

V. THE FINANCIAL PLAN

The Statewide and Metropolitan Planning Regulation (23 CFR 450) requires that the Transportation Improvement Program (TIP) must 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 (Federal FY 2010 through FY 2013). Further, the 2010 TIP is financially constrained by program and by year. The framework of both *Transportation Outlook 2035* – the regional long-range transportation plan and the FY 2010 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 (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 2009 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 find their origin from the local jurisdictions that share their transportation priorities with the Transportation Secretary and MDOT staff at the Secretary's Annual Capital Program Tour each fall. The Tour process is stipulated by State law requiring 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 gave local staff an opportunity to coordinate priorities and to hear first hand 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 long-range transportation plan. 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 establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the Annual Element of the program.

A summary of available federal funds for the Baltimore region in FY 2010 and their allocation by fund source to implementing agencies is included. The project listings provide specific requests by fund source and identify the source of the matching funds. Included in an appendix are letters that document availability of matching funds from project sponsors.

OPERATION AND MAINTENANCE OF THE TRANSPORTATION SYSTEM

For purposes of transportation operations and maintenance, we include system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation. Keeping our transportation system safe and in good condition are top priorities of the BRTB and of MDOT. While there are needs for expanding capacity, preservation of the existing system is an ongoing necessity; roads must be re-paved, safety improvements made, aging bridges rehabilitated, and buses and trains repaired or replaced. Specifically, at a system level, the commitment to maintain and operate the system represents approximately 74% of all available revenue. The MDOT program is fiscally constrained. The Transportation Trust Fund (TTF) fully supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A share of these funds is dispersed to the Baltimore region by distribution through Maryland's

modal administrations, counties and Baltimore City for local transportation needs.

REVENUE SOURCES

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the TTF. This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, "customers" pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes, and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. In addition, federal-aid comprises a large portion of transportation revenues through funds authorized by a congressional act. Total projected Maryland TTF revenues amount to \$8.5 billion for the six-year period covered by the CTP.

State revenues include:

- **Motor Vehicle Fuel Tax:** Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in, is applied to new and used car sales and vehicles of new residents.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees**
- **Sales and Use Tax:** Beginning in fiscal year 2009, the Department will receive a portion (6.5 percent) of the 6 percent sales and use tax.
- **Corporate Income Tax:** The Department receives a portion (21 percent) of the 8.25 percent corporate income tax.
- **Federal Aid**
- **Operating Revenues:** MTA revenues primarily include rail and bus fares.
- **Bond Proceeds**
- **Other Sources:** These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal funds are authorized by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); this legislation authorized highway, transit, rail and safety programs through Federal Fiscal Year 2009, but is to expire on September 30, 2009. Surface transportation acts can vary in their scope and duration; most are major multi-year bills covering a 6-year time span. When needed, an interim funding bill is passed to extend the surface transportation act and its programs, keeping the transportation system operational while Congress develops more comprehensive authorizing legislation. It is anticipated that this could occur upon the expiration of SAFETEA-LU. The federal-aid highway program operates under what is called “contract authority,” a special form of budget authority. Under contract authority, the sums authorized in federal highway acts are made available for obligation without an annual appropriations action. The use of contract authority gives the states advance notice of the size of the federal-aid program as soon as the authorization is enacted. Contract authority is unfunded by definition and does allow the obligation of funds to a project prior to appropriations. Contract authority allows an assignment of funds to projects

when preparing planning documents, such as the TIP. A subsequent appropriations act is necessary to pay obligations.

The Obama administration issued its Fiscal Year 2010 budget proposal details in May 2009, continuing most transportation programs at a 1 percent baseline increase, but noting that the proposal is subject to revision as the surface transportation authorization proposal is completed. The FY 2010 budget request does acknowledge, however, that the Highway Trust Fund is likely to run out of cash by the end of September. Consequently, the budget calls for an obligation limitation of \$5 billion for highways for next fiscal year, to be drawn from the Highway Trust Fund, plus a \$36 billion direct appropriation from the General Fund to maintain the current program.

Federal funding requests for a specific project may appear in multiple years. Advance construction and partial conversion of advance construction are cash flow management tools that allow states to begin projects with their own funds and only later convert these projects to Federal assistance. Under advance construction, a state

can move a project forward even if available obligation authority is insufficient to cover the entire Federal share of a large project before construction starts. The conventionally funded requirement that states set aside obligation authority before beginning construction may present difficulties when several large projects are being advanced at the same time, and can impede construction of other projects, particularly if the large projects consume a significant share of the state's annual obligation authority.⁸

Recovery Act

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act of 2009 (ARRA). On March 3, 2009, President Obama and Vice President Biden joined USDOT Secretary LaHood in announcing that \$26.6 billion of this funding was available to the States for highway investment. ARRA-funded projects in Maryland include: \$430.4 million for State and local federal aid-eligible highway projects, including \$62 million available to jurisdictions for local highway priorities and distributed among all 23 counties using the Highway User Revenue (HUR) formula (based on the number of

⁸ Innovative Management of Federal-Aid Funds
www.fhwa.dot.gov/innovativefinance/ifp/innoman.htm

vehicle registrations and the number of lane miles in a particular county), and \$368.4 million for State highways. Baltimore region (BRTB) received \$135.5 million (including \$35.1 million directly to Baltimore City). Baltimore received for Phase 1 (2/20/09 MDOT award letter) - \$70.6 million highway funds and \$126.5 million transit funds, Phase 2 (4/3/09 MDOT award letter) - \$67.4 million highway funds and \$131.3 million transit funds. These projects were amended into the 2008 to 2012 TIP.

