

APPENDIX D – State Highway Administration

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS						
Dollars in Millions						
State Highway Administration (SHA)	2009	2010	2011	2012	2009-2012 TOTAL	Source/Comments
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	\$ -	\$ 770.4	\$ 462.4	\$ 451.6		Amount Over/Under Carried Forward from Prior Fiscal Year
FEDERAL REVENUE						
Federal Fund Balance as of 9/30/08	\$ 302.8	\$ -	\$ -	\$ -	\$ 302.8	Federal FMIS Balance as of 9/30/08
Federal Core Apportioned Programs w/o HPP	\$ 555.2	\$ 555.2	\$ 555.2	\$ 555.2	\$ 2,220.9	SAFETEA-LU Apportionment Tables, FY10-12 at FY09 level
Federal High Priority Project Funding	\$ 56.1	\$ -	\$ -	\$ -	\$ 56.1	SAFETEA-LU Apportionment Tables
Special Federal Appropriations and Allocations	\$ 13.7	\$ -	\$ -	\$ -	\$ 13.7	Earmarks in FY09 Appropriations Bill
American Recovery and Reinvestment Act of 2009	\$ 431.0	\$ -	\$ -	\$ -	\$ 431.0	FHWA table, ARRA allocation for Maryland
Total Federal Revenue Available	\$ 1,358.8	\$ 555.2	\$ 555.2	\$ 555.2	\$ 3,024.5	
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	\$ 435.3	\$ 355.6	\$ 321.6	\$ 428.4	\$ 1,540.9	SHA allocation from 3rd Quarter CWS Approval
Total State Revenue Available	\$ 435.3	\$ 355.6	\$ 321.6	\$ 428.4	\$ 1,540.9	
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	\$ 1,794.1	\$ 1,681.2	\$ 1,339.2	\$ 1,435.2	\$ 6,249.7	
SHA REVENUE USES						
MAJOR PROJECTS (includes D&E)						
Primary	\$ 119.8	\$ 91.2	\$ 108.6	\$ 47.4	\$ 367.0	FY09-14 3rd Quarter CTP Financial Table
Secondary	\$ 80.1	\$ 78.7	\$ 52.3	\$ 13.8	\$ 224.9	FY09-14 3rd Quarter CTP Financial Table
Interstate	\$ 75.9	\$ 45.9	\$ 21.4	\$ 14.7	\$ 157.9	FY09-14 3rd Quarter CTP Financial Table
Woodrow Wilson	\$ 48.1	\$ 13.6	\$ -	\$ -	\$ 61.7	FY09-14 3rd Quarter CTP Financial Table
Change Orders	\$ 6.4	\$ 9.9	\$ 9.1	\$ 5.0	\$ 30.4	FY09-14 3rd Quarter CTP Financial Table
Reimbursables	\$ 13.3	\$ 14.4	\$ 11.0	\$ 11.0	\$ 49.7	FY09-14 3rd Quarter CTP Financial Table
Total Major Projects	\$ 343.6	\$ 253.7	\$ 202.4	\$ 91.9	\$ 891.6	
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	\$ 5.7	\$ 4.9	\$ 4.0	\$ 3.7	\$ 18.3	FY09-14 3rd Quarter CTP Financial Table
Rest Areas	\$ 11.8	\$ 3.0	\$ 0.3	\$ 0.6	\$ 15.7	FY09-14 3rd Quarter CTP Financial Table
Crash Prevention	\$ 7.6	\$ 4.5	\$ 4.5	\$ 7.5	\$ 24.1	FY09-14 3rd Quarter CTP Financial Table
Median Guardrail & End Treatment	\$ 4.2	\$ 3.5	\$ 3.4	\$ 4.4	\$ 15.5	FY09-14 3rd Quarter CTP Financial Table
ADA Retrofit	\$ 4.4	\$ 5.4	\$ 6.0	\$ 6.0	\$ 21.8	FY09-14 3rd Quarter CTP Financial Table
Drainage	\$ 14.0	\$ 14.0	\$ 14.0	\$ 12.9	\$ 54.9	FY09-14 3rd Quarter CTP Financial Table
Emergency	\$ 1.1	\$ 1.0	\$ 1.0	\$ 1.0	\$ 4.1	FY09-14 3rd Quarter CTP Financial Table
Safety & Spot Improvements	\$ 46.5	\$ 38.3	\$ 38.2	\$ 65.2	\$ 188.2	FY09-14 3rd Quarter CTP Financial Table
Resurfacing & Rehabilitation	\$ 151.0	\$ 129.0	\$ 115.1	\$ 195.5	\$ 590.6	FY09-14 3rd Quarter CTP Financial Table
Sidewalks	\$ 2.0	\$ 1.0	\$ 1.0	\$ 1.0	\$ 5.0	FY09-14 3rd Quarter CTP Financial Table
Bridge Replace & Rehab.	\$ 85.2	\$ 95.0	\$ 83.4	\$ 113.1	\$ 376.7	FY09-14 3rd Quarter CTP Financial Table
Park-n-Ride	\$ 2.0	\$ 2.0	\$ 2.0	\$ 1.8	\$ 7.8	FY09-14 3rd Quarter CTP Financial Table
Urban Reconstruction	\$ 1.2	\$ 1.0	\$ 1.0	\$ 1.0	\$ 4.2	FY09-14 3rd Quarter CTP Financial Table
Traffic Management	\$ 46.0	\$ 40.0	\$ 40.0	\$ 47.8	\$ 173.8	FY09-14 3rd Quarter CTP Financial Table
CHART (ITS Program)	\$ 11.9	\$ 13.5	\$ 13.5	\$ 14.1	\$ 53.0	FY09-14 3rd Quarter CTP Financial Table
Intersection Capacity	\$ 15.3	\$ 8.5	\$ 8.5	\$ 13.8	\$ 46.1	FY09-14 3rd Quarter CTP Financial Table
Bicycle Retrofit	\$ 1.0	\$ 1.0	\$ 1.0	\$ 0.9	\$ 3.9	FY09-14 3rd Quarter CTP Financial Table
Retrofit Sound Barriers	\$ 12.4	\$ 11.1	\$ 1.0	\$ 0.3	\$ 24.8	FY09-14 3rd Quarter CTP Financial Table
Community Safety & Enhancement	\$ 34.2	\$ 16.2	\$ 13.1	\$ 17.1	\$ 80.6	FY09-14 3rd Quarter CTP Financial Table
Total S, CR and CE	\$ 457.5	\$ 392.9	\$ 351.0	\$ 507.7	\$ 1,709.1	

