

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 2024 through FY 2027).

Further, the 2024-2027 TIP is financially constrained by program and by year. The framework of both *Resilience 2050*, the regional long-range transportation plan (LRTP), and the 2024-2027 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 2023 - 2028 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 2024 and for FY 2024-2027. It includes:

- A summary of FY 2024 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2024 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2024-2027 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

Total projected revenues amount to \$36.0 billion for the six-year period. 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.

Pertinent details are as follows:

- **Opening Balance:** MDOT maintains a minimum fund of \$200 million to accommodate working cash flow needs throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$8.5 billion over the six-year period. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon); a Consumer Price Index (CPI) component (estimated to average 8.3 cents per gallon over the program period) and a sales and use tax equivalent component (estimated to average 14.3 cents per gallon). Growth in motor fuel usage is expected to recover from the impact of the pandemic, although future growth rates are minimal, averaging 0.3%, and reflecting the growing role of electric and hybrid vehicles in Maryland's fleet, the increasing

fuel efficiency of all vehicles, and slower growth in vehicle miles traveled.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$6.5 billion over the six-year period. The tax rate is set at 6% of fair market value of the vehicle, less an allowance for trade-in that is paid on the sale of all new and used vehicles as well as on new residents' vehicles. This revenue source follows the normal business cycles of auto sales with periods of growth and decline, and 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 1.6 percent per year over the program period.
- **Corporate Income Tax:** Corporate Income Tax revenues are estimated to be \$2.3 billion over the six-year period. Corporate Income Tax revenues are shared between the state's General Fund and the Transportation Trust Fund. The transportation share of corporate income tax revenues increases to 20 percent from 17.2 percent in fiscal year 2024. Chapter 240 of 2022 provides for a graduated increase over the six-year period in the share of the state's Corporate Income Tax dedicated to transportation. This additional

revenue offsets the impact of an increased investment in capital transportation grants provided to local jurisdictions.

- **Federal Aid:** This source is projected to contribute \$9.4 billion for operating and capital programs, including \$0.5 billion of federal COVID-19 relief funds. MDOT received funding directly from various federal relief legislation and received funds allocated to transportation from the state's Coronavirus Relief Fund. All federal relief funds are expected to be fully spent by the end of fiscal year 2024. The amount of Federal Aid for operating and capital programs increases to \$9.4 billion from \$8.0 billion in the FY 2022 – 2027 CTP as the result of additional federal funds available for the capital program from the Infrastructure Investment and Jobs Act of 2021. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.80 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$1.8

billion over the six-year period); transit fares (\$672 million); and fees for port terminal operations and rent (\$318 million).

- **Bond Proceeds:** Bond issuances are estimated at \$1.8 billion during the six-year period. State law limits MDOT's bonds outstanding to \$4.5 billion and establishes an annual debt outstanding cap in the annual budget bill. Debt outstanding is projected to rise to \$3.6 billion over the six-year period, which remains below the statutory cap. MDOT maintains credit ratings of AAA from Standard and Poor's, Aa1 from Moody's, and AA+ from Fitch Ratings.

- **Other Sources:** The remaining sources are projected to total \$660 million during the six year period. These sources include General Fund revenues, reimbursements, earned interest, use of fund balance, and miscellaneous revenues.

B. Federal Aid Assumptions

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), which provides vital federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021 and provides authorization for federal fiscal years 2022 through 2027 (FFY 2022- FFY 2027). This Act is more expansive in scope than a traditional transportation authorization and much of the discretionary funding was both authorized and appropriated in the legislation. The traditional transportation funds are being distributed based on FFY 2022 appropriations.

Grants

In order to best leverage our state transportation dollars, MDOT continues to pursue all relevant federal discretionary grants to maximize transportation funding opportunities. In addition to formula funds, the IIJA provides a significant increase in federal funding for discretionary grants for transit, highways, airport, port, rail, freight and active transportation, in rural and urban areas. Many of these grant programs are annual over the five years covered by IIJA and focus on the

following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. MDOT has pursued many grants already, including the following IIJA grant programs: the Airport Improvement Program (AIP) grant; the Port Infrastructure Development Program (PIDP) grant; the Bridge Investment Program (BIP) grant; the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant; the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant; the Bus and Bus Facilities grant, the Infrastructure for Rebuilding America (INFRA) grant; the National Infrastructure Project Assistance (MEGA) Program grant; and the Rural Surface Transportation Grant. We also continue working with our local and regional partners to support grant applications across the state. To date (December 2022), MDOT has been awarded a Penn Station RAISE grant, a Martin State Airport Station All Stations Access Program (ASAP) grant and awaits the awards from other competitive grant applications.

Federal Highway and Transit

Along with the relief and stimulus federal funds received by MDOT traditional federal funding comes 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; congestion mitigation; climate change and electric vehicle infrastructure. The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the passage of the IIJA. MDOT expects to have \$720.0 million in highway formula funding and \$291.6 million in transit formula funding in FFY 2022 for MDOT projects. The Purple Line previously received a commitment from the Federal Transit Administration for New Starts funding totaling \$900 million. The Purple Line also received an additional allocation of \$106.2 million in New Starts funding from the American Rescue Plan Act (ARPA). Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is

imposed by Congress annually in response to prevailing economic policy. This CTP assumes an OA level of 91.3 percent for FFY22 and 90.0 percent FFY 23 through FFY27.

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, rental vehicle sales tax, and operating revenues. 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 BWI Marshall and Martin State Airports. In addition to collecting revenue within the state, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation as part of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Act (BIL), in November 2021, which provides investment in transportation infrastructure through FFY 2027. In addition to

these state-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from the state's General Fund to support dedicated capital funds for WMATA and other projects, direct federal aid received by WMATA, local contributions, airport revenue bonds, airport passenger facility charge revenues, and airport rental car customer facility charge revenues. The Final FY 2023 – FY 2028 CTP totals \$20.5 billion, including \$17.5 billion from the Transportation Trust Fund and \$3.0 billion from other capital funding sources. In total, MDOT's operating and capital spending from all fund sources is \$39.4 billion over the six-year period. In addition, MDOT continually looks for opportunities to maximize its finances by leveraging alternative financing sources such as applying for competitive discretionary federal grants and entering into 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, grants, and capital projects, as well as Maryland's portion of operating and capital subsidies for WMATA. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects, including capital grants to Maryland's counties and Baltimore City for local transportation needs. This document, MDOT's Final FY 2023 – FY 2028 CTP, is the six-year capital budget for all state transportation 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, use taxes on short-term vehicle rentals, registration, license and other 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 of Annapolis 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 2024 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 2024 is provided in Table V-1. 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 2024 columns.

