

## APPENDIX B – SHA Financial Constraint Summary Tables

**FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS  
VERSUS PROGRAMMED FUNDING FOR PROJECTS 2021-2025**  
Dollars in Millions

State Highway Administration (SHA)	2021*	2022	2023	2024	2025	2021-2025 TOTAL
<b>SHA REVENUE AVAILABLE</b>						
<b>BALANCE CARRIED FORWARD</b>	\$ 638.0	\$ 725.1	\$ 553.9	\$ 525.6	\$ 530.9	\$ 2,973.5
<b>FEDERAL REVENUE</b>						
Federal Fund Balance as of 10/1/2020	\$ 208.0	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Core Apportioned Programs w/o HPP	\$ 684.5	\$ 675.0	\$ 688.5	\$ 702.2	\$ 716.3	\$ 3,466.5
Federal High Priority Project Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Special Federal Appropriations (COVID)	\$ 149.2	\$ -	\$ -	\$ -	\$ -	\$ 149.2
<b>Total Federal Revenue Available</b>	\$ 1,041.7	\$ 675.0	\$ 688.5	\$ 702.2	\$ 716.3	\$ 3,823.7
<b>STATE REVENUE</b>						
Allocation from MDOT for SHA Capital Projects	\$ 516.7	\$ 390.2	\$ 460.0	\$ 514.2	\$ 496.4	\$ 2,377.5
<b>Total State Revenue Available</b>	\$ 516.7	\$ 390.2	\$ 460.0	\$ 514.2	\$ 496.4	\$ 2,377.5
<b>TOTAL FEDERAL AND STATE REVENUE AVAILABLE</b>	\$ 2,196.4	\$ 1,790.2	\$ 1,702.3	\$ 1,742.0	\$ 1,743.6	\$ 9,174.6
<b>SHA REVENUE USES (ARRA Included)</b>						
<b>OPERATIONS &amp; MAINTENANCE</b>						
Administrative and General Expenses	\$ 27.2	\$ -	\$ -	\$ -	\$ -	\$ 27.2
District Routine Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Winter Maintenance (Use of COVID Funds)	\$ 75.0	\$ -	\$ -	\$ -	\$ -	\$ 75.0
<b>Total Operations and Maintenance</b>	\$ 102.2	\$ -	\$ -	\$ -	\$ -	\$ 102.2
<b>MAJOR PROJECTS (includes D&amp;E)</b>						
Primary	\$ 125.6	\$ 73.0	\$ 40.8	\$ 32.6	\$ 34.9	\$ 306.9
Secondary	\$ 72.9	\$ 55.6	\$ 28.8	\$ 31.3	\$ 19.1	\$ 207.7
Interstate	\$ 160.8	\$ 111.1	\$ 103.8	\$ 88.8	\$ 70.0	\$ 534.4
Change Orders	\$ -	\$ 4.9	\$ 5.1	\$ 4.9	\$ 1.2	\$ 16.1
Reimbursables	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 15.0	\$ 75.0
<b>Total Major Projects</b>	\$ 374.3	\$ 259.6	\$ 193.5	\$ 172.5	\$ 140.1	\$ 1,140.1
<b>SAFETY, CONGESTION RELIEF and COMMUNITY ENHANCEMENT</b>						
Environmental Preservation	\$ 2.8	\$ 1.3	\$ 2.4	\$ 2.5	\$ 4.7	\$ 13.7
Crash Prevention	\$ 21.6	\$ 2.2	\$ 12.2	\$ 11.8	\$ 18.8	\$ 66.6
Median Guardrail & End Treatment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ADA Retrofit	\$ 5.3	\$ 4.0	\$ 3.7	\$ 3.9	\$ 7.7	\$ 24.6
RailRoad Safety & Spot	\$ 2.1	\$ 0.9	\$ 3.0	\$ 3.0	\$ 2.9	\$ 11.9
Drainage	\$ 9.8	\$ 15.4	\$ 15.1	\$ 15.5	\$ 20.7	\$ 76.5
Emergency	\$ 0.6	\$ -	\$ 6.2	\$ 4.8	\$ -	\$ 11.6
Safety & Spot Improvements	\$ 42.7	\$ 26.0	\$ 37.6	\$ 36.7	\$ 31.5	\$ 174.5
Resurfacing & Rehabilitation	\$ 168.9	\$ 188.0	\$ 197.7	\$ 193.1	\$ 211.0	\$ 958.7
Sidewalks	\$ 4.7	\$ 3.0	\$ 3.8	\$ 3.9	\$ 7.7	\$ 23.1
Bridge Replace & Rehab.	\$ 170.1	\$ 150.9	\$ 193.4	\$ 196.7	\$ 204.4	\$ 915.5
Park-n-Ride	\$ 2.5	\$ 2.4	\$ 1.9	\$ 2.5	\$ 4.1	\$ 13.4
Urban Reconstruction	\$ 27.7	\$ 16.5	\$ 4.1	\$ -	\$ -	\$ 48.3
Traffic Management	\$ 46.0	\$ 25.5	\$ 34.5	\$ 37.2	\$ 60.1	\$ 203.3
CHART (ITS Program)	\$ 14.5	\$ 9.0	\$ 6.4	\$ 5.9	\$ 15.1	\$ 50.9
Intersection Capacity	\$ 18.1	\$ 6.7	\$ 12.5	\$ 12.5	\$ 11.4	\$ 61.2
Bicycle Retrofit	\$ 5.8	\$ 4.0	\$ 3.8	\$ 3.9	\$ 7.7	\$ 25.2
TMDL Compliance	\$ 37.5	\$ 4.4	\$ 14.3	\$ 14.3	\$ 21.7	\$ 92.2
Retrofit Sound Barriers	\$ 0.2	\$ 0.2	\$ 1.1	\$ 1.2	\$ 1.8	\$ 4.4
General SPP*	\$ -	\$ -	\$ -	\$ 50.0	\$ 50.0	\$ 100.0
<b>Total S, CR and CE</b>	\$ 580.9	\$ 460.4	\$ 553.7	\$ 599.4	\$ 681.3	\$ 2,875.6

