# Maryland Transportation Plan Technical Memorandum
# Public Engagement

January 18, 2019

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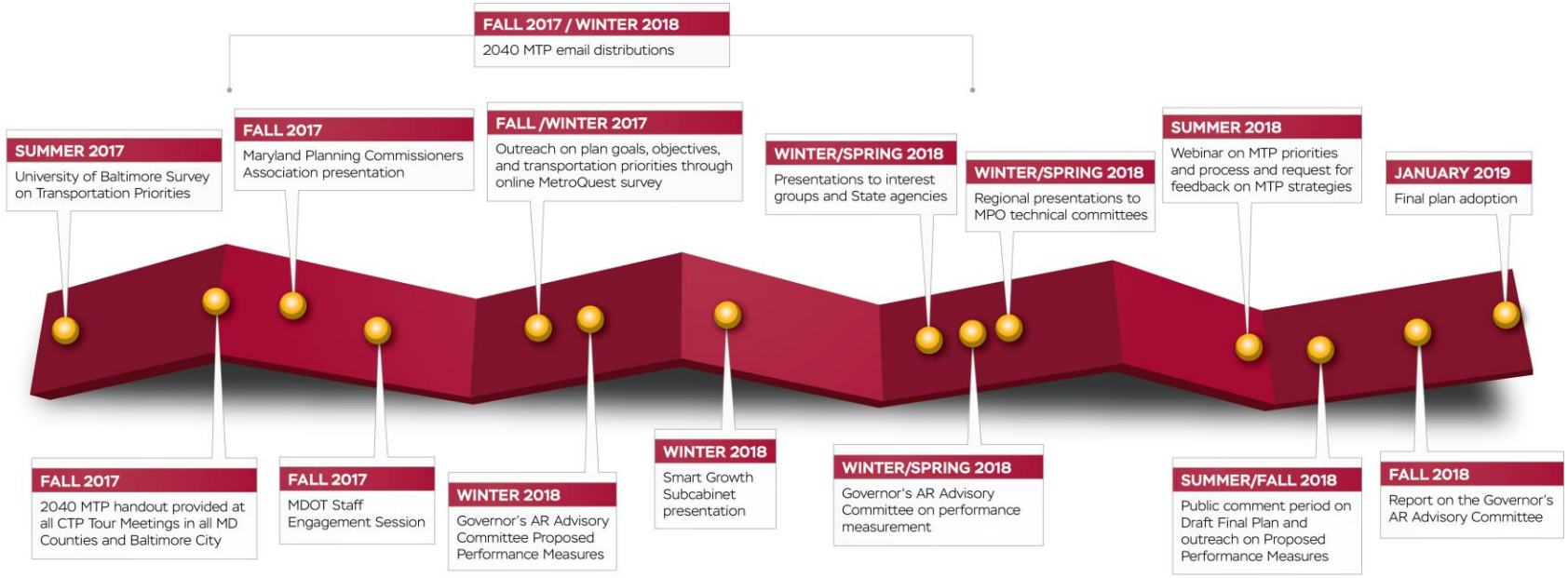
# 1 Introduction

The 2040 Maryland Transportation Plan (MTP) titled *Connecting You to Life's Opportunities* establishes a twenty-year vision for transportation in the State. It includes highlights of Maryland's transportation trends, key challenges and opportunities, and high-level transportation needs and revenues over the next twenty years. It outlines goals and objectives and provides highlights of major accomplishments since the 2035 MTP. The Draft 2040 MTP identifies strategies for implementing the long-range plan, as well as illustrative projects in each of the five Maryland regions, and identifies performance measures to illustrate how well the MTP is implemented. As part of the 2040 MTP update process, The Maryland Department of Transportation (MDOT) conducted extensive internal and external engagements, including a Transportation Business Unit (TBU) Engagement Session. This technical memorandum includes details of the external and public engagement conducted throughout the planning process. Figure 1 illustrates the timeline of the engagement process for the 2040 MTP.

*Figure 1: 2040 MTP Public Engagement Timeline*



# 2 Live Presentations

MDOT has presented information about the 2040 MTP to various stakeholders starting in the fall of 2017. In November 2017, representatives from MDOT and the Maryland Department of Planning discussed developing the MTP and State Development Plan at the Maryland Planning Commissioners Association Conference. This presentation included an introduction and overview of what the plan is, what the long-term goals are, and a timeline of events for the MTP. The MetroQuest public outreach survey, which would be launched a few weeks later, was also highlighted.

In winter 2017-2018, MDOT presented an update of the MTP at the Smart Growth Subcabinet. Updates included an overview of the plan and the purpose as well as the transportation trends and challenges facing Maryland. MDOT also shared the MetroQuest survey link information for participants to share and to enter their input.

MDOT presented aspects and updates on the status of the 2040 MTP update to other interest groups and State agencies throughout the fall and winter. MDOT also presented to each of the seven metropolitan planning organizations (MPOs) in Maryland, providing updates on the process as well as opportunity for input to the plan.

# 3 Website

MDOT's 2040 MTP website acts as a central point for all information related to the project. The website gives an overview of what the MTP is and what long term goals MDOT would like to achieve through consultation with state, regional, and local government stakeholders, and outreach to Maryland's citizens.

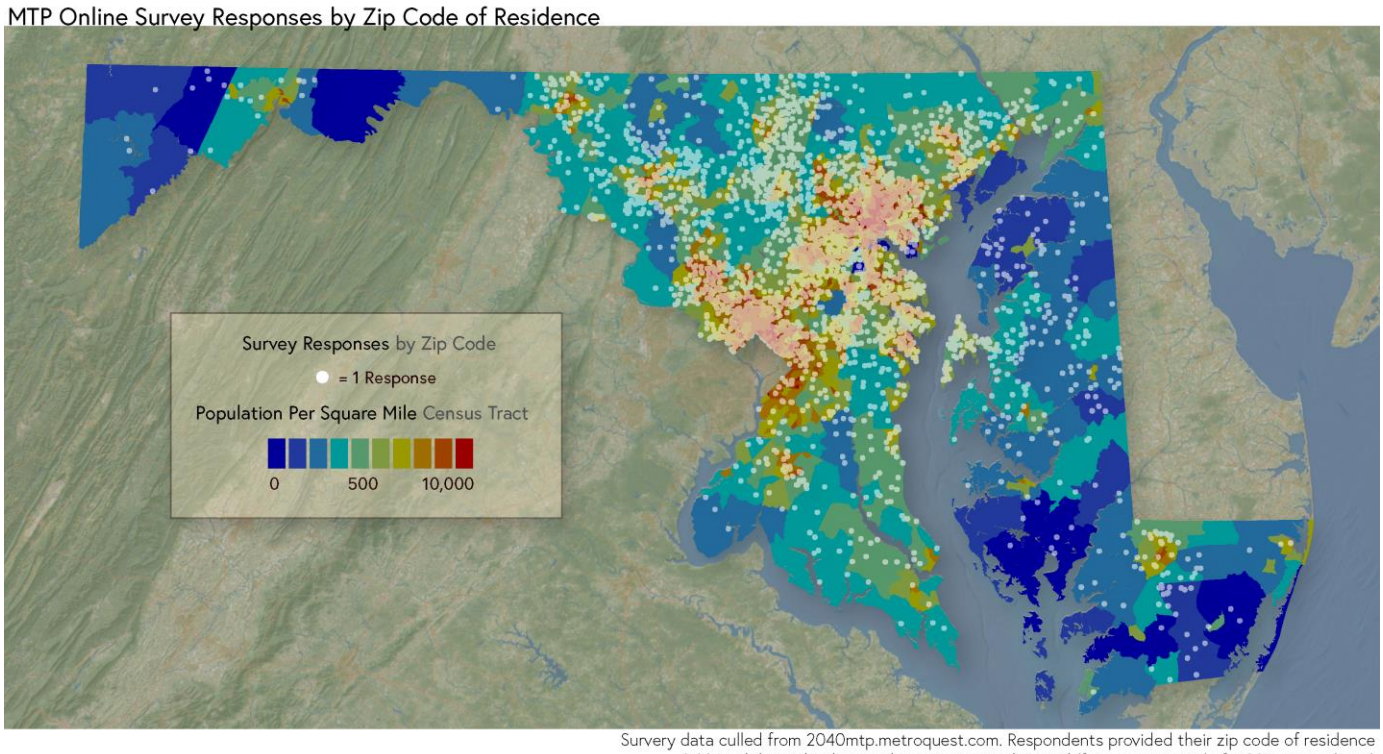
The website keeps the public informed with the most recent updates to the project as well as any opportunities for public involvement. The MTP Online Survey was presented on the website in late 2017 to get input from the public on which transportation topics in the State were most important to them, and a webinar video giving updates to the plan was added in June 2018. Documents related to the project are also uploaded and retained on the website for the public to review. The public can also email their comments regarding the plan through an email link listed on the website.

