

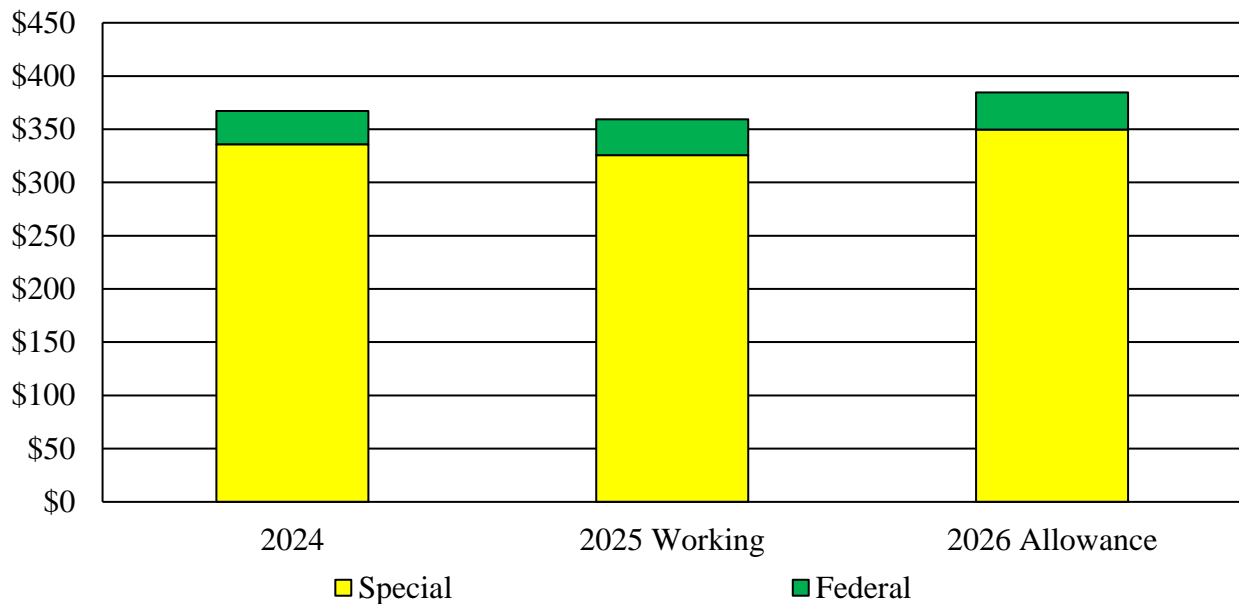
J00B01
State Highway Administration
Maryland Department of Transportation

Executive Summary

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

Fiscal 2026 Budget Increases \$25.5 Million, or 7.1%, to \$384.7 Million
(\$ in Millions)



Note: The fiscal 2025 impacts of statewide salary adjustments are centrally budgeted in the Department of Budget and Management (DBM), and adjustments are not reflected in this agency’s budget. The fiscal 2026 impacts of the fiscal 2025 statewide salary adjustments appear in this agency’s budget. The fiscal 2026 statewide salary adjustments are centrally budgeted in DBM and are not included in this agency’s budget.

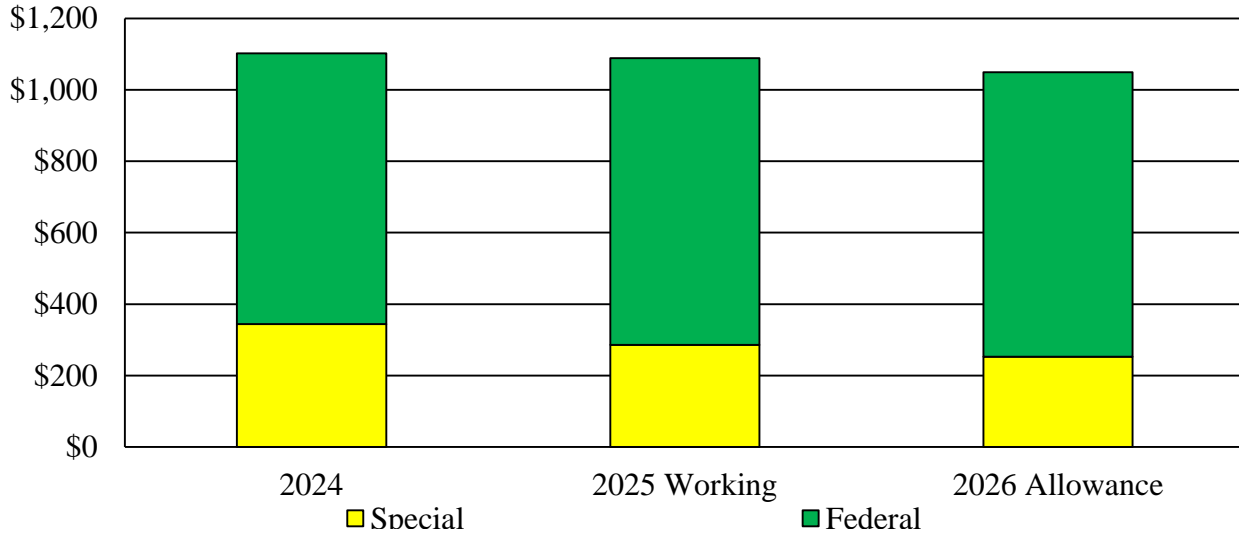
- The fiscal 2025 working appropriation does not reflect \$5 million added by budget amendment to partially restore funding for brush and tree trimming reduced in the budget as introduced during the 2024 session as part of the department’s cost containment efforts. Adjusting for this budget amendment, the fiscal 2026 increase would be \$20.5 million (5.7%).

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PAYGO Capital Budget Summary

Fiscal 2026 Budget Decreases \$39.8 Million, or 3.7%, to \$1,049.1 Million (\$ in Millions)



Note: The fiscal 2025 impacts of statewide salary adjustments are centrally budgeted in the Department of Budget and Management (DBM), and adjustments are not reflected in this agency’s budget. The fiscal 2026 impacts of the fiscal 2025 statewide salary adjustments appear in this agency’s budget. The fiscal 2026 statewide salary adjustments are centrally budgeted in DBM and are not included in this agency’s budget.

Key Observations

Operating Budget Recommended Actions

	<u>Funds</u>	<u>Positions</u>
1. Delete funding for new positions; the agency should reclassify existing vacant positions instead.	-\$ 853,894	-8.0
Total Net Change	-\$ 853,894	8.0

PAYGO Budget Recommended Actions

1. Concur with Governor’s allowance.

Budget Analysis

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:

