

## 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 2026 through FY 2029).

Further, the 2026-2029 TIP is financially constrained by program and by year. The framework of both *Resilience 2050*, the regional long-range transportation plan (LRTP), and the 2026-2029 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 2025 - 2030 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 2026 and for FY 2026-2029. It includes:

- A summary of FY 2026 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2026 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2026-2029 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 State-sourced revenues, federal aid, and bond issuances amount to \$41.3 billion for the six-year period to support MDOT's operating, capital, and debt payment expenses. Although some of MDOT's revenues are inflation-sensitive, the Transportation Trust Fund's largest single source of revenue, the Motor Fuel Tax, is expected to decline over time as improved vehicle fuel economy, increased ownership of electric and hybrid vehicles, and changes in driver behavior, reduce consumer demand for motor fuel. Transportation revenues are also affected by slow growth in the Maryland economy with little to no growth expected for most revenue sources through the six-year period.

Over the last several years, the federal government provided U.S. transit agencies with billions of dollars of relief funds to mitigate the negative impacts on ridership and revenue from the COVID-19 pandemic. The Transportation Trust Fund is unique in providing significant funding for two major metropolitan area transit systems, the Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA). MTA spent the last of these

federal relief funds in FY. With transit ridership and revenue still below pre-pandemic levels, depletion of federal relief funds requires additional funding from the Transportation Trust Fund just to maintain current services. Minimal revenue growth, the depletion of federal relief dollars, and the recent period of high inflation that drove up labor, contract, and bid costs creates a fiscally constrained environment for MDOT. MDOT prioritizes the safety and reliability of the current system and making strategic investments to advance the economy when making investment decisions.

Chapter 717 of 2024, the Budget Reconciliation and Financing Act of 2024 (BRFA of 2024), increased transportation revenues by approximately \$233 million annually. New and increased revenue sources include increased vehicle registration fees, an annual registration surcharge for electric vehicles, a transportation network company impact fee, sales and use tax attributable to electricity at electric vehicle charging stations, and an increase in the dealer processing fee paid on vehicle sales. Additional fee increases are proposed for the 2025 legislative session, totaling approximately \$420 million, and are included in the Department's FY 2025 – 2030 Financial Plan.

If these fee increases and statutory changes are not approved, reductions will be required for MDOT to present a balanced six-year plan.

Increased transportation funding through the BRFA of 2024 and the 2025 proposal allows MDOT to invest in delivering the core transportation services that Maryland citizens rely on, enhancing the safety and reliability of the current system, and making strategic investments to advance the economy. While this funding level is not sufficient to significantly enhance the transportation network, it ensures that core needs are addressed and that planning and design activities continue for key projects like the Red Line.

Pertinent details are as follows:

- **Motor Fuel Tax:** The Motor Fuel Tax is the largest single source of revenue for the Transportation Trust Fund. Revenues are projected to total \$8.0 billion over the six-year period after certain statutory deductions. 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 and a sales and use tax equivalent component. For FY 2025, the gas tax rate declined from the prior year from 47.0 cents per gallon to 46.1 cents per gallon.

The tax rate is expected to increase moderately over the six-year program; however, moderate but steady declines in the number of gallons sold will offset the revenue impact of this higher tax rate.

- **Motor Vehicle Titling Tax** revenues are projected to yield \$6.9 billion over the six-year period. The tax rate is set at 6 percent 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. Titling tax revenues largely follow the normal business cycles of auto sales with periods of growth and decline. The amount of revenues generated is a function of the number of vehicles sold and vehicle prices. Both the number of units sold, and vehicle prices are generally declining over the last several years as consumers delay purchases due to high interest rates and vehicle prices decline as supply increases. During the 2024 legislative session, the BRFA of 2024 increased dealer processing fees to \$800, which increases vehicle price and thus the titling tax generated. A change to the trade-in allowance is proposed during the 2025 session that would increase revenues to the Transportation Trust Fund.

This additional funding is currently included in Other Revenues.

- Motor Vehicle Registration/Miscellaneous, and Other Fees: These fees are projected to generate \$5.3 billion. During the 2024 legislative session, Chapter 717 implemented phased-in increases to the vehicle registration fees over three years, established an additional weight classification, and implemented an add-on registration fee for electric vehicles. Vehicle registration in Maryland is paid every two years. To offset the impact to drivers of the fee increases, Chapter 717 also required the Motor Vehicle Administration (MVA) to offer payment plans to all drivers. Nearly half of all drivers have switched to a payment plan, which is more than what was expected. This change is impacting the timing of when revenues are received. Additional changes to vehicle registration fees are proposed during the 2025 session. This additional funding is currently included in Other Revenues. In addition, State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. To meet this cost recovery requirement, the MVA increased certain vehicle and driver fees, effective September 1, 2024.

- Corporate Income Tax: Corporate Income Tax revenues are estimated to be \$2.9 billion over the six-year period. Corporate income tax revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund, and the State's General Fund. In accordance with State law, the share of revenue distributed to the Transportation Trust Fund from the corporate income tax will decline in FY 2028 from 22 percent to 20 percent. The State's Board of Revenue. Estimates prepares independent forecasts of for this revenue source.

- Federal Aid: This source is projected to contribute \$8.6 billion for operating and capital programs. Most funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act (IIJA) is the current multi-year federal transportation authorization legislation and provides increased levels of funding to established federal formula programs and new discretionary grant programs. Potential funding from discretionary grant programs is not included in MDOT's financial plan until an award is made. Most formula and discretionary grant programs include a funding match requirement. Match requirements vary by program and are

typically higher for discretionary grant programs. Federal funds are provided on a reimbursable basis, requiring the use of Transportation Trust Fund dollars to pay expenses until reimbursements are received months, or sometimes years, later. The resulting impact on MDOT's cashflow require MDOT to maintain a fund balance of \$400 million to offset these timing differences. The next section describes additional assumptions related to federal aid that is expected to be available for the capital program.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$3.1 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$2.12 billion over the six-year period); transit fares (\$612 million); and fees for port terminal operations and rent (\$334 million). Parking rates at BWI Marshall Airport and the cruise terminal at the Port of Baltimore increased during FY 2025. Parking rates at BWI Marshall Airport had previously not been increased since 2009.
- **Bond Proceeds:** Bond issuances are estimated at \$2.2 billion during the six-year period. MDOT maintains credit ratings of AAA from Standard and Poor's and Moody's and

AA+ from Fitch Ratings. State law, bond covenants, and MDOT's debt practices place various limits on MDOT's debt issuances. MDOT's bond covenants include two debt coverage ratios – net income and pledged taxes – that must be met. Although the legal requirement is 2.0 for each of these requirements, MDOT maintains a management practice of maintaining a 2.5 ratio to ensure a breach of the legal limit never occurs. The net income test, which compares debt service to prior year revenues less operating expenses, imposes the greatest constraint on MDOT's debt issuances. To continue to meet debt coverage requirements throughout the six-year period without additional significant reductions to MDOT's services and projects, certain fee increases are proposed for the 2025 legislative session. With passage of these fee increases, MDOT's bond coverage requirements are met throughout the six-year period.

