

County Engineers Association of Maryland

Maryland State Highway Administration

Administrator Will Pines, P.E.





Key Focus Areas

- Safety
- Leveraging federal dollars
- Organizational Efficiency
- Partnerships
- Growing talent



"MDOT is a place with great benefits!"

Praveen D. Deputy Director, Material Engineering at SHA

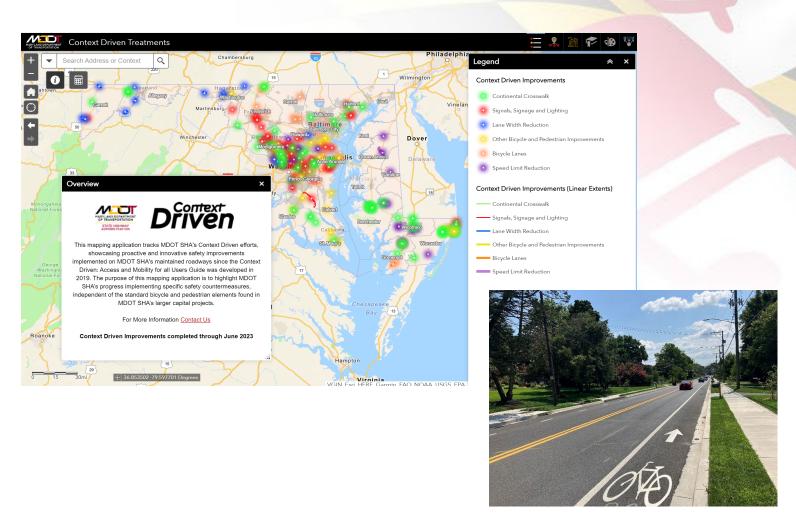
A place to build a career

A place to start



Vulnerable User Safety

- On average, over the last five years, 128 pedestrian fatalities annually in MD
- Nearly \$100 million in Pedestrian Safety Action Plan (PSAP)
- Numerous additional projects statewide for vulnerable user safety





Work Zone Safety



WORK ZONE SAFETY SLOW DOWN. STAY ALERT.

- Work Zone Safety Group focused on administrative, legislative, and funding challenges
- Anticipate revisions to work zone enforcement and fines
- Allowing greater prioritization of safety over mobility in work zones
- 804 work zone crashes year-todate

STATE HIGHWAY

Leveraging federal dollars

- SHA's projects heavily rely on toll credits for "soft match"
- Federal contributions 90%+
- TRAIN Commission identifying next steps on funding





Maryland Commission on **Transportation Revenue and Infrastructure Needs**

Investing in a Better Transportation System for All Marylanders



Back to Basics





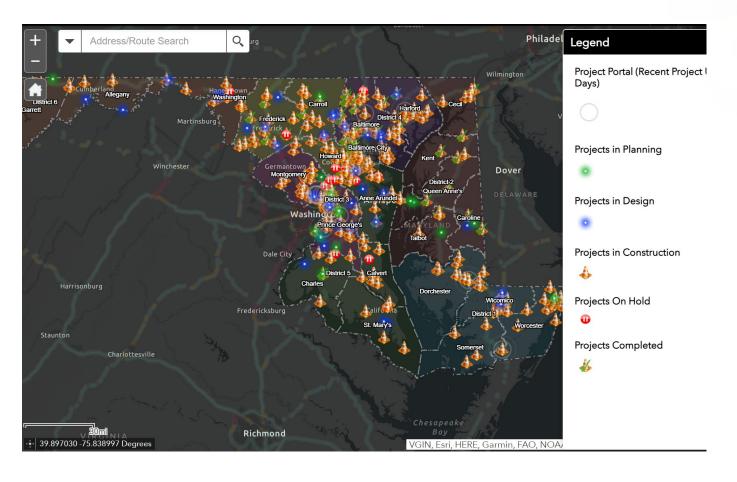








Organizational Efficiency



- Internal & External focuses
- Business processes
- Projects
- Procurements
- Permits
 - Access permits
 - Signal requests
- Limited to processes in our control