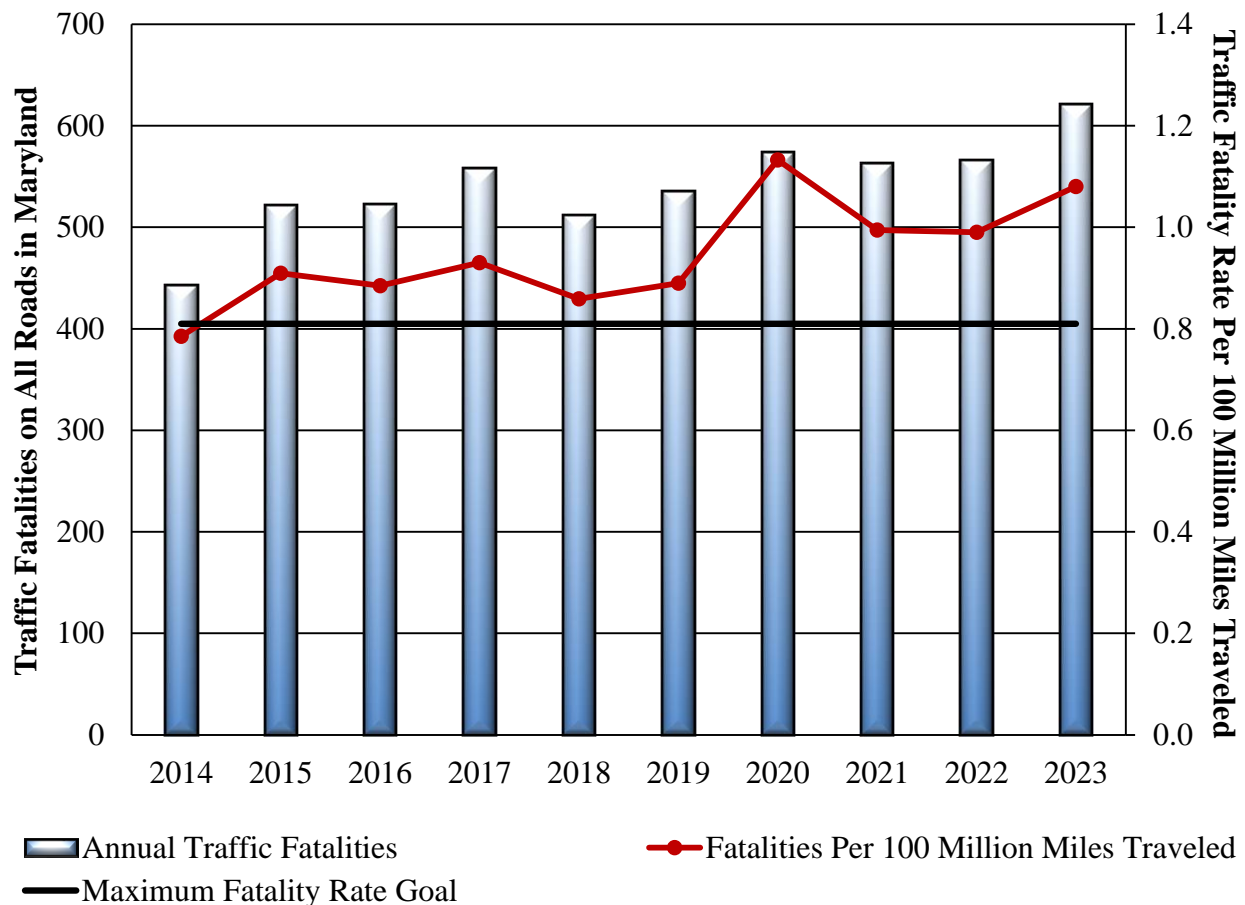
- ensuring a safe, secure, and resilient transportation system;
- maintaining a high standard and modernizing Maryland's multimodal transportation system;
- improving the quality and efficiency of the transportation system to enhance the customer experience;
- providing better transportation choices 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

Maryland has adopted the Vision Zero goal of having zero vehicle-related deaths or serious injuries by calendar 2030. **Exhibit 1** shows the number of traffic fatalities and the traffic fatality rate by calendar year for 2014 through 2023. In calendar 2023, total vehicle miles traveled increased by 700 million over the prior year, and traffic-related fatalities increased by 55 to 621. The fatality rate, which is a measure of the number of fatalities per 100 million miles traveled, increased from 0.99 to 1.08.

Exhibit 1
Traffic Fatalities and Fatality Rates
 Calendar 2014-2023

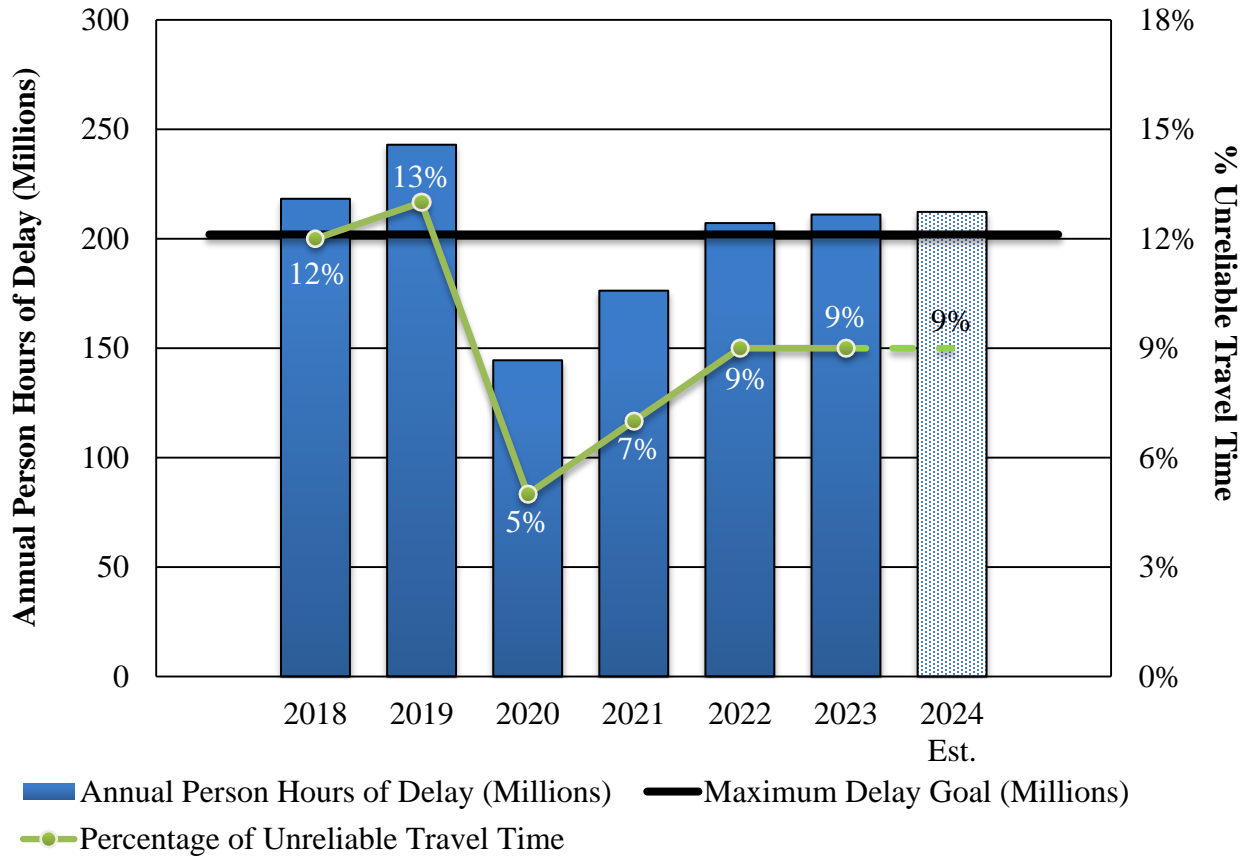


Source: Maryland Department of Transportation; Department of Legislative Services

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 annual person hours of delay and the percentage of unreliable travel time on Maryland roads. The reduction in vehicle miles traveled in calendar 2020 and 2021 due to the COVID-19 pandemic resulted in significant reductions in the hours of delay and improvements in travel time reliability. Between calendar 2022 and 2024 estimated, the annual hours of delay exceeded the goal of 202 million hours as the maximum number of hours of delay.

Exhibit 2
Annual Person Hours of Delay and
Travel Time Reliability on Maryland Roads
Calendar 2018-2024 Est.

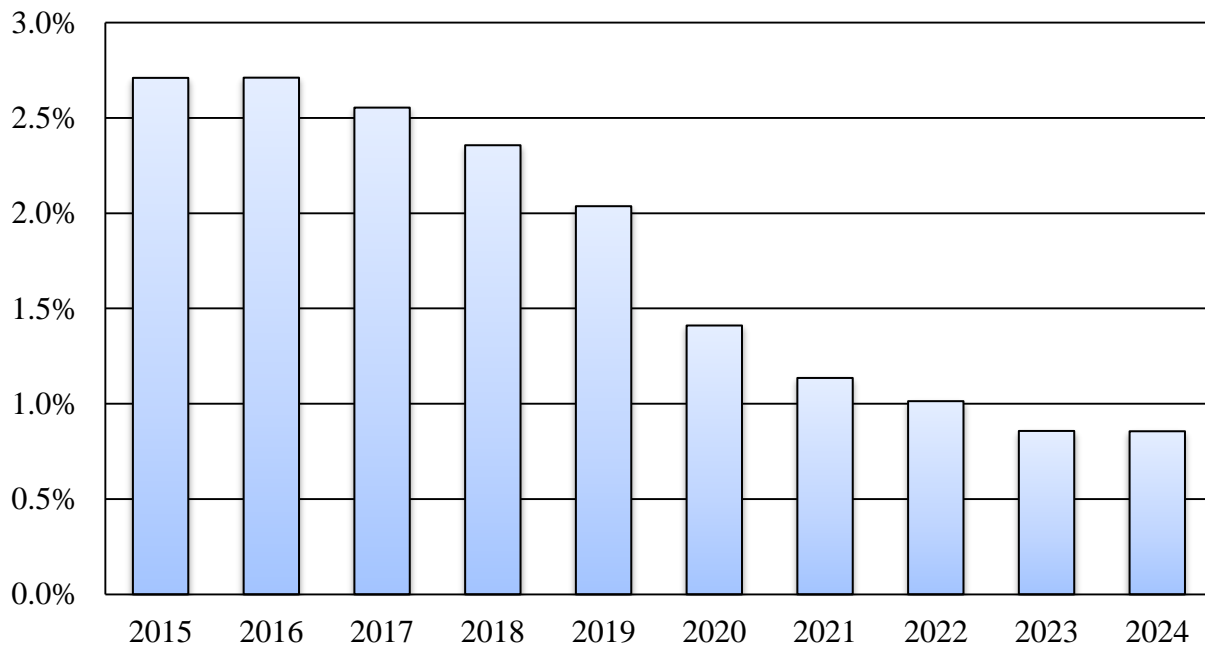


Source: 2025 Annual Attainment Report on Transportation System Performance, Maryland Department of Transportation; Department of Legislative Services