# 4 E-Blast/MetroQuest

In mid-November 2017, MDOT launched a MetroQuest survey on the 2040 MTP website to learn and gather information on which transportation priorities and initiatives are important to the citizens and stakeholders in the State of Maryland. This survey was created to help inform the MTP.

The survey was live from December 2017 through January 2018, and during that time it had 5,927 survey participants, and received 4,341 comments. 66 percent (or 3,896 of 5,927) of respondents listed Maryland as their state of residence. The remainder of the participants either did not reside in Maryland or chose not to give an answer.

*Figure 2: MTP Survey Responses by Zip Code*




Part of the survey asked the participant to do a priority ranking of which transportation topics were most important to them. The topics included Transportation Choices, Quality of Service, Safety and Security, System Maintenance, System Expansion, Travel Reliability, Environment, and Tax Dollars Spent Wisely. The results showed that Travel Reliability was overall ranked the most important topic among the other topic options, with System Maintenance coming in second. The full data results from the MetroQuest survey can be found in the appendix of this document.

When the survey went live, it was promoted through multiple e-blasts to stakeholders and State agencies asking for participation. Social media was also used to promote the survey to the general public by placing targeted ads on Facebook. The Facebook ads helped to significantly increase survey participation throughout the State. Feedback from the survey was used to help draft the goals and objectives for the MTP.

# 5 Video

A video was added to the 2040 MTP website in early June 2018 explaining the status of the MTP process as of June 2018, the transportation challenges Maryland is facing, the goals for transportation in the State, and the draft strategies.

There was a brief, three-question survey included with the video to evaluate the participants' understanding of the MTP after having watched the video. There was a total of 18 participants who took the survey. Below are the questions and results of the survey.

- *After viewing the Maryland Transportation plan video, do you have a better understanding of the purpose and need of the MTP?* Yes- 89%, No- 11%
- *Did you enjoy learning about the MTP via the video?* Yes- 89%, No- 11%
- *Do you think that the MTP is headed in the right direction for Maryland?* Yes- 89%, No- 11%

An e-blast was also sent out to stakeholders and State agencies to promote the video. Both the video and e-blast asked for the public to review the strategies and provide feedback regarding the MTP through June 29th.

# 6 Draft 2040 MTP Public Comment Period

Getting the perspective of transportation users is critical in shaping the development of the Draft 2040 MTP. In this effort, the public was given a two-month period in 2018 to comment on the Draft. To announce the comment period, an e-blast was sent out to stakeholders in early September 2018, the beginning of the comment period. Another reminder was sent out in early October 2018 by the Maryland Department of Planning in their Planning Practice Wednesday e-blast to encourage people to review the Draft. MDOT also put together a short presentation and announced the review period during CTP tour meetings, MPO technical committee meetings, and other regional meetings.

During the comment period for the Draft 2040 MTP, MDOT received twelve correspondences that contained a total of 47 comments. The correspondences came from a combination of organizations and agencies such as the American Association of Retired Persons (AARP) Maryland, the Maryland Department of Disabilities (MDOD), and various local/regional

planning agencies, as well as from private citizens from around the State. Responses were developed for each comment. Those responses were then aggregated by topic, which are summarized below. More detailed responses by category can be found in the Appendix B.

*Table 1 – Summarized MDOT Responses of Public Comments by Category*

| Comment Category | MDOT Response |
|---|---|
| **Comments on specific projects** | The MTP is a policy-based document, and is not meant to be a reference for specific projects, programs or services. However, illustrative projects are included to provide examples of how some of the strategies in the 2040 MTP could be implemented. |
| **Issues of equity with a focus on the State's 65+ population** | The MTP's Challenges and Opportunities section highlights the State's aging population as it realizes this likely will impact travel patterns, travel times, and public transportation needs. Refinements were made to specific strategies to better address concerns with serving the aging population. |
| **Prioritize transit, and pedestrian and bicycle travel** | MDOT is scheduled to release its Bicycle and Pedestrian Master Plan 2019 Update concurrently with the MTP and is also developing a Complete Streets policy. |
| **Enhance coordination with other agencies** | The MTP was updated to include a strategy to 'Coordinate with state and local government agencies to ensure that planned projects, new technologies, and incident training consider all customers to ensure equal access to Maryland's transportation system'. Refinements to some strategies were made to better address additional and specific coordination. |
| **Transportation infrastructure in rural areas** | The MTP includes strategies for investing in improvements between rural and urban areas, and coordinating infrastructure improvements to facilitate multimodal connectivity and access. The strategies under the goal to 'Maintain a High Standard and Modernize Maryland's Multimodal Transportation System' also address ways MDOT can address transportation in rural areas. |
| **Prioritize technology (e.g. electric vehicles) to reduce greenhouse gas (GHG) emissions** | The MTP includes strategies and performance measures specifically related to Electric Vehicle (EV) registrations and EV charging infrastructure. Moreover, the MTP's performance measures dealing with transportation-related emissions are informed by the Greenhouse Gas Emissions Reduction Act of 2016. MDOT is focused on ensuring EV charging infrastructure to support use of EV. |
| **Request to review State Asset Management Plans** | MDOT's State Asset Management Plan will be made available soon, and will include a policy statement to direct MDOT TBUs to develop their own asset management plans. |
| **Report how the MTP's performance measures have fared in relation to its goals** | MDOT reports on the performance of Maryland's transportation system through its annual Attainment Report (AR), which focuses on the goals adopted in the MTP. The 2019 AR is being developed concurrently with the MTP. In addition, the 2040 MTP includes a system performance report for the federal transit asset management and highway safety measures. Updates to the MTP will include updated system performance reports. |
| **Issues related to the frequency of contracts for the procurement of transit buses** | MDOT MTA has put forth a strategy to ensure regular five-year bus contracts for the Locally Operated Transit Systems (LOTS) to purchase |

| | |
|---|---|
| | from and also provides technical assistance for LOTS looking to pursue their own bus contracts. |
| **Potentially disruptive effects of connected autonomous vehicles (CAVs) and electric vehicles (EVs)** | The MTP's Challenges and Opportunities section highlights the potential impacts from CAVs and EVs on VMT and gas tax revenue, respectively. MDOT and MDOT TBUs are working on a separate Maryland CAV Vision and Strategic Plan to outline specific strategies to address many CAV issues. |
| **No call for an increase in MARC Train Service** | MDOT MTA does not own the rail lines on which it operates. The owners, which include Amtrak and CSX, have their own priorities including intercity passenger rail and freight. Still, MDOT MTA has made numerous investments in MARC including purchasing new railcars and locomotives, jointly investing with Amtrak and CSX into improving the condition of the rail, and funding safety initiatives such as Positive Train Control. |
| **Impact of percentage of Maryland residents who commute outside of their counties for work** | The MTP includes items such as percent of population who commute within their county, to another county, or outside of Maryland in order to demonstrate the importance of interregional connections within the State, which is underscored in the MTP's goals. |

