

## 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 2011 through FY 2014). Further, the 2011 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 2011 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 2010 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 2011 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.

### **A. Revenue Projections**

Beginning last year, MDOT assumed a very different revenue picture to develop state and regional programs. The nationwide economic downturn continues to have an enormous impact on the revenue projections for both the State of Maryland and for MDOT. Maryland's transportation system has felt less impact from the revenue falloff than other states because of an increase in transportation revenue in 2007. The additional revenue has allowed for capital investments already under construction to continue as well as support some safety and system preservation projects, but to a much lesser extent than expected.

Thanks to that increase in state-generated transportation revenue, and to the American Recovery & Reinvestment Act (ARRA) funding, Maryland has been able to maintain a \$9.1 billion capital program and continue funding many of the safety and system preservation projects. In response to the economic downturn, MDOT has reduced its revenue projections. Outside of the ARRA funded projects, only the Red and Purple transit lines had funds advanced and increased

MARC infrastructure upgrade project funds were significant additions to this year's state program. Total projected revenues amount to \$19.4 billion for the six year period (2010-2015). This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior General Assembly sessions.

Pertinent details are as follows:

- **Opening Balance:** It is the goal of MDOT to maintain a \$100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$3.2 billion over the six year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.3 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used car sales and vehicles

of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Although vehicle sales are currently in a down cycle, it is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$2.7 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- **Sales and Use Tax:** Beginning in fiscal year 2009, MDOT is receiving a portion of the 6.0 percent general sales and use tax. For fiscal years 2009 – 2013, MDOT's portion is 5.3 percent. The portion increases to 6.5 percent for fiscal year 2014 and beyond. The transportation share of this revenue is estimated to be \$1.4 billion.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$665 million. MDOT receives a portion (20.4 percent) of the 8.25 percent corporate income tax.

- Federal Aid: This source is projected to contribute \$3.8 billion for operating and capital programs. This amount does not include \$666 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only \$518 million is for operating assistance.
- Operating Revenues: These revenues are projected to provide a six-year total of \$2.6 billion, with \$791 million from MTA; \$579 million from MPA; and \$1.2 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.
- Bond Proceeds: It is projected that \$1.4 billion of bonds will be sold in the six year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.
- Other Sources: The remaining sources are projected to provide \$381 million. These sources include earned interest

from trust funds, reimbursements, and miscellaneous revenues.

The largest decrease in revenues continues to be seen in the titling tax as sales of light vehicles continue a downward trend. Nationwide, 2009 light vehicle sales are projected to be down 20-24 percent from calendar year 2008. Most forecasters predict that light vehicle sales will reach the lowest point in the latter half of calendar year 2009 and then begin to recover.

In addition, consumers are continuing to shift away from purchases of SUVs toward smaller, less expensive and more fuel-efficient vehicles. This trend has recently increased with the federal CAR Allowance Rebate System (CARS) or “cash for clunkers” program. CARS is a \$3 billion federal program that helps consumers buy or lease a more environmentally-friendly vehicle from a participating dealer when they trade in a less fuel-efficient car or truck. The program is designed to energize the economy; boost auto sales and put safer, cleaner and more fuel-efficient vehicles on the nation’s roadways.

While the trend to smaller cars is positive with respect to transportation's impact on the environment, it will result in significant decreases in revenue for transportation programs.

### **B. Federal Aid Assumptions**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act authorized highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU provided \$286.5 billion nationally over six years then expired on September 30, 2009. Without new legislation, Congress has extended the program through a series of continuing resolutions – at least through December 31, 2010. Since FFY 2004, Maryland has received approximately \$583 million annually for highways and \$140 million annually for transit formula programs (including WMATA's allocation for Maryland service).

It is important to note that not all of the funding authorized in the surface transportation legislation is necessarily new or additive money for Maryland. Typically Maryland allocates federal funds to projects in its programs based on conservative projections for future federal funding. The majority of funds authorized by SAFETEA-LU were used for projects

already committed in the state capital program and for unfunded system preservation needs.

As Congress prepares the next surface transportation authorization bill, they must address the long-term solvency of the federal Highway Trust Fund (HTF). Although Congress recently added \$8 billion in general funds to the HTF in order to protect against a projected shortfall in FFY 2009, based on forecasts indicating that the HTF will not be able to sustain existing levels of funding another infusion of funds will be required to keep the HTF solvent in FFY 2010. If Congress is unable to find the revenue to prevent such a deficit, they will be forced to reduce the amount of federal aid provided to states. This would have a dramatic impact on programs that are currently funded.

### **Federal Highways**

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to

as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy.

Under SAFETEA-LU, OA has ranged from 84 percent to 91 percent. Given fiscal concerns with the soundness of the federal highway trust fund, Maryland currently assumes an OA level of 85 percent for FFY 2010, and 80 percent for the remaining years.

### **Federal Transit**

Between 50 and 70 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 (major system expansion) projects. In the absence of new authorization legislation, an assumption was made for the same funding levels authorized by SAFETEA-LU for FFY 2010. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at \$81.5 million for FFY10. Rail modernization funding for Maryland is estimated at \$36.8 million in FFY 2010.

SAFETEA-LU authorized \$41 million to complete the Baltimore-Central Light Rail Double Tracking project.

Additionally, Maryland received an earmark of \$13.0 million for MARC improvements in FFY 2009. SAFETEA-LU also authorized \$105 million for the Baltimore Red Line and Green Line Transit projects. MDOT has applied for the authorization of four New Starts projects in the next authorization – Baltimore Red Line; Baltimore Green Line; Purple Line; and the CCT. If these projects are authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain discretionary federal funding.

