

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 2019 through FY 2022).

Further, the 2019-2022 TIP is financially constrained by program and by year. The framework of both *Maximize2040*, the regional long-range transportation plan, and the 2019-2022 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 2018 - 2023 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 2019 and their allocation by fund source to implementing agencies is included in section V.F. 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 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 \$29.1 billion for the six-year period from 2018 to 2023. 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 \$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 \$6.5 billion over the six-year period. As of July 1, 2017, the motor fuel tax rates were 33.8 cents per gallon gasoline and 34.55 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 3.1 cents per gallon over the program period. The 5% sales and use tax equivalent rate effective July 1, 2017 is 8.7 cents per gallon. The rate is estimated to average 10.2 cents per gallon over the program period.
- 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. Vehicle sales have recovered from the recent recession. 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 \$3.8 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 \$936 million. 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 \$6.3 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 \$588 million is for operating assistance.
- Operating Revenues: These revenues are projected to provide a six-year total of \$2.9 billion, with \$1.1 billion from MDOT MTA, \$325 million from MDOT MPA, and \$1.5 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 \$690 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) 2018, MDOT assumes that Congress will appropriate the FAST Act authorized amounts in the transportation bills for FFY 2018 through FFY 2020 and continue this inflated funding through FFY 2023.

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 \$635 million in highway formula funding and \$179 million in transit formula funding in FFY 2018 for MDOT projects.

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 2017 was 92.8 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 2018 through FFY 2023.

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. 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 \$29.1 billion for the six-year period from 2018 through 2023. 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 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. 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 2019 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 2019 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 2019 columns.

Table 1 summarizes, by jurisdiction and agency, the level of federal funds requested in the FY 2019 Annual Element along with federal funds available. Table 2 shows the projects in the FY 2019 Annual Element, the source of funds, the amount of federal funding being requested and the matching funds to be provided. Table 3 shows total funds, both federal and matching, programmed for FY 2019 through FY 2022 by sponsoring agency. Exhibits 1 through 7 graphically summarize the 2019-2022 TIP. Exhibit 1 compares the total amount programmed in the 2016-2019, 2017-2020, 2018-2021, and 2019-2022 TIP documents. Exhibit 2 displays the distribution of funding in the 2019-2022 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 2019-2022 TIP by project category. Exhibit 6 displays the distribution of FY 2019 funds by project phase while Exhibit 7 shows the distribution of FY 2019 Annual Element federal fund requests by funding source.

**Table 1: Annual Element
(Funding in \$1,000's)**

Summary of the FY 2019 Federal-Aid Annual Element (continued on next page)

Jurisdiction/Agency	1702	5307C	5307F	5307O	5310	5311O	5329	5337	5339F	CMAQ
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail								\$20,511		
MTA - Transit		\$62,601	\$6,094	\$1,923	\$3,370	\$238		\$22,275	\$3,918	\$43,918
Office of the Secretary							\$400			
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional										\$3,552
Total Programmed	\$0	\$62,601	\$6,094	\$1,923	\$3,370	\$238	\$400	\$42,786	\$3,918	\$47,470
FY 2019 Appropriation*		\$51,798		\$1,923	\$3,370	\$238	\$600	\$42,067	\$3,698	\$55,651
Previous Funds Still Available*		\$10,803	\$6,094					\$719	\$220	\$17,029
MDOTs Total Federal Apportionment for the Baltimore Region*		\$62,601	\$6,094	\$1,923	\$3,370	\$238	\$600	\$42,786	\$3,918	\$72,680

1702 Section 1702 High Priority Project
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
CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)

*Figures provided by MDOT

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

Jurisdiction/Agency	HSIP	NHFP	NHPPC	NHS	Other	RTP	STBG	TAC	TIGER	Total
Anne Arundel County							\$3,381			\$3,381
Baltimore City			\$17,440				\$64,340			\$81,780
Baltimore County							\$4,180		\$20,000	\$24,180
Carroll County							\$649			\$649
Harford County							\$2,042			\$2,042
Howard County										\$0
MTA - Commuter Rail										\$20,511
MTA - Transit										\$144,337
Office of the Secretary									\$1,926	\$2,326
SHA - Anne Arundel County							\$4,490		\$3,865	\$8,355
SHA - Baltimore County		\$4,092	\$46,851	\$12,774						\$63,717
SHA - Carroll County							\$44			\$44
SHA - Harford County			\$5,614							\$5,614
SHA - Howard County			\$10,774							\$10,774
SHA - Regional	\$14,880		\$78,720		\$45	\$480	\$113,840	\$8,000		\$219,517
Total Programmed	\$14,880	\$4,092	\$159,399	\$12,774	\$45	\$480	\$192,966	\$8,000	\$25,791	\$587,227
FY 2019 Appropriation	\$35,237	\$18,184	\$246,313	Part of	\$3,128	\$1,124	\$130,400	Part of	\$20,000	\$613,731
Previous Funds Still Available	\$20,316	\$30,368		NHPPC		\$1,501	\$79,135	STBG	\$13,861	\$180,046
MDOTs Total Federal Apportionment for the Baltimore Region	\$55,553	\$48,552	\$246,313		\$3,128	\$2,625	\$209,535		\$33,861	\$793,777

