MARYLAND DEPARTMENT OF TRANSPORTATION

Executive Summary – State Report on Transportation (SRT)

Governor Martin O'Malley | Lt. Governor Anthony Brown. | Secretary James T. Smith, Jr.

A Message from Secretary James T. Smith, Jr.

As Maryland's Transportation Secretary, I realize that there is a lot of demand for us to deliver real transportation projects that will make a difference to the citizens of Maryland. With the passage of the Transportation Infrastructure Investment Act of 2013, under the leadership of Governor Martin O'Malley, Lt. Governor Anthony G. Brown, Senate President Thomas V. Mike Miller, Jr., House Speaker Michael E. Busch and members of the General Assembly, Maryland is poised to create jobs, expand opportunity and break the bottleneck of transportation projects that have been waiting for additional revenues to move them forward.

By creating a sustainable transportation funding source that is sensitive to inflation for the first time in Maryland's history, Maryland's Transportation Trust Fund will be able to address the ever-increasing demand for highways, transit and rail and the growing cost of materials and labor needed to build major infrastructure projects. Because there will never be enough money to meet all our transportation needs, we also will leverage our state transportation dollars through public-private partnerships to help meet the demand for an improved transportation system. The work of the newly created Local and Regional Transportation Funding Task Force will play an important role in helping us determine ways for county and municipal governments to generate resources to fund local highway and transit projects.

Better choices really do lead to better results, and the O'Malley / Brown Administration is investing more in public infrastructure than ever before in our State's history. Maryland now has all the pieces in place to put people back to work in the transportation industry, creating hundreds of millions of dollars in economic activity and connecting more people to the opportunities of a modern economy. Please read more to learn about the vital role improving Maryland's infrastructure plays in enhancing safety, reducing congestion, supporting economic development and redevelopment, supporting our environment, and providing family-supporting jobs for Marylanders.

Investing in Transportation Infrastructure is Important Because...

- Transportation spending does not merely generate business orders, wages and jobs in Maryland; it enables transportation systems to be maintained and improved, which in turn helps the State's productivity, competitiveness and long-term economic growth.

- The funding from the Transportation Act enables the Maryland Department of Transportation (MDOT) to pursue important projects, maintain local partnerships, and address and plan for a more sustainable and vibrant Maryland. When targeted investments are made in tandem with other state and local activities, Maryland can reap the benefits of facilitating private investment and job creation.

- There can be large "opportunity costs" associated with failure to sufficiently invest in the preservation and maintenance of transportation facilities and services as deferred maintenance can lead to higher reconstruction costs later on and the State could lose businesses due to a deficient transportation system.

For more information visit: http://www.mdot.maryland.gov/News/Releases/2013May16_Transpo_Bill_Signed.html

FEATURES OF THE MARYLAND TRANSPORTATION PLAN UPDATE (2035)

MDOT's Vision and Mission is to provide a well–maintained, sustainable and multimodal transportation system that facilitates the safe, convenient, affordable and efficient movement of people, goods, and services within and between population and business centers.

In January, 2014, MDOT will publish the 2035 Maryland Transportation Plan (MTP) developed by MDOT in coordination with its modal agencies, stakeholder groups and the public. The plan update will provide guidance for future transportation policies and investments, of particular importance given the recent transportation revenue increase. Each year, MDOT provides an evaluation of the performance of the Maryland transportation system in the form of the Annual Attainment Report on Transportation System Performance (AR). The AR reviews performance trends for all modes of transportation within the state, indicating the progress towards achieving the goals and objectives in the MTP and through the Consolidated Transportation Program (CTP). The MTP's vision, mission, goals and objectives are intended to provide a strategic framework to guide MDOT in making future transportation decisions and investments.

2035 MTP GOALS

Safety and Security – Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.

System Preservation – Preserve and maintain the State's existing transportation infrastructure and assets.

Quality of Service – Maintain and enhance the quality of service experienced by users of Maryland's transportation system.

Environmental Stewardship – Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.

Community Vitality – Provide options for the movement of people and goods that support communities and quality of life.

Economic Prosperity – Support a healthy and competitive Maryland economy.

For more information about the 2035 MTP, visit: www.mdot.maryland.gov/MTP.