Congress earmarked \$1.9 million in bus discretionary funds for Locally Operated Transit Systems (LOTS) in Maryland in FFY 2009. Additional discretionary funding for New Starts and Bus and Bus Facility projects are awarded by the Federal Transit Administration through a grant application process.

### **C. Where The Money Comes From**

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund.

This fund is separate from the State's General Fund that pays for most other State government operations and programs. Funds are collected this way: MDOT's 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 MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the BWI Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. Congress last enacted long-term federal surface transportation authorizing legislation in August, 2005; the current act expired on September 30, 2009, but is on continuing resolution.

Total projected Trust Fund revenues amount to \$19.4 billion for the six-year period 2010-2015. These amounts are based on the assumption that the economy will recover and continue along a moderate growth scenario for the next six years.

#### **D. Where The Money Goes**

The MDOT program is fiscally constrained. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes towards funding capital projects.

#### **E. 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.

### **F. FY 2011 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 2011 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 2011. 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 2011 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 2011 Annual Element. Exhibit V-1 graphically displays a comparison of total project costs between fiscal years 2008, 2010 and 2011 of the TIP. Exhibit V-2 graphically displays a summary of the FY 2011 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 2011 Annual Element by fund source as total dollar amounts. Exhibit V-5 displays a summary of the FY 2011 Annual Element by fund source and by percentage of total dollar amount

**Table V-1**  
**FY 2011 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>
<b><u>Anne Arundel County</u></b>					
Magothy Bridge Road/ Magothy River	11-1104-13	Bridge repair/deck replacement	LB	1,865	948
Subtotal				1,865	948
<b><u>Baltimore City</u></b>					
Urban Youth Corps Program	12-0002-99	Miscellaneous	STP	375	0
Road Resurfacing - Federal Aid Program	12-0207-11	Road resurfacing/rehabilitation	STP	9,600	2,400
Central Avenue Reconstruction	12-0432-12	Road reconstruction	STP	800	200
North Avenue Streetscape	12-0803-11	Road resurfacing/rehabilitation	STP	3,600	900
Areawide Bridge Preservation Program	12-1030-13	Bridge repair/deck replacement	BRR	27,150	7,100
Variable Message Signs	12-1101-09	Other ERS	Other	800	200
Charles Street Gateway Rehabilitation	12-1110-11	Road resurfacing/rehabilitation	1702	20,000	5,000
West Baltimore MARC Neighborhood Improvements	12-1113-11	Road resurfacing/rehabilitation	STP	500	0
New Vail Street	12-1116-42	New or extended roadways	STP	1,700	340
Bridge Inspection Program	12-9209-14	Bridge inspections	BRR	3,000	0
Subtotal				67,525	16,140
<b><u>Baltimore County</u></b>					
Dogwood Road Bridge Over Dogwood Run Bridge #72	13-0001-13	Bridge repair/deck replacement	BRR	1,440	360
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	440	110
Painters Mill Rd/Gwynns Falls Bridge #103	13-1013-13	Bridge repair/deck replacement	BRR	1,872	468
Mt. Zion Road/Piney Creek Bridge #65	13-1014-13	Bridge repair/deck replacement	BRR	620	155
Biennial Bridge Inspection	13-8901-14	Bridge inspections	BRR	1,010	0
Subtotal				5,782	1,193

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
<b><u>Carroll County</u></b>					
Bixlers Church Road over Big Pipe Creek	14-1101-13	Bridge repair/deck replacement	BRR	154	31
Biennial Bridge Inspection Program	14-9401-14	Bridge inspections	BRR	350	0
Subtotal				504	31
<b><u>Harford County</u></b>					
Watervale Road Bridge # 63	15-0404-13	Bridge repair/deck replacement	BRR	1,750	600
Carrs Mill Road Bridge #216	15-0701-13	Bridge repair/deck replacement	BRR	15	45
Chesnut Hill Bridge #40	15-1101-13	Bridge repair/deck replacement	BRR	140	40
Phillips Mill Road Bridge #70	15-1102-13	Bridge repair/deck replacement	BRR	160	40
Bridge Inspection Program	15-9411-14	Bridge inspections	BRR	350	0
Subtotal				2,415	725
<b><u>Howard County</u></b>					
Transit Operations & Maintenance Facility- Central Maryland	16-0201-66	New bus facilities	5309B	475	119
Local Bus Replacement	16-1101-05	Fleet improvement	5309B	475	119
Subtotal				950	238

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
<b><u>Regional</u></b>					
Bus Replacement	40-0009-05	Fleet improvement	5307C	1,513	378
			CMAQ	28,895	7,224
Bus & Rail System Preservation & Improvement	40-0015-64	Preservation and improvements	5307O	6,704	1,676
			5309F	5,389	1,347
Small Urban Transit Systems - Operating Assistance	40-0104-61	Operating assistance	5307O	425	213
Metro Station Fire Management Systems (SCADA)	40-0603-39	Other	5309F	5,012	1,253
New Freedom Program	40-0801-69	Other	5317	791	396
Light Rail Mid-Life Overhaul	40-1001-64	Preservation and improvements	5307C	6,832	1,708
			5309F	2,965	741
			CMAQ	3,610	903
Closed Circuit Television Improvements	40-1002-69	Other	5307C	1,040	260
Metro Railcar Overhaul & Emergency Repairs	40-1003-64	Preservation and improvements	5309F	668	167
PA/LED Sign Replacement - LRT and Metro	40-1004-64	Preservation and improvements	5307C	2,052	513
Rural Transit Systems - Operating Assistance	40-9204-61	Operating assistance	5311O	526	263
Small Urban Transit Systems - Capital	40-9502-05	Fleet improvement	5307C	597	149
Ridesharing - Baltimore Region	40-9901-01	Ridesharing	CMAQ	905	0
Job Access And Reverse Commute Program	40-9909-69	Other	5316	1,167	584
Subtotal				69,091	17,775
<b><u>Anne Arundel County</u></b>					
Local Bus & Facilities - Annapolis	41-1101-63	Fleet improvement	5307C	429	107
Subtotal				429	107