# 7 Attainment Report Advisory Committee (ARAC)

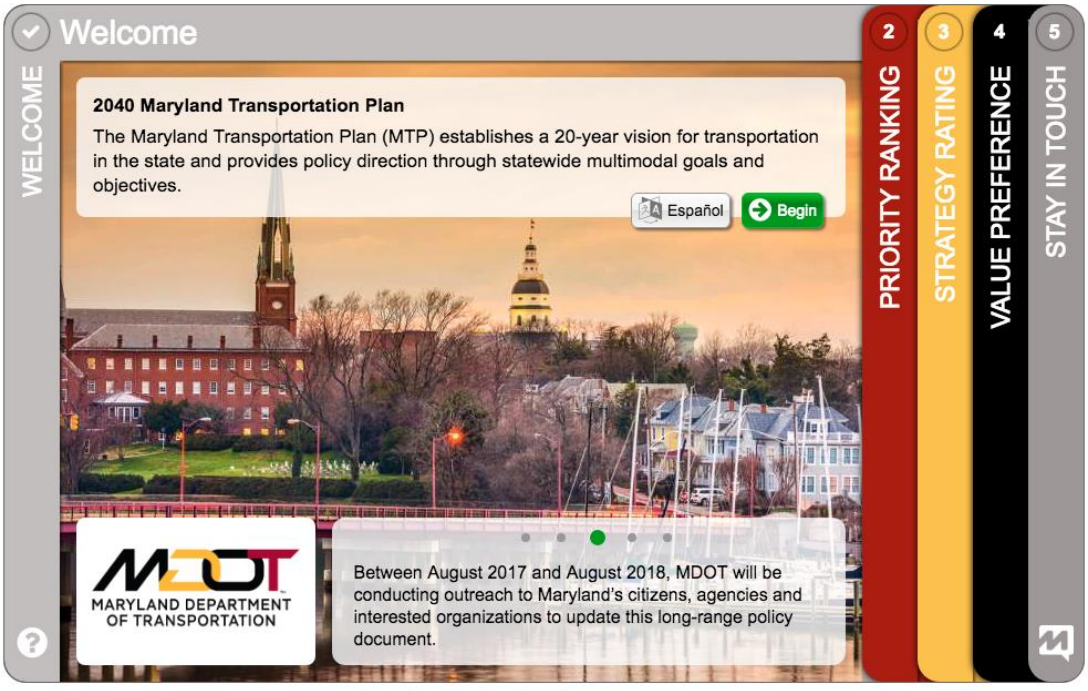
An Advisory Committee is convened each time the Maryland Department of Transportation (MDOT) develops a new long-range transportation plan to advise the department on the selection of appropriate performance measures and targets. The Advisory Committee on Transportation Goals, Benchmarks, and Indicators was authorized in October 2000 (Chapter 303, Acts of 2000). The ARAC is comprised of 15 representatives with interests in transportation, the environment, and business interests from around the State. The ARAC met five times between February 2018 and June of 2018 to review and comment on goals, objectives and performance measures, as well as on guidance on the overall AR, which is submitted annually to the Governor, the Maryland General Assembly, and the public on its performance through the *Annual Attainment Report on Transportation System Performance*. A report of the work of the ARAC can be found at: http://www.mdot.maryland.gov/newMDOT/Planning/Maryland_Transportation_Plan/Documents/ARAC%20Summary%20Report_July2018_Final.pdf.

# 8 Appendices

## 8.1 Appendix A – Results of MetroQuest Survey

### 2040 Maryland Transportation Plan Survey

In mid-November 2017, The Maryland Department of Transportation launched an online survey to learn and gather information on which transportation priorities and initiatives are important to the citizens and stakeholders in the State of Maryland. This survey was created to help inform the Maryland Transportation Plan (MTP), which establishes a 20-year vision for transportation in the State and provides policy direction through statewide multimodal goals and objectives. The MTP outlines the State's overarching transportation priorities and helps define transportation decision-making within the larger context.

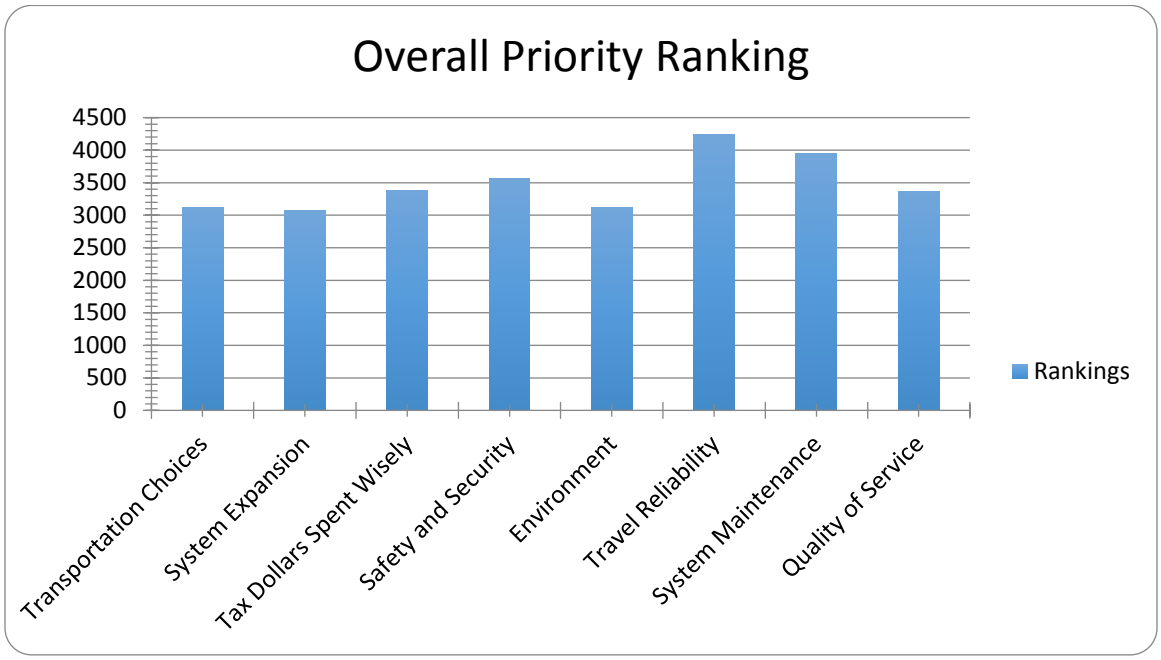



The survey was live from December 2017 through January 2018, and during that time it received 5,927 survey participants, and 4,341 comments. This invaluable feedback will be used to help draft the goals and objectives for the MTP.

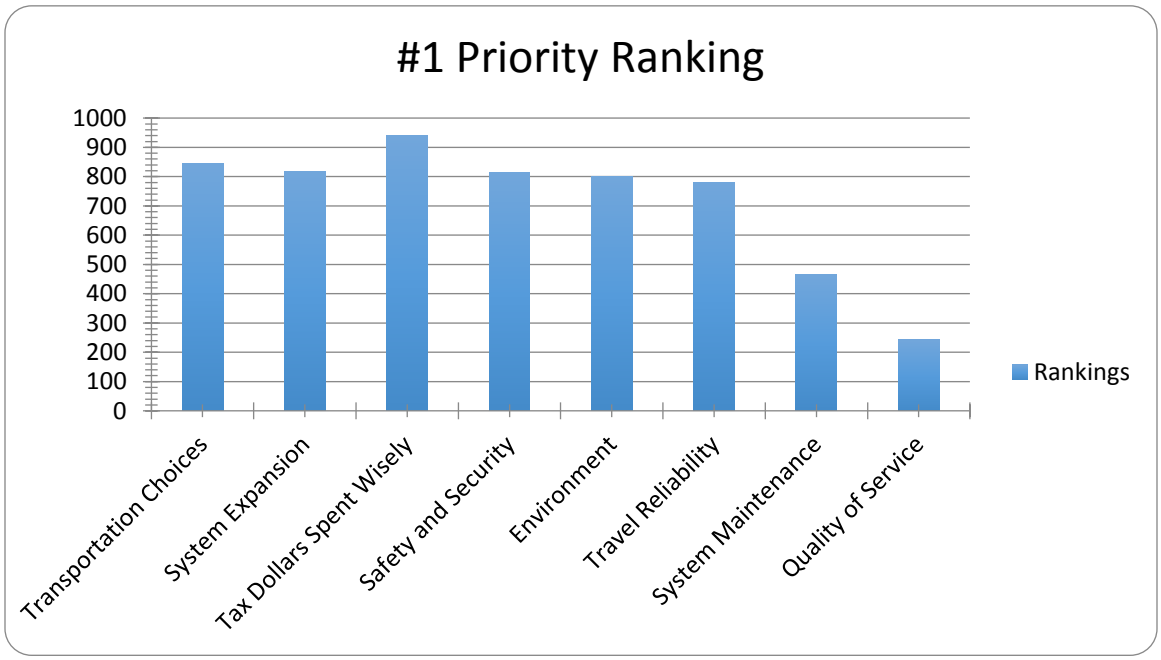
Total Participants: 5,927
Total Comments: 4,341

