

J00B01
State Highway Administration
Maryland Department of Transportation

Operating Budget Data

(\$ in Thousands)

	<u>FY 10</u> <u>Actual</u>	<u>FY 11</u> <u>Working</u>	<u>FY 12</u> <u>Allowance</u>	<u>FY 11-12</u> <u>Change</u>	<u>% Change</u> <u>Prior Year</u>
Special Fund	\$424,862	\$354,905	\$328,423	-\$26,482	-7.5%
Contingent & Back of Bill Reductions	0	0	-2,481	-2,481	
Adjusted Special Fund	\$424,862	\$354,905	\$325,942	-\$28,963	-8.2%
Federal Fund	16,925	18,007	18,007	0	
Contingent & Back of Bill Reductions	0	0	-81	-81	
Adjusted Federal Fund	\$16,925	\$18,007	\$17,925	-\$81	-0.5%
Adjusted Grand Total	\$441,788	\$372,912	\$343,867	-\$29,045	-7.8%

- The fiscal 2012 allowance for the State Highway Administration's (SHA) operating budget, excluding Highway User Revenues (HUR), declines \$5.8 million, or 2.7%. When adjusting for the contingent and Back of the Bill reductions, the fiscal 2012 allowance declines \$8.0 million, or 3.7%.
- The fiscal 2012 allowance for HUR declines \$20.7 million, or 13.3% compared to the fiscal 2011 working appropriation when accounting for contingent reductions; however, the fiscal 2011 working appropriation is artificially high to account for the fiscal 2010 underpayment of local jurisdictions.
- The fiscal 2012 allowance includes \$2.6 million in contingent and across-the-board reductions. The largest reduction is \$1.2 million in operating reductions from the various changes in health insurance. There is also \$1.0 million for the consolidation of maintenance activities between SHA and the Maryland Transportation Authority. Finally, there is a \$388,000 reduction to HUR for Prince George's County for the final repayment of a loan for local road projects associated with Redskins stadium.
- There are two major operating budget changes outside of personnel related expenditures. The first is an additional \$5.0 million for the winter maintenance budget to bring the funding to \$36.0 million in fiscal 2012. The other major change is an approximately \$15.0 million reduction to contract maintenance expenditures.

Note: Numbers may not sum to total due to rounding.

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PAYGO Capital Budget Data

(\$ in Thousands)

	Fiscal 2010	Fiscal 2011		Fiscal 2012
	<u>Actual</u>	<u>Legislative</u>	<u>Working</u>	<u>Allowance</u>
Special	\$252,552	\$282,158	\$276,711	\$288,254
Federal	\$500,223	\$532,196	\$594,943	\$585,194
Reimbursable	\$49	\$0	\$0	\$0
Total	\$752,824	\$814,354	\$871,654	\$873,448

- The fiscal 2011 working appropriation increased \$57.3 million compared to the legislative appropriation. Most of the increase is in federal funds as a result of unanticipated federal aid distributions.
- The fiscal 2012 allowance is approximately \$1.8 million more than the fiscal 2011 working appropriation. The change in funding is largely due to cash flow changes in a variety of projects.

Operating and PAYGO Personnel Data

	<u>FY 10 Actual</u>	<u>FY 11 Working</u>	<u>FY 12 Allowance</u>	<u>FY 11-12 Change</u>
Regular Operating Budget Positions	1,560.00	1,560.00	1,553.00	-7.00
Regular PAYGO Budget Positions	<u>1,615.50</u>	<u>1,614.50</u>	<u>1,589.50</u>	<u>-25.00</u>
Total Regular Positions	3,175.50	3,174.50	3,142.50	-32.00
Operating Budget FTEs	0.70	4.40	4.40	0.00
PAYGO Budget FTEs	<u>6.90</u>	<u>17.60</u>	<u>17.60</u>	<u>0.00</u>
Total FTEs	7.60	22.00	22.00	0.00
Total Personnel	3,183.10	3,196.50	3,164.50	-32.00

Vacancy Data: Regular Positions

Turnover and Necessary Vacancies, Excluding New Positions	140.78	4.48%
Positions and Percentage Vacant as of 12/31/10	219.00	6.90%

- The fiscal 2012 allowance includes the abolishment of 32.0 vacant positions across a number of functions in the department. Of the vacant position abolishments, 25.0 were in the capital program, and 7.0 were in the operating budget.
- The total savings in the capital budget from the position abolishment totaled \$1.8 million and the contingent and across-the-board reductions totaled \$1.8 million.
- The fiscal 2012 allowance sets the vacancy rate at 4.48% requiring 140.8 vacant positions. As of December 31, 2010, SHA had 219.0 vacant positions for a vacancy rate of 6.90%; however, 32.0 of these positions will be abolished in fiscal 2012.
- There is no change in the number of contractual positions.

Analysis in Brief

Major Trends

Traffic Fatalities Declined in Calendar 2009: One of SHA's goals is to improve highway safety in the State by reducing the number of traffic and pedestrian fatalities to 550 by the end of calendar 2010. The department met its goal in calendar 2009 and is expected to do so again in calendar 2010. Of note is that vehicle miles traveled continued to decline in calendar 2009 and may do so again in calendar 2010 because of the multiple snow events. **The Department of Legislative Services (DLS) recommends that the department discuss with the committees in further detail its efforts to reduce traffic fatalities.**

Congestion: Several national measures indicate that Maryland and its metropolitan regions are highly congested. Overall, the level of congestion on freeway lane miles has been declining since calendar 2008; however, this is partially due to vehicle miles traveled declining as a result of the recession. Even with vehicle miles traveled projected to increase in calendar 2010 and 2011, congestion is expected to continue to decline. **DLS recommends that SHA discuss how congestion is expected to decline despite projected increases in vehicle miles traveled and almost no new expansion projects.**

Number of Structurally Deficient Bridges Declines in Calendar 2010: The number of structurally deficient bridges in the State declined from 143 in 2006 to 107 in calendar 2010. The number is projected to increase in calendar 2011, and SHA indicates that in the coming years there are more large bridge projects that will consume more resources. **DLS recommends that SHA discuss with the committees the type and number of projects that need to be addressed in the future and how these high project costs will be addressed with diminished revenues. SHA should also discuss why the number of structurally deficient bridges is set to increase in calendar 2011.**

System Preservation: The department's Managing for Results (MFR) has a goal that no more than 16% of the State's roadways should be measured as having unacceptable road quality in a calendar year. The department has been able to meet this goal; however, a recent report from The Road Information Program found 44% of Maryland's roads are in disrepair. **DLS recommends that SHA discuss the report and its finding on the quality of Maryland's roads compared to the MFR measure.**

Issues

Operating Budget Continues to Be Underbudgeted: It would appear the operating budget is underbudgeted for winter and contract maintenance activities. While the department is attempting to constrain costs with its contract maintenance activities, funding for winter maintenance activities remains below the five-year average. This will likely require further cuts in other areas. Furthermore, the reductions in contract maintenance activities will likely result in higher capital costs in the future. **DLS recommends that SHA discuss why the reductions to contract maintenance**

were made and what impact the reductions will have for Maryland roads. Furthermore, the department should discuss whether it is comfortable that the eventual capital costs associated with deferring maintenance are affordable considering the larger unfunded needs confronting the transportation network.

Firewall Legislation Effect on General Fund Structural Balance: Several pieces of legislation have been introduced this session that would allow for a constitutional amendment to provide a “firewall” for the Transportation Trust Fund. If a “firewall” bill is passed that eliminates the general fund share of HUR, this will increase the general fund structural gap an additional \$338 million.

Highway User Revenue Reduction for FedEx Field: As part of the agreement to construct FedEx Field, a grant was made to Prince George’s County for local road construction projects with the provision that Prince George’s County pay the loan back with \$1.0 million being taken off its share of HUR. Those repayments have been made; however, there is an issue in terms of how much is actually owed the State. **The budget committees need to decide if repayment should be based on present (1996) value or future value dollars.**

Operating Budget Recommended Actions

1. Add budget bill language pertaining to the repayment of a loan to Prince George’s County.
2. Adopt committee narrative pertaining to the repayment of a loan to Prince George’s County.

PAYGO Budget Recommended Actions

1. Concur with Governor’s allowance.

Updates

Public-private Partnership for Highway Safety: Recently, SHA was approached by State Farm Insurance regarding a public-private partnership (P3) proposal to expand the operations and promotional activities of its Coordinated Highways Action Response Team (CHART) program by having CHART vehicles and strategic signs advertise State Farm Insurance. The partnership is expected to generate \$1.3 million in new revenue over three years. The benefits from the P3 include additional patrol coverage and information to motorists.

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State Highway Administration
Maryland Department of Transportation

Budget Analysis

Program Description

The State Highway Administration (SHA) is responsible for over 5,200 miles of interstate, primary and secondary roads, and over 2,500 bridges. SHA employees plan, design, build, and maintain these roads and bridges to safety and performance standards while paying attention to social, ecological, and economic concerns.

