

**J00B01**  
**State Highway Administration**  
**Maryland Department of Transportation**

***Executive Summary***

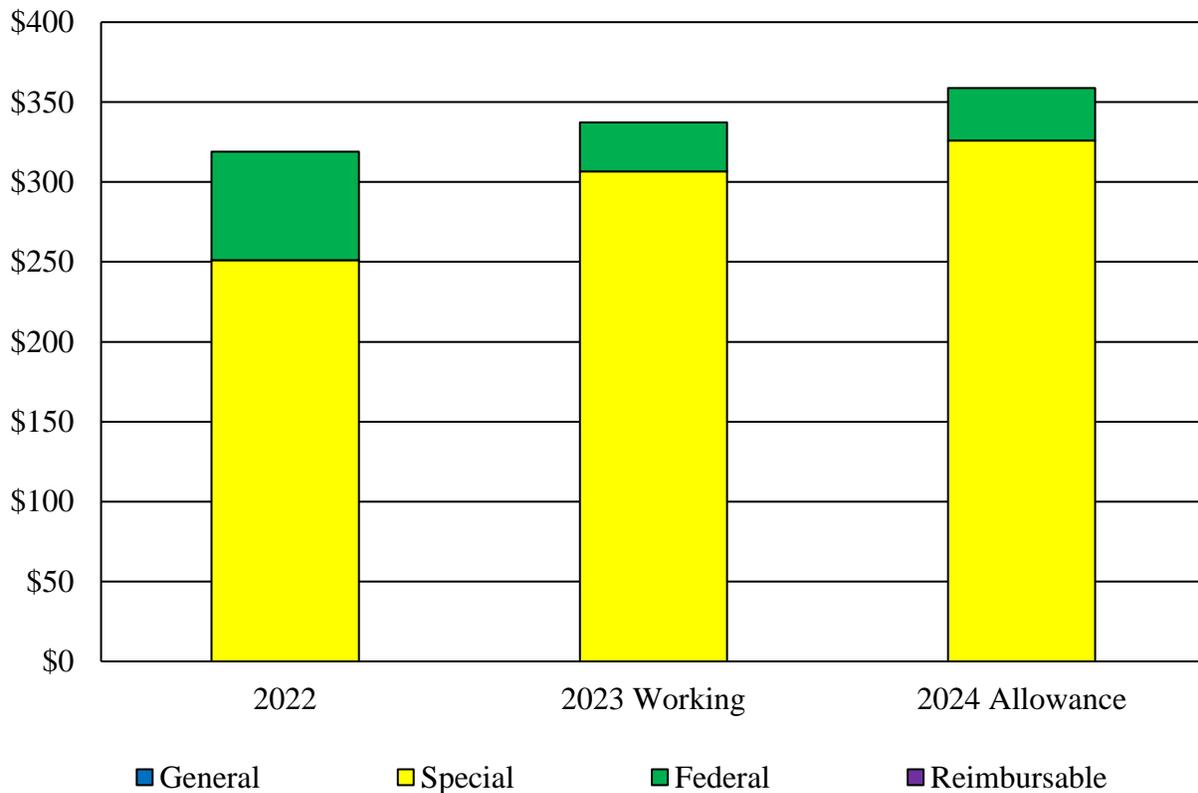
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The State Highway Administration (SHA) is responsible for building and maintaining Maryland’s numbered highways and bridges outside Baltimore City. This includes operation of traffic and roadway monitoring and management, incident management, traveler information, and snow removal.

***Operating Budget Summary***

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**Fiscal 2024 Budget Increases \$21.6 Million, or 6.4%, to \$358.9 Million**  
**(\$ in Millions)**



Note: The fiscal 2023 working appropriation includes deficiency appropriations including this agency’s share of a deficiency appropriation budgeted in the Statewide Account within the Department of Budget and Management (DBM). Fiscal 2024 salary enhancements are budgeted in the Statewide Account within DBM.

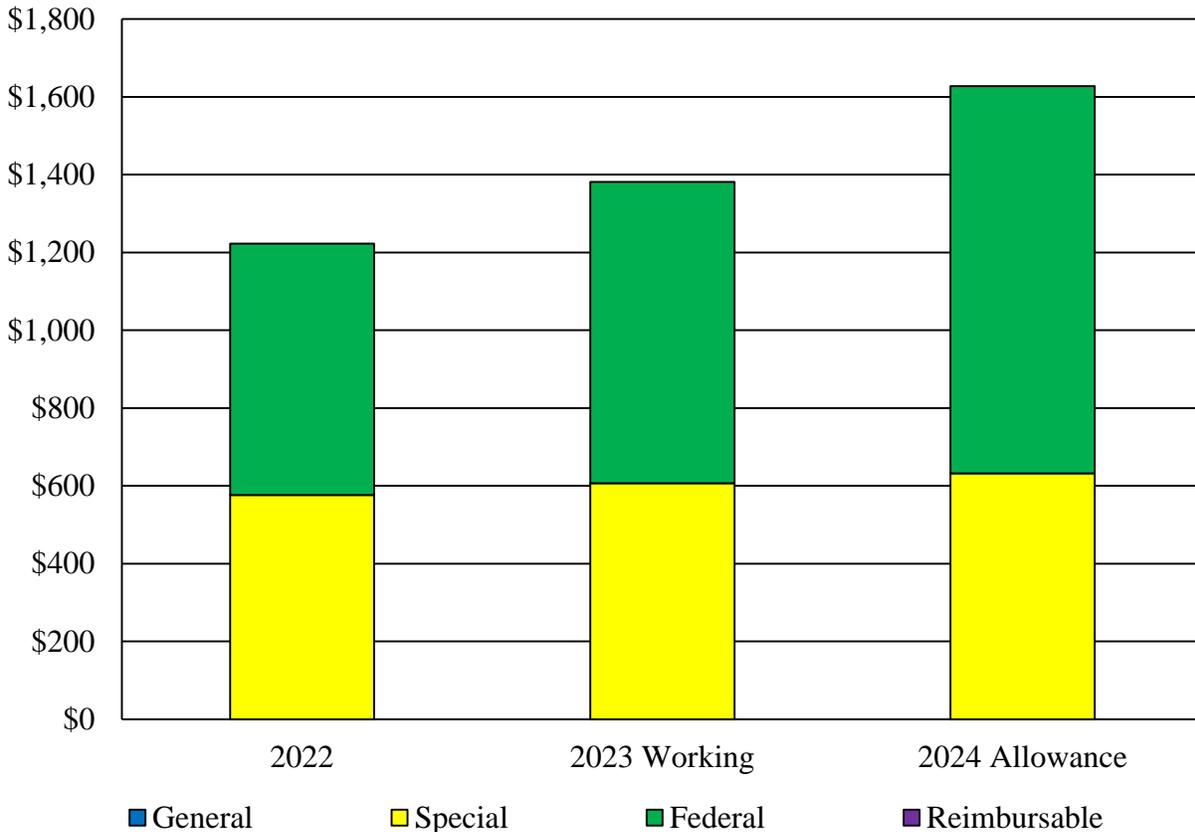
For further information contact: Steven D. McCulloch

Steve.McCulloch@mlis.state.md.us

## ***PAYGO Capital Budget Summary***

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**Fiscal 2024 Budget Increases \$246 Million, or 17.8%, to \$1.6 Billion  
(\$ in Millions)**



Note: The fiscal 2023 working appropriation includes deficiency appropriations including this agency’s share of a deficiency appropriation budgeted in the Statewide Account within the Department of Budget and Management (DBM). Fiscal 2024 salary enhancements are budgeted in the Statewide Account within DBM.

## ***Key Observations***

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- **Traffic Fatalities:** Both the number of traffic fatalities and the fatality rate in calendar 2021 were slightly lower than in the prior year.
- **Traffic Congestion:** Traffic congestion in calendar 2020 and 2021 was significantly less than in prior years due to pandemic shutdowns and increases in remote work. Congestion increased in calendar 2022 and is projected to increase further in calendar 2023.

**Operating Budget Recommended Actions**

1. Concur with Governor’s allowance.

**PAYGO Budget Recommended Actions**

1. Concur with Governor’s allowance.

**J00B01**  
**State Highway Administration**  
**Maryland Department of Transportation**

***Budget Analysis***

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**Program Description**

SHA is responsible for nearly 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 its 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. 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 administration shares the key goals identified by the Maryland Department of Transportation (MDOT):

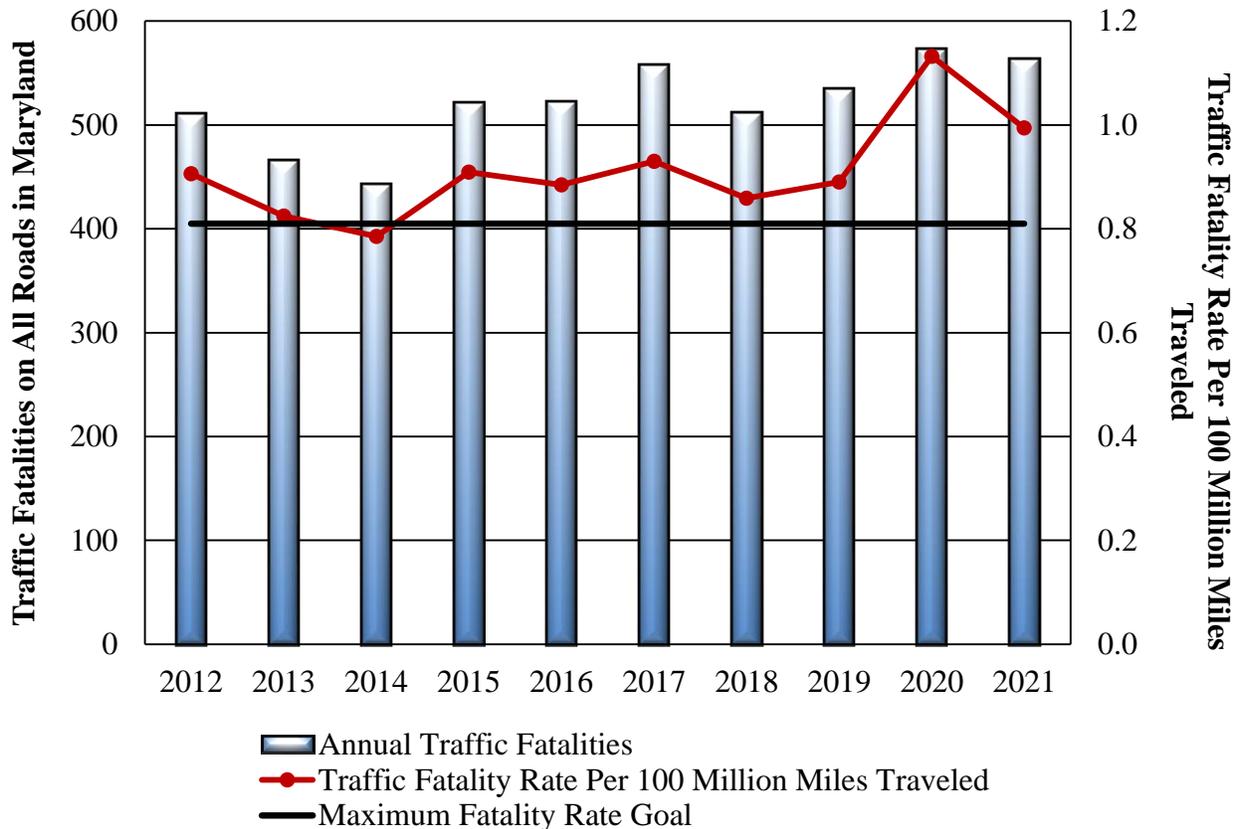
- ensuring a safe, secure, and resilient transportation system;
- maintaining a high standard and modernizing Maryland's multimodal transportation system;
- improving the quality and efficiency of the transportation system to enhance the customer experience;
- providing better transportation choices and connections;
- facilitating economic opportunity and reducing congestion in Maryland through strategic system expansion;
- ensuring environmental protection and sensitivity; and
- promoting fiscal responsibility.