HSIP Highway Safety Improvement Program
 NHFP National Highway Freight Program
 NHPPC National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))
 NHS National Highway System – subset of NHPPC
 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

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

Jurisdiction/Agency	1702	5307C	5307F	5307O	5311O	5329	5337	5339F	CMAQ
Anne Arundel County									
Baltimore City	\$3,700								
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail		\$243					\$19,911		
MTA - Transit		\$52,595	\$27,397	\$1,923	\$238		\$22,720	\$3,991	\$44,122
Office of the Secretary						\$400			
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									\$3,552
Total Programmed	\$3,700	\$52,838	\$27,397	\$1,923	\$238	\$400	\$42,631	\$3,991	\$47,674

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

Jurisdiction/Agency	HSIP	NHFP	NHPPC	NHS	Other	RTP	STBG	TAC	TIGER	Total
Anne Arundel County							\$1,499			\$1,499
Baltimore City			\$3,200				\$73,400			\$80,300
Baltimore County							\$16,400			\$16,400
Carroll County							\$3,503			\$3,503
Harford County							\$6,000			\$6,000
Howard County										\$0
MTA - Commuter Rail										\$20,154
MTA - Transit										\$152,986
Office of the Secretary									\$1,074	\$1,474
SHA - Anne Arundel County							\$13,824			\$13,824
SHA - Baltimore County		\$2,191	\$42,119	\$9,185						\$53,495
SHA - Carroll County							\$44			\$44
SHA - Harford County			\$2,691							\$2,691
SHA - Howard County			\$23,475							\$23,475
SHA - Regional	\$14,880		\$73,520		\$45	\$480	\$113,040	\$5,600		\$211,117
Total Programmed	\$14,880	\$2,191	\$145,005	\$9,185	\$45	\$480	\$227,710	\$5,600	\$1,074	\$586,962

Summary of the FY 2021 Federal-Aid Annual Element (Funding in \$1,000's - continued below)

Jurisdiction/Agency	5307C	5307O	5310	5311O	5329	5337	5339F	CMAQ
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$1,621					\$26,654		
MTA - Transit	\$67,857	\$1,923	\$3,370	\$238		\$23,175	\$4,065	\$43,918
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$3,552
Total Programmed	\$69,478	\$1,923	\$3,370	\$238	\$400	\$49,829	\$4,065	\$47,470

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

Jurisdiction/Agency	HSIP	NHPPC	Other	RTP	STBG	TAC	Total
Anne Arundel County					\$833		\$833
Baltimore City		\$1,600			\$54,740		\$56,340
Baltimore County					\$3,700		\$3,700
Carroll County					\$4,636		\$4,636
Harford County					\$850		\$850
Howard County							\$0
MTA - Commuter Rail							\$28,275
MTA - Transit							\$144,546
Office of the Secretary							\$400
SHA - Anne Arundel County					\$12,126		\$12,126
SHA - Baltimore County		\$62,911					\$62,911
SHA - Carroll County					\$33		\$33
SHA - Harford County							\$0
SHA - Howard County		\$26,417					\$26,417
SHA - Regional	\$14,880	\$71,440	\$45	\$480	\$95,280	\$5,600	\$191,277
Total Programmed	\$14,880	\$162,368	\$45	\$480	\$172,198	\$5,600	\$532,344

Summary of the FY 2022 Federal-Aid Annual Element (Funding in \$1,000's - continued below)

Jurisdiction/Agency	5307C	5307O	5311O	5329	5337	5339F	CMAQ
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$2,487				\$23,072		
MTA - Transit	\$71,021	\$1,923	\$238		\$23,638	\$4,141	\$44,481
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							\$3,552
Total Programmed	\$73,508	\$1,923	\$238	\$400	\$46,710	\$4,141	\$48,033