**Priority Ranking**

The first task that was asked on the survey was for the participant to do a priority ranking of which transportation topics were most important to them. The topics included Transportation Choices, Quality of Service, Safety and Security, System Maintenance, System Expansion, Travel Reliability, Environment, and Tax Dollars Spent Wisely. The survey participant would choose which five topics were most important to them, and then list them in their priority order.

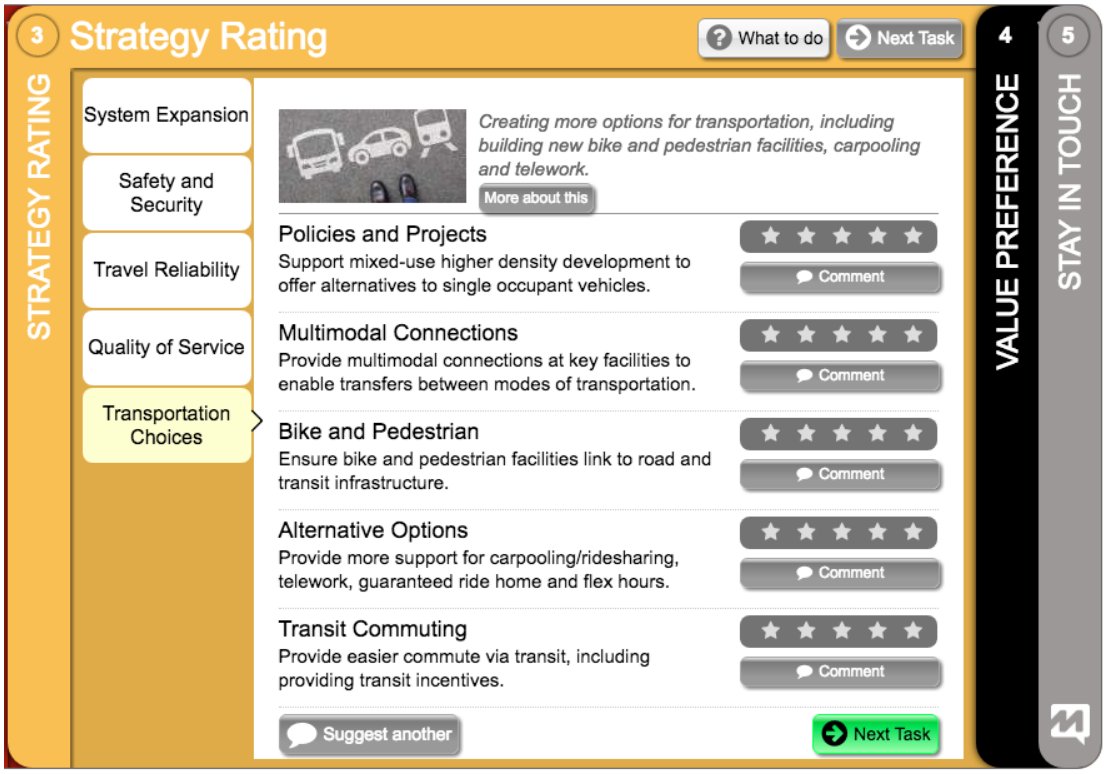



The above chart shows how many times each of the eight topics was ranked overall as a priority. The data results show that Travel Reliability was ranked the most often among the topics, with System Maintenance coming in second. Identifying these transportation priorities for Maryland helps MDOT set the strategic direction to preserve, maintain, and expand our multimodal transportation system.

