

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 2023 through FY 2026).

Further, the 2023-2026 TIP is financially constrained by program and by year. The framework of both *Maximize2045*, the regional long-range transportation plan (LRTP), and the 2023-2026 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 2022 - 2027 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 2023 and for FY 2023-2026. It includes:

- A summary of FY 2023 federal fund requests by sponsoring agency and federal funds available by fund source.

- A project-by-project listing of FY 2023 federal funding requests and the source of matching funds.
- An overall summary of funding in the 2023-2026 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

In developing the CTP and establishing funding levels, MDOT must account for State and local economic growth, fluctuations in State transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provides funding that enables MDOT to address important capital and operating needs including congestion relief, safety improvements, and transit availability, as well as maintaining the competitiveness of the Port of Baltimore and BWI Marshall Airport.

The economic challenges and uncertainty surrounding the COVID-19 global pandemic impacted virtually all MDOT operations and revenues. At the worst point, traffic volumes on Maryland roads, ridership across all MDOT MTA services, and passenger traffic at BWI Marshall Airport were all severely down. As more people become vaccinated and businesses return to more normal operations, MDOT has seen revenues gradually recover. In anticipation of that recovery, estimated state revenues for this Final FY 2022 – FY 2027 CTP are \$2.5 billion higher than the estimates for

the previous Final CTP. Total projected revenues amount to \$32.2 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 increased its minimum fund balance policy to \$200 million in FY 2022 to accommodate working cash flow needs throughout the year.
- **Motor Fuel Tax:** This revenue is projected to be \$7.1 billion during the six-year period. As of July 1, 2021, the motor fuel tax rates were 36.1 cents per gallon gasoline and 36.85 cents per gallon diesel fuel, which is a 0.2 cents per gallon decline from the previous tax rate. The Consumer Price Index (CPI) effect is estimated to average 5.3 cents per gallon during the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2021 is 9.0 cents per gallon. The rate is estimated to average 10.3 cents per gallon during the program period. This revenue estimate is up \$460 million from the estimate in the previous Final CTP, reflecting the anticipated recovery from the impacts of COVID-19.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$6.3 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. During the six-year planning period, vehicle sales, which declined at the peak of the global pandemic, are projected to recover and follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle. Although the timing of revenues from this source has been delayed due to MDOT MVA branch closures and later re-opening by appointment, the overall revenue estimate remains essentially the same during the six-year period.

- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.8 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.

- **Federal Aid:** This source is projected to contribute \$8.0 billion for operating and capital programs. This amount does

not include \$714.7 received directly by WMATA. The majority of federal aid is capital; although COVID-19 relief and recovery funds are more than doubling funds programmed for operating assistance in the six-year program. 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 \$2.6 billion, with \$742 million from MDOT MTA, \$328 million from MDOT MPA, and \$1.5 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which are indexed to inflation. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- **Bond Proceeds:** It is projected that \$1.7 billion of Consolidated Transportation Bonds will be sold in the six-year period. The level of bonds issued during the six-year period is determined by capital funding needs. This level of

bonds is affordable within the financial parameters used by MDOT.

- Other Sources: The remaining sources are projected to provide \$746 million. These sources include investment income, reimbursements, the use of fund balances, and other 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 November 15, 2021 and provides authorization for federal fiscal years 2022 through 2027 (FFY 2022- FFY 2027). This Act is more than the usual transportation authorization and much of the discretionary funding was both authorized and appropriated in the Act. The traditional transportation funding still needs FFY 2022 appropriations before it can be utilized.

Federal Stimulus Funding

In addition to federal relief funds provided directly to MTA, SHA, and MAA, MDOT received \$500 million in American Rescue Plan Act of 2021 (ARPA) funding through the state of Maryland. This funding was leveraged to preserve capital projects in the program as well as enable additional high priority projects to move forward. A majority of these funds were directed to critical system preservation needs. The MDOT SHA utilized funding to ensure that the MDOT SHA bridge and highway assets remain in a state of good repair.

In addition to two major bridge preservation projects, a portion of these funds was applied to multiple highway resurfacing projects statewide, to include the use of diamond grinding, a preventative maintenance solution, as well as high friction surface treatment, which provides the highest skid resistance of any treatment used in the highway industry. These funds also enabled ongoing extensive resurfacing work being performed on the MDOT state highway network throughout at least five different counties over the next several years. The MDOT MTA was also able to preserve funding for state of good repair needs for bus, Metro, MARC and Light Rail facilities and systems as well as enable investments in a Zero Emission Bus fleet, dedicated bus lanes, safe access to bus stops, shelters and an investment in ADA goals. The MDOT MVA was able to preserve funding for critical preservation needs related to branch office buildings as well as Customer Connect upgrades.

The MDOT was able to restore funding to high priority projects impacted by budget constraints resulting from the COVID-19 global pandemic. The MDOT MAA was able to preserve funding for critical infrastructure projects such as

the Airline Maintenance Facility Infrastructure as well as the North Cargo Fuel Tank Expansion. The MDOT MPA utilized funds to preserve ongoing projects contributing to the preservation of the 50-foot channel system into the Port of Baltimore, to include the expansion of the Masonville Dredged Material Containment Facility (DMCF). The COVID-19 global pandemic significantly impacted the Transportation Trust Fund revenues, and by effectively leveraging ARPA funds, MDOT was able to continue to provide critical services and invest in critical infrastructure needs.

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; 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 \$731.8 million in highway formula funding and \$291.6 million

in transit formula funding in FFY 2022 for MDOT projects. This is dependent on the passage of an FFY 2022 appropriations bill. The Purple Line 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 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. Since FFY04, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2019 was 90.1 percent, in FFY20 was 90.6 percent and in FFY21 was 88.9 percent. This CTP assumes an OA level of 90 percent for FFY22 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, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and 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 provided investment in transportation infrastructure through FFY27. There is

appropriation legislation still pending in the House and Senate that will provide the yearly approval of the formula funding in the IIJA. Total projected Trust Fund revenues for operating and capital amount to \$32.2 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will return to a moderate growth scenario during the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants and public-private partnerships.

D. Where the Money Goes

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of state transportation systems, administration, debt service, 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. Funding also is provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects. This document, Maryland's Final CTP, is the six-year capital budget for all state transportation projects. This Final FY 2022 – FY 2027 CTP totals \$17.7 billion, \$15.0 billion of which comes through the Transportation Trust Fund and \$2.7 billion from "Other" fund sources, including local contributions, WMATA direct funding, airport Passenger Facility Charges (PFC) fees, airport revenue bonds, and airport rental car Customer Facility Charges (CFC).

