

## 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 2017 through FY 2020).

Further, the 2017-2020 TIP is financially constrained by program and by year. The framework of both *Maximize2040*, the regional long-range transportation plan, and the FY 2017-2020 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 2016 - 2021 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.

A summary of available federal funds for the Baltimore region in FY 2017 and their allocation by fund source to implementing agencies is included. The project listings provide specific requests by fund source and identify the source of the matching funds. Included in Appendix B are 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 State's Transportation Infrastructure Investment Act of 2013 (Transportation Act) phases in a variety of revenue increases which will provide funding that will 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.

As Maryland's economy continues to recover, the new revenues provided by the Transportation Act are a welcome "shot in the arm" enabling MDOT to ready Maryland's transportation network for the 21<sup>st</sup> century. Total projected revenues amount to \$28.5 billion for the six-year period (2016-2021). 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. Funds to accommodate the Governor's

pledge to restore local Highway User Revenues have been reserved, pending legislation. Pertinent details are as follows:

- Opening Balance: MDOT's goal is to transition to a \$150 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 \$6.8 billion over the six-year period. As of January 1, 2016, the motor fuel taxes were 32.6 cents per gallon gasoline and 33.35 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 2.4 cents per gallon over the program period. Since federal legislation enabling states to require internet sellers to collect sales taxes did not pass by December 1, 2015, the sales and use tax equivalent rate applied to motor fuel increases to 4% effective January 1, 2016 and to 5% effective July 1, 2016. The sales and use tax equivalent rate effective January 1, 2016 is 8 cents per gallon. The sales and use tax is estimated to average 12.2 cents per gallon.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.1 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. Following the recent national down cycle, vehicle sales have stabilized and titling tax revenues are starting to recover. 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 \$3.7 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 \$939 million. MDOT's share of the 8.25 percent corporate income tax will be 16.6 percent for fiscal years 2014 – 2016 and 14.6 percent each fiscal year thereafter.
- **Federal Aid:** This source is projected to contribute \$5.5 billion for operating and capital programs. This amount does not include \$618 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$570 million is for operating assistance.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.8 billion, with \$1.1 billion from MTA, \$305 million from the Maryland Port Administration (MPA), and \$1.4 billion from the Maryland Aviation Administration (MAA). MTA revenues primarily include rail and bus fares, which are indexed to inflation as of fiscal year 2015. MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- **Bond Proceeds:** It is projected that \$3.5 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 \$176 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. While Congress authorized a five year transportation bill, each year, Congress must then appropriate the funds through the federal budget process. For FFY 2016, Congress has appropriated the transportation bill at the authorized amounts. Maryland is expected to receive approximately \$610 million in FY 2016 inflated up to \$666 million in FY 2020 in highway formula funding and \$240 million in FY 2016 inflated up to \$257 million in FY 2020 in transit formula funding.

Typically Maryland allocates these federal funds to projects in the program based on reasonable assumptions of authorization given in the FAST Act.

### **Federal Highway**

Federal highway programs are authorized by multiple-year legislation. The 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 2015 was 94 percent. Given that Congress has passed a long term bill with inflation built in, MDOT now assumes an OA level of 94.0 percent for FFY 2016 and an OA level of 90 percent for FY 2017 through 2021.

### **Federal Transit**

The majority of Maryland's federal transit funds are also distributed by formula. MDOT expects to have approximately \$593 million in highway formula funding and \$160 million in transit formula funding in FFY 2016 for MDOT projects.

### **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 that pays for most other State government operations and programs. Funds are collected as follows: 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, federal aid comprises a large portion of transportation revenues. 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 \$28.5 billion for the six-year period of 2016 - 2021. These amounts incorporate estimates for the additional revenues provided by the Transportation Infrastructure Investment Act of 2013 and 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. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A share of these funds is disbursed 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. However, 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 2017 Federal-Aid Annual Element Listing and Summary**

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2017 is provided in Table 2. This list brings together information found in Chapter VI, the section containing individual project listings for each jurisdiction and modal administration. Projects in the Annual Element can also be identified in the main project listings as those with dollar amounts in the FY 2017 columns.

Table 1 summarizes, by jurisdiction and agency, the level of federal funds requested in the FY 2017 Annual Element. Table 2 shows the projects in the FY 2017 Annual Element, the source of funds, the amount of federal funding being requested and the matching funds to be provided. Table 3 shows total costs, both federal and matching, programmed for FY 2017-2020 by project category and location. Exhibits 1 through 7 graphically summarize the FY 2017-2020 TIP. Exhibit 1 compares the total costs of projects in the FY 2012-2015, FY 2014-2017, FY 2016-2019, and FY 2017-2020 TIP documents. Exhibit 2 displays the distribution of funding in the FY 2017-2020 TIP by fiscal year. Exhibit 3 summarizes the distribution

of federal and matching funds in the TIP by implementing agency. Exhibits 4 and 5 summarize the number of projects and distribution of funding in the FY 2017-2020 TIP by project category. Exhibit 6 displays the distribution of FY 2017 funds by project phase while Exhibit 7 shows the distribution of FY 2017 Annual Element federal fund requests by funding source.

**Table 1: Annual Elements  
(Costs in \$1,000's)**

**Summary of the FY 2017 Federal-Aid Annual Element (continued on next page)**

<b>Jurisdiction/Agency</b>	<b>1702</b>	<b>5307(h)</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>
Anne Arundel County										
Baltimore City	\$1,820									
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail - Regional								\$20,005		
MTA - Transit		\$1,357	\$61,818	\$1,594	\$2,985	\$170		\$21,838	\$4,045	\$43,916
Office of the Secretary							\$603			
SHA - Anne Arundel County	\$232									
SHA - Baltimore County	\$255									
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional										\$5,152
<b>Total</b>	<b>\$2,307</b>	<b>\$1,357</b>	<b>\$61,818</b>	<b>\$1,594</b>	<b>\$2,985</b>	<b>\$170</b>	<b>\$603</b>	<b>\$41,843</b>	<b>\$4,045</b>	<b>\$49,068</b>
<b>FY 2017 Appropriation</b>		\$1,357	\$67,050	\$297	\$2,061	\$170	\$608	\$46,630	\$3,791	\$53,571
<b>Previous Funds Still Available</b>	\$2,307		\$10,901	\$1,297	\$3,367	\$553	\$1,215		\$536	\$26,527

- 1702 Section 1702 High Priority Project
- 5307(h) Section 5307(h) Passenger Ferry Grant Discretionary Program
- 5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
- 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
- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)