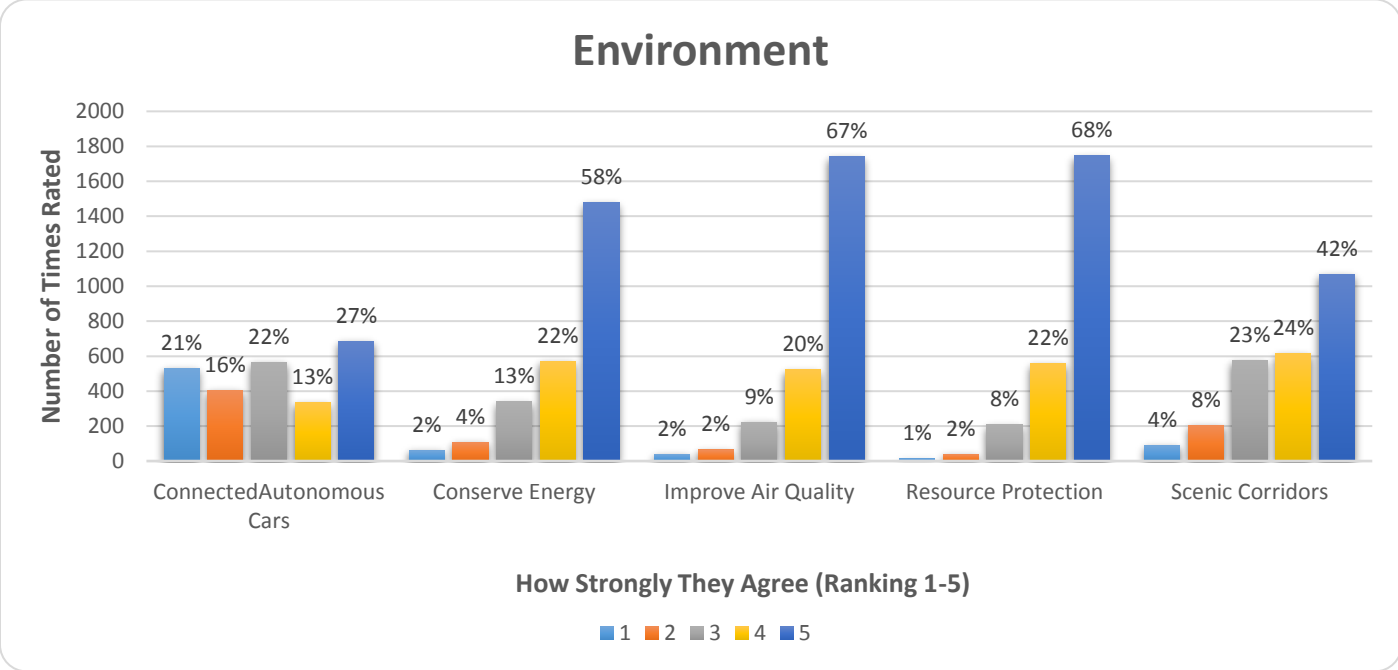


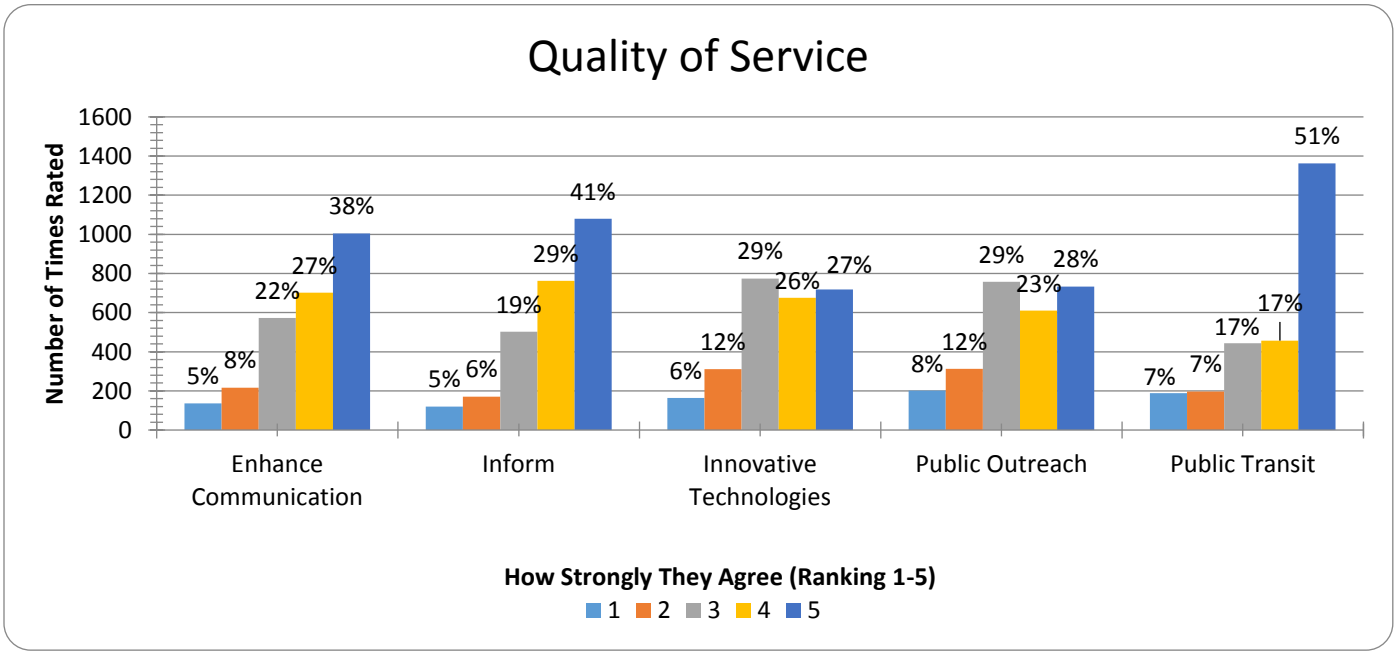

The above chart shows how many times each of the eight topics was ranked as a #1 transportation priority by survey participants. The results showed that Tax Dollars Spent Wisely, Transportation Choices, and System Expansion were the top three that ranked as a #1 priority.