Table V-1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2024 Annual Element and federal funds available by fund source. It shows that FY 2024 federal fund requests do not exceed federal funds anticipated to be available in FY 2024. MDOT provided FY 2024 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. These figures also assume that Baltimore City receives 5.5% of the State's share of federal funds, with the Baltimore region receiving 43.58% of the remaining 94.5% of federal funds for the State.

Table V-2 shows the projects in the FY 2024 Annual Element, the source of funds, the federal funds requested and the matching funds to be provided. Table V-3 shows total funds, both federal and matching, programmed for FY 2024 through FY 2027 by sponsoring agency.

Exhibits V-1 through V-7 graphically summarize the 2024-2027 TIP. Exhibit V-1 compares the total amount programmed in the 2021-2024, 2022-2025, 2023-2026, and 2024-2027 TIP documents. Exhibit V-2 displays 2024-2027 TIP funding by fiscal year. Exhibit V-3 summarizes federal and matching funds in the 2024-2027 TIP by sponsoring agency. Exhibits V-4 and V-5 summarize the number of projects and share of funding in the 2024-2027 TIP by project category. Exhibit V-6 displays the share of FY 2024 funds by project phase while Exhibit V-7 shows FY 2024 federal fund requests by funding source.

Table V-1: Annual Element (Funding in Thousands)

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

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD	CMAQ	CRISI
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail	\$3,643					\$20,223				
MTA - Transit	\$95,633	\$2,440	\$3,370	\$238		\$35,065	\$642		\$43,918	
Maryland Port Administration								\$3,612		\$11,850
Office of the Secretary					\$400					
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Queen Anne's County										
SHA - Regional									\$4,280	
Total Programmed	\$99,276	\$2,440	\$3,370	\$238	\$400	\$55,288	\$642	\$3,612	\$48,198	\$11,850
FY 2024 Appropriation*	\$99,276	\$9,638	\$3,370	\$238	\$1,321	\$96,777	\$4,920	\$3,612	\$50,963	\$11,850
Previous Funds Still Available*	\$26,040								\$49,881	
MDOTs Total Federal Apportionment for the Baltimore Region*	\$125,316	\$9,638	\$3,370	\$238	\$1,321	\$96,777	\$4,920	\$3,612	\$100,844	\$11,850

- 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 Non-urbanized Area Formula Program (funding for operating assistance in non-urbanized areas)
- 5329 Section 5329 State Safety Oversight
- 5337 Section 5337 State of Good Repair Formula Program
- 5339F Section 5339 Bus and Bus Facilities Formula Program
- BUILD Better Utilizing Investments to Leverage Development Discretionary Grant Program

*Figures provided by MDOT

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

Sponsoring Agency	FLAP	FLTP	HSIP	INFRA	NHPPC	OTHER	RAISE	STBG	TAC	Total
Anne Arundel County								\$11,923		\$11,923
Baltimore City					\$23,960		\$6,000	\$59,417		\$89,377
Baltimore County								\$35,660		\$35,660
Carroll County								\$1,883		\$1,883
Harford County								\$2,880		\$2,880
Howard County								\$5,171		\$5,171
MTA - Commuter Rail										\$23,866
MTA - Transit										\$181,306
Maryland Port Administration	\$393	\$98		\$56,879						\$72,832
Office of the Secretary										\$400
SHA - Anne Arundel County					\$3,545			\$15,763		\$19,308
SHA - Baltimore County					\$135,164			\$4,010		\$139,174
SHA - Carroll County					\$270			\$7,169		\$7,439
SHA - Harford County					\$2,941			\$1,931		\$4,872
SHA - Howard County					\$967			\$214		\$1,181
SHA - Queen Anne's										\$0
SHA - Regional			\$32,940		\$142,398	\$45		\$150,500	\$7,320	\$337,483
Total Programmed	\$393	\$98	\$32,940	\$56,879	\$309,245	\$45	\$6,000	\$296,521	\$7,320	\$934,755
FY 2024 Appropriation*	\$393	\$98	\$16,653	\$56,879	\$160,878	\$45	\$6,000	\$166,695	\$23,143	\$712,649
Previous Funds Still Available*			\$29,232		\$174,943			\$182,247	\$35,656	\$497,999
MDOTs Total Federal Apportionment for the Baltimore Region*	\$393	\$98	\$45,885	\$56,879	\$335,821	\$45	\$6,000	\$348,942	\$58,799	\$1,210,648

- CMAQ Congestion Mitigation and Air Quality (flexed to transit becomes 5307)
- FRA Federal Railroad Administration
- HSIP Highway Safety Improvement Program
- NHFP National Highway Freight 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)
- STBG Surface Transportation Block Grant Program
- TAC Transportation Alternatives (including Safe Routes to School) – subset of STBG

*Figures provided by MDOT

Summary of the FY 2025 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD	CMAQ	CRISI
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail	\$2,459					\$21,562				
MTA - Transit	\$79,986	\$2,440		\$238		\$26,065	\$5,087		\$43,918	
Maryland Port Administration								\$1,696		\$3,830
Office of the Secretary					\$400					
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional									\$4,280	
Total Programmed	\$82,445	\$2,440	\$0	\$238	\$400	\$47,627	\$5,087	\$1,696	\$48,198	\$3,830

Summary of the FY 2025 Federal-Aid Annual Element (continued)

Sponsoring Agency	FLAP	FTLP	HSIP	INFRA	NHPPC	Other	STBG	TAC	Total
Anne Arundel County						\$3,000	\$8,135		\$11,135
Baltimore City					\$15,960		\$58,940		\$74,900
Baltimore County							\$2,800		\$2,800
Carroll County							\$4,102		\$4,102
Harford County							\$17,710		\$17,710
Howard County						\$600	\$2,680		\$3,280
MTA - Commuter Rail									\$24,021
MTA - Transit									\$157,734
Maryland Port Administration	\$549	\$137		\$50,747					\$56,959
Office of the Secretary									\$400
SHA - Anne Arundel County					\$9,137		\$17,173		\$26,310
SHA - Baltimore County					\$27,973		\$50		\$28,023
SHA - Carroll County					\$4,452				\$4,452
SHA - Harford County					\$7,969		\$1,938		\$9,907
SHA - Howard County					\$1,802				\$1,802
SHA - Regional			\$32,940		\$142,102	\$45	\$141,300	\$7,320	\$327,987
Total Programmed	\$549	\$137	\$32,940	\$50,747	\$209,395	\$3,645	\$254,828	\$7,320	\$751,522

