



Meeting Agenda

September 13, 2023 9:00 a.m. – 12:00 p.m.
Appropriations Committee Hearing Room
Room 120, House Office Building, Annapolis, Maryland

- | | |
|----------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Opening Remarks | Frank J. Principe
<i>Chairman</i> |
| 2. FY 2024 – 2029 Draft Consolidated
Transportation Program | Paul J. Wiedefeld
<i>Secretary of Transportation</i>

Holly Arnold
<i>Maryland Transit Administration</i>

Drew Morrison
<i>Washington Area Transit Office</i>

William Pines
<i>State Highway Administration</i>

Joseph Sagal
<i>Maryland Transportation Authority</i>

Ricky Smith
<i>Maryland Aviation Administration</i>

Brian Miller
<i>Maryland Port Administration</i>

Christine Nizer
<i>Motor Vehicle Administration</i> |
| 3. Development of the Consolidated
Transportation Program | Joe McAndrew
<i>Maryland Department of Transportation</i> |
| 4. Closing Remarks and Adjournment | Frank J. Principe
<i>Chairman</i> |

AGENDA ITEMS 1-2

VERBAL

AGENDA ITEM 3



Development of the Consolidated Transportation Program (CTP)

Transportation Revenue and Infrastructure Needs Commission

September 13, 2023



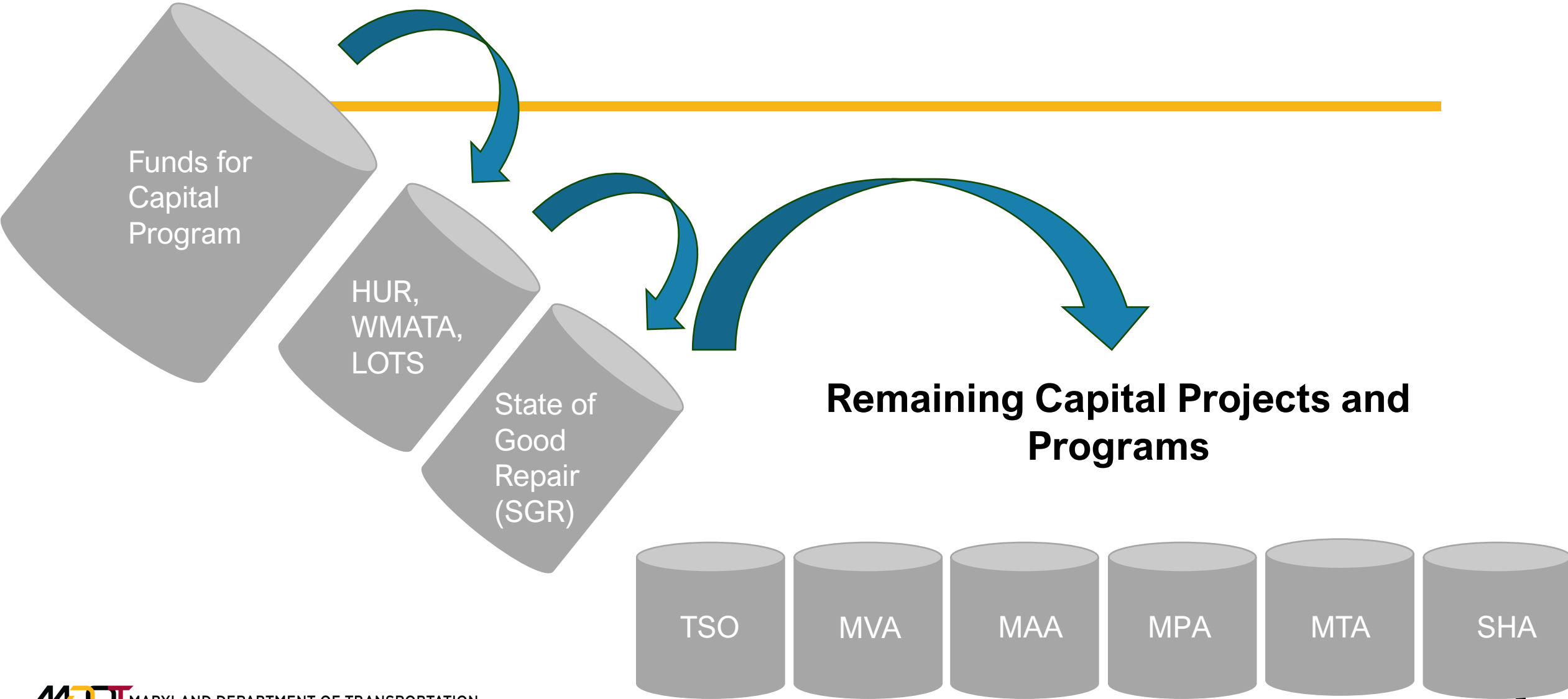
How is the CTP developed?