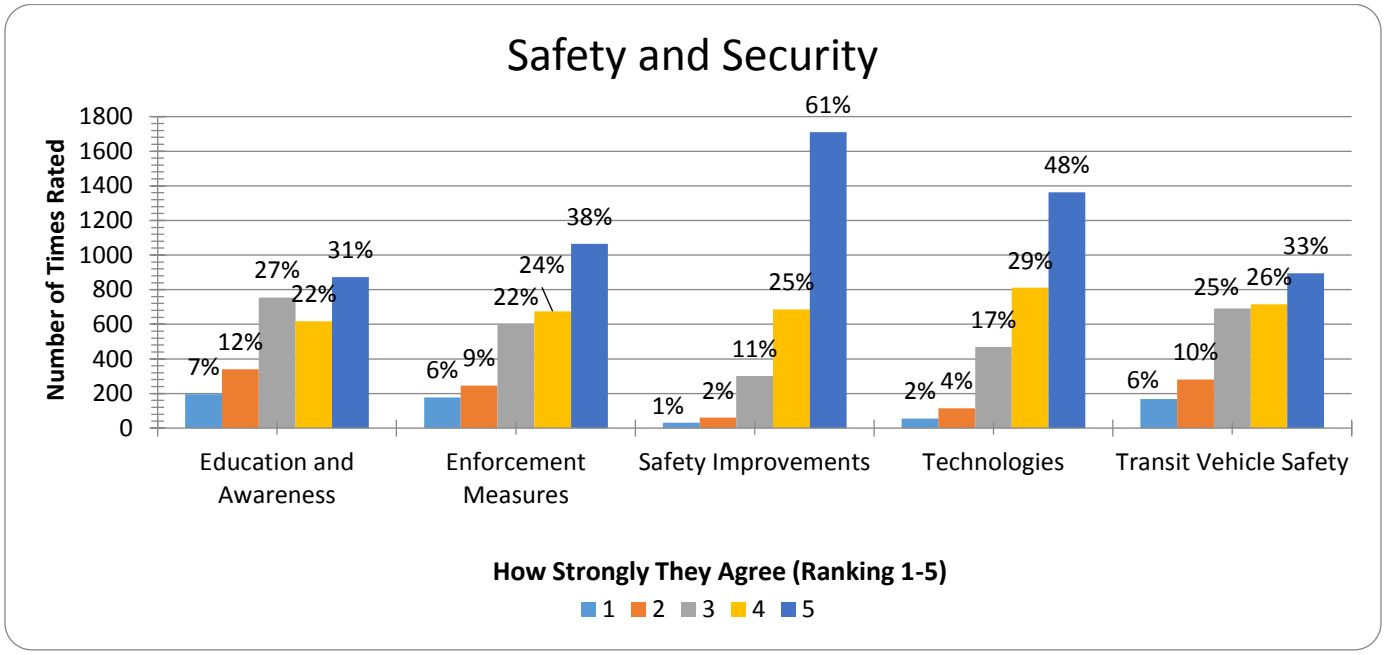
**Strategy Rating**

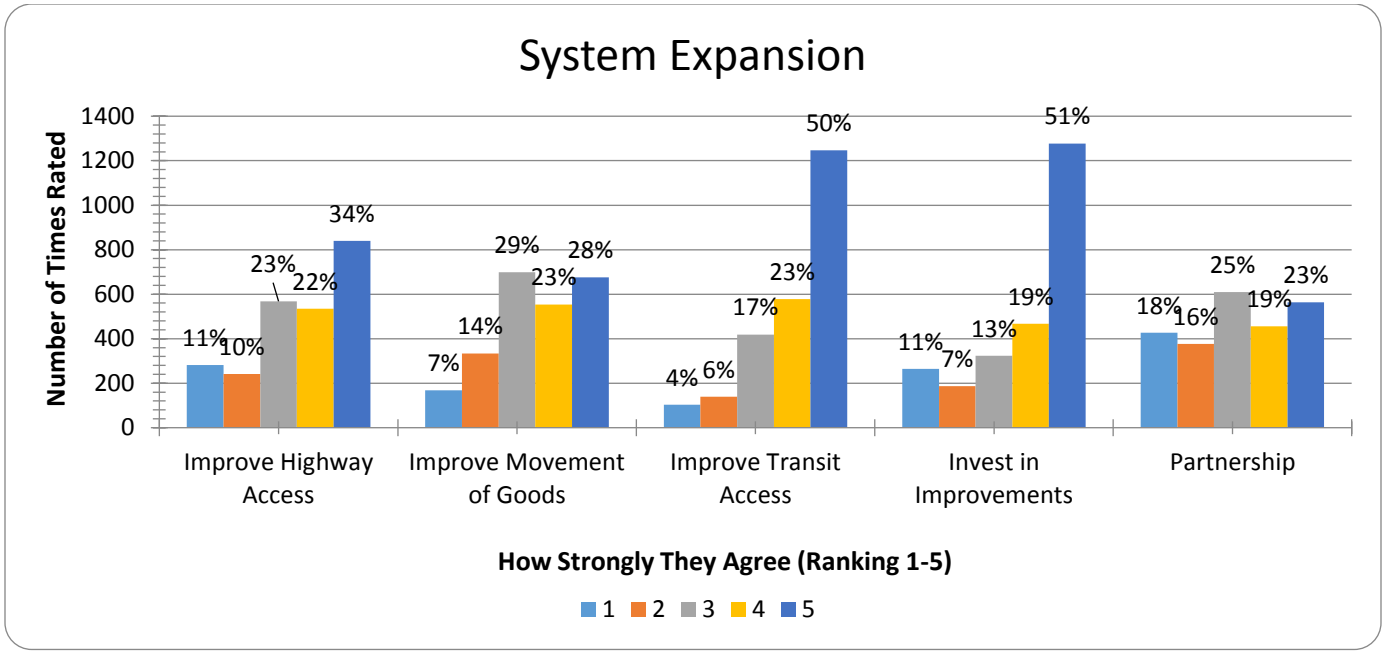


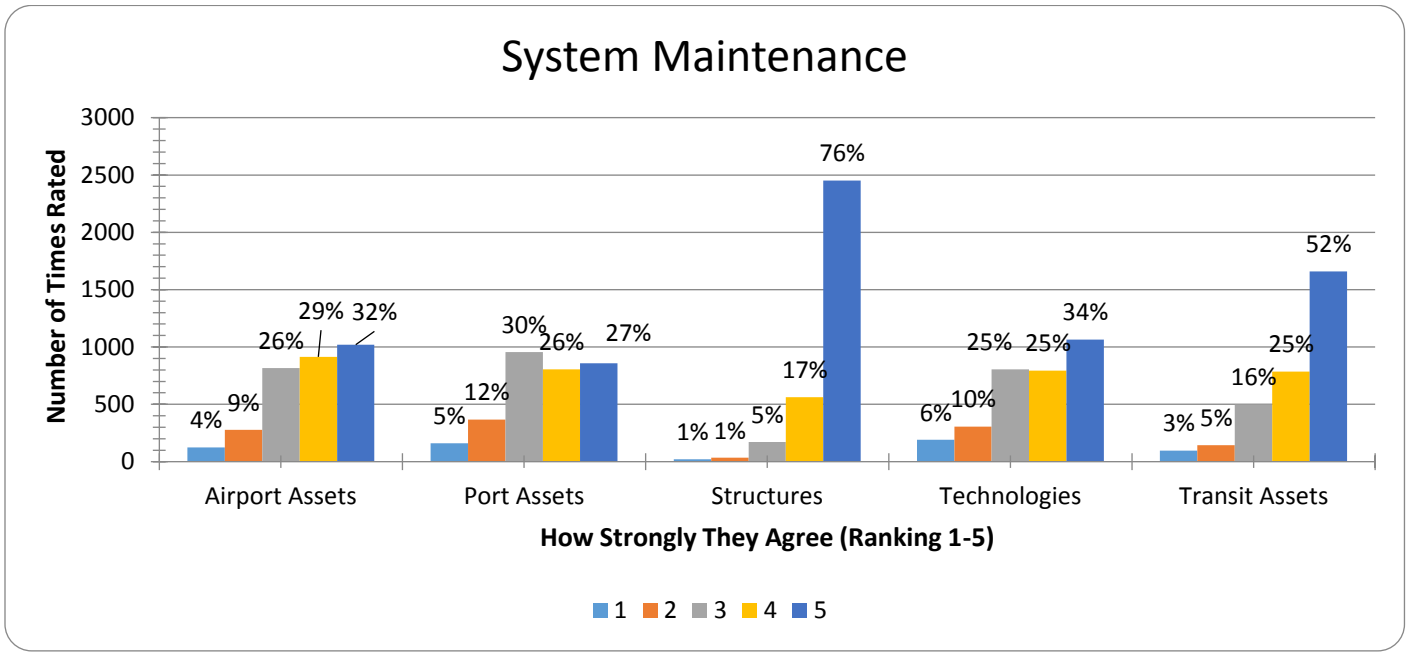

MDOT identifies strategies that will improve the transportation system based on Maryland's transportation priorities. For the second task, the transportation priority topics chosen by the participant from the previous screen would be carried over and the participant would then rate a set of sub strategies for each transportation topic. They could give each strategy a rating of 1 through 5, 5 being the highest on how strongly they agreed with the strategy. The results for each topic by strategy are shown in the graphs below.

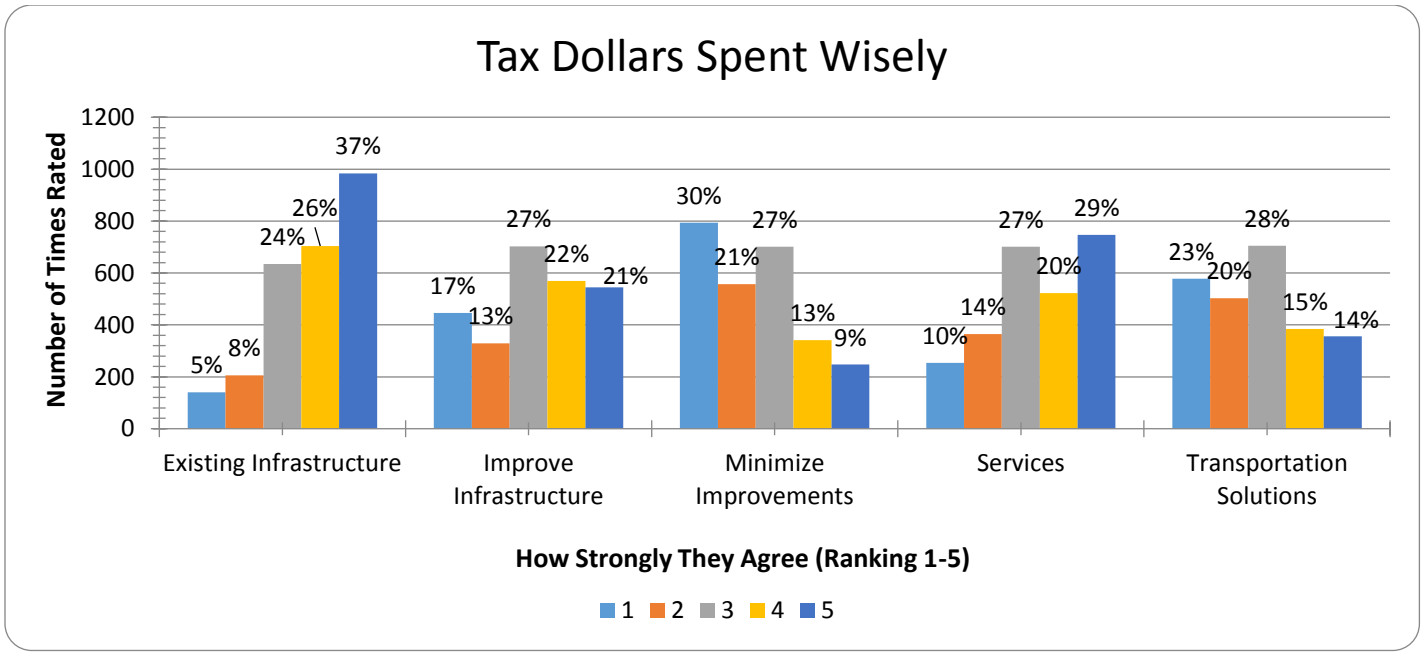

Environment
Number of Times Rated
2000
1800
1600
1400
1200
1000
800
600
400
200
0
21%
16%
22%
13%
27%
2%
4%
13%
22%
58%
2%
2%
9%
20%
67%
1%
2%
8%
22%
68%
4%
8%
23%
24%
42%
Connected Autonomous Cars
Conserve Energy
Improve Air Quality
Resource Protection
Scenic Corridors
How Strongly They Agree (Ranking 1-5)
1 2 3 4 5