SHA employs personnel in seven engineering districts throughout the State and at the Baltimore City headquarters. Each district encompasses a number of adjacent counties, with a district office serving as its headquarters. There is at least one maintenance facility in each county. The districts are responsible for the management of highway and bridge construction contracts, and maintenance functions such as pavement repairs, bridge repairs, snow removal, roadside management, equipment maintenance, and traffic engineering operations.

SHA attempts to manage traffic and congestion through the Coordinated Highways Action Response Team (CHART) program. CHART provides information about traffic conditions and clears incidents on major roadways.

The highway safety program funds the Motor Carrier Division and the State Highway Safety Office. The Motor Carrier Division manages the State's enforcement of truck weight and age limits by inspecting drivers, trucks, and cargo, as well as auditing carriers. The State Highway Safety Office administers highway safety programs and grants to State and local agencies.

The administration has identified the following key goals:

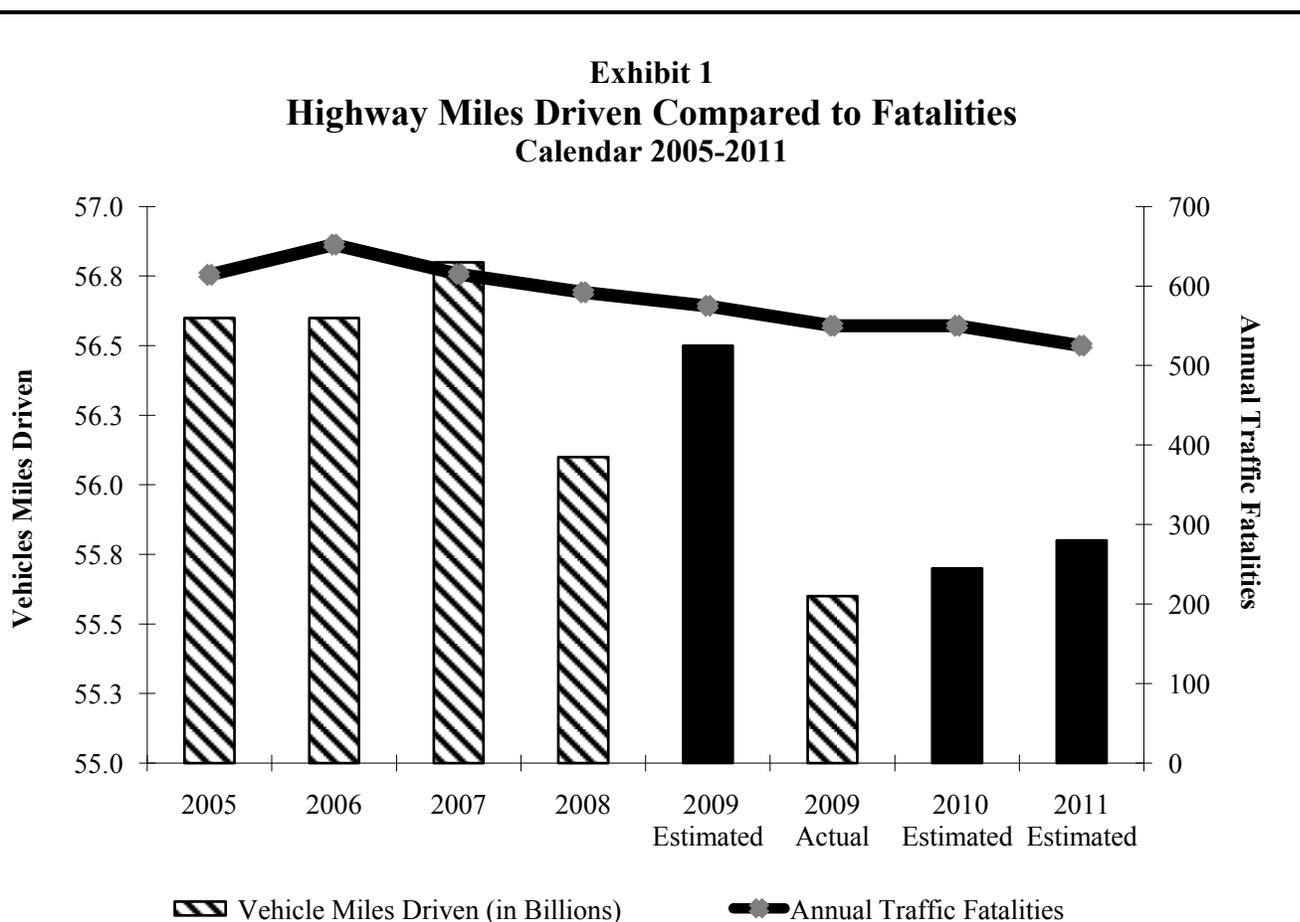
- **Safety:** Improve highway safety in Maryland.
- **Mobility/Congestion Relief:** Improve mobility for customers.
- **System Preservation and Maintenance:** Maintain a quality highway system.
- **Efficiency in Government:** Improve efficiencies in business processes in a fiscally responsible manner.
- **Environmental Stewardship:** Develop and maintain Maryland State highways in an environmentally responsible manner.
- **Customer Satisfaction:** Provide services and products to customers that meet or exceed their expectations.

Performance Analysis: Managing for Results

SHA provides Managing for Results (MFR) performance measures that relate to its mission and goals. SHA’s mission is to “efficiently provide mobility for our customers through a safe, well-maintained, and attractive highway system that enhances Maryland’s communities, economy, and environment.”

Safety

Goal 1 of the SHA MFR submission is to improve highway safety in Maryland with the objective of reducing the annual number of traffic and pedestrian fatalities to 550 by the end of calendar 2010. While there are behavioral factors beyond SHA’s control that impact this measure, **Exhibit 1** shows that in calendar 2009, the department met its goal and is estimated to meet its goal in calendar 2010. Another major milestone in calendar 2009 was that the department was able to have the traffic fatality rate per 100 million miles traveled fall below 1.



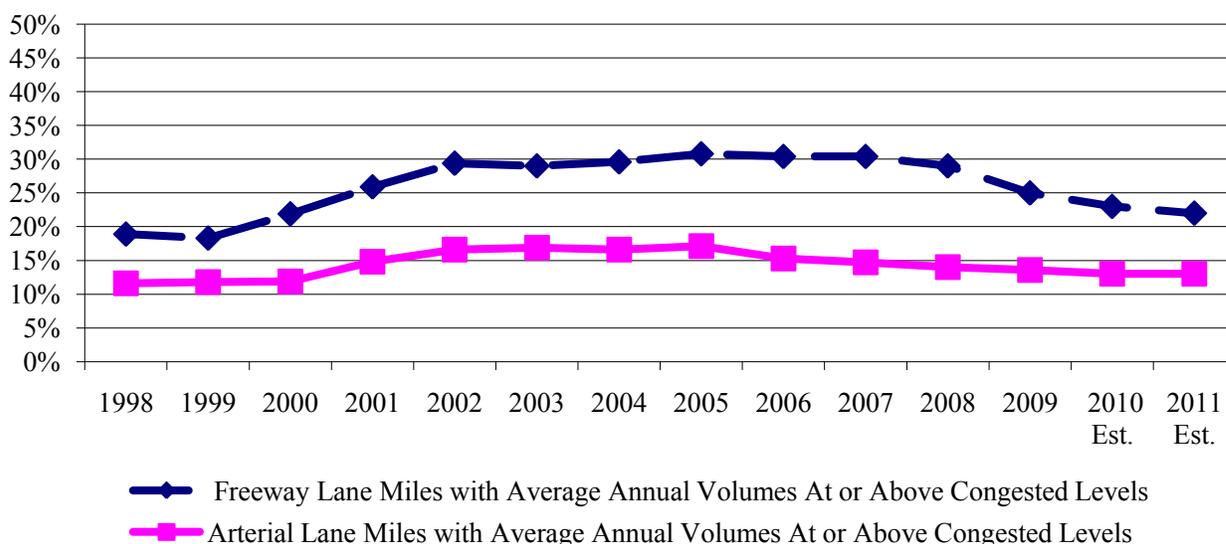
Source: State Highway Administration

It is also noteworthy that vehicle miles traveled continued to decline in calendar 2009 which helps to explain the decline in motor fuel tax revenues. This decline is largely due to the impact of the recession on economic activity and consumers. The department estimates that vehicle miles traveled will grow slightly in calendar 2010 and 2011; however, with the multiple snow events during the 2009/2010 winter, vehicle miles traveled may decline in 2010. For motor fuel tax revenues to begin growing again, vehicle miles traveled will need to increase. **The Department of Legislative Services (DLS) recommends that the department discuss with the committees in further detail its efforts to reduce traffic fatalities.**