Summary of the FY 2026 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD	CMAQ
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail	\$2,620	\$2,440	\$3,370	\$238		\$24,061			
MTA - Transit	\$98,957					\$36,851	\$5,301		\$43,918
Maryland Port Administration								\$752	
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	\$101,577	\$2,440	\$3,370	\$238	\$400	\$60,912	\$5,301	\$752	\$47,678

Summary of the FY 2026 Federal-Aid Annual Element (continued)

Sponsoring Agency	HSIP	INFRA	NHFP	NHPPC	OTHER	STBG	TAC	Total
Anne Arundel County						\$390		\$390
Baltimore City						\$23,420		\$23,420
Baltimore County						\$7,040		\$7,040
Carroll County						\$1,158		\$1,158
Harford County						\$2,720		\$2,720
Howard County					\$600	\$1,840		\$2,440
MTA - Commuter Rail								\$26,681
MTA - Transit								\$191,075
Maryland Port Administration		\$77,158						\$77,910
Office of the Secretary								\$400
SHA - Anne Arundel County				\$13,720				\$19,576
SHA - Baltimore County			\$28,500	\$133,757				\$162,257
SHA - Carroll County				\$1,500				\$1,500
SHA - Harford County				\$5,060				\$6,153
SHA - Howard County				\$796				\$796
SHA - Regional	\$16,400			\$73,555				\$190,155
Total Programmed	\$16,400	\$77,158	\$28,500	\$228,388	\$600			\$713,281

Summary of the FY 2027 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	\$4,324				\$23,216		
MTA - Transit	\$66,412	\$2,440	\$238		\$38,341	\$293	\$43,918
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	\$70,736	\$2,440	\$238	\$400	\$61,557	\$293	\$47,678

Summary of the FY 2027 Federal-Aid Annual Element (continued)

Sponsoring Agency	HSIP	NHPPC	STBG	TAC	Total
Anne Arundel County					\$0
Baltimore City					\$0
Baltimore County					\$0
Carroll County			\$1,857		\$1,857
Harford County			\$6,360		\$6,360
Howard County					\$0
MTA - Commuter Rail					\$27,540
MTA - Transit					\$151,642
Maryland Port Administration					\$0
Office of the Secretary					\$400
SHA - Anne Arundel County		\$18,137			\$18,137
SHA - Baltimore County		\$87,000			\$87,000
SHA - Carroll County					\$0
SHA - Harford County					\$0
SHA - Howard County					\$0
SHA - Regional	\$16,400	\$87,196	\$85,280	\$5,720	\$198,356
Total Programmed	\$16,400	\$192,333	\$93,497	\$5,720	\$491,292



Transportation Improvement Program - FY 2024-2027

Table 6: FY 2024 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	505	126
Harwood Road Bridge over Stocketts Run	11-1208-13	Bridge repair/deck replacement	STBG	1,200	450
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	2,050	513
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	800	520
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STBG	1,200	50
Polling House Road Bridge over Rock Branch	11-1602-13	Bridge repair/deck replacement	STBG	760	190
Hanover Road Corridor Improvement	11-1801-42	New or extended roadways	Other	0	11,600
Parole Transportation Center	11-2101-66	New bus facilities	STBG	0	1,200
Hanover Road Bridge over Deep Run	11-2105-13	Bridge repair/deck replacement	STBG	565	142
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	1,095	267
Culvert Invert Paving	11-2401-13	Bridge repair/deck replacement	STBG	540	135
Town Center Boulevard Bridge over tributary of Severn Run	11-2402-13	Bridge repair/deck replacement	STBG	824	206
Patuxent Road Bridge over Little Patuxent River	11-2403-13	Bridge repair/deck replacement	STBG	884	221
Subtotal				11,923	15,995
Anne Arundel County - Regional					
Subtotal				0	0
Baltimore City -					
Subtotal				0	0



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Baltimore City - Baltimore City					
Perring Parkway Ramp over Herring Run	12-1215-13	Bridge repair/deck replacement	STBG	4,080	1,020
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	7,200	1,800
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	NHPPC	8,160	140
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	960	240
Remington Avenue Bridge over Stony Run	12-1602-13	Bridge repair/deck replacement	STBG	6,172	1,543
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	3,600	900
I-83 Concrete Deck Mill and Resurface	12-1604-13	Bridge repair/deck replacement	STBG	12,220	3,055
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	600	150
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,000	1,500
25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue	12-2001-11	Road resurfacing/rehabilitation	STBG	8,800	2,200
41st Street over I-83, MTA Light Rail Tracks, and Jones Falls	12-2002-13	Bridge repair/deck replacement	STBG	400	100
Brehms Lane over Herring Run	12-2005-13	Bridge repair/deck replacement	STBG	180	45
Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	Road resurfacing/rehabilitation	STBG	5,600	1,400
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	Bridge repair/deck replacement	STBG	520	130
Madison Street Rehabilitation from North Milton Avenue to Edison Highway	12-2010-11	Road resurfacing/rehabilitation	NHPPC	6,800	1,700
West Patapsco Avenue from Magnolia Avenue to Potee Street	12-2012-11	Road resurfacing/rehabilitation	NHPPC	640	160
Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road	12-2013-11	Road resurfacing/rehabilitation	NHPPC	5,720	1,430
Waterview Avenue over Ramp to 295	12-2015-13	Bridge repair/deck replacement	STBG	160	40



