

# 2035 Maryland Transportation Plan

Moving Maryland Forward

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## 2035 MTP Update

The Maryland Transportation Plan (MTP) is a 20-year vision for transportation in Maryland, and outlines the State's transportation goals, policies, and priorities. It is updated every five years and helps guide statewide policy and investment decisions across all modes of transportation.

This newsletter provides information on activities the Maryland Department of Transportation (MDOT) has undertaken to update the MTP and a schedule for the plan's completion.

Thank you for your continued interest in the future of Maryland's transportation system.

## 2035 MTP Vision, Mission, Goals and Objectives

The MTP vision, mission, goals and objectives provide a strategic framework to guide MDOT in making future transportation decisions and investments. The vision and mission provide a high level perspective of what MDOT hopes to achieve for the transportation system in the future, working with our State, local and federal partners, and within the context of related statewide growth, resource protection and planning goals, policies and plans.

The **Vision** for the 2035 Maryland Transportation Plan is to *achieve a world-class multimodal transportation system that supports a vibrant economy, a sustainable environment, and an excellent quality of life for all Marylanders.*

MDOT's **Mission** is to *provide Maryland with a well-maintained, sustainable, balanced and multimodal transportation system that supports the safe and efficient movement of people and goods.*

The organizing goals and objectives for the 2035 MTP have been developed from a combination of inputs. See page 2 for a synopsis of the Plan's goals, which are the result of outreach efforts to date and the collective input of MDOT staff, stakeholder groups, and citizens throughout the State, as well as guidance from relevant federal and state plans and regulations.

## Stay Informed!

The 2035 MTP will be finalized throughout the summer and fall. To stay informed of progress and additional opportunities for input, please visit MDOT's MTP website at [www.mdot.maryland.gov/MTP](http://www.mdot.maryland.gov/MTP).

## Schedule

- Fall 2012/  
Winter 2013**
- Assessed current conditions, trends and issues
  - Developed draft goals and objectives
  - Initiated public outreach activities, including web updates, e-blasts, regional presentations, and stakeholder roundtable meetings

- Winter/  
Spring 2013**
- Refine goals and objectives
  - Develop performance measures
  - Assess needs and financial resources
  - Continue public outreach activities, including web updates, e-blasts, presentations, and public survey
  - Develop implementation strategies

- Spring/  
Summer 2013**
- Continue public outreach activities, including web updates, e-blasts, presentations and performance measures advisory committee
  - Prepare Draft 2035 MTP

- Summer/  
Fall 2013**
- Continue public outreach activities, including web updates, e-blasts, regional and other presentations, and CTP Tour meetings
  - Release Draft 2035 MTP for public comment

- January 2014**
- Release Final 2035 MTP as part of the State Report on Transportation

## Additional Information

2035 MTP Website  
[www.mdot.maryland.gov/MTP](http://www.mdot.maryland.gov/MTP)

Bicycle and Pedestrian Master Plan Website  
[www.mdot.maryland.gov/BikeWalkPlan](http://www.mdot.maryland.gov/BikeWalkPlan)

Direct comments and questions to  
[MDOT2035Plan@mdot.state.md.us](mailto:MDOT2035Plan@mdot.state.md.us)

## Next Steps

- ◆ Hold final meeting with Advisory Committee to finalize performance measures
- ◆ Refine implementation strategies
- ◆ Prepare Draft 2035 MTP for public review

\* Look for Newsletter Issue #3 at the end of the summer for more updates and information on the Draft 2035 MTP

# 2035 MTP Goals and Objectives

## Safety and Security

**Goal:** Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.

**Objectives:**

- ◆ Reduce the number of lives lost and injuries sustained on Maryland's transportation system.
- ◆ Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

## System Preservation

**Goal:** Preserve and maintain the State's existing transportation systems and assets.

**Objective:**

- ◆ Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

## Quality of Service

**Goal:** Maintain and enhance the quality of service experienced by users of Maryland's transportation system.

**Objectives:**

- ◆ Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.
- ◆ Maintain and enhance customer satisfaction with transportation services across modes.
- ◆ Seek to maintain or improve travel reliability for key transportation corridors and services.
- ◆ Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

## Environmental Stewardship

**Goal:** Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.

**Objectives:**

- ◆ Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.
- ◆ Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.
- ◆ Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.
- ◆ Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

## Community Vitality

**Goal:** Provide options for the movement of people and goods that support communities and quality of life.

**Objectives:**

- ◆ Better coordinate transportation investments and land use planning to support the environmental, social, and economic sustainability of Maryland's existing communities and planned growth areas.
- ◆ Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.
- ◆ Increase and enhance transportation connections to move people and goods within and between activity centers.