**Summary of the FY 2017 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>HSIP</b>	<b>HSIPR</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>RTP</b>	<b>STPC</b>	<b>TAC</b>	<b>TIGER</b>	<b>Total</b>
Anne Arundel County							\$3,230			\$3,230
Baltimore City			\$2,200				\$81,140		\$6,600	\$91,760
Baltimore County							\$18,060			\$18,060
Carroll County							\$760			\$760
Harford County							\$2,998			\$2,998
Howard County										\$0
MTA - Commuter Rail - Regional										\$20,005
MTA - Transit										\$137,723
Office of the Secretary		\$49,577							\$6,336	\$56,516
SHA - Anne Arundel County							\$7,160		\$5,000	\$12,392
SHA - Baltimore County			\$32,208							\$32,463
SHA - Carroll County										\$0
SHA - Harford County			\$3,228				\$9,712			\$12,940
SHA - Howard County			\$2,122							\$2,122
SHA - Regional	\$12,240		\$93,040	\$2,864	\$45	\$240	\$96,640	\$4,160		\$214,381
<b>Total</b>	<b>\$12,240</b>	<b>\$49,577</b>	<b>\$132,798</b>	<b>\$2,864</b>	<b>\$45</b>	<b>\$240</b>	<b>\$219,700</b>	<b>\$4,160</b>	<b>\$17,936</b>	<b>\$605,350</b>
<b>FY 2017 Appropriation</b>	\$32,617		\$329,899		\$1,859	\$1,124	\$29,808	Part of	\$10,500	
<b>Previous Funds Still Available</b>	\$49,431	\$82,000	\$591	\$2,864		\$0	\$307,467	STP	\$7,436	

- HSIP Highway Safety Improvement Program
- HSIPR High Speed Intercity Passenger Rail
- NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
- NHS National Highway System
- Other Other (includes National Summer Transportation Institute Program)
- RTP Recreational Trails Program
- STPC Surface Transportation Program (Surface Transportation, Bridge (Off-System))
- TAC Transportation Alternatives (Transportation Enhancement, Safe Routes to School) – subset of STPC
- TIGER Transportation Investment Generating Economic Recovery

**Summary of the FY 2018 Federal-Aid Annual Element (Costs in \$1,000's - continued below)**

<b>Jurisdiction/Agency</b>	<b>1702</b>	<b>5307C</b>	<b>5307O</b>	<b>5311O</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>	<b>HSIP</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail - Regional					\$18,052			
MTA - Transit - Regional		\$55,528	\$1,594	\$170	\$22,275	\$4,119	\$43,916	
Office of the Secretary								
SHA - Anne Arundel County	\$540							
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional							\$5,152	12,000
<b>Total</b>	<b>\$540</b>	<b>\$55,528</b>	<b>\$1,594</b>	<b>\$170</b>	<b>\$40,327</b>	<b>\$4,119</b>	<b>\$49,068</b>	<b>\$12,000</b>

**Summary of the FY 2018 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>RTP</b>	<b>STPC</b>	<b>TAC</b>	<b>TIGER</b>	<b>Total</b>
Anne Arundel County					\$2,003			<b>\$2,003</b>
Baltimore City	\$10,480				\$27,490		\$2,500	<b>\$40,470</b>
Baltimore County					\$3,200			<b>\$3,200</b>
Carroll County					\$4,440			<b>\$4,440</b>
Harford County					\$2,660			<b>\$2,660</b>
Howard County								<b>\$0</b>
MTA - Commuter Rail - Regional								<b>\$18,052</b>
MTA - Transit - Regional								<b>\$127,602</b>
Office of the Secretary							\$1,664	<b>\$1,664</b>
SHA - Anne Arundel County					\$4,243		\$5,000	<b>\$9,783</b>
SHA - Baltimore County	\$27,323							<b>\$27,323</b>
SHA - Carroll County								<b>\$0</b>
SHA - Harford County	\$4,118				\$2,703			<b>\$6,821</b>
SHA - Howard County	\$2,210							<b>\$2,210</b>
SHA - Regional	\$93,040	\$2,864	\$45	\$240	\$96,640	\$4,160		<b>\$214,141</b>
<b>Total</b>	<b>\$137,171</b>	<b>\$2,864</b>	<b>\$45</b>	<b>\$240</b>	<b>\$143,379</b>	<b>\$4,160</b>	<b>\$9,164</b>	<b>\$460,369</b>

**Summary of the FY 2019 Federal-Aid Annual Element (Costs in \$1,000's - continued below)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>	<b>HSIP</b>
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail - Regional					\$15,461			
MTA - Transit - Regional	\$64,357	\$1,594	\$2,985	\$170	\$22,720	\$4,195	\$44,120	
Office of the Secretary								
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional							\$5,152	\$12,000
<b>Total</b>	<b>\$64,357</b>	<b>\$1,594</b>	<b>\$2,985</b>	<b>\$170</b>	<b>\$38,181</b>	<b>\$4,195</b>	<b>\$49,272</b>	<b>\$12,000</b>

**Summary of the FY 2019 Federal-Aid Annual Element (continued)**

<b>Jurisdiction/Agency</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>RTP</b>	<b>STPC</b>	<b>TAC</b>	<b>TIGER</b>	<b>Total</b>
Anne Arundel County					\$1,542			\$1,542
Baltimore City	\$800				\$50,140		\$2,000	\$52,940
Baltimore County					\$2,940			\$2,940
Carroll County					\$653			\$653
Harford County					\$2,586			\$2,586
Howard County								\$0
MTA - Commuter Rail - Regional								\$15,461
MTA - Transit - Regional								\$140,141
Office of the Secretary								\$0
SHA - Anne Arundel County					\$5,525			\$5,525
SHA - Baltimore County	\$16,067							\$16,067
SHA - Carroll County								\$0
SHA - Harford County	\$2,710							\$2,710
SHA - Howard County	\$640							\$640
SHA - Regional	\$69,840	\$2,864	\$45	\$240	\$88,640	\$4,160		\$182,941
<b>Total</b>	<b>\$90,057</b>	<b>\$2,864</b>	<b>\$45</b>	<b>\$240</b>	<b>\$152,026</b>	<b>\$4,160</b>	<b>\$2,000</b>	<b>\$424,146</b>