## Performance Analysis: Managing for Results

### 1. Safety and Security

One objective of the SHA safety and security goal is to reduce the rate of traffic-related fatalities to 0.81 or less per 100 million vehicle miles traveled by the end of calendar 2022. **Exhibit 1** shows the number of traffic fatalities, the traffic fatality rate, and the fatality rate goal by calendar year for 2012 through 2021. In calendar 2021, total vehicle miles traveled increased by 6.0 billion, and there were 10 fewer traffic-related fatalities than in the previous year. As a result, the fatality rate, which is a measure of the number of fatalities per 100 million miles traveled, decreased from 1.13 to 0.99 but remained above the maximum fatality rate goal for the seventh year in a row.

**Exhibit 1**  
**Traffic Fatalities and Fatality Rates**  
**Calendar 2012-2021**

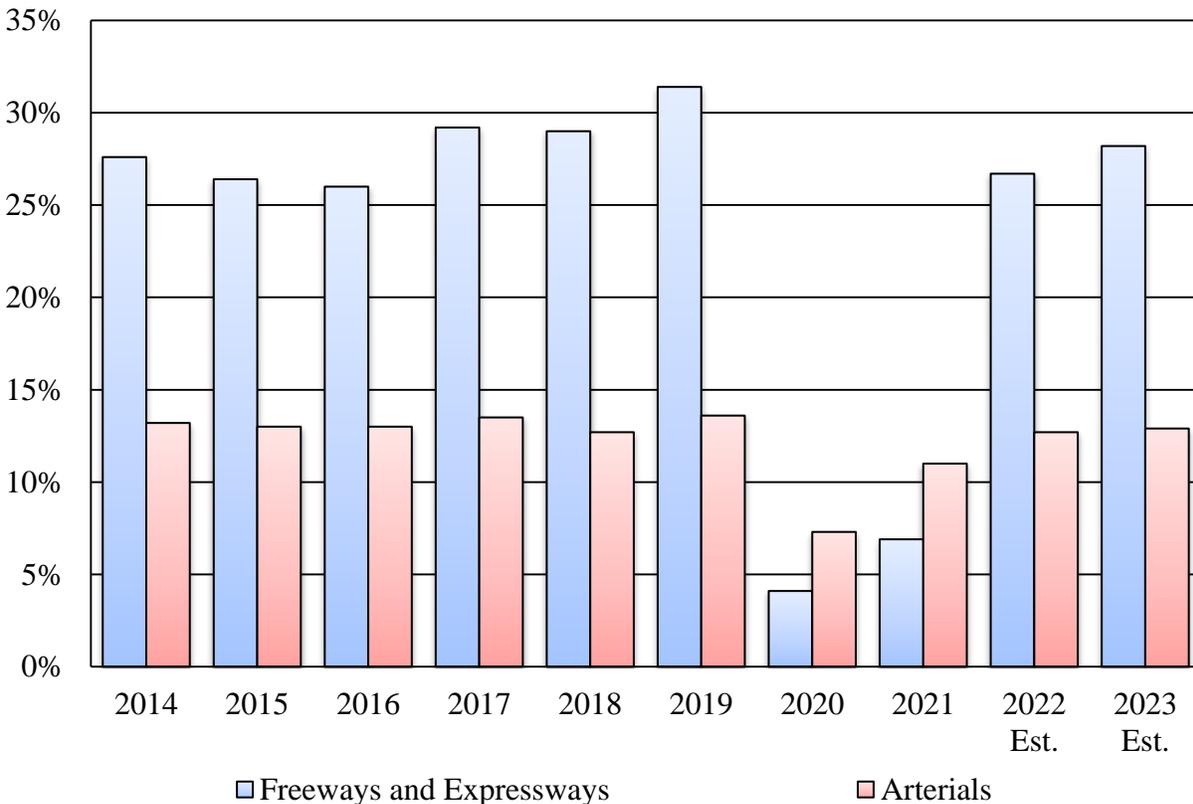


Source: Maryland Department of Transportation; Department of Legislative Services

## 2. Congestion

For many years, the Washington, DC and Baltimore metropolitan regions have been rated as having some of the highest levels of roadway congestion in the country. **Exhibit 2** shows the percentage of vehicle miles traveled in congested conditions during the evening peak hour on Maryland’s freeways, expressways, and arterial roads since calendar 2014. The reduction in vehicle miles traveled in calendar 2020 and 2021 due to the COVID-19 pandemic resulted in significant reductions in the percentage of driving that occurs in congested conditions. Congestion in calendar 2022 and 2023 is projected to increase for both freeways/expressways and arterial roads but not to levels experienced in the three years leading up to the pandemic.

**Exhibit 2**  
**Percent of Vehicle Miles Traveled in Congested Conditions**  
**During the Evening Peak Hour**  
**Calendar 2014-2023 Est.**

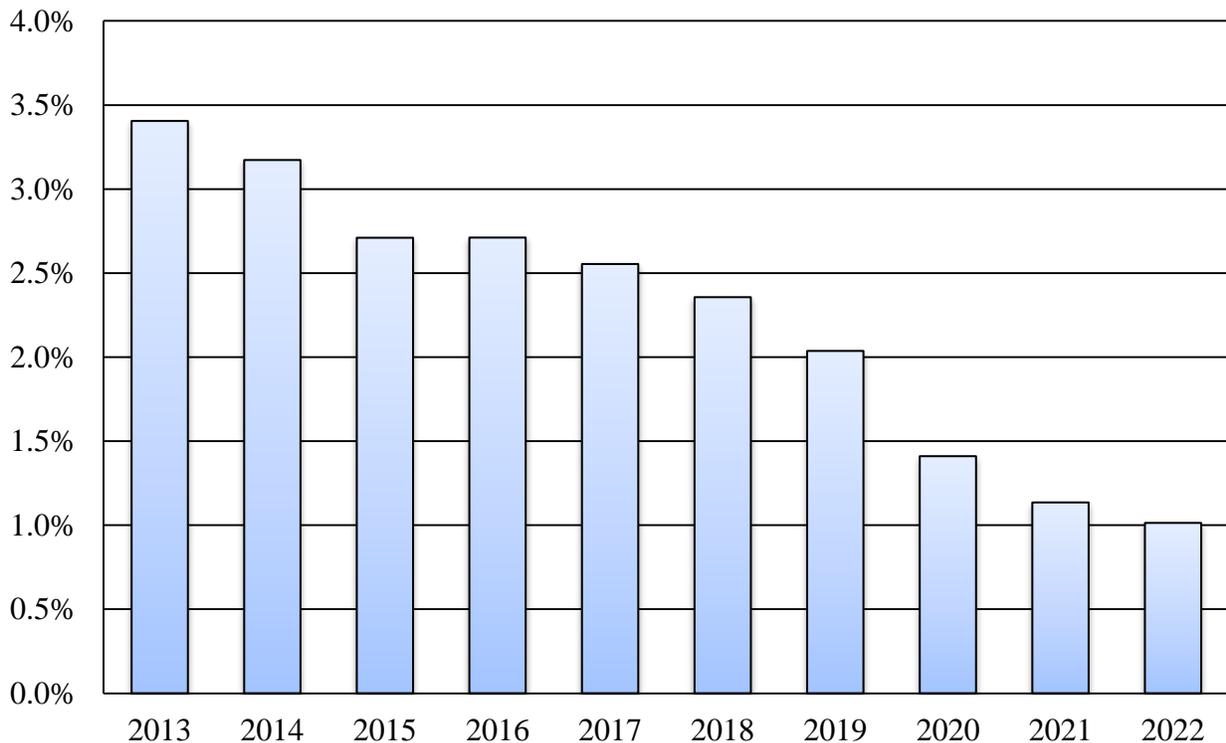


Source: Maryland Department of Transportation; Department of Legislative Services

### 3. System Preservation and Maintenance – Bridges with Components Rated Poor or Worse

One objective under SHA’s goal of system preservation and maintenance is to preserve and maintain State-owned or funded bridges in a state of good repair (SOGR). **Exhibit 3** shows the percentage of bridges in the State highway network having one or more component (deck, superstructure, substructure, or culvert) rated in poor or worse condition for calendar 2013 through 2022. A rating of poor does not mean that a bridge is unsafe, a condition that would lead to the closing of the bridge, but rather that one or more elements need to be addressed in order to reestablish a SOGR. As shown in Exhibit 3, the percentage of bridges with components with a poor or worse rating has decreased steadily over the past 10 years. Maryland’s performance on this measure is much better than that of most other states.

**Exhibit 3**  
**Percentage of Bridges in the State Highway Network with**  
**One or More Components Rated as Poor or Worse**  
**Calendar 2013-2022**

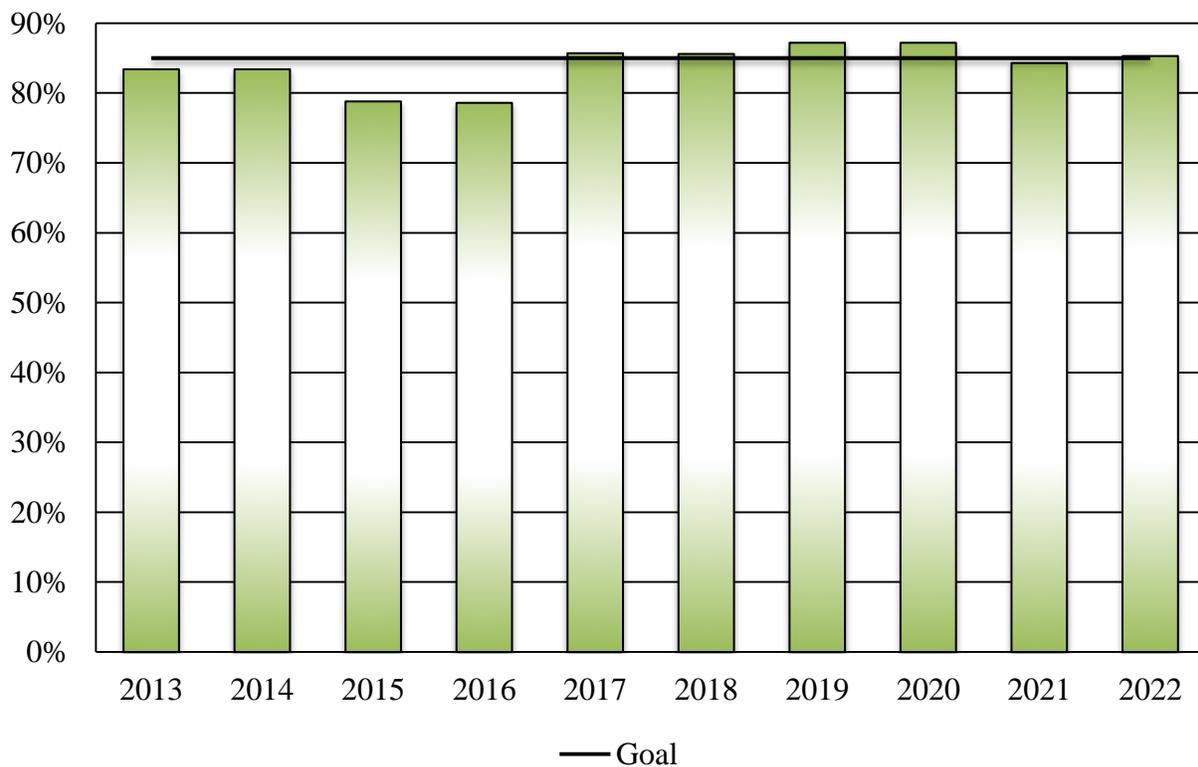


Source: U.S. Department of Transportation, Federal Highway Administration; Department of Legislative Services

#### 4. System Preservation and Maintenance – Highway Maintenance Condition

Another objective of the system preservation and maintenance goal is to improve and maintain at least 85% of the highway network in an overall preferred maintenance condition. As shown in **Exhibit 4**, SHA met this goal 5 out of the past 10 years. SHA supplemented its workforce through use of contracts for maintenance work in fiscal 2022 to help attain the goal after falling just short the prior year.

