

APPENDIX D (including AC) – State Highway Administration

FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS VERSUS PROGRAMMED FUNDING FOR PROJECTS 2014-2018

Dollars in Millions

State Highway Administration (SHA)	2014	2015	2016	2017	2018	2014-2018 TOTAL
SHA REVENUE AVAILABLE						
BALANCE CARRIED FORWARD	\$ 123.7	\$ 346.2	\$ 652.6	\$ 1,054.0	\$ 1,649.7	\$ 3,826.2
FEDERAL REVENUE						
Federal Fund Balance as of 10/1/2013	\$ 261.2	\$ 353.9	\$ 443.9	\$ 561.8	\$ 677.2	\$ 2,298.0
Federal Core Apportioned Programs w/o HPP	\$ 580.0	\$ 580.0	\$ 580.0	\$ 580.0	\$ 580.0	\$ 2,900.0
Federal High Priority Project Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Special Federal Appropriations and Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
American Recovery and Reinvestment Act of 2009	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Federal Revenue Available	\$ 841.2	\$ 933.9	\$ 1,023.9	\$ 1,141.8	\$ 1,257.2	\$ 5,198.0
STATE REVENUE						
Allocation from MDOT for SHA Capital Projects	\$ 585.1	\$ 722.6	\$ 919.5	\$ 993.9	\$ 934.8	\$ 4,155.9
Total State Revenue Available	\$ 585.1	\$ 722.6	\$ 919.5	\$ 993.9	\$ 934.8	\$ 4,155.9
TOTAL FEDERAL AND STATE REVENUE AVAILABLE	\$ 1,550.0	\$ 2,002.7	\$ 2,596.0	\$ 3,189.7	\$ 3,841.7	\$ 13,180.1
SHA REVENUE USES (ARRA Included)						
MAJOR PROJECTS (includes D&E)						
Primary	\$ 88.5	\$ 175.5	\$ 257.8	\$ 209.4	\$ 108.1	\$ 839.3
Secondary	\$ 21.6	\$ 60.3	\$ 73.3	\$ 69.6	\$ 33.4	\$ 258.2
Interstate	\$ 41.0	\$ 38.1	\$ 99.1	\$ 118.3	\$ 85.1	\$ 381.6
Woodrow Wilson	\$ 2.6	\$ -	\$ 0.1	\$ 0.2	\$ 0.1	\$ 3.0
Change Orders	\$ 3.0	\$ 12.8	\$ 21.1	\$ 22.5	\$ 15.8	\$ 75.2
Total Major Projects	\$ 181.7	\$ 286.7	\$ 451.4	\$ 420.0	\$ 242.5	\$ 1,557.3
SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT						
Environmental Preservation	\$ 9.2	\$ 9.2	\$ 8.7	\$ 7.1	\$ 7.3	\$ 41.5
Crash Prevention	\$ 12.1	\$ 16.9	\$ 9.3	\$ 13.3	\$ 13.5	\$ 65.1
Median Guardrail & End Treatment	\$ 5.0	\$ 5.5	\$ 3.9	\$ 3.0	\$ 3.0	\$ 20.4
ADA Retrofit	\$ 15.8	\$ 15.5	\$ 12.7	\$ 13.2	\$ 11.0	\$ 68.2
RailRoad Safety & Spot	\$ 2.9	\$ 2.9	\$ 2.9	\$ 2.9	\$ 2.9	\$ 14.5
Drainage	\$ 17.9	\$ 20.2	\$ 20.1	\$ 19.7	\$ 19.9	\$ 97.8
Emergency	\$ 1.2	\$ 0.9	\$ 0.9	\$ 0.8	\$ 0.8	\$ 4.6
Safety & Spot Improvements	\$ 45.5	\$ 45.9	\$ 45.5	\$ 46.0	\$ 44.9	\$ 227.8
Resurfacing & Rehabilitation	\$ 262.4	\$ 235.2	\$ 242.1	\$ 259.5	\$ 263.9	\$ 1,263.1
Sidewalks	\$ 3.4	\$ 5.3	\$ 5.2	\$ 4.2	\$ 4.2	\$ 22.3
Bridge Replace & Rehab.	\$ 175.3	\$ 154.6	\$ 150.1	\$ 155.7	\$ 167.7	\$ 803.4
Park-n-Ride	\$ 13.1	\$ 6.1	\$ 5.0	\$ 3.4	\$ 3.8	\$ 31.4
Urban Reconstruction	\$ 0.9	\$ 0.8	\$ 0.6	\$ 0.6	\$ 0.6	\$ 3.5
Traffic Management	\$ 56.8	\$ 62.2	\$ 59.9	\$ 56.1	\$ 48.2	\$ 283.2
CHART (ITS Program)	\$ 20.0	\$ 23.3	\$ 18.2	\$ 18.8	\$ 17.6	\$ 97.9
Intersection Capacity	\$ 12.2	\$ 17.1	\$ 14.5	\$ 11.9	\$ 12.3	\$ 68.0
Bicycle Retrofit	\$ 2.6	\$ 3.3	\$ 2.8	\$ 2.9	\$ 2.9	\$ 14.5
TMDL Compliance	\$ 35.8	\$ 80.2	\$ 91.8	\$ 106.8	\$ 123.3	\$ 437.9
Retrofit Sound Barriers	\$ 7.2	\$ 7.3	\$ 14.2	\$ 11.5	\$ 2.5	\$ 42.7
Community Safety & Enhancement	\$ 16.9	\$ 44.8	\$ 68.5	\$ 76.6	\$ 58.8	\$ 265.6
Facilities, Equipment & Environmental Compliance	\$ 75.5	\$ 58.4	\$ 59.9	\$ 58.8	\$ 59.5	\$ 312.1
Truck Weight Facilities and Equipment	\$ 6.6	\$ 4.7	\$ 10.2	\$ 5.7	\$ 5.8	\$ 33.0
Transportation Enhancement Program	\$ -	\$ 13.9	\$ 13.6	\$ 14.1	\$ 14.4	\$ 56.0
Unallocated ARRA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total S, CR and CE	\$ 798.3	\$ 834.2	\$ 860.6	\$ 892.6	\$ 888.8	\$ 4,274.5