Supplemental Discretionary Grants for a National Transportation System are also part of ARRA. This new \$1.5 billion national total discretionary grant program will be administered by the DOT Office of the Secretary and will be the subject of subsequent guidance. Discretionary funding levels for Maryland will be determined and will be amended to the TIP when projects are identified by the DOT Office of Secretary.

Federal Highways

Federal highway programs are authorized by multiple year legislation. The funds authorized and

apportioned to the states are subject to annual limitations which determine how much of the authorized money can be committed or obligated in any given year. This limitation is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic conditions. Under prior years of SAFETEA-LU, OA ranged from 85 percent to 91 percent.

Federal Transit

The authorization legislation, SAFETEA-LU authorizes specific dollar amounts for each transit program. Each year Congress provides an annual appropriation which provides funds for the programs specified in SAFETEA-LU. Upon receiving this appropriation, Federal Transit Administration (FTA) apportions and allocates these funds according to formulas and earmarks to transit. These FTA apportionments are published annually in the *Federal Register*. Between fifty and seventy percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and New Start projects. New Starts funding for Maryland in FY 2010 is yet to be determined. Discretionary funding for New Starts

and Bus and Bus Facility projects is awarded by the FTA through a grant application process.

A. 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 MTA headings, however documentation of local match for transit projects is provided. This information is included in Appendix B.

The Maryland Transit Administration

The MTA, as a modal administration under the MDOT, 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 Aging 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.

B. FY 2010 Federal-Aid Annual Element Listing and Summary

In accordance with federal regulations, a separate listing of all projects in the TIP for which federal funds will be sought in FY 2010 is provided in Table V-1. The Annual Element of the TIP establishes eligibility for federal-aid for those projects selected for implementation during the first program year of FY 2010. This list brings together information found in Chapter VI, the section containing individual project listings for each jurisdiction and modal administration. Projects in the Annual Element can also be identified in the main project listings as those with dollar amounts in the Annual Element columns.

Table V-1 shows the projects in the FY 2010 Annual Element, the source of funds, the amount of federal funding being requested and the matching funds to be provided. Projects with multiple funding sources are grouped by the symbol [. Table V-2 summarizes by

jurisdiction and agency the level of federal funds requested in the FY 2010 Annual Element. Exhibit V-1 graphically displays a comparison of total project costs between fiscal years 2009, 2010 and 2011 of the TIP. Exhibit V-2 graphically displays a summary of the FY 2010 Annual Element as a percentage of the number of projects included in the Annual Element for SHA, MTA and the local jurisdictions, while Exhibit V-3 represents the percentage of projects by project type. Exhibit V-4 graphically displays a summary of the FY 2010 Annual Element by fund source as total dollar amounts. Exhibit V-5 displays a summary of the FY 2010 Annual Element by fund source and by percentage of total dollar amount

Table V-1
FY 2010 Annual Element
(costs in \$1,000's)

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
<u>Anne Arundel County - SHA</u>					
MD 295: I-695 to I-195	61-0501-41	Roadway widening	1702	2,789	775
				NHS	873
MD 295: MD 100 to I-195	61-0505-19	Other	NHS	160	40
MD 175: MD 295 to MD 170	61-0605-41	Roadway widening	1702	940	265
Subtotal				4,762	1,092
<u>Baltimore City</u>					
Urban Youth Corps Program	12-0002-99	Miscellaneous	STP	375	0
Hanover Street Drawbridge: Mechanical Improvements	12-0406-19	Other	1702	1,200	0
Jones Falls Greenway Phase V: Cylburn to Mt. Washington	12-0807-25	Bicycle/ pedestrian facility	ENH	1,050	1,300
Boston/O'Donnell Street Connector	12-0813-42	New or extended roadways	STP	2,100	400
Edmondson Avenue Bridge	12-1002-43	Bridge widening	BRR	800	500
Areawide Resurfacing and Rehabilitation	12-1028-11	Road resurfacing/ rehabilitation	STP	25,136	6,284
Annual Bridge Preservation Program	12-1030-13	Bridge repair/ deck replacement	BRR	25,777	5,155
Bridge Inspection Program	12-9209-14	Bridge inspections	BRR	2,400	600
Subtotal				58,838	14,239

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
<u>Baltimore City - MTA</u>					
Mobility Bus Implementation	42-1001-69	Other	5309B	1,851	463
Howard Street Revitalization	42-1004-39	Other	5307C	192	48
Lexington Market Transit Improvements	42-1005-64	Preservation and improvements	5307C	682	171
Subtotal				2,725	682
<u>Baltimore County</u>					
Dogwood Road Bridge Over Bens Run	13-0001-13	Bridge repair/ deck replacement	BRR	1,440	360
Thornton Mill Rd. Bridge No. 193	13-0703-13	Bridge repair/ deck replacement	BRR	560	140
Eagle Mill Road Bridge #117	13-0801-13	Bridge repair/ deck replacement	BRR	680	170
Mohrs Lane Bridge #143	13-0803-13	Bridge repair/ deck replacement	BRR	400	100
Harris Mill Road Bridge #191	13-0804-13	Bridge repair/ deck replacement	BRR	800	200
Ensor Road Bridge #158 Over Third Mine Branch	13-1003-13	Bridge repair/ deck replacement	BRR	300	100
Clean & Paint Baltimore County Bridges	13-1011-13	Bridge repair/ deck replacement	BRR	1,320	330
Bridge No. 100, Hammonds Ferry Rd/CSX	13-1012-13	Bridge repair/ deck replacement	BRR	240	60
Bridge No. 103, Painters Mill Rd/Gwynns Falls	13-1013-13	Bridge repair/ deck replacement	BRR	1,992	498
Bridge No. 65, MT. Zion Road/Piney Creek	13-1014-13	Bridge repair/ deck replacement	BRR	656	164
Biennial Bridge Inspection	13-8901-14	Bridge inspections	BRR	360	1,040
Subtotal				8,748	3,162
<u>Baltimore County - SHA</u>					
I-695: I-95 (SW) to MD 122	63-0601-41	Roadway widening	1702	1,309	370
			IM	643	275
I-695: Bridge at MD 139	63-0801-13	Bridge repair/ deck replacement	1702	2,174	613
			IM	1,800	2,000
I-795: Dolfield Road Interchange	63-0803-46	New interchange	IM	675	75
I-695: I-83 (JFX) to I-95	63-9305-41	Roadway widening	IM	286	412
Subtotal				6,887	3,745

