

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



The image features the MDOT logo on the left, which consists of the letters 'MDOT' in a stylized font with yellow and red accents, followed by 'MARYLAND DEPARTMENT OF TRANSPORTATION' and the slogan 'Taking you places!' in a red script font. To the right of the logo is a photograph of four diverse employees: a woman in a yellow safety vest, a man in a grey suit, a woman in a red shirt, and a man in a yellow safety vest and white hard hat. Below the photograph is a red banner with the text 'NOW HIRING! Apply today - mdot.maryland.gov'.

"MDOT is a place with great benefits!"

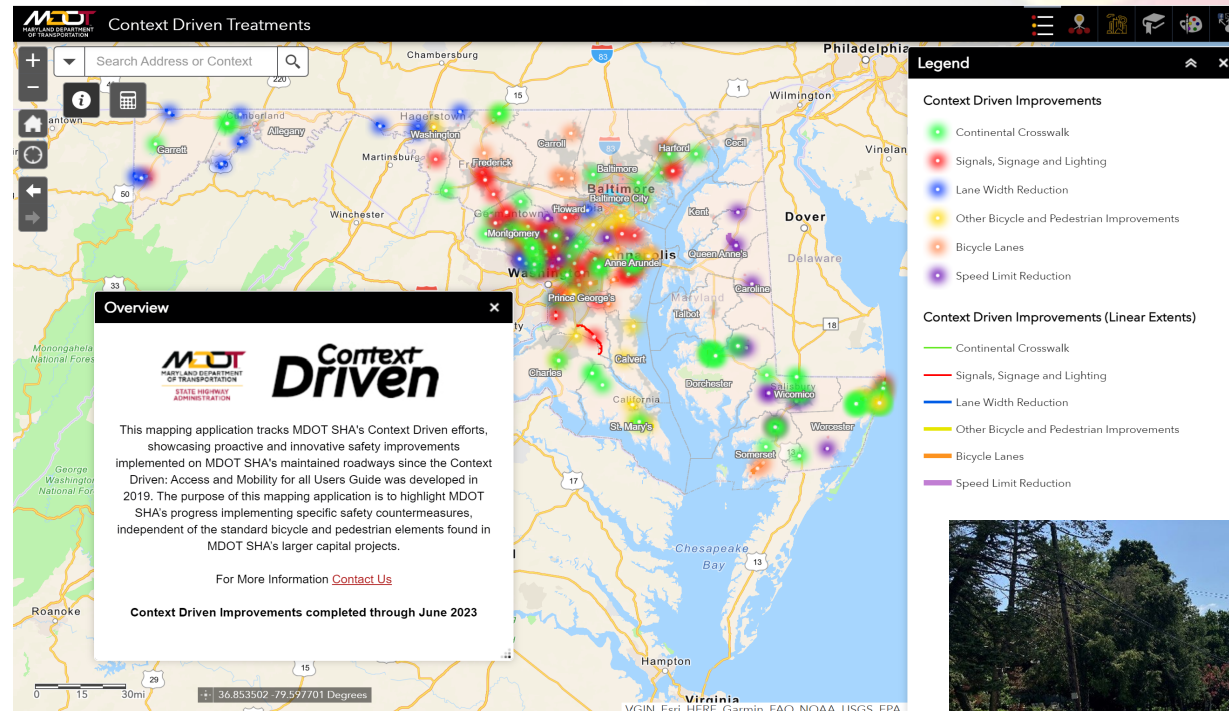
Praveen D. Deputy Director,
Material Engineering at SHA

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 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-to-date