Congestion

Several national entities (*e.g.*, Census Bureau, Reason Foundation, and Texas Transportation Institute) indicate that Maryland and the Washington and Baltimore metropolitan regions have some of the highest levels of roadway congestion in the country. **Exhibit 2** shows that the percentage of freeway lane miles that are congested increased from 19% in calendar 1998 to an estimated 22% in calendar 2010. The high point for congestion was in calendar 2008, shortly before the recession, when 29% of freeway lane miles were congested. The level of congestion has declined since calendar 2008 and tracks with the decline in vehicle miles traveled. In calendar 2010 and 2011, congestion levels are estimated to decline despite vehicle miles traveled increasing slightly. Congestion on arterial lane miles is expected to decline slightly in calendar 2010 and 2011. **DLS recommends that SHA discuss how congestion is expected to decline despite projected increases in vehicle miles traveled and almost no new expansion projects.**

Exhibit 2
Level of Congested Freeway and Arterial Lane Miles
Calendar 1998-2011



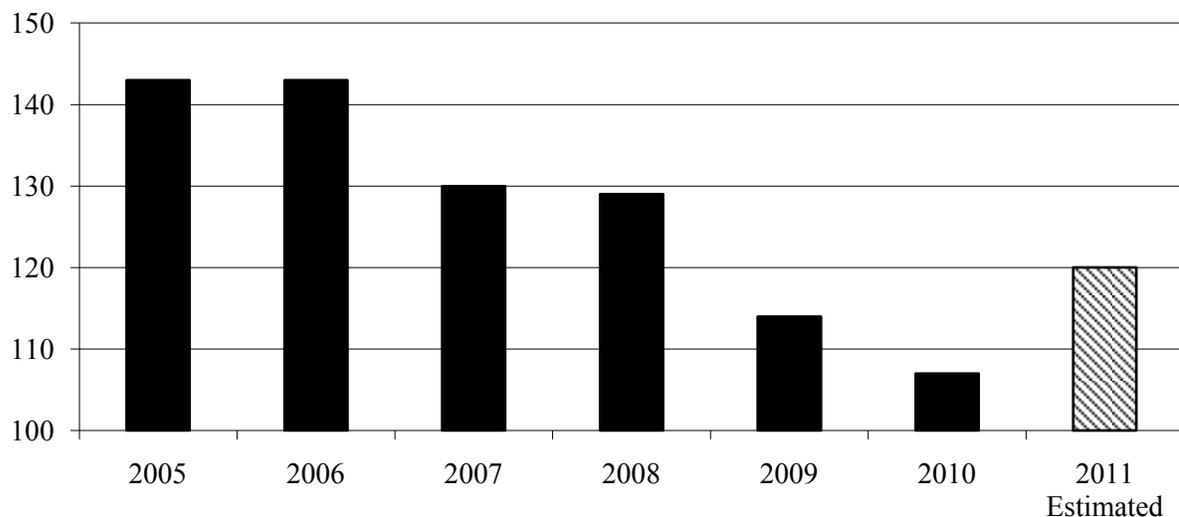
Source: State Highway Administration

System Preservation

Goal Three from the SHA MFR submission is “System Preservation and Maintenance: Maintain a Quality Highway System.” Objective 3.2 deals with bridges and has the goal of maintaining a rate of 100% of bridges that will allow for legally loaded vehicles to safely travel. SHA has consistently achieved this goal and maintained a 100% rating for bridges; however, this does not account for the number of bridges that are in need of repair. A better measure is to look at the number of structurally deficient bridges each calendar year as reported to the Federal Highway Administration (FHWA). A structurally deficient bridge is one that is in need of repair or replacement, and a functionally obsolete bridge is a bridge with a design that no longer meets the needs for the transportation system.

Exhibit 3 shows that the number of structurally deficient bridges decreased from calendar 2008 to 2010. The department’s business plan had a goal of reducing the number of structurally deficient bridges from 143 in 2006 to 120 in 2010. The actual number of structurally deficient bridges was 107 in 2010. The decline is due to investments made to replace bridges, and efforts to improve bridges that were near the structurally deficient threshold. Moving forward SHA indicates that there are more large bridge projects that will consume more resources. **DLS recommends that SHA further discuss with the committees the type and number of high dollar projects that need to be addressed in the future and how these projects will be addressed with diminished revenues. SHA should also discuss why the number of structural deficient bridges is set to increase in calendar 2011.**

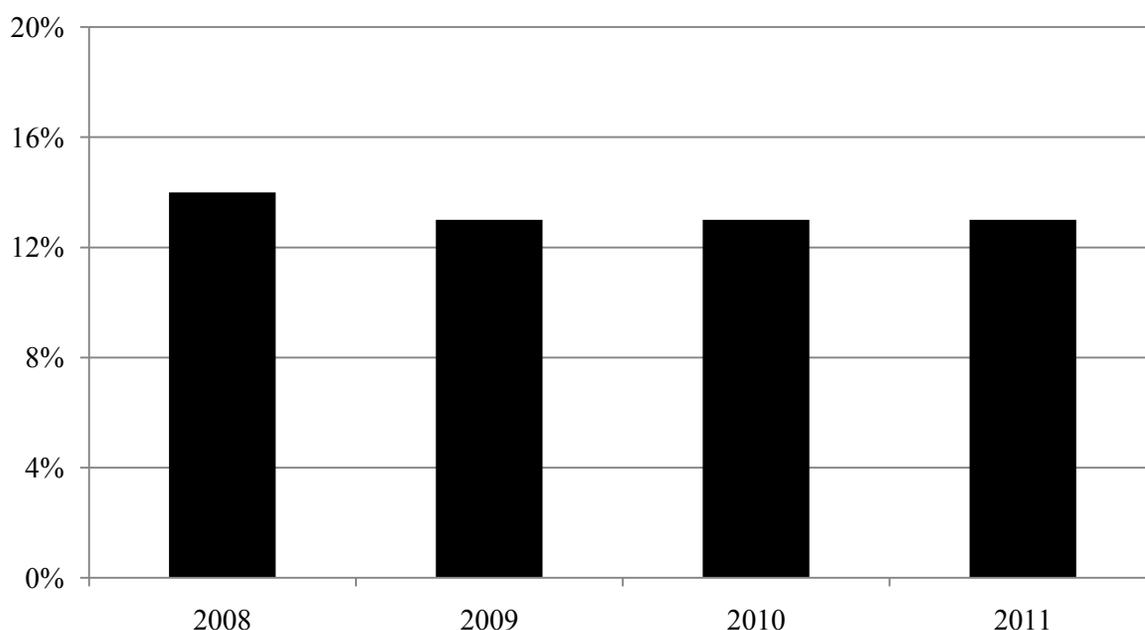
Exhibit 3
Structurally Deficient Bridges in State Highway Network
Calendar 2005-2011



Source: State Highway Administration

Another measure of system preservation is the percentage of roadway mileage that does not have an acceptable ride quality as measured and presented to FHWA. The department's MFR has a goal that no more than 16% of the State's roadways should be measured as having unacceptable road quality in a calendar year. As shown in **Exhibit 4**, the department has been able to meet this goal; however, a recent report from The Road Information Program found that 44% of Maryland's roads are in disrepair. **DLS recommends that SHA discuss the report and its finding on the quality of Maryland's roads compared to the MFR measure.**

Exhibit 4
Roadways with Unacceptable Road Quality
Calendar 2008-2011



Source: State Highway Administration

Proposed Budget

The fiscal 2012 allowance, when accounting for contingent reductions declines \$29.0 million or 7.8%, when compared to the fiscal 2011 working appropriation, as shown in **Exhibit 5**.

The fiscal 2012 allowance for SHA's operating budget, excluding Highway User Revenues (HUR), is estimated to decline \$5.8 million, or 2.7% compared to the fiscal 2011 working appropriation. The fiscal 2012 allowance does contain several contingent reductions which total \$2.2 million. When accounting for these contingent reductions, the fiscal 2012 allowance declines \$8.0 million, or 3.7%.

Exhibit 5
Proposed Budget
MDOT – State Highway Administration
(\$ in Thousands)

How Much It Grows:	<u>Special</u> <u>Fund</u>	<u>Federal</u> <u>Fund</u>	<u>Total</u>
2011 Working Appropriation	\$354,905	\$18,007	\$372,912
2012 Allowance	<u>328,423</u>	<u>18,007</u>	<u>346,430</u>
Amount Change	-\$26,482	\$0	-\$26,482
Percent Change	-7.5%		-7.1%
 Contingent Reductions	 -\$2,481	 -\$81	 -\$2,563
Adjusted Change	-\$28,963	-\$81	-\$29,045
Adjusted Percent Change	-8.2%	-0.5%	-7.8%

Where It Goes:

Personnel Expenses

Abolished/transferred positions	-\$478
Overtime	-597
Restoration of the furlough	1,579
Employee retirement payment	1,112
Employee and retiree health insurance net of contingent reductions.....	286
Workers' compensation premium assessment	170
Additional assistance	82
Other fringe benefit adjustments.....	103

Highway User Revenue

Highway User Revenue declines to revenue adjustments and prior year underpayment	-20,662
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Contract Maintenance

Roadside and drainage activities including mowing, litter pick-up, drainage, etc.	-4,125
Purchase of small tools, uniforms, and other activities associated with reductions to contract maintenance	-2,950
Supply purchases decline due to reductions in contract maintenance	-2,660
Traffic maintenance activities like sign and signal replacement, line striping, light, etc., decline due to reductions in contract maintenance	-1,936
Utilities and gas and oil declines due to Department of Budget and Management instructions.....	-1,246

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Where It Goes:

Roadway and shoulder maintenance activities like patching and paving decline	-1,185
Bridge maintenance activities	-1,000

Other Changes

Winter maintenance activities.....	5,000
Information technology contracts	251
Cell phone expenditures.....	89
Consolidation of maintenance activities with Maryland Transportation Authority.....	-1,000
Other	122

Total **-\$29,045**

Note: Numbers may not sum to total due to rounding.