## Economic Prosperity

**Goal:** Support a healthy and competitive Maryland economy.

**Objectives:**

- ◆ Improve the movement of freight and support growth in the flow of goods within and through Maryland.
- ◆ Facilitate opportunities for growth in jobs and business across the State.



# Public Input Update

In addition to Stakeholder Roundtables (described in detail in the March 2013 Newsletter), MDOT has conducted outreach to the general public in several ways to engage them in the MTP Update. This outreach has included web updates, e-blasts, and presentations to regional, state and local stakeholders and interest groups. A key component of the outreach effort was a public survey which was accessed by over 3,100 visitors and completed by more than 2,100 respondents.

The survey went online in early February and remained active for three months. In order to encourage the greatest participation,

library systems throughout the State provided a link to the survey on their websites and promoted the survey through display posters and bookmarks. MDOT publicized the survey opportunity through email to over 2,000 stakeholders and through Facebook and Twitter. MDOT also briefed the six Metropolitan Planning Organizations (MPOs) operating in Maryland, as well as other stakeholder groups at various meetings during the winter and early spring.

Survey participation was entirely voluntary, but the resulting responses indicate that citizens from across Maryland participated.

Age	% of Total*
Up to 29	14.4%
30-39	20.3%
40-49	19.3%
50-59	23.4%
60 +	22.5%
Gender	% of Total
Female	48%
Male	52%



\*Table and map show demographic and geographic participation, based on those who elected to provide their age, gender, and zip code. Larger, darker circles depict areas of greatest response.

The table below is a summary of the overall ranking of goal areas based on the survey responses. In both the quantitative ranking and supporting comments, particular focus was given to the Community Vitality goal area by survey respondents. This input will help inform the policy focus and the specific strategies included in the MTP Update.

Goal Area Priorities, Overall Rank*			
Goal Area	Overall Rank	Average Position	Times Ranked
Community Vitality	1	2.65	1235
Safety and Security	2	2.69	1205
Quality of Service	3	2.85	1190
Environmental Stewardship	4	2.86	1196
Economic Prosperity	5	3.08	1105
System Preservation	6	3.15	1095

\*Respondents were asked to rank the above list of goal areas by order of importance. Overall Rank refers to the order of the rankings based on the average position. Times Ranked describes how many times each item was ranked as a priority.

In addition to the goal areas, participants were asked to provide feedback on potential implementation strategies supporting these goal areas and rank their relative importance. Detailed results for this portion of the survey can be found in a summary report on MDOT's MTP website under the "MTP Survey" tab.

## Thanks to Participants!

MDOT appreciates the contributions of survey participants and others who have provided valuable input to inform the development of the 2035 MTP.

# MTP Context: Transportation Trends, Conditions & Critical Issues

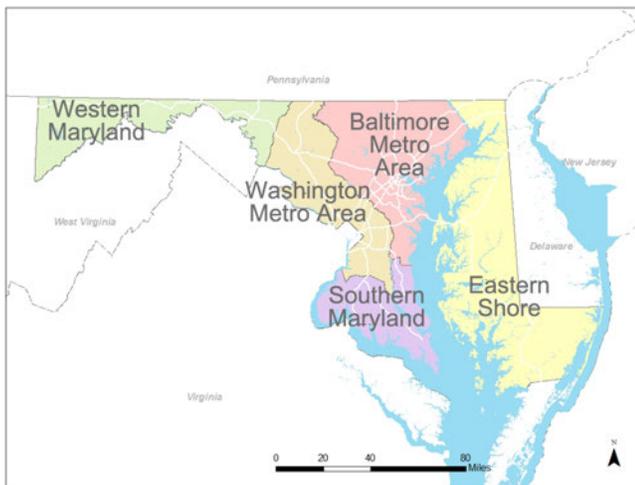
The transportation network in Maryland is made up of multiple modes (roadway, rail, air, water, trail, sidewalk) and there are continuous efforts to maintain or improve the system. One component of the MTP Update is to review the condition of the State's transportation assets, key demographic trends, and emerging challenges. This context, along with public input, defines the issues to be addressed by the MTP's goals, objectives and strategies.