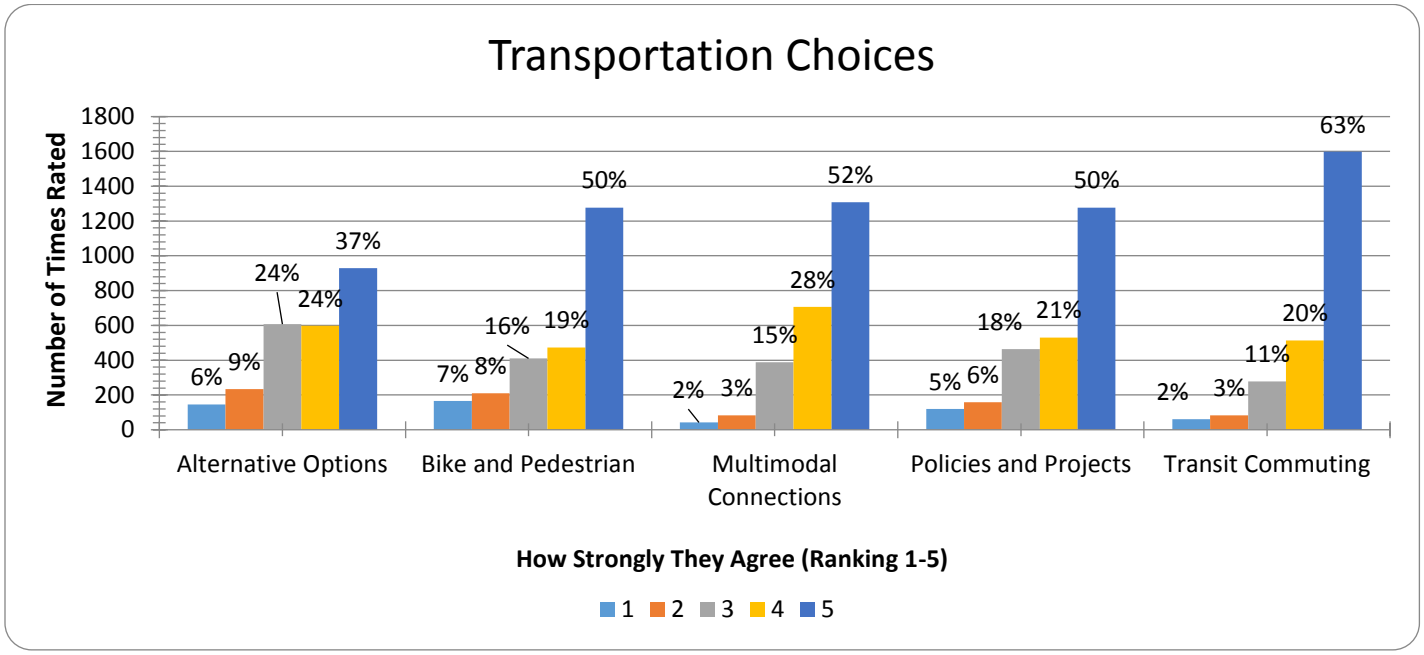

Quality of Service
Number of Times Rated
1600
1400
1200
1000
800
600
400
200
0
5%
8%
22%
27%
38%
5%
6%
19%
29%
41%
6%
12%
29%
26%
27%
8%
12%
29%
23%
28%
7%
7%
17%
17%
51%
Enhance Communication
Inform
Innovative Technologies
Public Outreach
Public Transit
How Strongly They Agree (Ranking 1-5)
1 2 3 4 5

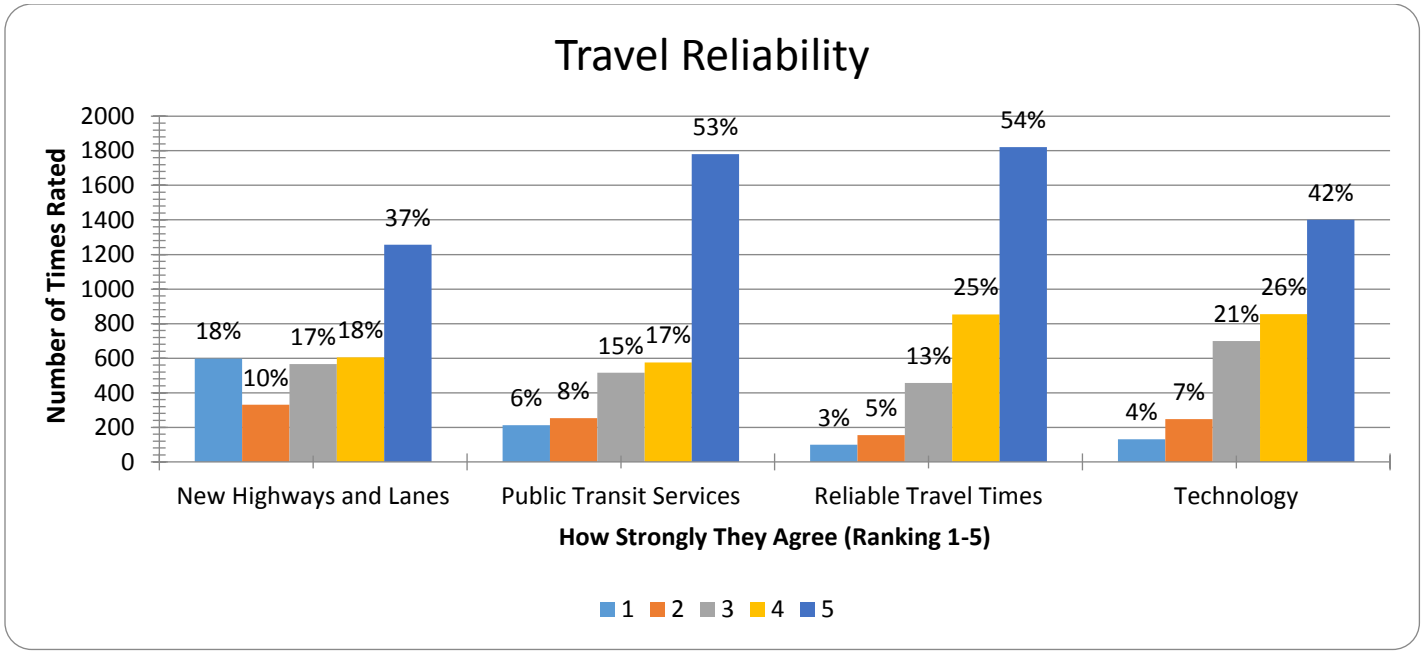

Safety and Security
Number of Times Rated
1800
1600
1400
1200
1000
800
600
400
200
0
7%
12%
27%
22%
31%
6%
9%
22%
24%
38%
1%
2%
11%
25%
61%
2%
4%
17%
29%
48%
6%
10%
25%
26%
33%
Education and Awareness
Enforcement Measures
Safety Improvements
Technologies
Transit Vehicle Safety
How Strongly They Agree (Ranking 1-5)
1 2 3 4 5


System Expansion
Number of Times Rated
1400
1200
1000
800
600
400
200
0
11%
10%
23%
22%
34%
7%
14%
29%
23%
28%
4%
6%
17%
23%
50%
11%
7%
13%
19%
51%
18%
16%
25%
19%
23%
Improve Highway Access
Improve Movement of Goods
Improve Transit Access
Invest in Improvements
Partnership
How Strongly They Agree (Ranking 1-5)
1 2 3 4 5

