

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 2021 through FY 2024).

Further, the 2021-2024 TIP is financially constrained by program and by year. The framework of both *Maximize2045*, the regional long-range transportation plan (LRTP), and the 2021-2024 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 (MDOT 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 2020 - 2025 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 LRTP. 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 2021 and for FY 2021-2024. It includes:

- A summary of FY 2021 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2021 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2021-2024 TIP by fiscal year, sponsoring 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 \$31.1 billion for the six-year period from 2020 to 2025. 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 will 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 \$7.3 billion over the six-year period. As of July 1, 2019, the

motor fuel tax rates were 36.7 cents per gallon gasoline and 37.45 cents per gallon diesel fuel. These rates include the revenue components provided by the Transportation Infrastructure Investment Act of 2013. The Consumer Price Index (CPI) effect is estimated to average 4.2 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2019 is 10.7 cents per gallon. The rate is estimated to average 10.9 cents per gallon over the program period.

- Motor Vehicle Titling Tax: This source is projected to yield \$5.9 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 \$1.3 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 WMATA. The majority of federal aid is capital; only \$638 million is for operating assistance.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$3.1 billion, with \$1.1 billion from MDOT MTA, \$347 million from MDOT MPA, and \$1.7 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 Infrastructure Investment Act of 2013. 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 \$2.3 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 \$764 million. These sources include General Fund revenues, county contributions to MDOT projects, 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 FAST Act included some policy changes, a new focus on freight and provided funding certainty for five full years through September 2020, including built-in inflation from existing funding levels. Congress must develop a new authorization act or extend the existing act by the end of this federal fiscal year for federal funding to continue.

While Congress authorized a five-year transportation bill, Congress must then appropriate the funds each year through the federal budget process. The amount appropriated can be lower than the amount authorized. For Federal Fiscal Year (FFY) 2020, MDOT assumes that Congress will appropriate the amount authorized in the FAST Act and continues this funding through FFY 2025.

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 \$665 million in highway formula funding and \$199 million in transit formula funding in FFY 2020 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 2019 was 90.1 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 2020 through FFY 2025.

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 federal surface transportation authorizing legislation, known as the FAST Act, in December 2015. The FAST Act provides investment in transportation infrastructure through FFY 2020.

Total projected Trust Fund revenues amount to \$31.1 billion for the six-year period from 2020 through 2025. These amounts are based on the assumption that the economy will continue along a moderate growth scenario for the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants, and Public-Private Partnerships.

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 Transportation Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, and capital projects. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. Funding is also provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, 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 MDOT MTA headings in Chapter VI. Documentation of local match for transit projects is provided in Appendix B.

The MDOT Maryland Transit Administration

The MDOT MTA 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 2021 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 2021 is provided in Table 2. This list brings together information found in Chapter VI, the chapter containing individual project listings for each sponsoring agency. Projects in the Annual Element can also be identified in the individual project listings as those with dollar amounts in the FY 2021 columns.

Table 1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2021 Annual Element and federal funds available by fund source. MDOT provided FY 2021 federal fund apportionment figures for the Baltimore region. In doing so, MDOT assumed that federal funding levels would increase by the same amount as in previous years and that the Baltimore region receives 40% of the State's share of funding.

Table 2 shows the projects in the FY 2021 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 2021 through FY 2024 by sponsoring agency.

Exhibits 1 through 7 graphically summarize the 2021-2024 TIP. Exhibit 1 compares the total amount programmed in the 2018-2021, 2019-2022, 2020-2023, and 2021-2024 TIP documents. Exhibit 2 displays 2021-2024 TIP funding by fiscal year. Exhibit 3 summarizes federal and matching funds in the 2021-2024 TIP by sponsoring agency. Exhibits 4 and 5 summarize the number of projects and share of funding in the 2021-2024 TIP by project category. Exhibit 6 displays the share of FY 2021 funds by project phase while Exhibit 7 shows FY 2021 federal fund requests by funding source.

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

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

Sponsoring Agency	5307C	5307F	5307O	5310	5311O	5329	5337	5339D	5339F	BUILD
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail	\$1,894						\$59,429			
MTA - Transit	\$135,711	\$30,577	\$2,440	\$3,370	\$238		\$22,605	\$1,652	\$7,250	
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										
Total Programmed	\$137,605	\$30,577	\$2,440	\$3,370	\$238	\$400	\$82,034	\$1,652	\$7,250	\$6,555
FY 2021 Appropriation*	\$3,788					\$400		\$1,652		\$6,555
Previous Funds Still Available*	\$133,817	\$30,577	\$2,440	\$3,370	\$238		\$82,034		\$7,250	
MDOTs Total Federal Apportionment for the Baltimore Region*	\$137,605	\$30,577	\$2,440	\$3,370	\$238	\$400	\$82,034	\$1,652	\$7,250	\$6,555

- 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
- 5339D Section 5339 Bus and Bus Facilities Discretionary Grant Program
- 5339F Section 5339 Bus and Bus Facilities Formula Program
- BUILD Better Utilizing Investments to Leverage Development Discretionary Grant Program