- **Other Sources:** Chapter 717 implemented a statewide fee on services provided by transportation network companies. This fee is projected to generate \$0.3 billion over the six-year period. MDOT also receives certain sales and use tax revenues. Specifically, a portion of the sales and use tax for rental vehicles and the sales and use tax generated from

electric vehicle charging stations. Together, these sales and use tax revenues are projected to total \$0.3 billion over the six-year period. Other sources of revenue include a proposed retail delivery fee, transfers from the State's General Fund transfers, reimbursements, interest income, and other miscellaneous revenues.

## **B. Federal Aid Assumptions**

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA), which provides vital federal funding for highway, transit, and other multimodal projects. The IIJA was signed on November 15, 2021 and provides authorization for federal fiscal years 2022 through 2026 (FFY 2022- FFY 2026).

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 2024 appropriations.

### **Grants**

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 several priority areas, including: repairing/rebuilding infrastructure, climate change mitigation, resilience, and safety. To best leverage state transportation dollars, MDOT continues to pursue relevant

federal discretionary grants to maximize federal transportation funding opportunities. The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, grant match support, and engagement with Maryland's Federal Delegation.

Recent Grant Awards include, but are not limited to:

#### **Local Awards:**

- Martin State Airport was awarded \$1 million under the Federal Aviation Administration (FAA) Airport Terminal Program (ATP) for partial funding towards Air Traffic Control Tower Reconstruction.
- Eleven (11) projects throughout Maryland were awarded a total of nearly \$4 million under the US DOT Safe Streets and Roads for All (SS4A).
- Baltimore City was awarded \$85.5 million under the US DOT Reconnecting Communities Program for the West Baltimore United Construction Phase 1 in the Baltimore in partnership with MDOT.

#### **Amtrak Awards:**



- Amtrak was awarded a total of \$237.2 million under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Program for the Northeast Corridor (FSP-NEC) for three (3) projects in Maryland, including the Baltimore Penn Station: Master Plan Completion Project, the Bridge to Burgos Catenary Renewal Project, and the Mid-Atlantic South Signal System Upgrades to 562 Project.

#### MDOT Awards:

- The MDOT – The Secretary’s Office (MDOT TSO) and the Maryland Department of the Environment were awarded \$81.1 million under the EPA Climate Pollution Reduction Act for the Clean Corridor Coalition – A Proposal for Zero Emission Medium and Heavy-Duty Vehicle Infrastructure along the I-95 Corridor.
- The MDOT TSO was awarded \$2 million under the FHWA Project Prioritization Process Pilot (PPPP) Grant for the Maryland Surface Transportation Project Prioritization Process.

- The MDOT TSO was awarded \$800,000 under the FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Maryland State Trespassing Safety Study.
- The MDOT TSO was awarded \$1 million under the Build America Bureau (BAB) Innovative Finance and Asset Concession Grant Program for the Baltimore Region Asset Scan for Springboarding Transit-Oriented Development (TOD) Project.
- The MDOT TSO was awarded \$3 million in the FRA Railroad Crossing Elimination (RCE) Grant Program to improve rail safety conditions at the Rosedale Grade Crossing for the CSX Line in Baltimore County.
- The MTA was awarded \$213.69 million under the Rail Vehicle Replacement Program for the Light Rail
- The MTA was awarded \$4.69 million under the US DOT RAISE Grant Program for the Opportunities for Access and Connectivity at Reisterstown Plaza Station.
- The MDTA was awarded \$80 million under the US DOT Multimodal Project Discretionary Grant (Mega) in

the State's first ever Mega grant for the I-895 at Frankfurst Avenue Interchange Improvement project.

- The MDTA was awarded \$7.5 million under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Curtis Creek Drawbridge Rehabilitation and Resiliency Project.
- The SHA was awarded \$31.9 million under the Federal Highway Administration (FHWA) Low-Carbon Transportation Materials (LCTM) Grant Program for the Material Progress: Advancing Maryland's Carbon Reduction Strategy Through Low-Carbon Transportation Materials Project.
- The SHA and technical partner Maryland Department of Natural Resources (DNR) were awarded \$387,000 under the Wildlife Crossings Pilot Program (WCPP) for the Reducing Wildlife-Vehicle Collisions in Maryland Through Planning, Design, and Technology project. This funding will support development of a comprehensive plan designed to reduce wildlife-vehicle collisions in the State.
- The MVA was awarded \$13.2 million under the National Highway Traffic Safety Administration

(NHTSA) State Electronic Data Collection (SEDC) Program for the Automated Crash Reporting System.

- The MAA was awarded \$19.35 million under the Federal Aviation Administration (FAA) Airport Improvement Program – Supplemental for the DX-DY Apron Reconstruction Project.
- The MAA was awarded \$617,763 under the Federal Aviation Administration (FAA) Airport infrastructure Grant Program for the DX/DY Apron Reconstruction & Taxiway T Rehabilitation Project.
- The MAA was awarded \$800,000 under the US DOT RAISE Grant Program for the BWI Marshall Airport Multi-Modal Ground Transportation Center and Automated People Mover Planning Study.
- The MPA was awarded \$30.9 million under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Dundalk Marine Terminal Berth 11 Reconstruction Project.
- The MPA was awarded \$3.4 million under the U.S. Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Grant for Port of

Baltimore - Reducing Emissions for a Sustainable Future Project.

- The MPA was awarded \$145.6 million under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and \$1.9 million for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project.
- The MPA was awarded \$489,000 under the Federal Emergency Management Agency (FEMA) Port Security Grant Program for the Implementation of Cybersecurity Resilience Enhancements for Critical Services.