APPENDIX D (including AC) – State Highway Administration

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Dollars in Millions

State Highway Administration (SHA)	2014	2015	2016	2017	2018	2014-2018 TOTAL
OTHER SYSTEM PRESERVATION						
Statewide Planning and Research (SPR)	\$ 29.1	\$ 27.5	\$ 28.0	\$ 28.5	\$ 30.4	\$ 143.5
Access Controls	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Reimbursables	\$ 25.0	\$ 11.0	\$ 11.0	\$ 11.0	\$ 11.0	\$ 69.0
Total Other System Preservation	\$ 66.1	\$ 38.5	\$ 39.0	\$ 39.5	\$ 41.4	\$ 212.5
PROGRAMS 3 & 8						
State Aid in Lieu to Locals	\$ 4.9	\$ 4.9	\$ 4.9	\$ 4.9	\$ 4.9	\$ 24.5
Major IT Projects	\$ 7.1	\$ 9.2	\$ 9.5	\$ 6.4	\$ 5.8	\$ 38.0
Total Programs 3 & 8	\$ 14.1	\$ 14.4	\$ 14.4	\$ 11.3	\$ 10.7	\$ 62.5
Subtotal of SHA Uses	\$ 1,027.1	\$ 1,173.5	\$ 1,365.4	\$ 1,363.4	\$ 1,183.4	\$ 6,106.8
DEBT SERVICE						
GARVEE Debt Service	\$ 85.9	\$ 85.8	\$ 85.8	\$ 85.8	\$ 85.8	\$ 429.1
Total Debt Service	\$ 85.9	\$ 85.8	\$ 85.8	\$ 85.8	\$ 85.8	\$ 429.1
OTHER						
ADHS Local Access	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 4.0
Local Bridge Program	\$ 12.5	\$ 12.5	\$ 12.5	\$ 12.5	\$ 12.5	\$ 62.5
Baltimore City Federal Aid	\$ 31.6	\$ 31.6	\$ 31.6	\$ 31.6	\$ 31.6	\$ 158.0
Baltimore City HPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Non-Baltimore City HPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safe Routes to Schools	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rec Trails	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 5.5
CMAQ to MDOT/Modals	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.8	\$ 224.0
ARRA funding for Baltimore City Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA funding for Local Projects	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other	\$ 90.8	\$ 454.0				
TOTAL REVENUE USES	\$ 1,203.8	\$ 1,350.1	\$ 1,542.0	\$ 1,540.0	\$ 1,360.0	\$ 6,989.9
SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES	\$ 346.2	\$ 652.6	\$ 1,054.0	\$ 1,649.7	\$ 2,481.7	\$ 6,190.2
ARRA funding for SHA Projects	\$ -					

Note: These categories generally reflect the SAFETEA-LU and MAP-21 federal authorization programs. The current MAP-21 authorization modifies the names of programs at FHWA from which some projects will be funded, but it does not change the total amount of federal funds received between FFY2015 and FFY2018 for a given program.