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
<u>Carroll County</u>					
Hughes Shop Road Bridge over Bear Branch	14-0802-13	Bridge repair/ deck replacement	BRR	140	35
Subtotal				140	35
<u>Harford County</u>					
Abingdon Road Bridge #169 over CSX	15-1001-13	Bridge repair/ deck replacement	BRR	240	60
Subtotal				240	60
<u>Howard County</u>					
Bridge Repairs/Deck Replacement	16-0436-13	Bridge repair/ deck replacement	BRR	960	925
Subtotal				960	925
<u>Howard County - SHA</u>					
US 1: Baltimore Co. to Prince George's Co. Line	66-0501-19	Other	1702	195	55
Subtotal				195	55
<u>Regional - BMC</u>					
CMAQ Areawide	80-0801-09	Other ERS	CMAQ	1,000	200
Subtotal				1,000	200
<u>Regional - MTA</u>					
Bus Replacement	40-0009-05	Fleet improvement	5309B	1,370	343
			CMAQ	16,200	4,050
Bus & Rail System Preservation & Improvement	40-0015-64	Preservation and improvements	5307O	6,324	1,581
			5309B	255	64
			5309F	4,834	1,209

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	835	835
Private, Non-Profit Service for Elderly and Handicapped	40-0207-63	Fleet improvement	5310	2,157	539
Preventive Maintenance	40-0412-64	Preservation and improvements	5307O	35,000	0
Baltimore Red Line	40-0602-69	Other	5307C	5,435	1,359
Metro Station Fire Management Systems (SCADA)	40-0603-39	Other	5309F	7,281	1,820
New Freedom Program	40-0801-69	Other	5317	650	100
Closed Circuit Television Improvements	40-1002-69	Other	5307C	697	174
Metro Railcar Overhaul	40-1003-64	Preservation and improvements	5309F	431	108
PA/LED Sign Replacement - LRT and Metro	40-1004-64	Preservation and improvements	5307C	3,242	811
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	209	410
Rural Transit Systems - Capital	40-9501-05	Fleet improvement	5311C	53	13
Small Urban Transit Systems - Capital	40-9502-05	Fleet improvement	5307C	659	164
Local Bus Replacement - Baltimore Region	40-9507-05	Fleet improvement	5309B	942	238
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	467	117
Job Access And Reverse Commute Program	40-9909-69	Other	5316	880	440
Subtotal				87,921	14,375
<u>Regional - Office of Secretary</u>					
Baltimore Rail Tunnel Study	90-0701-99	Miscellaneous	1702	600	150
Subtotal				600	150
<u>Regional - SHA</u>					
Areawide Recreational Trails Program	60-0101-38	Environmental other	RTP	400	100
Areawide Congressional Earmarks	60-1001-99	Miscellaneous	1702	66,080	16,520
			Other	5,095	1,274

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/ deck replacement	LB	3,900	700
			SOAB	4,900	800
			BRR	17,800	4,450
			IM	200	23
			NHS	400	100
			STP	600	150
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/ rehabilitation	IM	7,700	856
			NHS	3,800	950
			STP	14,200	3,550
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	2,100	525
			NHS	2,100	525
			STP	100	25
Areawide Environmental Projects	60-9506-38	Environmental other	NHS	2,700	675
			STP	4,000	1,000
Areawide Safety And Spot Improvements	60-9508-19	Other	IM	2,600	288
			NHS	1,600	400
			Other	1,300	145
			STP	12,700	3,175
Areawide Urban Reconstruction	60-9511-19	Other	NHS	100	40
			STP	2,300	575
Areawide Enhancement Projects	60-9903-29	Other	ENH	3,200	800
Subtotal				159,875	37,646
GRAND TOTAL				332,891	76,709

Table V-2
Summary of the FY 2010 Federal-Aid Annual Element
(costs in \$1,000's)

Fund Source	1702	5307C	5307O	5309B	5309F	5309N	5310	5311C	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	RTP	SOAB	STP	Total	
Available Funds	75,287	10,907	42,159	4,418	12,546	0	2,157	53	209	880	650	56,865	19,767	4,250	13,904	3,900	11,733	6,395	400	4,900	61,511	332,891	
Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5309N	5310	5311C	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	RTP	SOAB	STP	Total	
Baltimore City	1,200											28,977		1,050								27,611	58,838
Baltimore County												8,748											8,748
Carroll County												140											140
Harford County												240											240
Howard County												960											960
SHA - Anne Arundel County	3,729																1,033						4,762
SHA - Baltimore County	3,483														3,404								6,887
SHA - Howard County	195																						195
SHA - Regional	66,080											17,800	2,100	3,200	10,500	3,900	10,700	6,395	400	4,900	33,900		159,875
Baltimore Metropolitan Council													1,000										1,000
MTA - Transit		10,907	42,159	4,418	12,546		2,157	53	209	880	650		16,667										90,646
Office of the Secretary	600																						600
Total	75,287	10,907	42,159	4,418	12,546	0	2,157	53	209	880	650	56,865	19,767	4,250	13,904	3,900	11,733	6,395	400	4,900	61,511	332,891	