In concert with the MTP, MDOT is leading an update of the current Bicycle and Pedestrian Master Plan, which was first adopted in 2002. The Bicycle and Pedestrian Master Plan establishes a 20-year vision to support cycling and walking as modes of transportation in Maryland. The Plan will provide guidance and investment strategies to support cycling and walking, both on-road and off-road, as part of Maryland's multimodal transportation network. For more information, visit: www.mdot.maryland.gov/bikewalkplan.

THE CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

The CTP is Maryland's six-year capital budget for transportation projects. The CTP includes major and minor projects for the MDOT and its modal agencies. MDOT works together with residents, businesses, local jurisdictions and local and state elected officials to include projects in the CTP that preserve investments, enhance transportation services and improve accessibility throughout the State. To ensure that every dollar available for transportation in Maryland is efficiently spent, MDOT employs a strategic decision making process, using established priorities and specific criteria to prioritize programs and projects under consideration for inclusion in the CTP.

Establishing Priorities

The CTP reflects the priorities of the O'Malley / Brown Administration as embodied by the goals of the MTP and must address federal and State requirements and mandates and the interests and concerns of the local governments and the public. Guided by these considerations, MDOT has a clear set of priorities that represent the core focus of the State's investments in its transportation system. These investment priorities include:

- Supporting Economic Development and Jobs
- Transit Improvements
- System Preservation
- Smart, Green & Growing
- Transit Oriented Development
- Bicycle and Pedestrian Travel
- Environment
- Safety & Security
- Freight

The O'Malley / Brown Administration, recognized the need to ensure adequate funding for transportation projects, and added new revenue for transportation through the Transportation Infrastructure Investment Act of 2013. Projects were added, and in many cases added back into the CTP, that address long-standing transportation issues in every corner of the State. MDOT is now able to make new investments that address many of the needs across the State, while continuing to make tough decisions about how to invest public dollars in the most efficient and cost-effective manner. As the expected revenues will go a long way in addressing many of the needs, MDOT recognizes that these revenues cannot address all of these needs.

Project Selection

The CTP takes nearly a full year to create. The investments outlined in the CTP reflect the priorities of the O'Malley / Brown Administration and the goals of the MTP while also being influenced by federal and State mandates and locally-defined needs and opportunities. Guided by these considerations, MDOT uses the following criteria to identify projects and programs that respond to the State's transportation priorities:

- Supports existing project commitments and upholds intergovernmental agreements;
- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC) requirement by 2015, Federal Aviation Administration (FAA) regulations to maintain airport permit);
- Meets all federal match requirements to maximize federal revenue sources;
- Addresses critical safety issues;
- Supports system preservation;
- Supports local and / or statewide economic development;
- Is the single top priority (or one of two or three top priorities) within the County's priority letter;
- Is consistent with local plans;
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is within an MPO boundary);
- Supports the Department's program priorities and MTP goals; and
- Supports State plans and objectives.

The full CTP can be found online at: www.ctp.maryland.gov

MARYLAND GETS TO WORK

Photo Credit: Jay Baker

Transportation Infrastructure Investment Act of 2013

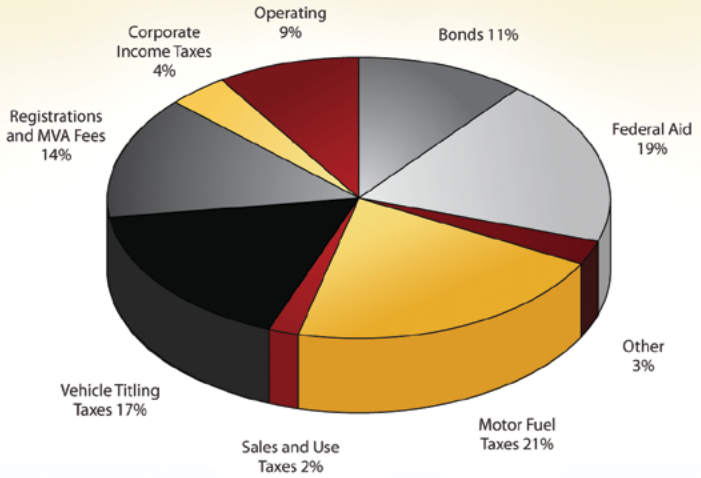
> Working together with Senate President Miller, Speaker Busch and the members of the General Assembly, we have guaranteed a sustainable transportation funding source that will support more than 57,200 jobs, create a safer, more efficient transportation network, and spur economic development. This historic transportation bill allows us to move forward with the first new major transportation projects in more than 8 years and get our construction industry back to work.
>
> *– Governor Martin O'Malley*

The Transportation Act allows the State to activate long-term funding strategies to invest in Maryland's roads and transit systems. By putting people back to work in the transportation industry with this new funding, Maryland will create hundreds of millions of dollars in economic activity and provide Marylanders with the transportation infrastructure necessary to grow and prosper for decades to come. The pie charts show the projected federal, State, and local revenue resources and relevant allocation of Maryland's Transportation Trust Fund (TTF).