### **Federal Highway and Transit**

The MDOT's traditional federal funding comes from the Federal Highway Trust Fund, 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 received \$828.0 million in highway formula funding and \$353.4 million in transit formula funding in FFY 2024 for MDOT projects.

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 obligation authority and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an obligation authority level of 91.3 percent for FFY 2024 and 86.8 percent FFY 2024 through FFY 2027.

### **Port of Baltimore**

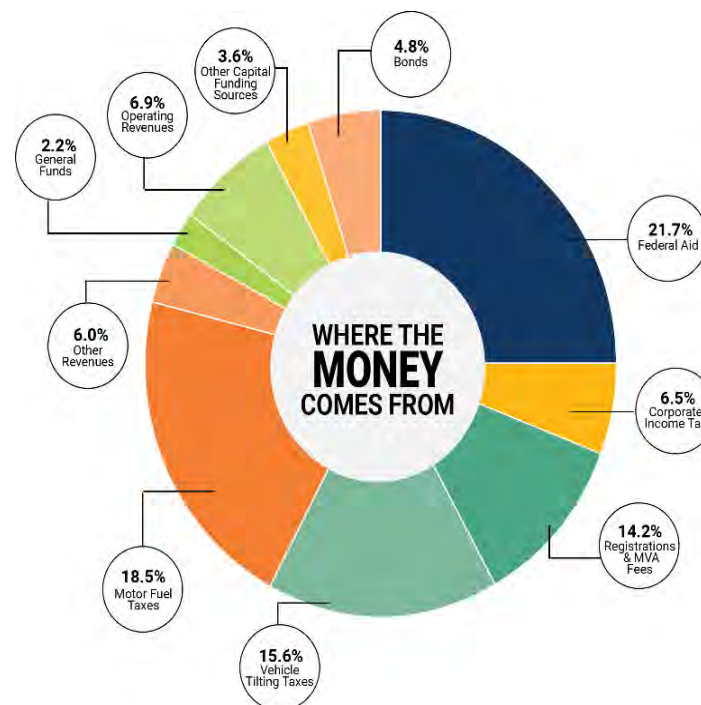
MPA received \$5.7 million through the Energy Transfer Port program for maintenance dredging through the U.S. Army Corps of Engineers (USACE) in the FY 2024 USACE Work Plan. In 2024, the Federal Highway Administration awarded a \$642,000 Reduction of Truck Emissions at Port Facilities grant to MPA for the MPA's Reduction of Heavy-Duty Emissions – Equipment Replacement and Planning project. With the award, MPA is purchasing an electric stream sweeper and dedicating funding to promote and increase participation from car carriers moving toward electrification.

### 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 and occasionally provides additional funding for transportation. 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. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport and Martin State Airport.

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 State General Obligation bonds, direct federal aid received by WMATA, local contributions, airport revenue bonds, airport passenger facility charge revenues, and airport rental car customer facility charge revenues. In total, MDOT's operating and capital spending from all funding

sources (includes State, federal and other funds) is \$44.5 billion over the six-year period. In addition, MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative sources such as issuing Grant Anticipation Revenue Vehicle (GARVEE) bonds, applying for competitive federal grants, and utilizing public-private partnerships. The funding sources currently expected to be received in the six-year period are represented in the "Where the Money Comes From" pie chart.



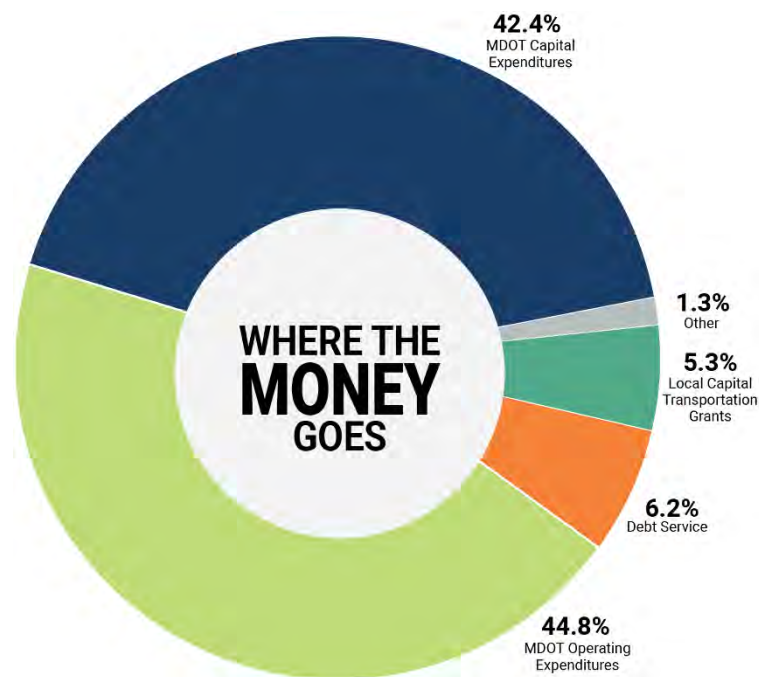
## D. Where the Money Goes

The Transportation Trust Fund supports the planning, development, operation, maintenance, construction, and rehabilitation of the State's transportation network, including transit, roads, bridges, ports and airport; transportation grants to local governments; and debt service. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, fuel tax collection, and state police programs.

Total operating budget spending over the six-year period is \$20.0 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, MTA and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations.

While Maryland receives immense economic, societal, and environmental benefit from its transit operations, this funding responsibility, and the lack of a dedicated funding source for transit, places significant pressure on the Transportation Trust Fund. This pressure is increased by the depletion of federal COVID aid relief funds that previously helped to offset declines in transit ridership that were initially associated with COVID but now appear to be a longer-term trend. In FY

2025, Maryland increased its operating grant to WMATA by \$143 million annually to partially address WMATA's fiscal cliff. This amount was proportionally matched by the Commonwealth of Virginia and the District of Columbia.



Total debt service over the six-year period is \$2.8 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2025 is \$430 million and will grow over the six-year period as additional debt is issued.

After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals \$21.2 billion, including \$2.4 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with \$10.8 billion from the Transportation Trust Fund, \$7.8 billion from federal aid, and \$2.6 billion from other capital funding sources.

## **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.

### **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 2026 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 2026 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 2026 columns.

Table V-1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2026 Annual Element and federal funds available by fund source. It shows that FY 2026 federal fund requests do not exceed federal funds anticipated to be available in FY 2026. MDOT provided FY 2026 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 2026 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 2026 through FY 2029 by sponsoring agency.

