

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

***Operating Budget Data***

(\$ in Thousands)

	<u>FY 12</u> <u>Actual</u>	<u>FY 13</u> <u>Working</u>	<u>FY 14</u> <u>Allowance</u>	<u>FY 13-14</u> <u>Change</u>	<u>% Change</u> <u>Prior Year</u>
Special Fund	\$352,553	\$366,917	\$382,722	\$15,804	4.3%
Contingent & Back of Bill Reductions	0	0	-249	-249	
<b>Adjusted Special Fund</b>	<b>\$352,553</b>	<b>\$366,917</b>	<b>\$382,473</b>	<b>\$15,555</b>	<b>4.2%</b>
Federal Fund	21,219	11,178	12,443	1,265	11.3%
<b>Adjusted Federal Fund</b>	<b>\$21,219</b>	<b>\$11,178</b>	<b>\$12,443</b>	<b>\$1,265</b>	<b>11.3%</b>
<b>Adjusted Grand Total</b>	<b>\$373,772</b>	<b>\$378,095</b>	<b>\$394,916</b>	<b>\$16,820</b>	<b>4.4%</b>

- The fiscal 2014 allowance increases \$16.8 million, or 4.4%, compared to the fiscal 2013 working appropriation. The allowance includes the Highway User Revenue (HUR) distribution which totals \$167.5 million in 2014. When looking at just the operating budget, expenditures increase \$12.5 million, or 5.8%, compared to the working appropriation.
- HUR distribution totals \$167.5 million in fiscal 2014, which increases \$4.5 million compared to the fiscal 2013 working appropriation. The working appropriation does not reflect the revised revenue estimate which was revised downward to \$160.4 million. When accounting for this, the local share of HUR increases \$7.1 million due to revenue growth.
- Other increases in the allowance are for personnel related expenditures, which increase \$5.9 million. The next largest increase is for winter maintenance activities at \$5.0 million to reflect historical spending.

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

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## ***PAYGO Capital Budget Data***

(\$ in Thousands)

	<b>Fiscal 2012</b>	<b>Fiscal 2013</b>		<b>Fiscal 2014</b>
	<b><u>Actual</u></b>	<b><u>Legislative</u></b>	<b><u>Working</u></b>	<b><u>Allowance</u></b>
Special	\$273,671	\$346,228	\$364,488	\$445,287
Federal	\$620,846	\$568,910	\$586,720	\$542,225
<b>Total</b>	<b>\$894,517</b>	<b>\$915,138</b>	<b>\$951,208</b>	<b>\$987,512</b>

- The fiscal 2013 working appropriation increases by \$36.1 million due to additional federal funding from the passage of the federal transportation authorization bill and cash flow changes.
- The fiscal 2014 allowance increases by \$36.3 million. Special funds increase \$80.8 million due to cash flow changes and an increased reliance on special funds. Federal funds decrease \$44.5 million due to federal funds being pulled forward into fiscal 2013.

***Operating and PAYGO Personnel Data***

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	<b><u>FY 12</u></b>	<b><u>FY 13</u></b>	<b><u>FY 14</u></b>	<b><u>FY 13-14</u></b>
	<b><u>Actual</u></b>	<b><u>Working</u></b>	<b><u>Allowance</u></b>	<b><u>Change</u></b>
Regular Operating Budget Positions	1,530.00	1,520.00	1,520.00	0.00
Regular PAYGO Budget Positions	<u>1,532.50</u>	<u>1,526.50</u>	<u>1,526.50</u>	<u>0.00</u>
<b>Total Regular Positions</b>	<b>3,062.50</b>	<b>3,046.50</b>	<b>3,046.50</b>	<b>0.00</b>
Operating Budget Full-time equivalents (FTEs)	4.40	5.80	6.80	1.00
PAYGO Budget FTEs	<u>17.60</u>	<u>16.20</u>	<u>15.20</u>	<u>-1.00</u>
<b>Total FTEs</b>	<b>22.00</b>	<b>22.00</b>	<b>22.00</b>	<b>0.00</b>
<b>Total Personnel</b>	<b>3,084.50</b>	<b>3,068.50</b>	<b>3,068.50</b>	<b>0.00</b>

**Vacancy Data: Regular Positions**

Turnover and Necessary Vacancies, Excluding New Positions	109.98	3.61%
Positions and Percentage Vacant as of 12/31/12	170.00	5.58%

- The fiscal 2014 allowance for the personnel complement does not change.
- The fiscal 2014 turnover rate is set at 3.61%, requiring 109.98 vacant positions. As of December 2012, the agency had 170 positions vacant for a vacancy rate of 5.58%.

## *Analysis in Brief*

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### Major Trends

**Safety:** From calendar 2010 to 2011, the number of traffic fatalities declined by 9 to 487. While a number of factors influence traffic fatalities, one is the number of vehicle miles traveled (VMT). The level of VMT is expected to be flat in fiscal 2012 and 2013, but the number of fatalities is expected to increase in calendar 2012 to 522 before declining in calendar 2013. **The Department of Legislative Services (DLS) recommends that the State Highway Administration (SHA) discuss why VMT is expected to stay flat and the number of fatalities is expected to increase in fiscal 2012.**

**Congestion:** Several national entities indicate that Maryland and the Washington and Baltimore metropolitan regions have some of the highest levels of roadway congestion in the country. The percentage of freeway lane miles that are congested increased from 19% in calendar 1998 to an estimated 29% in calendar 2011. Congestion is expected to be flat in 2011 despite a decrease in VMT. **DLS recommends that SHA discuss why congestion increased in 2011 if VMT decreased. DLS also recommends that the agency discuss how much additional highway spending would be required to improve the level of congestion in the State. Finally, DLS recommends that SHA discuss how investments in the major transit lines may or may not help congestion in those areas.**

**Structurally Deficient Bridges:** The number of structurally deficient bridges decreased from calendar 2005 to 2012 but is expected to increase in 2013. **DLS recommends that SHA discuss the future outlook of bridge rehabilitation moving forward, particularly in regard to the cost.**

**System Preservation:** Another measure of system preservation is that SHA maintain 84% of the highway network in an overall preferred maintenance condition. The goal is expected to be met in fiscal 2013. From fiscal 2010 to 2013, SHA is estimated to increase spending on maintenance from \$50.5 million to \$60.0 million; however, this increased level of spending will result in the fiscal 2013 condition being less than the 2011 condition. **DLS recommends that SHA discuss why the overall preferred maintenance condition will not be higher with the increased level of spending. DLS also recommends SHA discuss why the overall preferred maintenance condition declined in fiscal 2011.**

### Issues

**Local Involvement in State Projects:** The 2012 *Joint Chairmen's Report* included narrative requesting that SHA develop policies for how local jurisdictions contribute to State projects. SHA responded with a report indicating how an agreement would work with a local jurisdiction overseeing a State project. The report did not address how agreements are reached with local jurisdictions that contribute to State projects. From fiscal 2008 to 2012, local jurisdictions contributed \$148.3 million to State projects. **DLS recommends that SHA and the Maryland Department of Transportation discuss their processes for allowing/obtaining contributions from local jurisdictions for a**

**project and how that funding is reflected in the *Consolidated Transportation Program*. DLS also recommends that committee narrative requesting a report be adopted.**

***Local Funding of Transportation:*** The State shares a portion of transportation revenues with local jurisdictions for local transportation projects, otherwise known as highway user revenue. In recent years, that level of funding has been significantly reduced. DLS has undertaken an analysis of what impact the reduction in local HUR has had on transportation spending in the State. Overall, transportation spending on the local level is up; however, some counties and municipalities have increased funding, while others have decreased funding. **DLS recommends that SHA discuss what it has observed regarding the state of the local transportation network.**

***Watershed Implementation Costs:*** SHA has a critical role to play in the State’s effort to meet the goals of the Watershed Implementation Plan (WIP). The estimated cost to comply with WIP is \$1.0 billion to \$1.5 billion. Currently SHA has budgeted \$138.2 million for WIP related projects, but \$680.0 million is required. **DLS recommends that SHA discuss its efforts to comply with WIP, the consequence of not meeting the fiscal 2017 benchmark, how much additional revenue is needed to meet the full WIP obligations, and any other costly environmental obligations.**

## **Operating Budget Recommended Actions**

1. Concur with Governor’s allowance.

## **PAYGO Budget Recommended Actions**

1. Adopt committee narrative requesting a report on local funding agreements.

## **Updates**

***Reisterstown Road Corridor Study:*** Committee narrative required SHA to work in consultation with the Baltimore County Bureau of Traffic Engineering and Transportation Planning on a report on the current and future traffic conditions along the Reisterstown Road corridor, an access management study, and a pedestrian and bicycle facilities inventory. SHA submitted the technical information for the report.