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Dollars in Millions						
State Highway Administration (SHA)	2009	2010	2011	2012	2009-2012 TOTAL	Source/Comments
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	\$ 24.0	\$ 20.0	\$ 20.0	\$ 25.0	\$ 89.0	FY09-14 3rd Quarter CTP Financial Table
Facilities, Equipment & Environmental Compliance	\$ 41.1	\$ 44.3	\$ 41.3	\$ 35.5	\$ 162.2	FY09-14 3rd Quarter CTP Financial Table
Truck Weight Facilities and Equipment	\$ 3.5	\$ 2.5	\$ 3.0	\$ 2.0	\$ 11.0	FY09-14 3rd Quarter CTP Financial Table
Access Controls	\$ 0.3	\$ -	\$ -	\$ -	\$ 0.3	FY09-14 3rd Quarter CTP Financial Table
Transportation Enhancements Program	\$ 10.3	\$ 10.2	\$ 10.1	\$ 10.1	\$ 40.7	FY09-14 3rd Quarter CTP Financial Table
State Aid in Lieu to Locals	\$ 4.5	\$ 4.5	\$ 4.5	\$ 4.5	\$ 18.0	FY09-14 3rd Quarter CTP Financial Table
Major IT Projects	\$ 7.3	\$ 10.5	\$ 10.2	\$ 7.4	\$ 35.4	FY09-14 3rd Quarter CTP Financial Table
Total Other System Preservation	\$ 91.0	\$ 92.0	\$ 89.1	\$ 84.5	\$ 356.6	
ARRA funding for SHA Projects	\$ 12.4	\$ 209.3	\$ 69.5	\$ 27.4	\$ 318.6	ARRA Analysis, 1st Quarter CTP Submission
Subtotal of SHA Uses	\$ 904.5	\$ 947.9	\$ 712.0	\$ 711.5	\$ 3,275.9	
DEBT SERVICE						
GARVEE Debt Service	\$ 17.4	\$ 86.3	\$ 86.1	\$ 86.1	\$ 275.9	SHA Federal Aid Analysis
Total Debt Service	\$ 17.4	\$ 86.3	\$ 86.1	\$ 86.1	\$ 275.9	
OTHER						
ADHS Local Access	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 3.2	ARC Policy, reservation for "Local Access" projects
Local Bridge Program	\$ 12.5	\$ 12.5	\$ 12.5	\$ 12.5	\$ 50.0	SHA reserved amount for local jurisdiction bridges
Baltimore City Federal Aid	\$ 32.5	\$ 32.1	\$ 32.3	\$ 32.6	\$ 129.5	OA reserved for Baltimore City, SHA Federal Aid Analysis
Baltimore City HPP	\$ 6.7	\$ -	\$ -	\$ -	\$ 6.7	FY09 High Priority Allocation for Baltimore City
Local Non-Baltimore City HPP	\$ 11.1	\$ -	\$ -	\$ -	\$ 11.1	FY09 High Priority Allocation for Local Jurisdictions
Safe Routes to Schools	\$ 3.1	\$ 3.1	\$ 3.1	\$ 3.1	\$ 12.6	SHA Federal Aid Analysis
Rec Trails	\$ 1.2	\$ 1.2	\$ 1.2	\$ 1.2	\$ 4.8	SHA Federal Aid Analysis
CMAQ to MDOT/Modals	\$ 33.8	\$ 37.7	\$ 39.5	\$ 39.5	\$ 150.7	SHA Federal Aid Analysis
ARRA funding for Baltimore City Projects	\$ -	\$ 35.1	\$ -	\$ -	\$ 35.1	ARRA Analysis, 1st Quarter CTP Submission
ARRA funding for Local Projects	\$ -	\$ 62.0	\$ -	\$ -	\$ 62.0	ARRA Analysis, 1st Quarter CTP Submission
Total Other	\$ 101.8	\$ 184.6	\$ 89.5	\$ 89.8	\$ 465.7	
TOTAL REVENUE USES	\$ 1,023.7	\$ 1,218.8	\$ 887.6	\$ 887.4	\$ 4,017.5	
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	\$ 770.4	\$ 462.4	\$ 451.6	\$ 547.9		