*Figures provided by MDOT

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

Sponsoring Agency	CMAQ	FRA	HSIP	INFRA	NHPPC	Other	RTP	STBG	TAC	Total
Anne Arundel County								\$8,814		\$8,814
Baltimore City					\$1,080			\$43,132		\$44,212
Baltimore County								\$2,900		\$2,900
Carroll County								\$220		\$220
Harford County								\$2,900		\$2,900
Howard County								\$2,360		\$2,360
MTA - Commuter Rail										61,323
MTA - Transit	\$43,961									\$247,804
Maryland Port Administration				\$25,000						\$31,555
Office of the Secretary		\$3,000								\$3,400
SHA - Anne Arundel County								\$4,231		\$4,231
SHA - Baltimore County					\$74,943			\$8,000		\$82,943
SHA - Carroll County								\$27		\$27
SHA - Harford County								\$557		\$557
SHA - Howard County					\$35,179					\$35,179
SHA - Regional	\$3,760		\$13,800		\$95,316	\$45	\$380	\$117,660	\$7,520	\$238,481
Total Programmed	\$47,721	\$3,000	\$13,800	\$25,000	\$206,518	\$45	\$380	\$190,801	\$7,520	\$766,906
FY 2021 Appropriation*	\$23,112		\$14,646		\$140,674			\$66,707	\$9,083	\$266,617
Previous Funds Still Available*	\$43,961	\$3,000	\$14,571	\$25,000	\$66,037	\$45	\$571	\$124,494	\$7,671	\$545,076
MDOTs Total Federal Apportionment for the Baltimore Region*	\$67,073	\$3,000	\$29,217	\$25,000	\$206,711	\$45	\$571	\$191,201	\$16,754	\$811,693

- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)
- FRA Federal Railroad Administration
- HSIP Highway Safety Improvement Program
- INFRA Infrastructure for Rebuilding America Discretionary Grant 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

*Figures provided by MDOT

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

Sponsoring Agency	5307C	5307F	5307O	5311O	5329	5337	5339F	CMAQ
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$3,561					\$67,055		
MTA - Transit	\$138,899	\$1,200	\$2,440	\$238		\$23,058	\$5,471	\$43,961
Maryland Port Administration								
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$3,760
Total Programmed	\$142,460	\$1,200	\$2,440	\$238	\$400	\$90,113	\$5,471	\$47,721

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

Sponsoring Agency	HSIP	INFRA	NHPPC	Other	RTP	STBG	TAC	Total
Anne Arundel County						\$1,274		\$1,274
Baltimore City			\$480			\$27,253		\$27,733
Baltimore County						\$15,904		\$15,904
Carroll County						\$5,101		\$5,101
Harford County						\$4,060		\$4,060
Howard County						\$960		\$960
MTA - Commuter Rail								\$70,616
MTA - Transit								\$215,267
Maryland Port Administration		\$33,000						\$33,000
Office of the Secretary								\$400
SHA - Anne Arundel County						\$11,290		\$11,290
SHA - Baltimore County			\$92,804			\$8,000		\$100,804
SHA - Carroll County						\$20		\$20
SHA - Harford County						\$186		\$186
SHA - Howard County			\$28,195					\$28,195
SHA - Regional	\$12,200		\$94,916	\$45	\$380	\$117,660	\$7,200	\$236,161
Total Programmed	\$12,200	\$33,000	\$216,395	\$45	\$380	\$191,708	\$7,200	\$750,971

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

Sponsoring 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	\$2,904					\$24,091		
MTA - Transit	\$80,991	\$2,440	\$3,370	\$238		\$23,519	\$5,574	\$44,655
Maryland Port Administration								
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								\$3,160
Total Programmed	\$83,895	\$2,440	\$3,370	\$238	\$400	\$47,610	\$5,574	\$47,815

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

Sponsoring Agency	HSIP	INFRA	NHPPC	RTP	STBG	TAC	Total
Anne Arundel County					\$3,780		\$3,780
Baltimore City			\$11,280		\$13,965		\$25,245
Baltimore County					\$6,140		\$6,140
Carroll County					\$2,922		\$2,922
Harford County					\$3,480		\$3,480
Howard County							\$0
MTA - Commuter Rail							\$26,995
MTA - Transit							\$160,787
Maryland Port Administration		\$34,500					\$34,500
Office of the Secretary							\$400
SHA - Anne Arundel County					\$14,104		\$14,104
SHA - Baltimore County			\$93,519		\$4,000		\$97,519
SHA - Carroll County							\$0
SHA - Harford County					\$126		\$126
SHA - Howard County			\$702				\$702
SHA - Regional	\$10,000		\$75,480	\$240	\$77,480	\$5,440	\$171,800
Total Programmed	\$10,000	\$34,500	\$180,981	\$240	\$125,997	\$5,440	\$548,500

Summary of the FY 2024 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5311O	5329	5337	5339F	CMAQ
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$4,083				\$23,508		
MTA - Transit	\$15,808	\$2,440	\$238		\$23,989	\$5,680	\$43,961
Maryland Port Administration							
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							\$3,160
Total Programmed	\$19,891	\$2,440	\$238	\$400	\$47,497	\$5,680	\$47,121

Summary of the FY 2024 Federal-Aid Annual Element (continued)