Exhibits V-1 through V-7 graphically summarize the 2026-2029 TIP. Exhibit V-1 compares the total amount programmed in the 2023-2026, 2024-2027, 2025-2028, and 2026-2029 TIP documents. Exhibit V-2 displays 2026-2029 TIP funding by fiscal year. Exhibit V-3 summarizes federal and matching funds in the 2026-2029 TIP by sponsoring agency. Exhibits V-4 and V-5 summarize the number of projects and share of funding in the 2026-2029 TIP by project category. Exhibit V-6 displays the share of FY 2026 funds by project phase while Exhibit V-7 shows FY 2026 federal fund requests by funding source.

***The Annual Element on the following tables will be provided when MDOT delivers the information to the BRTB.***



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

<b>Summary of the FY 2026 Federal-Aid Element (continued on next page)</b>									
<b>Sponsoring Agency</b>	<b>5307(h)</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339C</b>	<b>5339F</b>
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail		\$13,883					\$64,415		
MTA – Transit		\$174,423	\$4,071	\$3,370	\$1,020		\$67,758	\$6,375	
Maryland Port Administration									
Office of the Secretary						\$400			
Other									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
<b>Total Programmed</b>	<b>\$0</b>	<b>\$188,306</b>	<b>\$4,071</b>	<b>\$3,370</b>	<b>\$1,020</b>	<b>\$400</b>	<b>\$132,173</b>	<b>\$6,375</b>	<b>\$0</b>
<b>FY 2026 Appropriation*</b>									
<b>Previous Funds Still Available*</b>									
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>									

\*Figures provided by MDOT

**Summary of the FY 2026 Federal-Aid Annual Element (continued on next page)**

<b>Sponsoring Agency</b>	<b>ASAP</b>	<b>BUILD</b>	<b>CFI</b>	<b>CMAQ</b>	<b>CPF</b>	<b>CRISI</b>	<b>FLAP</b>	<b>HBRRP</b>	<b>HSIP</b>	<b>INFRA</b>
Anne Arundel County					\$4,000			\$260		
Baltimore City										
Baltimore County									\$5,330	
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail										
MTA - Transit				\$41,911	\$5,000	\$5,000				
Maryland Port Administration		\$6,119				\$9,617	\$445			\$42,109
Office of the Secretary										
Other			\$1,092							
SHA - Anne Arundel County										
SHA - Baltimore County										
SHA - Carroll County										
SHA - Harford County										
SHA - Howard County										
SHA - Regional				\$6,280					\$31,495	
<b>Total Programmed</b>	<b>\$0</b>	<b>\$6,119</b>		<b>\$48,191</b>	<b>\$9,000</b>	<b>\$14,617</b>		<b>\$140</b>	<b>\$36,825</b>	<b>\$42,109</b>
<b>FY 2026 Appropriation*</b>										
<b>Previous Funds Still Available*</b>										
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>										

\*Figures provided by MDOT

## Summary of the FY 2026 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County			\$5,000				\$10,148		\$19,475
Baltimore City		\$50,520	\$2,508			\$2,000	\$94,782		\$163,145
Baltimore County							\$5,909		\$5,909
Carroll County							\$5,679		\$5,679
Harford County					\$800	\$800	\$5,740		\$7,340
Howard County							\$6,626		\$6,626
Maryland Transportation Authority			\$15,000						\$15,000
MTA - Commuter Rail									\$78,298
MTA - Transit					\$26,000				\$335,946
Maryland Port Administration			\$7,866	\$27,313					\$93,471
Office of the Secretary									\$400
Other									\$1,092
SHA - Anne Arundel County		\$1,039					\$20,652		\$21,691
SHA - Baltimore County		\$44,693							\$44,693
SHA - Carroll County		\$300					\$1,130		\$1,430
SHA - Harford County		\$2,293					\$189		\$2,482
SHA - Howard County		\$1,722							\$1,722
SHA - Regional	\$5,298	\$135,808	\$51	\$1,920			\$153,931	\$17,880	\$359,103
<b>Total Programmed</b>	<b>\$5,298</b>	<b>\$236,375</b>	<b>\$10,545</b>	<b>\$29,233</b>	<b>\$26,800</b>	<b>\$2,800</b>	<b>\$304,786</b>	<b>\$17,880</b>	<b>\$1,163,507</b>
<b>FY 2026 Appropriation*</b>									
<b>Previous Funds Still Available*</b>									
<b>MDOTs Total Federal Apportionment for the Baltimore Region*</b>									

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 2027 Federal-Aid Annual Element (continued on next page)**

<b>Sponsoring Agency</b>	<b>5307C</b>	<b>5307O</b>	<b>5311C</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339C</b>	<b>5339F</b>	<b>BUILD</b>
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail	\$18,227					\$74,338			
MTA - Transit	\$121,288	\$4,071	\$1,016	\$1,020		\$37,186			
Maryland Transportation Authority									
Maryland Port Administration									\$626
Office of the Secretary					\$400				
Other									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
<b>Total Programmed</b>	<b>\$139,565</b>	<b>\$4,071</b>	<b>\$1,016</b>	<b>\$1,020</b>	<b>\$400</b>	<b>\$53,523</b>	<b>\$0</b>	<b>\$0</b>	<b>\$626</b>

**Summary of the FY 2027 Federal-Aid Annual Element (continued on next page)**

<b>Sponsoring Agency</b>	<b>CFI</b>	<b>CMAQ</b>	<b>CPF</b>	<b>CRISI</b>	<b>FLAP</b>	<b>HBRRP</b>	<b>HSIP</b>	<b>INFRA</b>
Anne Arundel County						\$1,600		
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail								
MTA - Transit		\$18,704						
Maryland Transportation Authority								\$4,150
Maryland Port Administration				\$13,045	\$565			\$14,076
Office of the Secretary								
Other	\$955							
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional		\$5,480					\$32,755	
<b>Total Programmed</b>	<b>\$955</b>	<b>\$24,984</b>	<b>\$0</b>	<b>\$13,045</b>	<b>\$565</b>	<b>\$1,600</b>	<b>\$32,755</b>	<b>\$18,856</b>