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

Jurisdiction/Agency	HSIP	NHPPC	RTP	STBG	TAC	Total
Anne Arundel County				\$709		\$709
Baltimore City				\$27,440		\$27,440
Baltimore County				\$4,000		\$4,000
Carroll County				\$510		\$510
Harford County				\$936		\$936
Howard County						\$0
MTA - Commuter Rail						\$25,559
MTA - Transit						\$145,442
Office of the Secretary						\$400
SHA - Anne Arundel County				\$12,551		\$12,551
SHA - Baltimore County		\$67,860				\$67,860
SHA - Carroll County						\$0
SHA - Harford County						\$0
SHA - Howard County		\$23,652				\$23,652
SHA - Regional	\$14,880	\$71,440	\$480	\$95,280	\$5,600	\$191,232
Total Programmed	\$14,880	\$162,952	\$480	\$141,426	\$5,600	\$500,291



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Anne Arundel County - Anne Arundel County					
Furnace Avenue Bridge over Deep Run	11-1103-13	Bridge repair/deck replacement	STBG	920	303
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	0	80
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	1,860	1,032
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	601	499
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	Other	0	9,495
Subtotal				3,381	11,409
Baltimore City - Baltimore City					
Citywide Road Resurfacing - Federal Aid Program	12-0207-11	Road resurfacing/rehabilitation	STBG	4,480	1,120
Pavement Management System	12-1206-99	Miscellaneous	STBG	800	200
Perring Parkway Ramp and Hillen Road Bridge	12-1215-13	Bridge repair/deck replacement	STBG	8,280	2,070
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,740	6,060
Citywide Bicycle and Pedestrian Improvements	12-1217-25	Bicycle/pedestrian facility	STBG	1,600	400
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	14,060	3,515
Citywide Guide Sign Replacement	12-1222-19	Other	NHPPC	4,000	1,000
Wilkens Avenue Bridge Over Gwynns Falls	12-1403-13	Bridge repair/deck replacement	NHPPC	11,040	2,760
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	STBG	3,680	920
Greenmount Avenue Reconstruction: 43rd Street to 29th Street	12-1408-12	Road reconstruction	STBG	6,000	1,500
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	NHPPC	2,400	600



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Citywide System Preservation	12-1414-11	Road resurfacing/rehabilitation	STBG	2,400	600
Citywide Concrete Roadway Slab Repairs	12-1416-11	Road resurfacing/rehabilitation	STBG	4,800	1,200
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	800	200
Radecke Avenue over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	600	150
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STBG	600	150
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	400	100
Citywide Road Reconstruction	12-1607-12	Road reconstruction	STBG	8,400	2,100
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,800	1,200
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
Subtotal				81,780	27,445
Baltimore County - Baltimore County					
Old Court Road Bridge No. B-0237 over Bens Run	13-1204-13	Bridge repair/deck replacement	STBG	1,440	460
Sparks Road Bridge No. B-0018 over Gunpowder Falls	13-1206-13	Bridge repair/deck replacement	STBG	40	10
Mid-Atlantic Multimodal Transportation Hub	13-1901-83	Facility expansion	TIGER	20,000	30,500
Bridge Inspection Program	13-8901-14	Bridge inspections	STBG	2,700	0
Subtotal				24,180	30,970
Carroll County - Carroll County					
Bixler Church Road Bridge over Big Pipe Creek	14-1101-13	Bridge repair/deck replacement	STBG	429	107



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	Bridge repair/deck replacement	STBG	220	55
Subtotal				649	162
Harford County - Harford County					
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	912	268
Phillips Mill Road Bridge #70 over East Branch Tributary	15-1102-13	Bridge repair/deck replacement	STBG	0	50
Robinson Mill Road Bridge #154 over Broad Creek	15-1401-13	Bridge repair/deck replacement	STBG	80	50
Glenville Road Bridge #30	15-1601-13	Bridge repair/deck replacement	STBG	0	25
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	850	0
Subtotal				2,042	443
Howard County - Howard County					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	0	100
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	0
MD 175 at Oakland Mills Rd Interchange	16-1407-46	New interchange	Other	0	9,500
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	9,350
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	700
Subtotal				0	20,450
Maryland Transportation Authority - Baltimore City					
I-95: Moravia Road to Fort McHenry Tunnel	22-1601-41	Roadway widening	Other	0	14,406
Subtotal				0	14,406



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lane Northbound Extension	25-1801-41	Roadway widening	Other	0	16,467
Subtotal				0	16,467
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	10,877	2,719
MARC Improvements	70-1502-54	Preservation and improvements	5307C	0	0
			5337	4,104	1,026
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	5,530	1,383
Subtotal				20,511	5,128
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	297	297
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	9,899	2,475
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,429	4,107
			5337	22,275	5,569
Seniors and Individuals with Disabilities	40-1502-69	Other	5310	3,370	1,310
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	340	85
			5339F	133	33
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	1,626	1,626