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
<b><u>Baltimore City</u></b>					
Mobility Bus Implementation	42-1001-69	Other	CMAQ	1,755	439
Howard Street Revitalization	42-1004-39	Other	5307C	918	230
Subtotal				2,673	669
<b><u>Regional</u></b>					
Areawide Recreational Trails Program	60-0101-38	Environmental other	RTP	400	100
Areawide Congressional Earmarks	60-1001-99	Miscellaneous	1702	7,380	0
Areawide Bridge Replacement And Rehabilitation	60-9310-13	Bridge repair/deck replacement	LB	4,600	900
			STIM	6,200	1,200
			BRR	16,900	3,400
			IM	200	40
			NHS	400	100
			STP	500	100
Areawide Resurfacing And Rehabilitation	60-9501-11	Road resurfacing/rehabilitation	IM	3,800	400
			NHS	1,900	400
			STIM	11,100	2,200
			STP	7,100	1,400
Areawide Congestion Management	60-9504-04	Traffic engineering	CMAQ	2,300	500
			NHS	700	100
			STIM	400	100
			STP	200	40
Areawide Environmental Projects	60-9506-38	Environmental other	NHS	1,400	280
			STIM	300	70
			STP	300	60

<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 Safety And Spot Improvements	60-9508-19	Other	IM	2,500	200
			NHS	3,700	700
			STIM	12,600	2,500
			Other	5,900	600
			STP	12,200	2,400
Areawide Urban Reconstruction	60-9511-19	Other	NHS	80	20
			STP	1,500	300
			ENH	3,100	600
Subtotal				107,660	18,710
<b><u>Anne Arundel County</u></b>					
MD 295: I-695 to I-195	61-0501-41	Roadway widening	1702	789	0
			NHS	1,978	0
MD 295: MD 100 to I-195	61-0505-41	Roadway widening	NHS	84	22
MD 175: MD 295 to MD 170	61-0605-41	Roadway widening	1702	1,950	550
Subtotal				4,801	572
<b><u>Baltimore County</u></b>					
I-695: I-95 (SW) to MD 122	63-0601-41	Roadway widening	1702	173	49
			IM	632	271
I-695: Bridge at MD 139	63-0801-13	Bridge repair/deck replacement	1702	2,405	678
			IM	10,646	63
I-795: Dolfield Road Interchange	63-0803-46	New interchange	IM	266	30
I-695: Bridge at MD 26	63-0804-13	Bridge repair/deck replacement	STIM	11,319	0
US 1, Belair Road	63-1103-13	Bridge repair/deck replacement	BRR	944	270
US 40, Baltimore National Pike	63-1104-13	Bridge repair/deck replacement	BRR	4,802	1,776
I-695: I-83 (JFX) to I-95	63-9305-41	Roadway widening	IM	164	235
Subtotal				31,351	3,372

<u>Project Name</u>	<u>Project ID</u>	<u>Project Type</u>	<u>Funding Source</u>	<u>Federal Funds</u>	<u>Matching Funds</u>
<b><u>Harford County</u></b>					
US 40: MD 715 Interchange	65-0803-46	New interchange	[ 1702 Other STP	7,583	100
				157	0
				4,511	0
MD 24, Rocks Road	65-1101-12	Road reconstruction	STP	546	2,181
Subtotal				12,797	2,281
<b><u>Howard County</u></b>					
US 1: Baltimore Co. to Prince George's Co. Line	66-0501-19	Other	1702	152	42
US 29, Columbia Pike	66-1101-41	Roadway widening	1702	400	100
Subtotal				552	142
<b><u>Regional</u></b>					
MARC Halethorpe Station Parking Expansion	70-0201-02	Park-and-ride lots	5309F	4,356	1,089
Subtotal				4,356	1,089
<b><u>Harford County</u></b>					
MARC Aberdeen Station Parking Expansion	75-1101-02	Park-and-ride lots	5307C	169	42
Subtotal				169	42
<b><u>Regional</u></b>					
CMAQ Areawide	80-0801-09	Other ERS	CMAQ	800	200
Subtotal				800	200
<b>GRAND TOTAL</b>				<b>313,720</b>	<b>64,234</b>

**Table V-2**  
**Summary of the FY 2011 Federal-Aid Annual Element**  
(costs in \$1,000's)

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	PLH	RTP	STIM	STP	Total	
Available Funds	40,832	13,550	7,129	950	18,390	526	1,167	791	61,497	38,265	3,100	18,208	6,465	10,242	6,700	157	400	41,919	43,432	313,720	
Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	PLH	RTP	STIM	STP	Total	
Anne Arundel County													1,865							1,865	
Baltimore City	20,000								30,150						800					16,575	67,525
Baltimore County									5,782												5,782
Carroll County									504												504
Harford County									2,415												2,415
Howard County				950																	950
SHA - Anne Arundel County	2,739													2,062							4,801
SHA - Baltimore County	2,578								5,746			11,708								11,319	31,351
SHA - Harford County	7,583															157				5,057	12,797
SHA - Howard County	552																				552
SHA - Regional	7,380								16,900	2,300	3,100	6,500	4,600	8,180	5,900		400	30,600	21,800	107,660	
Baltimore Metropolitan Council										800											800
MTA - Commuter Rail		169			4,356																4,525
MTA - Transit		13,381	7,129		14,034	526	1,167	791		35,165											72,193
<b>Total</b>	<b>40,832</b>	<b>13,550</b>	<b>7,129</b>	<b>950</b>	<b>18,390</b>	<b>526</b>	<b>1,167</b>	<b>791</b>	<b>61,497</b>	<b>38,265</b>	<b>3,100</b>	<b>18,208</b>	<b>6,465</b>	<b>10,242</b>	<b>6,700</b>	<b>157</b>	<b>400</b>	<b>41,919</b>	<b>43,432</b>	<b>313,720</b>	