### Summary of the FY 2027 Federal-Aid Annual Element

<b>Sponsoring Agency</b>	<b>NEVI</b>	<b>NHPPC</b>	<b>OTHER</b>	<b>PROTECT</b>	<b>RAISE</b>	<b>RCN</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County							\$10,467		<b>\$12,067</b>
Baltimore City		\$400					\$45,360		<b>\$45,760</b>
Baltimore County							\$19,680		<b>\$19,680</b>
Carroll County							\$5,661		<b>\$5,661</b>
Harford County							\$4,780		<b>\$4,780</b>
Howard County							\$8,440		<b>\$8,440</b>
Maryland Transportation Authority			\$53,102						<b>\$57,252</b>
MTA - Commuter Rail									<b>\$92,615</b>
MTA - Transit									<b>\$189,661</b>
Maryland Port Administration			\$10,555	\$4,226					<b>\$43,724</b>
Office of the Secretary									<b>\$400</b>
Other									<b>\$955</b>
SHA - Anne Arundel County		\$823							<b>\$823</b>
SHA - Baltimore County		\$50,396							<b>\$50,396</b>
SHA - Carroll County							\$1		<b>\$1</b>
SHA - Harford County		\$9,981					\$69		<b>\$10,050</b>
SHA – Howard County		\$257							<b>\$257</b>
SHA - Regional	\$6,565	\$136,230					\$154,925	\$17,880	<b>\$362,995</b>
<b>Total Programmed</b>	<b>\$6,565</b>	<b>\$198,086</b>	<b>\$63,657</b>	<b>\$4,226</b>	<b>\$0</b>	<b>\$0</b>	<b>\$249,383</b>	<b>\$17,880</b>	<b>\$905,518</b>

**Summary of the FY 2028 Federal-Aid Annual Element (continued on next page)**

<b>Sponsoring Agency</b>	<b>5307(h)</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311C</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339</b>
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail		\$38,157						\$78,522	
MTA - Transit		\$97,249	\$4,071	\$3,370	\$1,016	\$1,020		\$28,719	\$4,833
Maryland Port Administration									
Office of the Secretary							\$400		
Other									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional									
<b>Total Programmed</b>	<b>\$0</b>	<b>\$135,406</b>	<b>\$4,071</b>	<b>\$0</b>	<b>\$1,016</b>	<b>\$1,020</b>	<b>\$400</b>	<b>\$107,242</b>	<b>\$4,833</b>

**Summary of the FY 2028 Federal-Aid Annual Element (continued below)**

<b>Sponsoring Agency</b>	<b>5339F</b>	<b>BUILD</b>	<b>CFI</b>	<b>CMAQ</b>	<b>CPF</b>	<b>CRP</b>	<b>HBRRP</b>	<b>HSIP</b>	<b>INFRA</b>
Anne Arundel County							\$2,000		
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail									
MTA - Transit				\$41,747					
Maryland Port Administration									
Office of the Secretary									
Other			\$955						
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional				\$3,400		\$6,440		\$16,450	
<b>Total Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,147</b>	<b>\$0</b>	<b>\$6,440</b>	<b>\$1,600</b>	<b>\$14,440</b>	<b>\$0</b>



### Summary of the FY 2028 Federal-Aid Annual Element

<b>Sponsoring Agency</b>	<b>NEVI</b>	<b>NHPPC</b>	<b>OTHER</b>	<b>PROTECT</b>	<b>RAISE</b>	<b>RCN</b>	<b>STBG</b>	<b>TAC</b>	<b>Total</b>
Anne Arundel County							\$6,273		<b>\$7,873</b>
Baltimore City		\$8,080					\$43,722		<b>\$51,802</b>
Baltimore County							\$1,300		<b>\$1,300</b>
Carroll County							\$1,805		<b>\$1,805</b>
Harford County							\$6,640		<b>\$6,640</b>
Howard County							\$1,840		<b>\$1,840</b>
Maryland Transportation Authority			\$53,102						<b>\$53,102</b>
MTA - Commuter Rail									<b>\$81,024</b>
MTA - Transit					\$2,940				<b>\$198,448</b>
Maryland Port Administration									<b>\$0</b>
Office of the Secretary									<b>\$400</b>
SHA - Anne Arundel County		\$824							<b>\$824</b>
SHA - Baltimore County		\$20,519							<b>\$20,519</b>
SHA - Carroll County									<b>\$0</b>
SHA - Howard County		\$307							<b>\$307</b>
SHA - Regional	\$5,550	\$75,395					\$69,825	\$4,920	<b>\$172,930</b>
<b>Total Programmed</b>	<b>\$5,550</b>	<b>\$105,125</b>	<b>\$53,102</b>	<b>\$0</b>	<b>\$2,940</b>	<b>\$0</b>	<b>\$131,405</b>	<b>\$4,920</b>	<b>\$598,814</b>

**Summary of the FY 2029 Federal-Aid Annual Element (continued below)**

<b>Sponsoring Agency</b>	<b>1702</b>	<b>5307(h)</b>	<b>5307C</b>	<b>5307O</b>	<b>5310</b>	<b>5311O</b>	<b>5329</b>	<b>5337</b>	<b>5339C</b>
Anne Arundel County									
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail			\$4,324					\$27,337	
MTA - Transit			\$104,058	\$2,440	\$3,370	\$238		\$39,716	
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									
<b>Total Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108,382</b>	<b>\$2,440</b>	<b>\$3,370</b>	<b>\$238</b>	<b>\$400</b>	<b>\$67,053</b>	<b>\$0</b>

**Summary of the FY 2029 Federal-Aid Annual Element (continued on next page)**

<b>Sponsoring Agency</b>	<b>5339F</b>	<b>ASAP</b>	<b>BUILD</b>	<b>CMAQ</b>	<b>CPF</b>	<b>CRISI</b>	<b>HBRRP</b>	<b>HSIP</b>	<b>INFRA</b>
Anne Arundel County							\$2,000		
Baltimore City									
Baltimore County									
Carroll County									
Harford County									
Howard County									
MTA - Commuter Rail									
MTA - Transit	\$5,427			\$43,973					
Maryland Port Administration									
Office of the Secretary									
SHA - Anne Arundel County									
SHA - Baltimore County									
SHA - Carroll County									
SHA - Harford County									
SHA - Howard County									
SHA - Regional				\$2,800				\$14,440	
<b>Total Programmed</b>	<b>\$5,427</b>	<b>\$0</b>	<b>\$0</b>	<b>\$46,773</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$14,440</b>	<b>\$0</b>

