									<b>\$6,555</b>
Office of the Secretary								\$1,074	<b>\$1,474</b>
SHA - Anne Arundel County						\$11,898			<b>\$11,898</b>
SHA - Baltimore County			\$53,771			\$1,067			<b>\$54,838</b>
SHA - Carroll County						\$9			<b>\$9</b>
SHA - Harford County			\$3,062			\$482			<b>\$3,544</b>
SHA - Howard County			\$26,117						<b>\$26,117</b>
SHA - Regional	\$4,560	\$14,800	\$90,416	\$45	\$480	\$129,040	\$7,440		<b>\$246,781</b>
<b>Total Programmed</b>	<b>\$49,156</b>	<b>\$14,800</b>	<b>\$175,766</b>	<b>\$45</b>	<b>\$480</b>	<b>\$226,971</b>	<b>\$7,440</b>	<b>\$1,074</b>	<b>\$623,789</b>
<b>FY 2020 Appropriation*</b>	\$29,203	\$17,864	\$144,584			\$87,491		\$1,074	<b>\$418,630</b>
<b>Previous Funds Still Available*</b>	\$28,192		\$137,684	\$45	\$562	\$145,184	\$10,861		<b>\$350,675</b>
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>	\$57,395	\$17,864	\$282,268	\$45	\$562	\$232,675	\$10,861	\$1,074	<b>\$769,305</b>

- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)
- HSIP Highway Safety Improvement Program
- NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
- Other Other (includes National Summer Transportation Institute Program)
- RTP Recreational Trails Program
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (Transportation Enhancement, Safe Routes to School) – subset of STBG
- TIGER Transportation Investment Generating Economic Recovery grants

\*Figures provided by MDOT

**Summary of the FY 2021 Federal-Aid Annual Element (Funding in Thousands - continued below)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307F</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$3,418						\$34,597	
MTA - Transit	\$71,282	\$13,730	\$1,952	\$3,370	\$238		\$26,840	\$5,858
Office of the Secretary						\$400		
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								
<b>Total Programmed</b>	<b>\$74,700</b>	<b>\$13,730</b>	<b>\$1,952</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$61,437</b>	<b>\$5,858</b>

**Summary of the FY 2021 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>NHPPC</b>	<b>Other</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County						\$2,738		\$2,738
Baltimore City						\$5,847		\$5,847
Baltimore County						\$9,204		\$9,204
Carroll County								\$0
Harford County						\$5,620		\$5,620
Howard County								\$0
MTA - Commuter Rail								\$38,015
MTA - Transit	\$44,908							\$168,178
Office of the Secretary								\$400
SHA - Anne Arundel County						\$9,441		\$9,441
SHA - Baltimore County			\$60,219			\$5,341		\$65,560
SHA - Carroll County						\$7		\$7
SHA - Harford County			\$314			\$427		\$741
SHA - Howard County			\$28,783					\$28,783
SHA - Regional	\$4,560	\$14,800	\$90,416	\$45	\$480	\$127,440	\$7,440	\$245,181
<b>Total Programmed</b>	<b>\$49,468</b>	<b>\$14,800</b>	<b>\$179,732</b>	<b>\$45</b>	<b>\$480</b>	<b>\$166,065</b>	<b>\$7,440</b>	<b>\$579,715</b>

**Summary of the FY 2022 Federal-Aid Annual Element (Funding in Thousands - continued below)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$1,242				\$36,618		
MTA - Transit	\$72,693	\$1,952	\$238		\$27,377	\$5,969	\$44,800
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							\$4,560
<b>Total Programmed</b>	<b>\$73,935</b>	<b>\$1,952</b>	<b>\$238</b>	<b>\$400</b>	<b>\$63,995</b>	<b>\$5,969</b>	<b>\$49,360</b>

**Summary of the FY 2022 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>HSIP</b>	<b>NHPPC</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County				\$833		\$833
Baltimore City				\$33,212		\$33,212
Baltimore County				\$4,000		\$4,000
Carroll County				\$2,848		\$2,848
Harford County				\$2,120		\$2,120
Howard County						\$0
MTA - Commuter Rail						\$37,860
MTA - Transit						\$153,029
Office of the Secretary						\$400
SHA - Anne Arundel County				\$9,479		\$9,479
SHA - Baltimore County		\$61,131		\$5,547		\$66,678
SHA - Carroll County						\$0
SHA - Harford County						\$0
SHA - Howard County		\$25,492				\$25,492
SHA - Regional	\$14,800	\$75,856	\$480	\$103,440	\$7,280	\$206,416
<b>Total Programmed</b>	<b>\$14,800</b>	<b>\$162,479</b>	<b>\$480</b>	<b>\$161,479</b>	<b>\$7,280</b>	<b>\$542,367</b>

**Summary of the FY 2023 Federal-Aid Annual Element (Funding in Thousands - continued below)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$624					\$30,084	
MTA - Transit	\$74,134	\$1,952	\$3,370	\$238		\$27,924	\$6,083
Office of the Secretary					\$400		
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							
<b>Total Programmed</b>	<b>\$74,758</b>	<b>\$1,952</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$58,008</b>	<b>\$6,083</b>