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 State-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 2015 through 2024. 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 and remains unchanged between calendar 2023 and 2024. 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 2015-2024

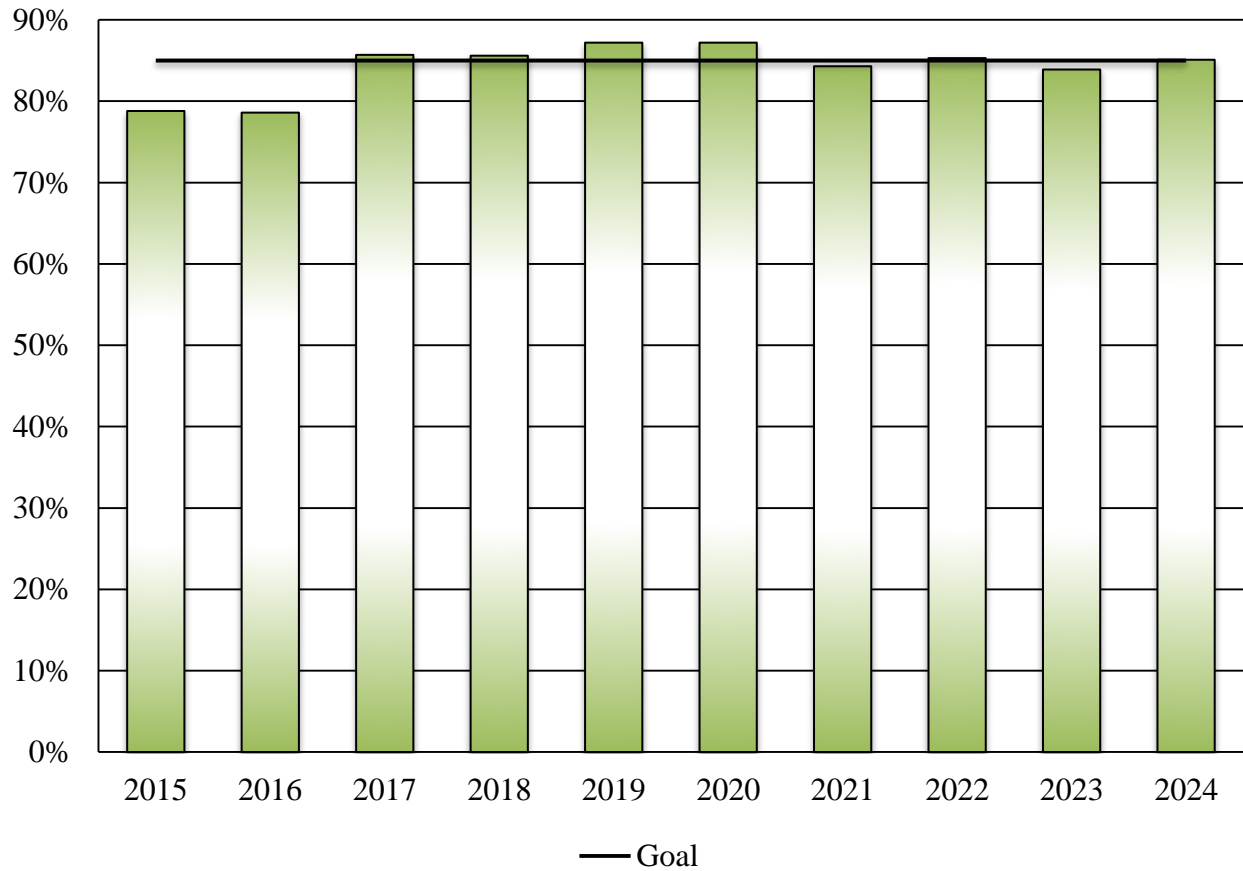


Source: U.S. Department of Transportation, Federal Highway Administration; Department of Legislative Services

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 6 out of the past 10 years.

Exhibit 4
Percentage of Highway Network in Overall Preferred Maintenance Condition
Calendar 2015-2024



Source: Maryland Department of Transportation; Department of Legislative Services

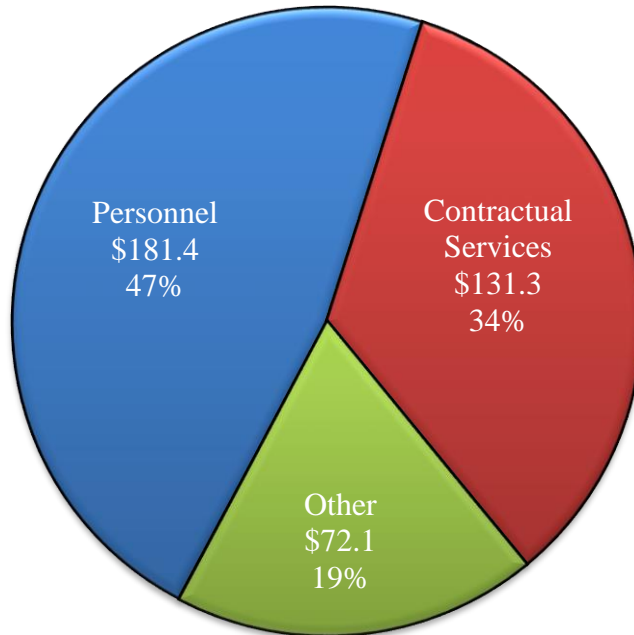
Fiscal 2025

The fiscal 2025 working appropriation does not reflect \$5 million added by budget amendment to partially restore funding for brush and tree trimming reduced in the budget as introduced during the 2024 session as part of the department’s cost containment efforts. Adjusting for this budget amendment, the fiscal 2026 increase would be \$20.5 million (5.7%).

Fiscal 2026 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 (FTE)) is projected to exceed spending for contractual services by over \$50 million.

Exhibit 5
Overview of Agency Spending
Fiscal 2026 Allowance
(\$ in Millions)



Source: Governor’s Fiscal 2026 Budget Books; Department of Legislative Services

Proposed Budget Change

As shown in **Exhibit 6**, the fiscal 2026 allowance for SHA increases by \$25.5 million over the current year working appropriation. Personnel expenses account for approximately 23% of the increase (\$5.9 million). The fiscal 2025 working appropriation does not reflect \$5 million added by budget amendment to partially restore funding for brush and tree trimming reduced in the budget as introduced during the 2024 session as part of the department’s cost containment efforts. Adjusting for this budget amendment, the fiscal 2026 increase would be \$20.5 million (5.7%).