E. Documentation of Financial Capacity for Transit Activities

On January 30, 2002, the FTA issued circular C7008.1A. This circular states that FTA will assess the financial capacity of applicants for Sections 5307 and 5309 funding on the basis of overall current financial condition and future financial capability. In response to FTA's requirement, the TIP provides evidence of satisfactory financial capacity from agencies and local jurisdictions seeking Sections 5307 and 5309 funding. All transit projects are reflected under the MDOT MTA headings in Chapter VI. Documentation of local match for transit projects is provided in Appendix B.

The MDOT Maryland Transit Administration

The MDOT MTA derives financial capacity through Maryland's Transportation Trust Fund. The fund is credited with transportation-related receipts, including proceeds of motor vehicle titling and fuel taxes, a portion of the State's corporate income tax, registration fees for motor vehicles, bus and rail fares, port fees and airport revenues, together with bond and note proceeds, federal funds and other receipts. Capital expenditures are financed from net revenues of the

Department, federal grants and the proceeds of sales of Consolidated Transportation Bonds.

City of Annapolis

Matching funds for the City's transit projects are provided by the City and the State of Maryland. The City's portion of the local match is provided through the Off-Street Parking Fund. Documentation and approval of the local funds are contained in the City of Annapolis operating Budget and Capital Improvement Program (CIP). The State portion of the match is provided through the Transportation Trust Fund.

Harford County

State and local matching funds have been committed for Harford County transit services. State funds are provided through the Transportation Trust Fund. Local funds are dedicated in the County Office of Economic Development budget.

Howard County

State and local matching funds have also been committed for Howard County transit services. Adequate matching funds in the form of bonds and local revenues are available to match TIP projects.

F. FY 2023 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 2023 is provided in Table 2. This list brings together information found in Chapter VI, the chapter containing individual project listings for each sponsoring agency. Projects in the Annual Element can also be identified in the individual project listings as those with dollar amounts in the FY 2023 columns.

Table 1 summarizes, by sponsoring agency, the level of federal funds requested in the FY 2023 Annual Element and federal funds available by fund source. It shows that FY 2023 federal fund requests do not exceed federal funds anticipated to be available in FY 2023. MDOT provided FY 2023 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 43.5% of the remaining 94.5% of federal funds for the State.

Table 2 shows the projects in the FY 2023 Annual Element, the source of funds, the federal funds requested and the matching

funds to be provided. Table 3 shows total funds, both federal and matching, programmed for FY 2023 through FY 2026 by sponsoring agency.

Exhibits 1 through 7 graphically summarize the 2023-2026 TIP. Exhibit 1 compares the total amount programmed in the 2020-2023, 2021-2024, 2022-2025 and 2023-2026 TIP documents. Exhibit 2 displays 2023-2026 TIP funding by fiscal year. Exhibit 3 summarizes federal and matching funds in the 2023-2026 TIP by sponsoring agency. Exhibits 4 and 5 summarize the number of projects and share of funding in the 2023-2026 TIP by project category. Exhibit 6 displays the share of FY 2023 funds by project phase while Exhibit 7 shows FY 2023 federal fund requests by funding source.

Table 1: Annual Element (Funding in Thousands)

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

Sponsoring Agency	1702	5307C	5307F	5307O	5310	5311O	5329	5337	5339F	BUILD
Anne Arundel County										
Baltimore City										
Baltimore County										
Carroll County										
Harford County										
Howard County										
MTA - Commuter Rail		\$4,528						\$62,766		
MTA - Transit		\$136,501		\$2,114		\$238		\$23,263	\$12,215	
Maryland Port Administration										\$3,480
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										
Total Programmed	\$0	\$141,029	\$0	\$2,114	\$0	\$238	\$400	\$86,029	\$12,215	\$3,480
FY 2023 Appropriation*	\$0	\$99,749	\$0	\$9,494	\$5,595	\$7,911	\$1,285	\$95,352	\$9,695	\$0
Previous Funds Still Available*	\$0	\$50,267	\$0	\$0	\$0	\$0	\$0	\$0	\$6,295	\$3,480
MDOTs Total Federal Apportionment for the Baltimore Region*	\$0	\$150,016	\$0	\$9,494	\$5,595	\$7,911	\$1,285	\$95,352	\$15,990	\$3,480

- 1702 Section 1702 High Priority Project
- 5307C Section 5307 Urbanized Area Formula Program (funding for capital projects)
- 5307F Section 5307 Flex (STBG funds flexed to Section 5307)
- 5307O Section 5307 Urbanized Area Formula Program (funding for operating projects)
- 5310 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- 5311O Section 5311 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 2023 Federal-Aid Annual Element (continued)

Sponsoring Agency	CMAQ	FRA	HSIP	NHFP	NHPPC	Other	STBG	TAC	Total
Anne Arundel County							\$10,728		\$10,728
Baltimore City					\$12,880		\$53,215		\$66,095
Baltimore County							\$9,200		\$9,200
Carroll County							\$946		\$946
Harford County							\$2,780		\$2,780
Howard County							\$7,216		\$7,216
MTA - Commuter Rail									\$67,294
MTA - Transit	\$54,755								\$230,146
Maryland Port Administration									\$3,480
Office of the Secretary		\$731							\$1,131
SHA - Anne Arundel County					\$1,592		\$13,158		\$14,750
SHA - Baltimore County				\$10,486	\$107,332		\$7,002		\$124,820
SHA - Carroll County							\$4,515		\$4,515
SHA - Harford County					\$1,653		\$429		\$2,082
SHA - Howard County					\$1,572				\$1,572
SHA - Queen Anne's									\$0
SHA - Regional	\$3,960		\$24,080		\$105,560	\$45	\$125,800	\$6,520	\$265,965
Total Programmed	\$58,715	\$731	\$24,080	\$10,486	\$230,589	\$45	\$234,989	\$6,520	\$812,720
FY 2023 Appropriation*	\$57,462	\$0	\$19,560	\$9,079	\$120,172	\$0	\$88,420	\$8,580	\$532,354
Previous Funds Still Available*	\$54,755	\$731	\$31,041	\$17,890	\$126,471	\$45	\$176,031	\$18,852	\$479,563
MDOTs Total Federal Apportionment for the Baltimore Region*	\$112,217	\$731	\$50,601	\$26,969	\$246,643	\$45	\$264,451	\$27,432	\$1,011,917

- 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 2024 Federal-Aid Annual Element (Funding in Thousands - continued below)

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$4,630					\$23,635		
MTA - Transit	\$77,914	\$2,114	\$3,370	\$238		\$23,729	\$6,278	
Maryland Port Administration								\$3,390
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								
Total Programmed	\$82,544	\$2,114	\$3,370	\$238	\$400	\$47,364	\$6,278	\$3,390