**FISCAL CONSTRAINT - ANTICIPATED REVENUES AND COSTS  
VERSUS PROGRAMMED FUNDING FOR PROJECTS 2018-2022**  
Dollars in Millions

State Highway Administration (SHA)	2021*	2022	2023	2024	2025	2021-2025 TOTAL
<b>OTHER SYSTEM PRESERVATION</b>						
Statewide Planning and Research (SPR)	\$ 27.4	\$ 27.4	\$ 27.4	\$ 27.4	\$ 27.4	\$ 136.8
Facilities, Equipment & Environmental Compliance	\$ 23.9	\$ 5.9	\$ 15.0	\$ 19.1	\$ 30.8	\$ 94.8
Truck Weight Facilities and Equipment	\$ 11.0	\$ 5.1	\$ 3.2	\$ 2.8	\$ 4.7	\$ 26.7
Transportation Alternatives Program	\$ 12.2	\$ 15.0	\$ 14.9	\$ 15.4	\$ 15.2	\$ 72.7
Highway User Revenues	\$ 236.9	\$ 254.2	\$ 263.5	\$ 269.7	\$ 195.7	\$ 1,220.0
State Aid in Lieu to Locals	\$ 6.0	\$ 6.0	\$ 6.0	\$ 6.0	\$ 6.0	\$ 30.0
Major IT Projects	\$ 4.7	\$ 4.8	\$ 5.4	\$ 4.9	\$ 4.9	\$ 24.7
<b>Total Other System Preservation</b>	<b>\$ 322.0</b>	<b>\$ 318.4</b>	<b>\$ 335.4</b>	<b>\$ 345.2</b>	<b>\$ 284.6</b>	<b>\$ 1,605.6</b>
<b>Subtotal of SHA Uses</b>	<b>\$ 1,379.4</b>	<b>\$ 1,038.4</b>	<b>\$ 1,082.6</b>	<b>\$ 1,117.1</b>	<b>\$ 1,106.0</b>	<b>\$ 5,723.5</b>
<b>DEBT SERVICE</b>						
GARVEE Debt Service	\$ -	\$ -	\$ -			\$ -
<b>Total Debt Service</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			<b>\$ -</b>
<b>OTHER</b>						
ADHS Local Access	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.8	\$ 4.0
Local Bridge Program	\$ 13.4	\$ 13.7	\$ 14.1	\$ 14.1	\$ 14.1	\$ 69.4
Baltimore City Federal Aid	\$ 32.9	\$ 33.6	\$ 34.4	\$ 34.4	\$ 34.4	\$ 169.7
Rec Trails	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ to MDOT/Modals	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.8	\$ 44.8	\$ 224.0
Other Transfers to MDOT/Modals	\$ -	\$ 105.0	\$ -	\$ -	\$ -	\$ 105.0
<b>Total Other</b>	<b>\$ 91.9</b>	<b>\$ 197.9</b>	<b>\$ 94.1</b>	<b>\$ 94.1</b>	<b>\$ 94.1</b>	<b>\$ 572.1</b>
<b>TOTAL REVENUE USES</b>	<b>\$ 1,471.3</b>	<b>\$ 1,236.3</b>	<b>\$ 1,176.7</b>	<b>\$ 1,211.2</b>	<b>\$ 1,200.1</b>	<b>\$ 6,295.6</b>
<b>SHA - AMOUNT OVER/UNDER AVAILABLE RESOURCES</b>	<b>\$ 725.1</b>	<b>\$ 553.9</b>	<b>\$ 525.6</b>	<b>\$ 530.9</b>	<b>\$ 543.5</b>	