Project Highlights



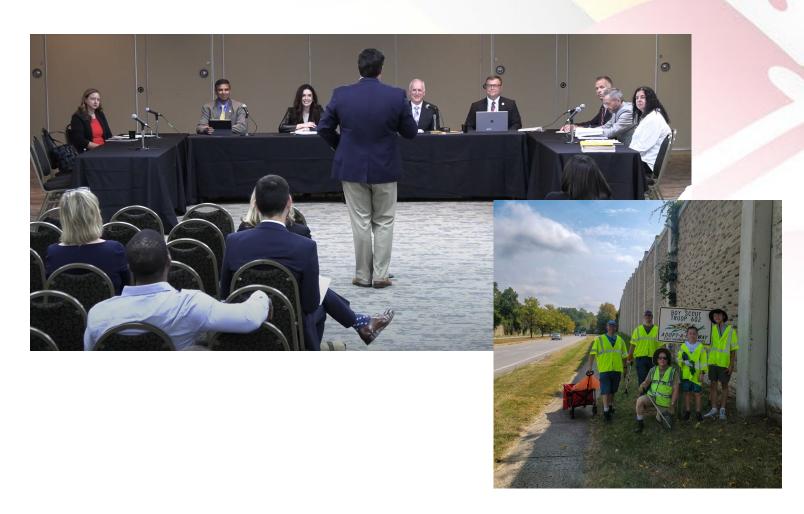






Partnerships

- Community
- Industry
- Local governments
- Elected officials





County Priority Letters

- What makes a helpful priority letter?
 - Clearly rank the priority of projects
 - For each project:
 - Be as specific as possible, avoid broad programmatic statements
 - Clearly identify the needs
 - Define the problem or challenge
 - Define performance goals, avoiding prescription before planning
 - Look for opportunities to align with or help MDOT fulfill priorities that support the statewide transportation system
 - Emphasis on safety and system preservation in coming years

COUNTY COUNCIL OF DORCHESTER COUNTY

COUNTY OFFICE BUILDING
P.O. BOX 26
AMBRIDGE, MARYLAND 21613
PHONE: (410) 228-1700
EAY, (450) 228-844

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JEFF POWELL
INTERIM COUNTY MANAGE
MACLEOD LAW GROUP LI
INTERIM COUNTY ATTORN

MAY 09 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 th transportation improvements along State Highways in I Maryland funding consideration.

- MD 392/14 Intersection Traffic / Geometric In
- MD 336 Worlds End Pipe Replacement
 MD 392 Pedestrian improvements through To
- MD 331 Railroad Crossing improvements at I
- US 50 Turn Lane improvements to MD 16 Mc
- US 50 In City of Cambridge redo pavement m
- US 50 In City of Cambridge redo pavement in
 US 50 Jersey Walls on Malkus Bridge are in n

oridge redo pavement m
The Honorable Paul J. Wiedefeld, Secretary
Maryland Department of Transportation

7201 Corporate Center Drive

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

Roadway and Bridge

- 1) Maryland 3 (Crain Highway), from Saint Stephens Church Road to MD 32:1-87. The County has allocated the local match for the design, right-Goway 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 biped 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 CTs.
- 2) Maryland 2 (Ritchie Highway), northbound from US 50 to Arnold Rd. As with MiO 3, the County has allocated the local match for the design, night-of-way and construction funding in the County's CIP for an improvement to add capacity and address safety along MiO 2 northbound from US 50 to Annold Road, including intersection improvements and biped facilities. The County and SHA have an agreement for cost sharing on 30% design to be completed around May of 2023. The design for this 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 170, 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 170 between MD 100 and MD 174, including intersection improvements and biped 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 finitely 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, pedestrain and bicycle connections, and drainage detricencies on MID 214 from MID 488 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 insthit-flows, utilities and construction similar to the proirect sited above.