**Exhibit 4**  
**Percent of Highway Network in Overall Preferred Maintenance Condition**  
**Fiscal 2013-2022**



Source: Maryland Department of Transportation; Department of Legislative Services

#### Fiscal 2022

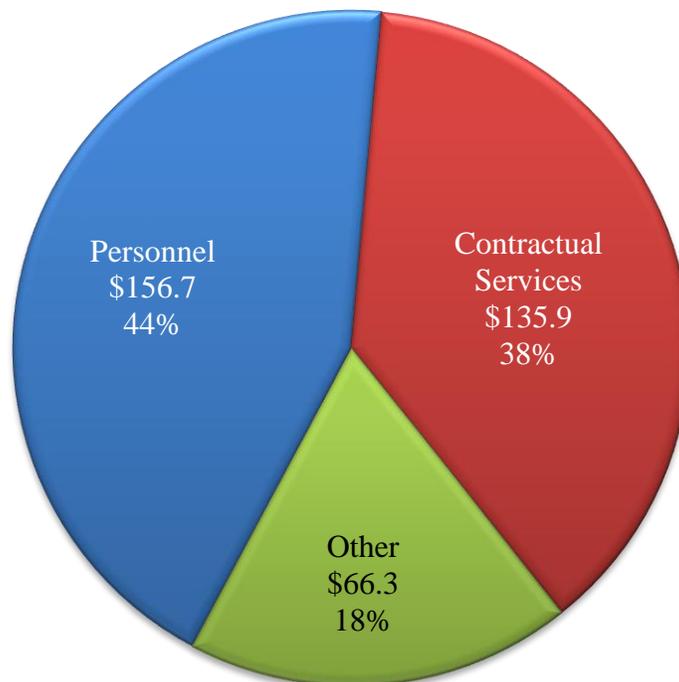
SHA’s operating expenses were supported by \$47 million in federal COVID-19 relief funds made available through the Coronavirus Response and Relief Supplemental Appropriations Act.

## Fiscal 2024 Overview of Agency Spending

In maintaining the State highways and roads and in carrying out its other responsibilities, SHA relies on its own employees and on services obtained through contracts with private companies. As shown in **Exhibit 5**, spending on its own workforce (including contractual full-time equivalents) is projected to exceed spending for contractual services by nearly \$21 million.

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**Exhibit 5**  
**Overview of Agency Spending**  
**Fiscal 2024 Allowance**  
**(\$ in Millions)**



**Total: \$358.9 Million**

Source: Governor’s Fiscal 2024 Budget Books; Department of Legislative Services

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## Proposed Budget Change

As shown in **Exhibit 6**, the fiscal 2024 allowance for SHA increases by \$21.6 million (6.4%) over the current year working appropriation. Personnel expenses grow by a net \$6.3 million with the bulk of the remaining increases occurring in road maintenance contracts, materials, and supplies.

**Exhibit 6**  
**Proposed Budget**  
**Maryland Department of Transportation – State Highway Administration**  
**(\$ in Thousands)**

<b>How Much It Grows:</b>	<b><u>Special Fund</u></b>	<b><u>Federal Fund</u></b>	<b><u>Total</u></b>
Fiscal 2022 Actual	\$251,012	\$67,881	\$318,893
Fiscal 2023 Working Appropriation	306,564	30,671	337,235
Fiscal 2024 Allowance	<u>325,853</u>	<u>33,001</u>	<u>358,853</u>
2023-2024 Amount Change	\$19,289	\$2,329	\$21,618
2023-2024 Percent Change	6.3%	7.6%	6.4%

<b>Where It Goes:</b>	<b><u>Change</u></b>
<b>Personnel Expenses</b>	
Employee and retiree health insurance .....	\$3,311
Annualization of November 2022 4.5% general salary increase .....	1,450
Employee retirement contributions .....	1,062
Overtime.....	536
Other fringe benefit adjustments.....	283
Workers’ compensation premium assessment .....	119
Annual salary review adjustment.....	21
Accrued leave payout and workers compensation contributions.....	14
Additional assistance.....	-98
Turnover adjustments.....	-353
<b>Operations</b>	
Winter maintenance expenses budgeted at five-year average expenditure level...	4,000
Increased federal highway safety grants .....	2,280
Motor vehicle gas and oil expenses budgeted at fiscal 2022 actual.....	1,875
Equipment rental budgeted at 4% increase .....	1,700
Road salt (\$1.6 million) and snowplow spare parts (\$100,000) .....	1,700
Restoration of funding reduced during pandemic for brush and tree trimming, litter pick-up, landscaping and other seasonal contracts .....	1,388
Electricity budgeted at fiscal 2022 actual .....	795
Other motor vehicle charges budgeted lower than fiscal 2022 actual .....	601
Janitorial services at 8.3% increase over fiscal 2022 actual .....	438
Computer maintenance contracts .....	194
Fuel – oil, natural gas, propane and miscellaneous.....	142

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<b>Where It Goes:</b>	<b><u>Change</u></b>
Employee uniforms budgeted at 5% increase .....	107
Security services.....	81
Increase in routine in-state travel partially offset by conferences/training travel ..	76
Postage – 4.3% increase over fiscal 2022 actual.....	71
Agricultural supplies .....	67
Insurance coverage paid to the State Treasurer’s Office .....	27
Water and sewage charges .....	20
Energy conservation loan repayment .....	-96
Cellphone usage based on three-year average of actual spending .....	-743
<b>Other</b>	550
<b>Total</b>	<b>\$21,618</b>

MDOT: Maryland Department of Transportation

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

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### **Winter Maintenance and Snow Removal**

Budget bill language added to SHA’s fiscal 2020 budget stated the intent of the General Assembly that SHA increase the amount it budgets for snow removal expenses by \$5 million each year until the budgeted amount reflected the rolling five-year average of actual snow removal expenditures. The fiscal 2024 allowance of \$80 million complies with this intent. The five-year average of actual snow removal expenses for the period ending with fiscal 2022 is \$79.98 million. As of February 2, 2023, SHA had expended \$21 million of its fiscal 2023 snow removal budget.

## Operating and PAYGO Personnel Data

	<u>FY 22 Actual</u>	<u>FY 23 Working</u>	<u>FY 24 Allowance</u>	<u>FY 23-24 Change</u>
Regular Operating Budget Positions	1,424.50	1,424.50	1,424.50	0.00
Regular PAYGO Budget Positions	<u>1,531.00</u>	<u>1,534.00</u>	<u>1,531.00</u>	<u>-3.00</u>
<b>Total Regular Positions</b>	<b>2,955.50</b>	<b>2,958.50</b>	<b>2,955.50</b>	<b>-3.00</b>
Operating Budget FTEs	13.45	16.00	16.00	0.00
PAYGO Budget FTEs	<u>27.85</u>	<u>61.50</u>	<u>52.00</u>	<u>-9.50</u>
<b>Total FTEs</b>	<b>41.30</b>	<b>77.50</b>	<b>68.00</b>	<b>-9.50</b>
<b>Total Personnel</b>	<b>2,996.80</b>	<b>3,036.00</b>	<b>3,023.50</b>	<b>-12.50</b>

### **Vacancy Data: Regular Positions**

Turnover and Necessary Vacancies, Excluding New Positions	236.44	8.00%
Positions and Percentage Vacant as of 1/1/23	359.00	12.1%
Vacancies Above Turnover	122.56	

- SHA has 3 fewer regular positions in the allowance reflecting the transfer of positions to the Secretary’s Office.
- With 359 regular positions vacant as of January 1, 2023, SHA could fill an additional 122 positions before the start of fiscal 2024 and still have sufficient vacancies to meet budgeted turnover even if no vacancies were to occur during the fiscal year.

## **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 (D&E) program and a construction program. Generally, projects are first added to the D&E program, at which stage they are evaluated by planners and engineers, and rights-of-way may be purchased. SHA also typically completes the National Environmental Policy Act (NEPA) requirements for projects in the D&E program. These studies examine alternatives that 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 SHA wants to move a project forward, it is moved into the construction program.

**State Aid – Mandated Capital Grants**

Included in SHA’s section of the CTP is State aid to local governments, commonly referred to as Highway User Revenues (HUR). HUR is provided to counties and municipalities in the form of mandated capital grants, in amounts set by statutory formula expressed as percentages of the balance of the Gasoline and Motor Vehicle Revenue Account (GMVRA) in the Transportation Trust Fund (TTF). The percent of GMVRA going to local governments has varied over the years. Chapter 240 of 2022 establishes 15.6% of GMVRA as the new base amount for local governments beginning in fiscal 2024 and provides for temporary increases to 18% in fiscal 2025 and to 20% in fiscal 2026 and 2027.

**Exhibit 7** shows the mandated capital grant amount for fiscal 2022 through 2024. The \$57.2 million (20.8%) increase in funding in fiscal 2024 results from the higher percentage for locals provided by Chapter 240 as well as an increase in the share of the corporate income tax being credited to the TTF also provided by Chapter 240. The amount going to Baltimore City is much greater than the amounts for the counties and municipalities because Baltimore City maintains all the roads within the city limits except for the Maryland Transportation Authority toll facilities; SHA maintains State roads in all counties.