**Summary of the FY 2023 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>NHPPC</b>	<b>RTP</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County							\$0
Baltimore City					\$48,635		\$48,635
Baltimore County					\$5,900		\$5,900
Carroll County					\$2,058		\$2,058
Harford County					\$3,810		\$3,810
Howard County							\$0
MTA - Commuter Rail							\$30,708
MTA - Transit	\$44,800						\$158,501
Office of the Secretary							\$400
SHA - Anne Arundel County					\$7,707		\$7,707
SHA - Baltimore County			\$56,418		\$3,644		\$60,062
SHA - Carroll County							\$0
SHA - Harford County							\$0
SHA - Howard County			\$532				\$532
SHA - Regional	\$4,560	\$14,800	\$75,856	\$480	\$103,440	\$7,280	\$206,416
<b>Total Programmed</b>	<b>\$49,360</b>	<b>\$14,800</b>	<b>\$132,806</b>	<b>\$480</b>	<b>\$175,194</b>	<b>\$7,280</b>	<b>\$524,729</b>



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>Anne Arundel County - Anne Arundel County</b>					
Furnace Avenue Bridge over Deep Run	11-1103-13	Bridge repair/deck replacement	STBG	225	45
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	1,274	446
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	2,379	595
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	0	97
Polling House Road Bridge over Rock Branch	11-1602-13	Bridge repair/deck replacement	STBG	215	46
Subtotal				4,093	1,229
<b>Baltimore City - Baltimore City</b>					
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	Miscellaneous	Other	0	1,000
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,500	6,000
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Bicycle/pedestrian facility	STBG	1,784	446
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	14,720	4,565
Wilkens Avenue Bridge Over Gwynns Falls	12-1403-13	Bridge repair/deck replacement	STBG	11,040	2,760
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	STBG	800	200
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	NHPPC	2,400	600
			STBG	400	100
Hanover Street Bridge Multimodal Corridor	12-1419-13	Bridge repair/deck replacement	STBG	2,400	600
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STBG	800	200
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,800	1,200



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MLK Blvd. and Howard St. Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	STBG	400	100
Capital Project Delivery Services	12-1901-99	Miscellaneous	STBG	500	1,500
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	Road resurfacing/rehabilitation	STBG	1,200	300
Citywide Asset Management	12-2003-19	Other	STBG	800	200
Baltimore Street from Howard Street to President Street	12-2004-11	Road resurfacing/rehabilitation	STBG	1,200	300
Citywide Transportation Plan	12-2006-99	Miscellaneous	STBG	1,200	500
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	Road resurfacing/rehabilitation	STBG	1,200	300
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	Road resurfacing/rehabilitation	STBG	1,200	300
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	Road resurfacing/rehabilitation	STBG	1,200	300
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	Road resurfacing/rehabilitation	STBG	1,200	300
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	Road resurfacing/rehabilitation	STBG	800	200
Citywide Transportation Studies	12-2014-99	Miscellaneous	STBG	1,200	200
<b>Subtotal</b>				<b>52,744</b>	<b>22,171</b>
<b>Baltimore County - Baltimore County</b>					
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STBG	9,600	2,400
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	Bridge repair/deck replacement	STBG	1,440	460
Phoenix Road Bridge No. BC6507 over Gunpowder Falls & NCR Trail	13-2001-13	Bridge repair/deck replacement	STBG	9,600	2,400
<b>Subtotal</b>				<b>20,640</b>	<b>5,260</b>
<b>Carroll County - Carroll County</b>					
Bixler Church Road Bridge over Big Pipe Creek	14-1101-13	Bridge repair/deck replacement	STBG	429	107





## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Shepherds Mill Road Bridge over Little Pipe Creek	14-1102-13	Bridge repair/deck replacement	STBG	2,993	748
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	Bridge repair/deck replacement	STBG	216	54
Babylon Road Bridge over Silver Run	14-1601-13	Bridge repair/deck replacement	STBG	0	0
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	Bridge repair/deck replacement	STBG	220	55
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	Bridge repair/deck replacement	STBG	184	46
Hughes Shop Road Bridge over Bear Branch	14-1802-13	Bridge repair/deck replacement	STBG	224	56
Bridge Inspection Program	14-9401-14	Bridge inspections	STBG	510	0
Subtotal				4,776	1,066
<b>Harford County - Harford County</b>					
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STBG	200	50
Chestnut Hill Bridge #40	15-1101-13	Bridge repair/deck replacement	STBG	1,072	308
Phillips Mill Road Bridge #70 over East Branch Tributary	15-1102-13	Bridge repair/deck replacement	STBG	2,300	650
Bata Boulevard Access Road	15-1402-42	New or extended roadways	Other	0	100
Stafford Road Bridge #24 over Deer Creek	15-1501-13	Bridge repair/deck replacement	STBG	100	100
Grier Nursery Road Bridge #43	15-2001-13	Bridge repair/deck replacement	STBG	400	100
Hookers Mill Road Bridge #13	15-2002-13	Bridge repair/deck replacement	STBG	400	100
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	150	0
Subtotal				4,622	1,408
<b>Howard County - Howard County</b>					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	Other	0	7,470