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

Sponsoring Agency	CMAQ	HSIP	INFRA	NHPPC	Other	STBG	TAC	Total
Anne Arundel County						\$7,175		\$7,175
Baltimore City				\$6,400		\$28,285		\$28,285
Baltimore County						\$31,500		\$31,500
Carroll County						2,846		2,846
Harford County						\$7,560		\$7,560
Howard County						\$1,976		\$1,976
MTA - Commuter Rail								\$28,265
MTA - Transit	\$58,294							\$171,937
Maryland Port Administration			\$40,000					\$40,000
Office of the Secretary								\$400
SHA - Anne Arundel County				\$210		\$15,470		\$15,680
SHA - Baltimore County				\$121,593		\$3,293		\$124,886
SHA - Carroll County						\$5,985		\$5,985
SHA - Harford County				\$4,345				\$4,345
SHA - Howard County				\$112				\$112
SHA - Regional	\$3,760	\$24,480		\$82,556	\$0	\$116,960	\$5,720	\$233,476
Total Programmed	\$62,054	\$24,480	\$40,000	\$215,216	\$0	\$221,050	\$5,720	\$714,218

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

Sponsoring Agency	5307C	5307O	5310	5311O	5329	5337	5339F	BUILD
Anne Arundel County								
Baltimore City								
Baltimore County								
Carroll County								
Harford County								
Howard County								
MTA - Commuter Rail	\$4,193					\$22,062		
MTA - Transit	\$78,670	\$2,114		\$238		\$24,203	\$6,388	
Maryland Port Administration								\$2,220
Office of the Secretary					\$400			
SHA - Anne Arundel County								
SHA - Baltimore County								
SHA - Carroll County								
SHA - Harford County								
SHA - Howard County								
SHA - Regional								
Total Programmed	\$82,863	\$2,114	\$0	\$238	\$400	\$46,265	\$6,388	\$2,220

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

Sponsoring Agency	CMAQ	HSIP	INFRA	NHPPC	NHFP	STBG	TAC	Total
Anne Arundel County								\$0
Baltimore City				\$15,320		\$56,980		\$72,300
Baltimore County						\$3,840		\$3,840
Carroll County						\$3,494		\$3,494
Harford County						\$7,540		\$7,540
Howard County								\$0
MTA - Commuter Rail								\$26,255
MTA - Transit	\$63,947							\$175,560
Maryland Port Administration			\$35,000					\$37,220
Office of the Secretary								\$400
SHA - Anne Arundel County						\$13,896		\$13,896
SHA - Baltimore County				\$63,365	\$14,963	\$61		\$78,389
SHA - Carroll County								\$0
SHA - Harford County				\$5,398				\$5,398
SHA - Howard County								\$0
SHA - Regional	\$3,760	\$14,480		\$66,156		\$97,400	\$5,720	\$187,516
Total Programmed	\$67,707	\$14,480	\$35,000	\$150,239	\$14,963	\$183,211	\$5,720	\$611,808

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

Sponsoring Agency	5307C	5307O	5310	5329	5337	5339F	BUILD
Anne Arundel County							
Baltimore City							
Baltimore County							
Carroll County							
Harford County							
Howard County							
MTA - Commuter Rail	\$4,220				\$24,320		
MTA - Transit	\$78,750	\$2,114	\$3,370		\$24,687	\$69,341	
Maryland Port Administration							\$910
Office of the Secretary				\$400			
SHA - Anne Arundel County							
SHA - Baltimore County							
SHA - Carroll County							
SHA - Harford County							
SHA - Howard County							
SHA - Regional							
Total Programmed	\$82,970	\$2,114	\$3,370	\$400	\$49,007	\$68,281	\$910

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

Sponsoring Agency	CMAQ	HSIP	NHFP	NHPPC	STBG	TAC	Total
Anne Arundel County							\$0
Baltimore City					\$23,340		\$23,340
Baltimore County					\$3,200		\$3,200
Carroll County					\$1,088		\$1,088
Harford County					\$3,880		\$3,880
Howard County							\$0
MTA - Commuter Rail							\$28,540
MTA - Transit	\$43,915						\$222,517
Maryland Port Administration							\$910
Office of the Secretary							\$400
SHA - Anne Arundel County							\$0
SHA - Baltimore County			\$14,963	\$22,787			\$37,750
SHA - Carroll County							\$0
SHA - Harford County				\$2,415			\$2,415
SHA - Howard County							\$0
SHA - Regional	\$3,760	\$14,480		\$55,436	\$95,960	\$6,920	\$176,556
Total Programmed	\$47,675	\$14,480	\$14,963	\$80,638	\$127,468	\$6,920	\$500,596



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 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	2,200	933
Magothy Bridge Road Bridge over Magothy River	11-1402-13	Bridge repair/deck replacement	STBG	3,470	1,798
O'Connor Road Bridge over Deep Run	11-1403-13	Bridge repair/deck replacement	STBG	800	460
McKendree Road Culvert over Lyons Creek	11-1601-19	Other	STBG	200	72
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	Other	0	3,883
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	728	182
Subtotal				10,728	19,761
Baltimore City - Baltimore City					
Perring Parkway Ramp over Herring Run	12-1215-13	Bridge repair/deck replacement	STBG	8,000	2,000
Sisson Street Bridge over CSX Railroad	12-1216-13	Bridge repair/deck replacement	STBG	1,500	6,000
Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements	12-1218-07	ITS	STBG	9,600	2,400
Belair Road Complete Streets	12-1404-11	Road resurfacing/rehabilitation	NHPPC	560	140
Orleans Street Bridge over I-83 and City Streets	12-1601-13	Bridge repair/deck replacement	STBG	512	128



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Remington Avenue Bridge over Stony Run	12-1602-13	Bridge repair/deck replacement	STBG	7,200	1,800
Radecke Avenue and Sinclair Lane over Moores Run	12-1603-13	Bridge repair/deck replacement	STBG	400	100
Moravia Road Ramp Bridge over Pulaski Highway	12-1605-13	Bridge repair/deck replacement	STBG	960	240
Transportation Management Center Upgrade	12-1701-04	Traffic engineering	STBG	4,000	1,000
Capital Project Delivery Services	12-1901-99	Miscellaneous	STBG	500	125
Citywide Asset Management	12-2003-19	Other	STBG	384	816
Brehms Lane over Herring Run	12-2005-13	Bridge repair/deck replacement	STBG	480	120
Hanover Street Over CSX	12-2008-13	Bridge repair/deck replacement	STBG	735	185
Howard Street over I-83, CSX, Amtrak, and Jones Falls	12-2009-13	Bridge repair/deck replacement	STBG	800	200
Park Heights Avenue from West Rogers Avenue to Strathmore Avenue	12-2011-11	Road resurfacing/rehabilitation	STBG	640	160
Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge	12-2012-11	Road resurfacing/rehabilitation	NHPPC	640	160
Waterview Avenue over Ramp to 295	12-2015-13	Bridge repair/deck replacement	STBG	384	96
Harford Road Bridge Over CSX	12-2106-13	Bridge repair/deck replacement	STBG	9,000	3,500
RAISE Transit Priority Project	12-2201-64	Preservation and improvements	RAISE	22,000	28,000
Northern Parkway at Falls Road Traffic Safety and Bike Facility Improvements	12-2301-39	Bicycle/pedestrian facility	STBG	1,280	320
Russell Street Pavement Rehabilitation from Russell Street Viaduct to City Line	12-2302-11	Facility rehabilitation	NHPPC	320	80
Subtotal				69,895	47,570
Baltimore County - Baltimore County					
Dogwood Road Bridge No. B-0072 Over Dogwood Run	13-0001-13	Bridge repair/deck replacement	STBG	2,320	580