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**Exhibit 7**  
**State Aid – HUR Capital Grants**  
**Fiscal 2022-2024**  
**(\$ in Millions)**

	<u>Actual 2022</u>	<u>Working 2023</u>	<u>Allowance 2024</u>	<u>Change</u>
Baltimore City	\$172.2	\$168.6	\$201.8	\$33.2
Counties	66.4	65.0	78.6	13.6
Municipalities	41.5	40.6	51.0	10.4
<b>Total</b>	<b>\$280.2</b>	<b>\$274.3</b>	<b>\$331.4</b>	<b>\$57.2</b>

HUR: Highway User Revenues

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

Source: Governor’s Fiscal 2024 Budget Books

**Exhibit 8** provides, by county, the fiscal 2024 allocations for counties, municipalities, and Baltimore City.

**Exhibit 8**  
**State Aid – Mandated Capital HUR Grants**  
**Fiscal 2024**

	<u>Counties</u>	<u>Municipalities</u>	<u>Total</u>
Allegany	\$1,350,862	\$2,327,835	\$3,678,697
Anne Arundel	8,223,825	2,839,110	11,062,935
Baltimore	11,540,729	0	11,540,729
Calvert	1,831,650	624,953	2,456,603
Caroline	1,143,124	924,942	2,068,067
Carroll	3,187,517	3,004,026	6,191,543
Cecil	1,850,667	1,465,922	3,316,589
Charles	2,854,730	846,207	3,700,936
Dorchester	1,244,486	1,102,550	2,347,036
Frederick	3,987,500	5,925,713	9,913,213
Garrett	1,498,568	768,096	2,266,664
Harford	3,994,158	2,356,020	6,350,178
Howard	4,643,500	0	4,643,500
Kent	643,755	534,826	1,178,581
Montgomery	10,573,681	7,828,716	18,402,397
Prince George’s	8,658,529	10,354,067	19,012,596
Queen Anne’s	1,519,500	409,486	1,928,986
St. Mary’s	2,280,609	279,067	2,559,676
Somerset	796,678	374,738	1,171,415
Talbot	910,887	1,473,130	2,384,018
Washington	2,527,810	3,113,041	5,640,851
Wicomico	1,874,519	2,800,330	4,674,849
Worcester	1,470,166	1,635,839	3,106,005
<b>Subtotal</b>	<b>\$78,607,449</b>	<b>\$50,988,615</b>	<b>\$129,596,064</b>
Baltimore City	\$201,829,936		\$201,829,936
<b>Total</b>	<b>\$280,437,385</b>	<b>\$50,988,615</b>	<b>\$331,426,000</b>

HUR: Highway User Revenues

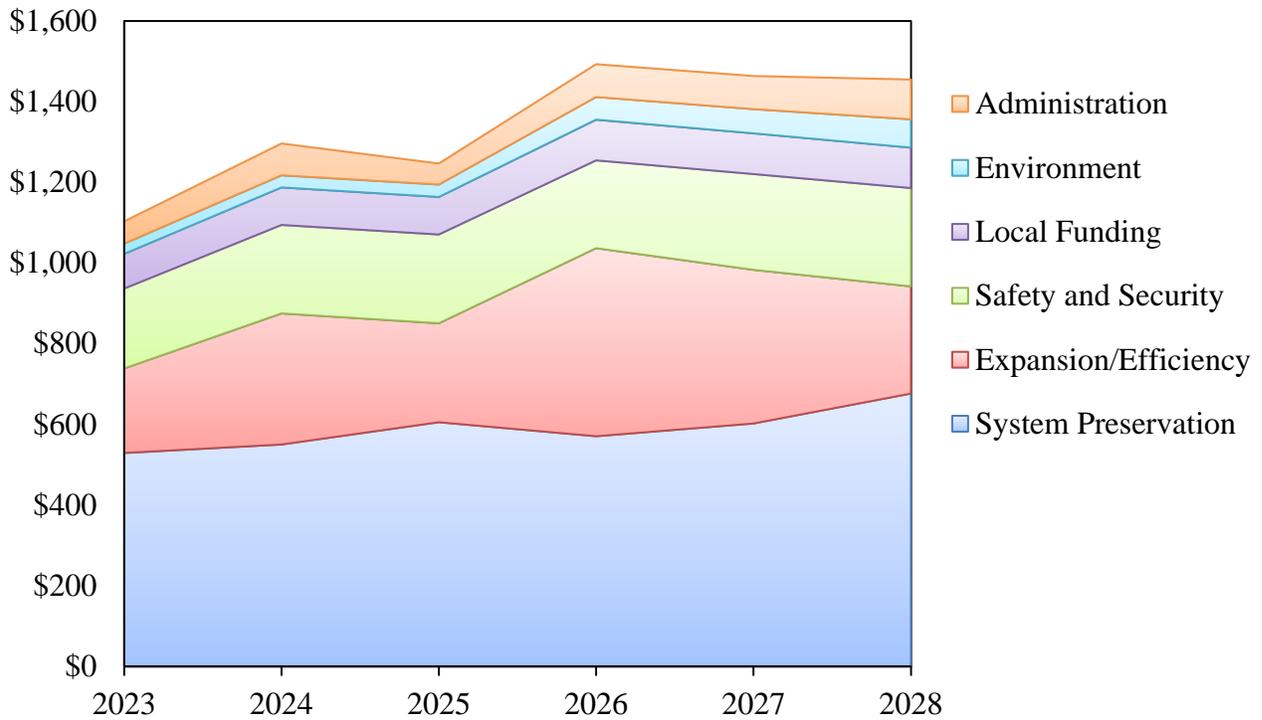
Note: Numbers may not sum to totals due to rounding.

Source: Governor’s Fiscal 2024 Budget Books

**Fiscal 2023 to 2028 CTP**

The fiscal 2023 to 2028 six-year capital program for SHA, excluding State aid to local governments (HUR grants), totals \$8.1 billion, which is nearly \$1.9 billion more than the prior six-year program. **Exhibit 9** shows the six-year funding by investment category.

**Exhibit 9**  
**Capital Funding by Investment Category**  
**Fiscal 2023-2028**  
**(\$ in Millions)**



Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

**Infrastructure Investment and Jobs Act Enabled Projects**

The CTP includes \$1.4 billion in projects identified as enabled by the increased funding provided through the federal Infrastructure Investment and Jobs Act (IIJA). Thirty-three projects with estimated total project costs totaling \$979 million are included for SHA as shown in **Exhibit 10**.

**Exhibit 10**  
**Projects Enabled by the Infrastructure Investment and Jobs Act**  
**Federal Funding Only**  
**Fiscal 2023-2024**  
**(\$ in Millions)**

<u>Name</u>	<u>County</u>	<u>2023</u>	<u>2024</u>	<u>Total IJA Funding Added</u>
I-68 Cumberland Viaduct	Allegany	\$0.6	\$1.1	\$38.8
US 220 Cresaptown Intersection Improvements	Allegany	0.4	1.5	9.7
I-97 TSMO – US 50 to MD 32	Anne Arundel	1.7	1.8	44.5
I-795 Dolfield Boulevard Interchange	Baltimore	0.2	2.7	125.3
MD 231 Intersection Improvements	Calvert	0.8	5.1	9.7
MD 404 Planning and Environmental Linkages Study	Caroline	0.2	0.2	0.5
MD 32 – 2nd Street to Main Street	Carroll	0.5	0.3	6.7
MD 97 Planning and Environmental Linkages Study	Carroll	0.2	0.2	0.5
MD 222 Port Deposit	Cecil	0.2	0.3	7.0
MD 6 Streetscape	Charles	0.3	0.3	9.1
MD 343 at Crusader Street	Dorchester	0.3	1.2	2.2
US 15 – I-70 to MD 26	Frederick	2.4	4.5	150.9
US 219 – Old Salisbury Road to Pennsylvania State Line	Garrett	0.8	1.0	37.1
US 1 Bypass at MD 24	Harford	0.2	0.2	4.0
TSMO System 1 on I-70, US 29, and US 40	Howard	0.6	1.2	50.6
MD 514 – MD 20 to Sutton Way	Kent	0.1	0.4	3.4
MD 97 Montgomery Hills	Montgomery	5.7	9.1	38.0

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<u>Name</u>	<u>County</u>	<u>2023</u>	<u>2024</u>	<u>Total IJA Funding Added</u>
I-95/I-495 Bridge Replacement Over MD 4	Prince George's	0.4	1.8	34.1
I-95/I-495 at Medical Center Drive	Prince George's	2.3	3.9	85.3
MD 717 over Western Run	Prince George's	0.1	3.3	9.4
Kent Island Community Plan – MD 18 Castle Marina Road to Kent Narrows	Queen Anne's	0.2	0.2	0.5
MD 413 Trail Phase II	Somerset	0.7	7.0	18.4
MD 5 Great Mills	St Mary's	0.2	0.0	14.2
MD 328 Planning Study	Talbot	0.5	0.5	1.4
US 50 at Chapel Signal Reconstruction	Talbot	0.1	0.4	0.5
US 50 at MD 322 Lighting Project	Talbot	0.0	0.5	0.5
I-81 Phase II	Washington	1.2	2.1	86.8
US 50 – West of MD 347 to East of Rockawalkin Road	Wicomico	0.0	0.2	6.9
MD 90 Planning Study	Worcester	0.6	1.5	11.2
Vision Zero Program	Areawide	1.8	9.0	75.0
National Electric Vehicle Funding	Areawide	4.8	16.8	60.0
System Preservation Funding	Areawide	37.2	0.0	37.2
<b>Total</b>		<b>\$65.1</b>	<b>\$78.1</b>	<b>\$979.2</b>

IIJA: Infrastructure Investment and Jobs Act  
TSMO: Transportation System Management and Operations

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

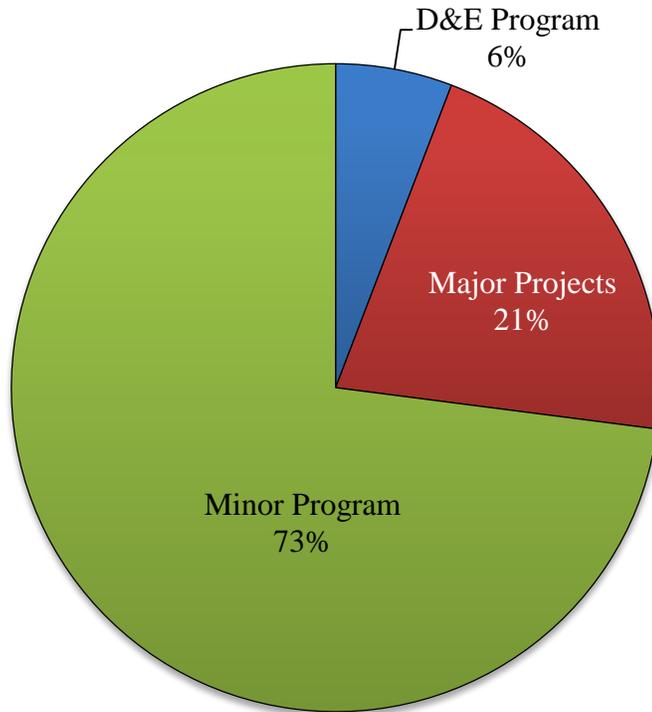
**Fiscal 2024 Capital Allowance**

SHA's fiscal 2024 capital allowance, excluding State aid but including other funds which do not flow through the budget, totals almost \$1.3 billion, a net increase of \$193.3 million over the current year working appropriation. Federal funds increase in the allowance by \$221 million

but are partially offset by a decrease in special funds of \$27.7 million. **Exhibit 11** shows that nearly three quarters of the allowance is for projects in the minor program, 21% is for projects in the major construction program, and the remaining 6% is for projects in the D&E program.

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**Exhibit 11**  
**Fiscal 2024 Allowance by Program**  
(\$ in Millions)



**Total: \$1,296 Million**

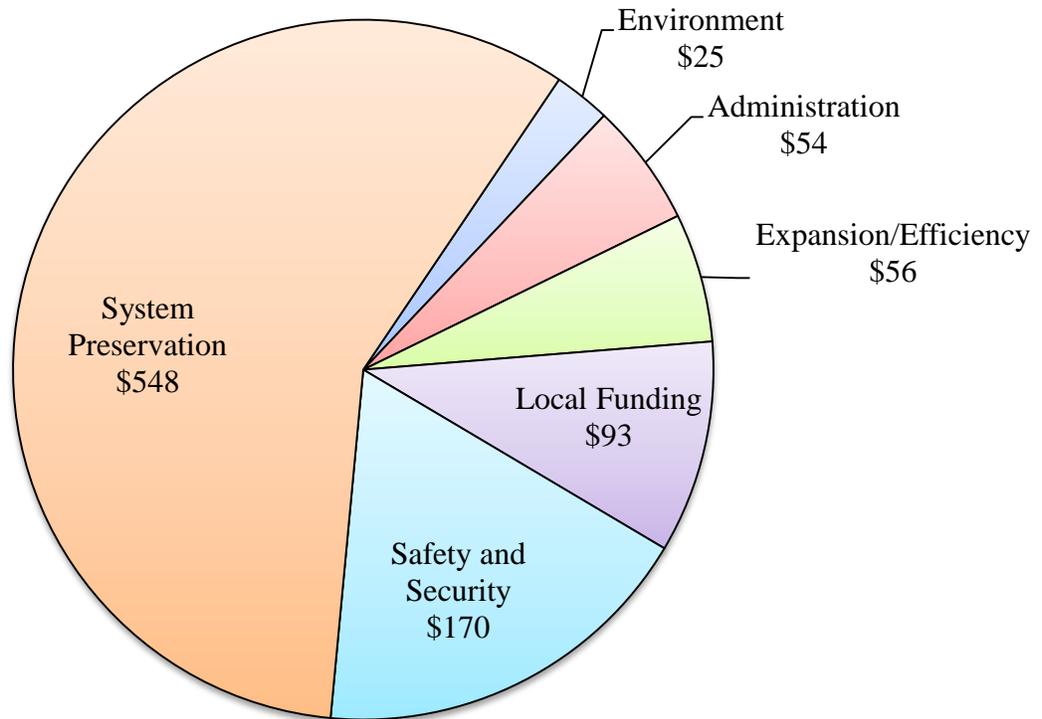
D&E: development and evaluation

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

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**Exhibit 12** breaks out, by investment category, the \$945 million in funding for the minor program, and **Exhibit 13** shows how this funding is distributed by project type.