Summary of the FY 2011 Federal-Aid Annual Element
(costs in \$1,000's)

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5309N	5310	5311C	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	RTP	SOAB	STP	Total	
Baltimore City	7,000											27,377		1,500								25,511	61,388
Carroll County												2,632											2,632
Harford County												2,140											2,140
SHA - Anne Arundel County	1,202																2,416						3,618
SHA - Baltimore County	195														1,466								1,661
SHA - Howard County	151																						151
SHA - Regional												15,700	2,100	3,100	9,400	3,900	7,400	3,400	400		31,200		76,600
MTA - Commuter Rail					1,443																		1,443
MTA - Transit		9,775	45,402	5,398	12,440	5,735	2,157	53	209	880	650		18,067										100,766
Total	8,548	9,775	45,402	5,398	13,883	5,735	2,157	53	209	880	650	47,849	20,167	4,600	10,866	3,900	9,816	3,400	400	0	56,711	250,399	

Summary of the FY 2012 Federal-Aid Annual Element
(costs in \$1,000's)

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5309N	5310	5311C	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	RTP	SOAB	STP	Total
Baltimore City												25,777		2,000							67,511	95,288
Baltimore County												8,315										8,315
Carroll County														200								200
Harford County												2,770										2,770
SHA - Anne Arundel County	780																					780
SHA - Regional												14,800	1,500	3,100	10,900	3,900	7,400	2,400			31,200	75,200
MTA - Transit		13,217	41,087	2,450	12,546	10,000	2,157		209	880	650		22,367									105,563
Total	780	13,217	41,087	2,450	12,546	10,000	2,157	0	209	880	650	51,662	23,867	5,300	10,900	3,900	7,400	2,400	0	0	98,711	288,116

Summary of the FY 2013 Federal-Aid Annual Element
(costs in \$1,000's)

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5309N	5310	5311C	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	RTP	SOAB	STP	Total
Baltimore City	8,000											51,377									25,511	84,888
Harford County												350										350
SHA - Anne Arundel County	3,563																					3,563
SHA - Regional												14,450	1,350	3,150	9,600	3,900	6,600	1,750			27,400	68,200
MTA - Transit		7,354	40,793	2,060	12,546	10,000	2,157		209	880	650		22,367									99,016
Total	11,563	7,354	40,793	2,060	12,546	10,000	2,157	0	209	880	650	66,177	23,717	3,150	9,600	3,900	6,600	1,750	0	0	52,911	256,017

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5309N	5310	5311C	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	RTP	SOAB	STP	Total
Total	96,178	41,253	169,441	14,326	50,078	25,735	8,628	106	836	3,520	2,600	222,553	87,518	17,300	45,270	15,600	35,549	13,945	800	4,900	269,844	1,125,980

Exhibit V-1

Comparison of Total Costs of Projects in the 2007, 2008, and 2010 TIP*

* 2007 and 2008 TIPs covered 5 year periods while the 2010 TIP covers a 4 year period.