- The six-year Consolidated Transportation Program (CTP) is developed on a rolling basis.
- In the CTP, the first Fiscal Year (FY) is the current year, followed by the budget year, and the four planning years.
- For each draft CTP, the current year from the prior final CTP is removed from the program because it has been closed out and one planning year is added at the end of the program (i.e., FY 2023 was removed and FY 2029 was added to latest draft CTP).





Uses of Transportation Funds





How are funding levels determined?

- MDOT updates its 6-year financial plan to account for changes in revenue and spending assumptions and general economic conditions.
- Capital spending levels are adjusted as needed to remain affordable.
- Modal distribution is assigned for the new year based on historical trends, major project needs, and state of good repair needs.





How does State of Good Repair factor into CTP decisions?

- State of Good Repair (SGR) needs are factored into the funding allocation decision when each new planning year is added to the CTP.
- Minor adjustments to modal allocations have been made using the SGR needs inventory.
- As MDOT continues to grow its asset management program, MDOT plans to use SGR needs to a greater extent to allocate funding between modes.





How many dollars go towards the capital program?

FY CTP	Funding		Total Operating/ Debt Service	Total Capital*	HUR	WMATA	LOTS	SGR	Expansion
	State	Federal							
23 – 28 Final	State	\$27.8B	\$18.4B	\$9.4B	\$2.3B	\$1.1B	\$29.9M	\$3.0B	\$1.2B
	Federal	\$8.2B	\$0.0B	\$8.2B	\$0.0B	\$0.0B	\$223.9M	\$3.9B	\$2.3B
24 – 29 Draft	State	\$29.1B	\$20.0B	\$9.1B	\$2.3B	\$1.2B	\$33.1M	\$2.9B	\$1.5B
	Federal	\$8.4B	\$0.0B	\$8.4B	\$0.0B	\$0.0B	\$253.9M	\$4.2B	\$2.1B

State funds included above represent Transportation Trust Fund dollars only. This does not include Other funds, like certain airport revenues and State General Funds, because those funds are assigned to specific projects.



How is the project mix decided?

- MDOT modes review unfunded needs to determine the projects that best advance the priorities of each mode.
- Unfunded needs are identified through high-level planning studies conducted by modes such as the MARC Cornerstone Plan, the BWI Airport Master Plan, and SHA's Pedestrian Safety Action Plan.
- Local jurisdictions also have unfunded needs that MDOT considers in the development of the CTP.



Annual Capital Programming Process



Month	CTP Development Step	Engagement Step	Legislative Deadline	
May (2023)	CTP Project Requests	County Priority Letters		
June	CTP Allocations			
July				
August	Draft CTP			
September				
October	Prepare Final CTP	Fall CTP Tour to all counties and Baltimore City	Nov 1 - Pre-Filed Bills Due	
November				
December				
January (2024)				
February	Legislative Review of CTP		January 10 – Legislative Session Starts January 17 – CTP Due	
March				
April				



Continuous CTP Management

- Capital Program management takes place on a continuous quarter system, consistent with other capital budget processes.
- This continuous process provides MDOT with the flexibility to strategically leverage the amount of available funds and +/- the Program accordingly.
- This approach allows MDOT to use the highest percentage of available funds.