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Hammonds Ferry Road Bridge No. B-0100 over CSX Railroad	13-1012-13	Bridge repair/deck replacement	STBG	4,640	1,160
Piney Grove Road Bridge No. B-0140 over CSX railroad	13-1107-13	Bridge repair/deck replacement	STBG	800	200
Peninsula Expressway Bridge No. B-0119 over CSX Railroad	13-1108-13	Bridge repair/deck replacement	STBG	800	200
Golden Ring Road Bridge No. B-0110 over Stemmers Run	13-1208-13	Bridge repair/deck replacement	STBG	0	0
Rossville Boulevard Bridge No. B-0132 over Amtrak & Orems Road	13-1701-13	Bridge repair/deck replacement	STBG	640	160
Subtotal				9,200	2,300
Carroll County - Carroll County					
Patapsco Road Bridge over East Branch Patapsco River	14-2201-13	Bridge repair/deck replacement	STBG	482	121
Upper Beckleysville Road Bridge over Murphy Run	14-2202-13	Bridge repair/deck replacement	STBG	464	116
Subtotal				946	237
Harford County - Harford County					
Glenville Road Bridge #30 over Mill Brook	15-1601-13	Bridge repair/deck replacement	STBG	280	70
Grier Nursery Road Bridge #43 over Deer Creek	15-2001-13	Bridge repair/deck replacement	STBG	320	80
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	160	40
Bridge Inspection Program	15-9411-14	Bridge inspections	STBG	1,700	0
Subtotal				2,780	270
Howard County - Howard County					
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	Other	0	8,205



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bridge Repair and Deck Replacement	16-0436-13	Bridge repair/deck replacement	STBG	7,216	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	13,475
Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek	16-2201-13	Bridge repair/deck replacement	STBG	320	80
Subtotal				7,536	21,760
Maryland Port Administration - Baltimore City					
Howard Street Tunnel	32-2101-83	Facility expansion	INFRA	40,000	120,392
Subtotal				40,000	120,392
Maryland Port Administration - Regional					
Dundalk Marine Terminal Resiliency and Flood Mitigation Improvements	30-2101-82	Facility rehabilitation	BUILD	3,480	10,810
Subtotal				3,480	10,810
Maryland Transportation Authority - Baltimore City					
I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements	22-2201-19	Other	Other	0	1,000
Subtotal				0	1,000
Maryland Transportation Authority - Harford County					
I-95 Express Toll Lanes Northbound Extension	25-1801-41	Roadway widening	Other	0	223,106
I-95 Southbound Part-Time Shoulder Usage	25-2101-41	Roadway widening	Other	0	1,127
Subtotal				0	224,233



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MTA - Commuter Rail - Regional					
MARC Rolling Stock Overhauls and Replacement	70-1501-53	Fleet improvement	5337	3,459	864
MARC Improvements	70-1502-54	Preservation and improvements	5307C	2,748	687
			5337	17,170	4,292
MARC Facilities	70-1503-55	Rehabilitation of facilities	5307C	1,780	445
			5337	42,137	10,534
Subtotal				67,294	16,822
MTA - Transit - Regional					
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	326	326
Kirk Bus Facility Replacement - Phase 1 & 2	40-1203-65	Rehabilitation of facilities	5339F	1,769	442
Bus and Rail Preventive Maintenance	40-1204-64	Preservation and improvements	5307C	15,840	3,960
			5337	23,263	5,815
Urban Transit Systems - Capital Assistance	40-1602-05	Fleet improvement	5307C	1,060	265
			5339F	333	83
Urban Transit Systems - Operating Assistance	40-1603-61	Operating assistance	5307O	2,114	2,114
Agencywide System Preservation and Improvement	40-1801-64	Preservation and improvements	5307C	8,621	2,155
Bus and Paratransit Vehicle Overhaul and Replacement	40-1802-05	Fleet improvement	5307C	5,327	1,331
			5339F	5,511	1,377
			CMAQ	23,247	5,811



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Bus System Preservation and Improvement	40-1803-64	Preservation and improvements	5339F	2,835	708
Metro and Light Rail Rolling Stock Overhauls and Replacement	40-1804-63	Fleet improvement	5307C	84,890	21,222
			CMAQ	20,002	5,000
Metro and Light Rail System Preservation and Improvement	40-1805-64	Preservation and improvements	5307C	18,695	4,673
Zero Emission Infrastructure and Rolling Stock	40-2302-63	Rehabilitation of facilities	5307C	1,582	395
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	238	238
Rural Transit Systems - Capital Assistance	40-9501-05	Fleet improvement	5339F	1,011	252
Small Urban Transit Systems - Capital Assistance	40-9502-05	Fleet improvement	5307C	160	40
			5339F	756	189
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	668	0
Subtotal				218,248	56,396
Office of the Secretary - Regional					
State Safety Oversight	90-1401-39	Other	5329	400	200
Baltimore-Washington Superconducting Maglev (SCMAGLEV) Project	90-1901-99	Miscellaneous	FRA	731	183
Subtotal				1,131	383
SHA - Anne Arundel County					
MD 175: Sellner Road/Race Road to McCarron Court	61-1701-41	Roadway widening	Other	0	582
			STBG	13,158	399
MD 173: Bridge Replacement over Rock Creek	61-2101-13	Bridge repair/deck replacement	NHPPC	53	0