**Exhibit 12**  
**Minor Program Funding by Investment Category**  
**Fiscal 2024**  
**(\$ in Millions)**



**Total: \$945 Million**

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

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**Exhibit 13**  
**Minor Program Funding by Project Type**  
**Fiscal 2024**  
**(\$ in Millions)**

<b><u>Project Type</u></b>	<b><u>Amount</u></b>
<b>Safety, Congestion Relief, Highway and Bridge</b>	
Resurfacing and Rehabilitation	\$250.0
Bridge Replacement/Rehabilitation	209.1
Statewide Planning and Research	57.3
Safety and Spot Improvement	55.3
Traffic Management	42.9
Coordinated Highway Action Response Team	28.8
Drainage Improvements	18.7
Sidewalk Program	18.6
Intersection Capacity	18.0
Quick Response	16.9
Bicycle Retrofit	14.3
Railroad Crossings	6.7
Americans with Disabilities Act Retrofit	6.5
Emergency	5.0
Commuter Action Improvements	4.1
Environmental Projects	3.2
Neighborhood Conservation	1.3
<b><i>Safety, Congestion Relief, Highway and Bridge Subtotal</i></b>	<b><i>\$756.7</i></b>
State Aid in Lieu of Federal Funds	\$78.5
Facilities	29.0
Equipment	16.6
Total Maximum Daily Load Compliance	14.4
Transportation Enhancements	14.3
System Preservation Program Reimbursables	12.8
Truck Weight	7.7
Major Information Technology Projects	6.0
Noise Barriers	3.7
Environmental Compliance	3.5
Communications	2.2
<b>Total</b>	<b>\$945.4</b>

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

**Fiscal 2023 and 2024 Cash Flow Analysis**

**Exhibit 14** shows the changes in SHA capital funding, including funds that do not flow through the budget, by category between the fiscal 2023 budget as introduced and the working appropriation and between the working appropriation and the fiscal 2024 allowance.

**Exhibit 14**  
**Cash Flow Changes**  
**Fiscal 2023-2024**  
**(\$ in Millions)**

	<b>2023</b>	<b>2023</b>	
	<b><u>As Introduced</u></b>	<b><u>Working</u></b>	<b><u>Change</u></b>
Major Projects	\$240.3	\$220.9	-\$19.4
Development and Evaluation Program System	44.5	53.7	9.2
System Preservation and Minor Projects	791.3	828.3	37.0
<b><i>Subtotal</i></b>	<b><i>\$1,076.1</i></b>	<b><i>\$1,102.9</i></b>	<b><i>\$26.8</i></b>
State Aid – Mandated Capital Grants	\$276.5	\$274.3	-\$2.2
<b>Total as Shown in the CTP</b>	<b>\$1,352.6</b>	<b>\$1,377.2</b>	<b>\$24.6</b>
	<b>2023</b>	<b>2024</b>	
	<b><u>Working</u></b>	<b><u>Allowance</u></b>	<b><u>Change</u></b>
Major Projects	\$220.9	\$275.1	\$54.2
Development and Evaluation Program System	53.7	75.4	21.7
System Preservation and Minor Projects	828.3	945.5	117.2
<b><i>Subtotal</i></b>	<b><i>\$1,102.9</i></b>	<b><i>\$1,296.0</i></b>	<b><i>\$193.1</i></b>
State Aid – Mandated Capital Grants	\$274.3	\$331.4	\$57.1
<b>Total as Shown in the CTP</b>	<b>\$1,377.2</b>	<b>\$1,627.4</b>	<b>\$250.2</b>

CTP: Consolidated Transportation Program

Source: Maryland Department of Transportation, 2022 and 2023 Consolidated Transportation Programs; Department of Legislative Services

**Exhibit 15** provides a list of SHA projects in the construction or D&E program receiving funding of at least \$1 million in fiscal 2024 or \$5 million or more over the six-year program.

**Exhibit 15  
Select Major Projects  
Fiscal 2024-2028  
(\$ in Thousands)**

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Allegany	I-68 Cumberland Viaduct: Deck replacement and rehabilitation of Bridge No. 0109600 (the Cumberland Viaduct).	\$1,105	\$50,966	\$34,741
Allegany	MD 51, Old Town Road: Replacement of Bridge No. 0104700 over Town Creek.	2,191	12,789	12,062
Allegany	US 220, McMullen Highway: Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown.	1,635	10,845	10,843
Anne Arundel	I-97, TSMO US 50 to MD 32: Implementation of TSMO improvements including peak period hard shoulder running from US 50 to MD 32.	2,000	49,448	49,448
Anne Arundel	MD 100, Paul T. Pitcher Memorial Highway: Safety and resurfacing improvements along MD 100 from Howard County Line to MD 170.	5,315	13,243	13,044
Anne Arundel	MD 175, Annapolis Road: Widen MD 175 from Sellner Road/Race Road to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.	16,439	77,296	50,868
Baltimore County	I-695, Baltimore Beltway: Reconstruct interchange at I-695 and I-70.	500	274,896	268,880
Baltimore County	I-695, Baltimore Beltway: Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	7,460	17,753	14,212

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Baltimore County	I-695, Baltimore Beltway: This project from US 40 to MD 144 improved mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project also accommodates the ultimate configuration of this section of I-695, and includes replacing and extending the inner loop noise barrier from Shady Nook Avenue to US 40.	4,840	127,567	15,313
Baltimore County	I-695, Baltimore Beltway: Use of the shoulder and dynamic lane controls to create a new traffic lane during peak hours on the inner and outer loops of I-695 from I-70 to MD 43.	111,290	178,618	143,794
Baltimore County	I-795, Northwest Expressway: Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard.	3,000	148,917	44,118
Baltimore County	I-95 and I-695, Baltimore Beltway: Latex modified concrete bridge deck overlays on I-95 at the I-695 interchange (10 bridges).	11,640	40,064	37,329
Baltimore County	MD 151/MD151B, Sparrows Point Boulevard: Replacement of Bridge No. 0309900 on MD 151 and Bridge Nos. 0335000 and 0335100 on MD 151B.	4,011	34,206	12,830
Baltimore County	US 40, Pulaski Highway: Replacement and widening of the deck and superstructure of Bridge Nos. 0303403 and 0303404 over Little Gunpowder Falls and Bridge Nos. 0303503 and 0303504 over Big Gunpowder Falls.	0	32,017	5,654
Calvert	MD 4, Patuxent Beach Road and Solomons Island Road: Study to upgrade MD 4 between MD 2 and MD 235 (4.0 miles), including the Governor Thomas Johnson Memorial Bridge (Bridge 04019) over the Patuxent River and the intersection at MD 235. This project will include bicycle and pedestrian accommodations as appropriate.	1,000	7,860	2,000

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Carroll	MD 32, Sykesville Road, 2nd Street to Main Street: Improve intersection geometry, extend turn lanes, and modify access along MD 32 from 2nd Street to Main Street.	300	7,774	7,071
Carroll	MD 91, Emory Road: Replacement of Bridge No. 0602000 over North Branch Patapsco River and Bridge No. 0604700 over Maryland Midland Railroad.	7,332	12,279	11,272
Charles	MD 225, Hawthorne Road: Replacement of Bridge No. 0802100 over Mattawoman Creek.	1,072	3,700	2,736
Charles	MD 6, Charles Street: Safety and accessibility improvements between US 301 and Willow Lane.	360	11,395	5,421
Frederick	MD 17, Burkittsville Middletown Road: Replacement of Bridge No. 1001900 over Middle Creek.	2,372	5,052	4,348
Frederick	MD 75, Green Valley Road: Deck replacement and rehabilitation of Bridge No. 1015600 over I-70.	1,203	5,035	4,159
Frederick	MD 77, Rocky Ridge Road: Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.	3,161	7,058	5,940
Frederick	MD 85, Buckeystown Pike: Widen MD 85 to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), includes MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is phase one of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.	0	98,089	5,422
Frederick	US 15, Frederick Freeway, and US 40, Frederick Freeway: Project to construct safety and mainline operational improvements along US 15 and US 40 from I-70 to MD 26 (4 miles).	4,811	180,810	139,626

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Garrett	MD 42, Friendsville Road: Replacement of Bridge No. 1101000 on MD 42 over Buffalo Run.	2,413	4,789	3,767
Garrett	US 219, Chestnut Ridge Road: A project to upgrade and/or relocate US 219 from Old Salisbury Road to the Pennsylvania State line (1.0 mile). This project represents Maryland’s portion of the bistate US 219 corridor between I-68/US 40 and Myersdale, Pennsylvania.	1,000	84,930	40,985
Garrett	US 219, Garrett Highway: Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	708	9,145	7,903
Harford	MD 24, Rocks Road: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.	2,071	8,999	6,476
Harford	US 1, Belair Road: Replacement of Bridge No. 1206600 over Tollgate Road and Bridge No. 1206500 over Winters Run.	2,570	18,094	16,987
Howard	MD 32, Patuxent Freeway: Construct capacity and safety improvements along MD 32 from north of Linden Church Road to I-70 (6.6 miles).	373	130,038	19,634
Howard	TSMO System 1: This project is a combination information technology and geometric improvements to address safety and operations within TSMO System 1 including I-70, US 29, and US 40.	1,300	76,687	54,594
Montgomery	I-270, Eisenhower Highway: Implementation of innovative congestion management tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.	8,625	131,655	15,668

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Montgomery	MD 185, Connecticut Avenue: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)	1,817	18,765	7,897
Montgomery	MD 97, Georgia Avenue: A project to make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.	10,100	57,025	41,929
Prince George's	I-95, Capital Beltway: Replacement of Bridge Nos. 1615905 and 1615906 over MD 4.	1,966	38,212	37,824
Prince George's	I-95/I-495, Capital Beltway: A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).	4,292	104,504	50,236
Prince George's	MD 197, Collington Road: Upgrade and widen existing MD 197 from two to four lanes from Kenhill Drive to MD 450 Relocated (1.4 miles). The shared-use path along northbound MD 197 will be realigned and enhanced with this project.	1,000	8,372	3,795
Prince George's	MD 210, Indian Head Highway: Project to improve mobility along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.	3,050	15,519	12,014
Prince George's	MD 212A, Powder Mill Road: Reconstruct MD 212A from Pine Street to US 1 intersection. Project includes sidewalk and crosswalk improvements (1.6 miles).	0	30,789	9,566
Prince George's	MD 277, Riverdale Road: Replacement of Bridge No. 1609000 over Northeast Branch Anacostia River.	1,154	9,571	8,341
Prince George's	MD 382, Croom Road: Replacement of Bridge No. 1606100 over Charles Branch.	2,599	5,160	4,144