Steps to Annual CTP

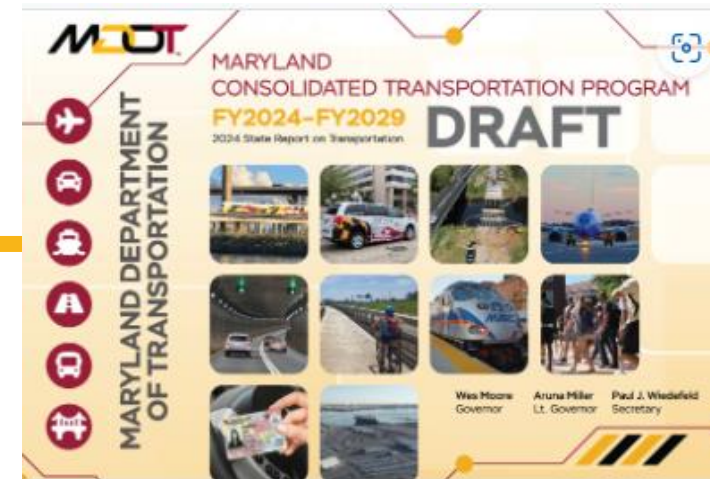
- Step 1: Request CTP Projects (May)
 - Modal Agencies, County Priority Letters
 - Conduct Chapter 30 Scoring
- Step 2: Allocate CTP Funding Resources (June & July)
 - In June, Capital Programming aggregates the Department-wide funding level requests, which may include local needs, and submits this information to Finance.
 - In July, MDOT Finance finalizes revenue and spending projections that are used to determine the affordability of the aggregated capital needs after considering operating, debt payments, WMATA, and HUR and LOTs investments.
- Step 3: Develop Draft CTP (August & September)
 - MDOT holds 1:1 meetings with leadership from each county and Baltimore City at summer MACO Conference to discuss priorities.
 - Draft CTP includes Chapter 30 Scoring Results
 - As required by Maryland law, MDOT releases the draft Maryland CTP on September 1st – this represents Q1 for MDOT's budget cycle.





Steps to Annual CTP (cont'd)

- Step 4: Conduct CTP Tour with Localities (Sept, Oct, Nov)
 - As required by Maryland law, MDOT must visit each local jurisdiction to provide local and state elected officials' an opportunity to comment on the draft CTP.
- Step 5: Prepare Final CTP (October – December)
 - MDOT revises the CTP based on CTP Tour feedback, project cash flow/schedule adjustments, and changes to the financial plan with impact the amount of capital funds available.
 - Address gaps in project needs and revenue availability.
- Step 6: Submit Final CTP to Legislature (January – April)
 - As required by Maryland law, by 3rd Wednesday of January, MDOT submits the State Report on Transportation to the General Assembly, which includes the final CTP.
 - The Department of Legislative Services includes information about the final CTP in each of MDOT's budget analyses and this information is presented to the budget committees at MDOT's 20 budget hearings during the General Assembly session.
- Step 7: Fiscal Year begins, and the CTP goes into effect on July 1.





How are local priorities considered in the development of the CTP?

- Counties and municipalities within Maryland submit priority letters requesting that certain projects are included in the CTP.
- These letters are used at the SHA Districts to examine the minor highway projects included.
- Major highway projects and projects for other modes are examined by the mode with jurisdiction to determine if there is a high enough need and funding to be considered for inclusion in the CTP.





What are priority letters?

- As required by Maryland law, MDOT and the local jurisdictions seeking transportation project funding must demonstrate relationship for prioritized projects to the goals of the Maryland Transportation Plan, the Climate Action Plan Goals and local land use plans.
- To support the law's implementation, MDOT established guidance to encourage local jurisdictions to submit annual priority letters that address the intent of the law.
- Priority letters not received by the end of May are not considered in the development of the draft CTP for that year. That said, priority letters are not required for local priorities to be included in the draft CTP.
- MDOT's website includes the requirements of Maryland law and the recommended content of the priority letters.
- MDOT responds to priority letters in various ways, such as regional coordination at the district level and the annual CTP tour.
- The [MDOT website](#) has all current and previously submitted letters from each jurisdiction going back to 2007. All 24 jurisdictions submitted a priority letter in 2022, but this is not always the case. To date in 2023, only three counties have not submitted priority letters.