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	7,429	1,857
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	10,245	2,561
			5339F	3,625	906
			CMAQ	14,197	3,549
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5307F	2,067	517
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	5,441	1,360
			5307F	4,027	1,007
			CMAQ	29,053	7,263
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	12,658	3,165
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	668	0
Subtotal				144,337	38,005
Office of the Secretary - Baltimore City					
Port of Baltimore Enhancements	92-1401-83	Facility expansion	TIGER	1,926	2,074
Subtotal				1,926	2,074
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	400	200



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	6,400	1,600
Subtotal				6,800	1,800
SHA - Anne Arundel County					
MD 175: MD 295 to MD 170	61-0605-41	Roadway widening	Other	0	144
MD 198: MD 295 to MD 32	61-1403-41	Roadway widening	Other	0	138
US 50: MD 70 to MD 2	61-1404-41	Roadway widening	Other	0	6,029
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STBG	161	730
			TIGER	3,865	0
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	1,710
			STBG	4,329	1,221
Subtotal				8,355	9,972
SHA - Baltimore County					
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41	Roadway widening	Other	0	250
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	675	75
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	Other	0	2,942
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHFP	2,191	414
			NHS	12,774	1,740
			Other	0	1,320
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	NHPPC	0	10



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
I-695: Bridge Replacements at Benson Ave and US 1	63-1602-43	Bridge widening	Other	0	104
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHFP	1,600	400
			NHPPC	7,798	2,251
I-695: Bridge Replacement on Crosby Road	63-1702-43	Bridge widening	NHFP	301	75
			Other	0	2,104
MD 137: Bridge Replacement over I-83	63-1703-13	Bridge repair/deck replacement	Other	0	1,792
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	11,721	2,931
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	8,716	2,637
MD 45: Padonia Rd to Wight Ave	63-1707-11	Road resurfacing/rehabilitation	NHPPC	1,202	301
I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38	Environmental other	NHPPC	6,599	1,861
			Other	0	151
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	10,140	2,860
Subtotal				63,717	24,218
SHA - Carroll County					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	11,470
			STBG	44	11
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	3,325
MD 496: Bridge Replacement over Big Pipe Creek	64-1702-13	Bridge repair/deck replacement	Other	0	1,118
Subtotal				44	15,924



Transportation Improvement Program - FY 2019-2022

Table 2: FY 2019 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Harford County					
US 40: MD 7 & MD 159 Intersection Reconstruction - Phase 2	65-1402-41	Roadway widening	NHPPC	5,614	1,438
			Other	0	439
Subtotal				5,614	1,877
SHA - Howard County					
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	Other	0	575
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	20,784
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	10,774	3,110
I-95: Active Traffic Management	66-1801-41	Roadway widening	Other	0	1,250
Subtotal				10,774	25,719
SHA - Regional					
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	7,200	1,800
			STBG	18,880	4,720
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	6,400	1,600
			NHPPC	43,760	10,940
			STBG	30,000	7,500
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	880	220