**Summary of the FY 2012 Federal-Aid Annual Element**

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	PLH	RTP	STIM	STP	Total	
Anne Arundel County													2,425								2,425
Baltimore City									6,000											4,000	10,000
Baltimore County									5,870				1,150								7,020
Carroll County									577												577
Harford County									195												195
SHA - Anne Arundel County	780													3,035							3,815
SHA - Baltimore County									5,846			12,261								11,299	29,406
SHA - Harford County	2,674															231				16,044	18,949
SHA - Howard County	400																				400
SHA - Regional									13,700	2,200	3,100	10,200	4,600	8,950	5,900		400	9,370	17,400	75,820	
Baltimore Metropolitan Council																					0
MTA - Commuter Rail																					0
MTA - Transit		17,322	3,188		14,034	526	1,167	791		34,445											71,473
<b>Total</b>	<b>3,854</b>	<b>17,322</b>	<b>3,188</b>	<b>0</b>	<b>14,034</b>	<b>526</b>	<b>1,167</b>	<b>791</b>	<b>32,188</b>	<b>36,645</b>	<b>3,100</b>	<b>22,461</b>	<b>8,175</b>	<b>11,985</b>	<b>5,900</b>	<b>231</b>	<b>400</b>	<b>20,669</b>	<b>37,444</b>	<b>220,080</b>	

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

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	PLH	RTP	STIM	STP	Total
Baltimore City									36,200										11,600	47,800
Baltimore County									1,020											1,020
Carroll County									349											349
Harford County									2,630											2,630
SHA - Anne Arundel County	1,030																			1,030
SHA - Baltimore County									5,554			4,107						6,083		15,744
SHA - Harford County																			8,919	8,919
SHA - Howard County	1,367																			1,367
SHA - Regional									13,500	2,200	3,100	12,000	4,600	10,470	5,900		400	2,140	35,900	90,210
Baltimore Metropolitan Council																				0
MTA - Commuter Rail																				0
MTA - Transit		14,206	6,064		14,034	526	1,167	791		23,995										60,783
<b>Total</b>	<b>2,397</b>	<b>14,206</b>	<b>6,064</b>	<b>0</b>	<b>14,034</b>	<b>526</b>	<b>1,167</b>	<b>791</b>	<b>59,253</b>	<b>26,195</b>	<b>3,100</b>	<b>16,107</b>	<b>4,600</b>	<b>10,470</b>	<b>5,900</b>	<b>0</b>	<b>400</b>	<b>8,223</b>	<b>56,419</b>	<b>229,852</b>

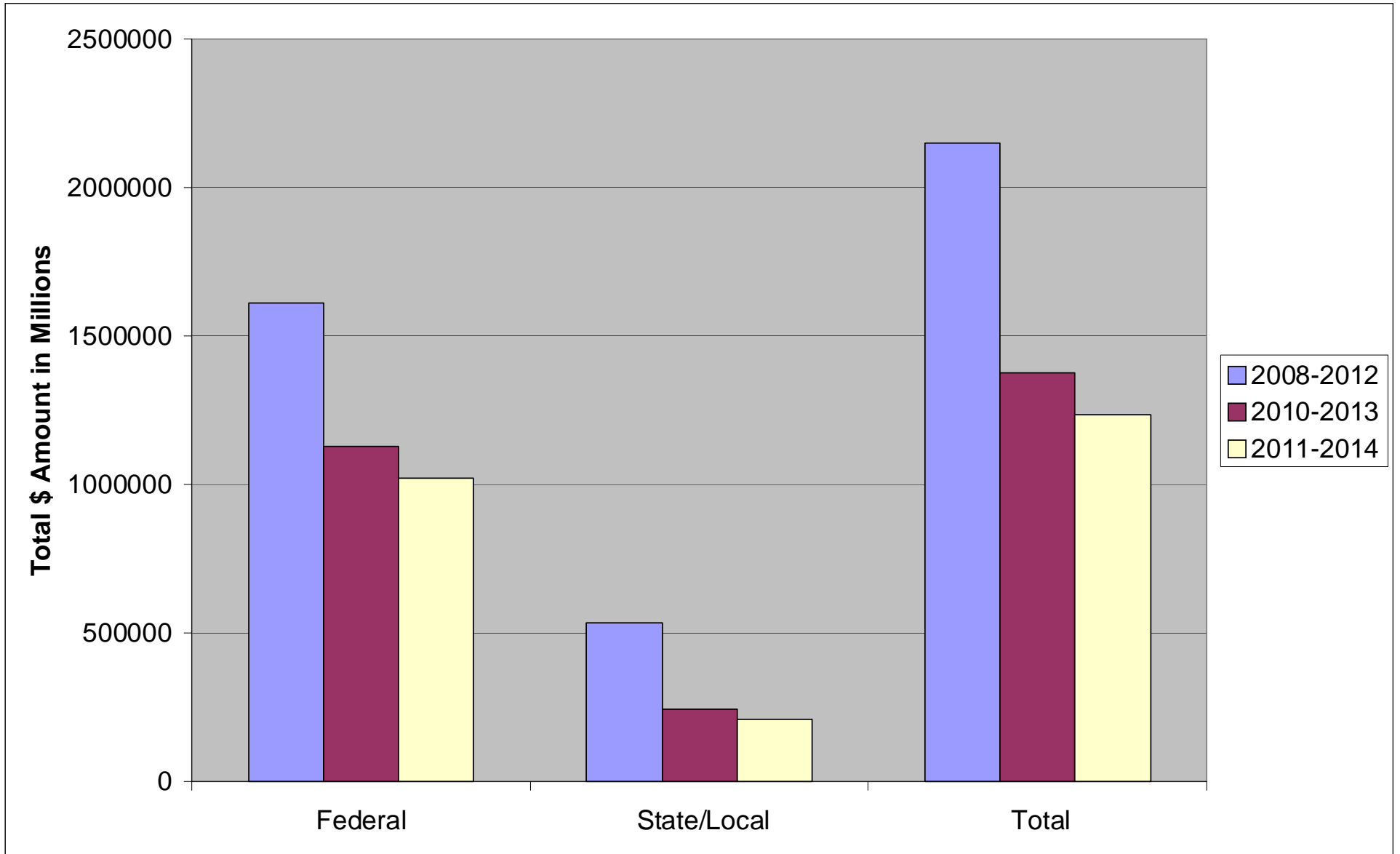
**Summary of the FY 2014 Federal-Aid Annual Element**