Priority Letters in Code & Additional MDOT Practices

Required in Code	Additional MDOT Practice
<p>Annotated Code of Maryland Title 8, Section 612(c):</p> <p>List of priorities from secondary system projects</p> <p>(c)(1) The local governing body and a majority of the local legislative delegation shall establish a list of priorities from among those secondary system projects listed in the needs inventory and the Administration shall engage in initial project planning upon the request of the local governing body and a majority of the local legislative delegation in the order established in the list of priorities.</p> <p>(2) On completion of the initial project planning phase for the item, it shall be approved for the final project planning phase and for construction on request of the local governing body and a majority of the local legislative delegation.</p>	<ul style="list-style-type: none">• Priority letters should be limited in the number of priority projects included to reflect realistic funding availability.• MDOT encourages coordination between the counties and local municipalities concerning mutual needs and priorities.• MDOT encourages multi-modal submissions, including transit, pedestrian, and bicycle needs, to enable local governments to have a greater impact on all State transportation investment decisions.



Priority Letter Examples

- Priority letters can vary greatly. Each jurisdiction develops their own format such as:
 - Providing a true single list across modes in priority order
 - Level of detail for each project
 - Create their own list of project categories (modes, cost, type of project)
 - Number of projects varies greatly (between 74 and 5 projects)
- For 2023, priority letters included over 600 unique projects across Maryland.
- Unfunded costs for just the #1 priorities from each county and Baltimore City is over \$4 billion.

COUNTY COUNCIL OF DORCHESTER COUNTY
 COUNTY OFFICE BUILDING
 P.O. BOX 66
 CAMBRIDGE, MARYLAND 21613
 PHONE: (410) 226-7700
 FAX: (410) 226-8641

RECEIVED
 MAY 09 2023
 SECRETARY'S OFFICE
 DEPT. OF TRANSPORTATION

GEORGE L. PFEIFER, JR., PRESIDENT
 MIKE DETMERS, VICE PRESIDENT
 BOB KRAMEL, JR.
 WILLIAM V. NICHOLS
 ROCKY C. TRAVERS

JEFF POWELL
 INTERIM COUNTY MANAGER
 MACLEOD LAW GROUP LLC
 INTERIM COUNTY ATTORNEY

May 2, 2023

Paul J. Wiedefeld, Secretary
 Maryland Department of Transportation
 7201 Corporate Center Drive
 Hanover, Maryland 21076

RE: Dorchester County Highway Priorities

Dear Secretary:

The Dorchester County Council is submitting the following list of potential transportation improvements along State Highways in Dorchester County for future State of Maryland funding consideration.

- MD 392/14 Intersection - Traffic / Geometric Improvements
- MD 336 - World's End Pipe Replacement
- MD 392 - Pedestrian improvements through Town of Harlock
- MD 331 - Railroad Crossing improvements at Indiantown Rd and MD 33.
- US 50 - Turn Lane improvements to MD 16 Mount Holly Rd
- US 50 - In City of Cambridge endo pavements (Cross walks and stop bars)
- US 50 - Jersey Walls on Mallas Bridge are in need of painting

Your cooperation and assistance is greatly appreciated. Please contact the Council's Office if you have any questions.

Sincerely
 DORCHESTER COUNTY COUNCIL
 George L. Pfeifer, Jr.
 President

cc: The Honorable Johnny Mann, Senator
 The Honorable Tom Huchinson, Delegate
 The Honorable Christopher T. Adams, Delegate
 The Honorable Steve Sipple-Hughes, Delegate
 Dennis H. Henshaw, Senior Highway Administrator

The following projects comprise our immediate priorities for state funding in the upcoming CTP