The Best Place - For All

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CALVERT COUNTY BOARD OF COUNTY COMMISSIONERS

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Board of Commissioner Mark C. Cox Sr. Catherine M. Grasso Earl F. Hance Mike Hart

deration

ansportation priorities for the FY 2024-2029 tation priorities focus on system preservation upporting economic development.

al projects while acknowledging the realistic

Preliminary engineering and right-of-way

of the bridge will continue to be of great vocate for the bridge replacement project. As t for St. Mary's priority to improve existing lerge lane from the intersection of MD 4 and th Road. This project would be performed alleviate current and future congestion at the

·b· 1-800-735-



Innovative Local Agreements

- Master Memoranda of Understanding (MOU)
 - Provides framework for expectations, delivery responsibilities, and funding responsibilities
 - Enables use of comparatively quickly executed project task agreements (PTA) for individual projects with larger framework
 - Eliminates the "red tape" of executing individual agreements for each improvement
 - streamlining process
 - avoiding lengthy legal reviews

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MEMORANDUM OF UNDERSTANDING

Anne Arundel County Baybrook Connector Trail

THIS MEMORANDUM OF UNDERSTANDING (MOU) executed in two originals made and entered into this day of 2023, by and between the Maryland Department of Transportation acting for and on behalf of the State of Maryland by and through the Maryland Department of Transportation State Highway Administration, hereinafter called "MIDOT SHA," and the Anne Arundel County, Maryland, a body corporate and politic, hereinafter called the "PROJECT SPONSOR"

VHEREAS,

certain funds have been set aside in the Federal funding for the Transportation Alternatives Set-Aside from the Surface Transportation block Grant Program (STBG) (23 U.S.C. 133(h)) under the Infrastructure Investment and Jobs Act (IJDA) (Public Law IT-58, also known as the "Bipartisan Infrastructure Law") for the purpose of providing funding many smaller-scale but critically important multimodal transportation projects at both the State and local level. The TA Set-Aside provides funding for a variety of transportation projects such as pedestrian and bicycle facilities, construction of turnouts, overlooks and view areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails, safe routes to school project, and vulnerable road user safety assessments, hereinafter called the "TRANSPORTATION ALTERNATIVES (TA) PROGRAM"; and

WHEREAS

in accordance with IIJA Act, the Maryland Department of Transportation may reimburse the PROJECT SPONSOR up to an amount not to exceed eighty (80) percent of the eligible expenses of a project that is part of the TA PROGRAM, as those terms are hereinafter defined: and

WHEREAS,

the PROJECT SPONSOR will design, up to one hundred (100) percent, a bicycle and pedestrian facility that is separated from vehicular traffic improving safety and encouraging a connection from Nursery Road Light RailLink Station to Belle Grove Road.



County Federal Grant Pursuits

- The Infrastructure Investments and Jobs Act (IIJA) offers several competitive grant opportunities to local entities
- MDOT can provide support to local entities interested in pursuing grants
- Key IIJA Grant Opportunities
 - RAISE
 - Safe Streets for All (SS4A)
 - Reconnecting Communities and Neighborhoods
 - Rail Crossing Elimination
- Other FHWA grants:
 - Transportation Alternatives Program (TA)
 - Recreational Trails Program (RTP)
- Great Power = Great Responsibility
 - using federal dollars comes with rules, regulations, and reporting
 - SHA assists, but locals must have core structure

STRATEGIC GUIDANCE

We will help you match potential projects to the most competitive federal opportunities.

RESOURCES



We will help track grant announcements, provide technical advice on your grant applications, and share monthly newsletters and webinars on federal discretionary grant opportunities.

STATE ASSISTANCE

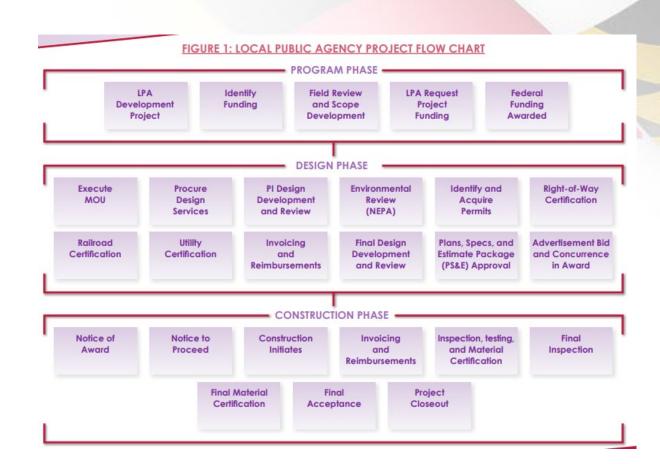


We will help you secure letters of support for your grant application and, on a caseby-case basis, may consider state matching fund requests.