### Summary of the FY 2029 Federal-Aid Annual Element

Sponsoring Agency	NEVI	NHPPC	OTHER	PROTECT	RAISE	RCN	STBG	TAC	Total
Anne Arundel County									\$2,000
Baltimore City									6
Baltimore County							\$3,300		\$3,300
Carroll County							\$3,851		\$3,851
Harford County							\$7,610		\$7,610
Howard County							\$2,800		\$2,800
Maryland Transportation Authority			\$11,898						\$11,898
MTA - Commuter Rail									\$31,661
MTA - Transit									\$199,222
Maryland Port Administration									\$0
Office of the Secretary									\$400
SHA - Anne Arundel County									\$0
SHA - Baltimore County		\$50,736							\$50,736
SHA - Carroll County									\$0
SHA - Harford County									\$0
SHA - Howard County		\$2,811							\$2,811
SHA - Regional	\$3,700	\$64,195					\$64,000	\$4,920	\$154,055
<b>Total Programmed</b>	<b>\$3,700</b>	<b>\$117,742</b>	<b>\$11,898</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$116,577</b>	<b>\$4,920</b>	<b>\$505,360</b>



# Transportation Improvement Program - FY 2026-2029

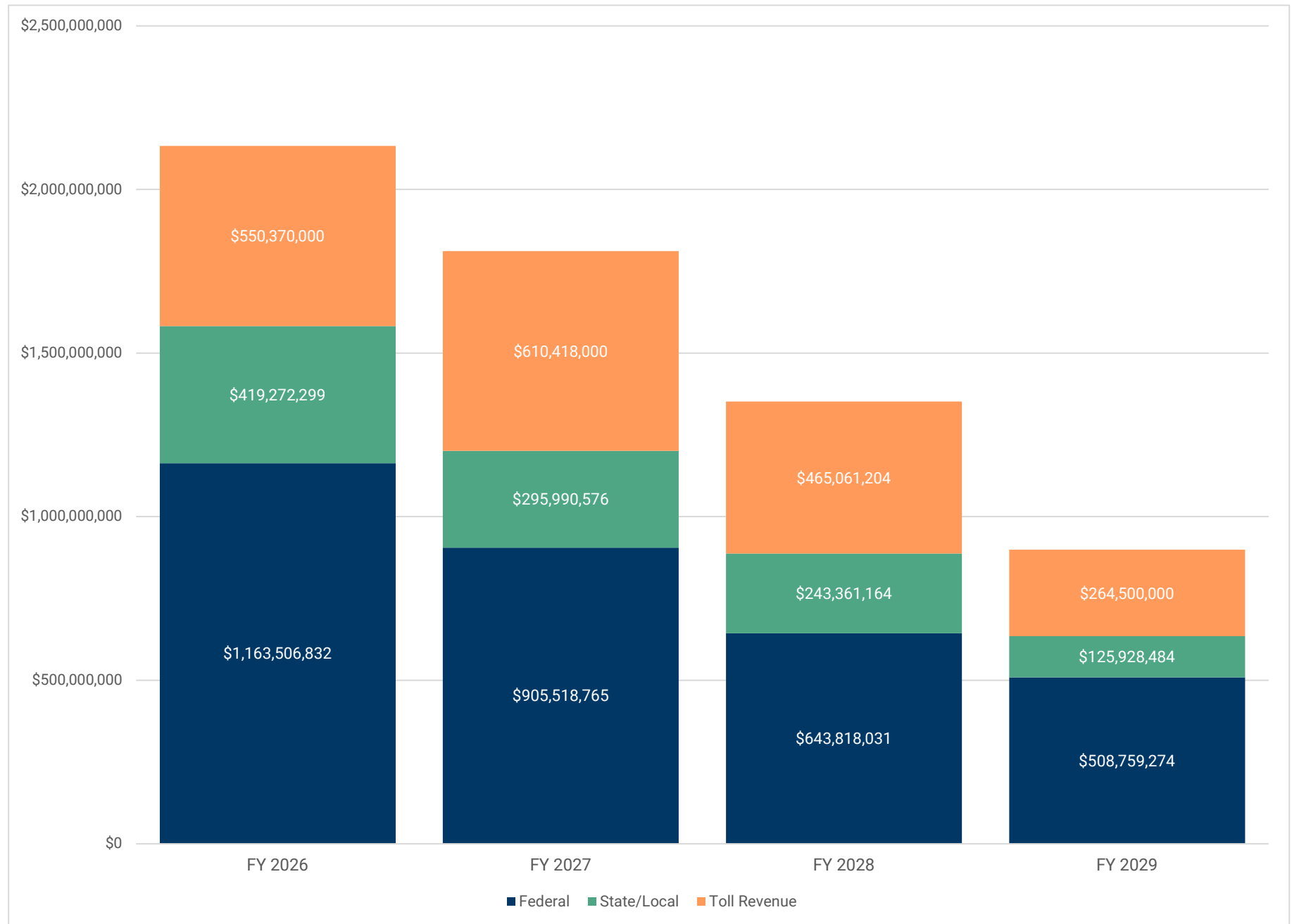
Table V-3. Summary of FY 2026-2029 TIP Funding by Sponsoring Agency and Fiscal Year