The fiscal 2012 allowance for HUR declines \$20.7 million, or 13.3%, compared to the fiscal 2011 working appropriation when accounting for contingent reductions. The fiscal 2011 working appropriation is artificially high due to an underpayment of HUR that is being made in fiscal 2011. There is a fuller discussion of HUR in the Issues section.

Impact of Cost Containment

The fiscal 2012 budget reflects several across-the-board actions. In fiscal 2012, SHA’s share of the contingent reduction is \$1.1 million in special funds and \$0.1 million in federal funds for changes in employee and retiree health insurance. The capital budget share of the reductions is \$1.7 million in special funds and \$0.1 million in federal funds. To the extent that SHA has positions abolished under the Voluntary Separation Program, additional reductions will be implemented by the Administration.

Departmentwide, the Maryland Department of Transportation (MDOT) abolished 43 vacant positions in the fiscal 2012 allowance as part of its cost containment efforts. These positions may be associated with the abolition of 500 positions required by Section 44 of the fiscal 2011 budget bill; however, these positions were not abolished in fiscal 2011 as required and are not deleted until the fiscal 2012 allowance. SHA’s share of this position abolition was 32 positions: 7 positions in the operating budget and 25 positions in the capital budget. The operating budget is reduced by \$478,059 for funding associated with these positions. These positions were all vacant, and the duties associated with these positions will be reassigned to other staff.

The department’s budget is also reduced by \$1 million in Back of the Bill language due to the consolidation of maintenance activities between SHA and the Maryland Transportation Authority.

Personnel

When accounting for the contingent and across-the-board actions to health insurance, personnel related expenditures increase \$2.3 million. The largest increase is from the restoration of the furlough. Other large increases include a \$1.1 million payment to the State retirement system. Employee and retiree health insurance increases a net of \$0.3 million. The largest reduction is for the loss of 7 positions totaling approximately \$0.5 million.

Other Changes

There are two major changes to the department's operating budget. There is a \$5.0 million increase for winter maintenance expenditures. Budget bill language expressed the legislative intent that the department increases its winter maintenance budget by \$5.0 million annually until it reaches the five-year rolling average of actual winter maintenance expenditures. The \$5.0 million increase will provide for \$36 million in the fiscal 2012 allowance.

The other significant change is an approximately \$15.0 million reduction in fiscal 2012 for contract maintenance activities. This reduction would affect activities such as mowing, litter pick-up, sign and signal replacement, line striping, lighting, shoulder and bridge maintenance activities, and reductions in the associated supplies and materials for those activities.

Highway User Revenues

The fiscal 2012 decline in HUR is overstated due to the \$18.0 million overpayment that is made in fiscal 2011 for the underpayment in fiscal 2010. When adjusting for the underpayment, the fiscal 2012 allowance for HUR declines approximately \$3.0 million.

Appendix 6 provides a summary of the distribution of HUR for the counties and municipalities in fiscal 2012. Fiscal 2012 budget bill language reduces the Prince George's County share of HUR by \$388,000 for the final repayment of a loan for road construction around FedEx Field, which is not reflected in Appendix 6.

PAYGO Capital Program

Program Description

The State System Construction program provides funds for the capital program of SHA. Financing is available from current revenues, federal aid, and bond proceeds for construction and reconstruction projects on the State highway system, program-related planning and research, acquisition of major capital equipment, and all other capital expenditures. Funding is also provided for local capital programs through the State Aid in Lieu of Federal Aid program and various federal grants, including bridge replacement and rehabilitation, and the national highway system.

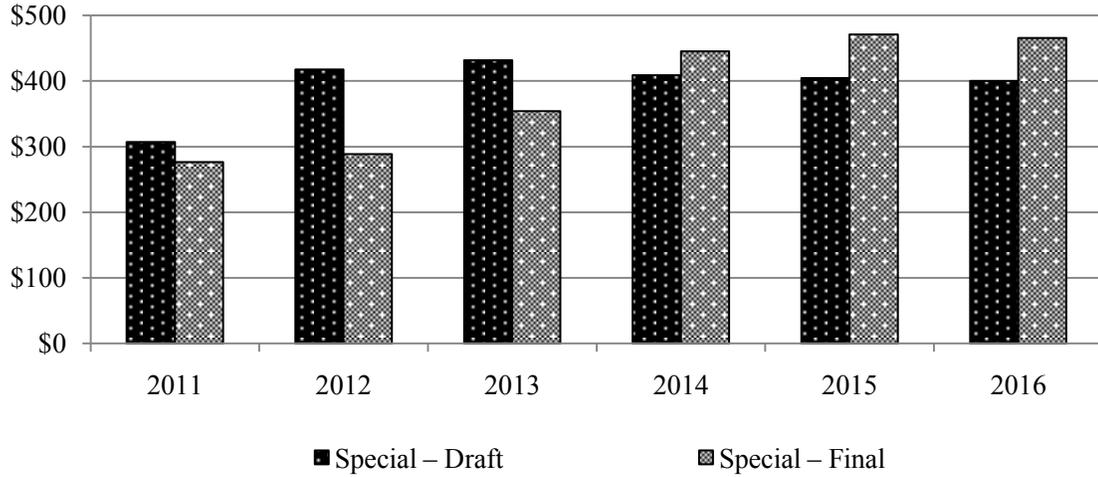
The *Consolidated Transportation Program* (CTP) includes a development and evaluation program (D&E) and a construction program. Generally, projects are first added to the D&E program where they are evaluated by planners/engineers, and rights-of-way may be purchased. MDOT also prepares final and draft environmental impact statements for projects in the D&E program. These studies examine alternatives which include a no-build option and a number of different alignments. Spending on a project while in the D&E program is usually less than 15% of the total project cost. When MDOT wants to move a project forward, it is moved into the construction program.

Capital Overview

Compared to the draft CTP, SHA's capital program has undergone several changes; however, there is little change in the total funding over the six years. **Exhibits 6** and **7** show the special and federal fund budgets for the draft and final CTP for each fiscal year. As a result of fiscal 2010 winter maintenance expenditures, write-downs in revenues, and the fiscal 2012 transfer of \$100 million to the general fund, the capital program relies on federal funds in the short term with an increased level of special funds from debt in the out-years. Following is a summary of the major changes in the department's capital program from the draft to the final CTP.

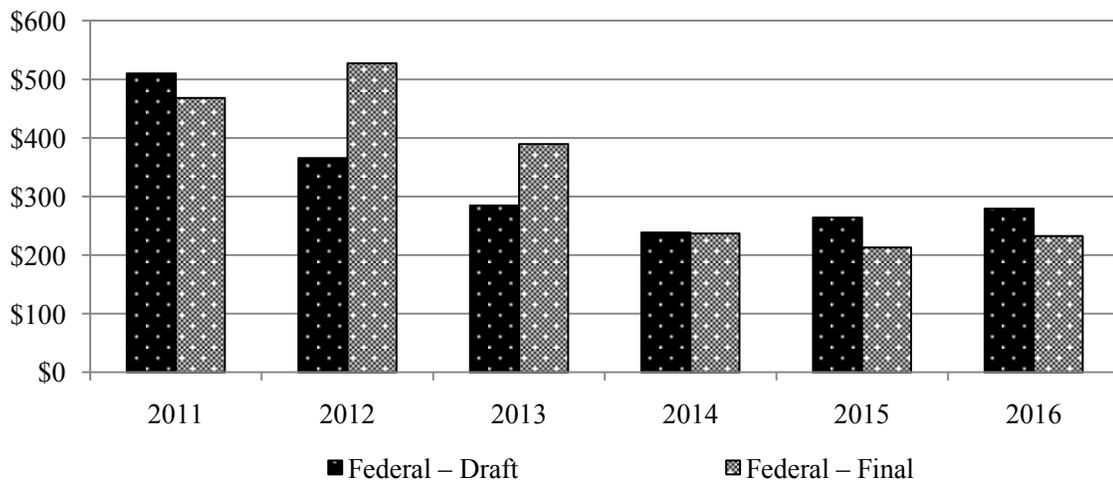
Beginning in fiscal 2010, the department had to reduce its capital program to provide additional funding for winter maintenance expenditures. In addition, due to ongoing concerns about revenues and the department's coverage ratios, SHA slowed down capital spending. Contractors also reduced the pace of their work, and thus expenditures, to keep staff working. In total, fiscal 2010 capital spending was \$178.8 million less than the fiscal 2010 working appropriation. Special funds were \$62.0 million less than estimated, with \$41.9 million being used for winter maintenance expenditures, and federal fund spending declined \$116.8 million. Even though the rate of project spending declined in fiscal 2010, that spending is still expected to occur and was moved into fiscal 2011 and beyond.

