

THE 2009 MARYLAND TRANSPORTATION PLAN MISSION, VISION AND GOALS

MTP Mission and Vision

The Maryland Transportation Plan (MTP) is MDOT's long-range policy blueprint for providing state transportation services and infrastructure over the next 20 years. It is updated at least every 4 years. Input is requested from local elected officials, the General Assembly, citizens, businesses, government agencies and community leaders.

MDOT's **mission** is to: Enhance the quality of life for Maryland's citizens by providing a balanced and sustainable multimodal transportation system for safe, efficient passenger and freight movement.

By following this mission, MDOT strives to achieve our **vision** of a world-class multimodal transportation system that supports a vibrant economy and an excellent quality of life for all Marylanders.

MTP Goals:

- **Quality of Service:** Enhance users' access to, and positive experience with, all MDOT transportation services.
- **Safety & Security:** Provide transportation assets that maximize personal safety and security in all situations.
- **System Preservation & Performance:** Protect Maryland's investment in its transportation

system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.

- **Environmental Stewardship:** Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.
- **Connectivity for Daily Life:** Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

According to Federal Law, the Maryland Department of Transportation (MDOT) must have a process in place for consulting with non-metropolitan local officials that provides an opportunity for them to participate in the development of the Maryland Transportation Plan (MTP) and the Statewide Transportation Improvement Program (STIP). At least once every 5 years, the State reviews and solicits comments from non-metropolitan local officials regarding the effectiveness of the consultation process and any proposed changes. During the fall of 2004, MDOT solicited local comments and completed the documentation of the current process. MDOT has updated the process in the following pages and is asking for your input. Comments will be accepted until Nov. 30, 2010.

COORDINATING TRANSPORTATION PLANNING IN MARYLAND

The Annotated Code of Maryland Transportation Article Title 7 Mass Transit Subtitle 3, Transit Plans and Financing Sections 7-301 through 7-304 describes the process for coordination of transit plans with the local governing body, local legislative delegation, state agencies, Baltimore Metropolitan Council and private carriers. Title 8 Highways Part II, Long Range Highway Programs Sections 8-610 through 8-613.1 describes the process for coordinating highway plans and programs with the local governing body, local legislative delegation and municipalities. Section 2-103.1 requires MDOT and other entities seeking project funding to demonstrate the relationship between prioritized projects and the long-term goals of the Maryland Transportation Plan.



To comment on the Non-Metropolitan Area Consultative Process write, call or e-mail:

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Maryland Department of Transportation Updated Non-Metropolitan Area Consultative Process



Proposed Non-Metropolitan Area Consultative Process

MDOT STAFF COORDINATION

The following items are ways in which the Maryland Department of Transportation and its modal organizations coordinate with both rural and metropolitan areas around the State, beginning at the staff level. These consultation activities can occur daily, weekly, or monthly and help to ensure that working relationships are established and maintained. These consultation activities are grass roots oriented so the interaction and information is first shared at the staff level and then shared up the chain of command.

Maryland Coordinating Committee for Human Service Transportation: This is a Governor's Committee that meets quarterly/monthly to discuss transportation issues. Representatives on the Committee include: MDOT and Maryland Transit Administration (MTA) staff, the Maryland Departments of Human Resources, Education, Aging, and Health and Mental Hygiene, and others.

Transportation Association of Maryland (TAM): TAM is a statewide advocacy organization of public, private and non-profit transit providers committed to improving mobility for Marylanders. TAM provides a variety of outreach efforts and also meets annually with General Assembly members. MTA is a principal member of TAM and participates in the various training, education and professional development programs.

State Highway Administration (SHA) Districts: The State's 23 counties are grouped into seven SHA Districts for construction and maintenance functions. A district engineer leads each office

and maintains very close contact with local elected officials and county representatives. Each district office also has maintenance, traffic, and construction engineers assigned to each county.

Regional Planning Coordination & Technical Assistance: MDOT's Office of Planning and Capital Programming in cooperation with SHA, MTA, Maryland Transportation Authority and Maryland Aviation Administration provides multimodal planning and coordination in both the metropolitan and the rural areas.

Highway Needs Inventory: SHA maintains a financially unconstrained and unfunded list of highway needs per county. This list is updated on a 3-year cycle for each county in consultation with local elected officials and county representatives.

Locally Operated Transit Systems: MTA provides technical and financial assistance to the State's 22 Locally Operated Transit Systems. The MTA works with each of the local transit systems to develop and fund annual projects and services.

Rural Transportation Assistance Program (RTAP): MTA administers this Federal Transit Administration (FTA) program which is designed to provide training and technical assistance to transit operators in non-urbanized areas. Through the RTAP program, the MTA provides scholarships for out-of-state training, maintains a training resource lending library, and publishes quarterly newsletters, as well as hosts in-state group training sessions. The MTA works closely with FTA and TAM to develop RTAP sponsored activities.