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

How Much It Grows:	Special Fund	Federal Fund	Total
Fiscal 2024 Actual	\$335,899	\$31,277	\$367,176
Fiscal 2025 Working Appropriation	325,624	33,580	359,204
Fiscal 2026 Allowance	<u>349,829</u>	<u>34,899</u>	<u>384,729</u>
Fiscal 2025-2026 Amount Change	\$24,205	\$1,319	\$25,525
Fiscal 2025-2026 Percent Change	7.4%	3.9%	7.1%

Where It Goes:	<u>Change</u>
Personnel Expenses	
Salary increases and associated fringe benefits, including fiscal 2025 cost-of-living-adjustments and increments	\$7,542
Overtime	4,005
8 new positions	854
Workers’ compensation	629
Additional assistance and accrued leave payout.....	129
Employee and retiree health insurance	-7,283
Other changes	-9
Operations	
Restored funding from fiscal 2025 cost containment and additional funding for brush and tree trimming and herbicide application along travel lanes to maintain sightlines	8,250
Rehabilitation of dump truck fleet in lieu of new purchases due to acquisition cost increases and delivery timeline increases due to supply chain issues ...	5,400
Vehicle maintenance and repair	2,000

J00B01 – MDOT – State Highway Administration

Where It Goes:	<u>Change</u>
Building and road repair	1,923
Data processing contractual services	1,409
Equipment repairs and maintenance	1,200
Engineering contractual services	1,009
Uniforms and supplies and materials.....	526
Motor vehicle gas and oil	500
Motor Carrier Safety Program grants	439
Security services	135
Applications software maintenance	-216
Telecommunications expenses	-250
Fuel and utilities – electricity, water and sewer, natural gas/propane	-778
Road maintenance equipment rental.....	-2,380
Other changes	491
Total	\$25,525

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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 that 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 2026 allowance of \$64.2 million complies with this intent. As of February 3, 2024, SHA had expended \$62.3 million of its \$69.8 million fiscal 2025 snow removal budget.

Operating and PAYGO Personnel Data

	<u>FY 24 Actual</u>	<u>FY 25 Working</u>	<u>FY 26 Allowance</u>	<u>FY 25-26 Change</u>
Regular Operating Budget	1,424.50	1,424.50	1,432.50	8.00
Regular PAYGO Budget Positions	<u>1,532.00</u>	<u>1,552.00</u>	<u>1,552.00</u>	<u>0.00</u>
Total Regular Positions	2,956.50	2,976.50	2,984.50	8.00
Operating Budget Contractual FTEs	10.10	11.00	11.00	0.00
PAYGO Budget Contractual FTEs	<u>32.80</u>	<u>32.00</u>	<u>32.00</u>	<u>0.00</u>
Total FTEs	42.90	68.00	43.00	0.00
Total Personnel	2999.40	3,019.50	3,027.50	8.00

Vacancy Data: Regular Positions

Turnover and Necessary Vacancies, Excluding New Positions	179.19	6.02%
Positions and Percentage Vacant as of 12/31/24	210.00	7.04%
Vacancies Above Turnover	30.81	

- The allowance includes 8 new operating positions comprising 3 transportation engineer positions, 2 highway operations positions, 1 administrator, 1 program manager, and 1 executive position. **It is recommended that the funding and PINs for these positions be deleted, and existing vacant positions be reclassified as necessary. SHA had 210 vacant positions as of January 1, 2025.**
- SHA received approval from the Board of Public Works to convert 25 contractual FTE to 20 permanent positions during fiscal 2025 consistent with budget bill language requiring that 1.25 FTE be abolished for every regular position created.

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 requirements for projects in the D&E program. These studies examine alternatives that include a no-build option and a number of different alternatives. 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

State aid to local governments, commonly referred to as Highway User Revenues, 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. The percentage 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 2024 through 2026. The \$52.6 million (13.4%) increase in funding in fiscal 2026 results primarily from the higher percentage for locals 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, whereas SHA maintains State roads in all counties.

Exhibit 7
State Aid – Highway User Revenues Capital Grants
Fiscal 2024-2026
(\$ in Millions)

	<u>Actual 2024</u>	<u>Working 2025</u>	<u>Allowance 2026</u>	<u>Change</u>
Baltimore City	\$202.9	\$240.3	\$271.9	\$31.6
Counties	79.0	93.9	107.0	13.1
Municipalities	51.3	59.0	66.9	7.9
Total	\$333.2	\$393.2	\$445.8	\$52.6

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

Source: Governor’s Fiscal 2026 Budget Books

Exhibit 8 provides, by county, the fiscal 2026 allocations for counties, municipalities, and Baltimore City.

Exhibit 8
State Aid – Mandated Capital Highway User Revenues Grants
Fiscal 2026
(\$ in Millions)

	<u>Counties</u>	<u>Municipalities</u>	<u>Total</u>
Allegany	\$1.9	\$3.1	\$4.9
Anne Arundel	11.3	3.7	15.0
Baltimore	15.5	0.0	15.5
Calvert	2.5	0.8	3.3
Caroline	1.5	1.2	2.7
Carroll	4.3	4.0	8.3
Cecil	2.5	2.0	4.5
Charles	3.9	1.1	5.0
Dorchester	1.7	1.5	3.2
Frederick	5.5	7.9	13.4
Garrett	2.0	1.0	3.0
Harford	5.4	3.1	8.5
Howard	6.3	0.0	6.3
Kent	0.9	0.7	1.6
Montgomery	14.4	10.2	24.7
Prince George’s	11.8	13.3	25.1
Queen Anne’s	2.1	0.6	2.6
St. Mary’s	3.1	0.4	3.5
Somerset	1.1	0.5	1.6
Talbot	1.2	1.9	3.2
Washington	3.4	4.1	7.5
Wicomico	2.5	3.7	6.2
Worcester	2.0	2.1	4.2
Subtotal	\$107.0	\$66.9	\$173.9
Baltimore City	\$271.9		\$271.9
Total	\$378.9	\$66.9	\$445.8

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

Source: Governor’s Fiscal 2026 Budget Books; Department of Legislative Services

Infrastructure Investment and Jobs Act Funding

SHA has been awarded nine discretionary grants under the Infrastructure Investment and Jobs Act. **Exhibit 9** lists the grant awards by program and purpose.

Exhibit 9 Discretionary Grant Awards under the Infrastructure Investment and Jobs Act (\$ in Millions)

<u>Program</u>	<u>Purpose</u>	<u>Amount</u>
Rebuilding American Infrastructure with Sustainability and Equity Grant Program	Design and construction activities for a shared use path and additional bicycle infrastructure along MD 210, Oxon Hill Road, and Kerby Hill Road.	\$11.9
Pollinator-Friendly Practices on Roadsides and Highway Rights-of-Way Program	Development of pollinator habitat plans for lands owned or managed by the State Highway Administration.	0.2
Wildlife Crossings Pilot Program	Reducing wildlife-vehicle collisions in Maryland through planning, design, and technology.	0.4
Bridge Investment Program	Planning and Environmental Linkages study of the Interstate 68 viaduct.	1.6
Reconnecting Communities and Neighborhoods	A comprehensive suite of improvements that will increase access to essential destinations along US 50 that will include adding new sidewalks, pedestrian signals, and raised landscaped medians and removing challenging crossing areas to enhance the pedestrian experience and improve safety on an important corridor (US 50 from Dutchman’s Lane to Lomax Street in Easton) through a historically disadvantaged area.	3.3
Strengthening Mobility and Revolutionizing Transportation	To develop a real-time work zone speed management program, which would build upon multiple existing data sources, including roadside sensors, and include new data obtained from unmanned aircraft systems.	1.6
Advanced Transportation Technologies and Innovative Mobility Deployment	To deploy new technologies and traffic sensors for traffic prediction, signal timing, curve warning and other messaging to improve safety and mobility along 113 miles of U.S. Route 50.	11.9

J00B01 – MDOT – State Highway Administration

<u>Program</u>	<u>Purpose</u>	<u>Amount</u>
Building Resilient Infrastructure and Communities	Complete final design of a hybrid living shoreline for three sites along MD 249 on or near St. George Island in St. Mary’s County.	0.1
Low-Carbon Transportation Materials Grants Program	Accelerate the adoption of low-carbon materials and products with lower embodied greenhouse gas emissions on federal-aid eligible construction projects in Maryland.	31.9