**Summary of the FY 2020 Federal-Aid Annual Element (Costs in \$1,000's)**

<b>Jurisdiction/Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5311O</b>	<b>5337</b>	<b>5339F</b>	<b>CMAQ</b>	<b>HSIP</b>	<b>NHPPC</b>	<b>NHS</b>	<b>Other</b>	<b>RTP</b>	<b>STPC</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County														<b>\$0</b>
Baltimore City								\$1,600				\$27,080		<b>\$28,680</b>
Baltimore County												\$6,340		<b>\$6,340</b>
Carroll County												\$1,964		<b>\$1,964</b>
Harford County												\$546		<b>\$546</b>
Howard County														<b>\$0</b>
MTA - Commuter Rail - Regional				\$13,154										<b>\$13,154</b>
MTA - Transit - Regional	\$68,608	\$1,594	\$170	\$20,290	\$4,272	\$43,916								<b>\$138,850</b>
Office of the Secretary														<b>\$0</b>
SHA - Anne Arundel County												\$1,992		<b>\$1,992</b>
SHA - Baltimore County								\$10,988						<b>\$10,988</b>
SHA - Carroll County														<b>\$0</b>
SHA - Harford County														<b>\$0</b>
SHA - Howard County														<b>\$0</b>
SHA - Regional						\$5,152	\$12,000	\$69,840	\$2,864	\$45	\$240	\$88,640	\$4,160	<b>\$182,941</b>
<b>Total</b>	<b>\$68,608</b>	<b>\$1,594</b>	<b>\$170</b>	<b>\$33,444</b>	<b>\$4,272</b>	<b>\$49,068</b>	<b>\$12,000</b>	<b>\$82,428</b>	<b>\$2,864</b>	<b>\$45</b>	<b>\$240</b>	<b>\$126,562</b>	<b>\$4,160</b>	<b>\$385,455</b>



# Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

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	STPC	920	303
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STPC	1,860	1,796
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STPC	450	121
Subtotal				3,230	2,220
<b>Baltimore City - Baltimore City</b>					
Transportation Career Development Innovation Program (BCDOT)	12-0002-99	Miscellaneous	STPC	240	60
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Road resurfacing/rehabilitation	STPC	2,240	560
Baltimore City Locked Gate Interstate Access Point Approval (IAPA)	12-1201-99	Miscellaneous	Other	0	1,000
Pavement Management System	12-1206-99	Miscellaneous	STPC	800	200
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STPC	360	90
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Bicycle/pedestrian facility	STPC	1,600	400
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STPC	9,600	2,400
Midtown Streetscape/Traffic Improvements	12-1222-11	Road resurfacing/rehabilitation	STPC	7,440	1,860
Harford Road Bridge Over Herring Run	12-1402-13	Bridge repair/deck replacement	STPC	17,600	4,400
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	STPC	2,000	500
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	Road reconstruction	STPC	4,800	1,600
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	NHPPC	2,200	525
			STPC	3,000	750



## Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Hanover Street Bridge Multimodal Corridor	12-1419-13	Bridge repair/deck replacement	TIGER	1,100	700
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STPC	800	200
Citywide Road Reconstruction	12-1607-12	Road reconstruction	STPC	2,000	500
SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement	12-1609-13	Bridge repair/deck replacement	STPC	1,600	400
			TIGER	5,500	5,500
SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements	12-1610-11	Road resurfacing/rehabilitation	STPC	2,540	1,760
SE Baltimore Freight Corridor: Broening Highway Complete Streets	12-1611-09	Other ERS	STPC	700	460
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STPC	2,400	600
Replacement of the Dartmouth Retaining Wall	12-1703-19	Other	STPC	520	130
Curtis Avenue Corridor Improvements (Phase I and II)	12-1704-11	Road resurfacing/rehabilitation	STPC	0	100
Hanover Street Bridge Deck Repair over Middle Branch	12-1705-13	Bridge repair/deck replacement	1702	1,500	375
			STPC	2,500	625
MLK Blvd. and Howard St. Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	1702	320	80
			STPC	4,000	1,000
Hawkins Point Bridge over CSX Railroad	12-9903-13	Bridge repair/deck replacement	STPC	14,400	3,600
<b>Subtotal</b>				<b>91,760</b>	<b>30,375</b>
<b>Baltimore County - Baltimore County</b>					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STPC	1,440	360
Gwynnbrook Avenue Bridge No. B-0202 over Gwynns Falls	13-0411-13	Bridge repair/deck replacement	STPC	1,440	360



## Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STPC	8,000	2,200
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STPC	2,480	620
Gores Mill Road Bridges No. B-0136, 0137, 0138 and 0346	13-1109-13	Bridge repair/deck replacement	STPC	1,360	1,740
Dogwood Road Bridge No. B-0347 over Dogwood Run	13-1201-13	Bridge repair/deck replacement	STPC	960	240
Gorsuch Mill Road Bridge No. B-0071 over Blackrock Run	13-1203-13	Bridge repair/deck replacement	STPC	320	80
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	Bridge repair/deck replacement	STPC	720	180
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	Bridge repair/deck replacement	STPC	40	10
Rolling Road Widening - Phase I	13-1405-41	Roadway widening	Other	0	5,000
Bridge Inspection Program	13-8901-14	Bridge inspections	STPC	1,300	0
<b>Subtotal</b>				<b>18,060</b>	<b>10,790</b>
<b>Carroll County - Carroll County</b>					
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	Bridge repair/deck replacement	STPC	160	40
Countywide Bridge Maintenance, Repair, and Replacement	14-1402-13	Bridge repair/deck replacement	STPC	440	110
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	Bridge repair/deck replacement	STPC	160	40
<b>Subtotal</b>				<b>760</b>	<b>190</b>
<b>Harford County - Harford County</b>					
Carrs Mill Road Bridge #216 over Bear Cabin Branch	15-0701-13	Bridge repair/deck replacement	STPC	1,228	307
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STPC	400	100
Chestnut Hill Bridge #40	15-1101-13	Bridge repair/deck replacement	STPC	0	80



## Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Phillips Mill Road Bridge #70 over East Branch Tributary	15-1102-13	Bridge repair/deck replacement	STPC	0	50
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	Bridge repair/deck replacement	STPC	120	0
Bata Boulevard Access Road	15-1402-42	New or extended roadways	Other	0	150
Tollgate Road	15-1404-42	New or extended roadways	Other	0	1,100
Stafford Road Bridge #24 over Deer Creek	15-1501-13	Bridge repair/deck replacement	STPC	600	150
Glenville Road Bridge #30	15-1601-13	Bridge repair/deck replacement	STPC	0	25
Bridge Inspection Program	15-9411-14	Bridge inspections	STPC	650	0
Subtotal				2,998	1,962
<b>Howard County - Howard County</b>					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STPC	0	525
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	Roadway widening	Other	0	14,420
MD 175 at Oakland Mills Rd Interchange	16-1407-46	New interchange	Other	0	11,000
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	9,350
Subtotal				0	35,295
<b>MTA - Commuter Rail - Regional</b>					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	6,215	1,554
MARC Improvements	70-1502-54	Preservation and improvements	5337	5,177	1,294
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	8,613	2,153
Subtotal				20,005	5,001



# Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
<b>MTA - Transit - Baltimore City</b>					
Water Transit Strategic Plan Implementation	42-1701-09	Other ERS	5307(h)	1,357	197
Subtotal				1,357	197
<b>MTA - Transit - Regional</b>					
Bus and Rail System Preservation and Improvement	40-0015-64	Preservation and improvements	5307C	7,999	2,000
Small Urban Transit Systems - Operating	40-0104-61	Operating assistance	5307O	297	297
Light Rail Mid-Life Overhaul	40-1001-64	Preservation and improvements	CMAQ	18,871	4,718
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	1,450	363
			5339F	3,712	928
			CMAQ	14,001	3,500
2017 Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,429	4,107
			5337	21,838	5,460
Metro Railcar and Signaling Systems Rehab and Replacement	40-1403-64	Preservation and improvements	5307C	15,453	3,863
Seniors and Individuals with Disabilities	40-1502-69	Other	5310	2,985	915
MTA Core Bus and Paratransit Vehicle Replacement	40-1601-05	Fleet improvement	5307C	20,034	5,009
			CMAQ	10,378	2,595
Urban Transit Systems - Capital	40-1602-05	Fleet improvement	5307C	293	73
			5339F	201	50
Urban Transit Systems - Operating	40-1603-05	Fleet improvement	5307O	1,297	1,297



## Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	170	170
Small Urban Transit Systems - Capital	40-9502-05	Fleet improvement	5307C	160	40
			5339F	132	33
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	666	0
Subtotal				136,366	35,418
<b>Office of the Secretary - Baltimore City</b>					
Baltimore and Potomac Tunnel	92-1101-99	Miscellaneous	HSIPR	38,731	0
Port of Baltimore Enhancements	92-1401-83	Facility expansion	TIGER	6,336	4,685
Subtotal				45,067	4,685
<b>Office of the Secretary - Harford County</b>					
Susquehanna Bridges	95-1401-59	Other	HSIPR	10,846	0
Subtotal				10,846	0
<b>Office of the Secretary - Regional</b>					
State Safety Oversight	90-1401-39	Other	5329	603	200
Subtotal				603	200
<b>SHA - Anne Arundel County</b>					
MD 175: MD 295 to MD 170	61-0605-41	Roadway widening	1702	232	0
MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39	Other	STPC	4,243	880



## Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 198: MD 295 to MD 32	61-1403-41	Roadway widening	Other	0	850
US 50: MD 70 to MD 2	61-1404-41	Roadway widening	Other	0	1,830
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STPC	2,133	2,010
			TIGER	5,000	0
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	6,000
			STPC	784	196
<b>Subtotal</b>				<b>12,392</b>	<b>11,766</b>
<b>SHA - Baltimore County</b>					
I-695: I-95 to MD 122 (Southwest Beltway)	63-0602-41	Roadway widening	NHPPC	0	0
MD 140: Painters Mill Road to Owings Mills Boulevard (Phase 2)	63-0802-41	Roadway widening	NHPPC	0	682
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	1,148	127
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	NHPPC	104	3,830
			Other	0	1,419
I-695: Low-Cost Operational and Safety Improvements	63-1204-04	Traffic engineering	NHPPC	1,400	761
I-695: MD 41 to MD 147 Auxiliary Lane and MD 147 Inner Loop Ramp Reconstruction	63-1206-41	Roadway widening	1702	255	39
			NHPPC	0	8,989
MD 295: I-895 to North of Daisy Avenue - Noise Wall	63-1405-31	Noise barriers	NHPPC	2,153	389
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHPPC	13,053	1,725
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	NHPPC	14,275	1,516



## Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 25: Bridge Replacement over Georges Run	63-1603-13	Bridge repair/deck replacement	NHPPC	75	19
			Other	0	81
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	Other	0	412
I-695: Bridge Replacement on Crosby Road	63-1702-43	Bridge widening	Other	0	220
MD 137: Bridge Replacement over I-83	63-1703-13	Bridge repair/deck replacement	Other	0	1,040
I-70 & I-695: Triple Bridges Study	63-1705-43	Bridge widening	NHPPC	0	600
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	STPC	0	3,950
Subtotal				32,463	25,799
<b>SHA - Carroll County</b>					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	6,033
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	1,300
MD 32: MD 26 to I-70 Corridor Study	64-1703-41	Roadway widening	Other	0	800
Subtotal				0	8,133
<b>SHA - Harford County</b>					
MD 22: Old Post Road Intersection Reconstruction	65-1202-12	Road reconstruction	STPC	293	55
MD 22: Beards Hill Road Intersection Reconstruction	65-1205-41	Roadway widening	STPC	5,089	1,103
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	Roadway widening	NHPPC	3,228	1,904
			STPC	306	508
MD 22: Paradise Road Intersection Reconstruction	65-1403-41	Roadway widening	STPC	3,764	1,491



# Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STPC	260	90
Subtotal				12,940	5,151
<b>SHA - Howard County</b>					
US 29: Seneca Drive to MD 175 - Phase 1B	66-1101-41	Roadway widening	NHPPC	88	7,449
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	NHPPC	0	888
US 29: Seneca Drive to MD 175 - Phase 1A, Old Columbia Road Access Only	66-1601-42	New or extended roadways	NHPPC	594	50
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	4,850
I-95: Montgomery Road to I-895 Noise Barrier	66-1701-31	Noise barriers	Other	0	6,446
MD 32: Triadelphia Road Bridge Replacement	66-1702-13	Bridge repair/deck replacement	Other	0	178
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	1,440	1,360
			Other	0	3,589
Subtotal				2,122	24,810
<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	12,000	3,000
			STPC	18,240	4,560
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	2,800	700
			NHPPC	42,000	10,500
			STPC	42,000	10,500