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Greenway Middle Branch Phase 2	12-2102-03	Bicycle/pedestrian facility	STBG	1,525	382
RAISE Transit Priority Project	12-2201-64	Preservation and improvements	RAISE	6,000	7,620
Frederick Avenue ADA Upgrades (Brunswick to S. Pulaski)	12-2303-25	Bicycle/pedestrian facilities	NHPPC	1,040	260
Communication Upgrades - Wireless	12-2304-07	ITS	STBG	1,000	250
W North Avenue Pedestrian Safety Improvements from Mt Royal Avenue to Hilton Street	12-2401-03	Road resurfacing/rehabilitation	NHPPC	800	200
Pennsylvania Avenue Rehabilitation from North Avenue to MLK Boulevard	12-2402-11	Road resurfacing/rehabilitation	STBG	800	200
25th Street/Huntingdon Avenue Rehabilitation from Greenmount Avenue to 29th Street	12-2403-11	Road resurfacing/rehabilitation	STBG	800	200
Johnston Square Improvements	12-2404-11	Road resurfacing/rehabilitation	STBG	800	200
Orleans Street Rehabilitation from Washington Street to Ellwood Avenue	12-2405-11	Road resurfacing/rehabilitation	NHPPC	800	200
Subtotal				89,377	27,065
Baltimore County - Baltimore County					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STBG	2,320	580
Mohrs Lane Bridge No. B-0143 over CSX Railroad	13-0803-13	Bridge repair/deck replacement	STBG	11,200	2,800
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STBG	4,640	1,160
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	Bridge repair/deck replacement	STBG	14,400	3,600
Bridge Inspection Program	13-8901-14	Bridge inspections	STBG	3,100	0
Subtotal				35,660	8,140
Carroll County - Carroll County					
Brown Road Culvert over Roaring Run	14-2102-13	Bridge repair/deck replacement	STBG	424	106



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	Bridge repair/deck replacement	STBG	724	181
Bridge Inspection Program	14-9401-14	Bridge inspections	STBG	735	0
Subtotal				1,883	287
Harford County - Harford County					
Abingdon Road Bridge #169 over CSX Railroad	15-1001-13	Bridge repair/deck replacement	STBG	400	100
Glenville Road Bridge #30 over Mill Brook	15-1601-13	Bridge repair/deck replacement	STBG	320	80
Hookers Mill Road Bridge #13 over Bynum Run	15-2002-13	Bridge repair/deck replacement	STBG	280	70
Madonna Road Bridge #113 over Deer Creek	15-2101-13	Bridge repair/deck replacement	STBG	240	60
Stafford Road Bridge #162 over Buck Branch	15-2103-13	Bridge repair/deck replacement	STBG	320	80
Trappe Church Road Bridge #161 over Hollands Branch	15-2104-13	Bridge repair/deck replacement	STBG	200	100
Moores Road Bridge #78 over a tributary to Gunpowder Falls	15-2201-13	Bridge repair/deck replacement	STBG	320	80
Bridge Painting	15-2404-14	Other	STBG	1,000	500
Subtotal				3,080	1,070
Howard County - Howard County					
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	Other	0	931
			STBG	3,209	0
Snowden River Parkway: Broken Land Parkway to Oakland Mills Road	16-1410-41	Roadway widening	Other	0	0
US 29/Broken Land Parkway Interchange and North South Connector Road	16-1901-42	New or extended roadways	Other	0	19,000
Marriottsville Road and I-70 Bridge Improvements	16-2101-41	Roadway widening	Other	0	20,375



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	Bridge repair/deck replacement	STBG	1,962	490
Subtotal				5,171	40,796
Howard County - Regional					
Patapsco Regional Greenway: Elkridge to Guinness Open Gate Brewery	16-2301-03	Bicycle/pedestrian facilities	Other	0	200
Subtotal				0	200
Maryland Port Administration - Baltimore City					
Port of Baltimore Rail Capacity Modernization Project	30-2301-83	Facility expansion	CRISI	11,850	5,050
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	56,879	0
Masonville Cove Connector: Shared Use Path Design and Construction	32-2301-03	Bicycle/pedestrian facility	FLAP	392	0
			FLTP	0	97
Subtotal				69,121	5,147
Maryland Port Administration - Regional					
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	Facility rehabilitation	BUILD	3,612	11,125
Subtotal				3,612	11,125
Maryland Transportation Authority - Baltimore City					
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	Other	Other	0	2,220
Subtotal				0	2,220
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	209,598



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	420
Subtotal				0	210,018
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5307C	1,090	272
			5337	10,267	2,566
MARC Improvements	70-1502-54	Preservation and improvements	5307C	1,718	430
			5337	7,439	1,860
MARC Facilities	70-1503-55	Rehabilitation of facilities	5307C	835	209
			5337	2,517	629
Subtotal				23,866	5,966
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	15,374	3,843
			5337	23,729	5,932
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	533	133
			5339F	133	33
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	8,094	2,023



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	11,136	2,784
			5339F	349	87
			CMAQ	14,178	3,544
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	32,196	8,049
			CMAQ	29,071	7,267
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	8,735	2,183
			5337	11,336	2,834
Zero Emission Infrastructure and Rolling Stock	40-2302-63	Rehabilitation of facilities	5307C	19,403	0
			5307O	0	4,851
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				181,303	47,631
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	400	200
Subtotal				400	200
SHA - Anne Arundel County					
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	Other	0	623



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	STBG	15,763	53
MD 173: Bridge Replacement over Rock Creek	61-2101-13	Bridge repair/deck replacement	NHPPC	97	24
MD 2: US 50 to Arnold Road	61-2301-41	Roadway widening	NHPPC	260	0
			Other	0	65
MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41	Roadway widening	NHPPC	148	0
			Other	0	37
MD 170: Norcross Lane to Wieker Road	61-2303-41	Roadway widening	NHPPC	760	190
MD 214: MD 468 to Camp Letts Road	61-2304-41	Roadway widening	NHPPC	480	120
I-97: US 50 to MD 32 TSMO	61-2305-41	Roadway widening	NHPPC	1,800	200
Subtotal				19,308	1,312
SHA - Baltimore County					
I-795: Dolfield Boulevard Interchange	63-0803-46	New interchange	NHPPC	2,700	300
I-695: US 40 to MD 144	63-1601-41	Roadway widening	Other	0	4,840
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHPPC	111,221	69
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	STBG	4,010	1
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	9,128	1,113
I-695: Reconstruction of Interchange at I-70	63-2201-12	Road reconstruction	NHPPC	475	25
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	Bridge repair/deck replacement	NHPPC	11,640	0
Subtotal				139,174	6,348