Tuesday, March 25, 2014

APPENDIX D (including AC) – State Highway Administration

STATE HIGHWAY ADMINISTRATION ADVANCE CONSTRUCTION (AC) FORECAST (Dollars in Millions)					
	2014	2015	2016	2017	2018
AC Beginning Balance	123.7	346.2	652.6	1,054.0	1,649.7
New AC - Planned	1,029.1	1,608.2	1,880.0	2,136.4	2,251.4
New AC - Managed	169.0	167.0	165.0	153.0	115.0
AC Sub-Total	1,321.8	2,121.4	2,697.6	3,343.4	4,016.1
Less: AC Conversions - Planned	(806.6)	(1,301.8)	(1,478.6)	(1,540.7)	(1,419.4)
Less: AC Conversions - Managed	(169.0)	(167.0)	(165.0)	(153.0)	(115.0)
Ending AC Balance	346.2	652.6	1,054.0	1,649.7	2,481.7

Note: Regarding AC conversions, the State of Maryland converts based on two thirds (2/3) of the total program in the current fiscal year and one third (1/3) of the total program in the following fiscal year.

AC Beginning Balance totals noted above are transferred over from the Balance Carried Forward line on page 37 (See Fiscal Constraint Table).

APPENDIX D (including AC) – State Highway Administration

Explanation of Fiscal Constraint Worksheet – SHA

SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from line 106 on page 2 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 10/1/2013** – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 10/1/2013, i.e. it is the sum of unobligated federal formula funds carried forward into FFY 2014.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT’s MAP-21 summary of apportionment tables dated September 12, 2013. The amount shown is the Grand Total for Maryland less High Priority Project (HPP) apportionments. The apportioned amounts for FFY 2015 through FFY 2018 are held constant at the FFY 2009 apportionment level (final year of SAFETEA-LU).
- **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. After the expiration of SAFETEA-LU, no HPP were included in subsequent funding bills and, therefore, no 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 FFY 2010 Appropriations Act included \$18.2 million in discretionary awards for the following SHA projects.

2010 (PL 111-117)			
Demo ID	Category		Earmark
	PLH	BRAC-Related, Improvements Harford County, MD	\$2,881,450
	PLH	BRAC-Related, Improvements Anne Arundel County, MD	\$2,753,200
	PLH	BRAC-Related, Improvements Montgomery County, MD	\$4,400,000
	PLH	BRAC-Related Improvements, Prince George’s County, MD	\$2,496,700
	PLH	BW Pkwy Feasibility Study, MD	\$1,000,000
	TCSP	US 113 Improvements in Worcester County, MD	\$950,000
	STP	MD 404 Improvements in Caroline, Talbot and QA Counties, MD	\$950,000
	STP	US 301, Charles County, MD	\$750,000
	STP	MD 4, MD 2/4 to MD 235, including Thomas Johnson Bridge and MD 235 Intersection, MD	\$750,000
	STP	Intersection Improvements Around State Center, Baltimore, MD	\$800,000
	STP	Capital Beltway Southside Mobility Study, MD	\$500,000
Total			\$18,231,350

APPENDIX D (including AC) – State Highway Administration

- The FFY 2011 Appropriations Act included \$1.8 million in discretionary awards for the following SHA projects.

2011 Discretionary Awards – no earmarks			
Demo ID	Category		Award
	HfL	West Nursery Road Bridge over MD 295	\$600,000
	IBRD	Potomac Hollow Bridge AL County	\$210,000
	Scenic Byways	4 projects	\$657,521
	OEO	OJT project	\$250,000
	OEO	DBE assist	\$174,600
Total			\$1,892,121

- The FFY 2012 Appropriations Act included \$5.9 million in discretionary awards for the following SHA projects.

2012 Discretionary Awards – no earmarks			
Demo ID	Category		Award
	PLH	Chesapeake & Delaware Canal Recreational Trail (Chesapeake City)	\$2,060,000
	TCSP	MD Route 5 @ Brandywine Road and MD Route 373 Intersection Relocation Phases 2-3	\$1,000,000
	Truck Parking Facilities	New Truck parking Spaces in Howard County	\$2,623,993
	Scenic Byways	Historic National Roads Interpretive Signs	\$42,480
	Scenic Byways	Byway Facility at William Still Family Site	\$195,480
	Scenic Byways	Star Spangled Banner Byway Signage	\$55,120
Total			\$5,977,073

Earmarks and special allocations for the period FFY 2015 through FFY 2018 are unlikely, and, no such allocations have been assumed in this fiscal constraint analysis. No earmarks are expected to be included in any future appropriations bills.

- **American Recovery and Reinvestment Act of 2009** – This line is for the \$431.0 million Maryland received for highway improvements under the ARRA 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 corresponds to “Special Funds” on the SHA divider page in CTP.

APPENDIX D (including AC) – State Highway Administration

SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total for major projects and 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, and the total matches that shown for “Safety, Congestion Relief and Community Enhancement” on the SHA divider page in the CTP.
- **Other System Preservation** - The total matches that shown for “Other System Preservation” on the SHA divider page in the CTP, plus Reimbursables.
- **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.