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
MD 2: US 50 to Arnold Road	61-2301-41	Roadway widening	NHPPC	462	23
			Other	0	110
MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41	Roadway widening	NHPPC	370	19
			Other	0	93
MD 170: Norcross Lane to Wieker Road	61-2303-41	Roadway widening	NHPPC	707	16
MD 214: MD 468 to Camp Letts Road	61-2304-41	Roadway widening	Other	0	480
Subtotal				14,750	1,722
SHA - Baltimore County					
I-695: US 40 to MD 144	63-1601-41	Roadway widening	NHPPC	0	8,943
I-83: Bridge Replacement over Padonia Road	63-1701-13	Bridge repair/deck replacement	NHPPC	141	0
US 1: Bridge Replacement over CSX	63-1704-13	Bridge repair/deck replacement	NHPPC	686	11
US 40: Bridge Replacements over Little & Big Gunpowder Falls	63-1706-13	Bridge repair/deck replacement	NHPPC	154	0
I-695: I-70 to MD 43	63-1802-41	Roadway widening	NHFP	10,486	13
			NHPPC	95,037	115
MD 151/MD 151B: Bridge Replacements	63-2001-13	Bridge repair/deck replacement	STBG	7,002	6
I-695: Bridge Replacement on Putty Hill Avenue	63-2002-13	Bridge repair/deck replacement	NHPPC	4,506	284
I-695: Reconstruction of Interchange at I-70	63-2201-12	Road reconstruction	NHPPC	857	91
I-95/I-695 Interchange Bridge Deck Replacement	63-2202-13	Bridge repair/deck replacement	NHPPC	5,951	277
Subtotal				124,820	9,740



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 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	24
			STBG	4,515	200
Subtotal				4,515	224
SHA - Harford County					
MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G	65-1601-12	Road reconstruction	STBG	429	0
US 1: Bridge Replacements at Tollgate Road and Winters Run	65-2101-13	Bridge repair/deck replacement	NHPPC	1,653	242
Subtotal				2,082	242
SHA - Howard County					
MD 32: Linden Church Road to I-70, Capacity & Safety Improvements	66-1703-41	Roadway widening	NHPPC	1,572	828
Subtotal				1,572	828
SHA - Regional					
Morgan State University Transportation Research Program	60-0702-99	Miscellaneous	Other	45	0
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	NHPPC	35,840	8,960
			STBG	24,960	6,240
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	HSIP	4,480	1,120
			NHPPC	50,080	12,520
			STBG	35,520	8,880



Transportation Improvement Program - FY 2023-2026

Table 6: FY 2023 Annual Element (Funds in \$1000s)

Project Name	Project ID	Project Type	Funding Source	Federal Funds	Matching Funds
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	1,440	360
			NHPPC	3,960	990
			STBG	18,040	4,510
Areawide Environmental Projects	60-9506-38	Environmental other	HSIP	640	160
			NHPPC	2,080	520
			STBG	20,520	5,130
Areawide Safety And Spot Improvements	60-9508-19	Other	CMAQ	2,520	630
			HSIP	18,960	4,740
			NHPPC	13,600	3,400
			STBG	18,400	4,600
Areawide Urban Reconstruction	60-9511-19	Other	NHPPC	56	14
			STBG	2,960	740
Areawide Transportation Alternatives Projects	60-9903-29	Other	TAC	6,520	1,630
Subtotal				260,621	65,144



Transportation Improvement Program - FY 2023-2026

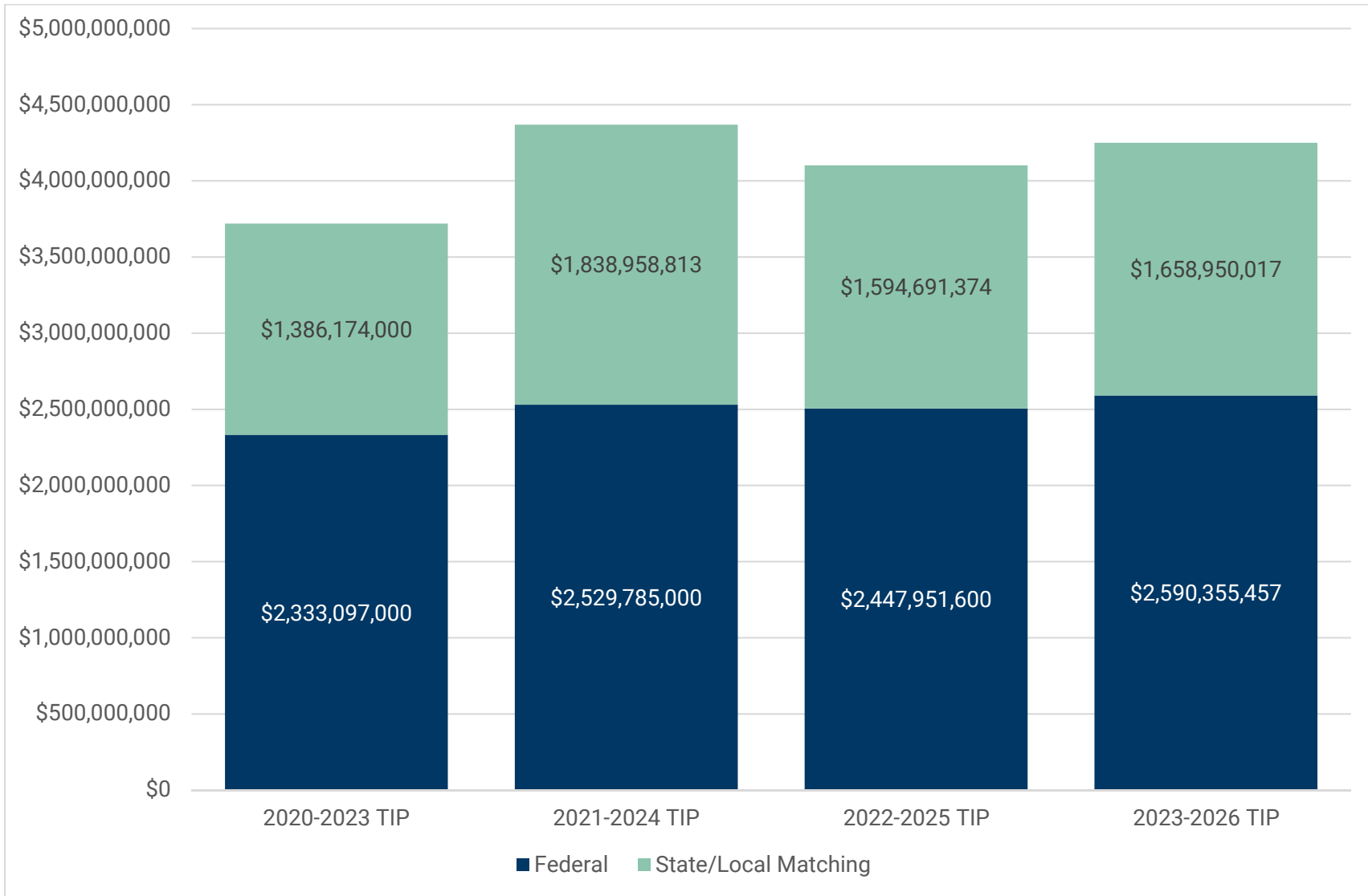
Table 3. Summary of FY 2023-2026 TIP Funding by Sponsoring Agency and Fiscal Year (Funding in Thousands)