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Dorsey Run Road: MD 175 to CSX Railroad Spur	16-1403-41	Roadway widening	Other	0	800
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	Roadway widening	Other	0	720
MD 175 at Oakland Mills Rd Interchange	16-1407-46	New interchange	Other	0	10,500
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	850
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	18,250
Bus Rapid Transit	16-2001-67	Transit capacity expansion	Other	0	2,000
<b>Subtotal</b>				<b>0</b>	<b>40,590</b>
<b>Maryland Port Administration - Baltimore City</b>					
Seagirt Marine Terminal Modernization: Berth Improvements	32-2001-83	Facility expansion	BUILD	6,555	23,093
<b>Subtotal</b>				<b>6,555</b>	<b>23,093</b>
<b>Maryland Transportation Authority - Baltimore City</b>					
I-95 Fort McHenry Tunnel: Moravia Road to Tunnel Improvements	22-1601-41	Roadway widening	Other	0	977
<b>Subtotal</b>				<b>0</b>	<b>977</b>
<b>Maryland Transportation Authority - Harford County</b>					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	37,478
<b>Subtotal</b>				<b>0</b>	<b>37,478</b>
<b>MTA - Commuter Rail - Regional</b>					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	7,291	1,823



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MARC Improvements	70-1502-54	Preservation and improvements	5307C	86	22
			5337	11,333	2,833
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	0	0
<b>Subtotal</b>				<b>18,710</b>	<b>4,678</b>
<b>MTA - Transit - Regional</b>					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	4,069	1,017
			5339F	5,456	1,364
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	12,790	3,198
			5337	26,314	6,578
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	533	133
			5339F	133	33
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	1,626	1,626
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	1,571	393
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	2,400	600
			5339F	0	0
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	CMAQ	43,250	10,813
			5307C	37,530	9,383
			5307F	16,847	4,212



# Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	CMAQ	0	0
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	12,239	3,060
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	160	40
			5339F	160	40
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	1,346	0
<b>Subtotal</b>				<b>166,988</b>	<b>43,054</b>
<b>Office of the Secretary - Baltimore City</b>					
Port of Baltimore Enhancements	92-1401-83	Facility expansion	TIGER	1,074	2,000
<b>Subtotal</b>				<b>1,074</b>	<b>2,000</b>
<b>Office of the Secretary - Regional</b>					
State Safety Oversight	90-1401-39	Other	5329	400	200
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	7,273	10,133
DC-to-Baltimore Loop Tunnel Project	90-2001-99	Miscellaneous	Other	0	0
<b>Subtotal</b>				<b>7,673</b>	<b>10,333</b>
<b>SHA - Anne Arundel County</b>					
MD 198: MD 295 to MD 32	61-1403-41	Roadway widening	Other	0	170
US 50: MD 70 to MD 2	61-1404-41	Roadway widening	Other	0	39



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STBG	4,083	3,530
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	1,493
			STBG	7,815	2,181
<b>Subtotal</b>				<b>11,898</b>	<b>7,413</b>
<b>SHA - Baltimore County</b>					
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41	Roadway widening	Other	0	530
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	990	110
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	Other	0	74
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHPPC	12,124	260
			Other	0	348
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	Other	0	50
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHPPC	6,564	278
			Other	0	611
MD 137: Bridge Replacement over I-83	63-1703-13	Bridge repair/deck replacement	Other	0	56
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	7,495	2,084
			Other	0	42
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	5,653	1,786
			Other	0	3
MD 45: Padonia Rd to Wight Ave	63-1707-11	Road resurfacing/rehabilitation	NHPPC	900	4,879



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38	Environmental other	NHPPC	2,846	920
			Other	0	85
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	17,199	14,351
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	Other	0	322
			STBG	1,067	301
Subtotal				54,838	27,090
<b>SHA - Carroll County</b>					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	8,466
			STBG	9	2
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	1,973
MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13	Bridge repair/deck replacement	Other	0	71
Subtotal				9	10,512
<b>SHA - Harford County</b>					
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	Roadway widening	NHPPC	3,062	489
			Other	0	50
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	Other	0	67
			STBG	482	168
Subtotal				3,544	774
<b>SHA - Howard County</b>					
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	Other	0	664



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	2,612
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	26,117	6,470
I-95: Active Traffic Management	66-1801-41	Roadway widening	Other	0	342
<b>Subtotal</b>				<b>26,117</b>	<b>10,088</b>
<b>SHA - Regional</b>					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	17,600	4,400
			STBG	14,080	3,520
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	6,400	1,600
			NHPPC	48,240	12,060
			STBG	38,000	9,500
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,840	460
			NHPPC	3,320	830
			STBG	13,680	3,420
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	880	220
			NHPPC	3,520	880
			RTP	480	120
			STBG	37,280	9,320
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,720	680