*J00B01 – MDOT – State Highway Administration*

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## ***Budget Analysis***

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### **Program Description**

The State Highway Administration (SHA) is responsible for over 5,100 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 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 efficiency 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

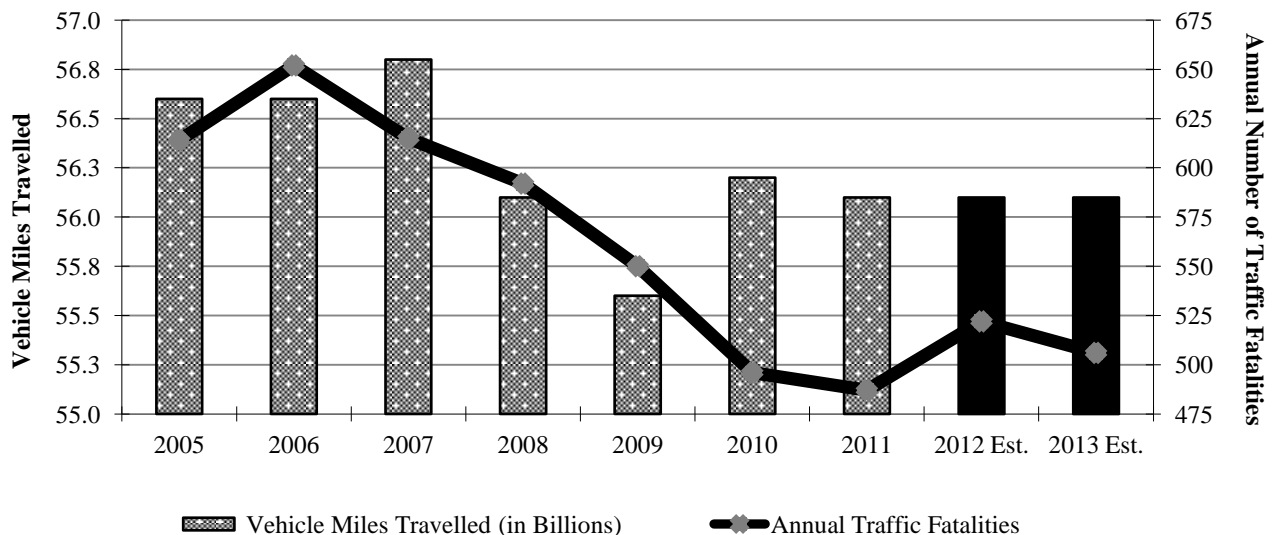
SHA provides Managing for Results (MFR) performance measures that relate to its mission and goals. SHA’s mission is to “efficiently provide mobility for our customers through a safe, well maintained, and attractive highway system that enhances Maryland’s communities, economy, and environment.”

### 1. 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 475 by the end of calendar 2015. While there are behavioral factors beyond SHA’s control that impact this measure, **Exhibit 1** shows that in calendar 2011, the number of traffic fatalities declined by 9 to 487, and the traffic fatality rate dropped to 0.87 per 100 million miles in calendar 2011.

In calendar 2012 and 2013, the level of vehicle miles travelled (VMT) in the State is expected to stay flat; however, the number of fatalities is expected to increase in calendar 2012, to 522, before declining in calendar 2013. **The Department of Legislative Services (DLS) recommends that SHA discuss why VMT is expected to stay flat, and the number of fatalities is expected to increase in calendar 2012.**

**Exhibit 1**  
**Highway Miles Travelled Compared to Fatalities**  
**Calendar 2005-2013**



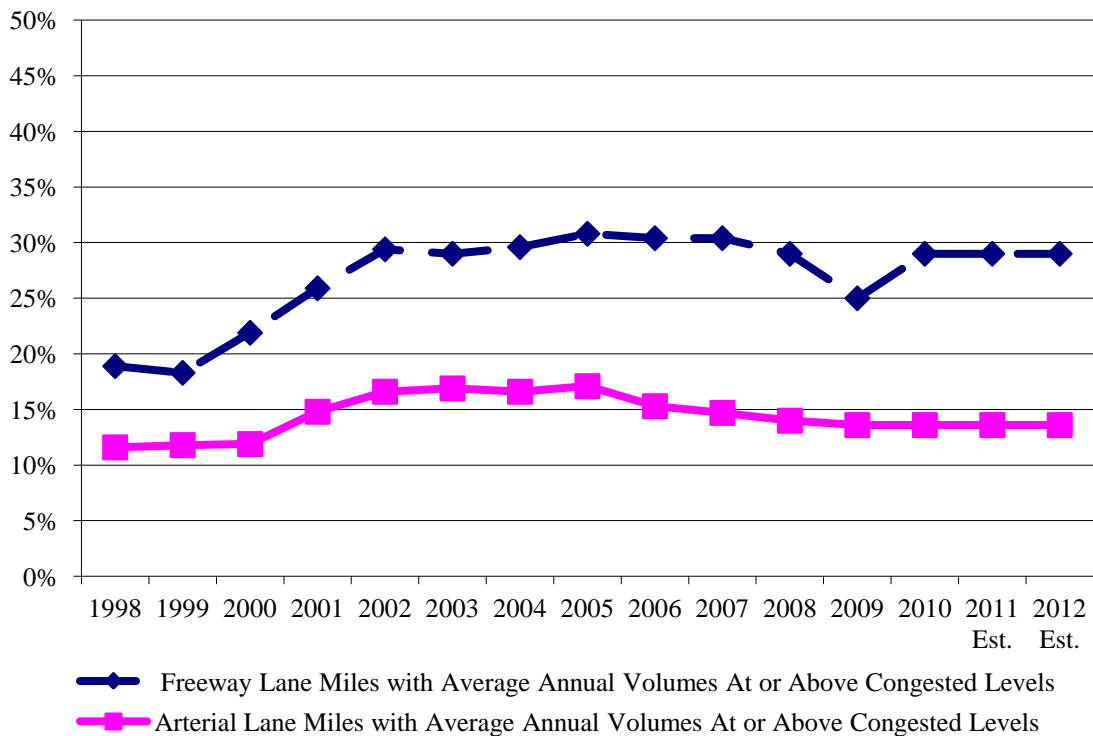
Source: State Highway Administration



## 2. Congestion

Several national entities (*e.g.*, the Census Bureau, the Reason Foundation, and the 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 29% in calendar 2011. Congestion is expected to be flat in 2011, despite a decrease in VMT. Congestion on arterial lane miles is expected to remain relatively constant. **DLS recommends that SHA discuss why congestion remained flat in 2011 if VMT decreased. DLS also recommends that the agency discuss how much additional highway spending would be required to improve the level of congestion in the State. Finally, DLS recommends that SHA discuss how investments in the major transit lines may or may not help congestion in those areas.**

**Exhibit 2**  
**Level of Congested Freeway and Arterial Lane Miles**  
**Calendar 1998-2012**

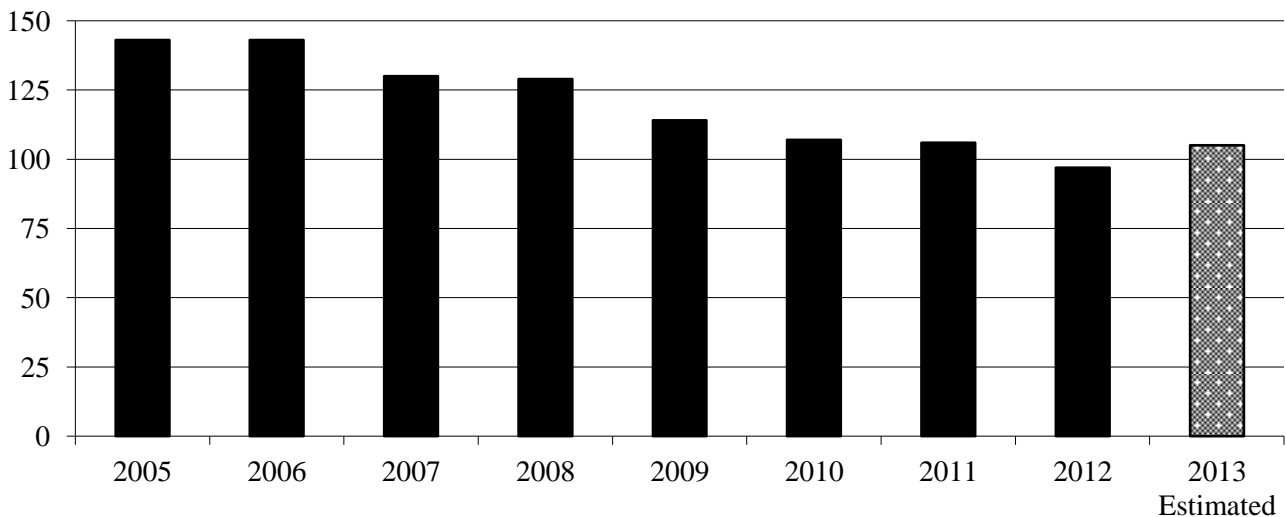


Source: State Highway Administration

### 3. Structurally Deficient Bridges

**Exhibit 3** shows that the number of structurally deficient bridges decreased from calendar 2005 to 2012 and is expected to increase in 2013. Many of the projects added to the agency’s capital program in recent years have been bridge replacement types of projects; therefore, it is not surprising that SHA has been able to decrease the number of structurally deficient bridges. **DLS recommends that SHA discuss the future outlook of bridge rehabilitation, particularly in regard to the cost.**