Sponsoring Agency	HSIP	INFRA	NHPPC	RTP	STBG	TAC	Total
Anne Arundel County							\$0
Baltimore City			\$7,520		\$16,820		\$24,340
Baltimore County					\$1,680		\$1,680
Carroll County					\$1,162		\$1,162
Harford County					\$5,740		\$5,740
Howard County							\$0
MTA - Commuter Rail							\$27,591
MTA - Transit							\$92,116
Maryland Port Administration		\$35,500					\$35,500
Office of the Secretary							\$400
SHA - Anne Arundel County					\$11,625		\$11,625
SHA - Baltimore County			\$31,933				\$31,933
SHA - Carroll County							\$0
SHA - Harford County							\$0
SHA - Howard County							\$0
SHA - Regional	\$10,000		\$67,480	\$240	\$76,680	\$5,440	\$163,000
Total Programmed	\$10,000	\$35,500	\$106,933	\$240	\$113,707	\$5,440	\$395,087



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Anne Arundel County - Anne Arundel County					
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	1,833	458
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	3,189	797
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	672	168
Polling House Road Bridge over Rock Branch	11-1602-13	Bridge repair/deck replacement	STBG	320	80
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	Other	0	6,028
Parole Transportation Center	11-2101-66	New bus facilities	Other	0	882
MD 2: US 50 to Baltimore Annapolis Boulevard	11-2102-41	Roadway widening	Other	0	1,256
MD 3: Saint Stephens Church Road to MD 175	11-2103-41	Roadway widening	Other	0	1,269
MD 214: MD 468 to east of Loch Haven Road	11-2104-41	Roadway widening	Other	0	500
Hanover Road Bridge over Deep Run	11-2105-13	Bridge repair/deck replacement	STBG	572	143
Conway Road Bridge over Little Patuxent River	11-2106-13	Bridge repair/deck replacement	STBG	1,500	375
Jacobs Road Bridge over Severn Run	11-2107-13	Bridge repair/deck replacement	STBG	728	182
Subtotal				8,814	12,138
Baltimore City - Baltimore City					
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,500	6,000
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	13,680	3,420
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	NHPPC	280	70



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	512	128
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	400	100
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,800	1,350
MLK Boulevard and Howard Street Intersection Improvements	12-1706-11	Road resurfacing/rehabilitation	STBG	4,560	1,140
Capital Project Delivery Services	12-1901-99	Miscellaneous	STBG	1,176	294
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	Road resurfacing/rehabilitation	STBG	320	80
Citywide Asset Management	12-2003-19	Other	STBG	800	200
Brehms Lane over Herring Run	12-2005-13	Bridge repair/deck replacement	STBG	480	120
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	Road resurfacing/rehabilitation	STBG	200	50
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	Bridge repair/deck replacement	STBG	800	200
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	Road resurfacing/rehabilitation	NHPPC	320	80
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	Road resurfacing/rehabilitation	STBG	480	120
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	Road resurfacing/rehabilitation	NHPPC	280	70
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	Road resurfacing/rehabilitation	NHPPC	200	50
Citywide Transportation Studies	12-2014-99	Miscellaneous	STBG	800	200
Waterview Avenue over Ramp to 295	12-2015-13	Bridge repair/deck replacement	STBG	384	96
Frederick Avenue Slope Stabilization Wall	12-2105-39	Safety other	STBG	1,200	300
Subtotal				44,212	16,828

Baltimore County - Baltimore County



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bridge Inspection Program	13-8901-14	Bridge inspections	STBG	2,900	0
Subtotal				2,900	0
Carroll County - Carroll County					
Gaither Road Bridge over South Branch Patapsco River	14-1602-13	Bridge repair/deck replacement	STBG	220	55
Subtotal				220	55
Harford County - Harford County					
Stafford Road Bridge #24 over Deer Creek	15-1501-13	Bridge repair/deck replacement	STBG	2,200	600
Madonna Road Bridge #113 over Deer Creek	15-2101-13	Bridge repair/deck replacement	STBG	400	100
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	300	0
Subtotal				2,900	700
Howard County - Howard County					
Bridge Repairs and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	2,360	4,399
Guilford Road: US 1 to Dorsey Run Road	16-1405-41	Roadway widening	Other	0	500
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	1,100
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	750
Marriottsville Road and I-70 Bridge Improvements	16-2101-41	Roadway widening	Other	0	830
Subtotal				2,360	7,579
Maryland Port Administration - Baltimore City					
Seagirt Marine Terminal Modernization: Berth Improvements	32-2001-83	Facility expansion	BUILD	6,555	7,878



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	25,000	55,300
Subtotal				31,555	63,178
Maryland Transportation Authority - Baltimore City					
Subtotal				0	0
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	126,813
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	472
Subtotal				0	127,285
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	11,543	2,886
MARC Improvements	70-1502-54	Preservation and improvements	5307C	1,894	474
			5337	15,901	3,975
MARC Facilities	70-1503-55	Rehabilitation of facilities	5337	31,985	7,997
Subtotal				61,323	15,332
MTA - Transit - Baltimore County					
Towson Circulator	43-2101-67	Transit capacity expansion	5339D	1,652	413
Subtotal				1,652	413
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5307C	12,016	3,004
			5339F	2,577	644
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	16,498	4,125
			5337	22,605	5,651
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	1,672	418
			5339F	330	83
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	2,114	2,114
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	15,154	3,789
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	6,809	1,702
			CMAQ	43,250	10,813
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5339F	2,400	600
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	47,852	11,963
			5307F	30,577	7,644
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	35,560	8,890
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Rural Transit Systems - Capital Assistance	40-9501-05	Fleet improvement	5339F	1,748	437
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	150	38
			5339F	195	49
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	711	0
Subtotal				246,152	63,838



