Maryland Department of Transportation

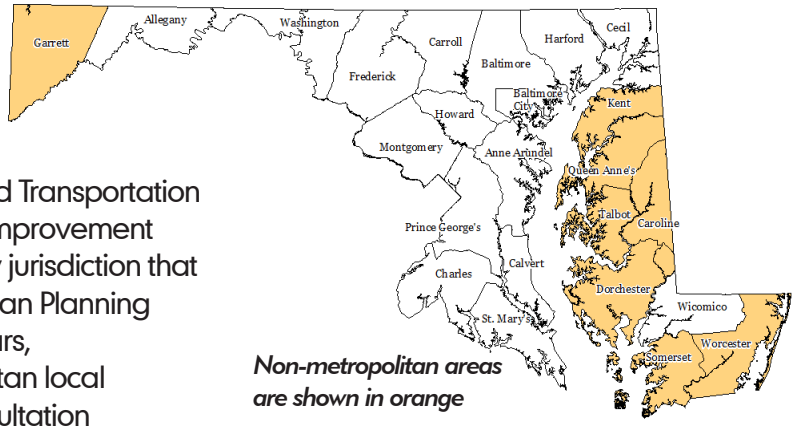
Draft 2016 Non-Metropolitan Area Consultative Process

Maryland Department of Transportation

What is the Maryland Non-Metropolitan Area Consultative Process...

...and how can you participate in that process?

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). A non-metropolitan area is any jurisdiction that is not a voting member on a federal Metropolitan Planning Organization (MPO). At least once every 5 years, the State solicits comments from non-metropolitan local officials regarding the effectiveness of the consultation process and reviews any proposed changes. During the winter of 2016, MDOT is soliciting local comments on this process. Comments are due by May 2, 2016 to **mdotplanning@mdot.state.md.us**.



Non-metropolitan areas are shown in orange

Why Do We Have this Process?

- To deliver better transportation projects
- Because not all areas in Maryland are served by a Metropolitan Planning Organization (MPO)
- To ensure all local officials around the State have a voice in the planning process

Why Are You Reading This Brochure?

- MDOT is federally required to document the State's consultation process for the Maryland Transportation Plan (MTP) and the Statewide Transportation Improvement Program (STIP). The STIP contains all of the projects in the Consolidated Transportation Program that will be implemented using Federal Funding.
- The purpose of this brochure is to provide documentation as to how and when you can participate in the State's transportation planning process.
- MDOT is seeking comments and ideas on how participation in the planning and programming processes can be improved.

What is the 2035 Maryland Transportation Plan?

The 2035 Maryland Transportation Plan (MTP) is MDOT's long-range blueprint for providing state transportation services and infrastructure over the next 20 years which was recently updated in 2014. By statute, it is updated at least every five years. Input will be requested from local elected officials, the General Assembly, citizens, businesses, government agencies, and community leaders as we update the MTP in the future.

2035 MTP Goals:

Safety & Security
Enhance the safety of transportation system users and provide a transportation system that is resilient to natural and 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

Maryland Department of Transportation and its business units proudly present the official mission statement.

Maryland Department of Transportation

"The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities."

MDOT Non-Metropolitan Area Consultative Process

Maryland Transportation Plan

The Maryland Transportation Plan (MTP) is MDOT's long-range blueprint for providing state transportation services and infrastructure over the next 20 years. It is updated at least every 5 years. Input is requested from local elected officials, the General Assembly, citizens, businesses, government agencies, and community leaders.

Staff Coordination

- Maryland Coordinating Committee for Human Service Transportation
- Transportation Association of Maryland
- State Highway Administration Districts
- Regional Planning Coordination & Technical Assistance
- Highway Needs Inventory
- Locally Operated Transit Systems
- Rural Transportation Assistance Program

Elected Official Coordination

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 (CTP). For those projects being proposed for construction funding, the request must also contain 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 business units 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 each year on the third Wednesday of January.

Public Involvement

Engaged at every stage of transportation planning, citizens share input on the process as well through review and comment periods for County Transportation Priorities, Locally Operated Transit Systems public hearings, SHA public hearings, Local Comprehensive Plan Development, and communications with elected officials and various stakeholder groups.

What is the STIP?

The Statewide Transportation Improvement Program (STIP) is Maryland's federally-required program of transportation projects based on the State's long-range transportation plan. The public involvement for the STIP occurs at the state, local, and regional levels. The final STIP goes through several series of public comment phases before its final submission to the USDOT for approval. The STIP contains all of the projects in the CTP that will be implemented using federal funding.

What is the CTP?

The Consolidated Transportation Program (CTP) is MDOT's six-year capital investment program for transportation, which is annually presented by the Governor and approved by the Maryland General Assembly. MDOT works together with residents, businesses, local jurisdictions, and local and state elected officials to include capital projects in the CTP that are generally new, expanded, or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisition, construction, or the purchase of essential equipment related to the facility or service.

Transportation Planning and Coordination Process

The following items are ways in which the Maryland Department of Transportation and its business units coordinate on transportation planning 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 as we continue to collaborate on transportation ideas and solutions. This coordination insures that these activities occur at both the staff and executive levels.

Maryland Coordinating Committee for Human Service Transportation: This is a Governor's Committee that meets quarterly 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.

The 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 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, the Maryland Transportation Authority, and the Maryland Aviation Administration provides multimodal planning and coordination expertise and assistance in both the metropolitan and the rural areas.

Highway Needs Inventory: SHA maintains a financially unconstrained and unfunded list of highway needs for each 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 Locally Operated Transit Systems in each jurisdiction of the State. 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 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

Secretary Pete Rahn (center) leading the September 17th, 2015 Annual Consolidated Transportation Program Tour Meeting, joined by the MDOT business unit administrators. Photo source: Cecil Whig

The following activities outline more formal consultation opportunities with local and State elected officials and are required by law.

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.

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The Final Product: The Consolidated Transportation Program (CTP)

All projects and funding details in the CTP and the STIP have been scrutinized and approved by the Maryland General Assembly and by the Governor through the State's annual budget process.

Maryland Statutes for Coordinating Transportation Planning

There are a number of provisions that require MDOT to coordinate transportation planning and programming activities with local governments. The following sections can be found in the Annotated Code of Maryland's Transportation Article which outlines key statutory requirements governing the roles and responsibilities of various state and local entities in transportation planning and programming functions.

- **Sections 7-301 through 7-304:** The Mass Transit, Transit Plans, and Financing section describes the process for coordination of transit plans with the local governing body, local legislative delegation, state agencies, and private carriers.
- **Sections 8-610 through 8-613.1:** The Highways and Long Range Highway Programs section describes the process for coordinating highway plans and programs with the local governing body, local legislative delegation, and municipalities.
- **Section 2-103.1:** This section 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.

Maryland Department of Transportation

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This document is available in alternative formats upon request.
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