Sponsoring Agency	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2026 Toll Revenue Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2027 Toll Revenue Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	FY 2028 Toll Revenue Funds	FY 2029 Federal Funds	FY 2029 Matching Funds	FY 2029 Toll Revenue Funds	FY 2026-2029 Federal Funds Total	FY 2026-2029 Matching Funds Total	FY 2026-2029 Toll Revenue Funds Total	Total
Anne Arundel County	\$19,476	\$64,457	\$0	\$12,067	\$13,539	\$0	\$7,213	\$3,186	\$0	\$0	\$0	\$0	\$38,756	\$81,182	\$0	\$119,937
Baltimore City	\$163,145	\$41,178	\$0	\$45,760	\$10,628	\$0	\$54,136	\$14,134	\$0	\$18,400	\$4,600	\$0	\$281,441	\$70,540	\$0	\$351,982
Baltimore County	\$5,909	\$677	\$0	\$19,680	\$4,920	\$0	\$22,920	\$4,905	\$0	\$7,040	\$1,760	\$0	\$55,549	\$12,262	\$0	\$67,811
Carroll County	\$5,679	\$658	\$0	\$5,661	\$1,415	\$0	\$2,337	\$359	\$0	\$1,473	\$368	\$0	\$15,150	\$2,801	\$0	\$17,951
Harford County	\$7,340	\$6,960	\$0	\$4,780	\$1,745	\$0	\$6,110	\$1,015	\$0	\$3,560	\$1,415	\$0	\$21,790	\$11,135	\$0	\$32,925
Howard County	\$6,626	\$1,007	\$0	\$8,440	\$3,040	\$0	\$4,220	\$2,510	\$0	\$0	\$0	\$0	\$19,286	\$6,557	\$0	\$25,843
Howard County - Regional	\$0	\$625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$625	\$0	\$625
MPA - Baltimore City	\$60,725	\$78,126	\$0	\$12,895	\$81,881	\$0	\$0	\$80,113	\$0	\$0	\$0	\$0	\$73,620	\$240,121	\$0	\$313,741
MPA - Regional	\$32,746	\$13,163	\$0	\$30,829	\$7,852	\$0	\$15,450	\$10,300	\$0	\$5,250	\$3,500	\$0	\$84,275	\$34,815	\$0	\$119,091
MDTA - Baltimore City	\$15,000	\$0	\$4,372	\$53,102	\$0	\$0	\$11,898	\$0	\$41	\$0	\$0	\$0	\$80,000	\$0	\$4,413	\$84,413
MDTA - Harford County	\$0	\$0	\$147,930	\$0	\$0	\$110,839	\$0	\$0	\$49,484	\$0	\$0	\$20,555	\$0	\$0	\$328,808	\$328,808
MDTA - Regional	\$0	\$5,024	\$398,068	\$4,150	\$5,677	\$499,579	\$100	\$248	\$415,536	\$0	\$0	\$243,945	\$4,250	\$10,948	\$1,557,128	\$1,572,326
MTA - Commuter Rail	\$78,298	\$19,575	\$0	\$92,616	\$23,154	\$0	\$116,680	\$29,170	\$0	\$78,077	\$19,519	\$0	\$365,672	\$91,418	\$0	\$457,090
MTA - Transit - Baltimore City	\$36,000	\$18,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,000	\$18,700	\$0	\$54,700
MTA - Transit - Regional	\$299,946	\$75,302	\$0	\$189,661	\$49,435	\$0	\$182,027	\$46,951	\$0	\$179,306	\$45,683	\$0	\$850,941	\$217,370	\$0	\$1,068,311
Office of the Secretary	\$400	\$200	\$0	\$400	\$200	\$0	\$400	\$200	\$0	\$400	\$200	\$0	\$1,600	\$800	\$0	\$2,400
Other	\$1,093	\$436	\$0	\$955	\$381	\$0	\$955	\$0	\$0	\$0	\$0	\$0	\$3,003	\$817	\$0	\$3,820
SHA - Anne Arundel County	\$21,691	\$725	\$0	\$823	\$122	\$0	\$952	\$108	\$0	\$532	\$46	\$0	\$23,998	\$1,001	\$0	\$24,999
SHA - Baltimore County	\$44,694	\$2,472	\$0	\$50,396	\$1,314	\$0	\$12,365	\$978	\$0	\$5,275	\$475	\$0	\$112,729	\$5,240	\$0	\$117,969
SHA - Carroll County	\$1,430	\$306	\$0	\$1	\$217	\$0	\$4,921	\$447	\$0	\$18,917	\$996	\$0	\$25,269	\$1,966	\$0	\$27,235
SHA - Harford County	\$2,482	\$177	\$0	\$10,050	\$538	\$0	\$7,166	\$377	\$0	\$5	\$1	\$0	\$19,703	\$1,093	\$0	\$20,796
SHA - Howard County	\$1,722	\$410	\$0	\$257	\$67	\$0	\$0	\$208	\$0	\$0	\$43	\$0	\$1,979	\$728	\$0	\$2,707
SHA - Regional	\$359,104	\$89,531	\$0	\$362,995	\$90,246	\$0	\$193,968	\$48,152	\$0	\$190,524	\$47,322	\$0	\$1,106,591	\$275,251	\$0	\$1,381,842
Grand Total	\$1,163,507	\$419,708	\$550,370	\$905,519	\$296,372	\$610,418	\$643,818	\$243,361	\$465,061	\$508,759	\$125,928	\$264,500	\$3,221,603	\$1,085,370	\$1,890,349	\$6,197,322



# Transportation Improvement Program - FY 2026-2029

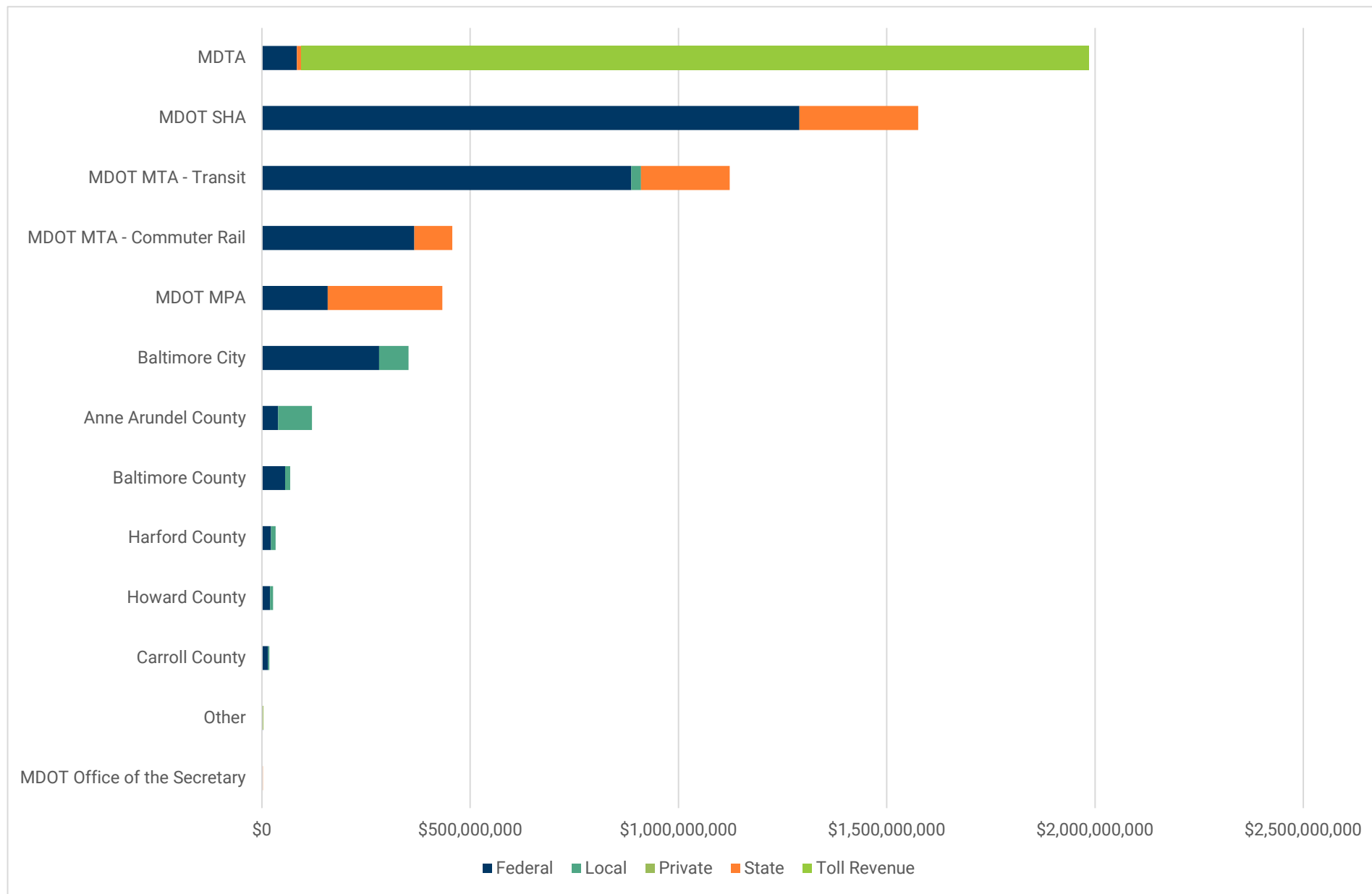
## Exhibit V-2. FY 2026-2029 TIP Funding by Fiscal Year