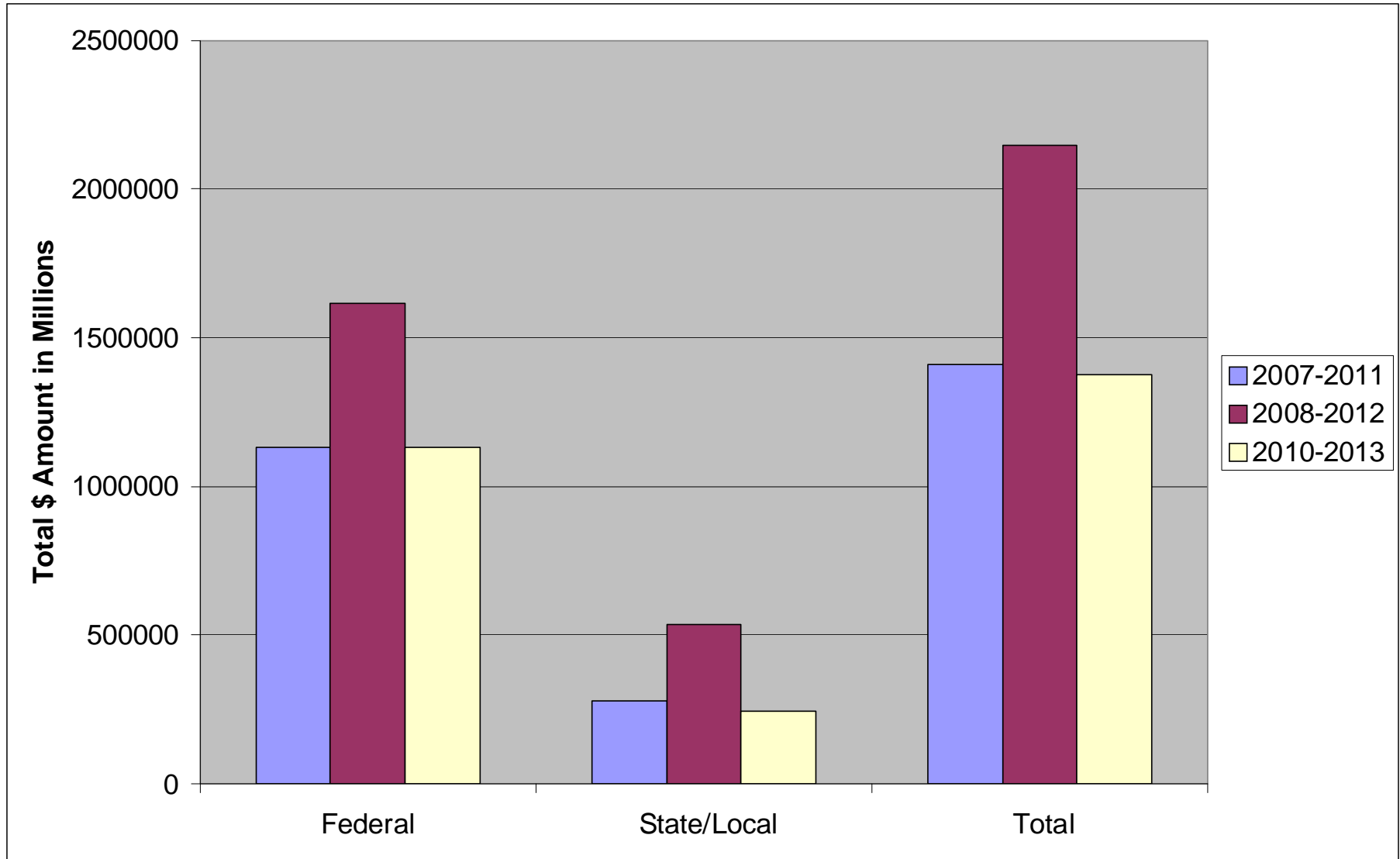


Exhibit V-2

Summary of the 2010 Annual Element By Project Listings

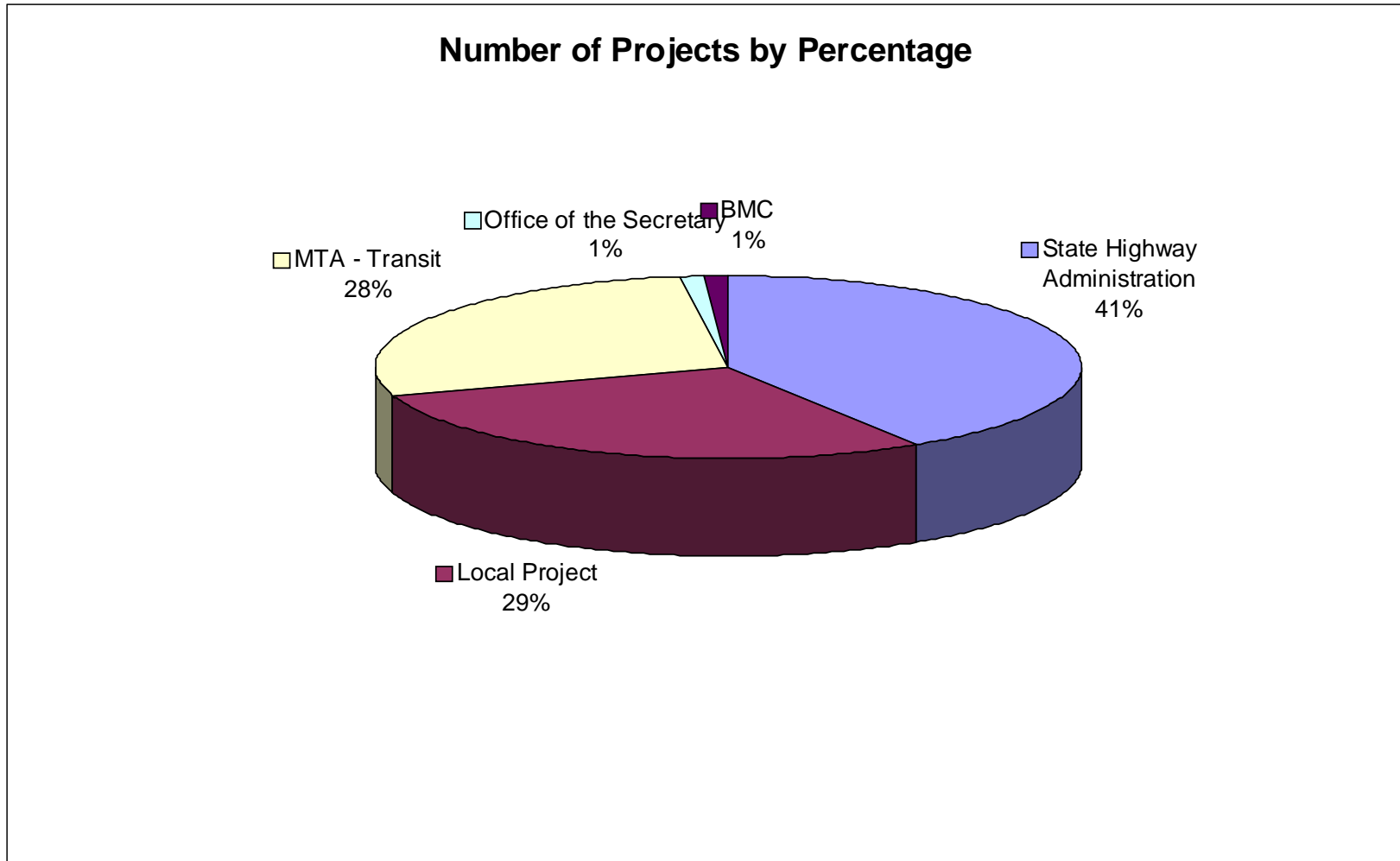