Roadway and Bridges

- 1) **Maryland 3 (Crain Highway), from Saint Stephens Church Road to MD 321-87.** The County has allocated the local match for the design, right-of-way and construction funding in the County's Capital Improvement Program (CIP) for an improvement to add capacity between St Stephen's Church Road and MD 32, including intersection improvements and tapered facilities. The County and the State Highway Administration (SHA) have an agreement for cost sharing on 30% design to be completed around May of 2023. County requests that SHA minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner. The County also requests SHA fund the remainder of design, right-of-way acquisition and construction which have not been shown in the latest CTP.
- 2) **Maryland 2 (Ritchie Highway), northbound from US 50 to Arnold Rd.** As with MD 3, the County has allocated the local match for the design, right-of-way and construction funding in the County's CIP for an improvement to add capacity and address safety along MD 2 northbound from US 50 to Arnold Road, including intersection improvements and tapered facilities. The County and SHA have an agreement for cost sharing on 30% design to be completed around May of 2023. The design for the project in particular, like several of the other projects in this list that the County is participating in financially, has been delayed. County requests that SHA minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner. The County also requests SHA fund the remainder of design, right-of-way acquisition and construction which have not been shown in the latest CTP.
- 3) **MD 176, from MD 100 to MD 174.** The County has allocated the local match for the right-of-way, utilities and construction funding in the County's CIP for an improvement to improve capacity and safety along MD 176 between MD 100 and MD 174, including intersection improvements and tapered facilities. SHA is managing design efforts for this project, but has also run into delays in dealing with a variety of issues. County requests that SHA minimize any further delays to the project schedule to provide these needed improvements to the community in a timely manner.
- 4) **MD 214.** The County has allocated over \$6 million in the County's CIP towards this project with an additional money programmed for improvements to improve traffic operations, roadway safety, pedestrian and bicycle connections, and drainage deficiencies on MD 214 from MD 468 to the east of Loch Haven Road. The County and SHA have an agreement to complete the design for this project. The design is currently funded entirely by the County, but the County is requesting state participation in the funding of right-of-way, utilities and construction similar to the projects listed above.

The Best Place - For All
 www.dorcountymd.gov | 44 Calvert Street, Annapolis, MD 21401 | (410) 222-1255 | info@dorcountymd.gov

CALVERT COUNTY
 BOARD OF COUNTY COMMISSIONERS

175 Main Street
 Prince Frederick, Maryland 20678
 410-535-1600 • 301-855-1243
 www.calvertcountymd.gov

Board of Commissioners
 Mark C. Cue Sr.
 Catherine M. Grasso
 Earl F. Hines
 Mike Hart
 Todd Ireland

March 21, 2023

The Honorable Paul J. Wiedefeld, Secretary
 Maryland Department of Transportation
 7201 Corporate Center Drive
 P.O. Box 548
 Hanover, MD 21076

Re: FY 2024 Consolidated Transportation Program Priorities Consideration

Dear Secretary Wiedefeld,

Calvert County is pleased to have the opportunity to present our transportation priorities for the FY 2024-2029 Consolidated Transportation Program (CTP). The county's transportation priorities focus on system preservation and enhancement of the existing road networks, safety, equity and supporting economic development.

Consistent with the Chapter 725 Priority Letter Guidance, Calvert would like to take this opportunity to limit the overall number of priorities and focus our attention on the most critical projects while acknowledging the realistic funding amount available.

Major Transportation Priorities (over \$5 Million):

1. MD 2/4 (Solomons Island Rd) Widening Phase 3A and 3B - Preliminary engineering and right-of-way acquisition
 Thomas Johnson Bridge - Planning and design
 a. Note: Functional efficiency and operational safety of the bridge will continue to be of great importance to Calvert County and will continue to advocate for the bridge replacement project. As a temporary reprieve, we would like to show support for St. Mary's priority to improve existing traffic conditions, the extension of the northbound merge lane from the intersection of MD 4 and MD 235 to the north end of South Patuxent Beach Road. This project would be performed concurrently with the bridge replacement project to alleviate current and future congestion at the MD4/MD 235 intersection.
 Transit Transfer Station - Site development
 Transportation Priorities (less than \$5 Million):
 Level of Service Intersection Studies - MD 2/4
 Maryland Relay for Impaired Hearing or Speech: 1-800-735-2258



Differing approaches to jurisdiction CTP meetings

MDOT Guidance	Varied Approaches Deployed
<p>MD Code only stipulates that MDOT "shall visit each county to give local governments and local legislative delegations information about and an opportunity to comment on the proposed Consolidated Transportation Program and the proposed Maryland Transportation Plan."</p> <p>Each jurisdiction has autonomy on how it runs the CTP meeting and can participate.</p> <p>At Pre-Tour meetings with county staff, guidance and meeting structure are discussed.</p>	<p>Each jurisdiction chooses who leads the meeting: MDOT, County Executive, County Council, or State Delegation.</p> <p>Counties generally use one of the following approaches for hosting the meetings:</p> <ul style="list-style-type: none">• Public Meeting with all County Elected officials• Stand-alone County Council meeting or Special Session of the County Council Meeting• An agenda item as part of their regular County Council Meeting• State Delegation led Public Meeting.