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Prince George's	MD 4, Pennsylvania Avenue: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC-related).	51,539	282,644	209,145
Prince George's	MD 4, Pennsylvania Avenue: Replacement of the bridge decks for Bridge Nos. 1609903 and 1609904 over MD 717, and full replacement of Bridge Nos. 1610803 and 1610804 over Race Track Road.	6,421	22,488	21,407
Prince George's	MD 717, Water Street: Replacement of Bridge No. 1610900 over Western Branch.	3,682	12,242	10,473
Prince George's	US 1, Baltimore Avenue: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Includes bicycle and pedestrian improvements (1.5 miles).	9,331	53,643	20,148
Queen Anne's	US 301, Blue Star Memorial Highway: Replacement of the northbound US 301 Bridge No. 1701401 over the Chester River.	3,830	12,171	10,072
St. Mary's	MD 5, Point Lookout Road: Replace Bridge No. 1800700 over Hilton Run.	2,567	5,565	4,312
St. Mary's	MD 5, Point Lookout Road: Upgrade and widen MD 5 from south of Camp Brown Road to the Lake Conoy Causeway (2.2 miles). This project will accommodate bicycles and pedestrians as appropriate.	0	31,882	13,059
St. Mary's	MD 5, Point Lookout Road: Upgrade MD 5 from MD 471 to MD 246, including replacing Bridge No. 1800600 over the Saint Mary's River (0.3 miles).	1,850	26,776	18,974
Somerset	MD 413 Trail: Construction of a trail from Marion Station to Westover.	7,905	21,309	21,029
Washington	I-68, National Freeway: Replace Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.	8,256	21,888	21,262

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Washington	I-70, Eisenhower Memorial Highway: Replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 over I-81 and Bridge Nos. 2111303 and 2111304 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 over US 11.	3,453	40,947	38,992
Washington	I-70, Eisenhower Memorial Highway: Replacement and widening of the bridge deck and superstructure of I-70 dual Bridge Nos. 2111803 and 2111804 over MD 65 and I-70 dual Bridge Nos. 2111903 and 2111904 over CSX Hagerstown Branch.	0	32,999	13,235
Washington	I-70, Eisenhower Memorial Highway: Replacement of Bridge Nos. 2113503 and 2113504 over Crystal Falls Drive.	8,150	23,389	21,632
Washington	I-81, Maryland Veterans Memorial Highway: Project to upgrade and widen I-81 to a six-lane divided highway between MD 63/MD 65 and the CSX Bridges (4.0 miles).	2,572	101,185	64,521
Wicomico	US 13 Business, Salisbury Boulevard: Replacement of Bridge No. 2200400 over East Branch Wicomico River.	3,059	14,226	10,703
Worcester	MD 90, Ocean City Expressway: Project to improve MD 90 operations from US 50 to MD 528, including Bridge No. 2302000 over the St. Martin River and Bridge No. 2302100 over Assawoman Bay.	1,700	15,850	12,375
Statewide	Coordinated Highway Action Response Team: Install advanced traffic management system and advanced traffic information system technologies on interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. This program also includes the new National Electric Vehicle Infrastructure funding from the federal Infrastructure Investment and Jobs Act.	28,841	214,279	153,599

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Statewide	I-270, Eisenhower Memorial Highway, and I-495, Capital Beltway – Phase 1: Phase 1 includes the addition of managed lanes from the American Legion Bridge (ALB) to I-70, including replacement of the ALB and includes the NEPA study for Phase 1 North (I-370 to I-70). Phase 1 South (ALB to I-370) will leverage \$3.5 billion in construction funding, \$145 million in developer rights fees to offset MDOT costs, and \$5 million for Vision Zero efforts. In addition, the project will provide \$300 million to support transit services, \$50 million for community grants, \$25 million for emerging technologies over the operating term of the agreement (45 years). Phase 1 North, will also leverage a multi-billion dollar private construction investment as well as provide future financial benefits to the State of Maryland. Upon financial close and as part of the upfront payment for Phase 1 South and in consultation with Montgomery County, \$60 million will support the design of one of Montgomery County’s transit priorities.	64,000	339,009	271,034
Statewide	Sidewalk Program: This program provides matching funds for the construction of sidewalks adjacent to MDOT SHA highways and implementation of the Pedestrian Safety Action Plan and other Vison Zero projects.	18,592	140,787	127,507
Statewide	Total Maximum Daily Load (TMDL): Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland counties in order to meet the U.S. Environmental Protection Agency Chesapeake Bay TMDL requirements. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland’s commitment in its Watershed Implementation Plan.	14,417	658,523	155,829

*J00B01 – MDOT – State Highway Administration*

<u>County</u>	<u>Project</u>	<u>2024</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Statewide	Traffic Relief Plan (Phase 2) Smart Traffic Signals: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.	4,586	50,350	38,821

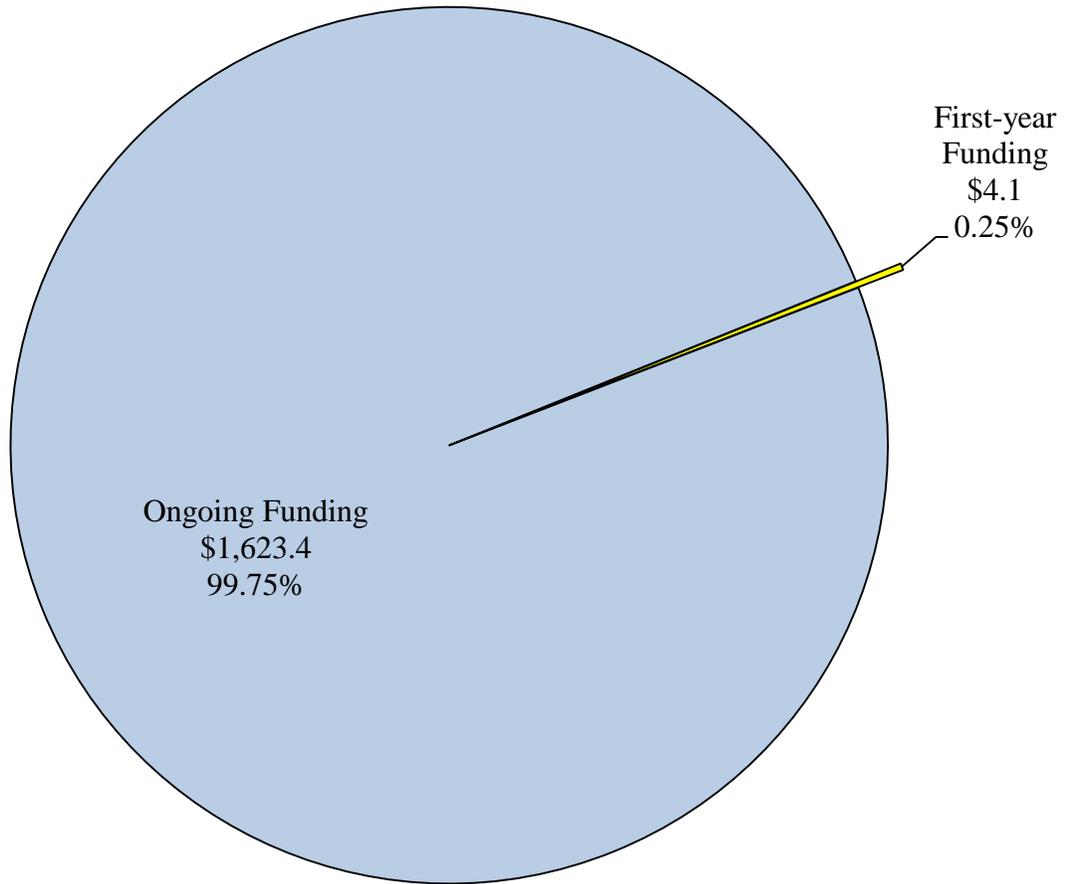
BRAC: Base Realignment and Closure  
MDOT: Maryland Department of Transportation  
NEPA: National Environmental Policy Act  
SHA: State Highway Administration  
TSMO: Transportation Systems Management and Operations

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

**First-year Construction and Design Funding**

Chapters 27 and 563 of 2022 require the CTP, beginning with the January 2023 CTP, to include tables listing projects receiving first-year funding for design or construction either in the budget year or the current year (if the funding was not shown in the budget year in the prior year CTP). As shown in **Exhibit 16**, only \$4 million, or 0.25%, of SHA’s fiscal 2024 capital funding, which totals \$1.6 billion, is first-year funding. The SHA capital projects receiving first-year funding in fiscal 2023 and 2024 are listed in **Exhibit 17**. In order to make room for legislative priorities for transportation capital projects, it may be necessary to defer projects being added to the construction program that have completed some level of design but not yet started construction.

**Exhibit 16**  
**First-year and Ongoing Programmed Spending – All Funds**  
**Fiscal 2024**  
**(\$ in Millions)**



**Total Funding: \$1,627.5 Million**

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

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**Exhibit 17**  
**Projects Receiving First-year Design and Construction Funding**  
**Fiscal 2023-2024**  
**(\$ in Thousands)**

	<u>2023</u>	<u>2024</u>	<u>Total</u> <u>2023-2024</u>
<b>Construction</b>			
MD 24, Rocks Road	\$311	\$1,858	\$2,169
<b>Design</b>			
MD 32, Sykesville Road, 2nd Street to Main	500	300	800
TSMO System 1	700	1,300	2,000
US 220 McMullen Highway	400	600	1,000
<b>Total</b>	<b>\$1,911</b>	<b>\$4,058</b>	<b>\$5,969</b>
State (Special)			\$439
Federal			5,530
Other			0
<b>Total</b>			<b>\$5,969</b>

TSMO: Transportation Systems Management and Operations

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

**Significant Changes from the Previous CTP**

**Exhibit 18** shows the significant changes to major projects from the 2022 CTP.

**Exhibit 18**  
**Major Project Significant Changes from the 2022 CTP**  
**(\$ in Millions)**

	<b><u>Total Cost</u></b>
<b>New Construction Program Projects</b>	
MD 91, Emory Road – Bridge Replacements Over North Branch of Patapsco River and Maryland Midland Railroad	\$12.3
MD 17, Burkittsville Middletown Road – Bridge Replacement Over Middle Creek 5	5.1
MD 77, Rocky Ridge Road – Bridge Replacement Over Beaver Creek	7.1
MD 42, Friendsville Road – Bridge Replacement Over Buffalo Run	4.8
MD 5, Point Lookout Road – Bridge Replacement Over Hilton Run	5.6
I-68, National Freeway – Bridge Replacement Over Creek Road	21.9
TSMO System 1 – Geometric and ITS Improvements to I-70, US 29, and US 40	76.7
I-97 – TSMO – Geometric and ITS Improvements from US 50 to MD 32	49.4
I-68 Cumberland Viaduct – Bridge Deck Replacement and Bridge Rehabilitation	51.0
MD 6, Charles Street – Safety and Accessibility Improvements Between US 301 and Willow Lane	11.4
MD 413 Trail – New Trail Construction from Marion Station to Westover	21.3
US 220, McMullen Highway – Geometric Improvements Along US 220, MD 53 and MD 636 in Cresaptown	10.8
MD 717, Water Street – Bridge Replacement Over Western Branch	12.2
I-95/I-495, Capital Beltway – Bridge Replacement Over MD 4	38.2
MD 100 – Safety and Resurfacing Howard County to MD 170	13.2
<b>Projects Moved from Development and Evaluation to Construction Program</b>	
I-795, Northwest Expressway – New Interchange at Dolfield Boulevard	148.9
US 15, Frederick Freeway, and US 40, Frederick Freeway – Widening from I-70 to MD 26	180.8
US 219, Chestnut Ridge Road – Relocation of US 219 from Old Salisbury Rd to Pennsylvania State Line	84.9