Exceptional LPA Agreements

- SHA administers 150-200 LPA projects at any time
 - Federal
 - Other state agencies
 - Counties
 - Municipalities
 - Non-profit organizations
- Assistance with all stages of project development
 - Procurement
 - Design review
 - Real estate acquisition
 - Material testing
 - Construction inspection
- Ensuring LPAs abide by FHWA regulations ensures LPAs remain eligible to receive grant reimbursement





Local Strategic Highway Safety Plans (LSHSP)

Develop plans in coordination with MVA's Maryland Highway Safety Office (MHSO)

- Visit https://zerodeathsmd.gov/resources/community-outreach/#LocalSHSP
- Great examples available on MHSO's website

Local Plans

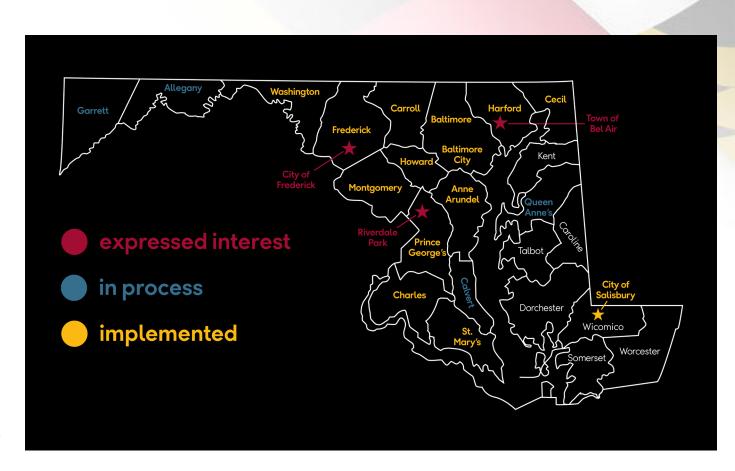
- Align with statewide SHSP's principles and goals
- Address specific jurisdictional concerns

Grant Opportunities

- Grants are available to help assist jurisdictions developing their own LSHSP
- Federal Safe Streets for All (SS4A) grants also can provide LSHSP development funding
- MHSO also can provide technical assistance
- An LSHSP positions jurisdictions to receive grants for traffic and vulnerable user safety initiatives

HSIP Projects

 If a jurisdiction has an LSHSP, it can apply to SHA to receive HSIP funds for local safety projects





Access Permit Guidelines and Procedures

- SHA Access Manual (2004)
 - Policy and procedures for managing highway access and permitting process
- Our team is currently working on enhancing the current process for efficiency

"7.3.3 General Review Timeframes for Routine Projects.

The following review timeframes should be anticipated for submittals associated with routine projects:

- EAPD review and comments on tentative access concepts Approx. 3 4 weeks
- Preliminary Access Plan Review Approx. 3 4 weeks.
- Engineering Plan Review Approx. 3 4 weeks.
- Traffic Impact Study Review Approx. 4 weeks.
- Signal Warrant Analysis Review Approx. 4 weeks.
- Hydraulic/Hydrologic Review Approx. 3 weeks.
- Pavement/Geotechnical Review Approx. 4 weeks.

Reviews and approvals vary based on the complexity of the project and to the extent that SHA requirements were successfully applied to the submission



State/County Partnerships to Deliver Projects

- County and State MOU's to achieve agreed upon priorities along the SHA system
 - Leverages county revenues and state/federal funding
- Example: Anne Arundel County
 - In the past 3 years, we have programmed projects along critical corridors
 - MD 2, MD 3, and MD 214
- Example: Prince George's County
 - MGM Casino at National Harbor revenues support projects in the MD 210 corridor
 - Initial design of grade-separated interchange at Palmer/Livingston and Old Fort Road (South)
- Example: Montgomery County
 - Partnered through split funding agreement to upgrade intersections where SHA and County roads cross
- Example: Somerset County
 - MD 413 Rail Trail Partnership
 - County was awarded federal and state grant dollars, SHA allowed county to "piggyback" on state contract authority
 - SHA further funded future phases of the project





Growing talent

- Building back our workforce
- Recognition & appreciation
- Investing in training & development
- Supporting current & future leaders
- Inclusive team focused on accountability





Question & Answer