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	400	200
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	3,000	750
Subtotal				3,400	950
SHA - Anne Arundel County					
MD 175: Mapes Road and Reece Road Intersection Reconstruction	61-1402-39	Safety other	STBG	635	165
MD 175: Disney Road to Reece Road	61-1601-41	Roadway widening	STBG	548	70
MD 175: National Business Parkway to McCarron Court	61-1701-41	Roadway widening	Other	0	1,304
			STBG	3,048	546
Subtotal				4,231	2,085
SHA - Baltimore County					
MD 140: Painters Mill Road to Owings Mills Boulevard - Phase 2	63-0802-41	Roadway widening	Other	0	300
MD 140: Garrison View Road to Painters Mill Road - Phase 1	63-1203-41	Roadway widening	Other	0	536
I-695: US 40 to MD 144	63-1601-41	Roadway widening	Other	0	12,160
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHPPC	5,375	698
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	8,976	2,556
			Other	0	51
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	5,982	2,057



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	Other	0	4
MD 45: Padonia Road to Wight Avenue	63-1707-11	Road resurfacing/rehabilitation	NHPPC	1,158	7,039
I-695 at Cromwell Bridge Road - Drainage Improvement	63-1801-38	Environmental other	NHPPC	1,130	225
			Other	0	123
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	46,883	0
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	STBG	8,000	2,000
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	5,439	1,161
Subtotal				82,943	28,910
SHA - Carroll County					
MD 30 Business: North Woods Trail to CSX Railroad (Hampstead Community Safety & Enhancement)	64-1401-19	Other	Other	0	58
			STBG	27	7
MD 86: Bridge Replacement over Gunpowder Falls	64-1701-13	Bridge repair/deck replacement	Other	0	107
Subtotal				27	172
SHA - Harford County					
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	Other	0	182
			STBG	557	193
Subtotal				557	375
SHA - Howard County					
MD 32: MD 108 to Linden Church Road	66-1602-41	Roadway widening	Other	0	169



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	35,179	307
I-95: Active Traffic Management	66-1801-41	Roadway widening	Other	0	250
Subtotal				35,179	726
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	26,240	6,560
			STBG	21,280	5,320
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	4,280	1,070
			NHPPC	45,440	11,360
			STBG	37,520	9,380
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,560	390
			NHPPC	3,700	925
			STBG	14,060	3,515
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	640	160
			NHPPC	2,680	670
			RTP	380	95
			STBG	24,720	6,180
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,200	550
			HSIP	8,880	2,220



Transportation Improvement Program - FY 2021-2024

Table 2: FY 2021 Annual Element (Funding in Thousands)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Safety And Spot Improvements	60-9508-19	Other	NHPPC	17,200	4,300
			STBG	16,320	4,080
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	56	14
			STBG	3,760	940
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	7,520	1,880
Subtotal				238,481	59,609