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	PLH	RTP	STIM	STP	Total
Baltimore City									7,000											7,000
Baltimore County									1,520				2,976							4,496
Carroll County									126		200									326
Harford County									700											700
SHA - Baltimore County									4,677											4,677
SHA - Regional									33,600	4,400	3,100	26,000	9,300	22,440	11,800		400		78,100	189,140
Baltimore Metropolitan Council																				0
MTA - Commuter Rail																				0
MTA - Transit		14,099	6,411		8,854	526	1,167	791		22,445										54,293
<b>Total</b>	<b>0</b>	<b>14,099</b>	<b>6,411</b>	<b>0</b>	<b>8,854</b>	<b>526</b>	<b>1,167</b>	<b>791</b>	<b>47,623</b>	<b>26,845</b>	<b>3,300</b>	<b>26,000</b>	<b>12,276</b>	<b>22,440</b>	<b>11,800</b>	<b>0</b>	<b>400</b>	<b>0</b>	<b>78,100</b>	<b>260,632</b>

Jurisdiction/Agency	1702	5307C	5307O	5309B	5309F	5311O	5316	5317	BRR	CMAQ	ENH	IM	LB	NHS	Other	PLH	RTP	STIM	STP	Total
<b>Total Funds Requested</b>	<b>47,083</b>	<b>59,177</b>	<b>22,792</b>	<b>950</b>	<b>55,312</b>	<b>2,104</b>	<b>4,668</b>	<b>3,164</b>	<b>200,561</b>	<b>127,950</b>	<b>12,600</b>	<b>82,776</b>	<b>31,516</b>	<b>55,137</b>	<b>30,300</b>	<b>388</b>	<b>1,600</b>	<b>70,811</b>	<b>215,395</b>	<b>1,024,284</b>

Exhibit V-1

Comparison of Total Costs of Projects in the 2008, 2010 and 2011 TIP\*



\* 2008 TIP covered a 5 year period while the 2010 TIP and the 2011 TIP covers a 4 year period.