# Transportation Improvement Program - FY 2026-2029

## Exhibit V-3. FY 2025-2028 TIP Funding by Sponsoring Agency





Project Category	Number of Projects
Highway Preservation	97
Emission Reduction Strategy	26
Transit Preservation	14
Highway Capacity	14
Environmental/Safety	6
Commuter Rail Preservation	6
Ports	4
Transit Capacity	2
Miscellaneous	2
Transportation Alternatives	1
Commuter Rail Capacity	0
Total	172

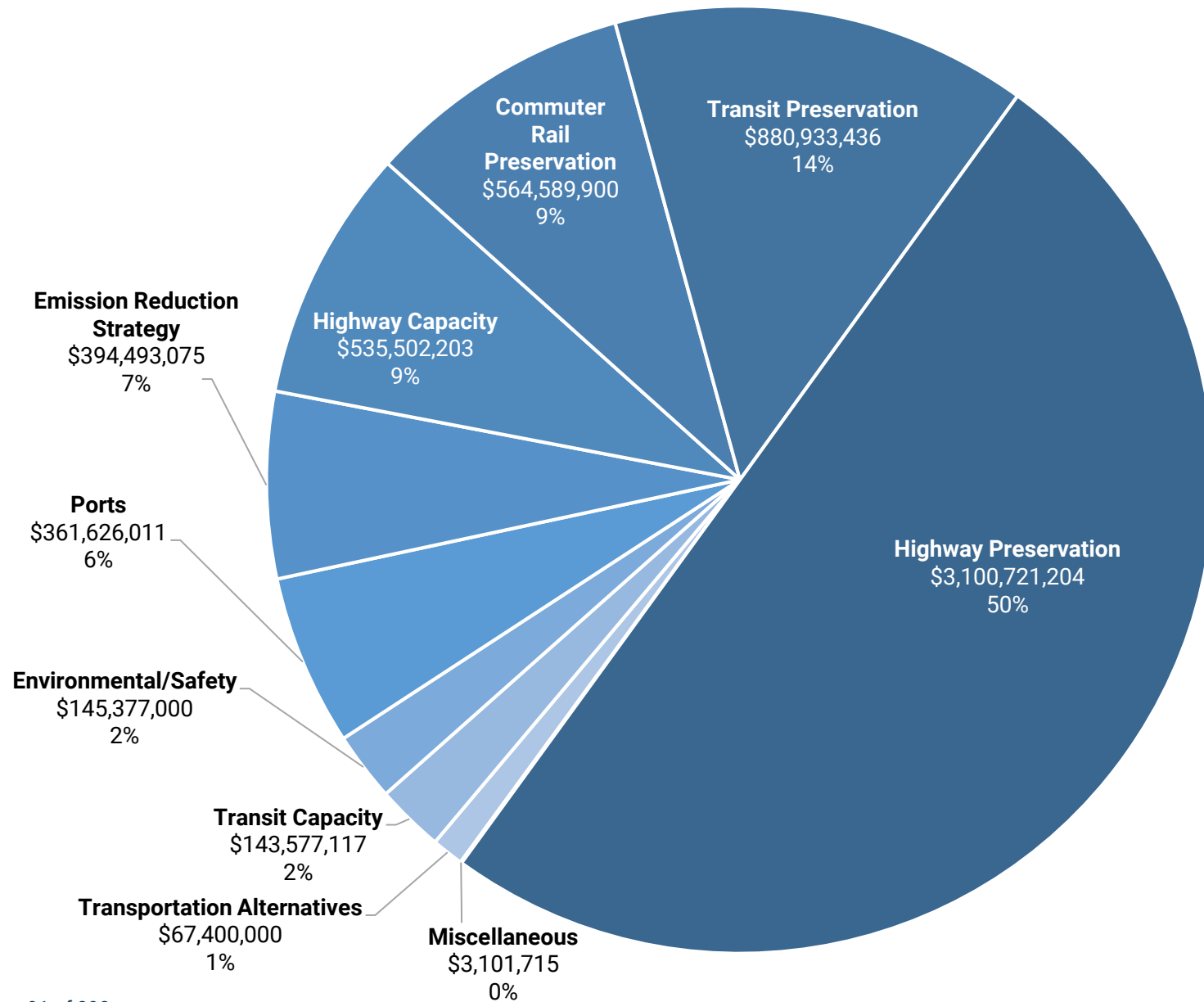




Exhibit V-6. Share of FY 2026 TIP Funding by Project Phase