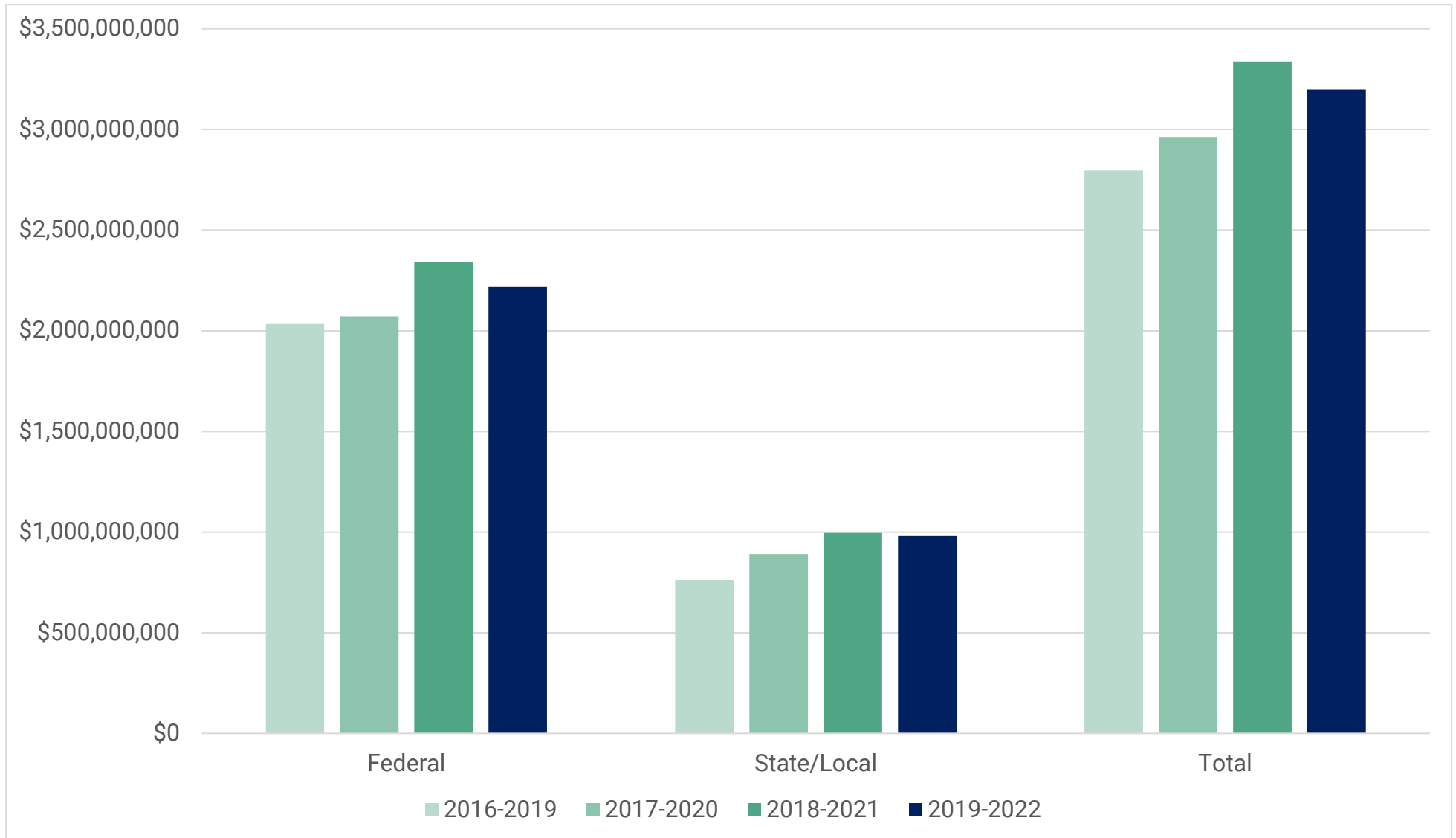
Transportation Improvement Program - FY 2019-2022

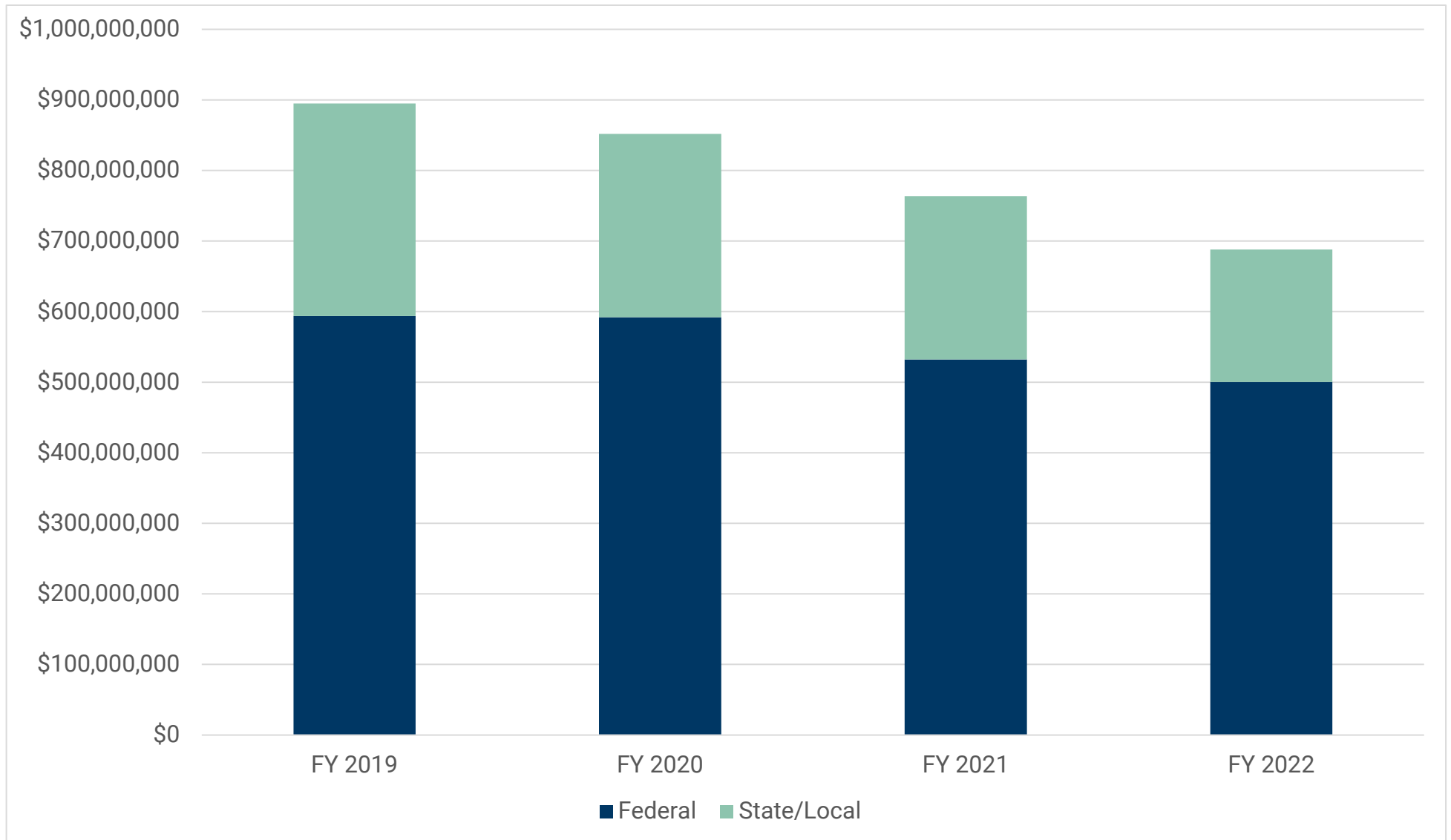
Table 2: FY 2019 Annual Element (Funds in \$1000s)