Exhibit 6
Special Fund Comparison
Draft vs. Final Consolidated Transportation Program
Fiscal 2011-2016
(\$ in Millions)



Source: Department of Legislative Services

Exhibit 7
Federal Fund Comparison
Draft vs. Final Consolidated Transportation Program
Fiscal 2011-2016
(\$ in Millions)



Source: Department of Legislative Services

Once the draft CTP had been completed in the fall of 2010, revenues for the titling tax were revised downward, resulting in \$200 million in capital projects being deferred from fiscal 2011 to 2013 into fiscal 2014 to 2016. To offset the deferral of special fund projects, additional federal funds were reprogrammed from later fiscal years into fiscal 2011 and 2012. For example, the draft CTP included \$365.9 million in federal funds for highways in fiscal 2012, but that level has increased to \$527.5 million in the final CTP, an increase of \$161.6 million. Also helping was additional federal aid made available in the short term due to the change in accounting for federal earmark allocations, and the restoration of federal aid that had been previously reduced. **DLS recommends that MDOT discuss why the write-down in revenues resulted in projects being either reduced or deferred from SHA instead of allocating the deferrals across all the modes.**

Fiscal 2012 is where the most noticeable change in funding occurred. The final CTP is \$32.4 million more than the draft CTP; however, federal funds in the final CTP are \$161.6 million more than the draft CTP and special funds are \$129.2 million less than the draft CTP. Additional federal funds were made available through changes in federal legislation and the department using federal funds that were previously programmed in later fiscal years in the short term. Further complicating the fiscal 2012 budget is the proposed transfer of \$100 million in transportation revenues to the general fund. The department allocated the reduction from system preservation across four fiscal years and used debt in fiscal 2012 to maintain capital spending.

Typically, out-year capital spending declines, but because of the project deferrals, capital spending is relative constant over the six years. As shown in Exhibit 8, the final CTP has less federal funds in fiscal 2014 and beyond than the draft. This reflects federal funds being used earlier to offset the special fund reductions in earlier fiscal years. Conversely, special funds increase in the out-years with higher bond sales and an economic recovery to offset the increased spending from the deferral of projects. As a result, highway spending will be dependent on special funds in the out-years, particularly in those fiscal years when the construction of the major transit lines may occur.

Federal Stimulus Funding

The American Recovery and Reinvestment Act of 2009 (ARRA) provided additional highway formula funding for states to use on highway projects. The ARRA funding helped to offset the \$2.2 billion in reductions made to the capital program as a result of the recession. Maryland received \$431 million for highway formula funding in the ARRA; however, favorable bids resulted in savings that could be used for other projects. Approximately \$17 million of the bid savings was transferred to the Maryland Transit Administration, leaving SHA with \$414 million in ARRA funding. The CTP provides a listing of local ARRA projects, as well as State-funded projects, by jurisdiction.

In an effort to move as much funding out as quickly as possible and meet federal deadlines, the department elected to fund system preservation related projects. SHA categorized projects as one of the following: traffic and safety; safety and resurfacing; bridge; congestion management; or environmental. Funds to Baltimore City were distributed based upon existing agreements, and the county share was calculated as 30% of the second allocation of ARRA funding that was available.

As shown in **Exhibit 8**, there is \$316.8 million in funding for State highway projects and \$97.1 million to local jurisdictions for federal aid eligible projects. Baltimore City received \$35.1 million, with the counties and the municipalities receiving \$62.0 million. Similar to State highway projects, local projects largely focused on resurfacing and safety projects.

Exhibit 8
ARRA Funding
(\$ in Millions)

	<u>Total Allocation</u>	<u>Value of Projects Where Work Started</u>	<u>Value of Projects Completed</u>
State Projects	\$316.8	\$316.8	\$63.2
Baltimore City	35.1	35.1	0.0
Counties and Municipalities	62.0	62.0	0.0
Total	\$413.9	\$413.9	\$63.2

ARRA: American Recovery and Reinvestment Act of 2009

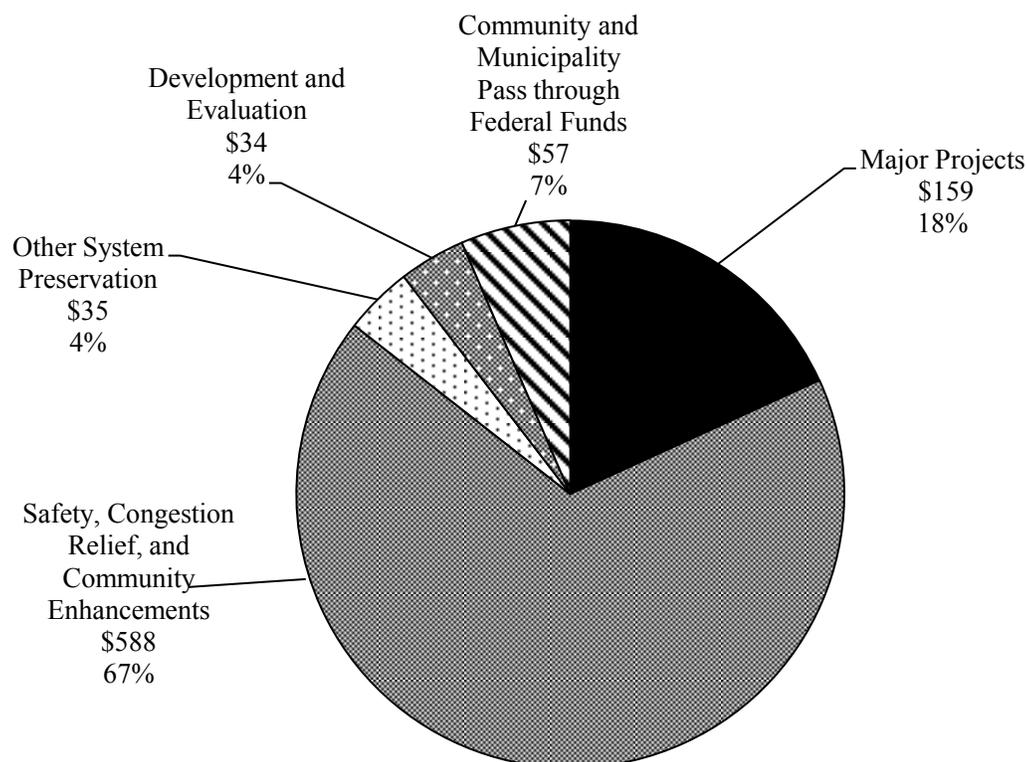
Source: Maryland Department of Transportation

A major milestone for projects is when construction actually begins. As of December 31, 2010, the value of the construction projects is equal to the total amount of ARRA received. So far only the State has completed any projects. The value of the completed projects is equal to 15.3% of the total amount of ARRA received. Baltimore City and other local jurisdictions have not yet completed any projects. **DLS recommends that the department update the committees on its ability to spend the ARRA funds and how local jurisdictions are doing in meeting federal requirements. Furthermore, the department should discuss when it expects all of the projects to be completed**

Fiscal 2011 to 2016 CTP

SHA's fiscal 2012 pay-as-you-go (PAYGO) allowance totals \$873.4 million, an increase of \$1.8 million from the fiscal 2011 working appropriation. **Exhibit 9** provides highlights of the funding by program area. As shown, a majority of the funds, 85%, is to be used for major projects, safety, congestion relief, and community enhancement projects.

Exhibit 9
State Highway Administration Capital Program by Area
Fiscal 2012 Allowance
(\$ in Millions)



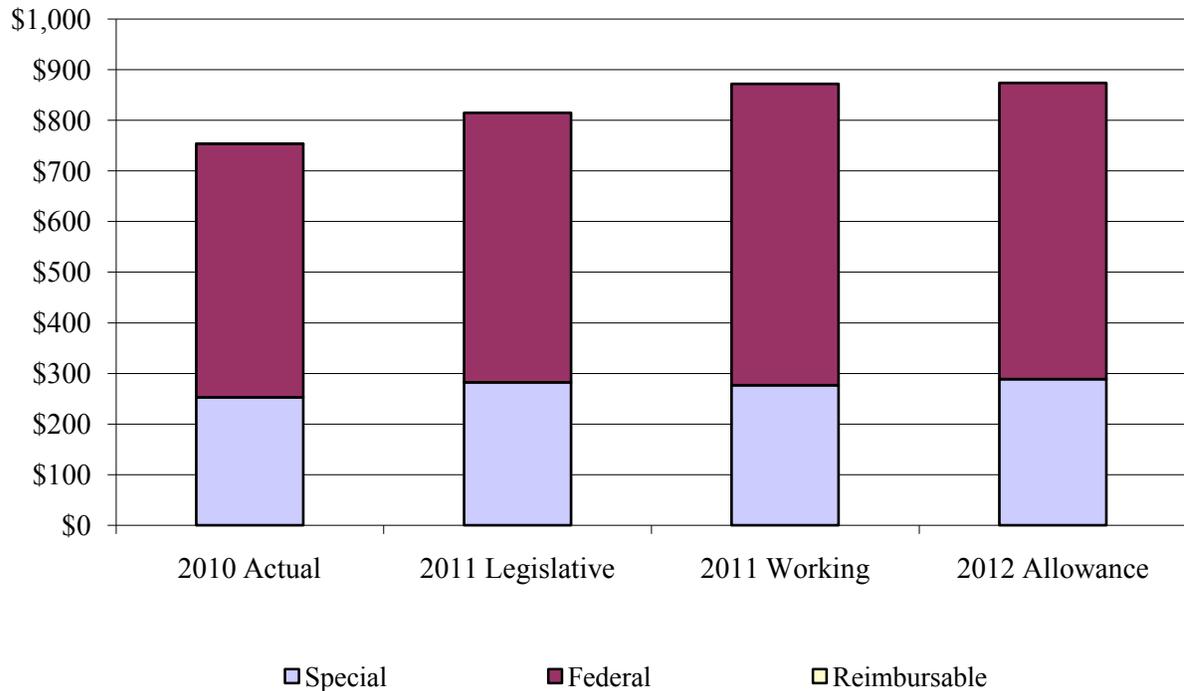
Source: Maryland Department of Transportation, 2011-2016 *Consolidated Transportation Program*