Exhibit V-2

Summary of the 2010 Annual Element By Project Listings

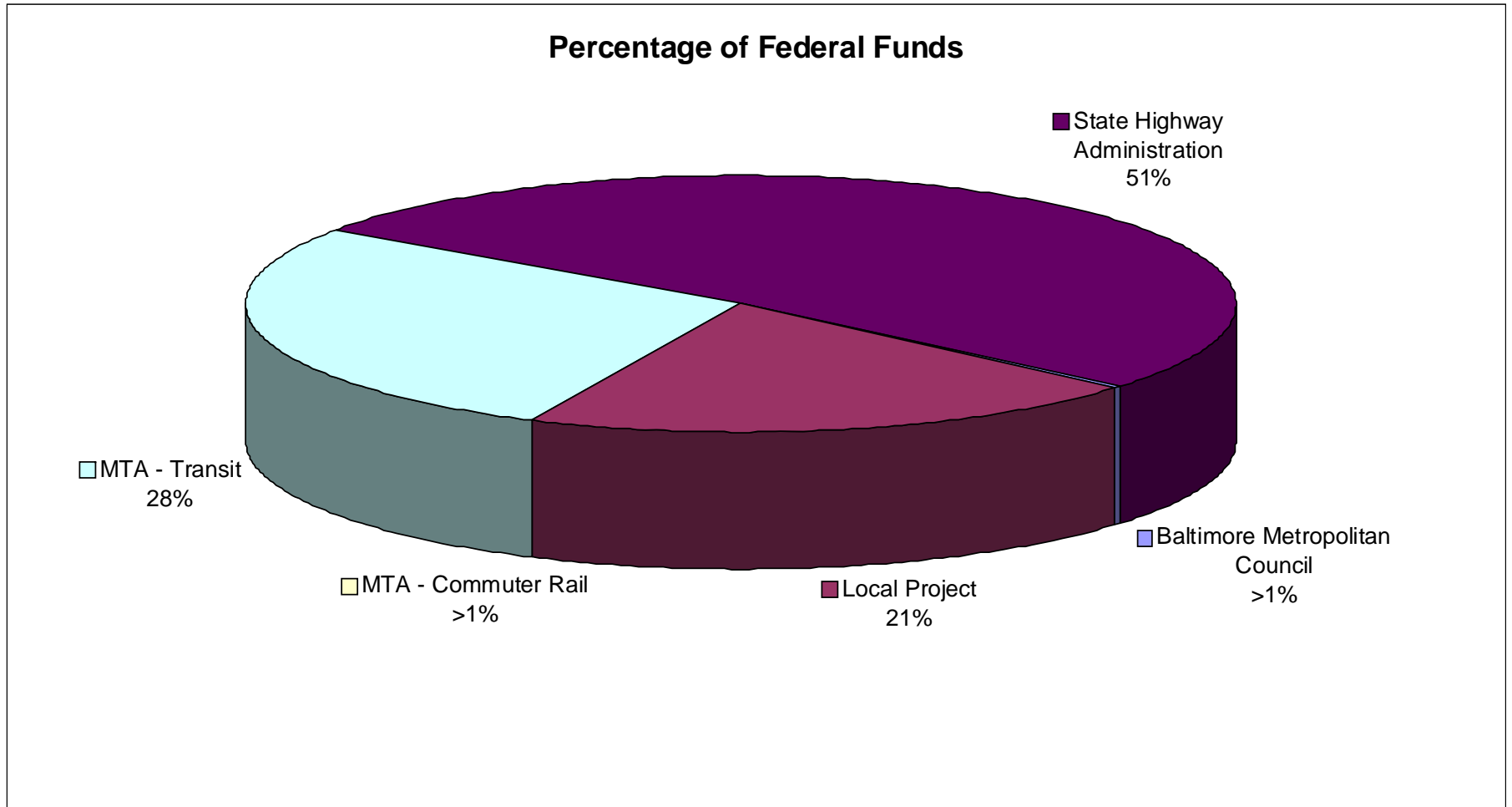


Exhibit V-3