Exhibit V-2  
Summary of the 2011 Annual Element By Project Listings

Number of Projects by Percentage

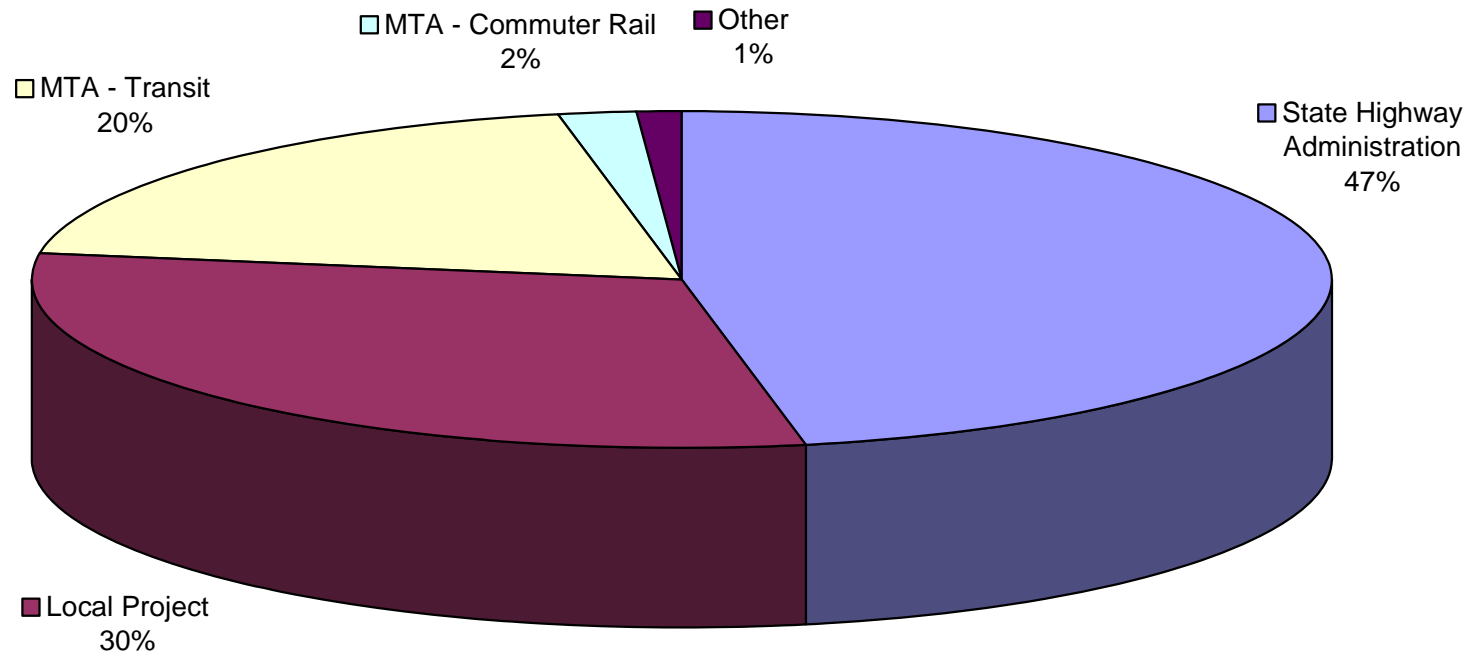


Exhibit V-2

Summary of the 2011 Annual Element By Project Listings