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Explanation of Fiscal Constraint Worksheet – SHA

SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from last line on page 2 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 9/30/08** – This is the sum of federal formula funds carried forward in federal FMIS as of 9/30/08, i.e. it is the sum of unobligated federal formula funds carried forward into FY 2009.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT's SAFETEA-LU summary of apportionment tables dated August 5, 2005. The amount shown is the Grand Total for Maryland less High Priority Project (HPP) apportionments. The apportioned amounts for FY 2010 through FY 2012 (after the expiration of SAFETEA-LU) are held constant at the FY 2009 apportionment level.
- **Federal High Priority Project Funding** - The annual HPP apportionment amount is taken directly from USDOT's SAFETEA-LU summary of apportionments tables dated August 5, 2005. Although based on historical trends HPP allocations for the period FY 2010 through FY 2012 are likely (after the expiration of SAFETEA-LU), no HPP allocations have been assumed in this fiscal constraint analysis.
- **Special Federal Appropriations and Allocations** – This line is for Congressional earmarks and federal discretionary allocations received in addition to apportioned federal funds. The FY 2009 Appropriations Act includes \$13.7 million in earmarks for the following SHA projects.
 - I-70 Improvements, Frederick County, MD - \$0.712 million
 - I-81 Improvements, MD - \$.095 million
 - BRAC Related Improvements, Harford County, MD - \$3.087 million
 - BRAC Related Improvements, Anne Arundel County, MD - \$3.064 million
 - BRAC Related Improvements, Montgomery County, MD - \$3.087 million
 - MD 4 at Suitland Parkway - \$1.567 million
 - US 113 Safety and Traffic Improvements Worcester County, MD - \$0.237 million
 - US 15 at Christopher's Crossing/Monocacy Blvd., MD - \$0.285 million
 - MD Scenic Byways - \$0.119 million
 - MD 246, MD 235 to Saratoga Drive, MD - \$0.712 million
 - US 301 Improvements - \$0.712 million