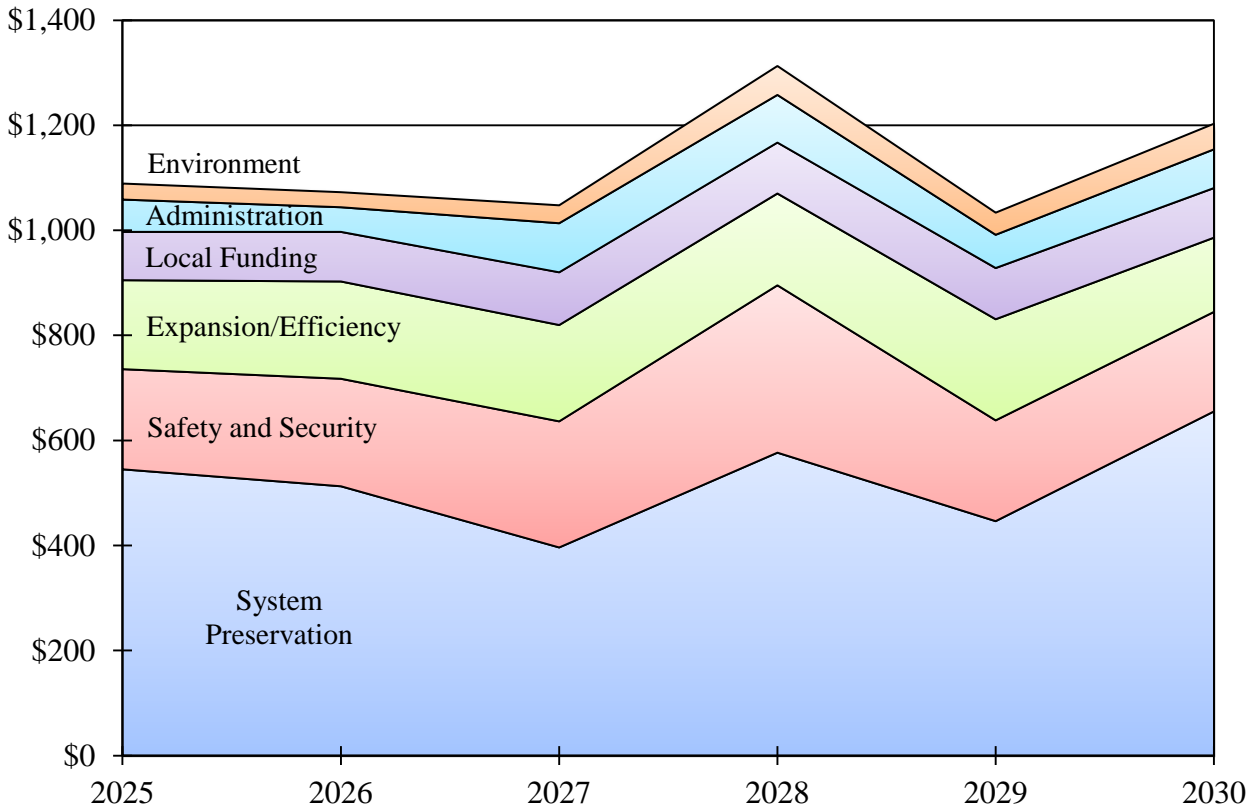
Source: Maryland Department of Transportation; Department of Legislative Services

On February 6, 2025, the Federal Highway Administration (FHWA) issued a memo to state department of transportation directors suspending approval of State Vehicle Infrastructure Deployment Plans. Maryland currently has an approved plan under the program and has received grant allocations. **SHA should brief the committees on any impacts the FHWA memo will have on Maryland’s effort to build out electric vehicle charging infrastructure, as well as on any other impacts recent federal directives may have on discretionary grants it has already been awarded.**

Fiscal 2025 to 2030 Consolidated Transportation Program

SHA’s six-year capital program (fiscal 2025 to 2030), including other funds that do not flow through the State budget, totals \$6.8 billion, which is \$564 million less than the prior six-year program. **Exhibit 10** shows the six-year funding by investment category.

Exhibit 10
Capital Funding by Investment Category
Fiscal 2025-2030
(\$ in Millions)

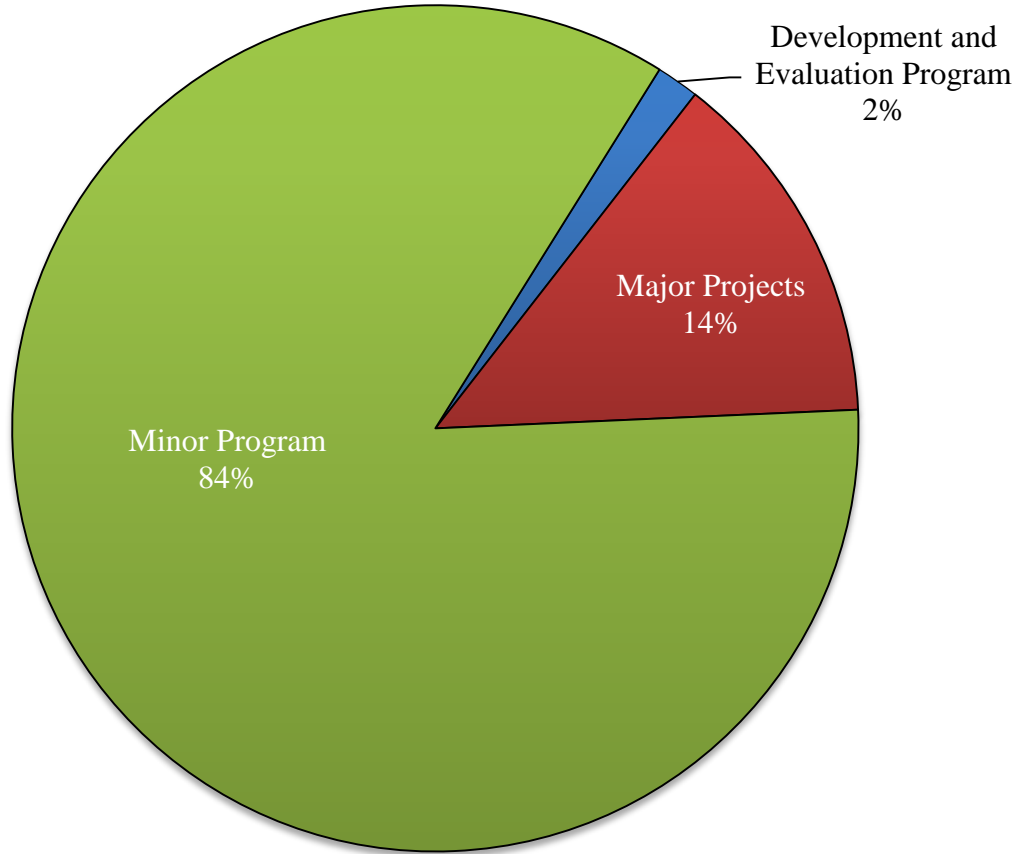


Source: Maryland Department of Transportation, 2025 *Consolidated Transportation Program*; Department of Legislative Services

Fiscal 2026 Capital Allowance

SHA’s fiscal 2026 capital allowance, including other funds that do not flow through the budget, totals nearly \$1.1 billion, a net decrease of \$16.3 million from the current year working appropriation. An increase in other funds of \$23.5 million, representing the programmed spending of general obligation bond funds for the construction of a full interchange at the Greenbelt Metro Station to facilitate the relocation of the Federal Bureau of Investigation headquarters, only partially offsets the \$32.8 million decrease in special funds and the \$7 million decrease in federal funds. **Exhibit 11** shows that the majority of the allowance (84%) is for projects in the minor program.

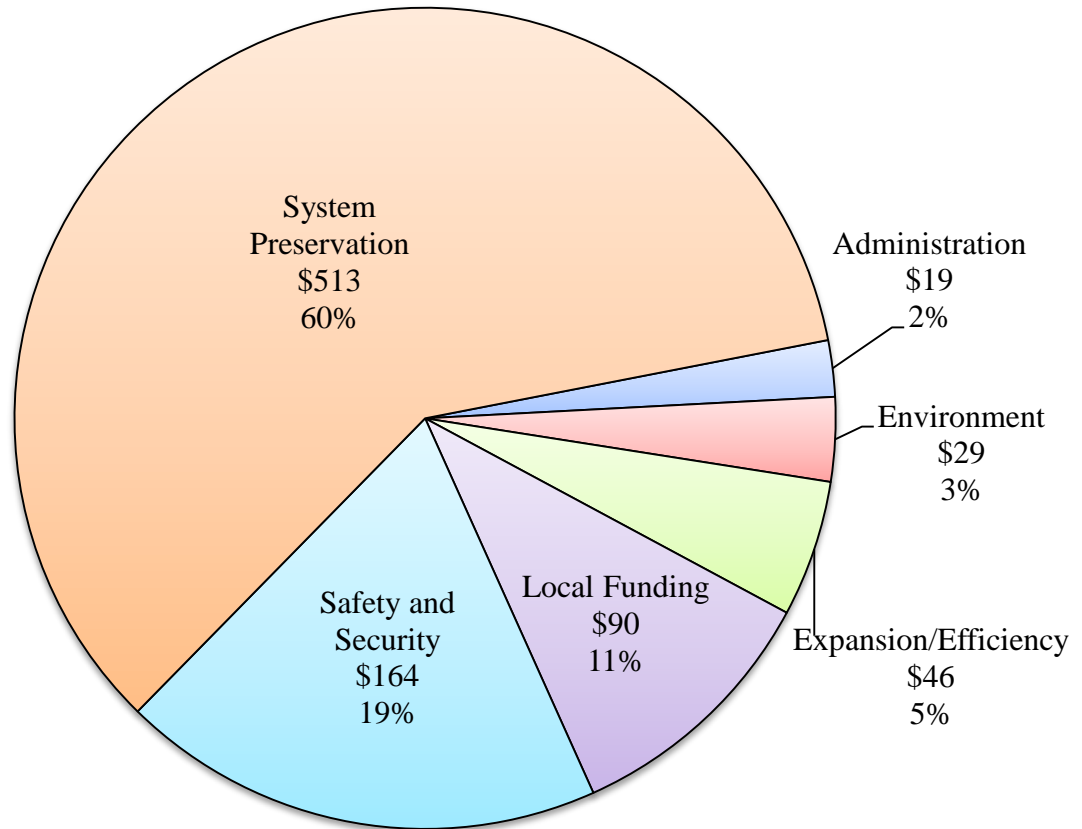
Exhibit 11
Fiscal 2026 Allowance by Program