**Exhibit 3**  
**Structurally Deficient Bridges in the State Highway Network**  
**Calendar 2005-2013**

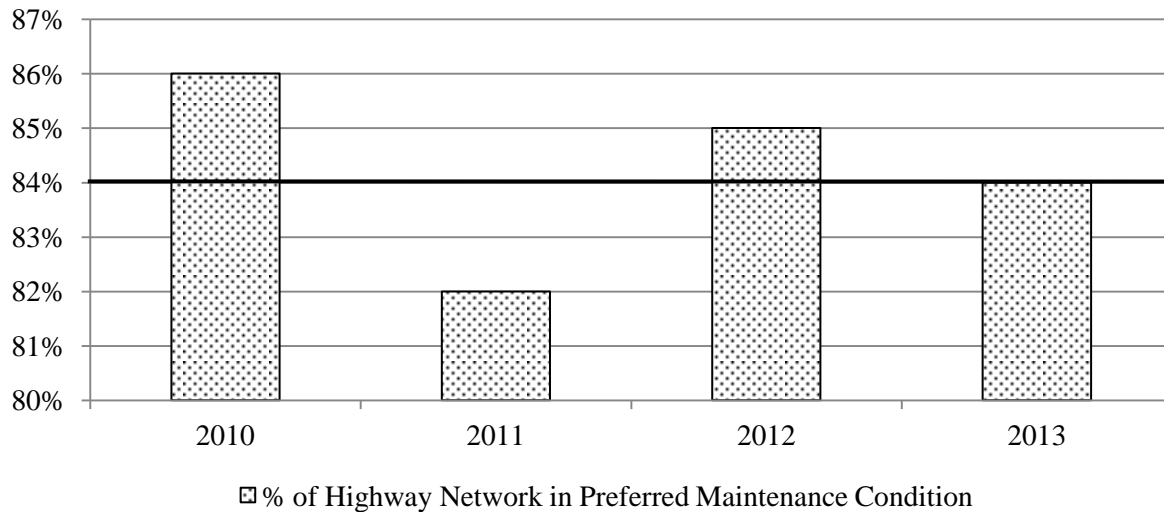


Source: State Highway Administration

### 4. System Preservation

Another measure of system preservation is for SHA to maintain 84% of the highway network in an overall preferred maintenance condition. As shown in **Exhibit 4**, the department will meet the goal in fiscal 2012 and 2013. From fiscal 2010 to 2013, SHA is estimated to increase spending on maintenance from \$50.5 million to \$60.0 million. The measure is projected to be met in fiscal 2012 and 2013; however, increased levels of spending will still result in the fiscal 2014 condition being less than the 2011 level. **DLS recommends that SHA discuss why the overall preferred maintenance condition will not be higher with the increased level of spending. DLS also recommends SHA discuss why the overall preferred maintenance condition declined in fiscal 2012.**

**Exhibit 4**  
**Highway Network in Overall Preferred Maintenance Condition**  
**Calendar 2010-2013**



Source: State Highway Administration

## Proposed Budget

As shown in **Exhibit 5**, the fiscal 2014 allowance increases \$16.8 million, or 4.4%. When looking at just SHA’s operating budget, excluding HUR, the allowance increases \$12.5 million, or 5.8%. Of this increase, \$5.9 million is for personnel related expenditures. Contribution rates for the regular employees, teachers, State Police, and Law Enforcement Officers pension plans increase in fiscal 2014. The rate increases are attributable to underattaining investment returns, adjusting actuarial assumptions, and increasing the reinvestment of savings achieved in the 2011 pension reform.

The next largest expenditure is \$5.0 million as part of SHA’s effort to budget for winter maintenance based upon actual expenditure history. As of January 30, 2013, SHA had spent \$28.5 million for winter maintenance and budgeted \$41.0 million.

Other increases include a telecommunications fee for a vehicle locator system during winter maintenance (\$0.7 million), gas and oil per the Department of Budget and Management instructions (\$0.7 million), and increases for vehicle maintenance and repair based upon historical spending (\$0.4 million). The largest decrease in the allowance is for electricity savings to reflect savings from energy efficiency measures that were recently implemented.

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

<b>How Much It Grows:</b>	<b>Special Fund</b>	<b>Federal Fund</b>	<b>Total</b>
2013 Working Appropriation	\$366,917	\$11,178	\$378,095
2014 Allowance	<u>382,722</u>	<u>12,443</u>	<u>395,165</u>
Amount Change	\$15,804	\$1,265	\$17,070
Percent Change	4.3%	11.3%	4.5%
Contingent Reductions	-\$249	\$0	-\$249
Adjusted Change	\$15,555	\$1,265	\$16,820
Adjusted Percent Change	4.2%	11.3%	4.4%

**Where It Goes:**

**Personnel Expenses**

Annualized general salary increase .....	\$742
Overtime.....	500
Employee retirement .....	2,092
Increments and other compensation.....	686
Employee and retiree health insurance, net of across-the-board reduction.....	1,106
Workers' compensation premium assessment .....	213
Turnover adjustments.....	634
Other fringe benefit adjustments .....	-39

**Other Changes**

Highway User Revenue increases due to revenue growth .....	4,549
Winter maintenance expenditures .....	4,781
Telecommunications for monthly fee on automatic vehicle locator system for winter fleet.....	708
Gas and oil per Department of Budget Management (DBM) instructions.....	653
Vehicle maintenance and repair based upon historical spending.....	430
Data processing consultants based upon need.....	342
Energy loan repayment .....	139
Electricity per DBM instructions .....	-707
Other.....	-9

**Total** **\$16,820**

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

## Highway User Revenue

The fiscal 2013 working appropriation does not reflect fiscal 2013 revenue estimates. It is estimated that highway user revenue (HUR) will total \$160.4 million in fiscal 2013 and \$167.5 million in fiscal 2014. The increase in HUR is due to revenue growth. In addition, there is a one-time capital grant for municipalities in the Secretary’s Office that totals \$15.4 million. **Exhibit 6** provides a summary of HUR distribution.

### Exhibit 6 Highway User Revenue Distribution Fiscal 2014

<u>County</u>	<u>County Share</u>	<u>Municipal Share</u>	<u>Total</u>
Allegany	\$461,733	\$353,519	\$815,252
Anne Arundel	2,790,639	303,486	3,094,125
Baltimore City	134,375,934	0	134,375,934
Baltimore	3,938,088	0	3,938,088
Calvert	604,732	86,652	691,384
Caroline	384,601	125,120	509,721
Carroll	1,076,369	405,648	1,482,017
Cecil	622,675	195,630	818,305
Charles	903,493	115,957	1,019,450
Dorchester	427,459	141,602	569,061
Frederick	1,293,958	771,022	2,064,980
Garrett	507,635	116,733	624,368
Harford	1,344,855	333,746	1,678,601
Howard	1,506,142	0	1,506,142
Kent	219,105	72,899	292,004
Montgomery	3,534,918	1,115,224	4,650,142
Prince George’s	2,769,335	1,430,996	4,200,331
Queen Anne’s	507,682	48,515	556,197
St. Mary’s	742,267	24,092	766,359
Somerset	272,166	54,037	326,203
Talbot	312,937	192,732	505,669
Washington	843,575	460,997	1,304,572
Wicomico	622,546	392,969	1,015,515
Worcester	490,220	238,992	729,212
<b>Total</b>	<b>\$160,553,064</b>	<b>\$6,980,568</b>	<b>\$167,533,632</b>

Source: Maryland State Budget, Book Volume I, page 616

## **PAYGO Capital Program**

### **Program Description**

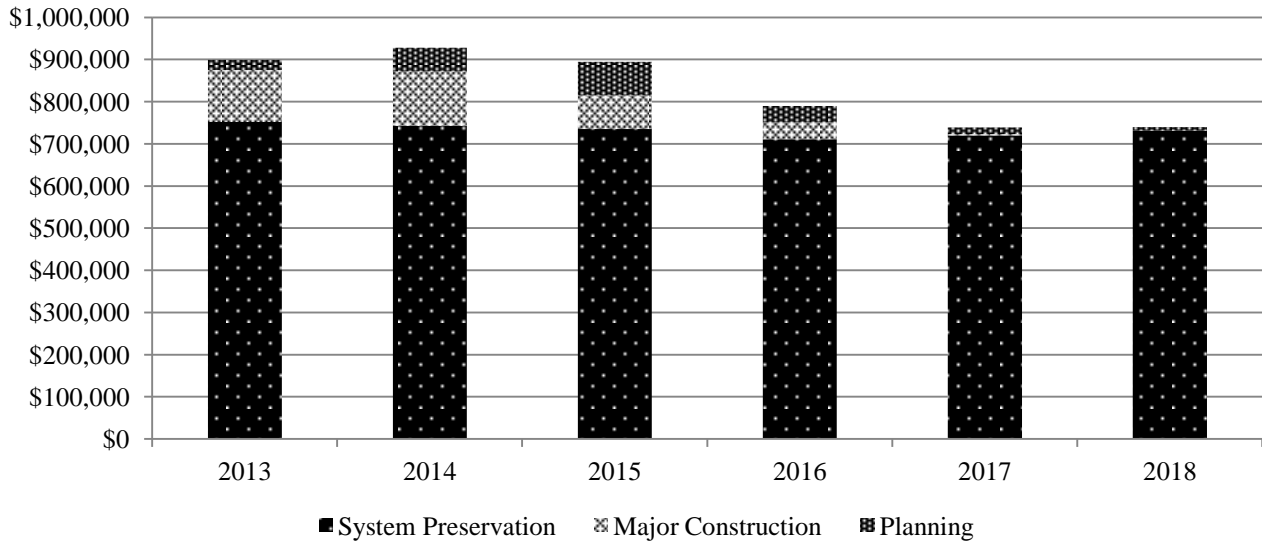
The State System Construction program provides funds for the capital program of SHA. Financing is available from current revenues, federal aid, and bond proceeds for construction and reconstruction projects on the State highway system, program-related planning and research, acquisition of major capital 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.

### **Fiscal 2013 to 2018 Consolidated Transportation Program**

The six-year capital program for SHA totals \$4,989.4 million, with \$2,741.4 million in special funds and \$2,247.9 million in federal funds. Compared to the fiscal 2012 to 2017 capital program, the highway capital program increases \$355.9 million, with special funds increasing \$216.8 million. **Exhibit 7** provides a summary of how SHA is planning to allocate the spending by category from fiscal 2013 to 2018. Capital spending peaks at \$927.9 million in fiscal 2014 and decreases to \$739.7 million in fiscal 2018. Out-year spending on highways may be artificially low due to the agency's conservative estimate of future federal aid due to uncertainty with the federal program.