ELECTED OFFICIAL COORDINATION

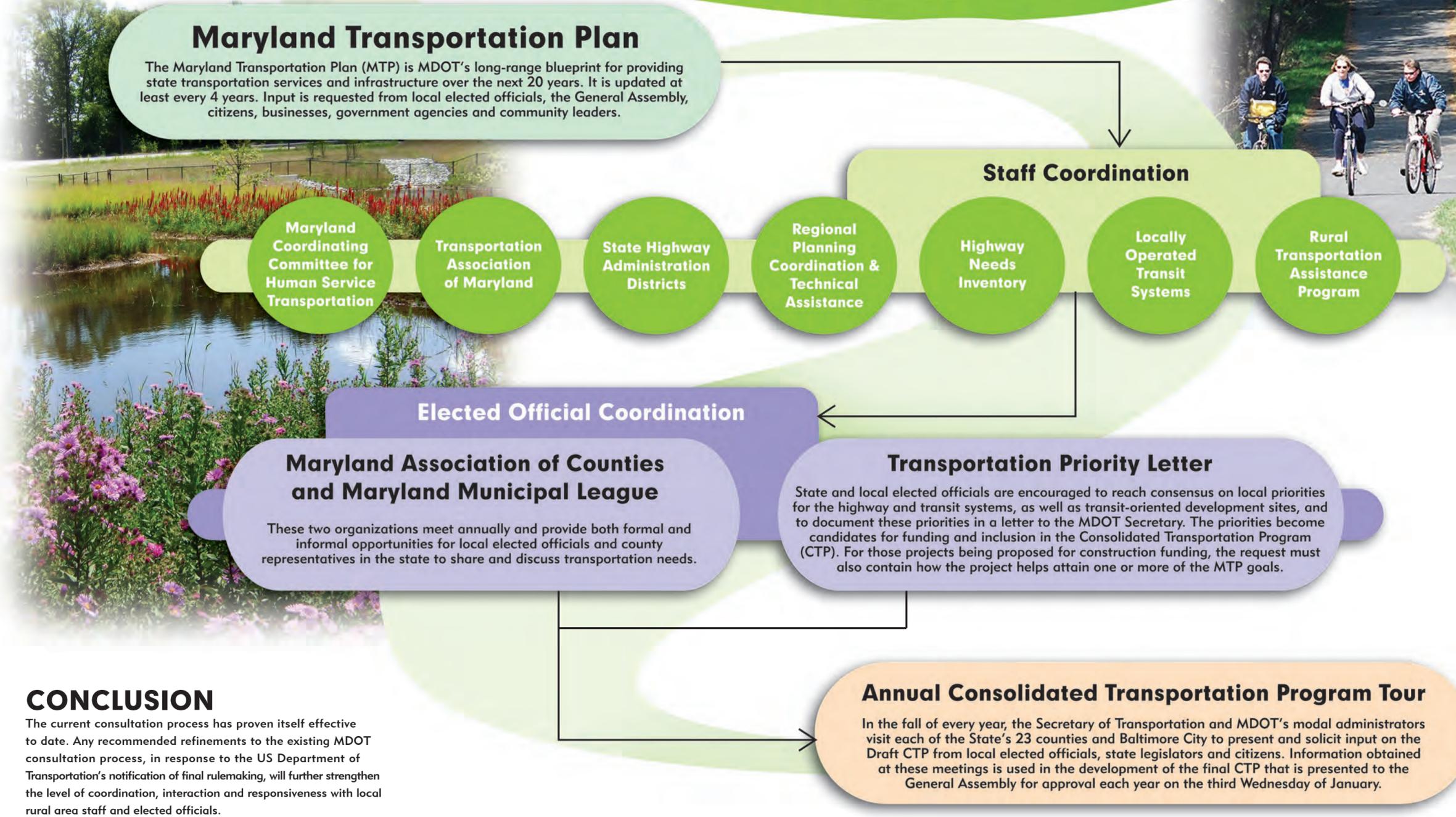
The following activities are more formal consultation opportunities with local and state elected officials, which are required by law. These consultative activities are oriented top-down.

Maryland Association of Counties and Maryland Municipal League: These two organizations meet annually and provide both formal and informal opportunities for local elected officials and county representatives in the state to share and discuss transportation needs.

Transportation Priority Letter: State and local elected officials are encouraged to reach consensus on local priorities for the highway and transit systems, as well as transit-oriented development sites, and to document these priorities in a letter to

the MDOT Secretary. The priorities become candidates for funding and inclusion in the Consolidated Transportation Program. For those projects being proposed for construction funding, the request must also contain an explanation of how the project helps attain one or more of the MTP goals.

Annual Consolidated Transportation Program Tour: In the fall of every year, the Secretary of Transportation and MDOT's modal administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the Draft CTP from local elected officials, state legislators and citizens. Information obtained at these meetings is used in the development of the final CTP that is presented to the General Assembly for approval at the beginning of the 90-day legislative session in January.



CONCLUSION

The current consultation process has proven itself effective to date. Any recommended refinements to the existing MDOT consultation process, in response to the US Department of Transportation's notification of final rulemaking, will further strengthen the level of coordination, interaction and responsiveness with local rural area staff and elected officials.