Leveraging federal dollars

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



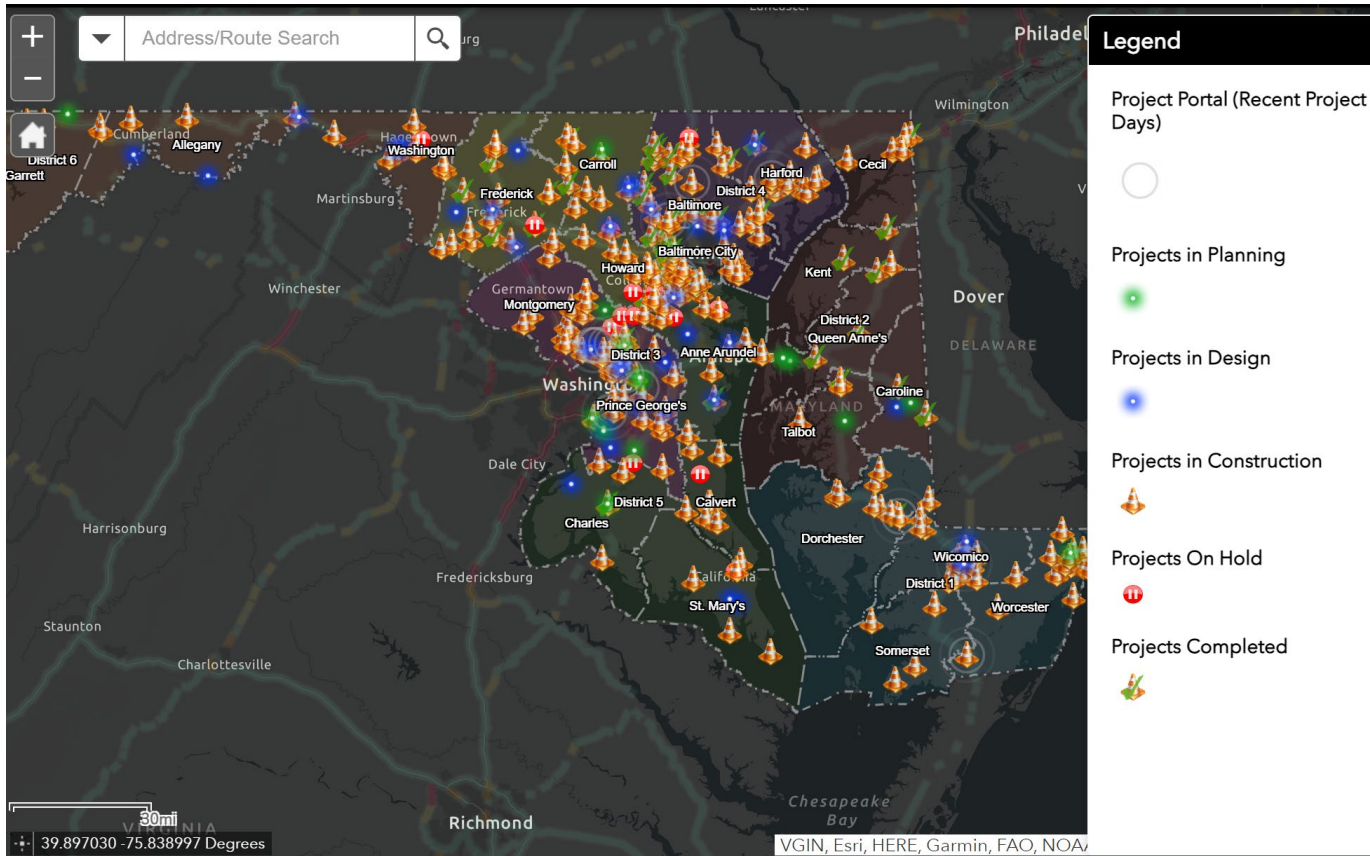
Maryland Commission on
Transportation Revenue and Infrastructure Needs