Source: Maryland Department of Transportation, 2025 *Consolidated Transportation Program*; Department of Legislative Services

Exhibit 12 breaks out the \$860 million in minor program funding for fiscal 2026 by investment category. **Exhibit 13** shows how this funding is distributed by project type.

Exhibit 12
Minor Program Funding by Investment Category
Fiscal 2026
(\$ in Millions)



Source: Maryland Department of Transportation, 2025 *Consolidated Transportation Program*; Department of Legislative Services

Exhibit 13
Minor Program Funding by Project Type
Fiscal 2026
(\$ in Millions)

<u>Project Type</u>	<u>Amount</u>
Safety, Congestion Relief, Highway and Bridge	
Bridge Replacement/Rehabilitation	\$199.7
Resurfacing and Rehabilitation	176.6
Safety and Spot Improvement	66.3
Statewide Planning and Research	62.9
General System Preservation	44.0
Quick Response	29.8
Traffic Management	26.5
Sidewalk Program	22.3
Coordinated Highway Action Response Team	15.6
Drainage Improvements	14.8
Bicycle Retrofit	12.6
Americans with Disabilities Act Retrofit	9.4
Railroad Crossings	6.5
Emergency	6.5
Commuter Action Improvements	5.2
Workforce Development	4.5
Neighborhood Conservation	4.1
Environmental Projects	3.9
Intersection Capacity	2.0
<i>Safety, Congestion Relief, Highway and Bridge Subtotal</i>	\$713.2
State Aid in Lieu of Federal Funds	\$78.3
Total Maximum Daily Load Compliance	20.0
System Preservation Program Reimbursables	14.3
Transportation Enhancements	11.4
Facilities	8.2
Major Information Technology Projects	5.0
Truck Weight	3.5
Environmental Compliance	2.6
Noise Barriers	1.9
Equipment	0.9
Communications	0.4
Total	\$859.7

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

Source: Maryland Department of Transportation, 2025 *Consolidated Transportation Program*; Department of Legislative Services

Fiscal 2025 and 2026 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 2025 budget as introduced and the working appropriation and between the working appropriation and the fiscal 2026 allowance.

Exhibit 14
Cash Flow Changes
Fiscal 2025-2026
(\$ in Millions)

	<u>2025</u> <u>As Introduced</u>	<u>2025</u> <u>Working</u>	<u>Change</u>
Major Projects	\$173.8	\$150.0	-\$23.8
Major Development and Evaluation Program	94.0	17.8	-76.2
Minor Program	945.4	921.2	-24.2
Total	\$1,213.2	\$1,089.0	-\$124.2

	<u>2025</u> <u>Working</u>	<u>2026</u> <u>Allowance</u>	<u>Change</u>
Major Projects	\$150.0	\$172.2	\$22.2
Development and Evaluation Program	17.8	40.4	22.6
Minor Program	921.2	860.1	-61.1
Total	\$1,089.0	\$1,072.7	-\$16.3

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

Source: Maryland Department of Transportation, 2024 and 2025 *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 2026 or \$5 million or more over the six-year program.

Exhibit 15
Select Major Projects
Fiscal 2026-2030
(\$ in Millions)

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Allegany	MD 144, Naves Cross Road: Replacement of Bridge No. 0109100 on MD 144 over Evitts Creek.	\$1.7	\$9.4	\$7.9
Allegany	MD 51, Old Town Road: Replacement of Bridge No. 0104700 on MD 51 over Town Creek.	1.9	12.8	11.4
Allegany	US 220, McMullen Highway: Roadway and intersection improvements along US 220, MD 53, and MD 636 in Cresaptown, including turn lanes and additional sidewalk connectivity.	2.0	3.7	3.0
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.	21.0	81.6	37.8
Baltimore County	I-695, Baltimore Beltway: Project scope revised to focus on state of good repair needs of the bridges within the I-695/I-70 interchange area.	1.5	22.6	15.0
Baltimore County	I-695, Baltimore Beltway: Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.	4.0	22.1	16.4

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Baltimore County	I-695, Baltimore Beltway: The work on I-695 is a Transportation System Management and Operations project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.	35.3	185.9	105.3
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. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound off-ramp will connect to a new roundabout along Tollgate Road. A shared use path will be constructed on Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road.	0.0	16.9	8.3
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).	3.4	42.3	10.2
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. MD 4 is planned to become a four-lane divided highway with wide shoulders, a shared used path, and sidewalk accommodations where appropriate.	1.0	7.9	2.0

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Carroll	MD 26, Liberty Road: Bridge Deck Replacement of Bridge Nos. 0600100 and 0600200 over Liberty Reservoir.	0.3	46.4	45.0
Carroll	MD 91, Emory Road: Replacement of Bridge No. 0602000 on MD 91 over N. Branch Patapsco River and Bridge No. 0604700 on MD 91 over Maryland Midland Railroad.	1.2	16.4	10.6
Charles	MD 6, Charles Street: Safety and accessibility improvements between US 301 and Willow Lane. Improvements will include mountable roundabouts that will calm traffic, improve safety, and still allow for heavy vehicle and emergency vehicle access.	1.6	6.5	5.4
Frederick	MD 77, Rocky Ridge Road: Replacement of Bridge No. 1005400 on MD 77 over Beaver Branch.	2.0	7.0	5.2
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). The project includes adding a third through lane (inside widening) in each direction along US 15 and the reconstruction and widening of seven structures. Significant noise mitigation will be included.	7.4	161.8	78.2
Garrett	US 219, Chestnut Ridge Road: Project to relocate US 219 from Old Salisbury Road to the Pennsylvania State line (1.0 mile). This project represents Maryland’s portion of the bi-state US 219 corridor between I-68/ US 40 and Meyersdale, Pennsylvania.	3.0	22.6	16.1
Garrett	US 219, Garrett Highway: Replacement of Bridge No. 1102400 over the Youghiogheny River (0.04 miles).	2.0	13.2	10.6

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Harford	US 1, Belair Road: Replacement of Bridge No. 1206600 on US 1 over Tollgate Road and Bridge No. 1206500 on US 1 over Winters Run.	2.2	22.7	20.7
Howard	I-70, MD 32 to I-695: Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.	0.0	7.7	7.3
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).	2.1	125.8	5.8
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. (Base Realignment and Closure (BRAC) Intersection Improvements)	1.6	21.0	4.1
Montgomery	MD 97, Georgia Avenue: Safety and accessibility improvements to MD 97 in Montgomery Hills between MD 192 and MD 390. Improvements include a new raised median; 11-foot-wide outside lanes where needed for bus operations; left-turn lanes on MD 97 at Forest Lane, Flora Lane, and Seminary Place; and I-495 ramp modifications to address safety issues. Sidewalks on both sides of MD 97 with a signalized pedestrian crossing at Flora Lane and a two-way protected cycle track on the west side of MD 97 will also be included.	6.5	34.0	20.1
Prince George's	I-95, Capital Beltway: Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This project is being considered for inclusion of a Project Labor Agreement (PLA).	9.7	64.0	57.6