Transportation Improvement Program - FY 2021-2024

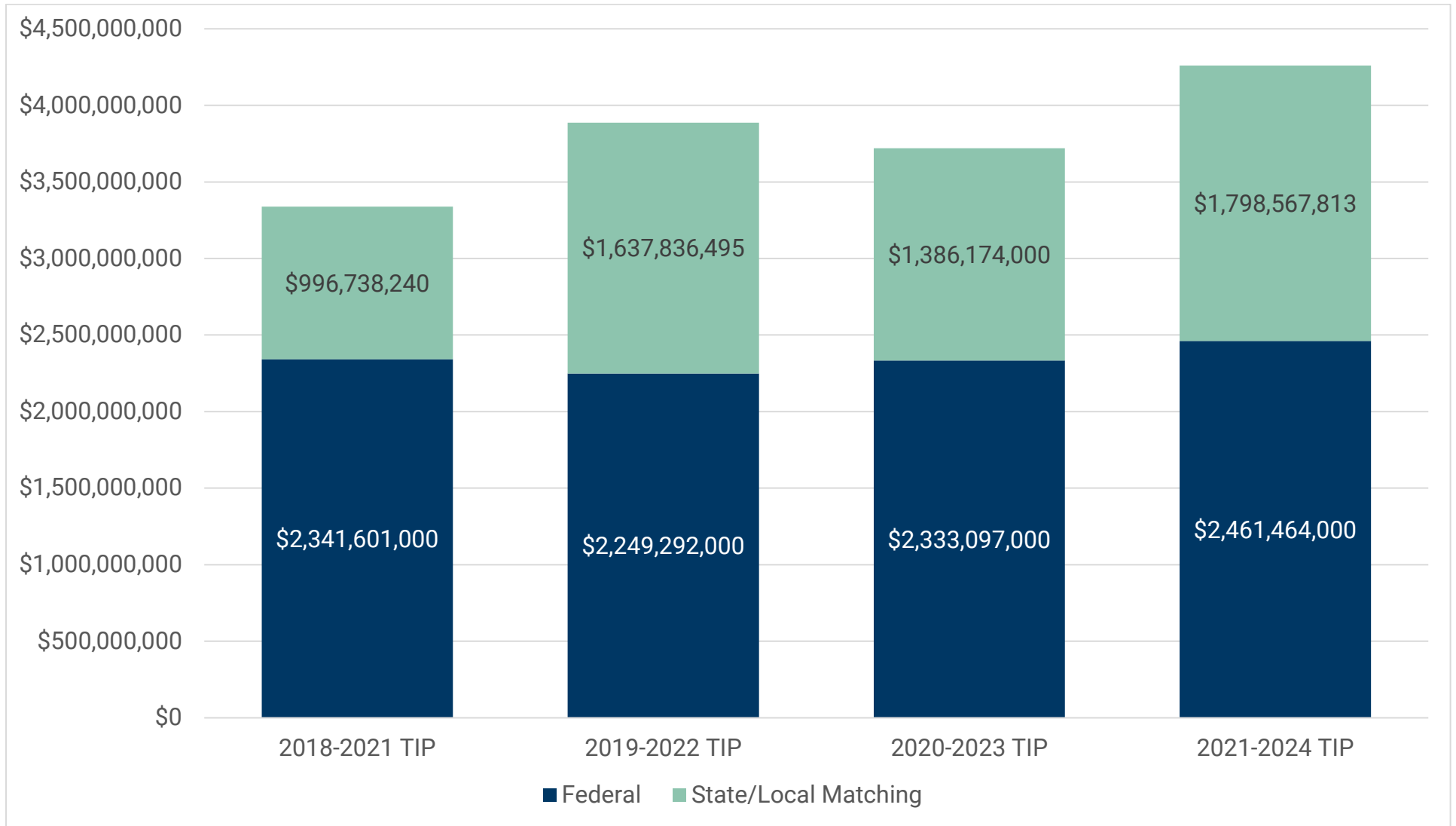
Table 3. Summary of FY 2021-2024 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2021-2024 Federal Funds Total	FY 2021-2024 Matching Funds Total	Grand Total
Anne Arundel County	\$8,814	\$12,138	\$1,274	\$2,918	\$3,780	\$11,638	\$0	\$0	\$13,868	\$26,694	\$40,562
Baltimore City	\$44,212	\$16,828	\$27,733	\$8,182	\$25,245	\$6,312	\$24,340	\$6,085	\$121,530	\$37,407	\$158,937
Baltimore County	\$2,900	\$0	\$15,904	\$3,976	\$6,140	\$760	\$1,680	\$420	\$26,624	\$5,156	\$31,780
Carroll County	\$220	\$55	\$5,101	\$1,147	\$2,922	\$730	\$1,162	\$158	\$9,405	\$2,090	\$11,495
Harford County	\$2,900	\$700	\$4,060	\$770	\$3,480	\$870	\$5,740	\$1,010	\$16,180	\$3,350	\$19,530
Howard County	\$2,360	\$7,579	\$960	\$46,740	\$0	\$28,961	\$0	\$15,150	\$3,320	\$98,430	\$101,750
Maryland Port Administration	\$31,555	\$63,178	\$33,000	\$91,775	\$34,500	\$84,450	\$35,500	\$78,950	\$134,555	\$318,353	\$452,908
Maryland Transportation Authority	\$0	\$127,286	\$0	\$215,513	\$0	\$299,045	\$0	\$159,144	\$0	\$800,988	\$800,988
MDOT MTA - Commuter Rail	\$61,323	\$15,332	\$70,616	\$17,653	\$26,995	\$6,749	\$27,591	\$6,898	\$186,525	\$46,632	\$233,157
MDOT MTA - Transit	\$247,804	\$64,251	\$215,267	\$55,650	\$160,787	\$42,494	\$92,116	\$24,860	\$715,974	\$187,255	\$903,229
MDOT Office of the Secretary	\$3,400	\$950	\$400	\$200	\$400	\$200	\$400	\$200	\$4,600	\$1,550	\$6,150
MDOT SHA - Anne Arundel County	\$4,231	\$2,085	\$11,290	\$3,947	\$14,104	\$4,723	\$11,625	\$3,269	\$41,250	\$14,024	\$55,274
MDOT SHA - Baltimore County	\$82,943	\$28,910	\$100,804	\$15,397	\$97,519	\$7,785	\$31,933	\$0	\$313,199	\$52,092	\$365,291
MDOT SHA - Carroll County	\$27	\$172	\$20	\$36	\$0	\$21	\$0	\$0	\$47	\$229	\$276
MDOT SHA - Harford County	\$557	\$375	\$186	\$64	\$126	\$44	\$0	\$0	\$869	\$483	\$1,352
MDOT SHA - Howard County	\$35,179	\$726	\$28,195	\$524	\$702	\$247	\$0	\$0	\$64,076	\$1,497	\$65,573
MDOT SHA - Regional	\$238,481	\$59,609	\$236,161	\$59,029	\$171,800	\$42,950	\$163,000	\$40,750	\$809,442	\$202,338	\$1,011,780
Grand Total	\$766,906	\$400,174	\$750,971	\$523,521	\$548,500	\$537,979	\$395,087	\$336,894	\$2,461,464	\$1,798,568	\$4,260,032