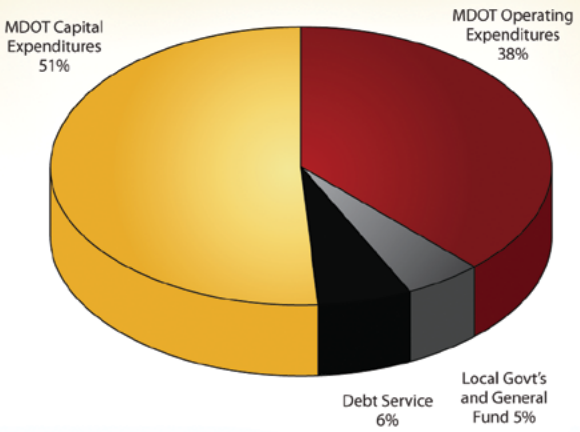
Implementation of the Transportation Act is projected to result in an additional $4.4 billion to the capital program for the six-year period. The FY 2014-2019 CTP of $15.4 billion includes $14.3 billion which comes through the TTF and $1.1 billion which comes from other sources. The new projects added to the draft FY 2014-2019 CTP will support economic prosperity by addressing safety issues, system preservation and needed capacity expansion.

FY 2014-2019 CTP

Where the Money Comes From



Where the Money Goes



KEY ADDITIONS TO THE FY 2014-2019 CTP

Highway Safety Improvements

- I -695, Baltimore Beltway (bridge replacement)
- US 301, Blue Star Memorial Highway (interchange at MD 304)
- MD 97, Georgia Ave (relocation around Brookeville)
- US 1, Baltimore Avenue (College Park right of way for pedestrian, bicycle and safety improvements)
- MD 822, University of Maryland Eastern Shore Access Road (roundabout and sidewalks)
- MD 331, Dover Bridge replacement

Economic Development Projects

- MD 175, Annapolis Road (right of way for MD 295 interchange improvements)
- US 15, Catoctin Mountain Highway (Monocacy Boulevard interchange construction)
- I- 270 at Watkins Mill Road Extended (interchange construction)
- I-95/I-495, Capital Beltway (MD 5, Branch Avenue Metro Station Access Road, Phase 2)
- MD 210, Indian Head Highway (interchange at Kerby Hill/Livingston Roads)
- I-95/I-495, Capital Beltway (Greenbelt Metro interchange improvements – engineering)

Airport Improvements

- D/E Connector – a multi-phase development plan to construct a new secure connector between Concourse D and Concourse E, create a new security checkpoint to serve domestic and international travelers and configure airline gates to support additional international flights

Highway Capacity/Congestion Relief

- I-695, Baltimore Beltway (widen outer loop from US 40 to MD 144)
- MD 140, Reistertown Road (right of way)
- I-695, Baltimore Beltway (Harford Road interchange improvements)
- MD 2/MD 4, Solomons Island Road (right of way for Phase 2 widening)
- MD 4, Solomons Island Road (engineering for the Thomas Johnson Bridge project)
- US 29, Columbia Pike (widening Seneca Drive to MD 175)
- MD 4, Pennsylvania Ave (Suitland Parkway interchange)
- MD 404, Shore Highway (upgrade to a divided highway, Phase 1B)
- US 113, Worcester Highway (right of way for upgrade to divided highway)
- MD 124, Woodfield Road (engineering for reconstruction)
- MD 197, Collington Road (engineering for upgrade and widening)
- MD 5/MD 373, (right of way for interchange)
- US 301, Waldorf Study (complete planning)

Transit State of Good Repair

- Metro cars and signal system
- Kirk Bus Division reconstruction
- MARC Locomotive replacements

Transit Operating Improvements

- Commuter bus enhancements in Southern Maryland
- Additional locally operated transit service (LOTS) support
- Baltimore City Circulator operating assistance
- Montgomery County Ride On operating assistance
- Prince George's County The Bus operating assistance
- MARC Camden Line additional peak hour service
- MARC Penn Line weekend service

Transit Capacity Improvements

- Red Line
- Purple Line
- Corridor Cities Transitway (CCT)
- Charles Center TOD design
- Calvert County Transit Center design
- Southern Maryland Transit Study along the US 301/MD 5 corridor
- Two Bus Rapid Transit line studies

HOW WILL THESE PROJECTS HELP?