**Exhibit 7**  
**Spending by Category – All Funds**  
**Fiscal 2013-2018**  
**(\$ in Thousands)**



Source: Maryland Department of Transportation

As the exhibit shows, system preservation accounts for the largest portion of spending throughout the program period. Specifically, the level of spending on system preservation to maintain the system increases from 84% in fiscal 2013 to 99% in fiscal 2018. The level of spending on highway projects that would expand capacity, otherwise known as major construction projects, decreases from 14% in fiscal 2013 and 2014 to 0% in fiscal 2018. In other words, the current capital program is focused on system preservation, and that level of spending will only increase in the future. **DLS recommends that SHA discuss what the trend of declining major construction spending will mean for the public and congestion in the State. DLS also recommends that SHA discuss what may be a more appropriate funding level for major construction projects.**

**Fiscal 2013 and 2014 Cash Flow Analysis**

**Exhibit 8** shows the cash flow changes in SHA’s capital program. The fiscal 2013 working appropriation increases \$36.1 million, largely due to additional federal aid being spent as a result of the recent federal authorization. There were also special fund cash flow changes.

The fiscal 2014 allowance increases by \$36.3 million. Special funds increase \$80.8 million due to cash flow changes and federal funds being pulled forward in fiscal 2013; additional special funds are used in fiscal 2014. Federal funds decrease \$44.5 million.

**Exhibit 8  
Cash Flow Changes  
Fiscal 2012-2014  
(\$ in Thousands)**



Source: Maryland Department of Transportation, 2013-2018 *Consolidated Transportation Program*

**Exhibit 9** provides a summary of the large construction projects in the CTP.

**Exhibit 9  
Large Construction Projects  
Funded in Fiscal 2014  
(\$ in Thousands)**

<u>County</u>	<u>Project</u>	<u>2014</u>	<u>Total \$</u>	<u>Completion of Fiscal Cash Flow</u>
Allegany	I-68, National Freeway, rehabilitate bridge on MD 51 over CSX, Canal Parkway, and bridge	\$7,475	16,204	2015
Allegany	I-68, National Freeway, replace bridge over Kelly Road/Boulevard and Patterson Avenue	5,301	12,548	2016
Anne Arundel	BRAC intersections near Fort Meade – design and construct intersection	5,294	23,193	2015



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<u>County</u>	<u>Project</u>	<u>2014</u>	<u>Total \$</u>	<u>Completion of Fiscal Cash Flow</u>
Anne Arundel	MD 175, Annapolis Road – construct intersection improvements at Mape Road/Charter Oaks Boulevard and Reece Road	6,975	22,054	2016
Baltimore	I-83, Harrisburg Expressway – replace bridge on Middletown Road	3,310	7,490	2014
Baltimore	I-695 Baltimore Beltway – replace bridge over MD 144	3,064	15,716	2014
Baltimore	I-695 Baltimore Beltway – replace bridge over MD 372 on inner loop	2,401	16,846	2014
Baltimore	I-695, Baltimore Beltway – replace bridge over Millford Mill Road	5,409	18,718	2016
Cecil	MD 272, Mauldin Avenue – replace bridge 7036 over Amtrak	3,981	14,802	2016
Frederick	I-70 Baltimore National Pike – widen I-70 east of MD 355 and replace the I-70 bridge over Reich’s Ford Road	3,690	44,279	2014
Frederick	US 15, Catoclin Mountain Highway – replace bridge on Motter Avenue	4,216	14,342	2015
Harford	BRAC intersections near Aberdeen Proving Grounds – design and construct intersection improvements	8,150	20,722	2015
Harford	US 40, Pulaski Highway – construct interchange improvements to address operational issues at MD 175	3,965	33,093	2014
Howard	I-95, South Welcome Center truck parking expansion	7,134	11,657	2014
Howard	US 29, Columbia Pike – construct access improvements	4,925	6,200	2015
Montgomery	MD 97, Georgia Avenue – construct interchange improvements at Randolph Road	14,037	60,031	2016
Montgomery	MD 193, University Boulevard – replace bridge over I-495	4,172	12,401	2016
Montgomery	BRAC intersections near Bethesda Naval Center – design and construct intersection improvements	9,409	28,962	2016
Prince George’s	I-95, construct new interchange at I-95 and Contee Road Relocated	19,537	55,814	2014
Prince George’s	I-95, Capital Beltway – resurface I-95 from D’arcy Road to Arena Drive	6,793	12,480	2014
Prince George’s	MD 4, Pennsylvania Avenue – replace bridges over MD 223	7,981	24,352	2016
Washington	I-70, Eisenhower Memorial Highway – widen and rehabilitate bridge over Conococheague Creek	6,490	16,138	2014
Washington	I-70, Eisenhower Memorial Highway – replace bridges over MD 63	7,827	14,718	2015
Statewide	Coordinated Highway Action Response Team	20,700	374,454	Ongoing
Statewide	Community Safety and Enhancement Program – Statewide Neighborhood Conservation Program	20,100	488,833	Ongoing

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<u>County</u>	<u>Project</u>	<u>2014</u>	<u>Total \$</u>	<u>Completion of Fiscal Cash Flow</u>
Statewide	Total Maximum Daily Load – plan, design, and construct stormwater controls and alternative water quality improvement strategies in Maryland Phase I and Phase II counties to meet requirements by 2025	33,800	154,300	Ongoing
<b>Total</b>		<b>\$224,877</b>	<b>\$1,512,107</b>	

BRAC: Base Realignment and Closure

Source: Maryland Department of Transportation, 2013-2018 *Consolidated Transportation Program*

## Projects Added to the Construction Program

**Exhibit 10** summarizes the 14 projects added to the construction program at a total cost of \$184.3 million.

**Exhibit 10**  
**Projects Added to the Construction Program**  
**Fiscal 2014**  
**(\$ in Thousands)**

<u>Project</u>	<u>2013</u>	<u>2014</u>	<u>Total Project Cost</u>
I-68, National Freeway – Replace bridge decks over Kelley Avenue, CSXT and Patterson Avenue (Allegany)	1,272	\$5,301	\$12,548
MD 175, Annapolis Road – BRAC intersection improvements at Mapes and Reece Roads (Anne Arundel)	3,540	6,975	22,054
I-695, Baltimore Beltway – Replace bridge over Milford Mill Road (Baltimore)	2,072	5,409	18,718
MD 261, Willows Road – Replace bridge over Fishing Creek (Calvert)	1,221	1,390	9,157
MD 272, Mauldin Avenue – Replace bridge over Amtrak (Cecil)	1,329	3,981	14,802
Maintenance Facility in Cambridge; Replacement of Shop (Dorchester)	1,221	302	14,634
MD 22, Aberdeen Thruway – BRAC intersection improvements at Old Post Road (Harford)	1,050	1,431	8,559

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<u>Project</u>	<u>2013</u>	<u>2014</u>	<u>Total Project Cost</u>
US 29, Columbia Pike – US 29 from MD 175 to Seneca Drive Access Road improvements Phase 1A (Howard)	0	4,925	6,200
I-95 – I-95 South Welcome Center truck parking expansion (Howard)	4,329	7,134	11,657
MD 193, University Boulevard – Replace Bridge over I-495 (Montgomery)	1,427	4,172	12,401
I-95, Capital Beltway – Resurface roadway from D’arcy Road to Arena Drive (Prince George’s)	5,347	6,793	12,480
MD 4, Pennsylvania Avenue – Replace bridge over MD 223 (Prince George’s )	2,474	7,981	24,352
I-70 Eisenhower Memorial Highway – Replace bridges over MD 63 (Washington)	2,958	7,827	14,718
MD 68, Lappans Road – Replace bridge over James Run (Washington)	1,093	611	1,996
<b>Total</b>	<b>\$29,333</b>	<b>\$64,232</b>	<b>\$184,276</b>

Source: Maryland Department of Transportation, 2013-2018 *Consolidated Transportation Program*

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### **Projects Moved from the Development and Evaluation Program to the Construction Program**

As shown in **Exhibit 11**, two projects totaling \$36.2 million were moved from D&E to the construction program.

**Exhibit 11**  
**Projects Moved from the D&E Program to the Construction Program**  
**Fiscal 2014**  
**(\$ in Thousands)**

<u>Project</u>	<u>2013</u>	<u>2014</u>	<u>Total Project Cost</u>
MD 32, Patuxent Freeway – Wellworth Way Access Improvements (Howard)	\$1,328	\$1,836	\$7,284
BRAC Intersections near Bethesda Naval Center; MD 355 – BRAC Intersection Improvements at Cedar Lane (Statewide)	2,083	9,409	28,962
<b>Total</b>	<b>\$3,411</b>	<b>\$11,245</b>	<b>\$36,246</b>

BRAC: Base Realignment and Closure  
D&E: development and evaluation

Source: Maryland Department of Transportation, 2013-2018 *Consolidated Transportation Program*

**Projects Added to the D&E Program**

As shown in **Exhibit 12**, two projects were added to the D&E program, totaling \$15 million.

**Exhibit 12**  
**Projects Added to the D&E Program**  
**Fiscal 2014**  
**(\$ in Thousands)**

<u>Project</u>	<u>2013</u>	<u>2014</u>	<u>Total Project Cost</u>
I-695, Baltimore Beltway – I-695 Operational Studies (Baltimore)	\$100	\$3,000	\$10,000
Operational Improvement Studies – I-495, I-95, I-270, and US 301 (Statewide)	600	4,400	5,000
<b>Total</b>	<b>\$700</b>	<b>\$7,400</b>	<b>\$15,000</b>

D&E: development and evaluation

Source: Maryland Department of Transportation, 2013-2018 *Consolidated Transportation Program*

## **Construction Schedule Delays**

As shown in **Exhibit 13**, one project was delayed.