## Transportation Improvement Program - FY 2017-2020

Table 2: FY 2017 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,280	320
			NHPPC	1,360	340
			STPC	4,160	1,040
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	1,360	340
			NHPPC	8,360	2,090
			NHS	2,864	716
			RTP	240	60
			STPC	3,200	800
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	3,872	968
			HSIP	8,080	2,020
			NHPPC	29,280	7,320
			STPC	24,000	6,000
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	40	10
			STPC	5,040	1,260
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	4,160	1,040
Subtotal				214,381	53,584

Table 3: Total Cost by Project Category and Location

**Table 3: Total Cost by Project Category and Location**

Total Costs Programmed in the BRTB Region

<b>Location</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
<b>Commuter Rail</b>					
Harford County	\$10,846,000	\$0	\$0	\$0	\$10,846,000
Regional	\$25,006,000	\$22,565,000	\$19,327,000	\$16,443,000	\$83,341,000
<b>Commuter Rail Total</b>	<b>\$35,852,000</b>	<b>\$22,565,000</b>	<b>\$19,327,000</b>	<b>\$16,443,000</b>	<b>\$94,187,000</b>
<b>Enhancement Program</b>					
Baltimore City	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
Regional	\$5,200,000	\$5,200,000	\$5,200,000	\$5,200,000	\$20,800,000
<b>Enhancement Program</b>	<b>\$7,200,000</b>	<b>\$7,200,000</b>	<b>\$7,200,000</b>	<b>\$7,200,000</b>	<b>\$28,800,000</b>
<b>Environmental/Safety</b>					
Anne Arundel County	\$5,123,000	\$3,606,000	\$0	\$0	\$8,729,000
Baltimore County	\$2,542,000	\$0	\$0	\$0	\$2,542,000
Howard County	\$6,446,000	\$2,838,000	\$0	\$0	\$9,284,000
Regional	\$20,833,000	\$19,730,040	\$14,730,000	\$14,730,000	\$70,023,040
<b>Environmental/Safety</b>	<b>\$34,944,000</b>	<b>\$26,174,040</b>	<b>\$14,730,000</b>	<b>\$14,730,000</b>	<b>\$90,578,040</b>
<b>Emission Reduction Strategy</b>					
Baltimore City	\$17,714,000	\$7,140,000	\$6,000,000	\$5,500,000	\$36,354,000
Baltimore County	\$2,161,000	\$7,150,000	\$0	\$0	\$9,311,000

Table 3: Total Cost by Project Category and Location

**Table 3: Total Cost by Project Category and Location**  
 Total Costs Programmed in the BRTB Region

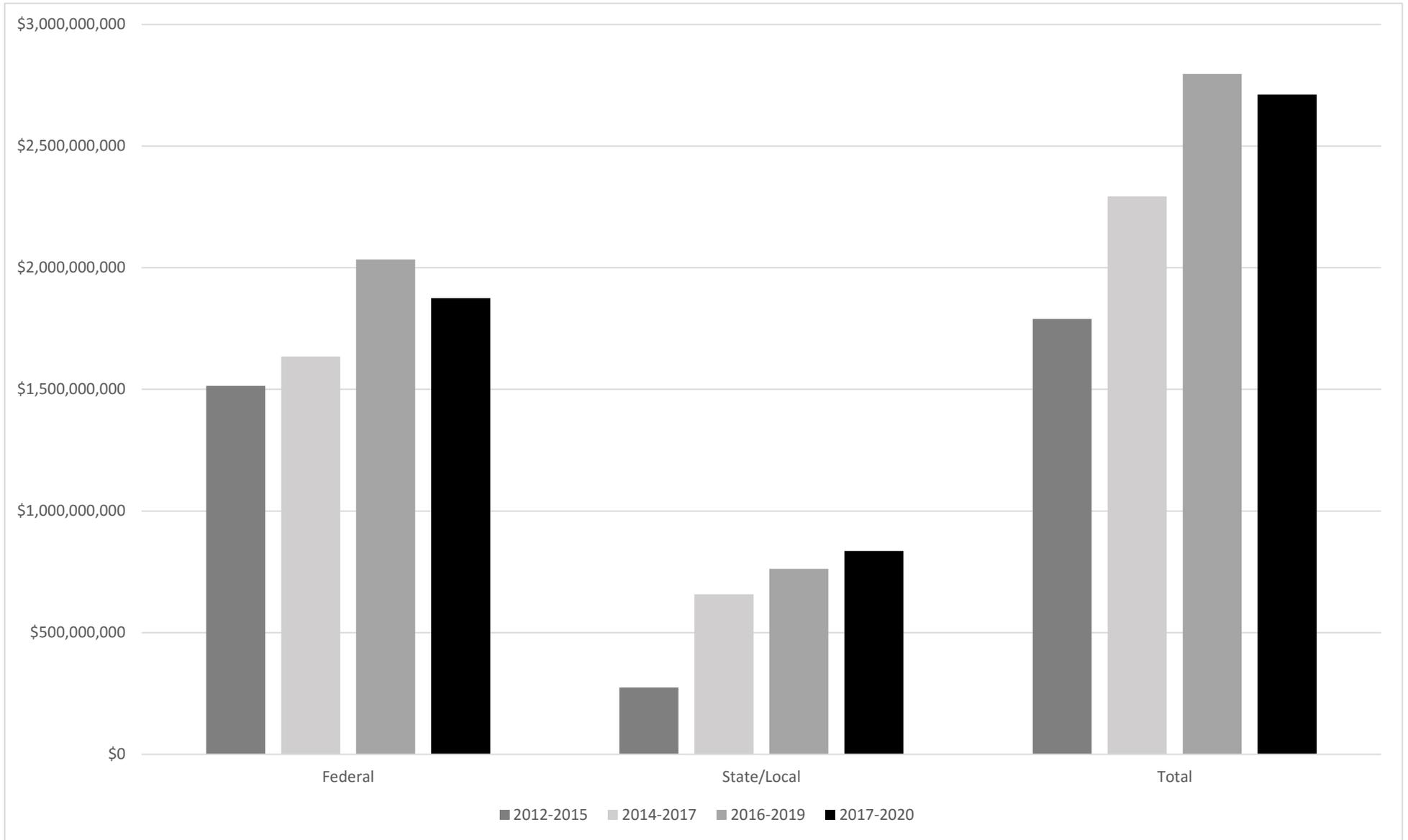
<b>Location</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
Regional	\$50,758,000	\$55,617,000	\$62,604,000	\$33,496,000	\$202,475,000
<b>Emission Reduction</b>	<b>\$70,633,000</b>	<b>\$69,907,000</b>	<b>\$68,604,000</b>	<b>\$38,996,000</b>	<b>\$248,140,000</b>
<b>Highway Capacity</b>					
Anne Arundel County	\$19,035,000	\$30,546,000	\$28,777,000	\$18,231,000	\$96,589,000
Baltimore County	\$52,982,000	\$27,107,000	\$24,139,000	\$26,312,000	\$130,540,000
Carroll County	\$800,000	\$0	\$0	\$0	\$800,000
Harford County	\$18,643,000	\$9,479,000	\$3,954,000	\$450,000	\$32,526,000
Howard County	\$55,078,000	\$41,373,000	\$25,508,000	\$31,015,000	\$152,974,000
<b>Highway Capacity Total</b>	<b>\$146,538,000</b>	<b>\$108,505,000</b>	<b>\$82,378,000</b>	<b>\$76,008,000</b>	<b>\$413,429,000</b>
<b>Highway Preservation</b>					
Anne Arundel County	\$5,450,000	\$2,957,000	\$2,216,000	\$0	\$10,623,000
Baltimore City	\$101,675,000	\$49,285,000	\$59,365,000	\$28,355,000	\$238,680,000
Baltimore County	\$29,427,000	\$20,931,000	\$30,450,000	\$7,925,000	\$88,733,000
Carroll County	\$8,283,000	\$18,874,000	\$7,572,000	\$2,342,000	\$37,071,000
Harford County	\$4,408,000	\$3,952,000	\$3,070,000	\$875,000	\$12,305,000
Howard County	\$703,000	\$1,403,000	\$278,000	\$1,178,000	\$3,562,000
Regional	\$234,190,000	\$234,190,000	\$200,190,000	\$200,190,000	\$868,760,000