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Carroll County					
MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad	64-2201-13	Bridge repair/deck replacement	Other	0	11
			STBG	6,955	366
MD 32: 2nd Street to Main Street	64-2301-12	Road reconstruction	NHPPC	270	30
MD 97: MD 140 to MD 496 Corridor Study	64-2302-41	Roadway widening	STBG	214	54
Subtotal				7,439	461
SHA - Harford County					
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STBG	1,931	140
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	Bridge repair/deck replacement	NHPPC	2,346	224
MD 22: MD 462 to Mount Royal Avenue Noise Abatement	65-2301-31	Noise barriers	NHPPC	595	168
Subtotal				4,872	532
SHA - Howard County					
US 29: Middle Patuxent River to Seneca Drive - Phase 2	66-1406-41	Roadway widening	NHPPC	200	50
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	767	41
			Other	0	365
Subtotal				967	456
SHA - Queen Anne's County					
MD 18B: Castle Marina Road to the Kent Narrows Corridor Study	67-2301-41	Roadway widening	STBG	214	54
Subtotal				214	54



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
SHA - Regional					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
TSMO System 1	60-2301-41	Roadway widening	NHPPC	1,210	90
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	36,040	10,360
			STBG	32,960	8,240
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	9,480	2,120
			NHPPC	72,720	18,680
			STBG	53,860	15,040
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,440	360
			NHPPC	5,880	1,470
			STBG	19,340	4,910
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	560	140
			NHPPC	4,080	1,220
			STBG	20,560	5,140
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,840	710
			HSIP	22,900	6,000
			NHPPC	21,440	6,360
			STBG	22,000	7,000
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	1,028	307



Transportation Improvement Program - FY 2024-2027

Table V-2: FY 2024 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Urban Reconstruction	60-9511-19	Other	STBG	1,780	430
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	7,320	1,830
Subtotal				337,483	90,407

Transportation Improvement Program - FY 2024-2027



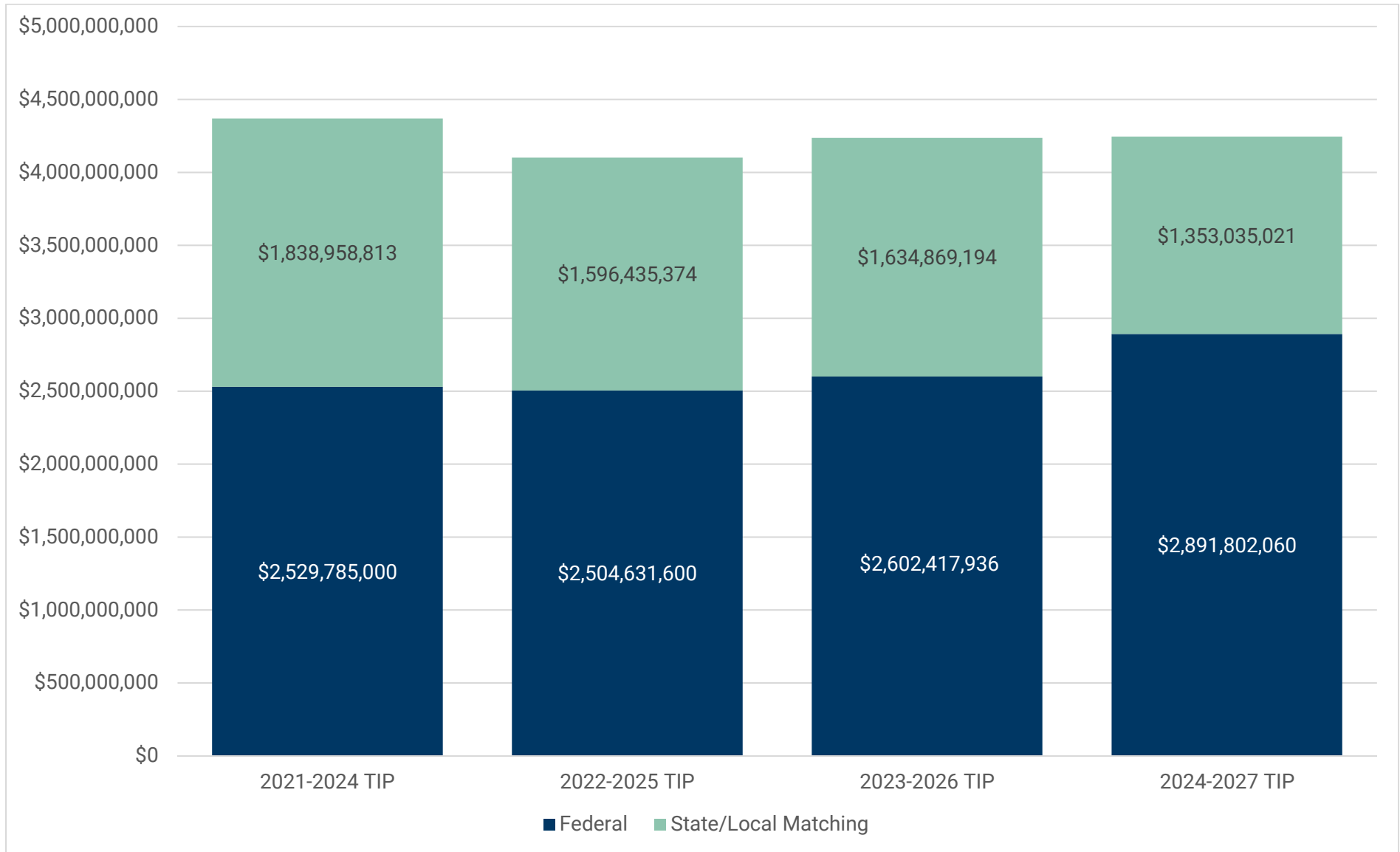
Table V-3. Summary of FY 2024-2027 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2024-2027 Federal Funds Total	FY 2024-2027 Matching Funds Total	Total
Anne Arundel County	\$11,923	\$16,495	\$11,135	\$11,863	\$390	\$78	\$0	\$0	\$23,448	\$28,436	\$51,884
Baltimore City	\$89,377	\$27,065	\$76,660	\$24,415	\$23,420	\$5,330	\$0	\$0	\$189,457	\$56,810	\$246,267
Baltimore County	\$35,660	\$8,140	\$2,800	\$700	\$7,040	\$960	\$0	\$0	\$45,500	\$9,800	\$55,300
Carroll County	\$1,883	\$287	\$4,102	\$1,025	\$1,158	\$96	\$1,858	\$464	\$9,000	\$1,872	\$10,873
Harford County	\$2,880	\$1,020	\$17,710	\$8,765	\$2,720	\$730	\$6,360	\$1,115	\$29,670	\$11,630	\$41,300
Howard County	\$5,171	\$40,996	\$2,680	\$4,295	\$1,840	\$1,085	\$0	\$0	\$9,691	\$46,376	\$56,067
Maryland Port Administration	\$72,832	\$16,175	\$56,959	\$17,329	\$77,910	\$3,520	\$0	\$0	\$207,701	\$37,024	\$244,725
Maryland Transportation Authority	\$0	\$212,238	\$0	\$163,813	\$0	\$169,642	\$0	\$90,505	\$0	\$636,198	\$636,198
MTA - Commuter Rail	\$23,866	\$5,967	\$24,021	\$6,006	\$26,681	\$6,671	\$27,540	\$6,885	\$102,109	\$25,530	\$127,639
MTA - Transit	\$181,306	\$47,635	\$157,734	\$43,772	\$191,075	\$52,561	\$151,643	\$39,752	\$681,757	\$183,720	\$865,477
Office of the Secretary	\$400	\$200	\$400	\$200	\$400	\$200	\$400	\$200	\$1,600	\$800	\$2,400
SHA - Anne Arundel County	\$19,308	\$1,312	\$26,310	\$1,195	\$19,576	\$2,007	\$18,137	\$2,015	\$83,331	\$6,529	\$89,860
SHA - Baltimore County	\$139,174	\$6,348	\$28,023	\$1,699	\$162,257	\$8,688	\$87,000	\$4,640	\$416,454	\$21,375	\$437,829
SHA - Carroll County	\$7,439	\$461	\$4,452	\$240	\$1,500	\$79	\$0	\$0	\$13,391	\$780	\$14,171
SHA - Harford County	\$4,872	\$532	\$9,907	\$551	\$6,153	\$324	\$0	\$0	\$20,932	\$1,407	\$22,339
SHA - Howard County	\$967	\$456	\$1,802	\$95	\$796	\$41	\$0	\$0	\$3,565	\$592	\$4,157
SHA - Queen Anne's County	\$214	\$54	\$0	\$0	\$0	\$0	\$0	\$0	\$214	\$54	\$268
SHA - Regional	\$337,483	\$90,407	\$327,987	\$87,134	\$190,155	\$46,278	\$198,356	\$60,283	\$1,053,981	\$284,102	\$1,338,083
Total	\$934,756	\$475,788	\$752,682	\$373,098	\$713,072	\$298,290	\$491,293	\$205,859	\$2,891,803	\$1,353,034	\$4,244,837