## Transportation Improvement Program - FY 2020-2023

Table 2: FY 2020 Annual Element (Funding in Thousands)

<b>Project Name</b>	<b>Project ID</b>	<b>Project Type</b>	<b>Funding Source</b>	<b>Federal Funds</b>	<b>Matching Funds</b>
Areawide Safety And Spot Improvements	60-9508-19	Other	HSIP	7,520	1,880
			NHPPC	17,680	4,420
			STBG	21,200	5,300
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	56	14
			STBG	4,800	1,200
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	7,440	1,860
Subtotal				246,781	61,684





## Transportation Improvement Program - FY 2020-2023

Table 3. Summary of FY 2020-2023 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	FY 2020 Federal Funds	FY 2020 Matching Funds	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 2020-2023 Federal Funds Total	FY 2020-2023 Matching Funds Total	Grand Total
Anne Arundel County	\$4,093	\$1,229	\$2,738	\$14,399	\$833	\$280	\$0	\$0	\$7,664	\$15,908	<b>\$23,572</b>
Baltimore City	\$52,744	\$22,171	\$5,847	\$1,879	\$33,212	\$7,886	\$48,635	\$12,115	\$140,438	\$44,051	<b>\$184,489</b>
Baltimore County	\$20,640	\$5,260	\$9,204	\$1,576	\$4,000	\$1,000	\$5,900	\$700	\$39,744	\$8,536	<b>\$48,280</b>
Carroll County	\$4,776	\$1,066	\$0	\$0	\$2,848	\$584	\$2,058	\$514	\$9,682	\$2,164	<b>\$11,846</b>
Harford County	\$4,622	\$1,408	\$5,620	\$1,256	\$2,120	\$540	\$3,810	\$1,065	\$16,172	\$4,269	<b>\$20,441</b>
Howard County	\$0	\$40,590	\$0	\$14,300	\$0	\$900	\$0	\$25,050	\$0	\$80,840	<b>\$80,840</b>
Maryland Port Administration	\$6,555	\$23,093	\$0	\$10,353	\$0	\$0	\$0	\$0	\$6,555	\$33,446	<b>\$40,001</b>
Maryland Transportation Authority	\$0	\$38,455	\$0	\$93,813	\$0	\$201,193	\$0	\$239,887	\$0	\$573,348	<b>\$573,348</b>
MTA - Commuter Rail	\$18,710	\$4,678	\$38,015	\$9,504	\$37,860	\$9,466	\$30,708	\$7,677	\$125,293	\$31,325	<b>\$156,618</b>
MTA - Transit	\$166,988	\$43,054	\$168,178	\$43,740	\$153,029	\$39,597	\$158,501	\$41,348	\$646,696	\$167,739	<b>\$814,435</b>
Office of the Secretary	\$8,747	\$12,333	\$400	\$200	\$400	\$200	\$400	\$200	\$9,947	\$12,933	<b>\$22,880</b>
SHA - Anne Arundel County	\$11,898	\$7,413	\$9,441	\$3,998	\$9,479	\$3,228	\$7,707	\$2,151	\$38,525	\$16,790	<b>\$55,315</b>
SHA - Baltimore County	\$54,838	\$27,090	\$65,560	\$42,192	\$66,678	\$33,628	\$60,062	\$24,256	\$247,138	\$127,166	<b>\$374,304</b>
SHA - Carroll County	\$9	\$10,512	\$7	\$190	\$0	\$92	\$0	\$26	\$16	\$10,820	<b>\$10,836</b>
SHA - Harford County	\$3,544	\$774	\$741	\$186	\$0	\$0	\$0	\$0	\$4,285	\$960	<b>\$5,245</b>
SHA - Howard County	\$26,117	\$10,088	\$28,783	\$7,788	\$25,492	\$6,344	\$532	\$151	\$80,924	\$24,371	<b>\$105,295</b>
SHA - Regional	\$246,781	\$61,684	\$245,181	\$61,284	\$206,416	\$51,604	\$206,416	\$51,604	\$904,794	\$226,176	<b>\$1,130,970</b>
<b>Grand Total</b>	<b>\$631,062</b>	<b>\$310,898</b>	<b>\$579,715</b>	<b>\$306,658</b>	<b>\$542,367</b>	<b>\$356,542</b>	<b>\$524,729</b>	<b>\$406,744</b>	<b>\$2,277,873</b>	<b>\$1,380,842</b>	<b>\$3,658,715</b>

Exhibit 1. Comparison of the Total Amount Programmed in the 2017, 2018, 2019, and 2020 TIPs