The new projects being added to the FY 2014-2019 CTP will bring a host of benefits to the State – not only improving the transportation system serving Maryland's economy, but also directly improving the economy by supporting an estimated 57,200 jobs. The transportation improvements include new and improved transit service, additional highway capacity, improved highway safety, economic development, environmental improvements, and community enhancements. Below is a sampling of some of the new projects in the FY 2014-2019 CTP and their benefits.

MARC Camden and Penn service improvements – the Transportation Act will support the purchase of new locomotives, add new weekend service along the Penn Line and add two new daily roundtrips along the Camden Line. This service will provide increased travel options and transportation access for Maryland residents and visitors.

I-95/I-495 Capital Beltway (MD 5, Branch Avenue Metro Station Access Road, Phase 2) – this project will improve access and mobility for all modes of travel within the Branch Avenue Metro area (new pedestrian bridge, new access road and County road improvements). The project will add jobs and support eight blocks of planned transit oriented development centered around the Metrorail station, including single-family townhomes, apartments, office and retail uses.

US 301, Blue Star Memorial Highway (MD 304 interchange) – this project will improve safety on US 301 and will improve accommodations for bicycles and pedestrians on MD 304.

US 15, Catoctin Mountain Highway (Monocacy Boulevard interchange) – this project will support our military installations and local economic development by making improvements to more safely accommodate additional vehicles and facilitate traffic. Multimodal benefits will include the design of an interchange at Monocacy Boulevard, a Park-and-Ride lot, and bicycle and pedestrian facilities.

MD 822, University of Maryland Eastern Shore Access Road (roundabout) – the new roundabout and sidewalks will improve safety and operations at the MD 675 intersection and provide safe accommodations for pedestrians in Princess Anne.

MD 331, Dover Road (bridge construction), I-81 bridge widening and rehabilitation, and the MD 4 Solomons Island Road – Thomas Johnson Bridge (design) – these bridge rehabilitation and replacement projects and design efforts will address both safety and congestion issues. Bicycle and pedestrian accommodations will also be provided where appropriate, expanding access and travel choice for Marylanders.

Southern Maryland Transit Study along the US 301/MD 5 corridor – this study is intended to examine the feasibility of transit solutions to address existing congestion in the US 301/MD 5 corridor and to enhance mobility and access to the Branch Avenue Metro Station. Where supported by appropriate land use, transit service can help provide environmentally sensitive transportation alternatives, while helping minimize congestion and improving residents quality of life.

NEW STARTS TRANSIT PROJECTS

Among MDOT's highest priorities is the advancement of projects that expand the fixed guideway transit network, including two light rail projects and a bus rapid transit project. Known as the "New Starts" program, each project provides faster, more direct, high capacity transit in corridors where ridership warrants this investment, connecting residential and major employment areas. The projects are closely coordinated with local and regional long-range plans and includes connections to existing rail and bus services.

The Baltimore Red Line is a 14-mile double track light rail line between Woodlawn in Baltimore County and Bayview Medical Center in Baltimore City. The Red Line will provide faster, more reliable transportation with direct connections to the existing Metro Subway, Light Rail, bus service and the MARC Penn Line. MTA intends to develop the Red Line using a primarily design-bid-build approach and award a sequence of contracts along with a public-private partnership for specific project elements. In addition to State transportation funds, the Red Line is funded with federal funds, regional contributions, and investments by a private entity. For more information, visit www.baltimoreredline.com.