Fiscal 2011 and 2012 Cash Flow Analysis

Exhibit 10 shows that the fiscal 2011 working appropriation is \$57.3 million more than the legislative appropriation. Special funds decrease \$5.4 million, largely due to the deferral of capital spending in fiscal 2010 from the write-down in revenues in the fall of 2010. Federal funds increase \$62.7 million due to additional federal funds being realized due to changes on the federal level which helped to offset special fund reductions.

The fiscal 2012 legislative appropriation is \$1.8 million more than the fiscal 2011 working appropriation with special funds increasing \$11.5 million, due to cash flow changes. Federal funds decreased a total of \$9.8 million due to reduced ARRA spending offset by additional federal funds being made available.

Exhibit 10
Cash Flow Changes
Fiscal 2010-2012
(\$ in Millions)



Source: Maryland Department of Transportation, 2011-2016 *Consolidated Transportation Program*

Exhibit 11 provides a list of the major capital projects funded in the fiscal 2012 allowance. These 13 projects account for 73% of the projects in the major construction program and total \$342.3 million.

**Exhibit 11
Major Construction Projects
Funded in Fiscal 2012
(\$ in Thousands)**

<u>County</u>	<u>Project</u>	<u>Fiscal 2012</u>	<u>Total \$</u>	<u>Completion of Fiscal Cash Flow</u>
Allegany	US 220, McMullen Highway – replace bridge 1060 over Potomac River	\$3,142	\$13,171	2014
Anne Arundel	BRAC intersections near Fort Meade – design and construct intersection	25,309	50,514	2013
Anne Arundel	MD 295, Baltimore/Washington Parkway – widen MD 295 from four to six lanes	2,675	12,437	2012
Baltimore	I-695 Baltimore Beltway – replacement of MD 139 bridge	11,078	55,434	2014
Baltimore	I-695 Baltimore Beltway – replace bridge over MD 26	8,347	25,047	2013
Baltimore	I-695 Baltimore Beltway – replace bridge over MD 144	6,774	20,099	2014
Caroline	MD 404, Shore Highway – upgrade shoulders to accommodate bicycles and pedestrians	3,424	15,175	2013
Frederick	I-70 Baltimore National Pike – widen I-70 east of MD 355 and replace the I-70 bridge over Reich’s Ford Road	16,447	49,107	2014
Frederick	I-270, Eisenhower Memorial Highway – replace decks and widen bridges over MD 80 and Bennett Creek	6,871	12,557	2013
Harford	BRAC intersections near Aberdeen Proving Grounds – design and construct intersection improvements	7,226	20,552	2013
Montgomery	BRAC intersections near Bethesda Naval Center – design and construct intersection improvements	14,250	38,505	2014
Montgomery	I-495, Capital Beltway – replace bridge over the Northwest Branch	5,091	10,614	2013
Worcester	US 113, Worcester Highway – upgrade to four-lane divided highway from Goody Hill Road to Massey Branch	4,601	19,086	2012
Total		\$115,235	\$342,298	

BRAC: Base Realignment and Closure

Source: Maryland Department of Transportation, 2011-2016 *Consolidated Transportation Program*

Projects Added to the Construction Program

The department added five projects to the construction program for a total cost of \$53.0 million as shown in **Exhibit 12**.

Exhibit 12
Projects Added to the Construction Program
Fiscal 2011 and 2012
(\$ in Thousands)

<u>Project</u>	<u>2011</u>	<u>2012</u>	<u>Total Project Cost</u>
I-695, Baltimore Beltway; I-695 bridge on MD 144 over I-695 (Baltimore)	\$2,080	\$6,774	\$20,099
MD 287, Sandtown Road; replace bridge over the Choptank River (Caroline)	369	3,390	7,359
MD 545, Blue Ball Road; replace bridge over Little Elk Creek (Cecil)	836	860	2,420
I-270, Eisenhower Memorial Highway; replace deck and widen bridges over MD 80 and Bennett Creek (Frederick)	1,693	6,871	12,557
I-495, Capital Beltway; I-495 over Northwest Branch (Montgomery)	1,427	5,091	10,614
Total	\$6,405	\$22,986	\$53,049

Source: Maryland Department of Transportation, 2011-2016 *Consolidated Transportation Program*

Project Added to the Development and Evaluation Program

One project was added to the D&E program. The project is a Base Realignment and Closure intersection project near Andrews Air Force Base totaling \$4.5 million. The funding is from a federal earmark.

Project Removed from the Development and Evaluation Program

One project was removed from the D&E program. The project was the US 1, Belair Road from US 1 to MD 43 to MD 152 project in Harford and Baltimore counties. SHA indicates that improvements along this corridor will be re-evaluated as smaller breakout projects are needed.

Project Construction Schedule Delays

One SHA project was delayed from fiscal 2010 to 2011. The I-295/I-495, National Harbor Interchange access ramps project was delayed due to permit issues.

Issues

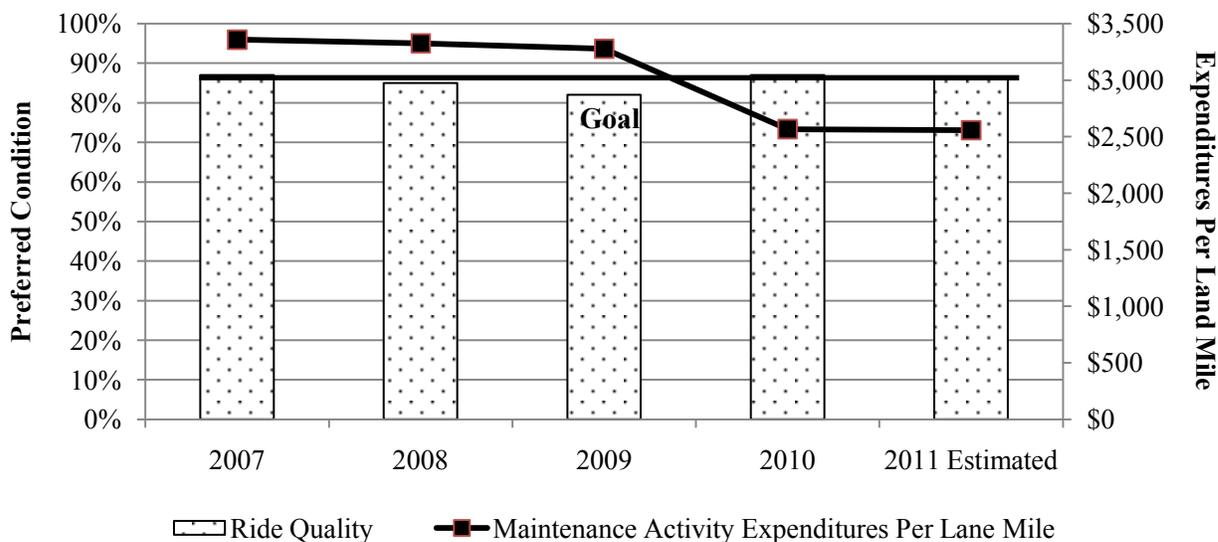
1. Operating Budget Continues to Be Underbudgeted

As was previously discussed in the operating budget section of the analysis, there are two major funding changes to SHA's operating budget: a \$5.0 million increase for winter maintenance expenditures and an approximately \$15.0 million decrease to contract maintenance activities. It would appear the operating budget is underbudgeted for winter and summer maintenance activities. Interestingly, while the department is attempting to constrain costs by reducing summer maintenance activities, it is also increasing the likelihood that costs will need to be further constrained by underbudgeting winter maintenance activities. In the long run, the reduction in summer maintenance activities will likely result in higher capital costs in the future.