Transportation Improvement Program - FY 2024-2027

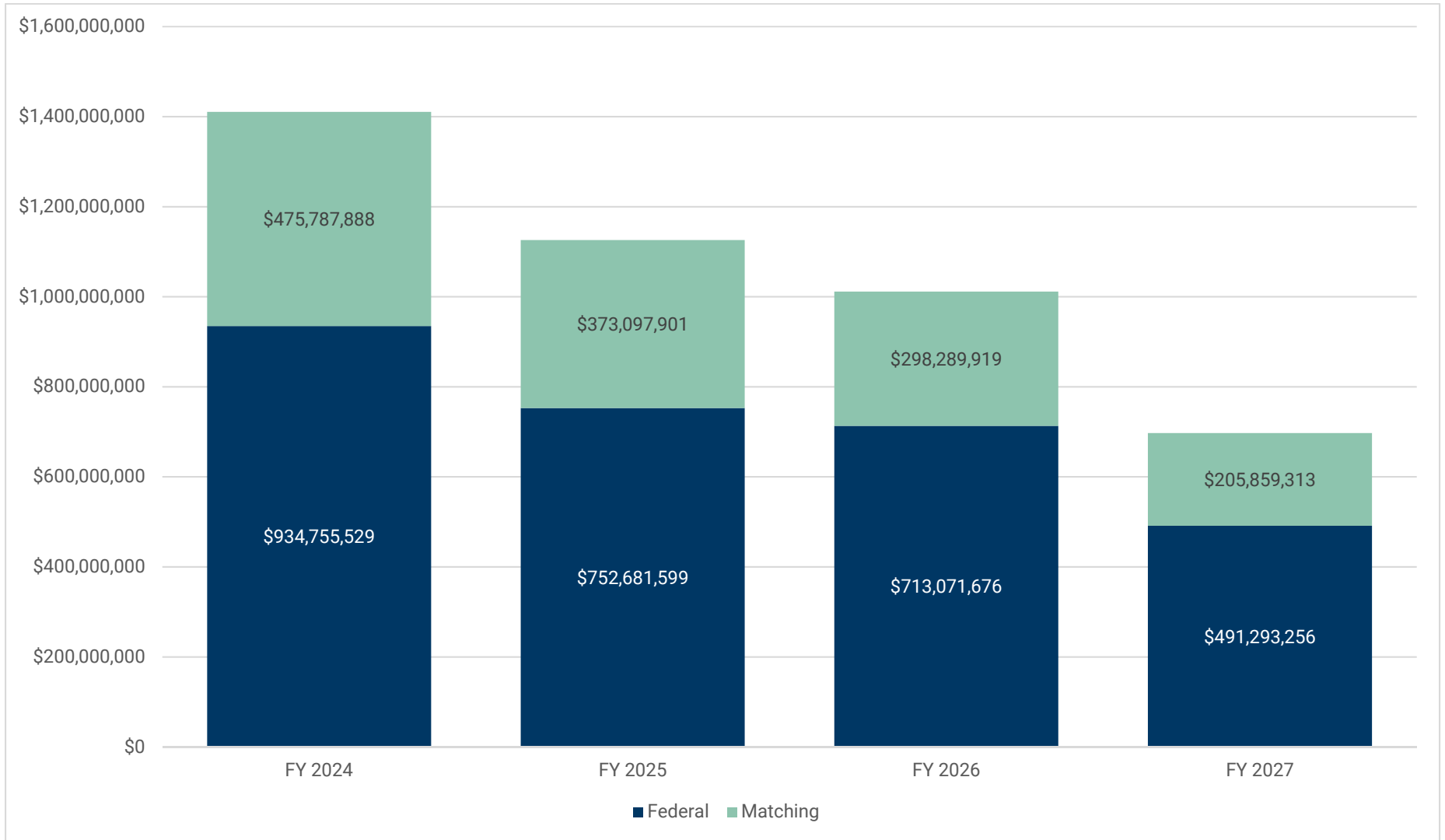
Exhibit V-1. Comparison of the Total Amount Programmed in the 2021, 2022, 2023 and 2024 TIPs