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



MD 97 Brookeville Bypass



Bike lanes on MD 187



Slope protection on I-68 at Sideling Hill



I-70 over Crystal Falls Bridge Replacement

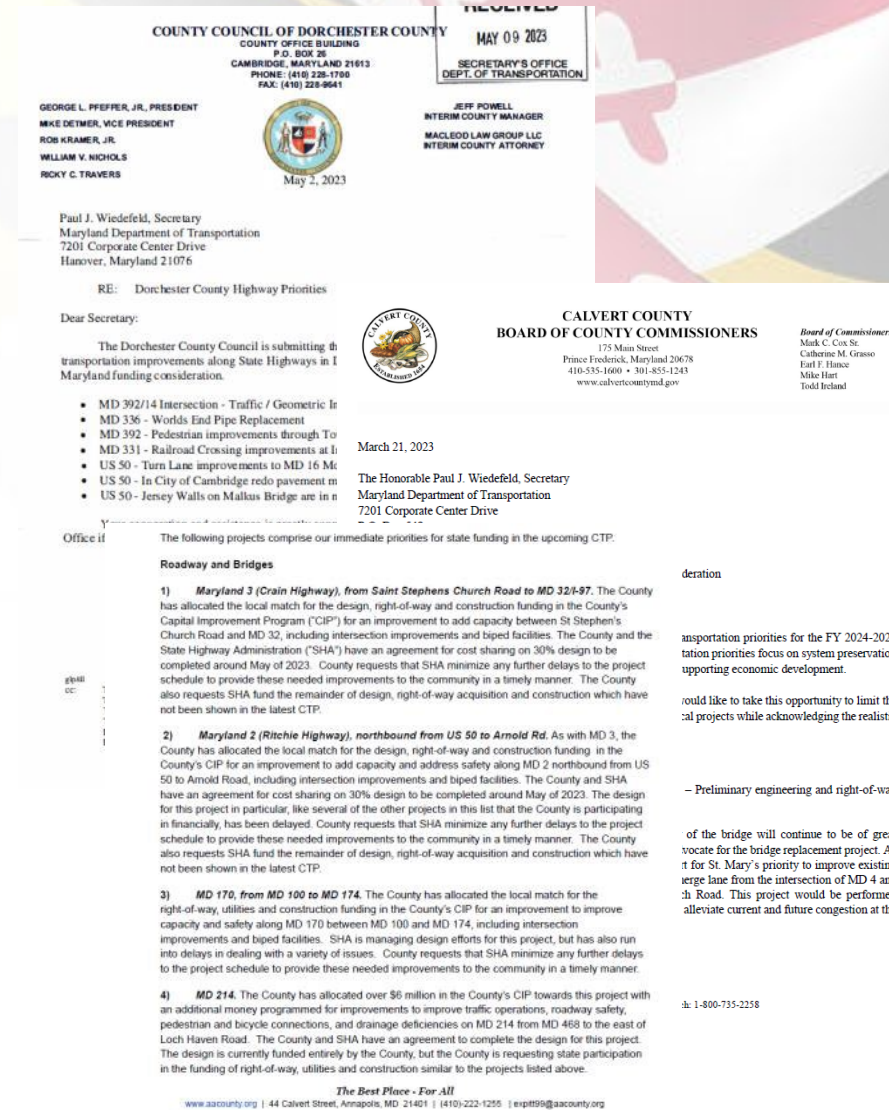
Partnerships

- 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



STATE HIGHWAY
 ADMINISTRATION

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
for
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 "MDOT SHA," and the Anne Arundel County, Maryland, a body corporate and politic, hereinafter called the "PROJECT SPONSOR."

WHEREAS, 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(b)) under the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, 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 Rail Link 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.