Table 3: Total Cost by Project Category and Location

**Table 3: Total Cost by Project Category and Location**  
 Total Costs Programmed in the BRTB Region

<b>Location</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>Total</b>
<b>Highway Preservation</b>	<b>\$384,136,000</b>	<b>\$331,592,000</b>	<b>\$303,141,000</b>	<b>\$240,865,000</b>	<b>\$1,259,734,000</b>
<b>Transit</b>					
Regional	\$129,526,000	\$113,544,000	\$122,398,000	\$149,724,000	\$515,192,000
<b>Transit Total</b>	<b>\$129,526,000</b>	<b>\$113,544,000</b>	<b>\$122,398,000</b>	<b>\$149,724,000</b>	<b>\$515,192,000</b>
<b>Ports</b>					
Baltimore City	\$11,021,000	\$8,548,000	\$0	\$0	\$19,569,000
<b>Ports Total</b>	<b>\$11,021,000</b>	<b>\$8,548,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$19,569,000</b>
<b>Miscellaneous</b>					
Baltimore City	\$41,031,000	\$300,000	\$300,000	\$0	\$41,631,000
Regional	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
<b>Miscellaneous Total</b>	<b>\$41,076,000</b>	<b>\$345,000</b>	<b>\$345,000</b>	<b>\$45,000</b>	<b>\$41,811,000</b>
<b>Grand Total</b>	<b>\$860,926,000</b>	<b>\$688,380,040</b>	<b>\$618,123,000</b>	<b>\$544,011,000</b>	<b>\$2,711,440,040</b>

Exhibit 1: Comparison of the Total Cost of Projects in the 2012, 2014, 2016, and 2017 TIPs