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### **Exhibit 13 SHA CTP Project Delays**

<b><u>Project</u></b>	<b><u>Reason</u></b>	<b><u>Delay</u></b>
MD 24, Rocks Road – South of Sharon Road to North of Stirrup Run Culvert (Harford)	Constructability Issues	Fiscal 2014 to 2015

Source: Maryland Department of Transportation, 2013 – 2018 *Consolidated Transportation Program*

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## ***Issues***

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### **1. Local Involvement in State Projects**

The 2012 *Joint Chairmen's Report* included narrative requesting the Maryland Department of Transportation (MDOT) to develop policies for how local jurisdictions contribute to the construction of State projects so that funding is reflected in the CTP and not as a capital grant. The impetus for the narrative was a Secretary's Office capital grant to Prince George's County for Forestville Road. There were improvements to be made to the interchange on I-495 near Joint Base Andrews. Traffic congestion had worsened over time with the Base Realignment and Closure (BRAC) relocations; however, for the interchange improvements to be effective, local road improvements also needed to be made. The State elected to provide a capital grant to fulfill the State's commitment to the county for both the local and State portions of the road with the county overseeing the project, including the State portion.

#### **Policy Guidelines**

Due to its own budget constraints, MDOT indicates that it intends to collaborate with local jurisdictions and private entities to construct projects that are local priorities and accomplish State goals. MDOT indicates that it will ensure the following if a local jurisdiction manages a project on State maintained roadways:

- The project consists of a local and State road project that results in stronger benefits to the State roadway system;
- The project has 50% local financial participation;
- The project addresses the goals and objectives of the Maryland Transportation Plan;
- The projects serves one of the following: capacity expansion to accommodate economic development, transit-oriented development, freight movement improvements, or a multimodal transportation facility;
- A grant to a local jurisdiction for an improvement to a State facility will be included in the CTP; and,
- MDOT will manage and have oversight over the State transportation portion of the project.

While the State has responded to the specific incident of a local jurisdiction receiving a capital grant, there are other projects where local jurisdictions make contributions to State projects. It is these projects that were intended to be addressed in the committee narrative. This issue is important because local jurisdictions have contributed funding to State projects. In addition, as the State is

looking for additional revenue, MDOT has indicated that it would like to see more of a local contribution for State projects.

Currently, there are no policies or procedures for how local jurisdictions contribute to State projects. For example, if a local jurisdiction provides funding for a local priority project that may not correspond to the State's priorities, will the State fund that project over other priorities? In addition, the local funding cash flow is not reflected in the CTP.

MDOT indicates that from the fiscal 2008 to 2012 time period, local jurisdictions contributed \$148.3 million, or 9.2% of the total project cost, to State highway projects. Of that amount, cities and towns contributed \$10.6 million, and 14 counties contributed \$137.7 million during this time period. The counties that contributed the most were Howard County, with \$43.8 million, and Montgomery County, with \$65.7 million.

Given the funding that is already contributed to these projects and the expressed desire to have more local contributions, **DLS recommends that MDOT discuss its process for allowing/obtaining contributions from local jurisdictions for a project, and how the funding is reflected in the CTP. In addition, DLS recommends that committee narrative requesting a report be adopted.**

## **2. Local Funding of Transportation**

The State distributes certain revenues to local jurisdictions. Before the recession, local jurisdictions had received 30% of eligible revenues, with the State receiving 70%. Of the 30% that local jurisdictions received, Baltimore City received roughly 40%, the counties received 50%, and the municipalities received 10%. Baltimore City received a larger portion of local aid because the State does not maintain any State funded roads in Baltimore City. In fiscal 2009, the last year HUR was fully funded; local jurisdictions received \$467 million in local transportation aid.

Beginning in fiscal 2010, the amount of local transportation aid was reduced with those funds used to support general fund expenditures. In fiscal 2010, local jurisdictions received \$164 million. Since then, local aid for transportation has been around \$150 million. In fiscal 2012, Baltimore City received 84% of available aid, the counties 9%, and the municipalities 7%.

DLS has undertaken an analysis of what impact the reduction in local HUR has had on local transportation spending in the State. Since local transportation expenditures within a jurisdiction may vary significantly from year to year, this analysis is based on the comparison of a three-year average for local transportation expenditures over the final three peak years for State funding for local HURs (fiscal 2007 through 2009) and the average local transportation expenditures in the two years (fiscal 2010 and 2011) in which data is available since local HURs were reduced. **Appendix 7** provides the details of the information.

## **Summary Findings**

- Aggregate local transportation expenditures increased by 11.6% between the two reporting periods (fiscal 2007 to 2009 and fiscal 2010 to 2011). County expenditures increased by 11.0% and Baltimore City expenditures increased by 24.2%; however, in the aggregate municipal expenditures decreased slightly (-0.3%).
- Data for counties and municipalities shows no strong correlation between average local HURs funding as a percentage of transportation expenditures in peak years and the change in average transportation expenditures since HURs were significantly reduced. Additionally, an entity's population size and tax actions since HURs were reduced appear not to have influenced the overall change in average transportation expenditures.
- 15 counties decreased their average transportation expenditures since local HUR were significantly reduced after fiscal 2009. Six counties (Calvert, Caroline, Queen Anne's, Somerset, Wicomico, and Worcester) each decreased their average annual transportation expenditures by at least 20.0%.
- Anne Arundel County, Baltimore City, and Montgomery County showed average transportation expenditure increases of at least 20.0% over the same period. Expenditures for these three jurisdictions total \$151.2 million, which is greater than the overall increase in local transportation spending.
- Of 166 municipalities and special tax areas that submit a uniform financial report, 84 reported average transportation expenditure increases and 82 reported decreases since local HURs were reduced after fiscal 2009

**DLS recommends that SHA discuss what it has observed regarding the state of the local transportation network.**

### **3. Watershed Implementation Costs**

#### **Background**

Since 2000, the U.S. Environmental Protection Agency (EPA) has been working with the watershed states – Delaware, the District of Columbia, Maryland, New York, Pennsylvania, Virginia, and West Virginia – to develop a Chesapeake Bay Total Maximum Daily Load (TMDL), as required under the federal Clean Water Act. This action will satisfy consent decrees issued in 1999 and 2000 in Virginia and the District of Columbia that required a bay TMDL by May 2011 if the bay could not be removed from the list of impaired waters. In May 2009, President Barack H. Obama issued an executive order directing the federal government to lead a renewed effort to restore and protect the bay and its watershed.



In December 2010, EPA established a final TMDL for the Chesapeake Bay. This TMDL puts the Chesapeake Bay on a “pollution diet” by establishing the maximum amount of pollution the bay can receive and still attain water quality standards and identifying specific pollution reduction requirements among the various contributing sources. Contributing sources include wastewater, stormwater runoff, septic systems, agriculture, and air pollution. EPA has set a timeline in place requiring 60% of the pollution reduction measures to be in place by 2017 and all pollution reduction measures to be in place by 2025.

### **MDOT’s Role in Meeting Pollution Reduction Goals**

MDOT, especially SHA, has an important role to play in the bay cleanup process. SHA owns over 2,500 stormwater management facilities and nearly 17,000 lane miles of roadway located throughout the State. Untreated stormwater from impervious surfaces like roads is a significant cause of water quality impairment.

Pollution in stormwater discharge is regulated under the federal Clean Water Act by the National Pollutant Discharge Elimination System (NPDES) permit program. In Maryland, the Maryland Department of the Environment (MDE) administers NPDES and issues permits for stormwater discharge. MDE issues Phase I permits for medium and large jurisdictions including Anne Arundel, Baltimore, Carroll, Charles, Frederick, Harford, Howard, Montgomery, and Prince George’s counties and Phase II permits for small municipal separate storm systems. SHA owns and maintains roadway storm drain systems throughout the State and has both Phase I and Phase II permits. Several other MDOT modes also have Phase II permits. NPDES permits are generally valid for a period of five years.

Many areas of the State were developed before the NPDES permitting process began and either have no stormwater controls or the controls do not meet the pollution control standards currently in place. Therefore, current Phase I discharge permits include requirements for retrofitting existing systems. To help meet TMDL requirements, Maryland has proposed more stringent requirements on retrofitting for Phase I permits and also proposed new requirements for Phase II permits. SHA’s Phase I permits require reducing nutrient and sediment to a level equivalent to stormwater treatment on 30% of SHA’s impervious surface developed before the State’s 1985 stormwater law was implemented. For Phase II permits, SHA and the other MDOT modes will be required to reduce nutrient and sediment to a level equivalent to stormwater treatment on 20% of its impervious surface developed before 1985. These reductions can be made through system retrofitting or alternative practices like forest buffer planting, stream and wetland restoration, pavement removal, or operational practices (*e.g.*, street sweeping and inlet cleaning).

### **The Cost of Cleanup**

SHA’s role and share of the cost of TDML is significant. The fiscal 2013 to 2018 CTP includes \$138.1 million in funding for SHA’s Watershed Implementation Plan (WIP) efforts. SHA had previously indicated that the total cost to implement the required programs would be from \$1.0 billion to \$1.5 billion. The department had hoped to identify low cost strategies to reduce costs, but it appears that those efforts may not be as successful as thought. The department has been able to

identify low cost projects initially to meet the fiscal 2017 benchmark; however, in later years the cost of the projects will be greater and require a greater share of capital funding.

**Exhibit 14** shows the difference in funding projected in the CTP compared to what SHA and MDOT projects need to meet the 2017 TMDL goal and beyond. As shown, the funding gap to meet the short-term TMDL goals is quite large. It is important to note that the cost of projects could increase, based upon guidance from EPA or other State agencies.