Summary of the 2010 Annual Element By Project Type

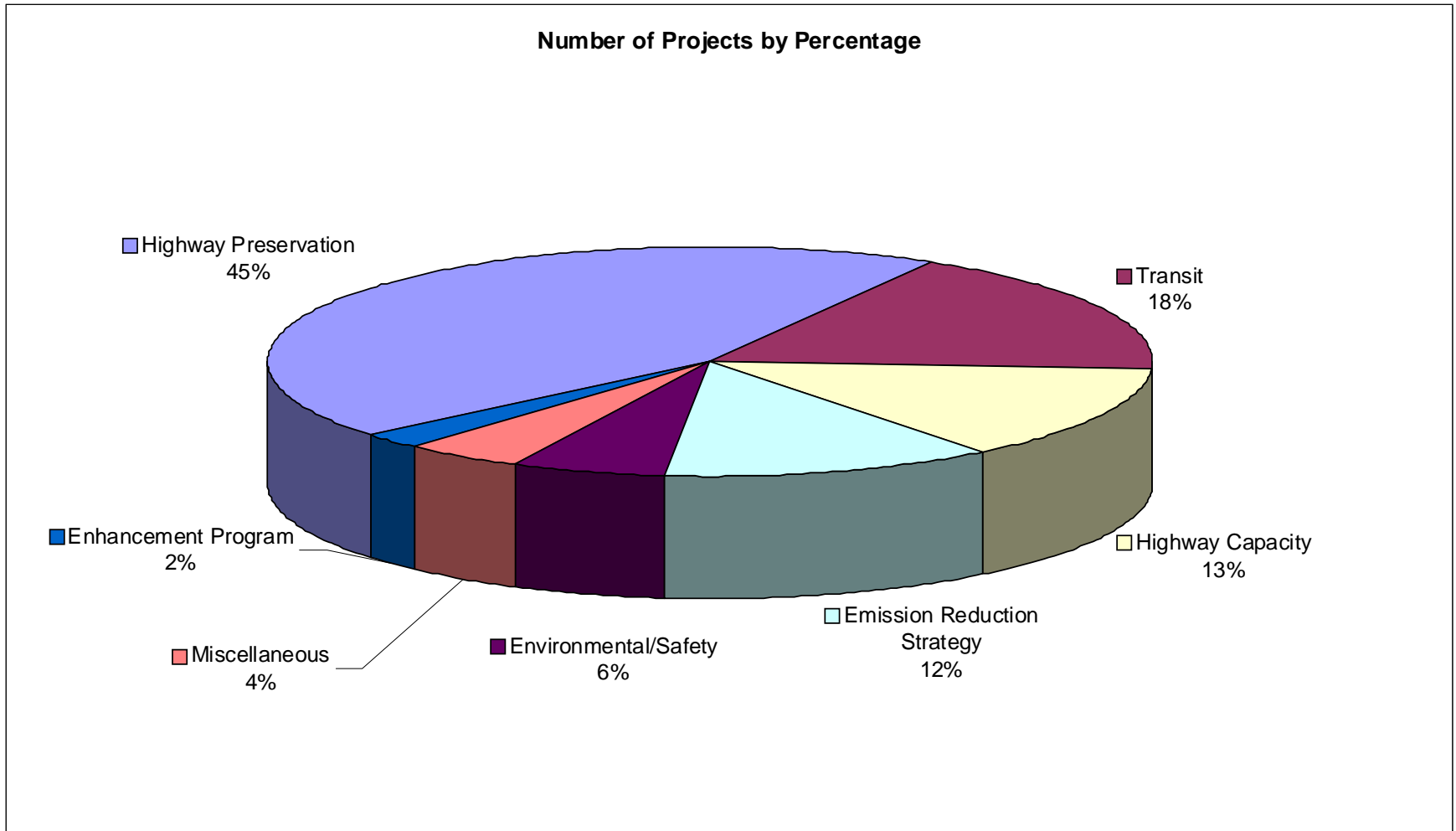
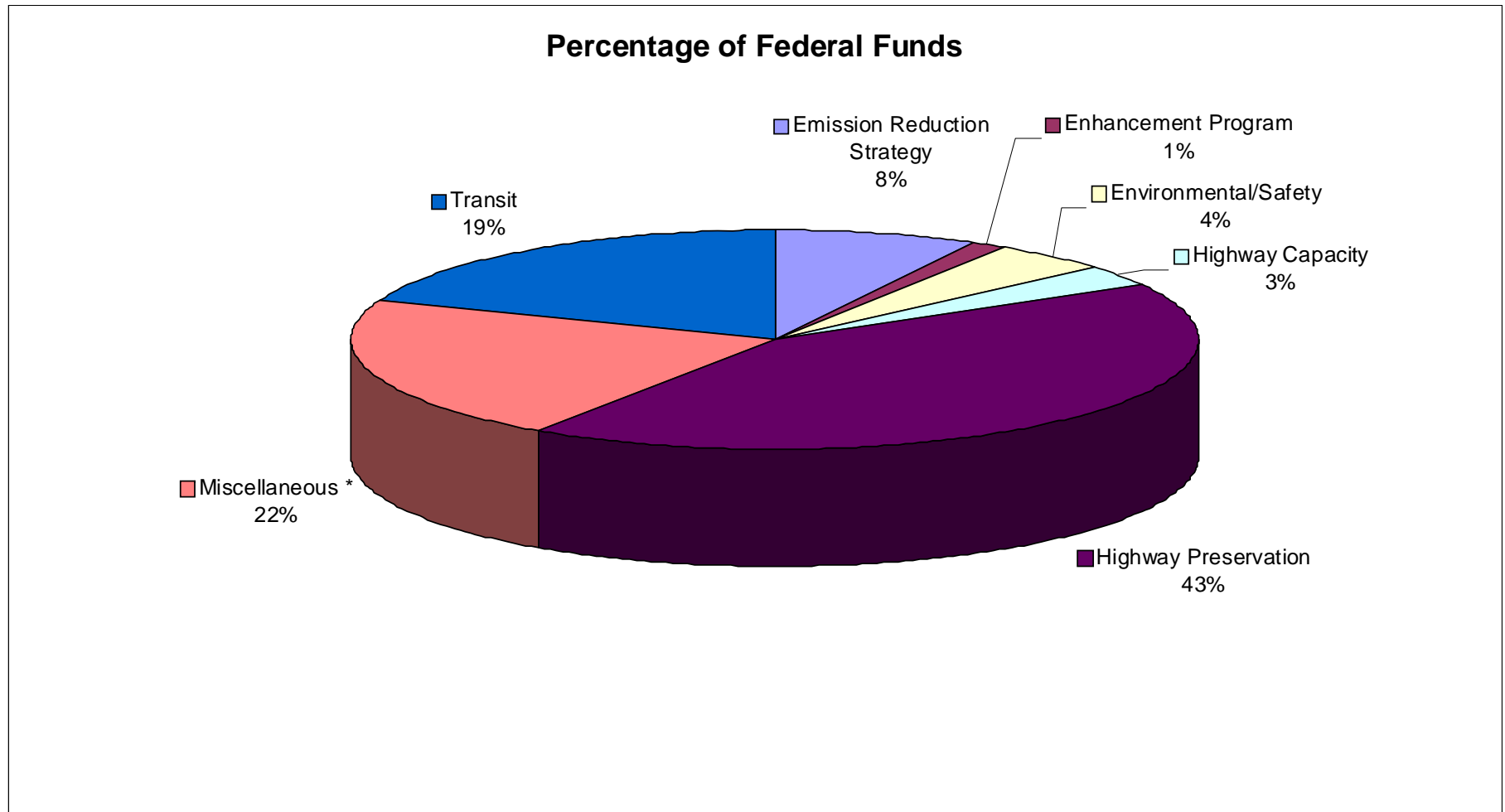