Sponsoring Agency	FY 2023 Federal Funds	FY 2023 Matching Funds	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 2023-2026 Federal Funds Total	FY 2023-2026 Matching Funds Total	Total
Anne Arundel County	\$10,728	\$19,761	\$7,175	\$15,176	\$0	\$0	\$0	\$0	\$17,903	\$34,937	\$52,840
Baltimore City	\$69,895	\$47,570	\$47,565	\$12,392	\$71,960	\$17,615	\$23,420	\$5,330	\$212,840	\$82,907	\$295,747
Baltimore County	\$9,200	\$2,300	\$31,500	\$7,100	\$3,840	\$960	\$3,200	\$0	\$47,740	\$10,360	\$58,100
Carroll County	\$946	\$237	\$2,846	\$540	\$3,494	\$874	\$1,088	\$96	\$8,374	\$1,747	\$10,121
Harford County	\$2,780	\$270	\$7,240	\$1,860	\$7,860	\$1,515	\$5,080	\$1,320	\$22,960	\$4,965	\$27,925
Howard County	\$7,536	\$21,760	\$2,369	\$14,197	\$1,600	\$2,400	\$0	\$0	\$11,505	\$39,357	\$50,862
Maryland Port Administration	\$43,480	\$131,202	\$55,240	\$78,592	\$41,050	\$96,551	\$910	\$2,420	\$140,680	\$308,765	\$449,445
Maryland Transportation Authority	\$0	\$225,233	\$0	\$183,527	\$0	\$158,589	\$0	\$146,541	\$0	\$713,890	\$713,890
MTA - Commuter Rail	\$67,296	\$16,824	\$28,267	\$7,066	\$26,256	\$6,564	\$28,541	\$7,136	\$150,360	\$37,591	\$187,950
MTA - Transit	\$218,254	\$56,405	\$156,032	\$41,316	\$155,001	\$40,591	\$157,847	\$41,759	\$687,133	\$180,071	\$867,204
Office of the Secretary	\$1,131	\$383	\$400	\$200	\$400	\$200	\$400	\$200	\$2,331	\$983	\$3,314
SHA - Anne Arundel County	\$14,750	\$1,722	\$15,680	\$1,179	\$13,896	\$421	\$0	\$0	\$44,326	\$3,322	\$47,648
SHA - Baltimore County	\$124,820	\$9,740	\$124,886	\$10,844	\$78,389	\$3,883	\$37,750	\$1,878	\$365,845	\$26,345	\$392,190
SHA - Carroll County	\$4,515	\$224	\$5,985	\$324	\$0	\$16	\$0	\$0	\$10,500	\$564	\$11,064
SHA - Harford County	\$2,082	\$242	\$4,345	\$217	\$5,398	\$270	\$2,415	\$121	\$14,240	\$850	\$15,090
SHA - Howard County	\$1,572	\$828	\$0	\$121	\$0	\$0	\$0	\$0	\$1,572	\$949	\$2,521
SHA - Queen Anne's County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SHA - Regional	\$260,621	\$65,144	\$228,281	\$57,059	\$182,276	\$45,569	\$180,756	\$43,689	\$851,934	\$211,461	\$1,063,395
Total	\$839,606	\$599,845	\$717,922	\$431,598	\$591,420	\$377,018	\$441,407	\$250,489	\$2,601,395	\$1,661,710	\$4,249,305



Transportation Improvement Program - FY 2023-2026

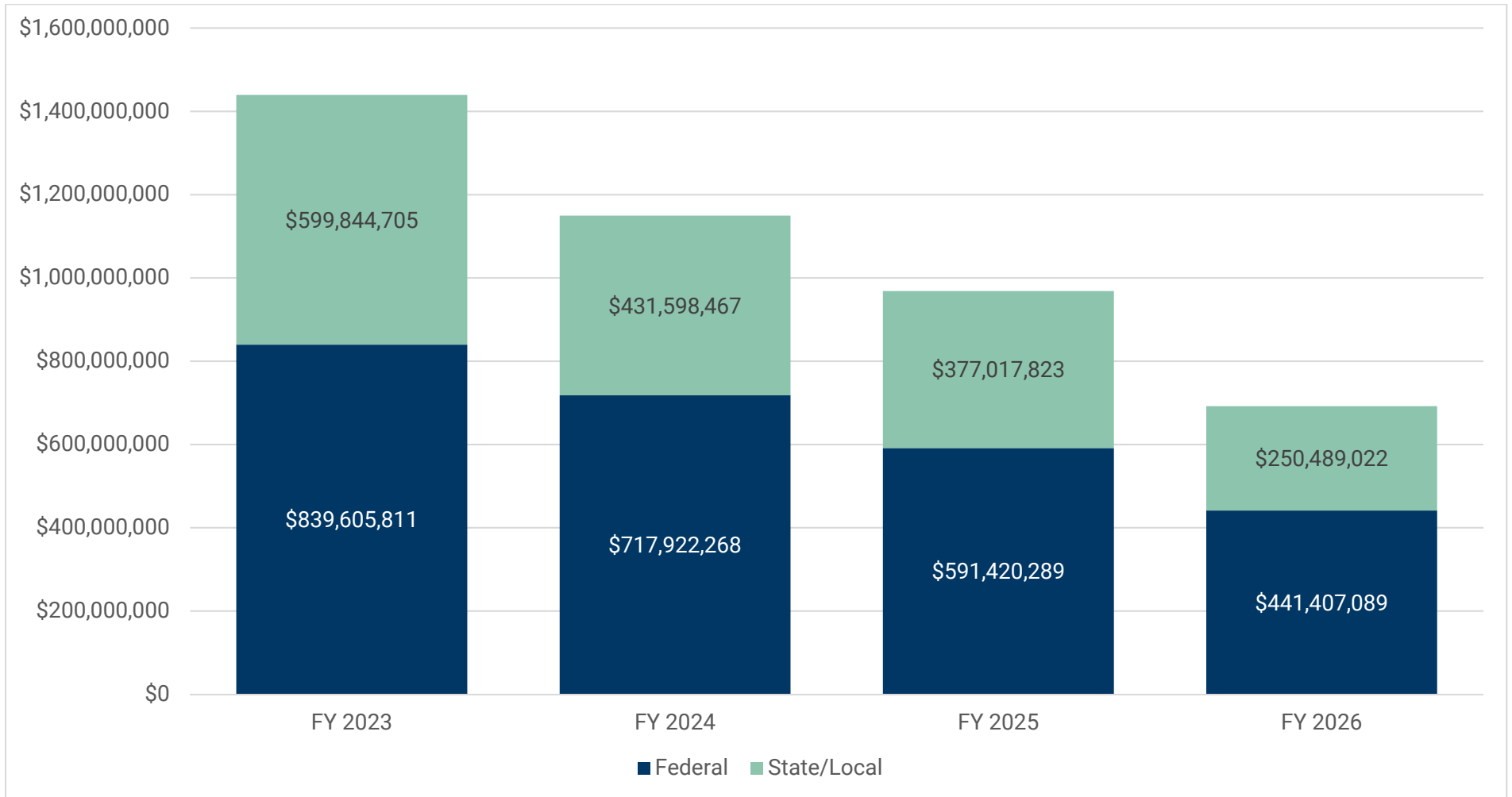
Exhibit 1. Comparison of the Total Amount Programmed in the 2020, 2021, 2022 and 2023