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**Exhibit 14**  
**Fiscal 2013-2018 WIP Funding**  
**(\$ in Millions)**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>Total</u>
CTP Funding	\$24.2	\$33.8	\$28.8	\$21.6	\$14.9	\$14.9	\$138.2
Estimated Need	21.7	35.0	50.0	70.0	90.0	110.0	376.7
Difference	\$2.5	-\$1.2	-\$21.2	-\$48.4	-\$75.1	-\$95.1	-\$238.5

CTP: *Consolidated Transportation Program*

WIP: *Watershed Implementation Plan*

Source: Maryland Department of Transportation; Department of Legislative Services

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**DLS recommends that the agency discuss with the committees the following:**

- **An update on the status of its efforts to comply with WIP;**
- **The consequences of not meeting the fiscal 2017 benchmark;**
- **How much of additional revenue on an annual basis is required to meet the objectives of WIP; and**
- **Any other environmental obligations with a sizable cost with which the department must deal.**

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

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1. Concur with Governor's allowance.

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

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1. Adopt the following narrative:

**Local Funding Agreements:** Due to the funding constraints confronting the State, the Maryland Department of Transportation (MDOT) has indicated that it would like to have local jurisdictions contribute toward the construction of State projects. From fiscal 2008 to 2012, local jurisdictions contributed \$148.3 million to State projects. At this time there is no State policy or guideline for how local jurisdictions contribute to projects, what projects are eligible for local funding, and how that funding is reflected in the *Consolidated Transportation Program*. MDOT should submit a report to the budget committees by November 1, 2013, that outlines its policies and procedures for local jurisdictions to contribute funding to State projects.

<b>Information Request</b>	<b>Author</b>	<b>Due Date</b>
Local funding agreement guidelines	MDOT	November 1, 2013

## ***Updates***

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### **1. Reisterstown Road Corridor Study**

Committee narrative required SHA to work in consultation with the Baltimore County Bureau of Traffic Engineering and Transportation Planning on a report on the current and future traffic conditions along the Reisterstown Road corridor, an access management study, and a pedestrian and bicycle facilities inventory. SHA submitted the technical information for the report. The conclusions of the report include the following:

- the analyses show a need for increased capacity throughout the roadway section due to heavy congestion and significant queuing;
- current funding shortfalls severely inhibit the State’s ability to assume the delivery of new highway capacity improvements; and
- the State will need to consider making sizable highway investments to address ongoing and future congestion, State and local partnerships to finance necessary improvements, reconsideration of the planning standards for development and redevelopment in the area, or reconsideration of acceptable engineering standards for congestion and safety.

***Current and Prior Year Budgets***

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

	<b><u>General Fund</u></b>	<b><u>Special Fund</u></b>	<b><u>Federal Fund</u></b>	<b><u>Reimb. Fund</u></b>	<b><u>Total</u></b>
<b>Fiscal 2012</b>					
Legislative Appropriation	\$0	\$324,933	\$17,970	\$0	\$342,903
Deficiency Appropriation	0	0	0	0	0
Budget Amendments	0	27,966	6,500	0	34,465
Reversions and Cancellations	0	-345	-3,251	0	-3,596
<b>Actual Expenditures</b>	<b>\$0</b>	<b>\$352,553</b>	<b>\$21,219</b>	<b>\$0</b>	<b>\$373,772</b>
<b>Fiscal 2013</b>					
Legislative Appropriation	\$0	\$366,222	\$11,139	\$0	\$377,361
Budget Amendments	0	696	39	0	734
<b>Working Appropriation</b>	<b>\$0</b>	<b>\$366,917</b>	<b>\$11,178</b>	<b>\$0</b>	<b>\$378,095</b>

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## **Fiscal 2012**

Fiscal 2012 actual expenditures total \$373.8 million, an increase of \$30.9 million compared to the legislative appropriation. Special fund budget amendments increase spending by \$28.0 million. Special fund budget amendments include \$12.8 million for HURs for local jurisdictions due to revenues being higher than originally projected and \$12.9 million related to winter and other weather related incidents. Other smaller increases include \$0.8 million to changes in the procurement process, \$1.1 million for the one-time \$750 bonus for State employees, and \$0.4 million for Woodrow Wilson Bridge maintenance.

Special fund cancellations total \$0.3 million for health insurance savings and highway safety grants not being used.

Federal fund budget amendments increase spending by \$6.5 million, with \$4.9 million for reimbursement for weather related events, and \$1.6 million in additional funds for CHART.

Federal fund cancellations total \$3.3 million with \$2.7 million due to the timing of highway safety grants being issued and \$0.6 million due to an overestimate of funds related to weather events.

## **Fiscal 2013**

The fiscal 2013 working appropriation increases \$0.7 million to fund the cost-of-living adjustment for State employees.

## ***Audit Findings***

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Audit Period for Last Audit:	August 1, 2008 – June 30, 2011
Issue Date:	November 2012
Number of Findings:	10
Number of Repeat Findings:	1
% of Repeat Findings:	10%
Rating: (if applicable)	n/a

- Finding 1:** Basis for the maximum values of the contracts was not documented as required.
- Finding 2:** SHA’s survey of contract costs identified a significant number of contracts for which work was performed that was outside of the scope of those contracts.
- Finding 3:** SHA extended contract expiration dates without Board of Public Works approval.
- Finding 4:** **SHA’s process for determining the propriety of billings was not comprehensive.**
- Finding 5:** Contractor performance benchmarks were not established for the pilot program.
- Finding 6:** SHA awarded the current program contract to a contractor that did not meet certain proposal requirements.
- Finding 7:** SHA lacked adequate assurance that the contractor met a key performance requirement.
- Finding 8:** Monitoring controls over certain critical mainframe files need improvement.
- Finding 9:** A management employee potentially violated State ethics law.
- Finding 10:** SHA did not adhere to MDOT policy when granting administrative leave to two employees.

\*Bold denotes item repeated in full or part from preceding audit report.



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

<u>Object/Fund</u>	<u>FY 12 Actual</u>	<u>FY 13 Working Appropriation</u>	<u>FY 14 Allowance</u>	<u>FY 13 - FY 14 Amount Change</u>	<u>Percent Change</u>
<b>Positions</b>					
01 Regular	1,455.00	1,520.00	1,520.00	0.00	0%
02 Contractual	4.40	5.80	6.80	1.00	17.2%
<b>Total Positions</b>	<b>1,459.40</b>	<b>1,525.80</b>	<b>1,526.80</b>	<b>1.00</b>	<b>0.1%</b>
<b>Objects</b>					
01 Salaries and Wages	\$ 98,552,484	\$ 101,829,519	\$ 108,012,506	\$ 6,182,987	6.1%
02 Technical and Spec. Fees	5,533,094	3,198,110	3,503,982	305,872	9.6%
03 Communication	1,181,185	1,241,317	1,948,500	707,183	57.0%
04 Travel	440,405	300,200	436,140	135,940	45.3%
06 Fuel and Utilities	10,222,370	13,109,288	12,486,380	-622,908	-4.8%
07 Motor Vehicles	16,120,082	13,695,486	14,631,921	936,435	6.8%
08 Contractual Services	70,503,053	55,840,090	58,921,245	3,081,155	5.5%
09 Supplies and Materials	15,674,285	20,386,039	22,191,404	1,805,365	8.9%
10 Equipment – Replacement	132,557	582,077	658,179	76,102	13.1%
11 Equipment – Additional	163,493	179,810	23,606	-156,204	-86.9%
12 Grants, Subsidies, and Contributions	154,956,432	167,401,790	171,963,908	4,562,118	2.7%
13 Fixed Charges	285,851	331,753	387,376	55,623	16.8%
14 Land and Structures	6,766	0	0	0	0.0%
<b>Total Objects</b>	<b>\$ 373,772,057</b>	<b>\$ 378,095,479</b>	<b>\$ 395,165,147</b>	<b>\$ 17,069,668</b>	<b>4.5%</b>
<b>Funds</b>					
03 Special Fund	\$ 352,553,489	\$ 366,917,309	\$ 382,721,757	\$ 15,804,448	4.3%
05 Federal Fund	21,218,568	11,178,170	12,443,390	1,265,220	11.3%
<b>Total Funds</b>	<b>\$ 373,772,057</b>	<b>\$ 378,095,479</b>	<b>\$ 395,165,147</b>	<b>\$ 17,069,668</b>	<b>4.5%</b>

Note: The fiscal 2013 appropriation does not include deficiencies. The fiscal 2014 allowance does not include contingent reductions.

**Fiscal Summary**  
**MDOT – State Highway Administration**

<u>Program/Unit</u>	<u>FY 12 Actual</u>	<u>FY 13 Wrk Approp</u>	<u>FY 14 Allowance</u>	<u>Change</u>	<u>FY 13 - FY 14 % Change</u>
01 State System Construction and Equipment	\$ 781,561,335	\$ 887,764,000	\$ 914,836,000	\$ 27,072,000	3.0%
02 State System Maintenance	211,597,855	205,433,666	217,630,225	12,196,559	5.9%
03 County and Municipality Capital Funds	107,701,887	56,755,000	64,155,000	7,400,000	13.0%
04 Highway Safety Operating Program	15,110,274	9,677,213	10,001,290	324,077	3.3%
05 County and Municipality Funds	147,063,928	162,984,600	167,533,632	4,549,032	2.8%
08 Major IT Development Projects	5,253,644	6,689,000	8,521,000	1,832,000	27.4%
<b>Total Expenditures</b>	<b>\$ 1,268,288,923</b>	<b>\$ 1,329,303,479</b>	<b>\$ 1,382,677,147</b>	<b>\$ 53,373,668</b>	<b>4.0%</b>
Special Fund	\$ 626,224,318	\$ 731,405,309	\$ 828,008,757	\$ 96,603,448	13.2%
Federal Fund	642,064,605	597,898,170	554,668,390	-43,229,780	-7.2%
<b>Total Appropriations</b>	<b>\$ 1,268,288,923</b>	<b>\$ 1,329,303,479</b>	<b>\$ 1,382,677,147</b>	<b>\$ 53,373,668</b>	<b>4.0%</b>

Note: The fiscal 2013 appropriation does not include deficiencies. The fiscal 2014 allowance does not include contingent reductions.