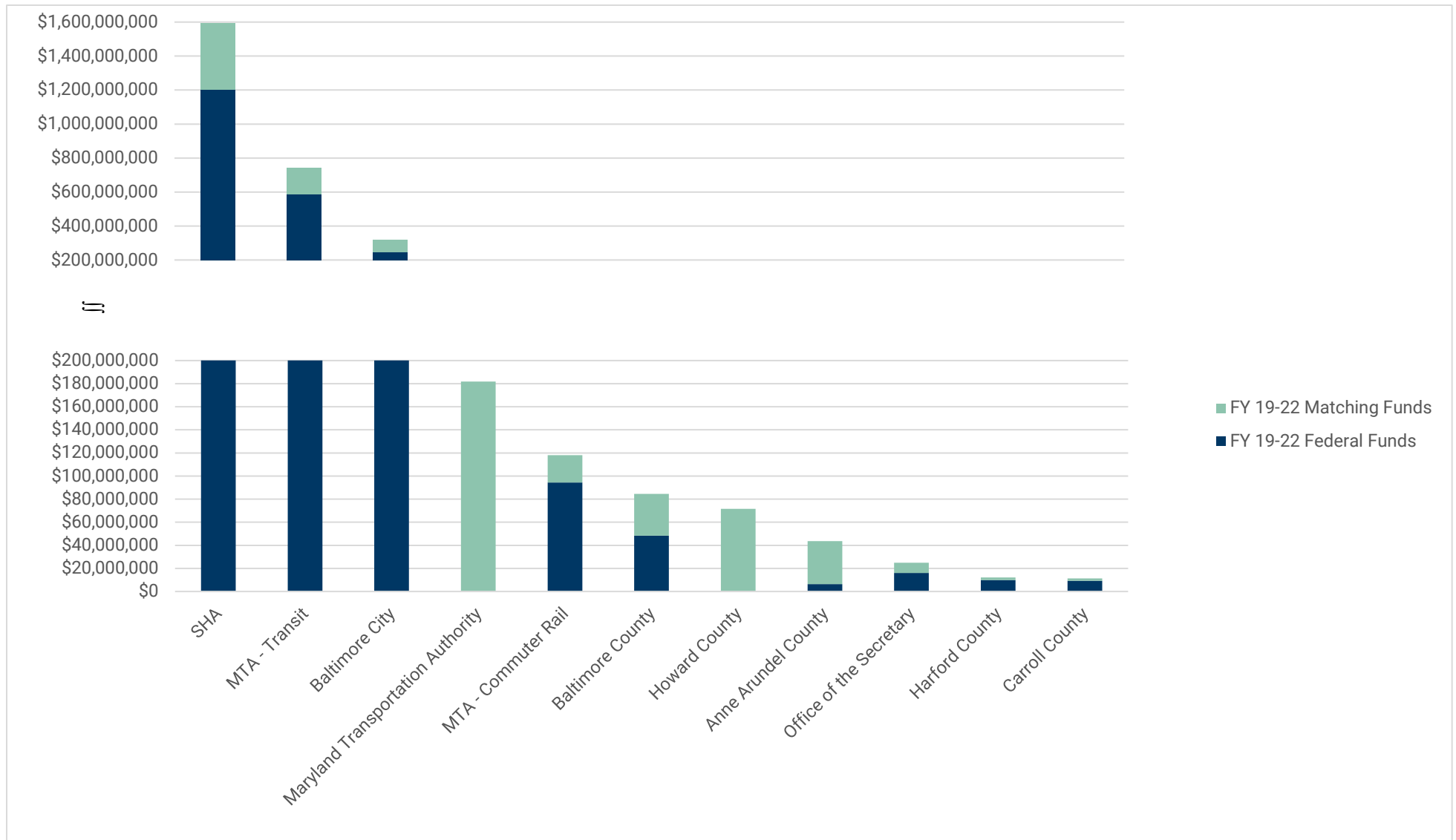
Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Congestion Management	60-9504-04	Traffic engineering	NHPPC	2,120	530
			STBG	12,880	3,220
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	960	240
			NHPPC	3,600	900
			RTP	480	120
			STBG	28,880	7,220
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,672	668
			HSIP	7,520	1,880
			NHPPC	22,000	5,500
			STBG	18,400	4,600
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	40	10
			STBG	4,800	1,200
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	8,000	2,000
Subtotal				219,517	54,868