Although based on historical trends earmarks and special allocations for the period FY 2010 through FY 2012 are likely, no such allocations have been assumed in this fiscal constraint analysis.

- **American Recovery and Reinvestment Act of 2009** – This line is for the \$431.0 million Maryland received for highway improvements under the ARRA Act that was signed into law on February 17, 2009.
- **Allocation from MDOT for SHA Capital Projects** – This line represents the approved allocation from MDOT for the non-federal share of SHA capital program project expenditures. This amount titled "Special Funds" is on the SHA divider page in CTP.

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SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total of annual planned expenditures for major capital improvements for: Primary, Secondary and Interstate highways; the Woodrow Wilson Bridge improvement; a reservation for change orders for the construction of major projects; and reimbursables from local jurisdictions for local work SHA has done for them, such as bridge inspections, traffic signal work, etc. The total for major projects matches the sum of “Major Projects” plus “Development and Evaluation Program” shown on the SHA divider page in the CTP.
- **Safety, Congestion Relief and Community Enhancement** – The listings under this heading are annual allocations (budgets) for core system preservation initiatives, retrofit sound barriers and community and safety enhancement projects. The total matches that shown for “Safety, Congestion Relief and Community Enhancement” on the SHA divider page in the CTP.
- **Other System Preservation** - The listings under this heading are annual allocations (budgets) for: Part I and Part II SPR; facilities, equipment and environmental compliance initiatives for SHA facilities and operations; preservation and enhancement of truck weight and inspection facilities; reservation of funding for purchasing access controls to enhance safety and preserve mobility in selected primary highway corridors; transportation enhancement program projects; major IT projects at SHA; and funding for local jurisdictions in lieu of federal aid. The total matches that shown for “Other System Preservation” on the SHA divider page in the CTP.
- **Subtotal of SHA Uses** – This line represents the total anticipated SHA expenditures (both federal and state dollars). The annual totals match that shown as “TOTAL” on the SHA divider page in the CTP.
- **GARVEE Debt Service** – This line is a reservation of federal funds for federal eligible expenses for the Intercounty Connector (ICC) project, which is partially funded with GARVEE bonds.
- **Other** – Funding reservations under this heading include the use of federal highway funds for initiatives external to the SHA. This includes the reservation of federal funds for expenditures on: ADHS local access improvements in accordance with Appalachian Regional Commission policies; local bridge rehabilitation and replacement projects; Baltimore City projects including high priority projects that have received federal funding; local (non-SHA and non-Baltimore City) high priority projects that have received federal funding; grants for recreational trail projects; grants for Safe Routes to Schools projects; and for the flexing of CMAQ funds for transit/non-SHA CMAQ eligible projects. Maryland elected to allocate a portion of its ARRA funds to local jurisdictions; the total amount of ARRA allocated to local jurisdictions for their highway projects is \$97.1 million (\$35.1 million for Baltimore City and \$62.0 million for the Counties).

Note: SHA operations and maintenance expenditures are included with the other modes in the MDOT fiscal constraint worksheet on page 1.