The increase for winter maintenance activities is in response to legislative intent that the department use a rolling five-year average of actual winter maintenance expenditures when budgeting for winter maintenance activities. The department was allowed to phase in the increase in \$5.0 million increments. A total of \$36.0 million is budgeted in fiscal 2012. In fiscal 2011, SHA had budgeted \$31.0 million; however, as of February 8, 2011, SHA had already spent \$50.9 million. The department will need to find an additional \$20.0 million in expenditure savings, either in SHA or in other modes, or use its operating budget hedge.

The major reduction is for ongoing contract maintenance totaling \$15.0 million in fiscal 2012, in addition to a reduction of approximately \$5.0 million in fiscal 2011. Ongoing contract maintenance includes a variety of tasks, including mowing, litter pick-up, line striping, pavement marking, and many other tasks. A reduction in these services will impact the quality and appearance of Maryland's roads. One MFR goal is that at least 84% of Maryland's roadways will be in preferred maintenance condition. **Exhibit 13** shows that in recent years the level of spending per lane mile has declined \$700, yet the department has been able to meet its goal.

Exhibit 13
Maintenance Expenditures Per Lane Mile Compared to Maintenance Condition
Fiscal 2007-2011 Estimate



Source: State Highway Administration

While the goal for the overall preferred maintenance condition has been met, **Exhibit 14** shows that there are specific goals where the department has fallen short or has revised its goal downward, likely due to the reductions in spending. For example in calendar 2010, the number of stripe miles functioning and pavement markings that were in acceptable condition declined. In calendar 2011, the target for litter, mowing, and inlets in acceptable quality have all declined.

Exhibit 14
Maintenance Condition Measures
Calendar 2007-2011

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>Target 2011</u>
Roadside miles with acceptable litter levels	74.5%	79.2%	86.4%	84.0%	70.0%
Roadside miles with acceptable mowing	67.9%	59.1%	74.9%	89.2%	70.0%
Inlets acceptable	93.4%	95.3%	93.8%	97.1%	85.0%
State Highway Administration stripe miles functioning	91.0%	89.4%	92.4%	80.8%	98.0%
State Highway Administration pavement marking acceptable	77.2%	66.0%	68.7%	62.4%	80.0%

Source: State Highway Administration

SHA indicates that due to the budget constraints, it has altered the way maintenance activities are performed and evaluated. In addition, SHA has established statewide goals for individual activities to focus its limited resources on a specific area. Safety maintenance activities remain the focus of SHA; therefore, many of the aesthetic and preventive maintenance activities like mowing and litter removal will be performed at a reduced level. It is also important to note that while the level of funding available has declined; inflation has also eroded purchasing power in recent years. With its resources diminished, SHA has to make decisions as to how best to allocate its resources amongst the various maintenance activities.

The reductions to contract maintenance will have an impact on the appearance and quality of Maryland roads. In the short term, these budget reductions result in savings for the operating budget. Eventually, the deferral of these ongoing maintenance costs will result in more expensive capital spending. It is not clear if the short-term benefits of deferring maintenance spending outweigh the eventual cost. Furthermore, with the long-term concern regarding the level of capital spending, it is not clear that the capital budget can assume the potentially higher capital cost associated with these reductions. **DLS recommends that SHA discuss with the committees how it will fund winter maintenance costs in fiscal 2011. Furthermore, SHA should discuss what impact a reduced level of maintenance expenditures will have long-term on the system and how it has been able to meet its MFR goals despite a lower level of expenditures. Finally, DLS recommends that SHA discuss how drivers have reacted to the changes in maintenance levels.**

2. Firewall Legislation Effect on General Fund Structural Balance

Several pieces of legislation have been introduced this session that would allow for a constitutional amendment to provide a “firewall” for the Transportation Trust Fund. The intent of the legislation is to ensure that transportation funding is used for transportation purposes. As shown in **Exhibit 15**, a portion of transportation revenues are shared with the general fund on an ongoing basis. This transfer was reallocated from the local share of HUR to assist with closing the general fund structural gap. The general fund share of HUR is estimated to be \$337.6 million in fiscal 2013.

While a constitutional firewall offers the appeal of a safeguard for resources dedicated to transportation, there are two concerns. First is whether current general fund transfers are permitted to continue from HUR. Several of the “firewall” bills allow for the general fund share of HUR to continue, but that it cannot increase. Absent such a provision, this would exacerbate the general fund structural imbalance.

In the long term, a firewall reduces the flexibility that future governors and legislators will need to ensure balanced budgets during and following periods of fiscal stress.

**Exhibit 15
Highway User Revenue Distribution
Fiscal 2011 to 2013**

	Percent Share	<u>2011*</u>	Percent Share	<u>2012</u>	Percent Share	<u>2013</u>
Big Picture						
Total		\$1,608,748,000		\$1,657,778,000		\$1,749,000,000
MDOT	68.5%	1,101,992,380	65.5%	1,085,844,590	71.5%	1,250,535,000
General Fund	23.0%	370,012,040	26.4%	437,653,392	19.3%	337,557,000
Local Share	8.5%	136,743,580	8.1%	134,280,018	9.2%	160,908,000
Total	100.0%	\$1,608,748,000	100.0%	\$1,657,778,000	100.0%	\$1,749,000,000
Local Distribution						
Baltimore City	7.9%	\$127,091,092	7.5%	\$124,333,350	7.5%	\$131,175,000
Counties	0.5%	8,043,740	0.5%	8,288,890	1.4%	24,486,000
Municipalities	0.1%	1,608,748	0.1%	1,657,778	0.3%	5,247,000
Total	8.5%	\$136,743,580	8.1%	\$134,280,018	9.2%	\$160,908,000

MDOT: Maryland Department of Transportation

* Fiscal 2011 funding levels represent funding that would have normally been provided under the formula based upon revenues and does not reflect the fiscal 2010 repayment.

Source: Department of Legislative Services

3. Highway User Revenue Reduction for FedEx Field

As part of the construction of the Jack Kent Cooke Stadium, now known as FedEx Field, the State provided a grant, through the Secretary's Office, to Prince George's County totaling \$12.5 million for the construction or improvements to county roads that are not directly located on the property being constructed. Fiscal 1997 budget bill language directed that the grant was to be repaid, with interest, by the county in \$1.0 million annual installments either through payments to the State or deductions to HUR. To receive the funding, a memorandum of understanding (MOU) was reached between Prince George's County and MDOT, and approved by BPW, detailing the repayment schedule and other obligations. With interest, the total amount of the repayment to the State would be \$14.2 million, with the repayments ending in fiscal 2012.

At the 1997 session, fiscal 1998 budget bill language was added further clarifying the financing arrangement of FedEx Field. In that budget bill language, the \$1.0 million annual repayment was to occur from fiscal 1998 to 2017, which totals \$20.0 million, based upon the future value of \$12.5 million.

J00B01 – MDOT – State Highway Administration

Not all of the \$12.5 million was needed by the county with \$2.9 million being repaid in fiscal 2000, which reduced the amount of the repayment. Prince George's County has been making its \$1.0 million annual payments from its share of HUR. At issue is whether Prince George's repayment should be the \$14.2 million as specified in the fiscal 1997 budget bill language or the \$20.0 million future value payment as specified in the later fiscal 1998 budget bill language. If the decision is to maintain the future value repayment, the amount will need to be recalculated based upon Prince George's early repayment.

The budget committees need to decide if repayment should be based on present (1996) value dollars or future value dollars.

Operating Budget Recommended Actions

1. Add the following language to the special fund appropriation:

Further provided that the Maryland Department of Transportation (MDOT) shall determine the future value payment that is owed the State from the loan provided to Prince George's County for local roads as part of the construction of Jack Kent Cooke Stadium consistent with budget bill language added in fiscal 1998. The recalculated repayment should account for the \$2.9 million returned to the State. MDOT shall then work with Prince George's County to determine a repayment schedule.

Explanation: The budget bill language requires MDOT to calculate the amount owed the State from a grant to Prince George's County to construct local roads as part of the construction of Jack Kent Cooke stadium on a future value basis, adjusting for the amount returned by Prince George's County. The language would also require the department to work with Prince George's County to determine a repayment schedule.

2. Adopt the following narrative:

Repayment of Prince George's County Grant for FedEx Field Road Improvements: It is the intent of the budget committees that the fiscal 1997 grant to Prince George's County for local road projects for Jack Kent Cooke Stadium has been repaid in full after the fiscal 2012 payment.

PAYGO Budget Recommended Actions

1. Concur with Governor's allowance.

Updates

1. Public-private Partnership for Highway Safety

Recently, SHA was approached by State Farm Insurance regarding a public-private partnership (P3) proposal to expand the operations and promotional activities of its Coordinated Highways Action Response Team (CHART) program by having CHART vehicles and strategic signs advertise State Farm Insurance. The P3 agreement would be an exclusive agreement between Maryland and State Farm insurance. SHA went through a process to identify other potential partners and to see what other states have done. Based upon the research, there are five states that have similar programs. State Farm would be the only interested party in Maryland.