Transportation Improvement Program - FY 2023-2026

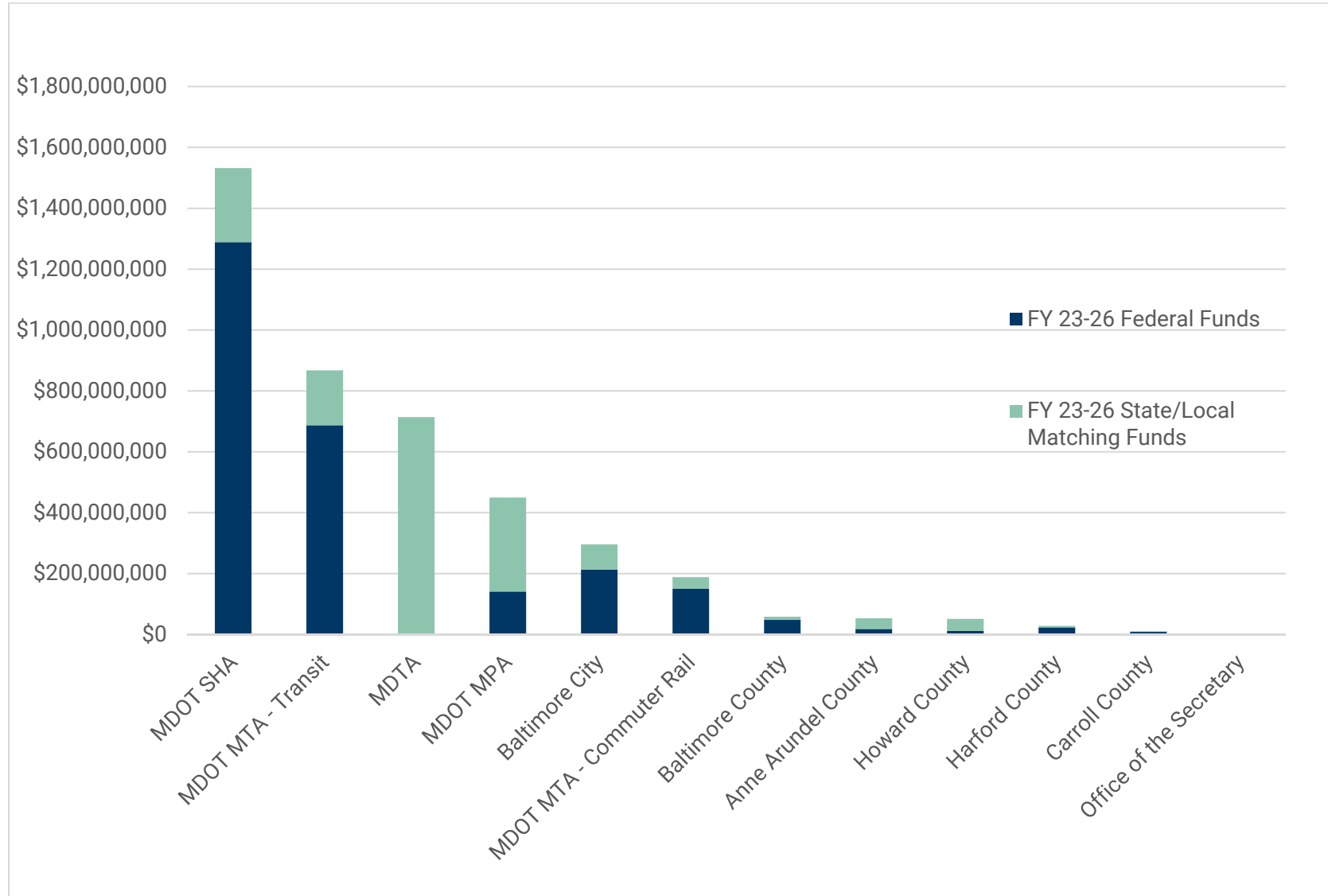
Exhibit 2. FY 2023-2026 TIP Funding by Fiscal Year





Transportation Improvement Program - FY 2023-2026

Exhibit 3. FY 2023-2026 TIP Funding by Sponsoring Agency





Project Category	Number of Projects
Highway Preservation	79
Highway Capacity	14
Transit Preservation	14
Emission Reduction Strategy	10
Miscellaneous	3
Environmental/Safety	4
Commuter Rail Preservation	3
Ports	3
Enhancement Program	1
Transit Capacity	0
Commuter Rail Capacity	0
Total	131