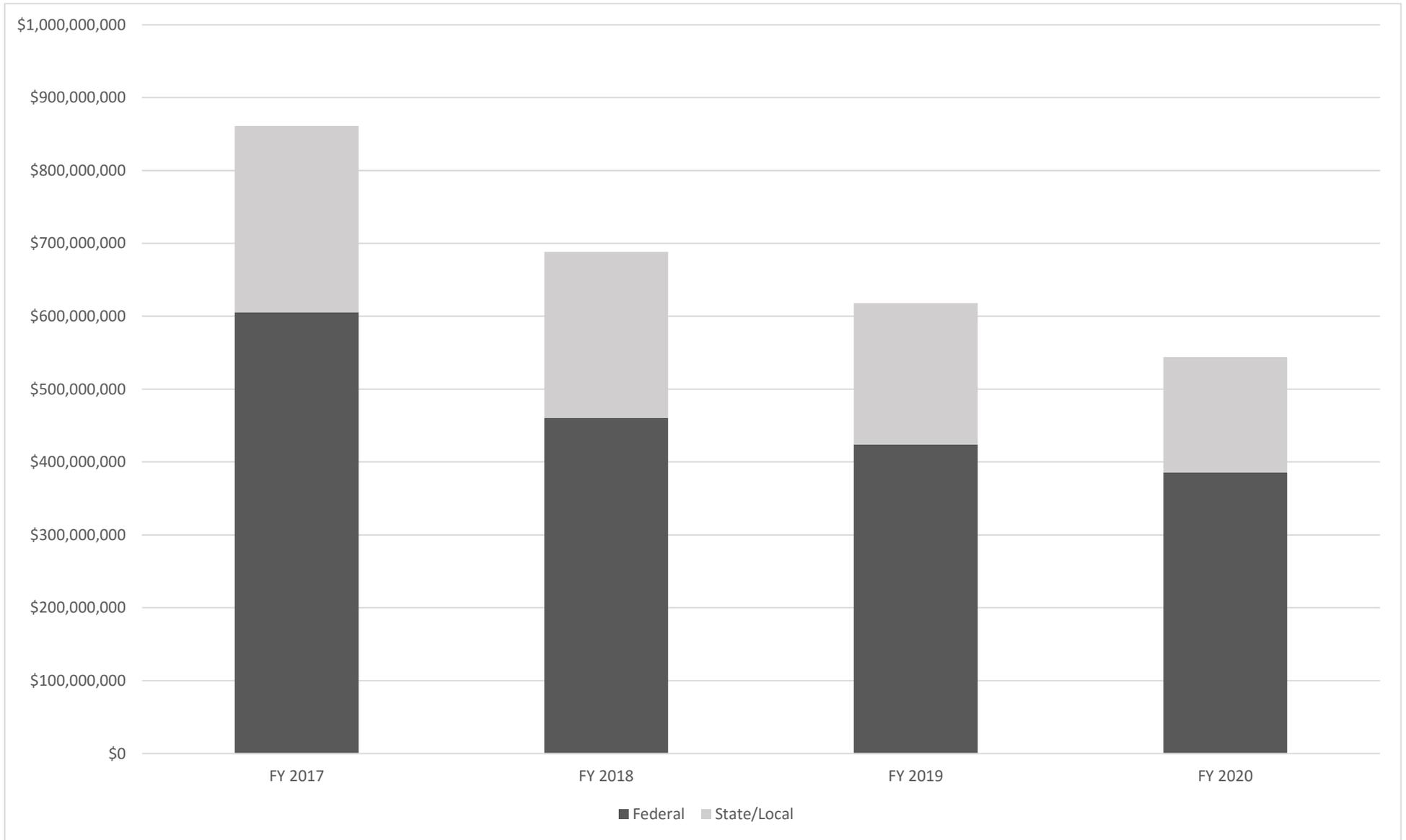
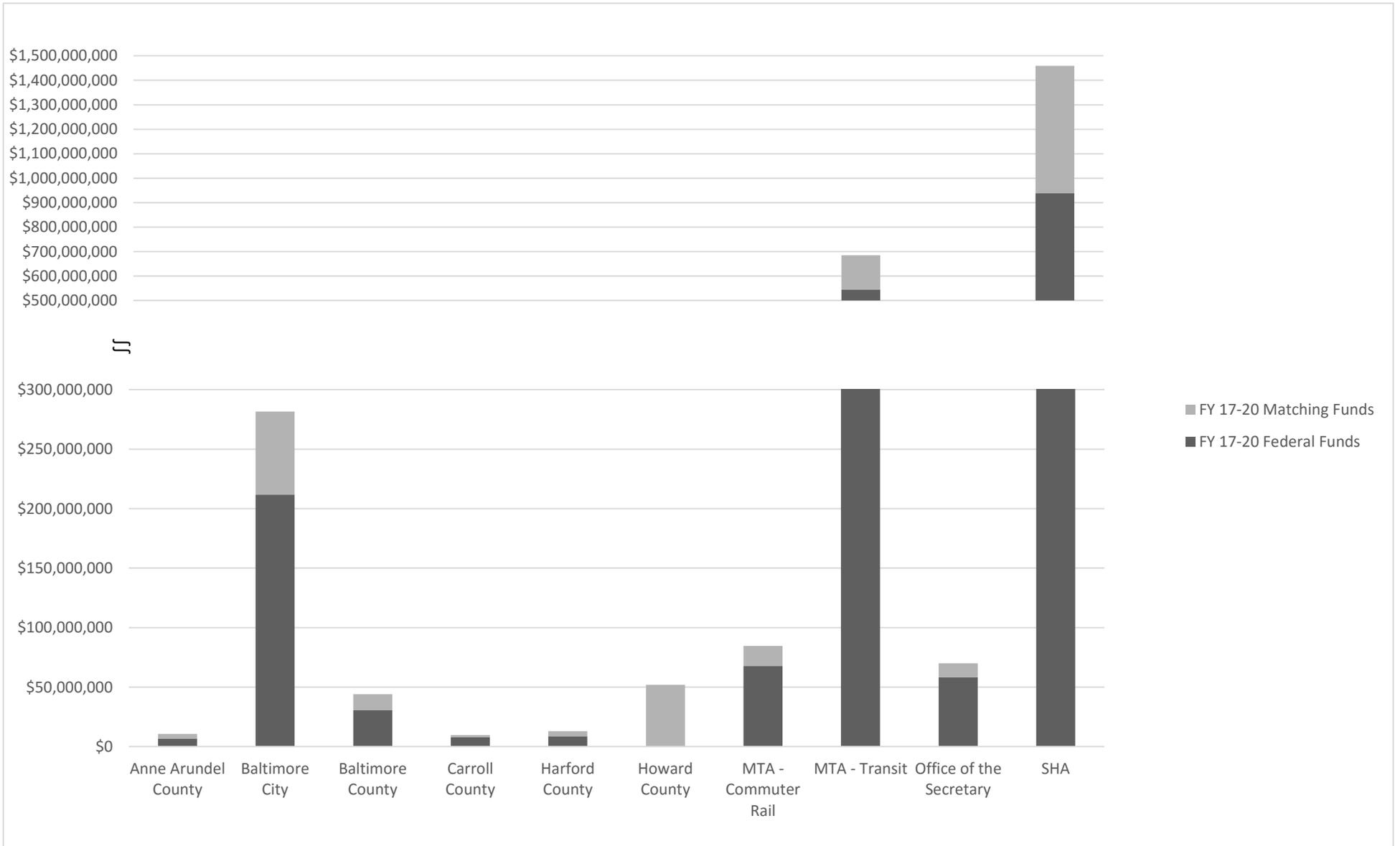


Exhibit 3: Distribution of Federal and Matching Funds in the FY 2017-2020 TIP by Implementing Agency



Project Category	# of Projects
Highway Preservation	80
Highway Capacity	30
Emission Reduction	11
Transit	8
Environmental/Safety	5
Miscellaneous	5
Commuter Rail	4
Enhancement	2
Ports	1
<b>Total</b>	<b>146</b>

Exhibit 5: Distribution of Total Funding in the FY 2017-2020 TIP by Project Category