Note: These categories generally reflect the MAP-21 and FAST Act federal authorization programs. The current FAST Act 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 FFY2018 and FFY2020 for a given program. FFYs 21-22 are estimates based on prior FAST Act apportionments.

\*FY 2021 is for informational purposes only; STIP covers FY 2022-2025

## Explanation of Fiscal Constraint Worksheet – MDOT SHA

### MDOT SHA Revenue Available

- **Balance Carried Forward** - This line is the balance carried forward from the preceding year (from line 1 on page 27 of the fiscal constraint worksheet).
- **Federal Fund Balance as of 10/01/2020** – This is the sum of federal formula funds anticipated to be carried forward in federal FMIS as of 10/01/2020.
- **Federal Core Apportioned Programs w/o HPP** – The federal apportionment amounts are taken directly from USDOT’s FAST Act summary of apportionment tables dated 10/01/2020
- **Federal High Priority Project Funding** - 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.
- **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.

## MDOT SHA Revenue Uses

- **Major Projects (includes D&E)** – This line is the total for major projects and matches the sum of “Construction Program” plus “Development and Evaluation Program” as shown in the Capital Program Summary page 27.
- **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 Enhancements” as shown in the Capital Program Summary page 27.
  - **Environmental Preservation** – This fund provides for design and construction of roadside landscape features, reforestation plantings, critical area mitigation, wetland and stream permitting and mitigation, and other environmental restoration/preservation efforts associated with Capital Program delivery.
  - **Crash Prevention** – This fund includes roundabouts, minor geometric improvements, capital remedial improvements, and general corridor improvements.
  - **Median Guardrail and End Treatment** – This fund includes traffic barrier improvements.
  - **ADA Retrofit** – This fund includes sidewalks, crosswalks, and ramp retrofit improvements to address compliance and avoid sanctions.
  - **Railroad Safety and Spot** – This fund includes safety improvements at railroad crossings.
  - **Drainage** – This fund includes improvements to areas of recurring flood damage or road closures.
  - **Emergency** – This fund includes work performed as a result of major storm damage, slope failures, or other unforeseen roadway or bridge emergencies.
  - **Safety and Spot Improvements** – This fund includes safety improvements at high accident locations, intersection capacity improvements, slide repairs, roundabouts, and ramp modifications.
  - **Resurfacing and Rehabilitation** – This fund includes resurfacing improvements, including concrete patching, joint sealing, and pavement markings.
  - **Sidewalks** – This fund includes the construction of retrofit sidewalks along state highways and the reconstruction/replacement of existing sidewalks if part of a revitalization effort in an officially designated urban revitalization area.
  - **Bridge Replace and Rehab** – This fund includes bridge replacements, deck replacement, major rehabilitations, deck overlays, parapet modifications, bridge repainting/spot painting, and all structure condition inspections.
  - **Park-and-Ride** – This fund includes park and ride lot expansions, repairs, and lighting.
  - **Urban Reconstruction** – This fund includes the rehabilitation of roads through urban areas including pavement and drainage reconstruction.
  - **Traffic Management** – This fund includes new signals, signal system construction, signal reconstruction, raised pavement markers, lighting, and signage.
  - **CHART (ITS Program)** – This fund includes installation of advanced traffic management systems (ATMS) and advanced traffic information system (ATIS) technologies on interstates and arterials statewide.
  - **Intersection Capacity** – This fund includes geometric improvements to improve mobility at congested intersections.
  - **Bicycle Retrofit** – This fund includes construction and reconstruction of roadway shoulders, road markings for bicycles, fixing potholes, and construction of off-road trails parallel to existing roadways.