Transportation Improvement Program - FY 2021-2024

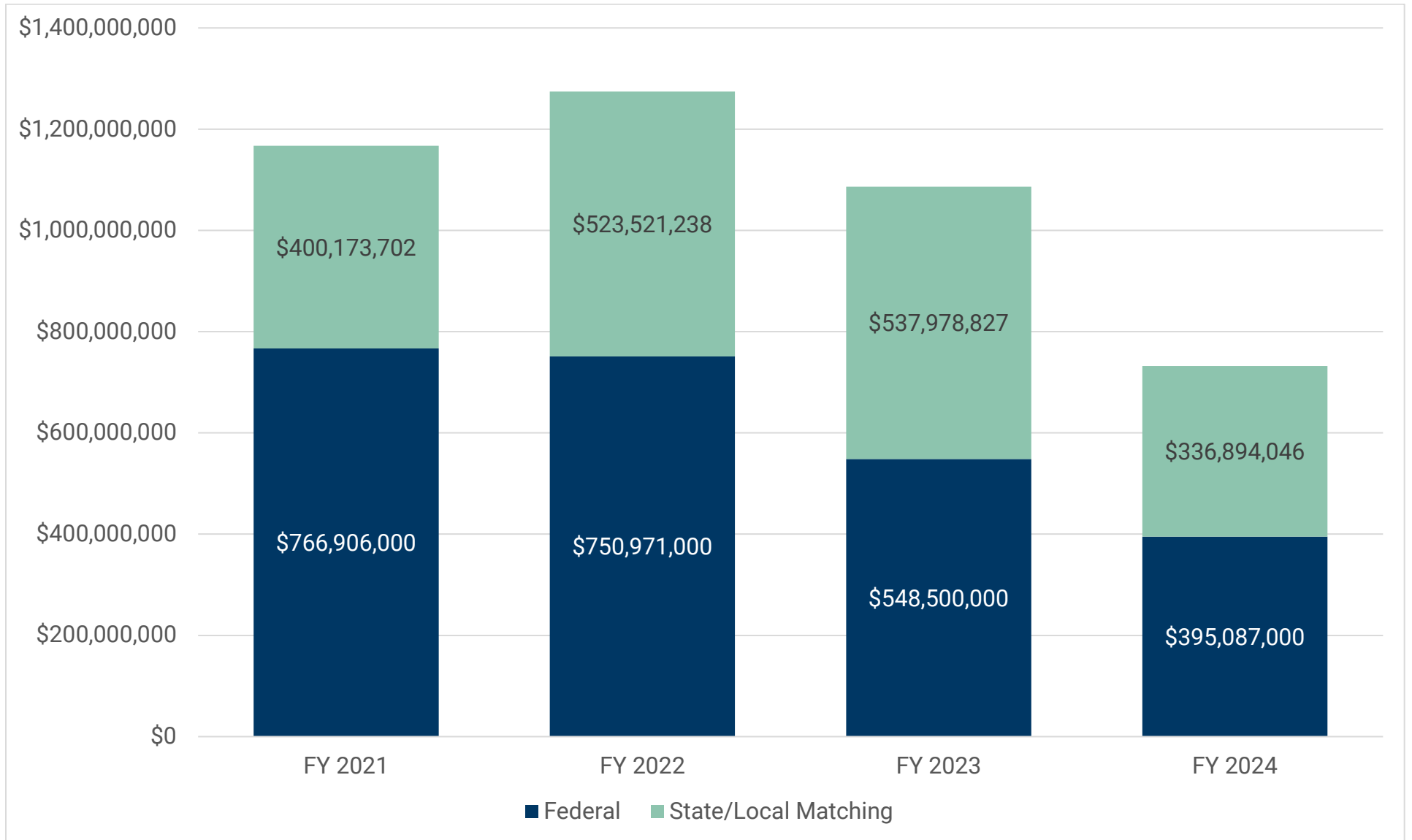
Exhibit 1. Comparison of the Total Amount Programmed in the 2018, 2019, 2020, and 2021 TIPs