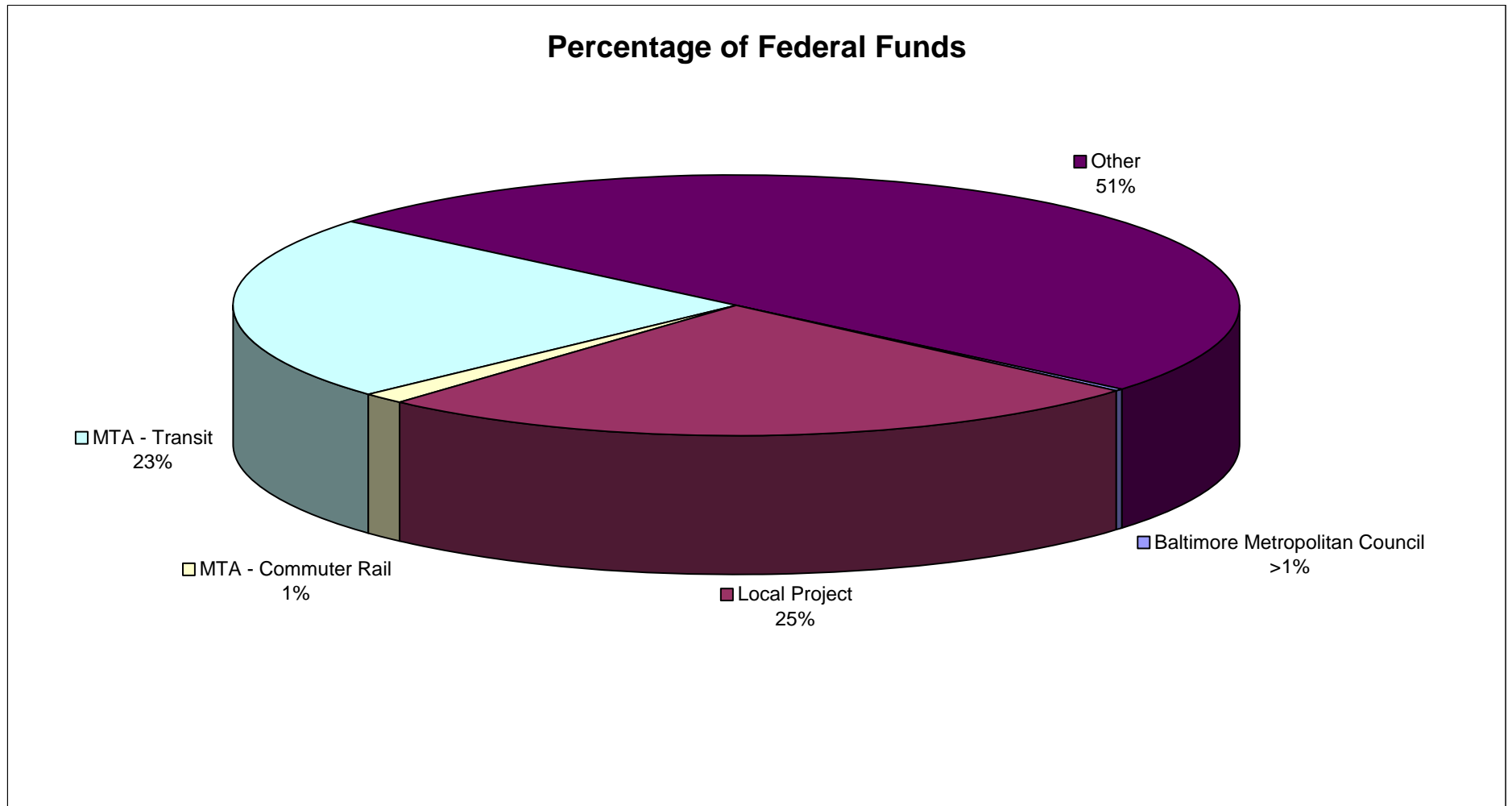


Exhibit V-3

Summary of the 2011 Annual Element By Project Type

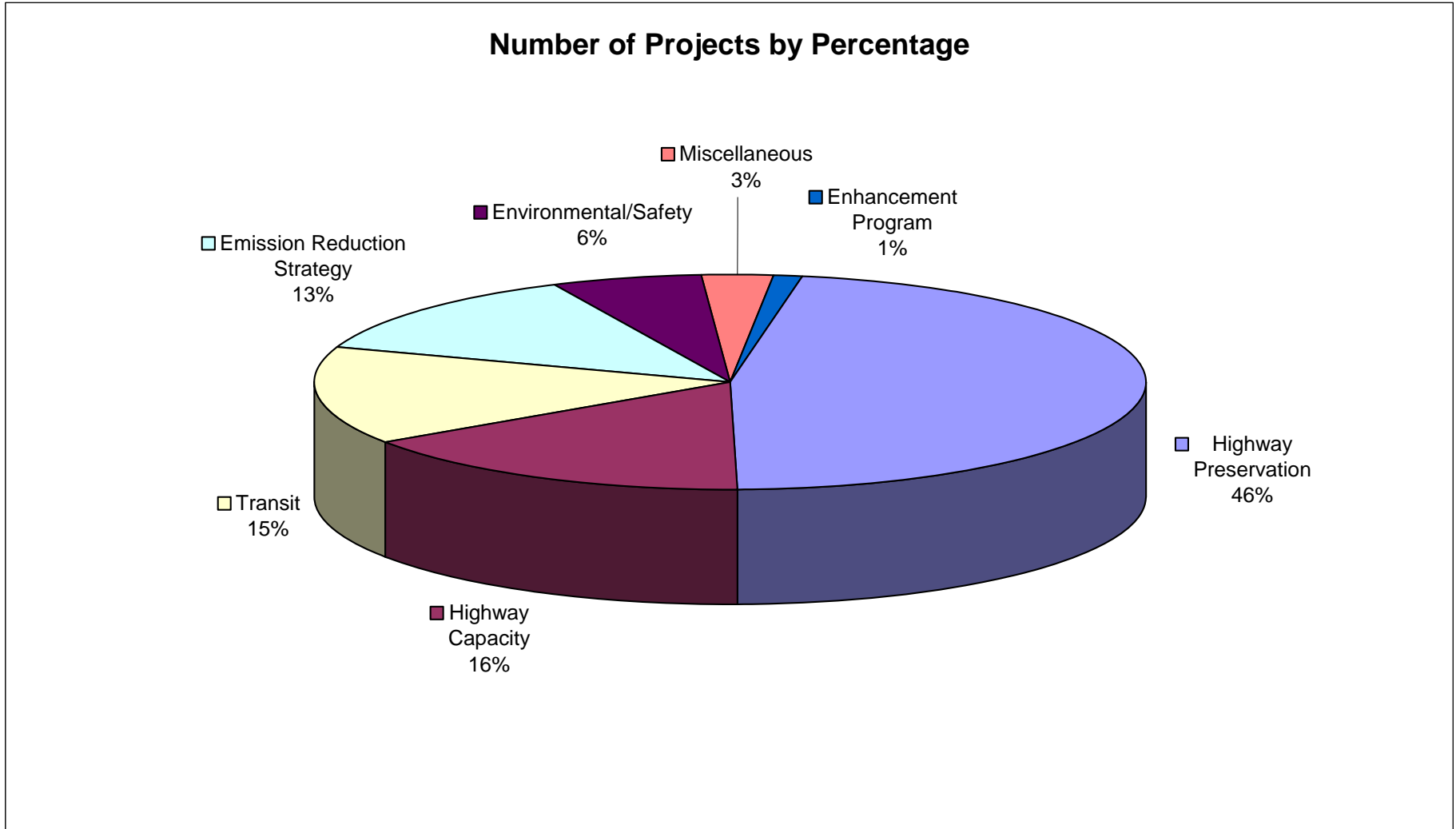
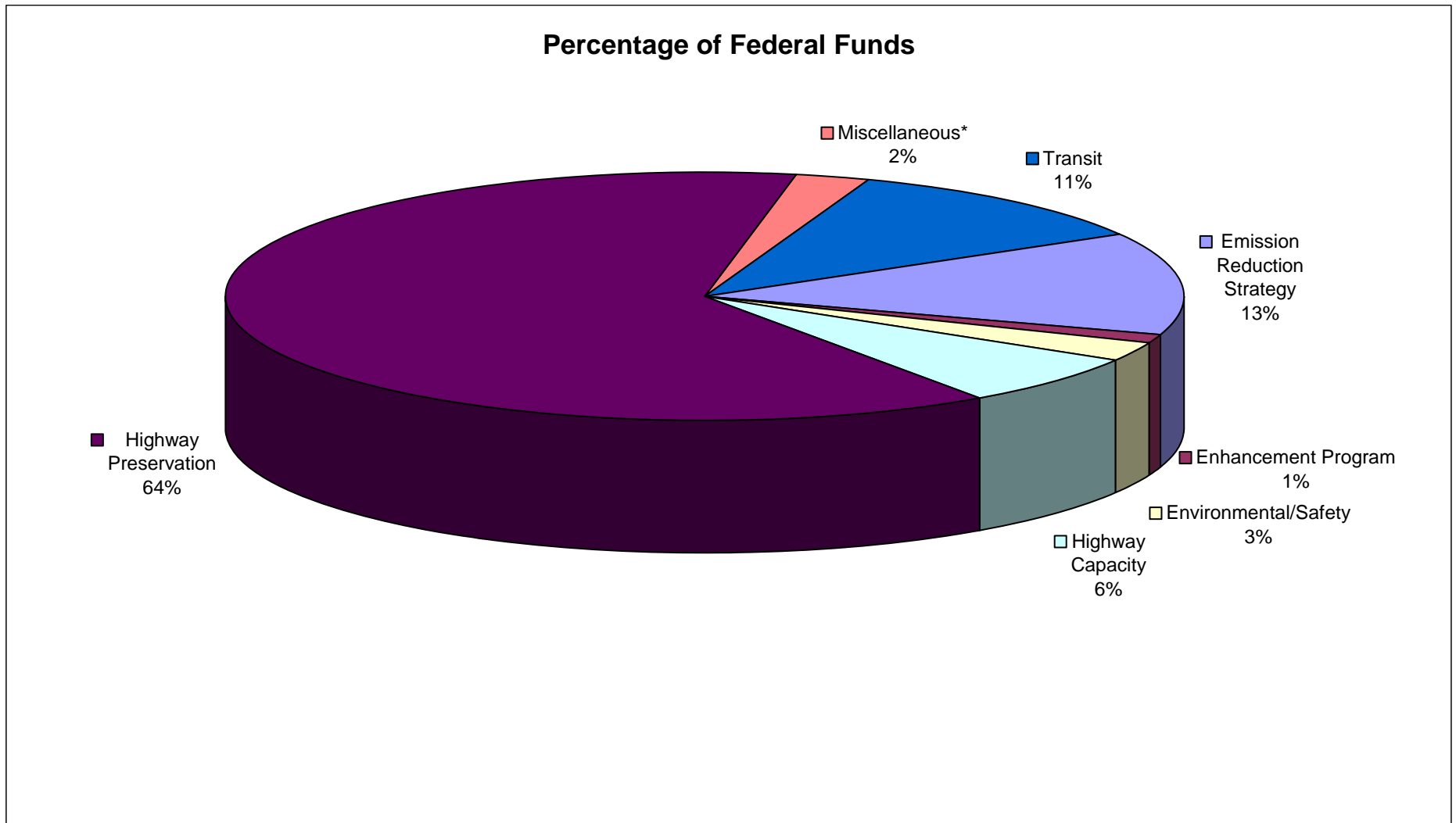