Transportation Improvement Program - FY 2024-2027

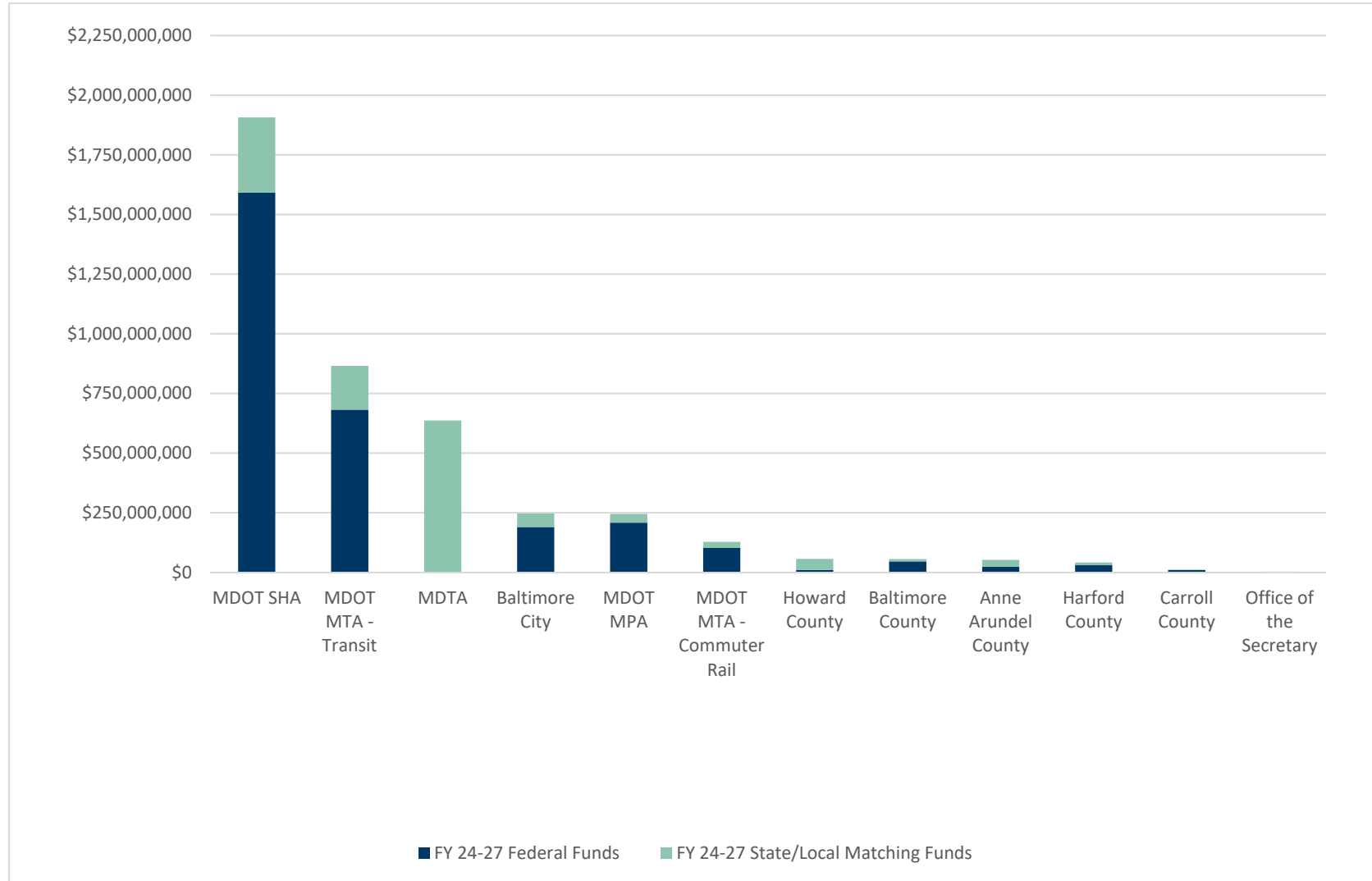
Exhibit V-2. FY 2024-2027 TIP Funding by Fiscal Year