**Budget Amendments for Fiscal 2013**  
**Maryland Department of Transportation**  
**State Highway Administration – Operating**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$695,522	Special	Cost-of-living Adjustment for State Employees
	<u>38,784</u>	Federal	
	<b>\$734,306</b>	<b>Total</b>	

Source: Maryland Department of Transportation

**Budget Amendments for Fiscal 2013**  
**Maryland Department of Transportation**  
**State Highway Administration – Capital**

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Approved	\$737,855	Special	Cost-of-living Adjustment for State Employees
	<u>369,112</u>	Federal	
	<b>\$1,106,967</b>	<b>Total</b>	
Pending	\$17,522,236	Special	Amend the appropriation to reflect the fiscal 2013-2018 <i>Consolidated Transportation Program</i>
	<u>17,440,416</u>	Federal	
	<b>\$34,962,652</b>	<b>Total</b>	
<b>Total</b>	<b>\$36,069,619</b>		

Source: Maryland Department of Transportation

**Local Transportation Spending**

	<b><u>Fiscal 2007-09 Average Expenditures</u></b>	<b><u>Fiscal 2010-11 Average Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
Allegany	\$10,383,337	\$10,768,901	\$385,564	3.7%
Barton	66,821	61,561	-5,260	-7.9%
Bel Air Special Taxing Area	19,996	20,365	369	1.8%
Bowling Green and Roberts Place Special Taxing Area	12,152	12,719	567	4.7%
Cresaptown	8,776	31,951	23,175	264.1%
Cumberland	2,873,429	4,572,388	1,698,959	59.1%
Ellerslie Special Taxing Area	17,602	13,304	-4,299	-24.4%
Frostburg	812,016	860,460	48,444	6.0%
Lonaconing	149,241	159,162	9,920	6.6%
Luke	47,815	96,841	49,026	102.5%
McCoole Special Taxing Area	7,663	7,851	188	2.4%
Midland	132,765	60,771	-71,994	-54.2%
Mount Savage Special Taxing Area	21,114	21,661	547	2.6%
Potomac Park Citizens' Committee	10,171	14,398	4,226	41.5%
Westernport	324,475	331,956	7,480	2.3%
<b>Allegany Total</b>	<b>\$14,887,373</b>	<b>\$17,034,285</b>	<b>\$2,146,912</b>	<b>14.4%</b>
Anne Arundel	\$67,246,638	\$87,583,918	\$20,337,280	30.2%
Annapolis	12,407,412	9,961,103	-2,446,310	-19.7%

*J00B01 – MDOT – State Highway Administration*

	<b>Fiscal 2007-09 Average <u>Expenditures</u></b>	<b>Fiscal 2010-11 Average <u>Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
Highland Beach	14,823	27,046	12,223	82.5%
<b>Anne Arundel Total</b>	<b>\$79,668,873</b>	<b>\$97,572,066</b>	<b>\$17,903,193</b>	<b>22.5%</b>
<b>Baltimore City</b>	<b>\$194,395,452</b>	<b>\$241,412,794</b>	<b>\$47,017,342</b>	<b>24.2%</b>
<b>Baltimore</b>	<b>\$70,369,739</b>	<b>\$83,068,561</b>	<b>\$12,698,822</b>	<b>18.0%</b>
Calvert	\$21,484,188	\$14,697,432	-\$6,786,757	-31.6%
Chesapeake Beach	1,549,047	1,235,009	-314,038	-20.3%
North Beach	199,702	243,903	44,201	22.1%
<b>Calvert Total</b>	<b>\$23,232,938</b>	<b>\$16,176,344</b>	<b>-\$7,056,595</b>	<b>-30.4%</b>
Caroline	\$5,732,775	\$3,330,846	-\$2,401,929	-41.9%
Denton	432,798	1,104,665	671,866	155.2%
Federalsburg	277,422	340,573	63,151	22.8%
Goldsboro	15,629	12,093	-3,536	-22.6%
Greensboro	105,586	85,479	-20,107	-19.0%
Henderson	2,591	3,318	727	28.1%
Hillsboro	5,953	6,908	954	16.0%
Marydel	5,420	4,710	-710	-13.1%
Preston	76,067	71,500	-4,567	-6.0%
Ridgely	198,327	90,489	-107,839	-54.4%
Templeville	2,232	2,764	532	23.8%
<b>Caroline Total</b>	<b>\$6,854,801</b>	<b>\$5,053,343</b>	<b>-\$1,801,459</b>	<b>-26.3%</b>
Carroll	\$26,440,169	\$24,052,815	-\$2,387,354	-9.0%
Hampstead	769,751	636,721	-133,031	-17.3%

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	<b><u>Fiscal 2007-09 Average Expenditures</u></b>	<b><u>Fiscal 2010-11 Average Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
Manchester	893,362	339,690	-553,672	-62.0%
Mount Airy	1,164,113	848,160	-315,953	-27.1%
New Windsor	156,324	235,578	79,254	50.7%
Sykesville	1,403,249	203,393	-1,199,856	-85.5%
Taneytown	856,114	737,339	-118,775	-13.9%
Union Bridge	187,012	323,296	136,283	72.9%
Westminster	2,928,885	3,957,430	1,028,545	35.1%
<b>Carroll Total</b>	<b>\$34,798,979</b>	<b>\$31,334,420</b>	<b>-\$3,464,559</b>	<b>-10.0%</b>
Cecil	\$17,644,986	\$14,677,873	-\$2,967,113	-16.8%
Cecilton	132,093	73,551	-58,543	-44.3%
Charlestown	112,116	94,431	-17,685	-15.8%
Chesapeake City	112,650	67,455	-45,195	-40.1%
Elkton	2,105,024	2,011,283	-93,741	-4.5%
North East	391,901	470,219	78,318	20.0%
Perryville	582,231	660,472	78,241	13.4%
Port Deposit	192,396	95,937	-96,459	-50.1%
Rising Sun	508,964	281,878	-227,086	-44.6%
<b>Cecil Total</b>	<b>\$21,782,361</b>	<b>\$18,433,098</b>	<b>-\$3,349,263</b>	<b>-15.4%</b>
Charles	\$26,041,801	\$23,061,549	-\$2,980,252	-11.4%
Indian Head	185,431	251,079	65,648	35.4%
La Plata	1,021,888	660,821	-361,068	-35.3%
Port Tobacco	1,655	0	-1,655	-100.0%
<b>Charles Total</b>	<b>\$27,250,774</b>	<b>\$23,973,448</b>	<b>-\$3,277,326</b>	<b>-12.0%</b>

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	<b><u>Fiscal 2007-09 Average Expenditures</u></b>	<b><u>Fiscal 2010-11 Average Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
Dorchester	\$8,819,502	\$7,309,848	-\$1,509,654	-17.1%
Brookview	1,598	1,875	277	17.3%
Cambridge	1,072,673	1,017,088	-55,585	-5.2%
Church Creek	3,597	4,236	639	17.8%
East New Market	386,397	16,133	-370,264	-95.8%
Eldorado	2,292	2,697	405	17.6%
Galestown	3,396	3,831	435	12.8%
Hurlock	265,839	207,526	-58,314	-21.9%
Secretary	36,014	16,198	-19,816	-55.0%
Vienna	43,036	42,941	-95	-0.2%
<b>Dorchester Total</b>	<b>\$10,634,343</b>	<b>\$8,622,371</b>	<b>-\$2,011,973</b>	<b>-18.9%</b>
Frederick	\$34,783,149	\$36,801,425	\$2,018,276	5.8%
Brunswick	1,485,236	1,113,835	-371,401	-25.0%
Burkittsville	6,639	11,236	4,596	69.2%
Emmitsburg	342,452	330,534	-11,918	-3.5%
Frederick	13,918,364	17,148,201	3,229,837	23.2%
Middletown	500,043	562,110	62,067	12.4%
Myersville	54,477	77,340	22,863	42.0%
New Market	31,736	65,176	33,440	105.4%
Rosemont	4,351	4,473	122	2.8%
Thurmont	285,704	272,139	-13,565	-4.7%
Walkersville	557,510	573,163	15,653	2.8%
Woodsboro	192,306	59,893	-132,414	-68.9%



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	<b>Fiscal 2007-09 Average <u>Expenditures</u></b>	<b>Fiscal 2010-11 Average <u>Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
<b>Frederick Total</b>	<b>\$52,161,966</b>	<b>\$57,019,523</b>	<b>\$4,857,556</b>	<b>9.3%</b>
Garrett	\$18,459,355	\$17,136,289	-\$1,323,067	-7.2%
Accident	53,960	86,243	32,283	59.8%
Deer Park	104,224	57,223	-47,001	-45.1%
Friendsville	133,846	61,016	-72,831	-54.4%
Grantsville	111,143	112,626	1,482	1.3%
Kitzmiller	91,172	49,001	-42,172	-46.3%
Loch Lynn Heights	50,143	45,320	-4,824	-9.6%
Mountain Lake Park	125,091	195,640	70,549	56.4%
Oakland	1,182,914	575,587	-607,327	-51.3%
<b>Garrett Total</b>	<b>\$20,311,848</b>	<b>\$18,318,942</b>	<b>-\$1,992,907</b>	<b>-9.8%</b>
Harford	\$45,258,185	\$45,850,663	\$592,477	1.3%
Aberdeen	2,216,216	2,079,780	-136,436	-6.2%
Bel Air	2,504,361	2,252,466	-251,896	-10.1%
Havre de Grace	2,808,687	3,086,717	278,030	9.9%
<b>Harford Total</b>	<b>\$52,787,449</b>	<b>\$53,269,625</b>	<b>\$482,175</b>	<b>0.9%</b>
<b>Howard Total</b>	<b>\$57,357,597</b>	<b>\$48,410,431</b>	<b>-\$8,947,167</b>	<b>-15.6%</b>
Kent	\$2,777,225	\$2,695,663	-\$81,562	-2.9%
Betterton	66,963	26,694	-40,269	-60.1%
Chestertown	782,131	887,530	105,399	13.5%
Galena	94,095	54,237	-39,858	-42.4%
Millington	67,012	32,117	-34,896	-52.1%
Rock Hall	210,293	166,045	-44,248	-21.0%

