

# 2035 MARYLAND TRANSPORTATION PLAN

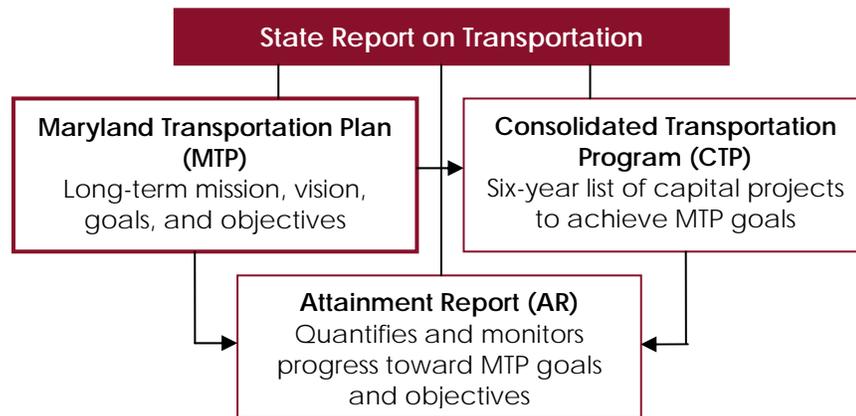
## WHAT IS THE 2035 MARYLAND TRANSPORTATION PLAN (MTP)

A 20-year vision for transportation in Maryland developed through extensive public outreach to Maryland’s citizens, government agencies, and interested organizations

- Outlines overarching transportation goals and priorities
- Helps define transportation decision-making within larger context
- Guides policies, plans, and priorities throughout MDOT and its modal administrations

## STATEWIDE TRANSPORTATION PLANNING

The MTP is one component of the State Report on Transportation which also includes the Consolidated Transportation Program (CTP) and the Attainment Report on Transportation System Performance (AR). Together, these documents set the course and the implementation steps for carrying-out the State’s mission and vision for transportation.



## HOW IS THE MTP KEPT CURRENT AND WHAT ARE THE UPCOMING KEY MILESTONES

The Maryland Department of Transportation (MDOT) updates the MTP every five years and activities are underway to develop the 2035 MTP. MDOT will engage residents, businesses, governmental agencies, and other stakeholders so that the MTP’s long-range vision, goals, and objectives reflect and respond to the needs of Maryland’s citizens and businesses.

- Fall 2012:**
  - Conduct Public Engagement
  - Assess Current Conditions, Trends
  - Develop Goals, Objectives, and Performance Measures
- Winter 2013:**
  - Assess Needs and Financial Resources
- Spring 2013:**
  - Develop Alternative Investment Scenarios
- Summer 2013:**
  - Develop Implementation Strategies
- Fall 2013:**
  - Prepare 2035 MTP
- January 2014:**
  - Release 2035 MTP

## FOR MORE INFORMATION

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 Visit the MTP web page at: [www.mdot.maryland.gov/MTP](http://www.mdot.maryland.gov/MTP)

## KEY DRIVERS OF THE 2035 MTP UPDATE

### INCREASING DEMANDS ON THE SYSTEM

**Demand on the system is increasing.** Population, miles traveled, and freight traffic are all expected to increase in the coming years. Annual vehicle miles of travel in Maryland total 56 billion. Maryland's population in 2010 was over 5.7 million and is expected to increase by nearly 900,000 and produce an additional 610,000 jobs by 2030. Freight activity is expected to more than double by 2035.

**Maryland has some of the worst congestion in the country.** Washington, DC ranks 1<sup>st</sup> and Baltimore 6<sup>th</sup> in delay per auto commuter, with 74 and 52 hours wasted per commuter each year, respectively. Maryland residents have the longest average commute time to work (32 minutes) in the nation. Drivers travelling on Maryland's freeways/expressways experience a total annual delay of 40.6 million hours, consume 41 million gallons of extra fuel, and accrue \$1.49 billion of annual user costs due to congestion (which translates to more than 10 hours, 10 gallons and \$376 per licensed driver each year).

**The State Highway Administration currently spends 82% of its capital budget just to maintain the highway system.** There is little left for important economic development projects and these resources must be deployed as effectively as possible.

**Public transit use in Maryland is nearly twice the national average.** One of every 11 commuters uses public transit statewide.

### IMPORTANCE OF TRANSPORTATION TO ECONOMY

**Transportation investments across all modes deliver broad, substantial, and lasting benefits to Maryland's economy.** Maryland's transportation spending of \$13 billion over the past five years generated:

**Additional economic output** totaling \$29 billion across the State including \$13 billion in wages to Maryland workers.

Transportation investment supported an average of **34,805 jobs** each year in the State, and supports more jobs than similar levels of spending on most other public investments.

A **more efficient economy** by reducing the cost of producing goods and services.

### STATEWIDE & FEDERAL PLANNING COORDINATION

**The MTP and other components of the State Report on Transportation must be coordinated** with other key statewide planning efforts, as well as new federal planning provisions. Recently enacted federal transportation legislation, known as "Moving Ahead for Progress in the 21st Century (MAP-21)," introduces new requirements for performance measures and targets to be incorporated into long-range planning in areas of bridge condition, pavement condition, safety, system reliability, congestion, environment, freight, and transit state of good repair. The US Department of Transportation will evaluate the appropriateness of targets and progress in achieving performance targets.