Exhibit V-3

Summary of the 2010 Annual Element By Project Type



* Miscellaneous is mainly made up of Congressional Earmarked projects (1702 funds).

Exhibit V-4

Summary of the 2010 Annual Element By Fund Source

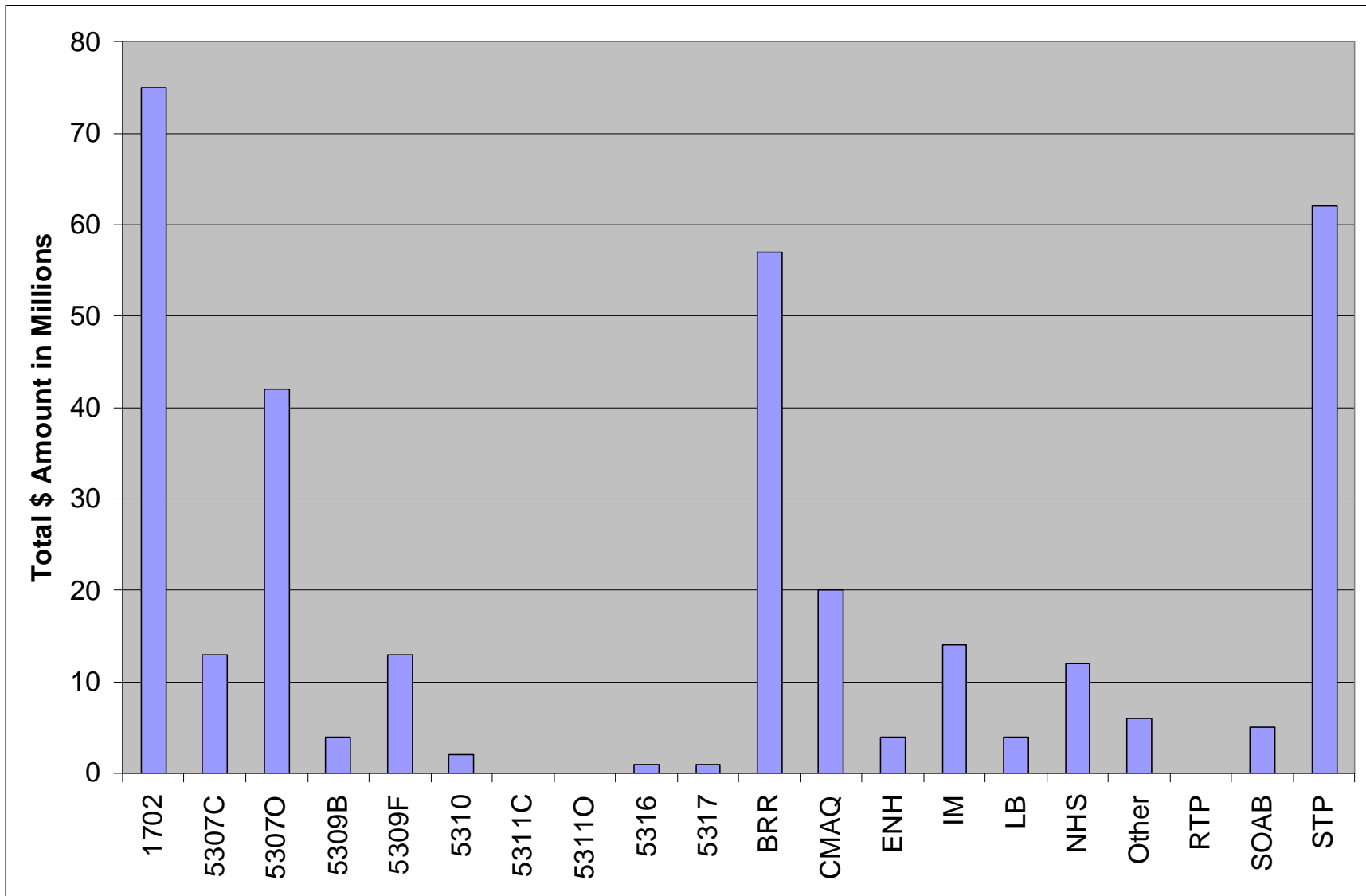


Exhibit V-5

Summary of the 2010 Annual Element By Fund Source