Recently, Governor O'Malley and the Maryland General Assembly enacted legislation increasing transportation funding in response to a long-recognized need to address conditions on the transportation system. This funding provides an opportunity to target investment in areas of greatest need, in coordination with local governments' plans, in order to improve the system's performance. The following issues provide context for the decisions that are being made as part of the plan development process:

## **Maryland's demographic and geographic diversity.**

It is critical to develop and implement transportation investment strategies that are targeted to the specific needs of individual communities and regions of the State. The MTP Update is being undertaken with a keen eye to this need and is focused on laying out implementation strategies that are attuned to the particular needs of specific types of communities.

Maryland can be divided into five regions: the Eastern Shore, Western Maryland, Southern Maryland, the Baltimore metropolitan area and the Washington metropolitan area. Each of these regions is unique in its transportation issues and needs.



## **Maryland's multimodal transportation system covers a wide expanse of transportation services and assets.**

- ◆ Maryland's highway system handles more than 56 billion vehicle miles of travel annually.
- ◆ Maryland's transit systems annually handle over 170 million trips on state and locally operated buses, 23 million trips on Baltimore's Light Rail and Metro rail lines, 1.6 million trips via paratransit vehicles, and more than 123 million rail, bus and paratransit trips on Maryland's portion of the WMATA system.
- ◆ The heavy rail system in Maryland supports passenger trips as well as freight trips. There were approximately 8.4 million passenger trips on MARC in 2012 and 1.9 million passenger trips on Amtrak in 2011 for passengers arriving or departing from Maryland stations. Approximately 10% of all Maryland freight by weight and 8% by value is moved by train.

- ◆ Bicycling in Maryland accounts for 0.36% of all commute trips and walking accounts for 2.5% of all commute trips.
- ◆ Over 12 million licensing, registration, safety and environmental transactions took place at Motor Vehicle Administration facilities in 2012.
- ◆ The airport system in Maryland includes both local and regional airports. There were more than 22 million passengers traveling through BWI Marshall Airport in 2012 alone.
- ◆ The Port of Baltimore processed 36.7 million tons of foreign cargo freight in 2012 including autos (ranked first in the U.S.), coal, and other freight.

**Maryland faces a diversity of challenges to keep the State's transportation system functioning efficiently and meeting the needs of a growing population and economic base.** Maryland's transportation system is a diverse and interconnected multi-modal system that is critical to the daily functions of residents and commercial interests alike. As Maryland continues to grow, how it grows and where that growth occurs will be influenced by the condition and capacity of the transportation network. The continued efficient operation of the transportation system will require increased system preservation investment to maintain a system that is aging and, in some cases, nearing the end of its design life. In other areas, system expansion may be needed to support the continued efficient functioning of Maryland's communities and economy. Some of the critical issues underlying the MTP Update include:

- ◆ **Responding to Population Growth and Demographic Changes** – including the need to respond not only to population growth but also to shifts in age and other demographic factors that affect the demands on the transportation system.
- ◆ **Ensuring Coordination** – critical to decisions about transportation investment is coordination with the land use plans of local communities throughout the State.
- ◆ **Maintaining the Transportation System** – preserving the existing transportation network will continue to be one of the State's highest priorities, as evidenced by the \$922 million MDOT provided in FY 2013 to maintain key infrastructure and facilities, with a continued emphasis on the condition of bridges.
- ◆ **Preparing for Climate Change** – understanding the potential impacts of rising sea levels, more intense storms, and higher storm surges on the State's transportation infrastructure is a critical issue for the future.
- ◆ **Protecting and Preserving the Chesapeake Bay** – The Chesapeake Bay provides a major environmental, recreational, cultural and commercial resource for Maryland and the Mid-Atlantic region. Management of the State's transportation assets can play an important role in protecting this critical resource from potential impacts of surface runoff and air pollution.
- ◆ **Ensuring Economic Opportunity and Goods Movement** – Transportation and access to employment, health care and educational opportunities are critical for the well being of Maryland residents. It is thus critical that transportation investment decisions carefully consider implications for economic opportunity and the quality of life. Moreover, it is vital that the transportation system facilitate the efficient movement of goods throughout the State.