- **TMDL Compliance** – This fund includes planning, designing, and construction of stormwater controls and alternative water quality improvement strategies in Maryland Phase I and Phase II counties to meet US Environmental Protection Agency’s Chesapeake Bay TMDL requirements by 2025.
- **Retrofit Sound Barriers** – This fund includes retrofits to sound barriers along existing highways, barrier rehabilitation, and noise berms.
- **General SPP** – This fund is a General System Preservation Program.
- **Other System Preservation** - The total matches that shown for “Other System Preservation” and “Reimbursables” as shown 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 major projects which are 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: MDOT SHA operations and maintenance expenditures are included with the other modes in the MDOT fiscal constraint worksheet on page 32.*

**STATE HIGHWAY ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>SIX - YEAR TOTAL</b>
<b>Construction Program</b>							
Major Projects	329.0	240.9	175.2	153.2	117.2	52.1	1,067.6
System Preservation Minor Projects	745.5	605.6	706.5	762.5	855.4	987.6	4,663.0
Highway User Revenues	236.9	254.2	263.5	269.7	195.7	197.1	1,417.1
<b>Development &amp; Evaluation Program</b>							
	31.7	3.7	3.3	4.4	10.3	2.5	55.9
<b>SUBTOTAL</b>	1,343.1	1,104.5	1,148.5	1,189.7	1,178.6	1,239.2	7,203.5
<b>Capital Salaries, Wages &amp; Other Costs</b>							
	-	-	-	-	-	-	-
<b>TOTAL</b>	1,343.1	1,104.5	1,148.5	1,189.7	1,178.6	1,239.2	7,203.5
Special Funds	516.7	390.1	460.0	514.2	496.4	591.3	2,968.8
Federal Funds	811.3	699.3	673.6	660.5	667.1	632.9	4,144.8
Other Funds	15.0	15.0	15.0	15.0	15.0	15.0	90.0

\* For Minors breakdown, please refer to the System Preservation Minor Projects Program report.

AC Beginning Balance totals noted above are transferred over from the Balance Carried Forward line on page 101 (See Fiscal Constraint Table).

<b>MARYLAND STATE HIGHWAY ADMINISTRATION</b>					
<b>ADVANCE CONSTRUCTION (AC) FORECAST</b>					
(Dollars in Millions)					
<b>SFY</b>	<b>2021*</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
AC Beginning Balance	638.0	725.1	553.9	525.6	530.9
New AC - Planned	1076.8	658.6	758.4	811.5	808.1
New AC - Managed	589.9	491.6	413.2	393.4	404.8
AC Sub-Total	2,304.7	1,875.3	1,725.5	1,730.5	1,743.8
Less: AC Conversions - Planned	(983.1)	(826.5)	(786.7)	(809.7)	(802.3)
Less: AC Conversions - Managed	(589.9)	(491.6)	(413.2)	(393.4)	(404.8)
Ending AC Balance	731.7	557.2	525.6	527.4	536.7

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.

\*FY 2021 is for informational purposes only; STIP covers FY 2022-2025.