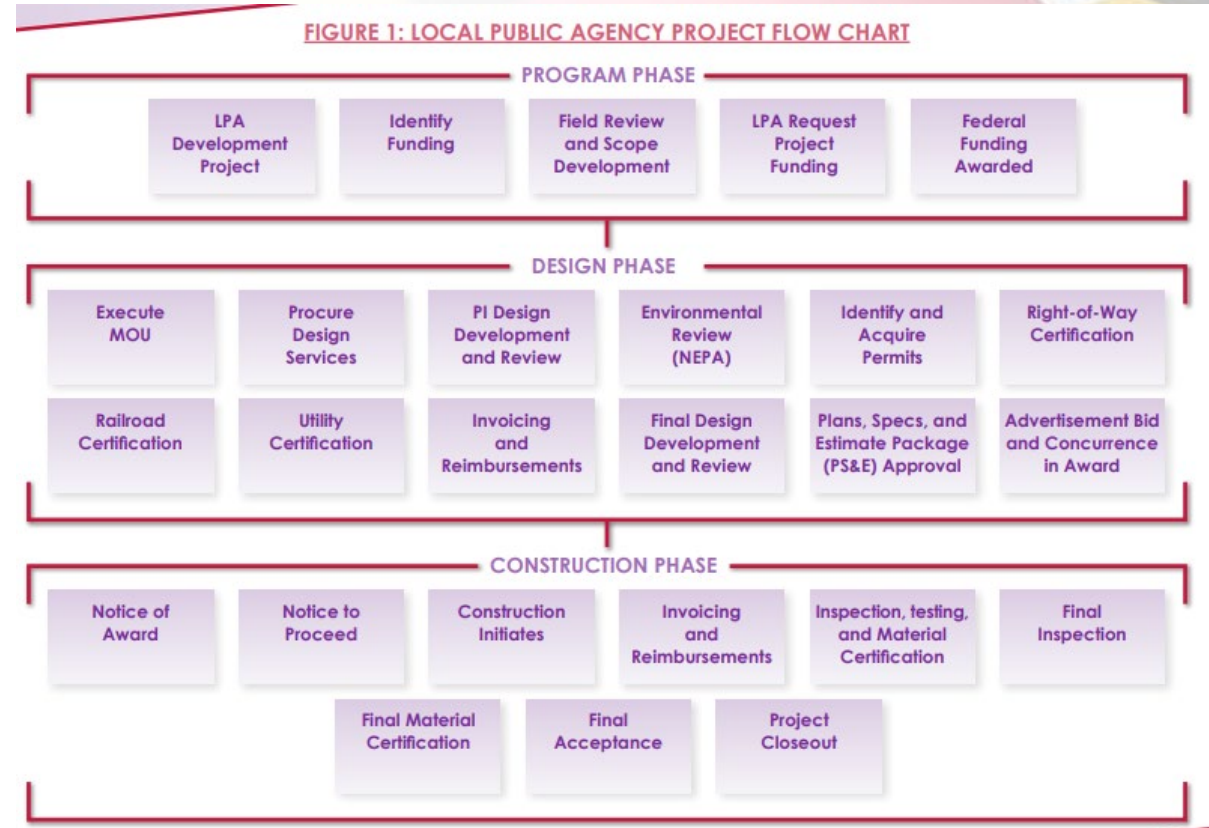
STATE ASSISTANCE



We will help you secure letters of support for your grant application and, on a case-by-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

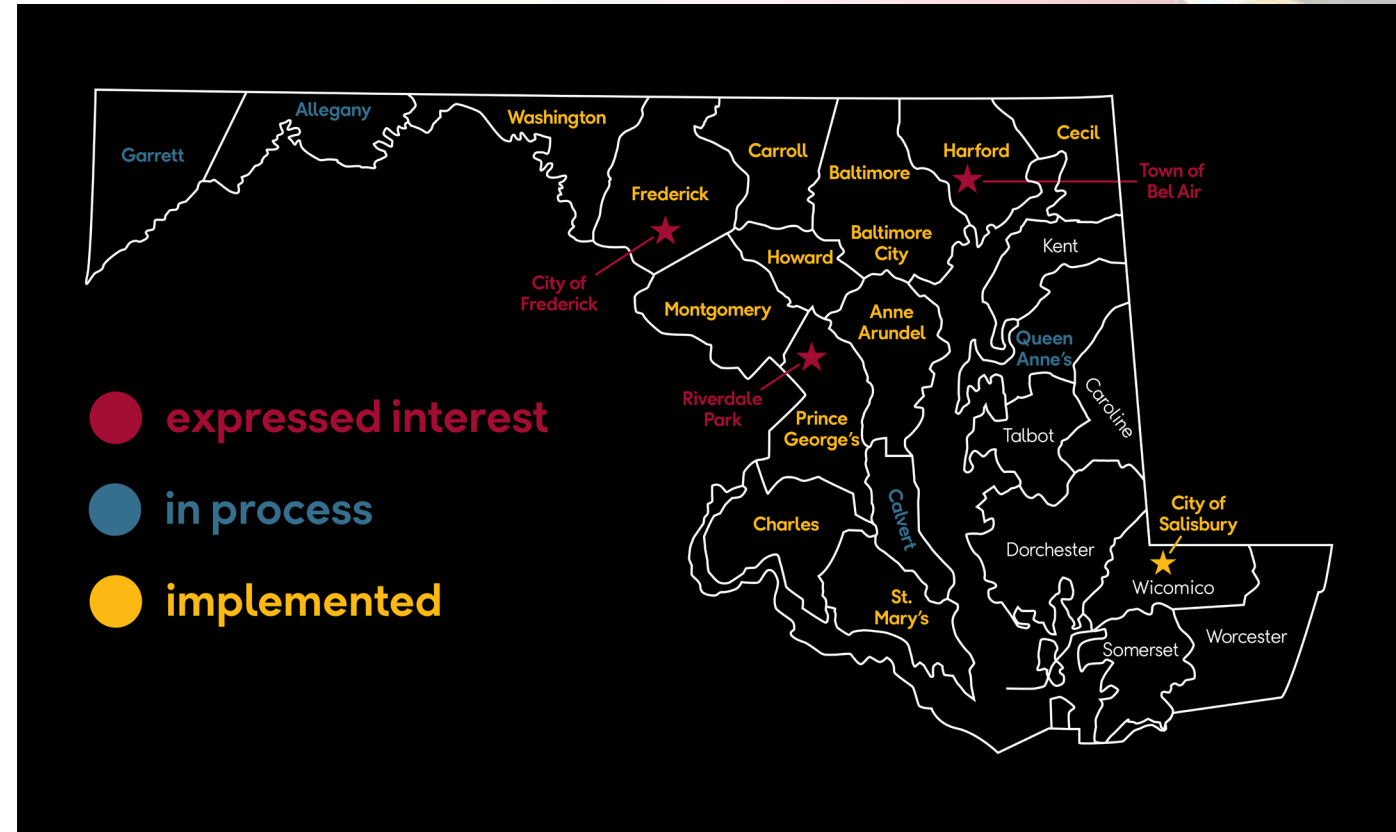
- Align with statewide SHSP's principles and goals
- Address specific jurisdictional concerns

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