Transportation Improvement Program - FY 2021-2024

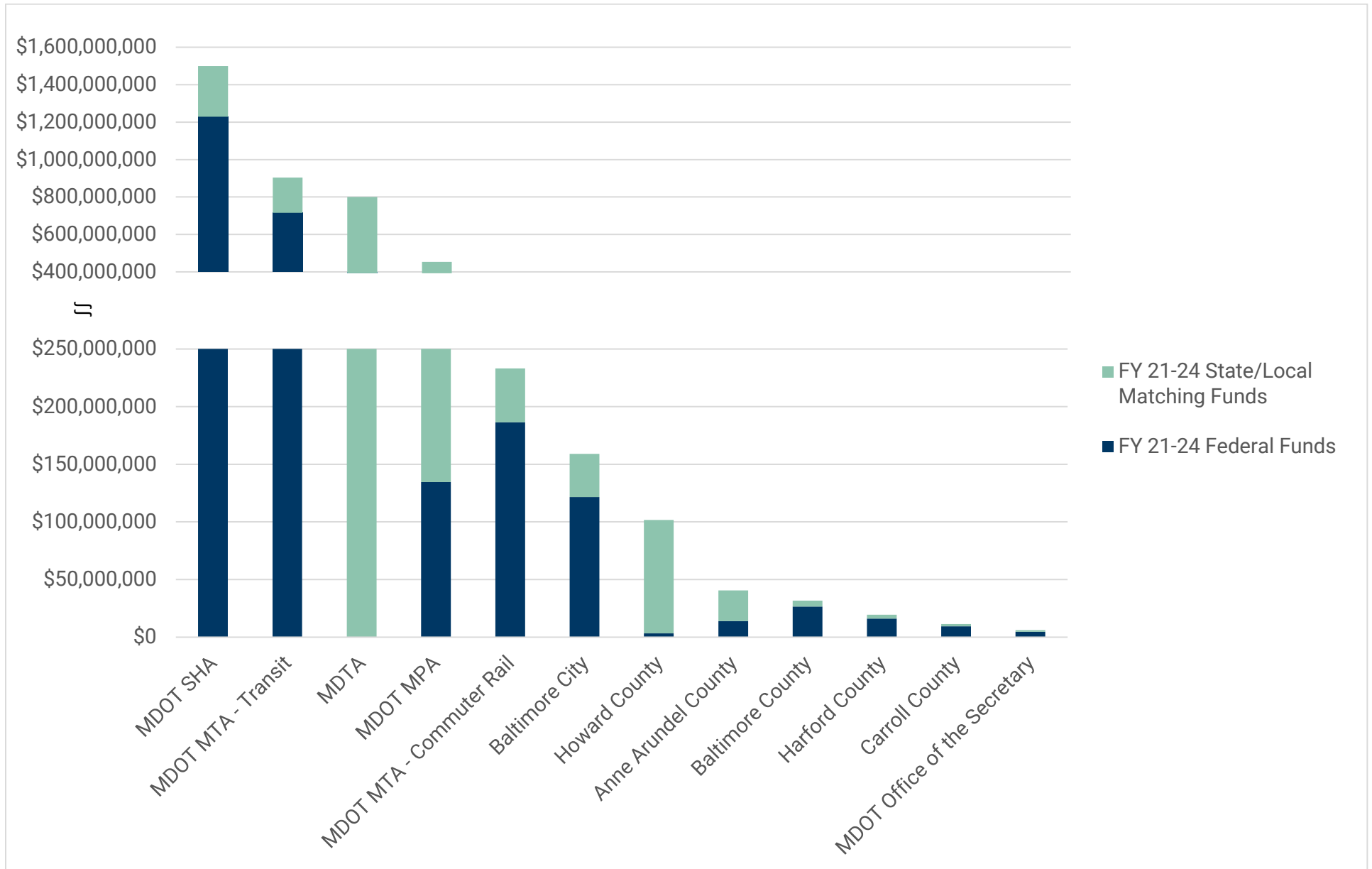
Exhibit 2. FY 2021-2024 TIP Funding by Fiscal Year





Transportation Improvement Program - FY 2021-2024

Exhibit 3. FY 2021-2024 TIP Funding by Sponsoring Agency





Project Category	Number of Projects
Highway Preservation	79
Highway Capacity	22
Emission Reduction Strategy	12
Transit Preservation	11
Environmental/Safety	5
Miscellaneous	4
Commuter Rail Preservation	3
Ports	2
Enhancement Program	1
Transit Capacity	1
Commuter Rail Capacity	0
Total	140

