

APPENDIX E

Statewide Financial Constraint Summary Table and Explanation

**FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS
VERSUS PROGRAMMED FUNDING FOR PROJECTS**

Dollars in Millions

	Prior	2010	2011	2012	2013	2010 - 2013 TOTAL
RESOURCES AVAILABLE						
STATE REVENUE						
State Motor Fuel Taxes		\$ 749	\$ 761	\$ 773	\$ 785	\$ 3,068
Registration and MVA Fees		361	378	374	390	1,503
Vehicle Titling Taxes		561	656	742	819	2,778
Corporate Income Taxes		158	171	192	200	721
Rental Car Sales Tax		15	24	25	26	90
General Sales Tax		207	223	238	252	920
Miscellaneous Motor Vehicle Fees		187	194	203	215	799
Total Taxes and Fees		\$ 2,238	\$ 2,407	\$ 2,547	\$ 2,687	\$ 9,879
DEDUCTIONS						
To Other Agencies		51	51	52	53	207
MDOT Program and Fees (a)		408	458	502	541	1,909
MVA Cost Recovery (b)		179	186	195	207	767
Net Transportation Revenues		\$ 1,600	\$ 1,712	\$ 1,798	\$ 1,886	\$ 6,996
30% to Local Govts and General Fund		480	514	539	566	2,099
70% to the Department (MDOT) (c)		1,120	1,198	1,259	1,320	4,897
Subtotal to the Department (a+b+c)		\$ 1,707	\$ 1,842	\$ 1,956	\$ 2,068	\$ 7,573

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	Prior	2010	2011	2012	2013	2010 - 2013 TOTAL
OPERATING REVENUES						
Maryland Port Administration		105	104	106	108	423
Maryland Transit Administration		123	123	124	124	494
Maryland Aviation Administration		185	192	199	206	782
Total Operating Revenues		\$ 413	\$ 419	\$ 429	\$ 438	\$ 1,699
MISCELLANEOUS						
Investment Income		4	4	4	4	16
Federal Operating Assistance		81	80	80	80	321
Miscellaneous Revenue		27	20	20	20	87
Reimbursements		11	11	11	11	44
Reserve for Changes in Revenue Sources		(22)	(23)	(25)	(26)	(96)
Total Miscellaneous		\$ 101	\$ 92	\$ 90	\$ 89	\$ 372
TOTAL REVENUES		\$ 2,221	\$ 2,353	\$ 2,475	\$ 2,595	\$ 9,644
RECEIPTS						
MdTA Transfer		(30)	-	-	-	(30)
Bond Sales		410	165	290	145	1,010
Funds from Rollover - Fund Balance	-	-	-	-	-	-
TOTAL REVENUES AND RECEIPTS	\$ -	\$ 2,601	\$ 2,518	\$ 2,765	\$ 2,740	\$ 10,624

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EXPENDITURES						
Debt Service Payments		\$ 160	\$ 179	\$ 206	\$ 223	\$ 768
Operating and Maintenance Expenditures		1,607	1,653	1,699	1,749	6,708
Fund Balance/Rollover from FY 09	-	-	-	-	-	-
State Dollars Available for Capital Projects	-	834	686	860	768	3,148
Total Expenditures	\$ -	\$ 2,601	\$ 2,518	\$ 2,765	\$ 2,740	\$ 10,624
Non-Surface Transportation State Dollars		208	188	179	161	736
Maryland Transit Administration State Dollars		213	91	150	96	550
WMATA State Dollars		56	86	105	100	347
State Highway Administration State Dollar		356	321	428	412	1,517
Total State Dollars for Capital Projects	\$	833	\$ 686	\$ 862	\$ 769	\$ 3,150
State Revenues Minus Expenditures	\$	1	\$ -	\$ (2)	\$ (1)	\$ (2)

FTA FEDERAL DOLLARS	Prior Obligations	FY 10	FY 11	FY 12	FY 13	Total
5307	\$ 510	\$ 37	\$ 37	\$ 37	\$ 37	\$ 658
5309NS	\$ 217	\$ -	\$ -	\$ -	\$ -	\$ 217
5309	\$ 498	\$ -	\$ 6	\$ 6	\$ 6	\$ 516
5310	\$ 18	\$ 2	\$ 2	\$ 2	\$ 2	\$ 26
5339	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ 3
CMAQ	\$ 315	\$ 23	\$ 23	\$ 23	\$ 23	\$ 407
5311	\$ 17	\$ 2	\$ 2	\$ 2	\$ 2	\$ 24
5316	\$ 4	\$ 1	\$ 1	\$ 1	\$ 1	\$ 10
5317	\$ 3	\$ 1	\$ 1	\$ 1	\$ 1	\$ 7
Preventative Maintenance	\$ 125	\$ 35	\$ 35	\$ 35	\$ 35	\$ 265
Total FTA Federal Dollars Available	\$ 1,710	\$ 101	\$ 107	\$ 107	\$ 107	\$ 2,133

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Explanation of Fiscal Constraint Worksheet – MDOT

MDOT Resources Available

- **State Revenue** – These six lines are the various revenues that come into the trust fund. This amounts to \$10.5 billion over the next 4 years. Such revenue includes motor fuel tax, Registration and MVA fees, Vehicle Titling Tax, Corporate Income Tax, Rental Car Sales Tax and other miscellaneous motor vehicle fees.
- **Deductions** – This is a combination of funds paid to other state agencies and revenues the Department receives through cost recovery at MVA. As MVA costs are incurred, MVA can adjust fees to recover those costs. Subtracted from this amount is the Highway User Revenues. This is the 30% that goes directly to Baltimore City and the Counties. The addition of lines a+b+c = the Department's revenues prior to operating revenues.
- **Operating Revenues** – The Department collects revenues through user fees from the Port, Airport and Transit. These fees are a combination of leases at the port and airport and fare collection at the various transit facilities.
- **Miscellaneous Revenue** – The Department receives a small amount of revenues through investments, operating assistance and reimbursement from counties. In keeping with the Department's conservative forecasting, MDOT subtracts revenues as a contingency in change in revenue sources. This provides a contingency in case any of the revenues come in lower than anticipated.
- **Receipts** – Finally, the Department receives revenues through the various bond sales. The amount and timing of the bond sales are dependent upon cashflow and expenditures.

MDOT Expenditures

Once revenues are collected, the first call of payment is Debt Service. This amounts to approximately \$611 million over the four-year period. Next call is operating and maintenance expenditures. This amounts to approximately \$6.4 billion over the four-year period. After accounting for the \$90 million in the fund balance, this leaves \$4.6 billion available in state dollars for the capital program.

The \$4.6 billion in state funds is distributed to all the modes. TSO, MVA, MPA and MAA receive approximately \$899 million. MTA and WMATA receive approximately \$1.2 billion, while SHA receives \$2.5 billion. These amounts include system preservation as well as expansion.

Federal Transit Dollars

This section includes the Federal Transit Dollars expected to be available to the Department over from 2008-2011.

Federal Highway Dollars

Funds available for State Highway through the Federal Highway Administration are shown on a separate Chart.

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Explanation of Fiscal Constraint Worksheet – MDOT (continued)

SHA Resource 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 reservations of funding transferred to MdTA for preservation of a portion of I-95 North, 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.
- **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.

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