The partnership is expected to generate \$1.3 million in new revenue over three years. The benefits to SHA from the partnership include:

- **Additional Patrol Coverage:** A majority of the additional funding will increase patrol coverage by providing two additional patrols Monday through Friday, 16 hours per day.
- **Safer Vehicles as a Result of Increased Visibility:** The vehicles will be provided additional reflective striping.
- **Information on Signage to Assist Motorists:** Sixty signs will be installed along patrolled routes to inform motorists of patrol assistance.
- **Increased Patrol Awareness and Safety Initiatives:** Additional awareness of activities through public outreach.

Current and Prior Year Budgets

**Current and Prior Year Budgets
MDOT – State Highway Administration
(\$ in Thousands)**

	<u>General Fund</u>	<u>Special Fund</u>	<u>Federal Fund</u>	<u>Reimb. Fund</u>	<u>Total</u>
Fiscal 2010					
Legislative Appropriation	\$0	\$514,824	\$15,040	\$0	\$529,864
Deficiency Appropriation	0	0	0	0	0
Budget Amendments	0	89,851	3,100	0	92,951
Cost Containment	0	-174,461	0	0	-174,461
Reversions and Cancellations	0	-5,352	-1,214	0	-6,566
Actual Expenditures	\$0	\$424,862	\$16,926	\$0	\$441,788
Fiscal 2011					
Legislative Appropriation	\$0	\$334,263	\$18,007	\$0	\$352,270
Cost Containment	0	0	0	0	0
Budget Amendments	0	20,642	0	0	20,642
Working Appropriation	\$0	\$354,905	\$18,007	\$0	\$372,912

Note: Numbers may not sum to total due to rounding.

Fiscal 2010

Fiscal 2010 actual expenditures for SHA totaled \$441.8 million, a decrease of \$88.1 million compared to the legislative appropriation. Special fund budget amendments increased the special fund appropriation \$89.9 million for winter maintenance expenditures.

Special fund cost containment actions totaled \$174.5 million. This included a \$159.5 reduction to the local share of HUR, \$12.8 million to contract maintenance, and \$2.2 million for the statewide furlough plan and the elimination of vacant positions.

Special fund cancellations totaled \$5.4 million, including \$3.7 million for HUR due to the amount of the appropriation being greater than the actual payments and \$1.7 million for contract maintenance related expenditures.

Federal fund budget amendments totaled \$3.1 million for additional highway safety grants. Federal fund cancellations totaled \$1.2 million for \$0.7 million in maintenance related expenditures and \$0.5 million for highway safety funds that may be used in future fiscal years.

Fiscal 2011

The fiscal 2011 working appropriation increases \$20.6 million for HUR, to reflect the \$18.2 million underpayment and an additional \$2.4 million in revenue growth.

**Object/Fund Difference Report
MDOT – State Highway Administration**

<u>Object/Fund</u>	<u>FY 10 Actual</u>	<u>FY 11 Working Appropriation</u>	<u>FY 12 Allowance</u>	<u>FY 11 - FY 12 Amount Change</u>	<u>Percent Change</u>
Positions					
01 Regular	1,560.00	1,560.00	1,553.00	-7.00	0.4%
02 Contractual	0.70	4.40	4.40	0.00	0%
Total Positions	1,560.70	1,564.40	1,557.40	-7.00	0.4%
Objects					
01 Salaries and Wages	\$ 107,824,551	\$ 97,695,233	\$ 101,127,492	\$ 3,432,259	3.5%
02 Technical and Spec. Fees	8,425,219	9,099,482	3,088,628	-6,010,854	-66.1%
03 Communication	1,325,985	1,295,000	1,424,000	129,000	10.0%
04 Travel	610,411	421,186	326,859	-94,327	-22.4%
06 Fuel and Utilities	12,595,108	13,647,454	12,968,078	-679,376	-5.0%
07 Motor Vehicles	13,490,389	14,252,628	13,543,554	-709,074	-5.0%
08 Contractual Services	109,716,121	50,286,735	50,280,424	-6,311	0%
09 Supplies and Materials	32,092,970	18,885,080	17,578,910	-1,306,170	-6.9%
10 Equipment – Replacement	92,909	552,491	544,722	-7,769	-1.4%
11 Equipment – Additional	78,800	294,131	129,082	-165,049	-56.1%
12 Grants, Subsidies, and Contributions	155,231,417	166,153,499	145,104,175	-21,049,324	-12.7%
13 Fixed Charges	303,825	329,254	314,047	-15,207	-4.6%
Total Objects	\$ 441,787,705	\$ 372,912,173	\$ 346,429,971	-\$ 26,482,202	-7.1%
Funds					
03 Special Fund	\$ 424,862,402	\$ 354,905,411	\$ 328,423,209	-\$ 26,482,202	-7.5%
05 Federal Fund	16,925,303	18,006,762	18,006,762	0	0%
Total Funds	\$ 441,787,705	\$ 372,912,173	\$ 346,429,971	-\$ 26,482,202	-7.1%

Note: The fiscal 2011 appropriation does not include deficiencies. The fiscal 2012 allowance does not include contingent reductions.

Fiscal Summary
MDOT – State Highway Administration

<u>Program/Unit</u>	<u>FY 10 Actual</u>	<u>FY 11 Wrk Approp</u>	<u>FY 12 Allowance</u>	<u>Change</u>	<u>FY 11 - FY 12 % Change</u>
01 State System Construction and Equipment	\$ 684,072,120	\$ 734,101,000	\$ 805,052,704	\$ 70,951,704	9.7%
02 State System Maintenance	279,172,331	200,157,112	194,136,375	-6,020,737	-3.0%
03 County and Municipality Capital Funds	63,064,751	131,653,000	62,523,000	-69,130,000	-52.5%
04 Highway Safety Operating Program	17,272,534	17,813,066	18,013,578	200,512	1.1%
05 County and Municipality Funds	145,342,840	154,941,995	134,280,018	-20,661,977	-13.3%
08 Major IT Development Projects	5,687,235	5,900,000	5,872,000	-28,000	-0.5%
Total Expenditures	\$ 1,194,611,811	\$ 1,244,566,173	\$ 1,219,877,675	-\$ 24,688,498	-2.0%
Special Fund	\$ 677,414,802	\$ 631,616,411	\$ 616,676,913	-\$ 14,939,498	-2.4%
Federal Fund	517,148,501	612,949,762	603,200,762	-9,749,000	-1.6%
Total Appropriations	\$ 1,194,563,303	\$ 1,244,566,173	\$ 1,219,877,675	-\$ 24,688,498	-2.0%
Reimbursable Fund	\$ 48,508	\$ 0	\$ 0	\$ 0	0.0%
Total Funds	\$ 1,194,611,811	\$ 1,244,566,173	\$ 1,219,877,675	-\$ 24,688,498	-2.0%

Note: The fiscal 2011 appropriation does not include deficiencies. The fiscal 2012 allowance does not include contingent reductions.

**Budget Amendments for Fiscal 2011
Maryland Department of Transportation
State Highway Administration – Operating**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Pending	\$20,642,490	Special	Highway User Revenue increased based on anticipated motor fuel tax revenue and adjustment

Source: Maryland Department of Transportation

**Budget Amendments for Fiscal 2011
Maryland Department of Transportation
State Highway Administration – Capital**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Pending	-\$5,446,862	Special	Adjusts the amended appropriation to agree with the anticipated expenditures for the current year as reflected in the final CTP.
	\$41,186,109	Federal	
	\$35,739,247	Total	
Pending	\$21,561,000	Federal	Adjusts local capital funds to reflect cash flow changes related to the expenditures of federal ARRA projects.
Total	\$57,300,247		

ARRA: American Recovery and Reinvestment Act of 2009
CTP: *Consolidated Transportation Program*

Source: Maryland Department of Transportation

**Exhibit 6
Highway User Revenue Distribution
Fiscal 2012**

<u>County</u>	<u>County Share</u>	<u>Municipal Share</u>	<u>Total</u>
Allegany	\$143,871	\$89,332	\$233,203
Anne Arundel	878,877	72,107	950,984
Baltimore City	124,333,350	-	124,333,350
Baltimore	1,256,642	-	1,256,642
Calvert	191,425	20,725	212,150
Caroline	122,042	30,856	152,898
Carroll	339,810	99,897	439,707
Cecil	197,613	45,284	242,897
Charles	282,508	27,987	310,495
Dorchester	134,078	36,414	170,492
Frederick	409,355	182,045	591,400
Garrett	162,254	27,833	190,087
Harford	421,657	79,836	501,493
Howard	470,997	-	470,997
Kent	70,048	17,173	87,221
Montgomery	1,114,814	263,158	1,377,972
Prince George's	872,763	343,380	1,216,143
Queen Anne's	161,398	11,562	172,960
St. Mary's	230,905	5,684	236,589
Somerset	87,170	13,272	100,442
Talbot	100,632	44,466	145,098
Washington	268,180	111,338	379,518
Wicomico	214,511	75,969	290,480
Worcester	157,339	59,459	216,798
Total	\$132,622,239	\$1,657,777	\$134,280,016

Source: Department of Legislative Services