Exhibit V-3

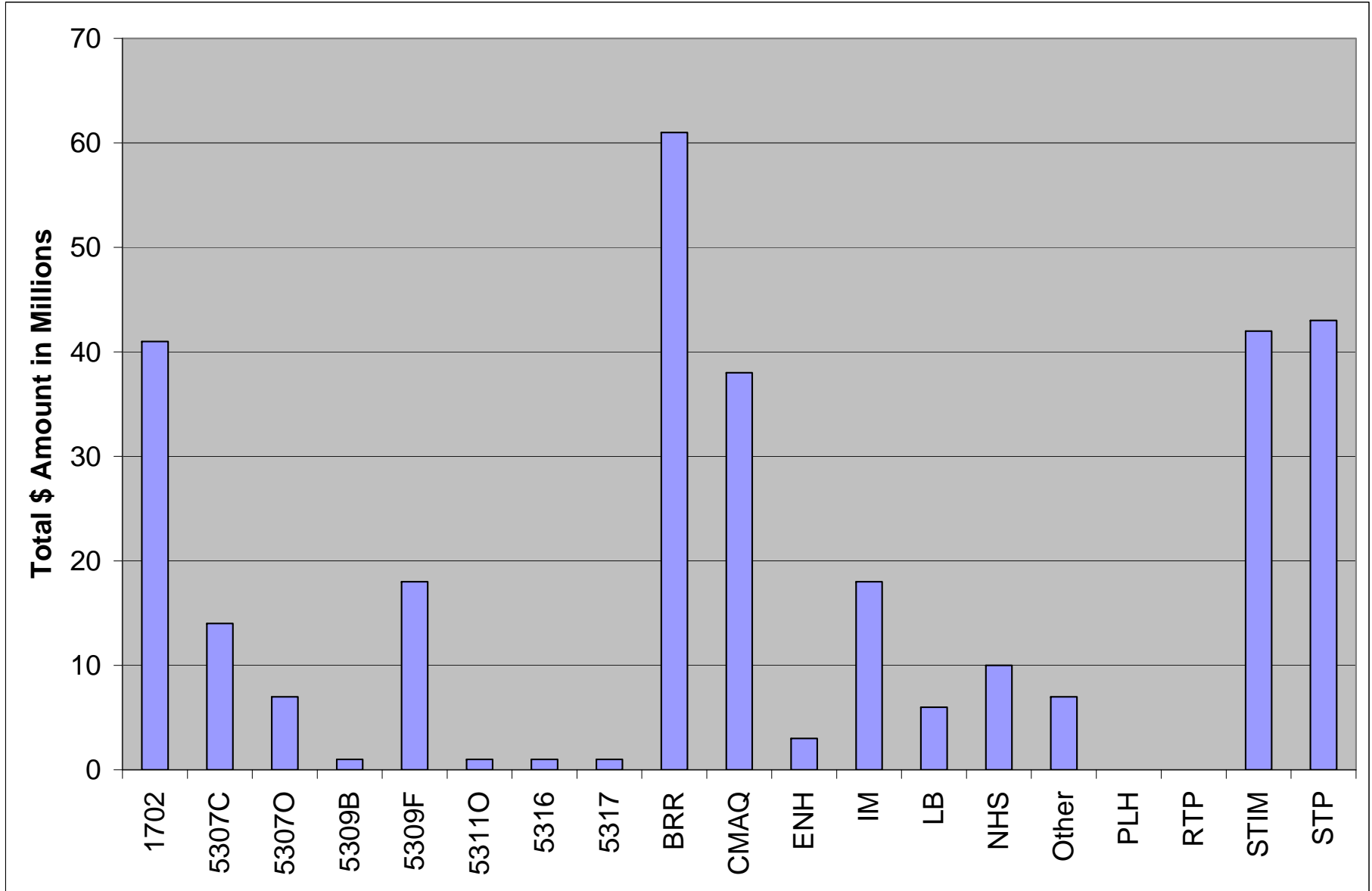
Summary of the 2010 Annual Element By Project Type



\* 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**