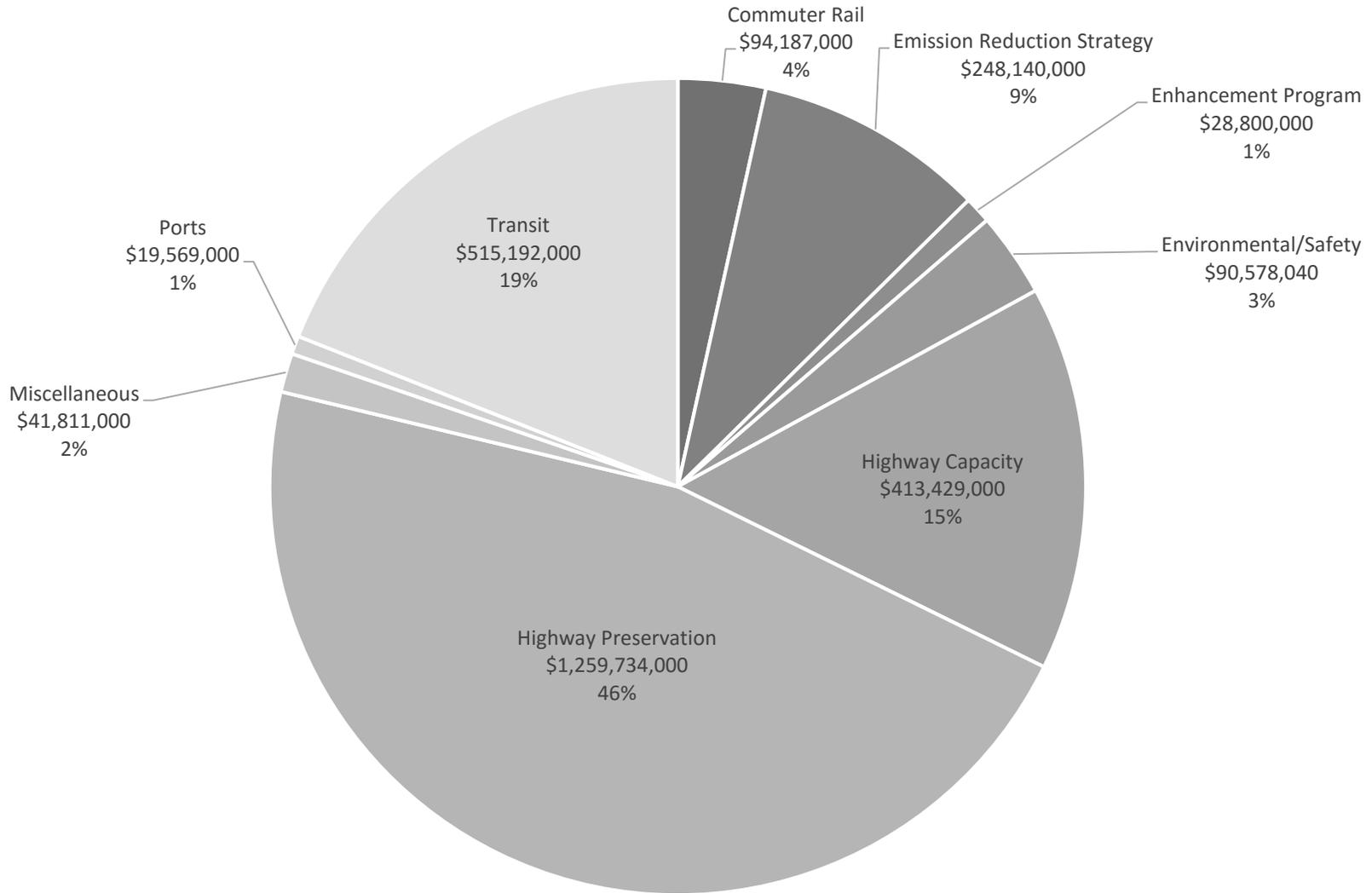


Exhibit 6: Distribution of FY 2017 Funding by Project Phase

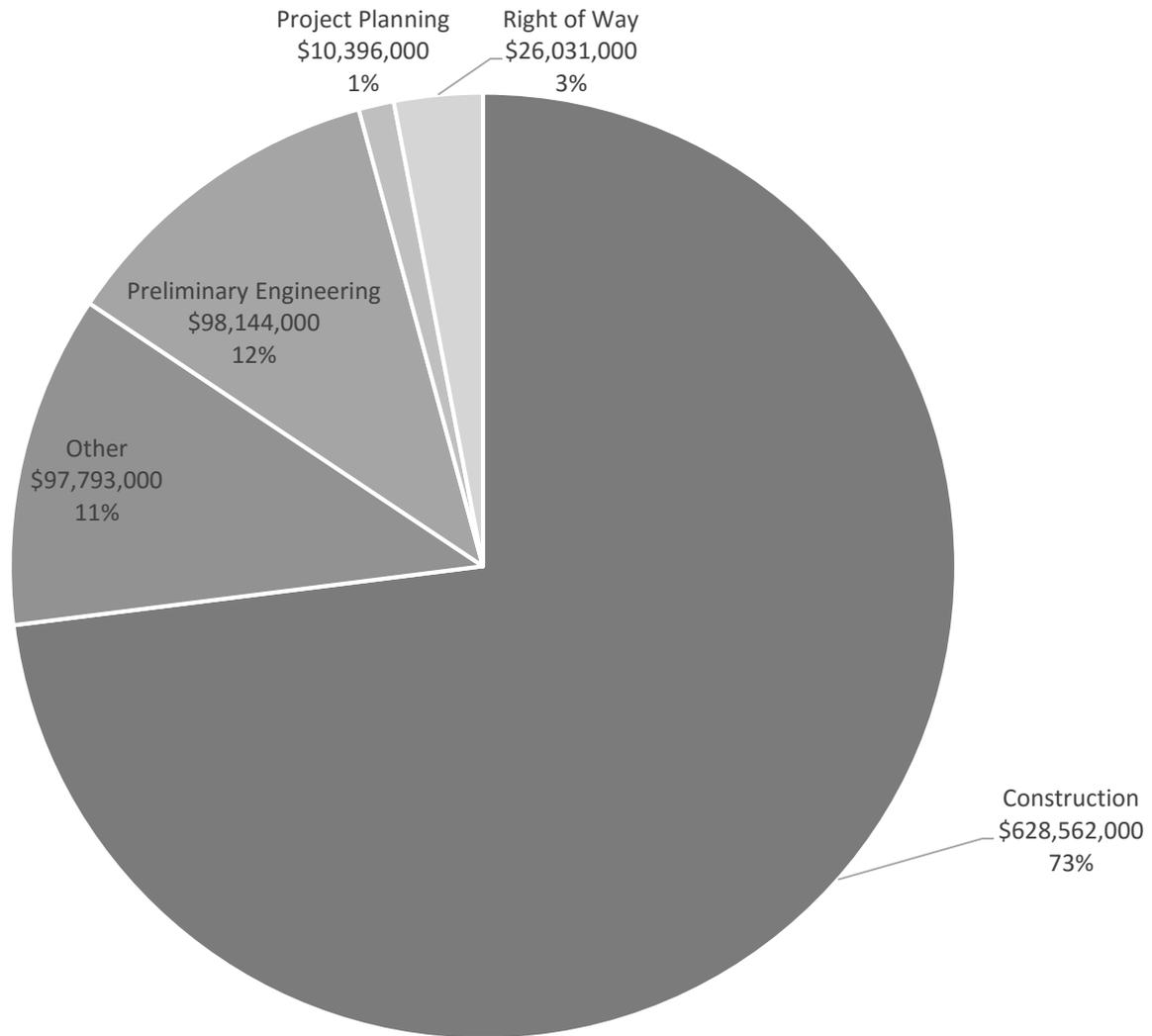


Exhibit 7: Distribution of FY 2017 Federal Fund Requests by Fund Source