Table 3: Summary of FY 2019-2022 TIP Funding by Implementing Agency and Fiscal Year

Implementing Agency	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2019-2022 Federal Funds Total	FY 2019-2022 Matching Funds Total	Grand Total
Anne Arundel County	\$3,381,000	\$11,409,000	\$1,499,000	\$8,575,000	\$833,000	\$16,923,000	\$709,000	\$329,000	\$6,422,000	\$37,236,000	\$43,658,000
Baltimore City	\$81,780,000	\$27,445,000	\$80,300,000	\$21,575,000	\$56,340,000	\$14,585,000	\$27,440,000	\$7,360,000	\$245,860,000	\$70,965,000	\$316,825,000
Baltimore County	\$24,180,000	\$30,970,000	\$16,400,000	\$4,100,000	\$3,700,000	\$200,000	\$4,000,000	\$1,000,000	\$48,280,000	\$36,270,000	\$84,550,000
Carroll County	\$649,000	\$162,000	\$3,503,000	\$748,000	\$4,636,000	\$1,158,000	\$510,000	\$0	\$9,298,000	\$2,068,000	\$11,366,000
Harford County	\$2,042,000	\$443,000	\$6,000,000	\$1,650,000	\$850,000	\$0	\$936,000	\$309,000	\$9,828,000	\$2,402,000	\$12,230,000
Howard County	\$0	\$20,450,495	\$0	\$43,770,000	\$0	\$7,300,000	\$0	\$0	\$0	\$71,520,495	\$71,520,495
Maryland Transportation Authority	\$0	\$30,873,000	\$0	\$32,440,000	\$0	\$61,910,000	\$0	\$56,670,000	\$0	\$181,893,000	\$181,893,000
MTA - Commuter Rail	\$20,511,000	\$5,128,000	\$20,154,000	\$5,038,000	\$28,275,000	\$7,069,000	\$25,559,000	\$6,390,000	\$94,499,000	\$23,625,000	\$118,124,000
MTA - Transit	\$144,337,000	\$38,005,000	\$152,986,000	\$39,703,000	\$144,546,000	\$38,058,000	\$145,442,000	\$37,815,000	\$587,311,000	\$153,581,000	\$740,892,000
Office of the Secretary	\$8,726,000	\$3,874,000	\$6,535,000	\$4,491,000	\$400,000	\$200,000	\$400,000	\$200,000	\$16,061,000	\$8,765,000	\$24,826,000
SHA - Anne Arundel County	\$8,355,000	\$9,972,000	\$13,824,000	\$4,085,000	\$12,126,000	\$3,808,000	\$12,551,000	\$3,540,000	\$46,856,000	\$21,405,000	\$68,261,000
SHA - Baltimore County	\$63,717,000	\$24,218,000	\$53,495,000	\$23,325,000	\$62,911,000	\$24,340,000	\$67,860,000	\$19,455,000	\$247,983,000	\$91,338,000	\$339,321,000
SHA - Carroll County	\$44,000	\$15,924,000	\$44,000	\$8,084,000	\$33,000	\$154,000	\$0	\$55,000	\$121,000	\$24,217,000	\$24,338,000
SHA - Harford County	\$5,614,000	\$1,877,000	\$2,691,000	\$1,020,000	\$0	\$0	\$0	\$0	\$8,305,000	\$2,897,000	\$11,202,000
SHA - Howard County	\$10,774,000	\$25,719,000	\$23,475,000	\$8,469,000	\$26,417,000	\$7,851,000	\$23,652,000	\$6,672,000	\$84,318,000	\$48,711,000	\$133,029,000
SHA - Regional	\$219,517,000	\$54,868,000	\$211,117,000	\$52,768,000	\$191,277,000	\$47,808,000	\$191,232,000	\$47,808,000	\$813,143,000	\$203,252,000	\$1,016,395,000
Grand Total	\$593,627,000	\$301,337,495	\$592,023,000	\$259,841,000	\$532,344,000	\$231,364,000	\$500,291,000	\$187,603,000	\$2,218,285,000	\$980,145,495	\$3,198,430,495