Transportation Improvement Program - FY 2023-2026

Exhibit 5. Share of FY 2023-2026 TIP Funding by Project Category

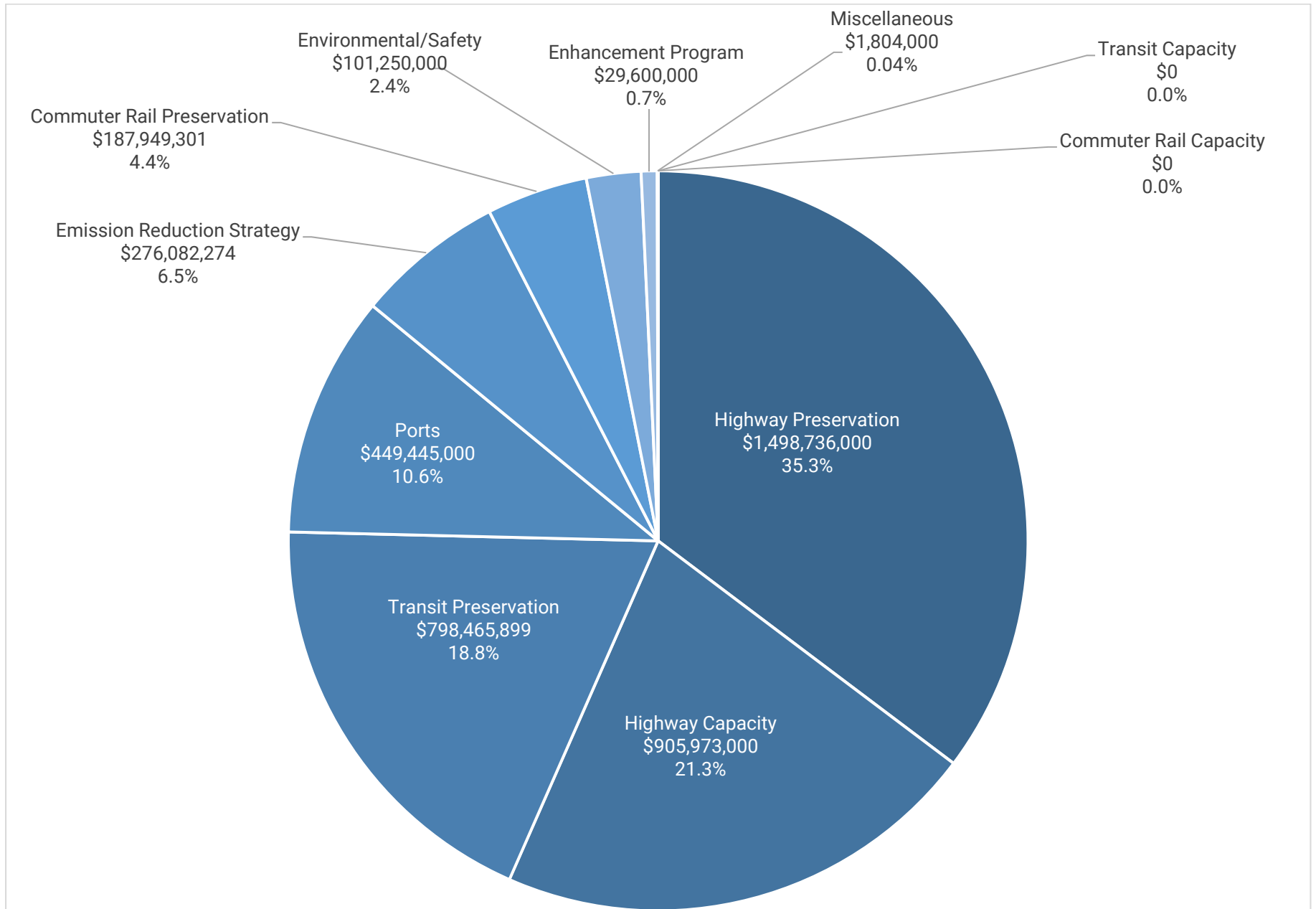
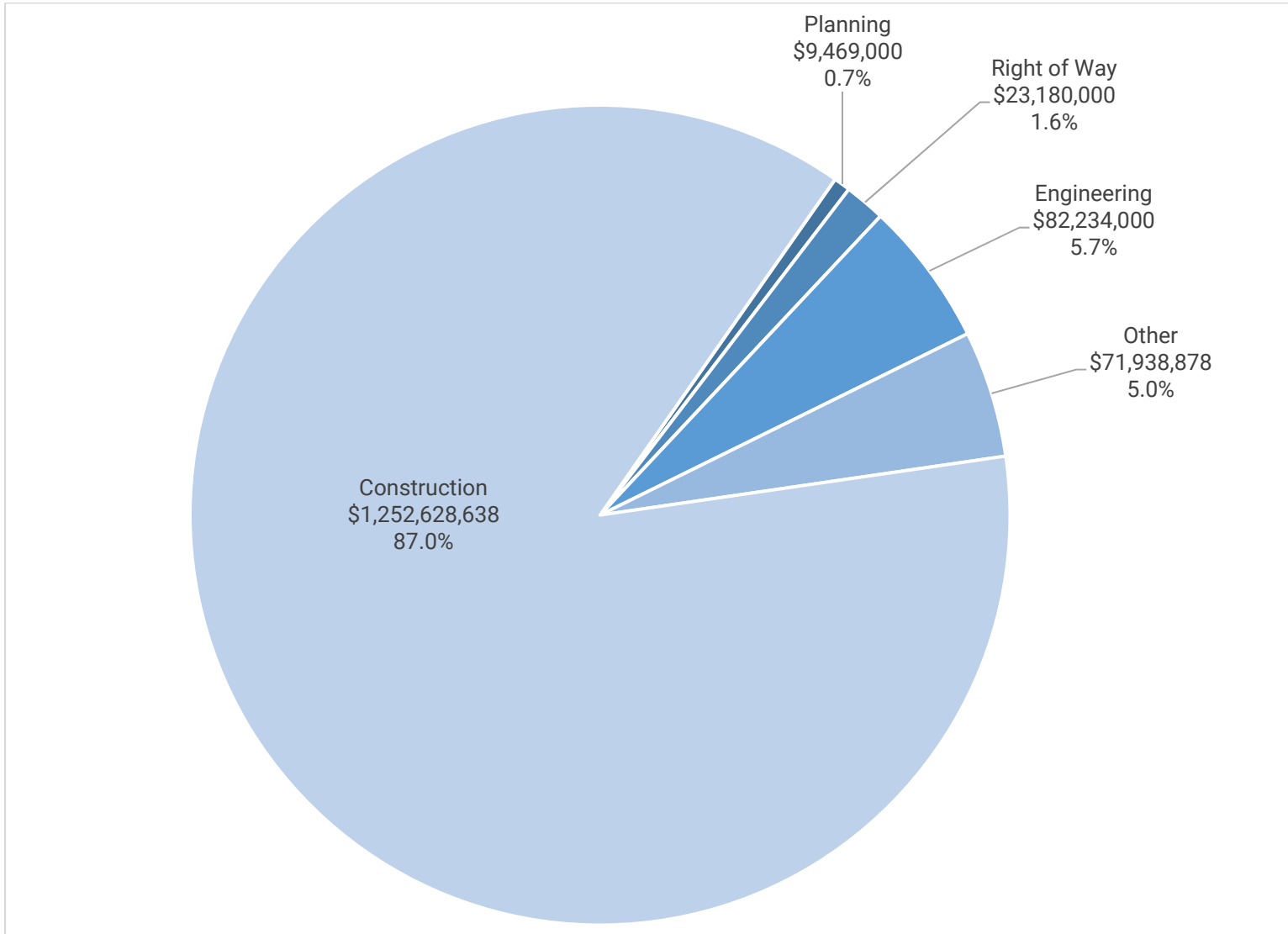


Exhibit 6. Share of FY 2023 TIP Funding by Project Phase





Transportation Improvement Program - FY 2023-2026

Exhibit 7. FY 2023 Federal Fund Requests by Fund Source