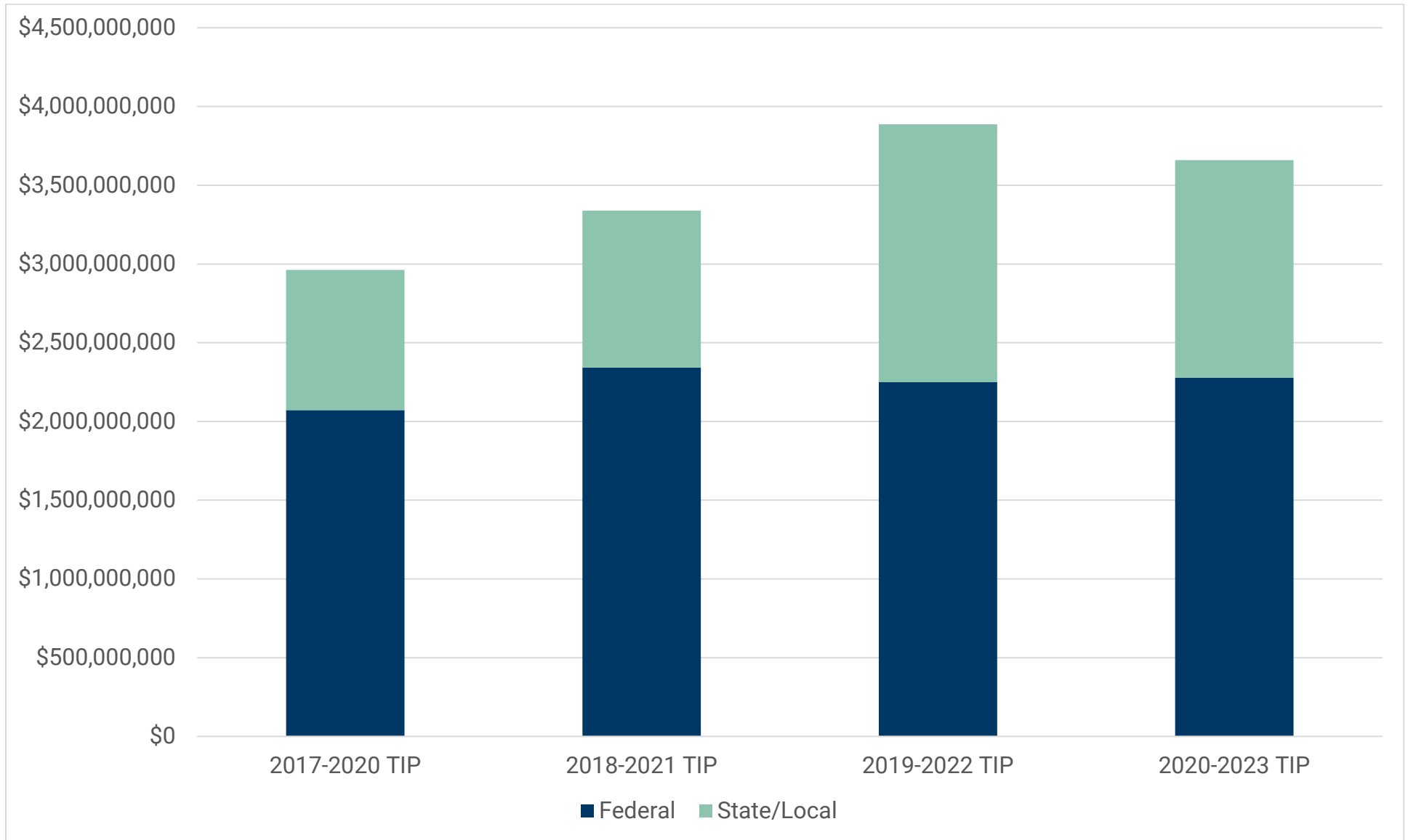
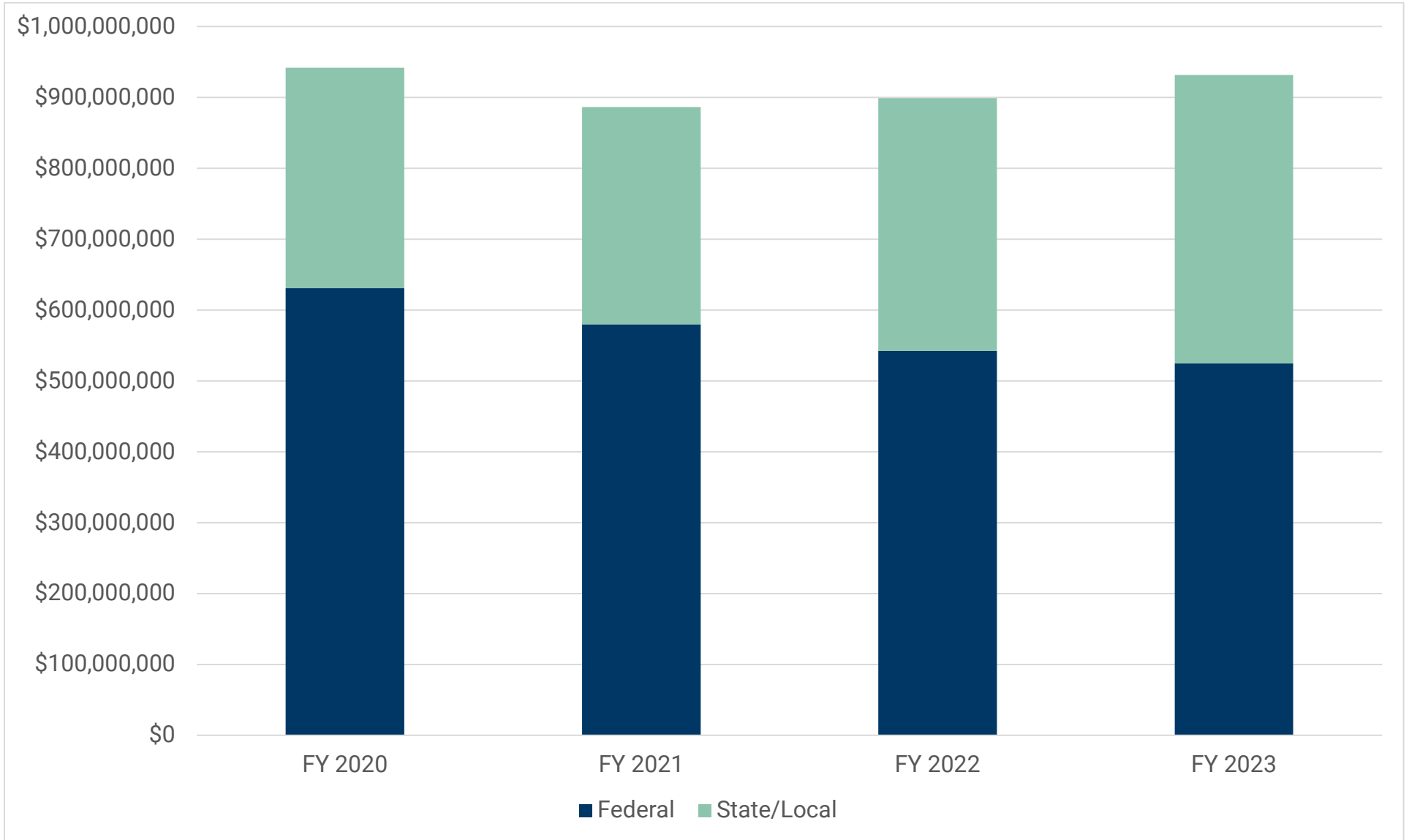


