Maryland Statewide Transportation Improvement Program: Policy Documentation

1.0 Introduction

The Fiscal Year 2008 – 2012 Maryland Statewide Transportation Improvement Program (STIP) is a five-year, fiscally constrained, and prioritized set of transportation projects, compiled from statewide, local, and regional plans. The STIP is guided by the Maryland Transportation Plan (MTP), which establishes a long-term vision for Maryland's transportation network. The STIP contains Federally funded projects plus regionally significant State and local projects. All projects were identified as "high priority" through Maryland's planning process and qualify to receive available transportation funding.

This STIP is prepared by the Maryland Department of Transportation (MDOT) in accordance with 23 CFR § 450.216 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (*SAFETEA-LU*)*. MDOT submitted a "Gap Analysis" to FHWA and FTA during the summer of 2007 to clearly identify steps necessary to ensure the updated MTP and STIP will be SAFTEA-LU compliant. MDOT received written support from FHWA on August 23, 2007, which stated that MDOT is "demonstrating a good faith effort and would be in compliance with SAFETEA-LU regulations as long as it accomplishes activities identified in the Gap Analysis." The activities highlighted in the Gap Analysis are covered in this STIP policy documentation.

Maryland's STIP is developed through a collaborative effort between MDOT's five Modal Administrations, the Maryland Transportation Authority (MdTA), the Washington Metropolitan Area Transit Authority (WMATA), the State's six Metropolitan Planning Organizations (MPOs), metropolitan and non-metropolitan local officials, and the general public. A key component of the STIP process is the Annual Consultation Process, known as the Fall Tour, which is a process stipulated by State law requiring the Secretary of Transportation to visit with, and present to each of the State's county jurisdictions and City of Baltimore, the annual draft of Maryland's six-year capital investment program known as the Consolidated Transportation Program (CTP). The CTP/STIP Fall Tour provides the opportunity for the coordination, cooperation, and consultation between all affected stakeholders, and effectively fulfils the intent of SAFETEA-LU legislation.

Maryland's 2008 – 2012 STIP contains three parts:

1. Policy Documentation – This section contains an overview of the STIP development process, demonstrates compliance with Federal and State law, and illustrates the vital role of public outreach and participation.

2. Program Documentation – This section contains the Fiscal Year 2007 – 2012 Maryland Consolidated Transportation Program, Maryland's six-year capital program for transportation projects. The STIP references the CTP information from the years 2008-2012.

3. Metropolitan Planning Organization Transportation Improvement Programs (TIPs) - This section presents each of the six MPOs TIPs without change as required by SAFETEA-LU.

2.0 Overview of Transportation Planning Agencies

Maryland offers its citizens a range of modal choices, with MDOT retaining responsibility for capital investments as well as operating and planning activities that reach across all modes of transportation. The Transportation Secretary's Office (TSO) establishes transportation policy and oversees five Modal Administrations: the Maryland Aviation Administration (MAA), the Maryland Port Administration (MPA), the Maryland Transit Administration (MTA), the Motor Vehicle Administration (MVA), and State Highway Administration (SHA). To ensure close coordination of State transportation policy, the Secretary of Transportation also serves as Chairman of the Maryland Transportation Authority, an independent State agency responsible for Maryland's seven toll facilities and for financing new revenue producing projects.

Federal highway and transit statutes require, as a condition for spending Federal highway or transit funds in urbanized areas, the designation of MPOs. MPOs are responsible for planning, programming, and coordinating Federal highway and transit investments. The MPO decision-makers include local elected officials, state DOTs, and Federal Highway Administration (FHWA)/Federal Transit Administration (FTA). Maryland's metropolitan areas are divided into the following six MPOs, with some boundaries extending into neighboring states including Pennsylvania, Delaware, Virginia, and West Virginia:

- Baltimore Regional Transportation Board (BRTB);
- Cumberland MPO;
- Hagerstown-Eastern Panhandle MPO (HEPMPO);
- National Capital Region Transportation Planning Board (TPB);
- Salisbury/Wicomico Area MPO; and
- Wilmington Metropolitan Planning and Coordinating Council (WILMAPCO).

Figure 2.1 illustrates the jurisdictions of Maryland's MPOs. BRTB is the only MPO with boundaries entirely within the State of Maryland.