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	<b>Fiscal 2007-09 Average <u>Expenditures</u></b>	<b>Fiscal 2010-11 Average <u>Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
<b>Kent Total</b>	<b>\$3,997,720</b>	<b>\$3,862,285</b>	<b>-\$135,435</b>	<b>-3.4%</b>
Montgomery	\$283,565,098	\$367,792,891	\$84,227,793	29.7%
Barnesville	5,401	7,915	2,514	46.5%
Brookeville	41,454	31,078	-10,376	-25.0%
Chevy Chase	457,533	875,253	417,719	91.3%
Chevy Chase Section III	36,569	52,230	15,661	42.8%
Chevy Chase Section V	78,157	168,193	90,036	115.2%
Chevy Chase View	94,927	95,306	379	0.4%
Chevy Chase Village	730,102	1,605,492	875,390	119.9%
Drummond Citizens' Committee	57,727	75,055	17,328	30.0%
Friendship Heights	620,711	636,037	15,325	2.5%
Gaithersburg	7,185,953	6,374,600	-811,353	-11.3%
Garrett Park	289,788	289,120	-668	-0.2%
Glen Echo	20,442	226,917	206,474	1010.0%
Kensington	906,182	520,451	-385,731	-42.6%
Laytonsville	25,930	32,945	7,015	27.1%
Martin's Additions	243,357	146,835	-96,523	-39.7%
North Chevy Chase Oakmont	121,397	153,253	31,856	26.2%
Special Taxing Area	14,478	25,820	11,342	78.3%
Poolesville	1,097,068	462,264	-634,804	-57.9%
Rockville	11,037,392	12,672,237	1,634,845	14.8%
Somerset	293,386	128,343	-165,043	-56.3%

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	<b><u>Fiscal 2007-09 Average Expenditures</u></b>	<b><u>Fiscal 2010-11 Average Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
Takoma Park	1,393,120	2,263,257	870,136	62.5%
Washington Grove	58,756	50,157	-8,599	-14.6%
<b>Montgomery Total</b>	<b>\$308,374,927</b>	<b>\$394,685,643</b>	<b>\$86,310,716</b>	<b>28.0%</b>
Prince George's	\$87,751,125	\$100,123,202	\$12,372,077	14.1%
Berwyn Heights	562,470	632,427	69,957	12.4%
Bladensburg	630,307	806,632	176,325	28.0%
Bowie	5,673,228	6,294,880	621,652	11.0%
Brentwood	323,551	436,270	112,718	34.8%
Capitol Heights	414,640	501,120	86,480	20.9%
Cheverly	1,350,430	1,917,439	567,008	42.0%
College Park	2,288,518	1,886,500	-402,018	-17.6%
Colmar Manor	110,784	161,443	50,659	45.7%
Cottage City	95,367	172,604	77,237	81.0%
District Heights	762,009	654,356	-107,653	-14.1%
Eagle Harbor	10,600	6,772	-3,828	-36.1%
Edmonston	152,563	909,656	757,093	496.2%
Fairmount Heights	149,538	139,154	-10,385	-6.9%
Forest Heights	335,263	129,237	-206,027	-61.5%
Glenarden	225,206	210,554	-14,653	-6.5%
Greenbelt	4,221,068	2,875,689	-1,345,379	-31.9%
Hyattsville	4,419,033	3,614,890	-804,143	-18.2%
Landover Hills	228,034	157,565	-70,470	-30.9%
Laurel	5,064,511	7,982,872	2,918,361	57.6%

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	<b><u>Fiscal 2007-09 Average Expenditures</u></b>	<b><u>Fiscal 2010-11 Average Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
Morningside	69,485	94,138	24,653	35.5%
Mount Rainier	924,233	1,080,531	156,298	16.9%
New Carrollton	1,038,724	954,072	-84,653	-8.1%
North Brentwood	50,077	311,048	260,971	521.1%
Riverdale Park	1,980,088	867,949	-1,112,139	-56.2%
Seat Pleasant	597,377	837,499	240,122	40.2%
University Park	862,078	874,362	12,284	1.4%
Upper Marlboro	106,093	160,747	54,654	51.5%
<b>Prince George's Total</b>	<b>\$120,396,402</b>	<b>\$132,986,156</b>	<b>\$12,589,754</b>	<b>10.5%</b>
Queen Anne's	\$7,357,013	\$5,669,892	-\$1,687,121	-22.9%
Barclay	17,080	6,462	-10,618	-62.2%
Centreville	1,166,337	644,435	-521,902	-44.7%
Church Hill	40,243	60,590	20,346	50.6%
Queen Anne	40,444	7,976	-32,469	-80.3%
Queenstown	173,844	134,370	-39,474	-22.7%
Sudlersville	19,573	23,108	3,535	18.1%
<b>Queen Anne's Total</b>	<b>\$8,814,535</b>	<b>\$6,546,831</b>	<b>-\$2,267,704</b>	<b>-25.7%</b>
St. Mary's	\$11,353,023	\$11,107,518	-\$245,506	-2.2%
Leonardtown	317,288	226,250	-91,038	-28.7%
<b>St. Mary's Total</b>	<b>\$11,670,311</b>	<b>\$11,333,767</b>	<b>-\$336,544</b>	<b>-2.9%</b>
Somerset	\$5,453,410	\$4,041,583	-\$1,411,828	-25.9%
Crisfield	497,369	459,313	-38,057	-7.7%
Princess Anne	400,523	343,242	-57,282	-14.3%

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	<b><u>Fiscal 2007-09 Average Expenditures</u></b>	<b><u>Fiscal 2010-11 Average Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
<b>Somerset Total</b>	<b>\$6,351,303</b>	<b>\$4,844,137</b>	<b>-\$1,507,166</b>	<b>-23.7%</b>
Talbot	\$8,437,970	\$7,227,737	-\$1,210,233	-14.3%
Easton	3,528,082	2,876,509	-651,573	-18.5%
Oxford	194,861	294,617	99,756	51.2%
St. Michaels	1,249,515	1,015,777	-233,738	-18.7%
Trappe	28,996	60,241	31,244	107.8%
<b>Talbot Total</b>	<b>\$13,439,424</b>	<b>\$11,474,880</b>	<b>-\$1,964,544</b>	<b>-14.6%</b>
Washington	\$25,848,794	\$30,569,500	\$4,720,706	18.3%
Boonsboro	359,195	244,185	-115,011	-32.0%
Clear Spring	41,633	47,048	5,415	13.0%
Funkstown	52,952	55,899	2,947	5.6%
Hagerstown	3,211,522	2,932,325	-279,198	-8.7%
Hancock	179,580	196,734	17,154	9.6%
Keedysville	41,635	43,672	2,036	4.9%
Sharpsburg	65,255	32,443	-32,812	-50.3%
Smithsburg	252,524	261,949	9,425	3.7%
Williamsport	141,162	127,120	-14,042	-9.9%
<b>Washington Total</b>	<b>\$30,194,252</b>	<b>\$34,510,873</b>	<b>\$4,316,621</b>	<b>14.3%</b>
Wicomico	\$14,734,037	\$9,761,904	-\$4,972,133	-33.7%
Delmar	99,440	121,236	21,796	21.9%
Fruitland	895,304	474,221	-421,084	-47.0%
Hebron	29,706	26,459	-3,247	-10.9%
Mardela Springs	11,835	14,941	3,106	26.2%

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	<b><u>Fiscal 2007-09 Average Expenditures</u></b>	<b><u>Fiscal 2010-11 Average Expenditures</u></b>	<b><u>Difference</u></b>	<b><u>Percent Difference</u></b>
Pittsville	37,312	67,235	29,923	80.2%
Salisbury	5,272,846	5,267,240	-5,606	-0.1%
Sharptown	70,828	35,832	-34,996	-49.4%
Willards	21,943	23,421	1,477	6.7%
<b>Wicomico Total</b>	<b>\$21,173,250</b>	<b>\$15,792,487</b>	<b>-\$5,380,763</b>	<b>-25.4%</b>
Worcester	\$7,691,863	\$4,277,607	-\$3,414,256	-44.4%
Berlin	695,825	1,208,720	512,895	73.7%
Ocean City	16,446,621	14,421,412	-2,025,210	-12.3%
Pocomoke City	560,425	484,129	-76,297	-13.6%
Snow Hill	552,807	503,636	-49,171	-8.9%
<b>Worcester Total</b>	<b>\$25,947,541</b>	<b>\$20,895,503</b>	<b>-\$5,052,038</b>	<b>-19.5%</b>
<b>Total</b>	<b>\$1,216,854,158</b>	<b>\$1,358,439,252</b>	<b>\$141,585,093</b>	<b>11.6%</b>
<b>County Total</b>	<b>\$864,990,980</b>	<b>\$960,018,043</b>	<b>\$95,027,063</b>	<b>11.0%</b>
<b>Baltimore City Total</b>	<b>\$194,395,452</b>	<b>\$241,412,794</b>	<b>\$47,017,342</b>	<b>24.2%</b>
<b>Municipality Total</b>	<b>\$157,467,727</b>	<b>\$157,008,415</b>	<b>-\$459,312</b>	<b>-0.3%</b>
<b>Total</b>	<b>\$1,216,854,158</b>	<b>\$1,358,439,252</b>	<b>\$141,585,093</b>	<b>\$11.6%</b>