Project Category	Number of Projects
Highway Preservation	70
Highway Capacity	25
Transit	10
Emission Reduction Strategy	7
Miscellaneous	5
Environmental/Safety	3
Commuter Rail	3
Enhancement Program	2
Ports	2
Total	127

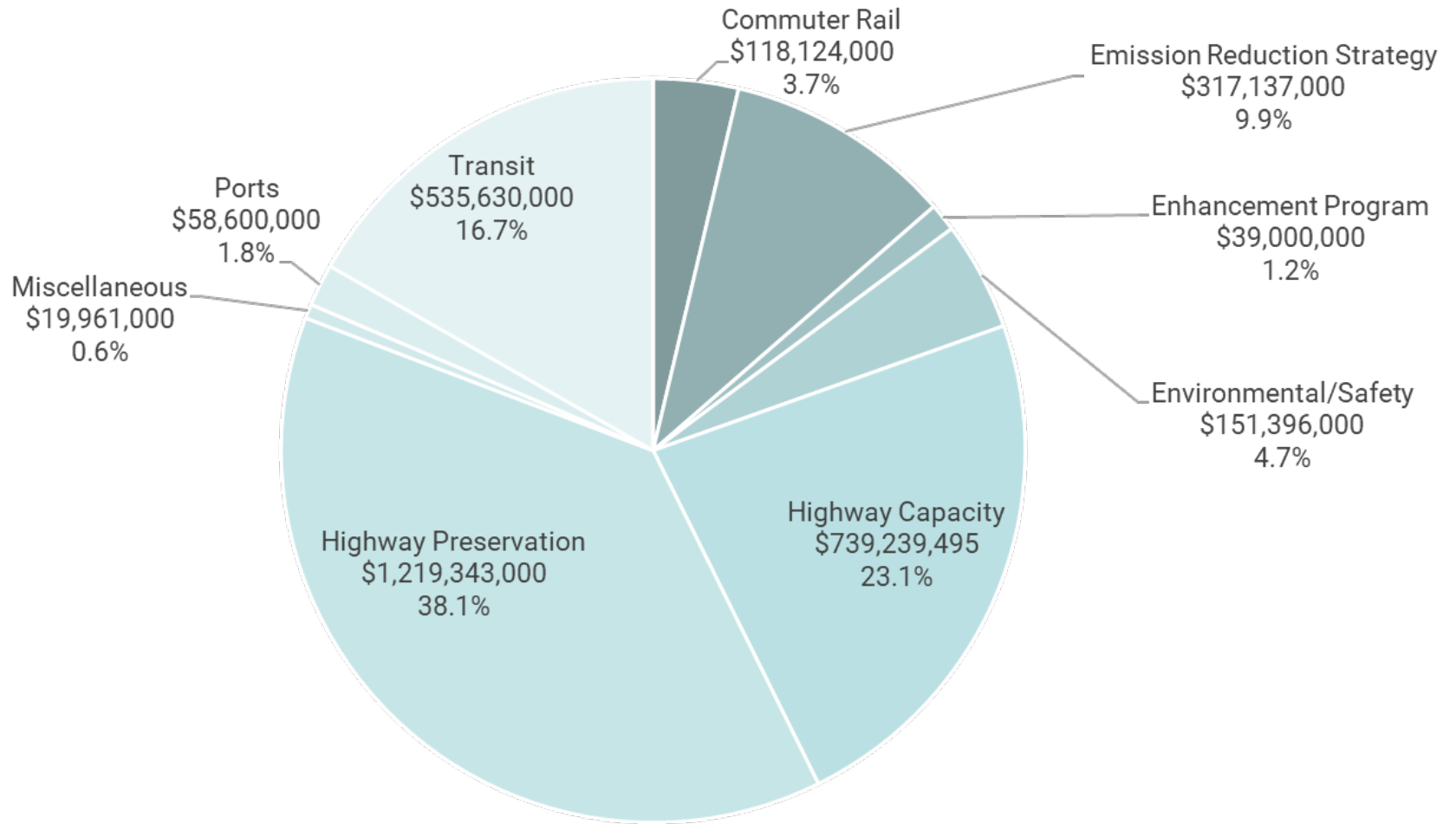


Exhibit 6: Distribution of FY 2019 Funding by Project Phase