*J00B01 – MDOT – State Highway Administration*

	<b><u>Total Cost</u></b>
MD 24, Rocks Road – Slope Repair and Resurfacing from 900 feet South of Sharon Road to 1700 feet North of Ferncliff Lane	9.0
MD 97, Georgia Avenue – Safety and Accessibility Improvements from MD 192 to MD 390	57.0
MD 5, Point Lookout Road – Geometric Improvements from MD 471 to MD 246	26.8
I-81, Maryland Veterans Memorial Highway	101.2
I-495/I-95 Capital Beltway – Interchange Upgrades at Medical Center Drive (Formerly Arena Drive)	104.5
MD 32, Sykesville Road – Geometric Improvements from 2nd Street to Main Street	7.8

CTP: *Consolidated Transportation Program*

ITS: intelligent transportation systems

TSMO: Transportation Systems Management and Operations

Source: Maryland Department of Transportation, 2023 *Consolidated Transportation Program*; Department of Legislative Services

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## ***Issues***

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### **1. Alternative Fuel Corridors Receiving Funding under New Federal Electric Vehicle Charging Infrastructure Program**

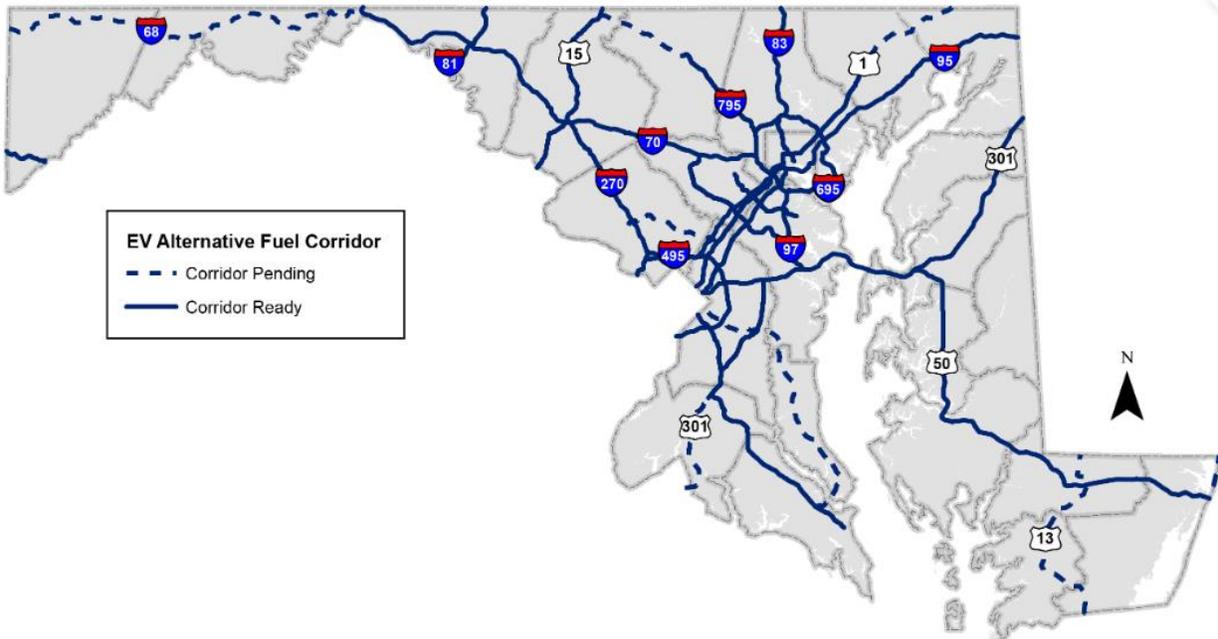
#### **Background**

The Fixing America’s Surface Transportation Act of 2015 required the Federal Highway Administration (FHWA) to designate national alternative fuel corridors (AFC), and the National Electric Vehicle Infrastructure (NEVI) formula program, authorized under the IIJA, provides funding to states to build out electric vehicle (EV) charging and alternative fueling infrastructure along these corridors. In addition to electric charging, alternative fuels include compressed natural gas (CNG), hydrogen, liquid natural gas (LNG), and propane – also referred to as liquified petroleum gas (LPG). Since 2016, FHWA has conducted six rounds of AFC designations with states nominating corridors based on certain criteria as corridor-ready or corridor-pending. Corridor-ready indicates the segment contains a sufficient number of fueling facilities to allow for corridor travel with the designated fuel.

#### **Maryland’s Alternative Fuel Corridors**

Maryland has 23 designated AFCs with corridors designated for each alternative fuel type. Corridor-ready miles comprise nearly 820 for electric, 91 for CNG, and 108 for LPG. Corridor-pending miles comprise 278 for electric, 418 for hydrogen, and 91 for both LNG and LPG. **Exhibit 19** shows the EV charging corridors. The remaining alternative fuels are limited to I-95 (hydrogen and LPG), I-70 (CNG, LNG, and LPG), and I-495 and I-695 (hydrogen).

## Exhibit 19 Maryland Designated Electric Vehicle Charging Corridors



EV: electric vehicle

Source: Maryland Department of Transportation

### National Electric Vehicle Infrastructure Formula Funding

The IIJA provides \$5 billion in formula and discretionary funding over five years. States are required to have an approved EV Infrastructure Deployment Plan to be eligible to receive formula funding. Maryland submitted its plan to the Joint Office of Energy and Transportation in July 2022 and was among the first 35 states receiving plan approval on September 14, 2022. MDOT anticipates receiving \$57.5 million in formula funding between fiscal 2023 and 2027. Although the funds will flow through MDOT, investment strategies and decisions will involve input from the Maryland Energy Administration and other stakeholders. MDOT expects the majority of the funding to be awarded to private entities for installation of public charging facilities.

**MDOT should comment on whether additional corridors are being considered for inclusion in the AFC network and what criteria will be used to determine how the NEVI formula funding will be distributed.**

## 2. Should Highway Traffic Incident Response Patrol Coverage Be Expanded?

With the exception of I-68, SHA’s CHART traffic incident patrols currently cover all interstates under SHA’s jurisdiction as well as major routes in central Maryland. **Exhibit 20** shows the current CHART patrol coverage along with the traffic operation centers from which these patrols are managed.

**Exhibit 20**  
**Maryland Traffic Operation Centers and CHART Patrol Coverage Area**

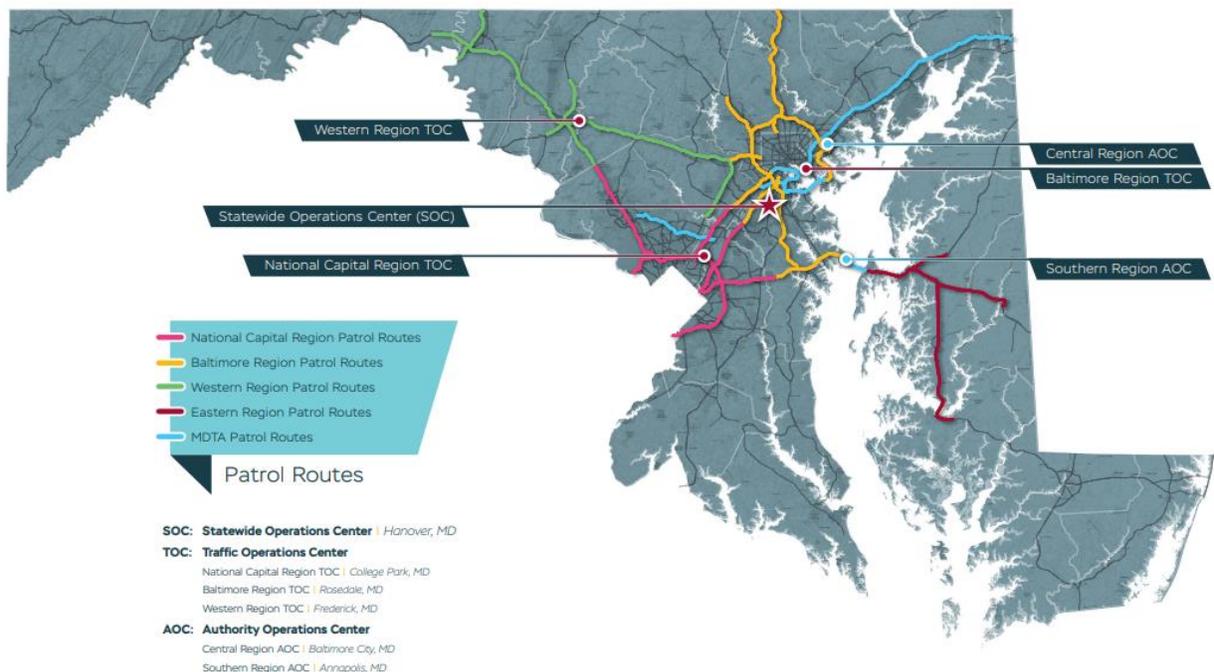


CHART: Coordinated Highway Action Response Team

Source: Maryland Department of Transportation

For the past 24 years, SHA has contracted with the University of Maryland Department of Civil Engineering to provide an annual performance evaluation and benefit analysis of the CHART program. In the most recent evaluation, covering calendar 2021, total direct benefits from traffic delay reduction due to CHART operations for major roads exceeded \$1.8 billion as shown in **Exhibit 21**.

**Exhibit 21**  
**Direct Benefits for Major Roads Due to CHART Operations**  
**Calendar 2021**  
**(\$ in Millions)**

**Table E.10 Direct Benefits for Major Roads in 2021 due to CHART operations**

Roads	Total Direct Benefits (million) <sup>1,2,3</sup>	# of Incidents Eligible for the Benefit Estimate <sup>4</sup>
I-95	\$381.26	5,203
I-495/95	\$207.70	3,273
I-270	\$65.63	969
I-695	\$267.64	3,486
I-70	\$116.06	1,601
I-83	\$41.34	725
Others	\$795.61	15,996
<b>Total</b>	<b>\$1,875.25</b>	<b>31,253</b>

\* Note:

1. Results are based on the data from the U.S Census Bureau and Energy Information Administration.
2. The direct benefits are estimated from the reductions in car/truck delay times, fuel consumptions, and emissions due to CHART's effective operations.
3. The direct benefits vary with some key factors, including traffic and heavy vehicle volumes, the number of lane blockages, the number of incidents responded, and incident durations.
4. The estimated direct benefits are based only on those incidents causing travel lane closure(s).

CHART: Coordinated Highway Action Response Team

Source: Department of Civil and Environmental Engineering, The University of Maryland, College Park, *Performance Evaluation and Benefit Analysis for CHART in Year 2021*, November 2022.

For many years, the performance evaluations have recommended that additional resources be identified in order to extend the benefits of CHART into unserved areas, with expansion into far-western Maryland as having the highest benefit-cost ratio potential. MDOT notes that western region partners have routinely expressed interest in CHART patrol expansion into the region. MDOT indicates that this extended coverage would include I-68 from the West Virginia line to I-70 and I-70 from I-68 to MD 68. It also noted that while not part of routine patrols, units would be available to respond to incidents along US 220 and US 219.