Exhibit 5. Share of FY 2021-2024 TIP Funding by Project Category

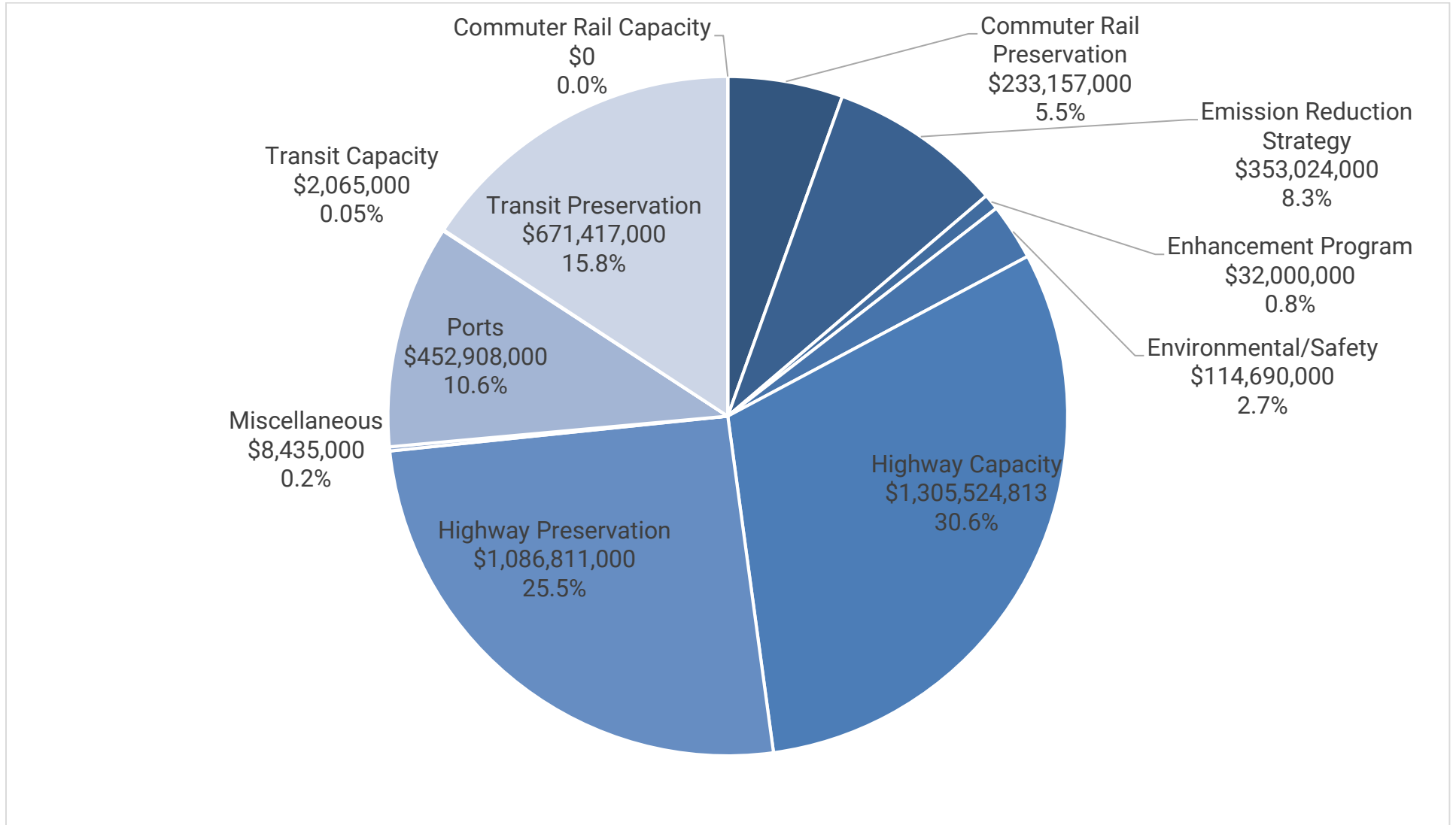
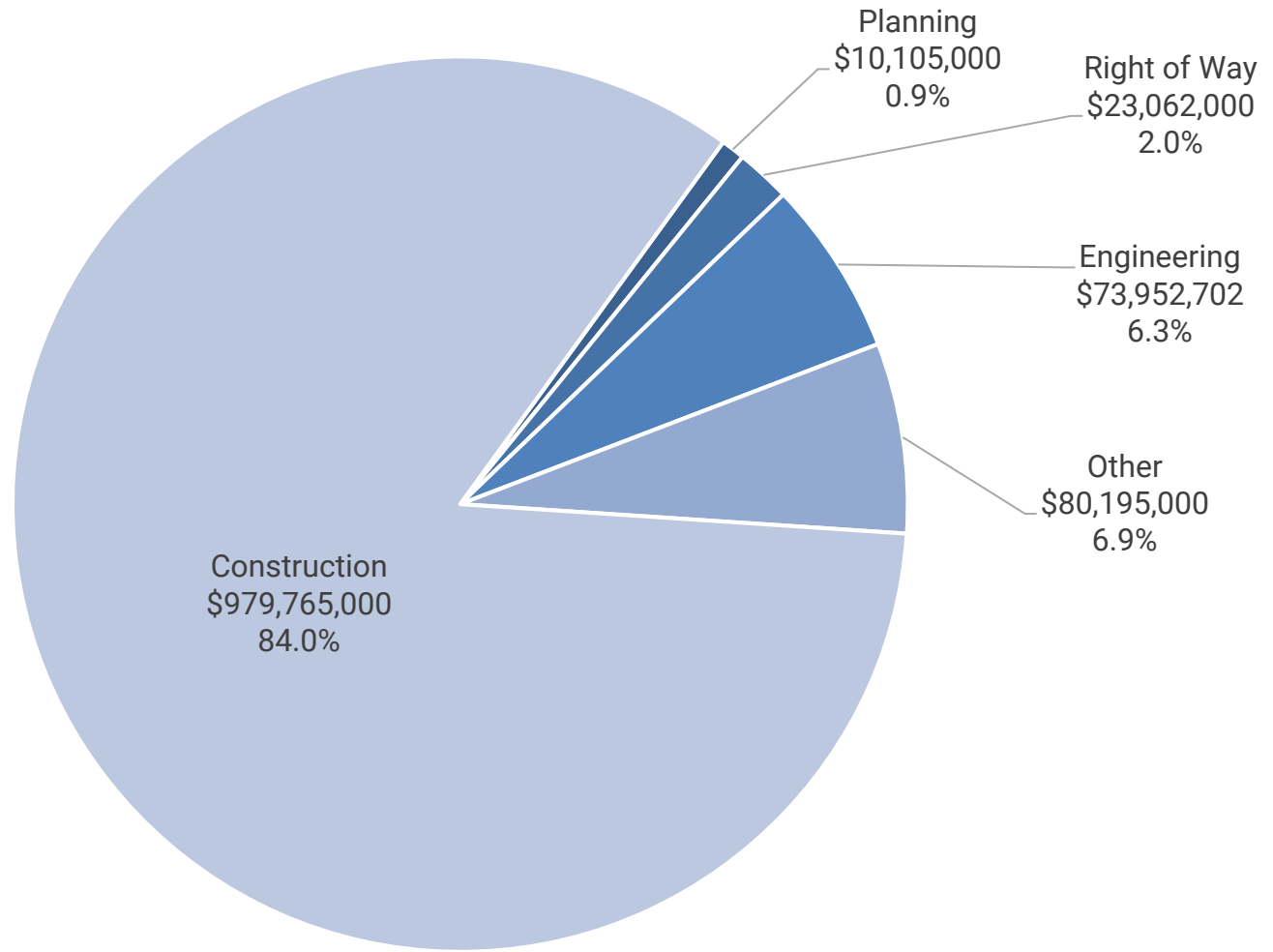


Exhibit 6. Share of FY 2021 TIP Funding by Project Phase





Transportation Improvement Program - FY 2021-2024

Exhibit 7. FY 2021 Federal Fund Requests by Fund Source