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Prince George's	I-95/I-495, Capital Beltway: Construct a full interchange along I-95/I-495 at Greenbelt Metro Station in coordination with Washington Metropolitan Area Transit Authority, Prince George's County, Greenbelt, and other stakeholder agencies to support FBI headquarters relocation and transit-oriented development.	30.0	265.6	251.3
Prince George's	I-95/I-495, Capital Beltway: Project to upgrade the existing I-95/ I-495 interchange at Medical Center Drive (formerly Arena Drive). A shared-use path will be provided along Medical Center Drive with fully protected crossings at all ramps.	0.0	13.5	9.7
Prince George's	MD 210, Indian Head Highway: Project to improve safety and mobility along MD 210 and provide grade-separated interchanges from I-95/ I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated through the provision of a facility consisting of bicycle lanes, a separated shared use path adjacent to MD 210, and various other treatments that will extend from I-95/ I-495 to MD 373.	1.5	15.7	10.2
Prince George's	MD 4, Pennsylvania Avenue and MD 717, Water Street: Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717, Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road, and Bridge No. 1610900 on MD 717 over Water Street. This project is being considered for inclusion of a PLA.	1.0	52.6	39.1
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)	38.8	268.0	176.7

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Prince George's	MD 227, Riverdale Road: Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.	0.0	10.1	8.3
Prince George's	US 1, Baltimore Avenue: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Project includes bicycle and pedestrian improvements (1.5 miles).	1.2	65.4	5.6
St. Mary's	MD 5, Point Lookout Road: Replace Bridge No. 1800700 on MD 5 over Hilton Run.	1.7	7.8	5.4
Somerset	MD 413 Trail: Construction of a paved bike/pedestrian trail with parking areas and plantings along the MD 413 corridor. The project will continue the improvements to complete the 12-mile corridor for the shared use path between Crisfield and Westover.	3.7	21.8	20.2
Talbot	Easton Shop: Renovation of the vacant laboratory building to become the new maintenance shop and overall site improvements to the Easton Shop facility.	0.0	20.1	10.2
Washington	I-68, National Freeway: Replacement of Bridge Nos. 2107603 and 2107604 on I-68 over Creek Road.	2.0	18.6	11.0
Washington	I-70, Eisenhower Memorial Highway: Deck replacement and rehabilitation of Bridge Nos. 2107303 and 2114100 on I-70 over I-81 and Bridge Nos. 2111303 and 2111304 on I-70 over Norfolk Southern Railroad. Replacement of Bridge Nos. 2111203 and 2111204 on I-70 over US 11.	18.7	61.9	55.4
Washington	I-70, Eisenhower Memorial Highway: Replacement of Bridge Nos. 2110203 and 21102014 on I-70 over St. Paul Road.	10.7	19.8	18.4

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Washington	I-70, Eisenhower Memorial Highway: Replacement of Bridge Nos. 2113503 and 2113504 on I-70 over Crystal Falls Drive.	0.0	23.7	6.3
Washington	I-81, Maryland Veterans Memorial Highway: Project to upgrade and widen I-81 to a six-lane divided highway from MD 63/MD 68 to the CSX railroad bridges north of Halfway Boulevard (4.0 miles). Two noise barrier systems will be provided as part of the project.	3.8	99.1	67.3
Washington	US 40, National Pike: Rehabilitation of Bridge No. 2101200 over Conococheague Creek.	7.3	22.4	20.4
Wicomico	US 13 Business, Salisbury Boulevard: Replacement of Bridge No. 2200400 over East Branch Wicomico River.	4.8	16.7	11.7
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. Additional travel lanes, interchange and at-grade intersections to be evaluated, along with pedestrian and bicycle needs throughout the corridor.	0.0	12.6	10.9
Statewide	Carbon Reduction Program: The Carbon Reduction Program will reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.	15.1	94.4	94.4
Statewide	Complete Streets Program: Building on State Highway Administration (SHA) Context Driven initiative that has established a contextually nuanced approach to designing and deploying engineering countermeasures and on SHA Pedestrian Safety Action Plan	10.0	125.0	124.5

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
	that identified priority locations in which to focus vulnerable user safety investments, this program delivers active transportation improvements to support Maryland’s safety (Vision Zero), equity, and mode-shift goals.			
Statewide	Coordinated Highway Action Response Team (CHART): CHART is SHA’s Traffic Incident Management Emergency Response program designed to respond to lane-blocking roadway incidents and disabled motorists. It also includes installation of an Intelligent Transportation System (ITS) along Interstates, US, and major MD routes. ITS include cameras, traffic detectors, weather sensors, dynamic message signs, web sites, and telecommunication networks.	8.5	117.4	45.0
Statewide	I-270, Eisenhower Memorial Highway and I-495 Capital Beltway – Phase 1 North: This study will consider a range of equitable and environmentally sensitive transportation solutions including transit and transportation demand management options for near-term, mid-term, and long-term implementation that address the transportation needs of the corridor.	0.5	25.0	24.8
Statewide	I-270, Eisenhower Memorial Highway and I-495 Capital Beltway – Phase 1 South: This project will replace the American Legion Bridge and other bridges in the corridor to today’s standards, provide three miles of accessible sidewalks, three miles of accessible shared use paths, and two miles of bike lanes, provide new ramp connections to support interstate transit, provide nine miles of new and extended sound barriers and reconstruct five miles of existing sound barriers, rehabilitate existing general-purpose lanes, ramps, and side roads, upgrade seven interchanges, and provide	2.5	201.0	83.1

J00B01 – MDOT – State Highway Administration

<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
	high-occupancy toll lanes to support carpooling and transit. This is a PLA candidate project.			
Statewide	The National Electric Vehicle Infrastructure (NEVI) Program: The NEVI Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland’s designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.	14.0	68.2	59.0
Statewide	The Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program: The PROTECT Program will help make surface transportation systems more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.	17.2	107.3	107.3
Statewide	Sidewalk Program: This program provides matching funds for the construction of sidewalks adjacent to SHA highways.	22.2	153.0	124.8
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 US 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.	20.0	684.5	161.8

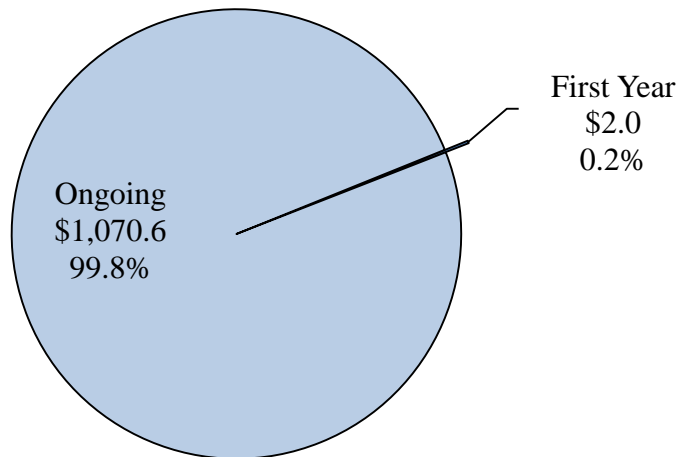
<u>County</u>	<u>Project</u>	<u>2026</u>	<u>Total Cost</u>	<u>Six-year Spending</u>
Statewide	Traffic Relief Plan (Phase 2) Smart Traffic Signals: The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving.	9.2	51.9	35.0

Source: Maryland Department of Transportation, 2025 *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**, \$2 million, or 0.2%, of SHA’s fiscal 2026 capital funding, which totals \$1.1 billion, is first-year funding. The SHA capital projects receiving first-year funding in fiscal 2025 and 2026 are listed in **Exhibit 17**.

Exhibit 16
First-year and Ongoing Programmed Spending
Fiscal 2026
(\$ in Millions)



Total Funding: \$1.1 Billion

Source: Maryland Department of Transportation, 2025 *Consolidated Transportation Program*; Department of Legislative Services

Exhibit 17
Projects Receiving First-year Construction and Design Funding
Fiscal 2025-2026
(\$ in Thousands/Millions)

	<u>2025</u>	<u>2026</u>	<u>2025-2026</u>
Construction			
Baltimore Beltway - Interchange Reconstruction at I-70	\$0	\$1,500	\$1,500
Design			
Full Delivery Stream And Wetland Mitigation Services	\$1,065	\$0	\$1,065
MD 214 From MD 468 to Camp Letts Road	592	0	592
Montgomery County BRT Coordination	500	500	1,000
Total	\$2,157	\$2,000	\$4,157
State (Special)			\$2,852
Federal			713
Other			592
Total			\$4,157

Source: Maryland Department of Transportation, 2025 *Consolidated Transportation Program*; Department of Legislative Services

Significant Changes from the Previous *Consolidated Transportation Program*

Exhibit 18 shows the significant changes to major projects from the 2024 CTP consisting of three projects added to the construction program and two projects moved from the D&E program to the construction program.