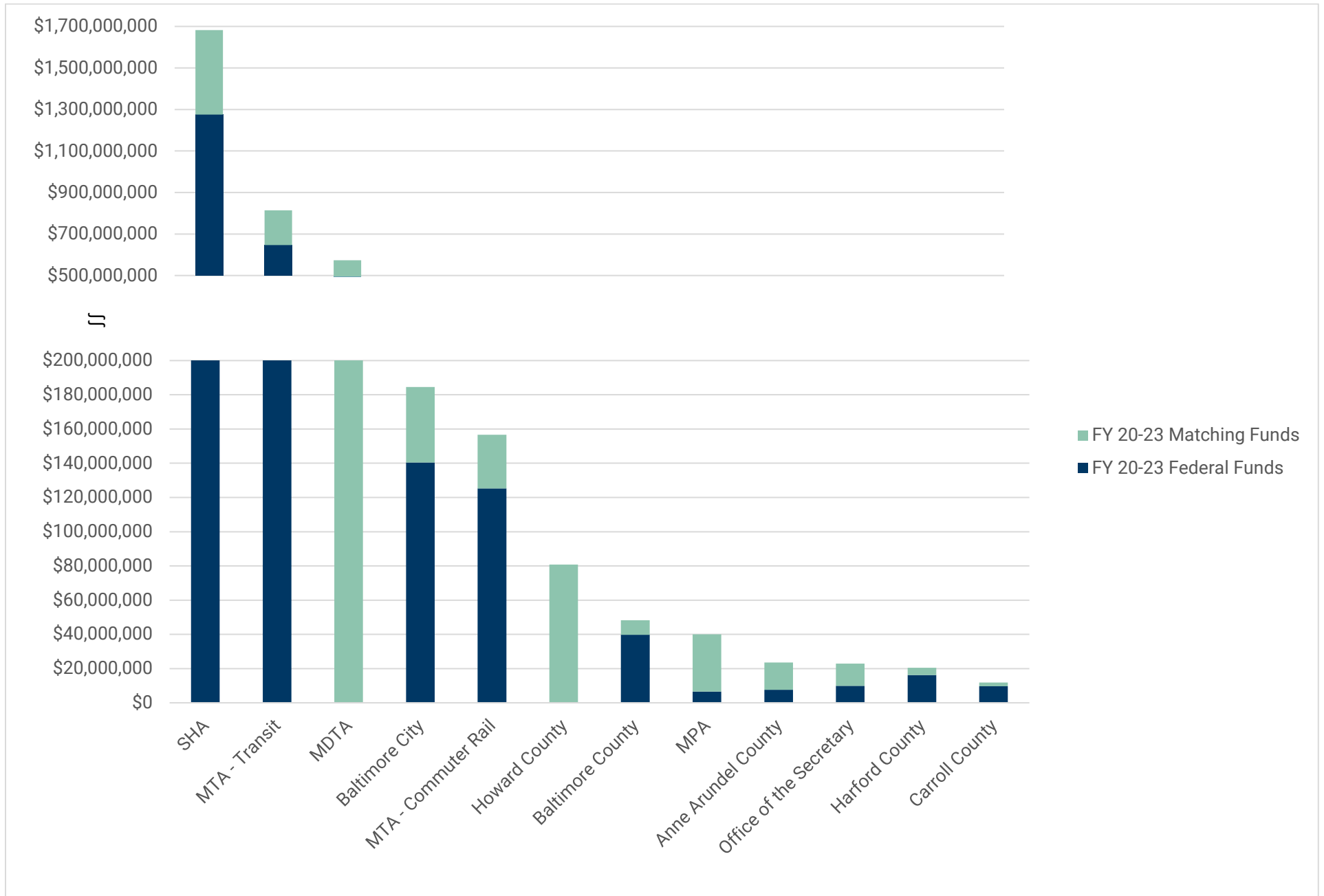
Exhibit 2. FY 2020-2023 TIP Funding by Fiscal Year