The Purple Line is a 16-mile double track light rail line that will operate between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Purple Line will provide faster, more reliable transportation and will enhance access to existing radial Metrorail lines, increase transit capacity in congested corridors, support economic development consistent with local master plans, and reduce overall environmental impacts. MTA intends to pursue a public-private-partnership for the Purple Line, which would involve a long-term, performance-based agreement where appropriate risks and benefits will be allocated between the contractual partners. The private entity will perform some functions normally undertaken by the government, but MTA remains ultimately accountable for the Purple Line and its public function, including fare policy and environmental commitments. In addition to State Transportation funds, the Purple Line is funded with federal funds, regional contributions, and investments by the private entity. For more information, visit www.purplelinemd.com.

The Corridor Cities Transitway (CCT) is a 15-mile bus rapid transit line between Shady Grove Metrorail Station and the former COMSAT facility in Montgomery County. The line would be constructed in two phases: from Shady Grove to Metropolitan Grove MARC station and from Metropolitan Grove MARC station to COMSAT. The CCT will provide faster, more direct transportation in the I-270 corridor. The CCT is currently in the project planning phase. Definitive cost and schedule estimates are under development, and the project delivery approach will be developed during the current fiscal year. Advancement to construction will require additional federal and / or regional funding.

The Importance of Partnerships

Partnerships with State, local and federal government agencies, as well as with private entities, are crucial to advance projects and ensure that we maximize all transportation revenues. MDOT partners with local governments to coordinate priorities, work within regional context, and identify funding to support local transportation improvements.

During the 2013 Legislative Session, the O'Malley / Brown Administration worked closely with the leadership in the Maryland General Assembly to enact a comprehensive Public-Private Partnership (P3) Statute. The legislation provides for greater opportunity for MDOT to undertake P3s that would leverage MDOT funds to build projects such as the Purple Line and Red Line. For more information, visit: www.mdot.maryland.gov/PurpleLineP3.pdf

LINKING Maryland

Learn more about transportation options and connections by checking out the following websites:

MDOT: www.mdot.maryland.gov

MTP: www.mdot.maryland.gov/MTP
CTP: www.ctp.maryland.gov
AR: www.mdot.maryland.gov/AR

MAA: www.marylandaviation.com
MDTA: www.mdta.maryland.gov
MTA: www.mta.maryland.gov

MPA: www.mpa.maryland.gov
MVA: www.mva.maryland.gov
SHA: www.roads.maryland.gov

Maryland 511 – Know Before You Go: www.md511.org
Commuter Choice: www.commuterchoicemaryland.com
Cycle Maryland: www.Cycle.Maryland.gov or http://bikemd.org
Bicycle/Pedestrian Master Plan: www.mdot.maryland.gov/bikewalkplan
Purple Line: www.purplelinemd.com
Red Line: www.baltimoreredline.com
CCT: www.cctmaryland.com
Public-Private Partnerships (P3s) in Maryland:
www.governor.maryland.gov/ltgovernor/pressreleases/130408.asp
www.purplelinemd.com/p3

Did you Know?

MAA – BWI Marshall served approximately 22 million passengers in 2012 and an estimated 120,000 tons of freight. According to 2010 data, BWI Marshall's economic impacts for Maryland include nearly 94,000 jobs, $3.6 billion in personal income, $5.6 billion in business revenue, and more than $2.0 billion in local purchases.

MDTA – More than 127,000 vehicles passed through MDTA toll facilities in 2012. Nearly 71% of these tolls were collected electronically, saving money and time for the State and travelers.

MTA – MTA ridership reached 153 million in FY 2012. Maryland ridership on the Washington Metropolitan Area Transit Authority (WMATA) system was nearly 124.5 million the same year.

SHA – In FY 2012, annual vehicle miles traveled (VMT) reached more than 56.1 billion, and the Coordinated Highways Action Response Team (CHART) incident management program responded to, and cleared more than, 17,000 incidents. The program also assisted more than 27,000 stranded motorists, saving Marylanders approximately $1.1 billion in vehicle travel costs in CY 2011.

MPA – A 2011 study estimated that Port activity generated approximately 40,040 jobs in Maryland, of which 14,630 were direct jobs. The Port is responsible for $3.0 billion in annual personal wages and salary, and $304.0 million in State and local tax revenues.

MVA – As of 2012, the MVA served the nearly 5 million registered vehicles in the State, and provided services to more than 4 million licensed drivers, including about 177,000 commercial drivers.

Maryland Department of Transportation
SHA State Highway Administration
MTA Maryland
MVA Motor Vehicle Administration
MAA
Maryland Transportation Authority
Port of Baltimore 1706