Chapter 30 Legislation & Schedule

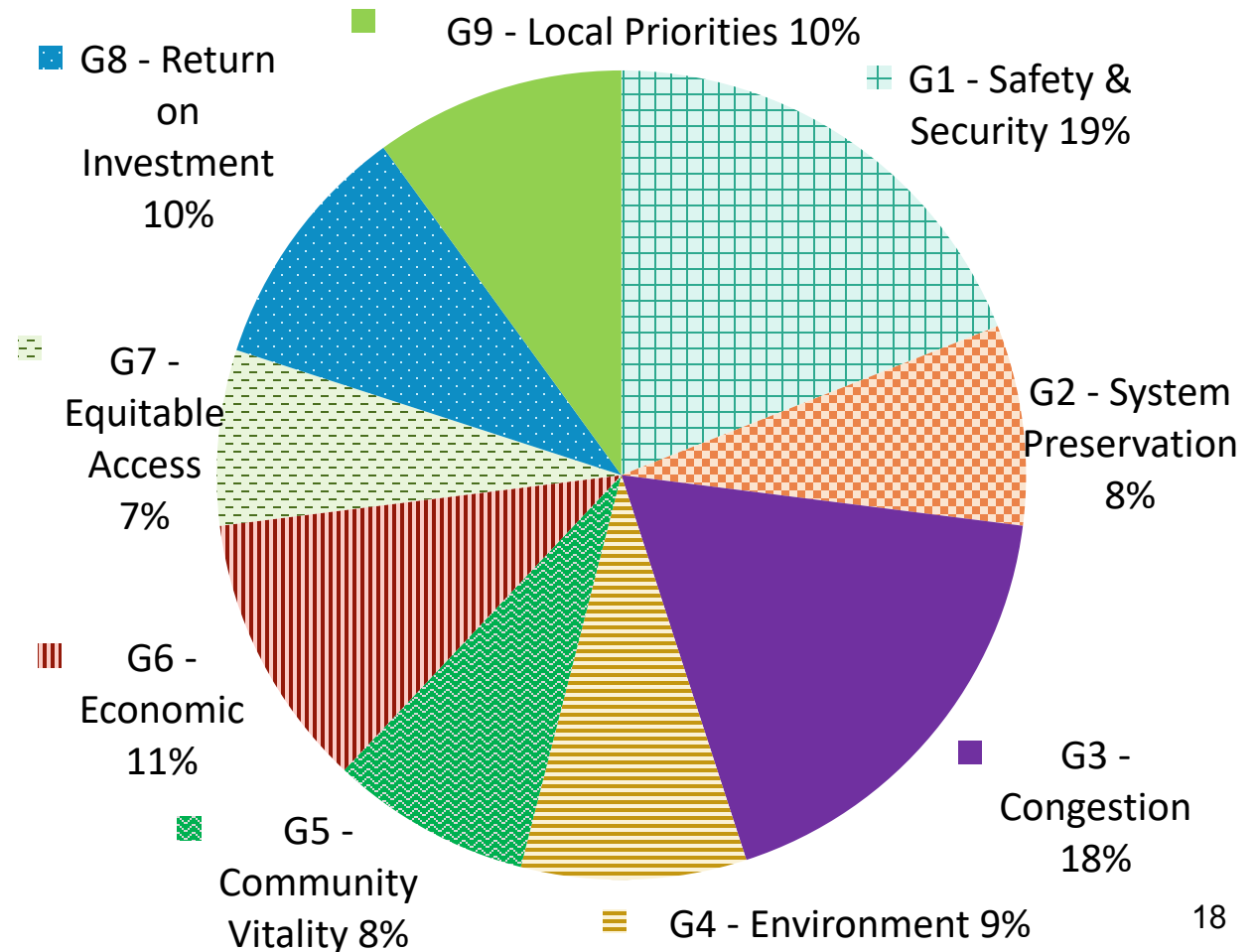
- Chapter 30 of 2017 directed MDOT to develop a project-based scoring system for major transportation projects.
- This system asks MDOT and local jurisdictions to do a cost-benefit analysis for transportation projects that would increase capacity of highway and transit systems.
- All highway or transit capacity-increasing projects with a cost of \$5M or greater must be scored to be considered for inclusion in the CTP.
- Counties, municipalities, and MDOT modes can submit applications for scoring.
- Major capital projects at MAA, MPA, MVA, and TSO are not required to go through Chapter 30.