# Transportation Improvement Program - FY 2020-2023

## Exhibit 3. FY 2020-2023 TIP Funding by Sponsoring Agency





Project Category	Number of Projects
Highway Preservation	78
Highway Capacity	25
Transit Preservation	10
Emission Reduction Strategy	7
Miscellaneous	7
Environmental/Safety	3
Commuter Rail Preservation	3
Enhancement Program	2
Ports	2
Transit Capacity	1
Commuter Rail Capacity	0
<b>Total</b>	<b>138</b>

## Exhibit 5. Share of FY 2020-2023 TIP Funding by Project Category

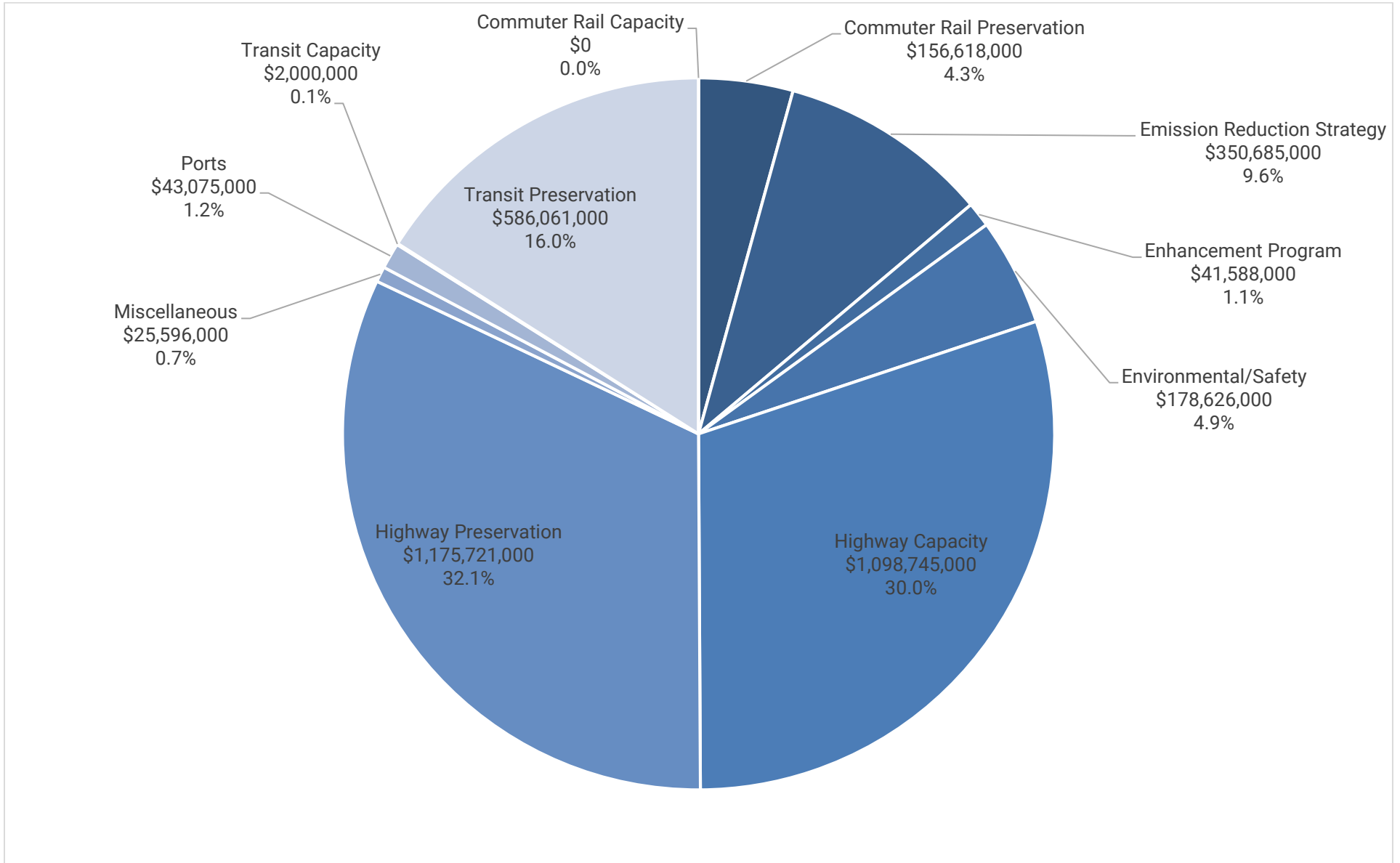
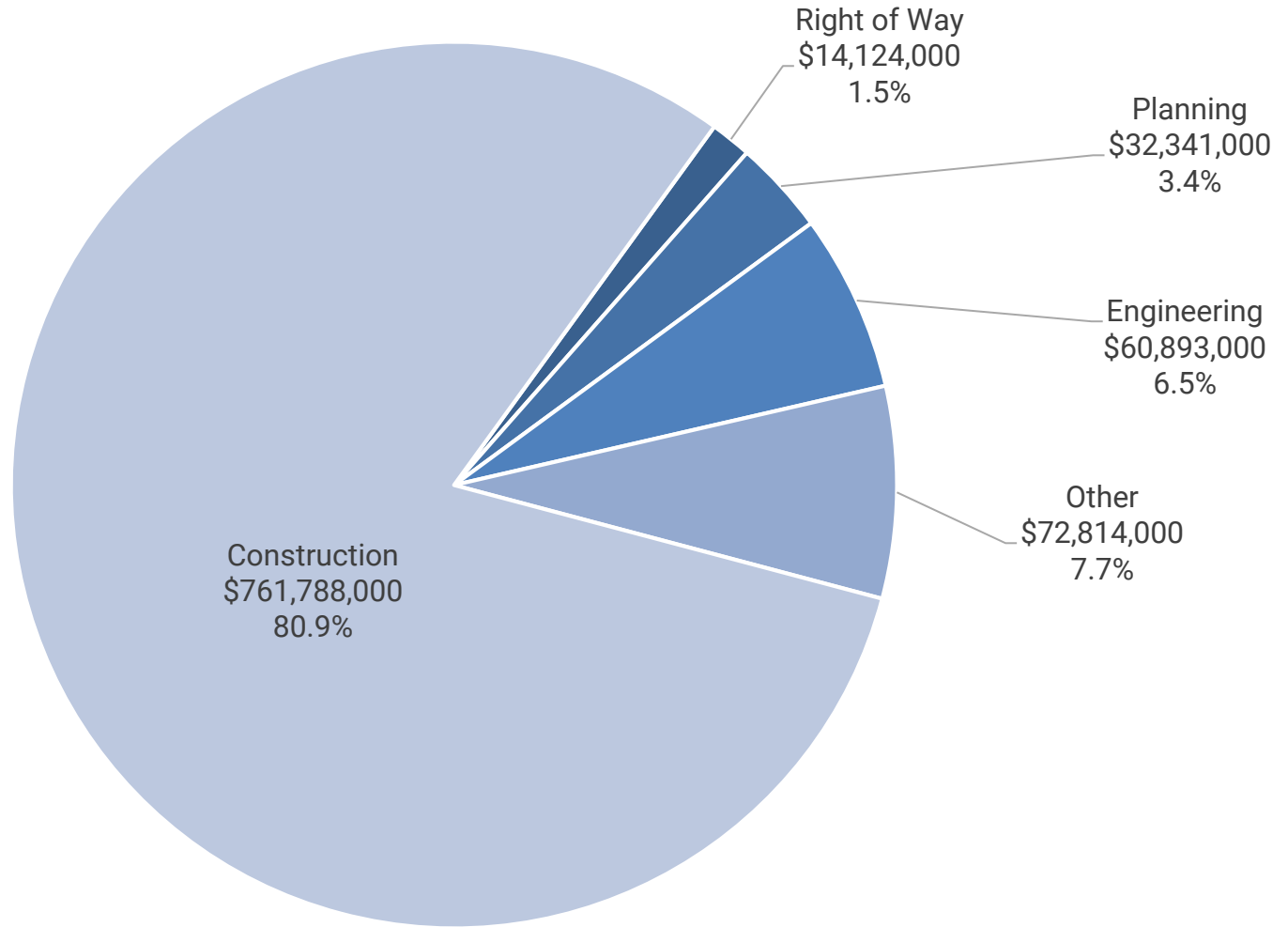


Exhibit 6. Share of FY 2020 TIP Funding by Project Phase





# Transportation Improvement Program - FY 2020-2023

Exhibit 7. FY 2020 Federal Fund Requests by Fund Source