In response to a request for information for this discussion, SHA provided cost estimates for extending CHART patrol coverage into Western Maryland based on a phased approach:

- Phase 1 – Monday-Friday coverage from 5 am to 9 pm; and
- Phase 2 – Adding weekend patrols.

The first-year cost for Phase 1 is estimated at \$3.2 million, which would provide for 11 vehicles and require 13 new positions. Annual operating costs after the first year would be approximately \$1.6 million. Phase 2 would require an additional 5 vehicles and 5 additional positions with first-year costs of \$1.4 million and \$642,000 annual operating costs thereafter. Similar costs were cited for extension of patrols into the lower shore region in eastern Maryland. MDOT notes that CHART is currently funded primarily with federal dollars. Expansion of patrols may require a commitment of State funding or impose opportunity costs if federal funding is shifted from other uses. **MDOT should comment on the options it has to cover the costs of expanding CHART patrols and when it might consider an expansion.**

### **3. Op Lanes Maryland Managed Toll Lanes Status**

In August 2022, FHWA issued the record of decision (ROD) for the I-495 and I-270 Managed Lanes Study for the Selected Alternative – Phase 1 South, which provides for two high-occupancy toll lanes from the George Washington Memorial Parkway in Virginia to the I-370 interchange on I-270 and the replacement and expansion of the American Legion Bridge. Issuance of the ROD concluded the Environmental Impact Statement process for the first phase of the project and makes the project eligible to receive federal support.

The Phase Developer, Accelerate Maryland Partners (AMP), onboarded its construction contractor in September 2022 and is completing predevelopment work and working with MDOT/Maryland Transportation Authority (MDTA) to finalize a committed section proposal for the final design, construction, financing, operations, and maintenance of Phase 1 South. The current deadline for submission of the proposal is March 21, 2023. After final acceptance by MDOT/MDTA of the committed section proposal, the public-private partnership (P3) agreement could then be submitted to the MDTA board for review and approval, followed by submission first to the Comptroller, the State Treasurer, and the budget committees for review and comment and then to the Board of Public Works for approval. The new Administration will decide when, or even if, a P3 agreement will be submitted for review. Unresolved issues related to the bid protest of the selection of AMP as the Phase Developer, pieces of which are currently awaiting decisions by the Appellate Court of Maryland and the Montgomery County Circuit Court, may also affect how the project can move forward.

**MDOT should update the committees about any known policy decisions on how or whether this project will proceed and the alternatives should it not proceed as currently envisioned.**

## ***Operating Budget Recommended Actions***

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1. Concur with Governor's allowance.

## ***PAYGO Budget Recommended Actions***

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1. Concur with Governor's allowance.

**Appendix 1**  
**2022 Joint Chairmen’s Report Responses from Agency**

The 2022 *Joint Chairmen’s Report* (JCR) requested that SHA prepare two reports and requires Baltimore City to submit a commitment letter to secure release of funds. Electronic copies of the full JCR responses can be found on the Department of Legislative Services Library website.

- ***Governor Thomas Johnson Bridge Suicide Prevention Barriers:*** Committee narrative adopted during the 2022 session requested SHA to submit a report detailing the estimated cost of, and schedule for, installation of suicide prevention barriers on the Governor Thomas Johnson Bridge. SHA submitted a report with barrier configuration alternatives ranging in cost from \$8.5 million to \$13.3 million, and design/construction schedules ranging from 26 to 34 months.
- ***Accidents along Southbound I-695 Between MD 702 and the Bridge over Back River:*** Committee narrative adopted during the 2022 session requested SHA to submit a report detailing the number of accidents by type for the past three years along a stretch of southbound I-695 and the measures that have been, or can be, taken to improve the safety of this segment of roadway. SHA submitted a report providing the requested crash statistics and indicating that a portion of this segment had been subjected to surface abrasion to increase pavement friction, reflective pavement markings were replaced as needed, and new, high reflective signs were being installed warning of curves in the roadway.
- ***Baltimore City – Restricted State Aid Funding:*** Language added to the fiscal 2023 Budget Bill restricts \$2 million of the HUR grant funding for Baltimore City until Baltimore City submits a letter to the budget committees and the Baltimore City legislative delegation committing to operate the existing Banner Route of the Charm City Circulator during the entirety of fiscal 2023 and beyond. SHA indicates that it sent a letter to Baltimore City prior to the start of the fiscal year indicating that SHA would be withholding funds pursuant to the JCR requirement. The letter included a copy of the relevant section of the JCR and instructions on how to submit a JCR response. No additional action or communication on this item has been provided.

**Appendix 2  
Audit Findings**

Audit Period for Last Audit:	July 1, 2017 – October 31, 2020
Issue Date:	March 2022
Number of Findings:	4
Number of Repeat Findings:	2
% of Repeat Findings:	25%
Rating: (if applicable)	n/a

**Finding 1:** **SHA did not comply with publication requirements for certain contract awards totaling \$333.4 million.**

**Finding 2:** SHA did not have adequate safeguards in place to secure vendor proposals for architectural and engineering services submitted and stored electronically.

**Finding 3:** Certain SHA employees potentially violated State ethics laws by overseeing contracts in which a qualifying relative had a financial interest, and certain of these employees did not properly disclose that financial interest as required. In addition, permissible disciplinary action was not taken when certain of these related contractors performed unsatisfactorily.

**Finding 4:** **Two malware protection controls were not sufficient to provide adequate assurance that SHA computers were properly protected from security risks.**

\*Bold denotes repeat finding.

**Appendix 3  
Budget Amendments for Fiscal 2023  
Maryland Department of Transportation  
State Highway Administration**

**Operating**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$3,834,122	Special	Increase for the July 2022 cost-of-living adjustment (COLA) for eligible State employees.
	308,821	Federal	
	<b>\$4,142,943</b>	<b>Total</b>	
Approved	\$1,475,935	Special	Increase for annualization of the January 2022 salary increment for eligible State employees.
	91,388	Federal	
	<b>\$1,567,323</b>	<b>Total</b>	
Approved	\$1,332,936	Special	Increase for the salary increment for eligible State employees that was effective either July 2022 or January 2023, depending on employees' date of hire.
	122,419	Federal	
	<b>\$1,455,355</b>	<b>Total</b>	

**Capital**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$5,298,691	Special	Increase for the July 2022 COLA for eligible State employees.
	552,112	Federal	
	<b>\$5,850,803</b>	<b>Total</b>	
Approved	\$1,985,320	Special	Increase for annualization of the January 2022 salary increment for eligible State employees.
	245,377	Federal	
	<b>\$2,230,697</b>	<b>Total</b>	
Approved	\$1,890,139	Special	Increase for the salary increment for eligible State employees that was effective either July 2022 or January 2023, depending on employees' date of hire.
	177,009	Federal	
	<b>\$2,067,148</b>	<b>Total</b>	
Pending	\$33,929,405	Special	Adjusts the amended appropriation to agree with the 2023 CTP.
	-19,611,761	Federal	
	<b>\$14,317,644</b>	<b>Total</b>	

**Appendix 4**  
**Object/Fund Difference Report**  
**Maryland Department of Transportation – State Highway Administration**

<u>Object/Fund</u>	<u>FY 22</u> <u>Actual</u>	<u>FY 23</u> <u>Working</u> <u>Appropriation</u>	<u>FY 24</u> <u>Allowance</u>	<u>FY 23 - FY 24</u> <u>Amount Change</u>	<u>Percent</u> <u>Change</u>
<b>Positions</b>					
01 Regular	1,424.50	1,424.50	1,424.50	0.00	0%
02 Contractual	13.45	16.00	16.00	0.00	0%
<b>Total Positions</b>	<b>1,437.95</b>	<b>1,440.50</b>	<b>1,440.50</b>	<b>0.00</b>	<b>0%</b>
<b>Objects</b>					
01 Salaries and Wages	\$ 127,772,664	\$ 136,369,450	\$ 145,615,001	\$ 9,245,551	6.8%
02 Technical and Special Fees	4,933,331	9,564,830	11,067,393	1,502,563	15.7%
03 Communication	2,223,404	3,389,451	2,713,700	-675,751	-19.9%
04 Travel	532,610	600,063	675,990	75,927	12.7%
06 Fuel and Utilities	11,237,749	10,209,495	11,068,826	859,331	8.4%
07 Motor Vehicles	21,021,345	16,099,864	18,565,378	2,465,514	15.3%
08 Contractual Services	125,550,632	129,127,261	135,890,076	6,762,815	5.2%
09 Supplies and Materials	22,608,197	25,274,306	27,146,022	1,871,716	7.4%
10 Equipment – Replacement	7,089	162,517	182,517	20,000	12.3%
11 Equipment – Additional	88,454	452,000	471,990	19,990	4.4%
12 Grants, Subsidies, and Contributions	2,040,947	2,250,592	4,591,643	2,341,051	104.0%
13 Fixed Charges	876,722	835,190	864,951	29,761	3.6%
<b>Total Objects</b>	<b>\$ 318,893,144</b>	<b>\$ 334,335,019</b>	<b>\$ 358,853,487</b>	<b>\$ 24,518,468</b>	<b>7.3%</b>
<b>Funds</b>					
03 Special Fund	\$ 251,012,412	\$ 303,869,037	\$ 325,852,882	\$ 21,983,845	7.2%
05 Federal Fund	67,880,732	30,465,982	33,000,605	2,534,623	8.3%
<b>Total Funds</b>	<b>\$ 318,893,144</b>	<b>\$ 334,335,019</b>	<b>\$ 358,853,487</b>	<b>\$ 24,518,468</b>	<b>7.3%</b>

Note: The fiscal 2023 appropriation does not include deficiencies. The fiscal 2024 allowance does not include contingent reductions or cost-of-living adjustments.

**Appendix 5**  
**Fiscal Summary**  
**Maryland Department of Transportation – State Highway Administration**

<u>Program/Unit</u>	<u>FY 22 Actual</u>	<u>FY 23 Wrk Approp</u>	<u>FY 24 Allowance</u>	<u>Change</u>	<u>FY 23 - FY 24 % Change</u>
01 State System Construction and Equipment	\$ 877,721,824	\$ 1,025,803,000	\$ 1,211,464,000	\$ 185,661,000	18.1%
02 State System Maintenance	303,603,439	318,406,224	340,087,261	21,681,037	6.8%
03 County and Municipality Capital Funds	60,072,674	71,900,000	78,500,000	6,600,000	9.2%
04 Highway Safety Operating Program	15,289,705	15,928,795	18,766,226	2,837,431	17.8%
05 County and Municipality Funds	280,156,176	274,257,000	331,426,000	57,169,000	20.8%
08 Major IT Development Projects	4,508,309	5,140,000	6,010,000	870,000	16.9%
<b>Total Expenditures</b>	<b>\$ 1,541,352,127</b>	<b>\$ 1,711,435,019</b>	<b>\$ 1,986,253,487</b>	<b>\$ 274,818,468</b>	<b>16.1%</b>
Special Fund	\$ 828,004,880	\$ 907,069,037	\$ 958,352,882	\$ 51,283,845	5.7%
Federal Fund	713,347,247	804,365,982	1,027,900,605	223,534,623	27.8%
<b>Total Appropriations</b>	<b>\$ 1,541,352,127</b>	<b>\$ 1,711,435,019</b>	<b>\$ 1,986,253,487</b>	<b>\$ 274,818,468</b>	<b>16.1%</b>

Note: The fiscal 2023 appropriation does not include deficiencies. The fiscal 2024 allowance does not include contingent reductions or cost-of-living adjustments.