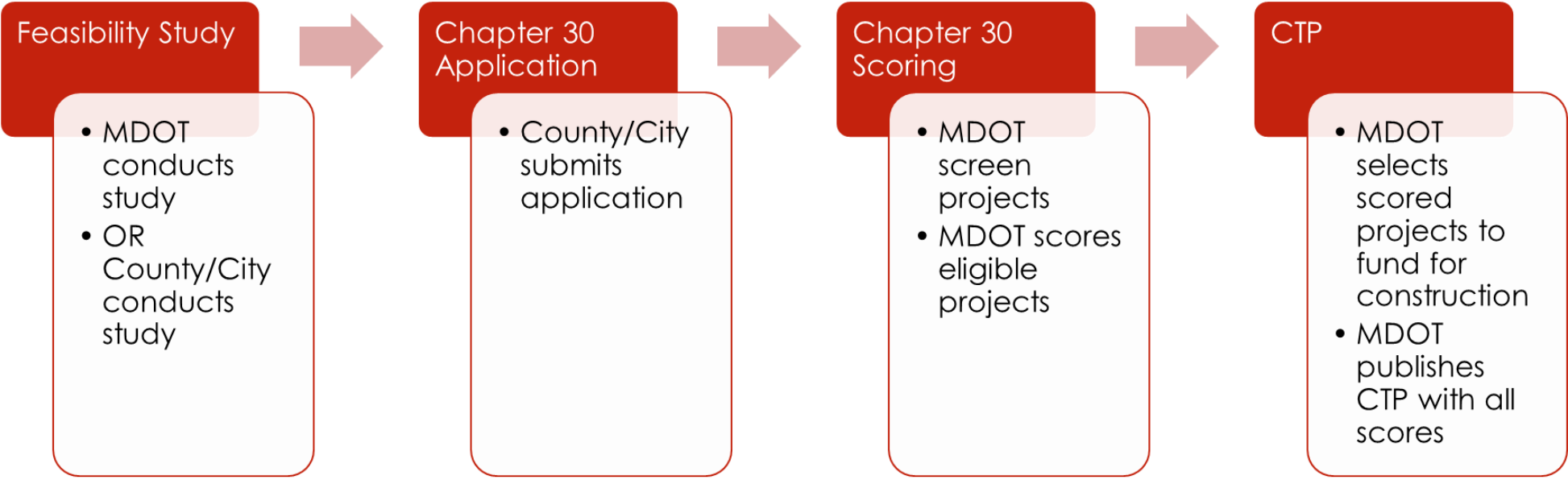
What are the scoring criteria?

- MDOT uses the 9 goals and 23 measures defined in the legislation for the scoring model.
- A cross-functional team of State transportation staff and local partners at the Maryland Municipal League (MML) and the Maryland Association of Counties (MACo) developed the current Chapter 30 scoring model to meet the statutory requirements.
- Weighted project scores are divided by the cost to the State to calculate final score and rank.





How is Chapter 30 used in project selection?





How is Chapter 30 used in project selection?

- The measures prescribed in legislation are half qualitative and half quantitative.
- The legislation does not require MDOT to use the Chapter 30 scoring to prioritize its CTP investments.
- Of the 38 projects scored this year:
 - 36 are from local jurisdictions and 2 are from MDOT modes.
 - 25 are in the draft FY 24-29 CTP, 24 are from local jurisdictions.

The screenshot displays the Maryland State Portal interface for the 'Chapter 725 & Chapter 30 Transportation Project Application Details'. The page features a red header with the title and navigation links for 'Licenses and Permits' and 'My Dashboard'. Below the header, a white card contains the application details, including a 'Show more' link and a table of key metrics:

Metric	Value
Open from	Jan 01, 2021 to Mar 01, 2021
Submission Window	
Approval Time	15 days - 60 days
Completion Time	10 min - 2 hour
Application Fee	\$0.00

Below the table, there is a section for 'Apply or Register' with a note: 'This application is closed. Please contact the administrator if you have questions.' At the bottom, there are two buttons: 'Apply Online' (with a subtext 'Complete the form') and 'Closed'.