Exhibit 18
Major Project Significant Changes from the
2024 Consolidated Transportation Program
(\$ in Millions)

	<u>Total Cost</u>
New Construction Program Projects	
I-70, Eisenhower Memorial Highway – Bridge replacement over St. Paul Road	\$19.8
US 40, National Pike – Bridge rehabilitation over Conococheague Creek	22.4
MD 26, Liberty Road – Bridge deck replacement of Bridge Nos. 0600100 and 0600200 over Liberty Reservoir	46.4
Projects Moved from Development and Evaluation to Construction Program	
US 15, Frederick Freeway, and US 40, Frederick Freeway – Widening from I-70 to MD 26	161.8
I-81, Maryland Veterans Memorial Highway – Widening and upgrades from MD 63/MD 68 to CSX railroad bridges north of Halfway Boulevard	99.1

Source: Maryland Department of Transportation, 2025 *Consolidated Transportation Program*; Department of Legislative Services

Operating Budget Recommended Actions

	<u>Amount Change</u>	<u>Position Change</u>
1. Delete funding for 8 new positions (PINs: J00B01089187; J00B01089190; J00B01089191; J00B01089192; J00B01089193; J00B01089194; J00B01089195; J00B01089196). The State Highway Administration had 210 vacant positions as of January 1, 2025, and should reclassify positions instead of adding new ones.	-\$ 853,894 SF	-8.0
Total Special Fund Net Change	-\$ 853,894	-8.0

PAYGO Budget Recommended Actions

1. Concur with Governor’s allowance.

Appendix 1
2024 Joint Chairmen’s Report Responses from Agency

The 2024 *Joint Chairmen’s Report* (JCR) requested that SHA prepare two reports. Electronic copies of the full JCR responses can be found on the Department of Legislative Services Library website.

- ***Old Georgetown Road (MD 187) Bike Lanes:*** Committee narrative adopted during the 2024 session requested SHA to submit a report providing various data and metrics related to the bike lanes on Old Georgetown Road (MD 187). SHA submitted the report as requested.
- ***Torrey C. Brown Trail and Monkton Road (MD 138) Crosswalk Safety:*** Committee narrative adopted during the 2024 session requested SHA to submit a report outlining the actions being taken to improve the safety of this crossing following the death of a pedestrian who was struck while crossing Monkton Road (MD 138). In its response, SHA outlined the safety enhancements made to this crossing in recent years but also recommended the installation of Rectangular Rapid Flashing Beacons at the crosswalk to increase driver awareness of pedestrian and cyclist crossing the roadway. SHA indicates that it anticipates this installation to occur in calendar 2025.

Appendix 2
Budget Amendments for Fiscal 2025
Maryland Department of Transportation
State Highway Administration

Operating

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Pending	\$5,323,081 286,907	Special Federal	Increase special and federal funds for statewide salary actions, including cost-of-living adjustments, an increment, annual salary reviews for certain classifications, and an Executive Pay Plan merit increase.
Pending	\$5,000,000	Special	Increase special fund appropriations to sustain operations across all Maryland Department of Transportation (MDOT) modes and the Washington Metropolitan Area Transit Authority.

Capital

<u>Status</u>	<u>Amendment</u>	<u>Fund</u>	<u>Justification</u>
Pending	\$7,018,690 832,044	Special Federal	Increase special and federal funds for statewide salary actions, including cost-of-living adjustments, an increment, annual salary reviews for certain classifications, and an Executive Pay Plan merit increase.
Pending	\$9,485,363 -117,194,003	Special Federal	Adjusts special and federal fund appropriations to agree with anticipated expenditures for the current year as reflected in MDOT Final Fiscal 2025-2030 <i>Consolidated Transportation Program</i> .

Appendix 3
Object/Fund Difference Report
Maryland Department of Transportation – State Highway Administration

<u>Object/Fund</u>	<u>FY 24</u> <u>Actual</u>	<u>FY 25</u> <u>Working</u> <u>Appropriation</u>	<u>FY 26</u> <u>Allowance</u>	<u>FY 25 - FY 26</u> <u>Amount Change</u>	<u>Percent</u> <u>Change</u>
Positions					
01 Regular	1,424.50	1,424.50	1,432.50	8.00	0.6%
02 Contractual	10.10	16.00	11.00	-5.00	-31.3%
Total Positions	1,434.60	1,440.50	1,443.50	3.00	0.2%
Objects					
01 Salaries and Wages	\$ 160,743,974	\$ 156,966,769	\$ 171,083,984	\$ 14,117,215	9.0%
02 Technical and Special Fees	7,749,536	10,319,009	10,280,939	-38,070	-0.4%
03 Communication	2,407,324	3,467,788	3,228,273	-239,515	-6.9%
04 Travel	770,703	487,259	354,259	-133,000	-27.3%
06 Fuel and Utilities	12,173,452	12,860,111	12,044,986	-815,125	-6.3%
07 Motor Vehicles	23,511,447	21,909,737	29,820,562	7,910,825	36.1%
08 Contractual Services	132,714,836	127,511,193	131,264,142	3,752,949	2.9%
09 Supplies and Materials	22,263,511	18,482,542	19,008,565	526,023	2.8%
10 Equipment – Replacement	228,230	820,599	832,136	11,537	1.4%
11 Equipment – Additional	312,124	467,676	467,676	0	0%
12 Grants, Subsidies, and Contributions	3,499,225	4,637,148	5,066,587	429,439	9.3%
13 Fixed Charges	801,827	1,274,184	1,276,720	2,536	0.2%
Total Objects	\$ 367,176,189	\$ 359,204,015	\$ 384,728,829	\$ 25,524,814	7.1%
Funds					
03 Special Fund	\$ 335,899,004	\$ 325,624,056	\$ 349,829,380	\$ 24,205,324	7.4%
05 Federal Fund	31,277,185	33,579,959	34,899,449	1,319,490	3.9%
Total Funds	\$ 367,176,189	\$ 359,204,015	\$ 384,728,829	\$ 25,524,814	7.1%

Note: The fiscal 2025 appropriation does not include deficiencies, targeted reversions, or across-the-board reductions. The fiscal 2026 allowance does not include contingent reductions or cost-of-living adjustments.

**Appendix 4
Fiscal Summary**

Maryland Department of Transportation – State Highway Administration

<u>Program/Unit</u>	<u>FY 24</u>	<u>FY 25</u>	<u>FY 26</u>	<u>Change</u>	<u>FY 25 - FY 26</u>
	<u>Actual</u>	<u>Wrk Approp</u>	<u>Allowance</u>		<u>% Change</u>
01 State System Construction and Equipment	\$ 1,040,571,879	\$ 1,005,657,000	\$ 965,758,000	-\$ 39,899,000	-4.0%
02 State System Maintenance	346,710,408	341,587,779	366,603,868	25,016,089	7.3%
03 County and Municipality Capital Funds	58,110,357	78,300,000	78,300,000	0	0%
04 Highway Safety Operating Program	20,465,781	17,616,236	18,124,961	508,725	2.9%
05 County and Municipality Funds	333,214,007	393,233,000	445,803,000	52,570,000	13.4%
08 Major IT Development Projects	3,639,766	4,931,000	5,008,000	77,000	1.6%
Total Expenditures	\$ 1,802,712,198	\$ 1,841,325,015	\$ 1,879,597,829	\$ 38,272,814	2.1%
Special Fund	\$ 1,013,410,272	\$ 1,004,749,059	\$ 1,048,746,380	\$ 43,997,321	4.4%
Federal Fund	789,301,926	836,575,956	830,851,449	-5,724,507	-0.7%
Total Appropriations	\$ 1,802,712,198	\$ 1,841,325,015	\$ 1,879,597,829	\$ 38,272,814	2.1%

Note: The fiscal 2025 appropriation does not include deficiencies, targeted reversions, or across-the-board reductions. The fiscal 2026 allowance does not include contingent reductions or cost-of-living adjustments.