Transportation Improvement Program - FY 2024-2027



Exhibit V-3. FY 2024-2027 TIP Funding by Sponsoring Agency



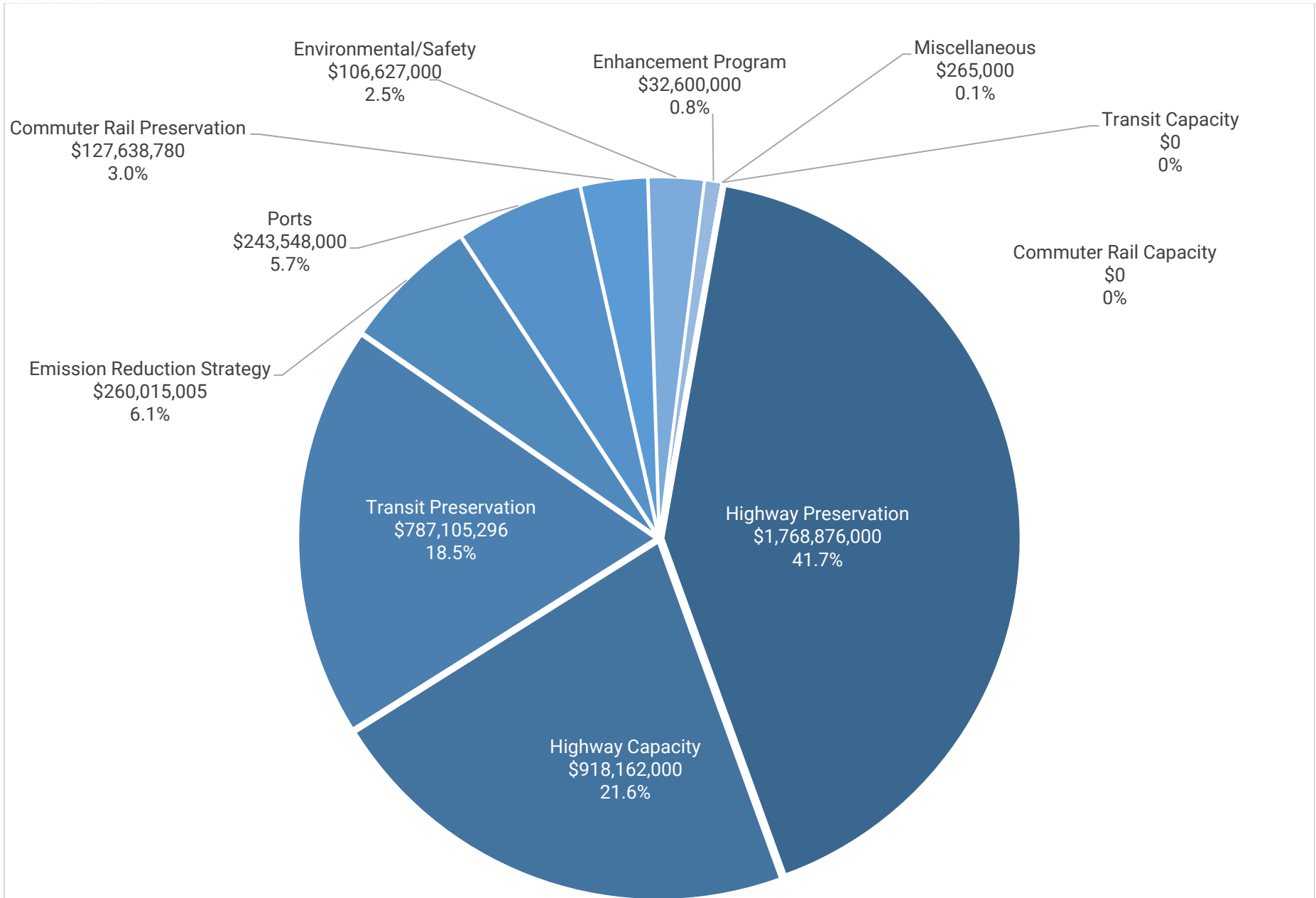


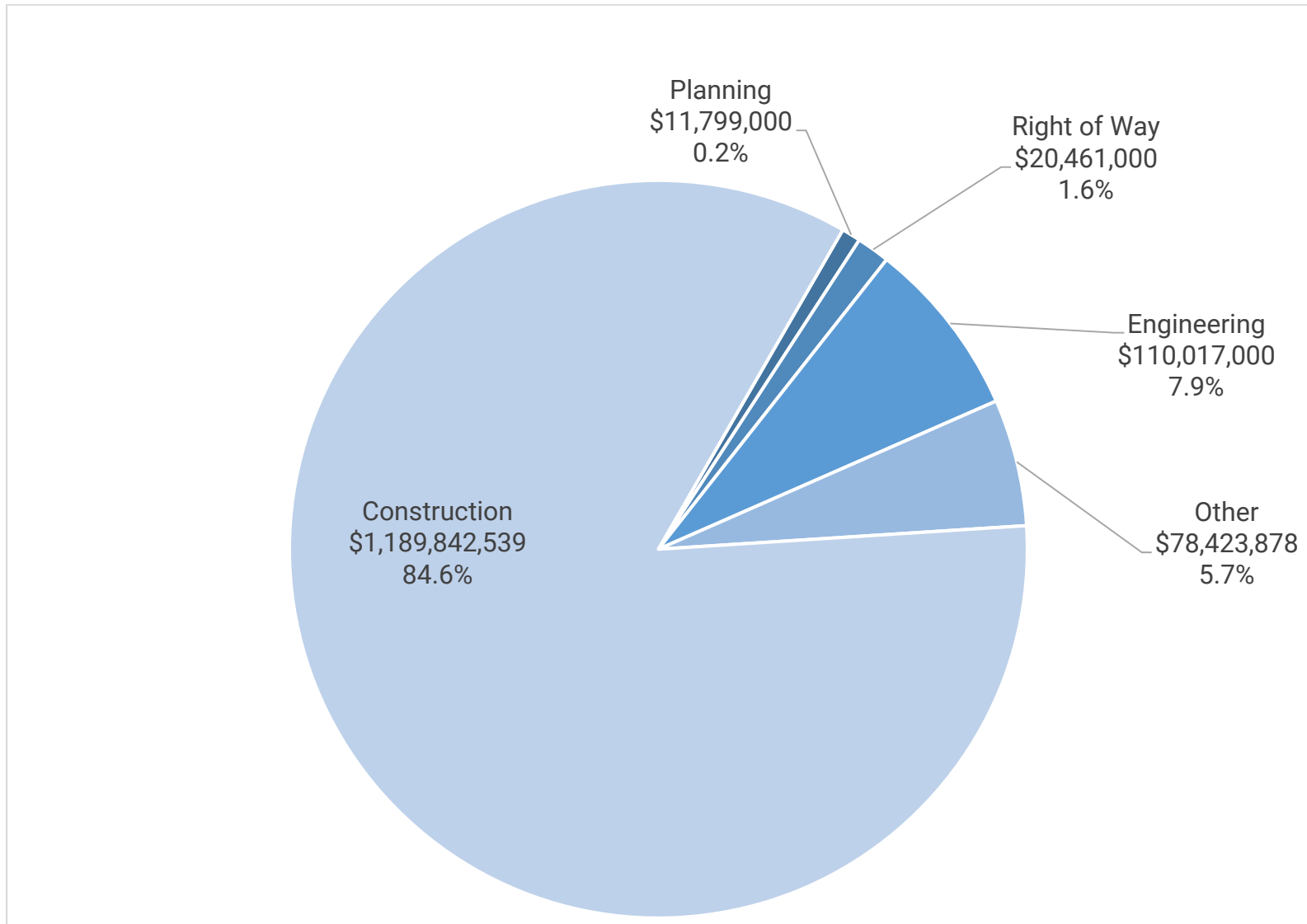
Project Category	Number of Projects
Highway Preservation	84
Highway Capacity	22
Transit Preservation	12
Emission Reduction Strategy	11
Environmental/Safety	5
Ports	3
Commuter Rail Preservation	3
Miscellaneous	2
Enhancement Program	1
Transit Capacity	0
Commuter Rail Capacity	0
Total	143

Transportation Improvement Program - FY 2024-2027



Exhibit V-5. Share of FY 2024-2027 TIP Funding by Project Category





Transportation Improvement Program - FY 2024-2027



Exhibit V-7. FY 2024 Federal Fund Requests by Fund Source