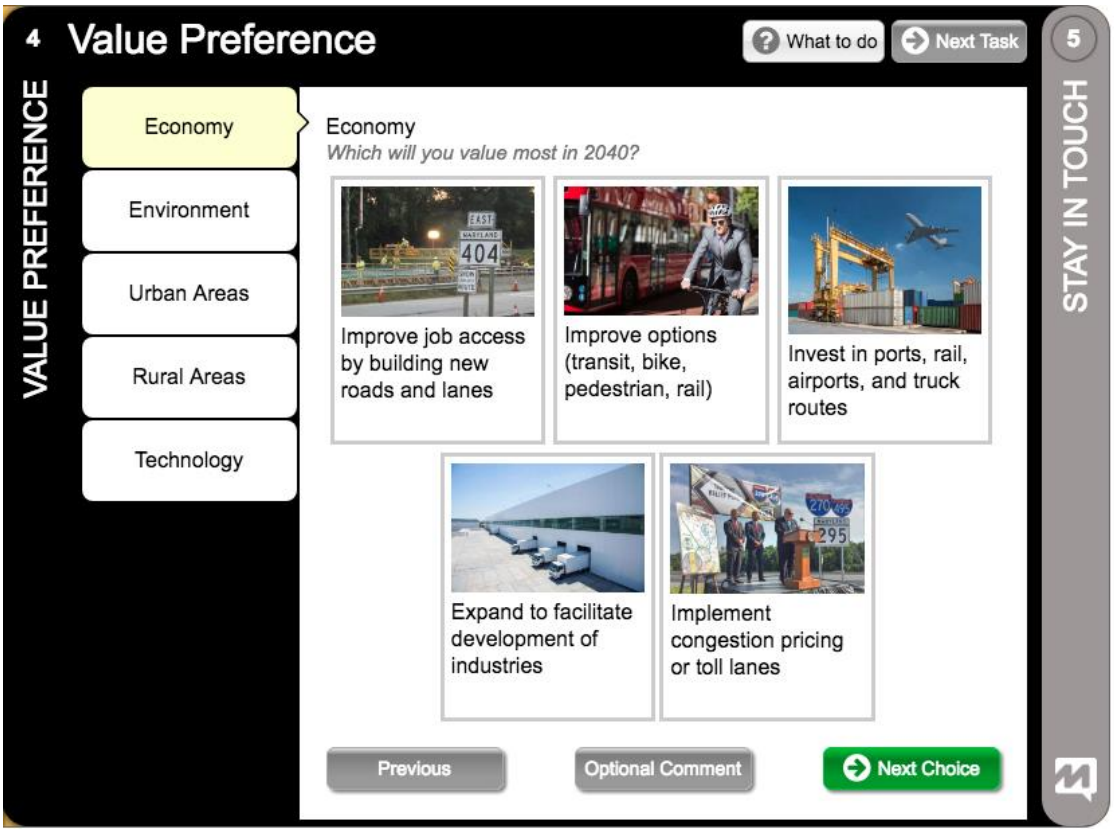

System Maintenance
Number of Times Rated
3000
2500
2000
1500
1000
500
0
4%
9%
26%
29%
32%
5%
12%
30%
26%
27%
1% 1%
5%
17%
76%
6%
10%
25%
25%
34%
3%
5%
16%
25%
52%
Airport Assets
Port Assets
Structures
Technologies
Transit Assets
How Strongly They Agree (Ranking 1-5)
1 2 3 4 5


Tax Dollars Spent Wisely
Number of Times Rated
1200
1000
800
600
400
200
0
5%
8%
24%
26%
37%
17%
13%
27%
22%
21%
30%
21%
27%
13%
9%
10%
14%
27%
20%
29%
23%
20%
28%
15%
14%
Existing Infrastructure
Improve Infrastructure
Minimize Improvements
Services
Transportation Solutions
How Strongly They Agree (Ranking 1-5)
1 2 3 4 5

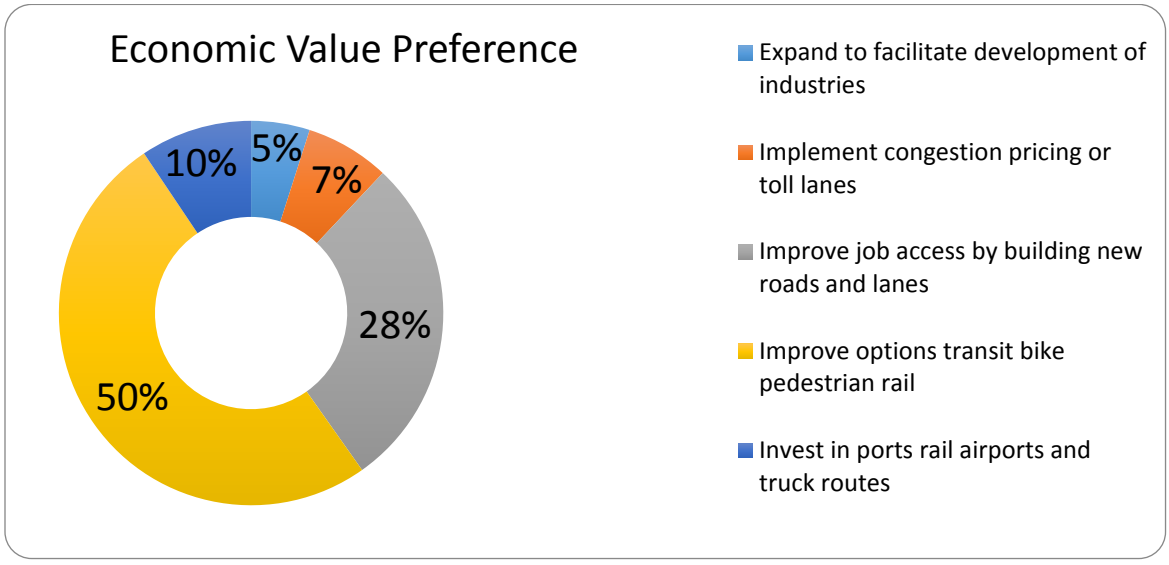

Transportation Choices
Number of Times Rated
1800
1600
1400
1200
1000
800
600
400
200
0
6%
9%
24%
24%
37%
7%
8%
16%
19%
50%
2%
3%
15%
28%
52%
5%
6%
18%
21%
50%
2%
3%
11%
20%
63%
Alternative Options
Bike and Pedestrian
Multimodal Connections
Policies and Projects
Transit Commuting
How Strongly They Agree (Ranking 1-5)
1
2
3
4
5

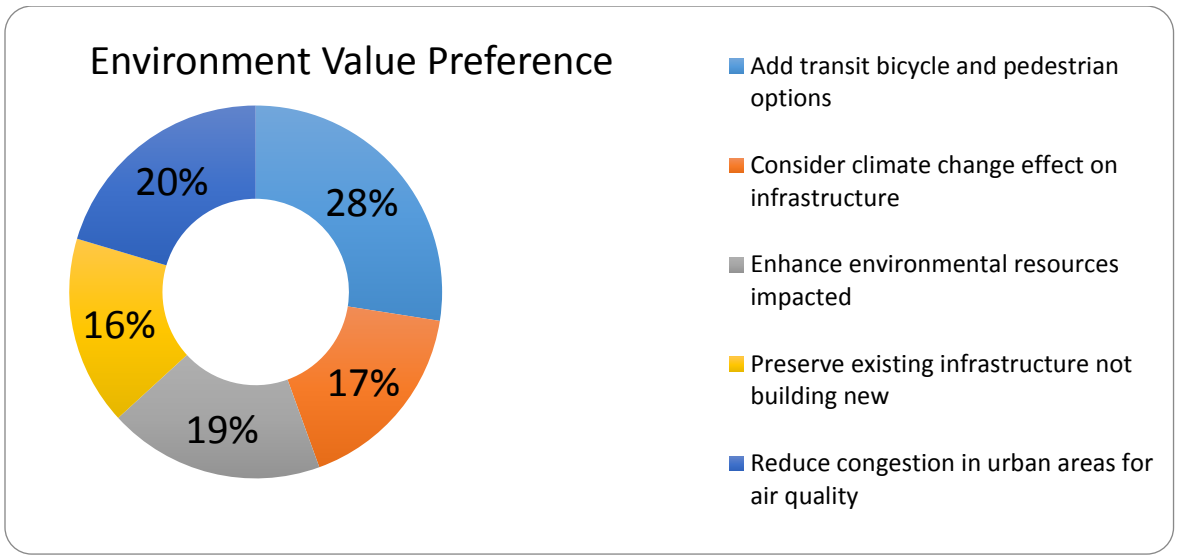

Travel Reliability
Number of Times Rated
2000
1800
1600
1400
1200
1000
800
600
400
200
0
18%
10%
17%
18%
37%
6%
8%
15%
17%
53%
3%
5%
13%
25%
54%
4%
7%
21%
26%
42%
New Highways and Lanes
Public Transit Services
Reliable Travel Times
Technology
How Strongly They Agree (Ranking 1-5)
1
2
3
4
5

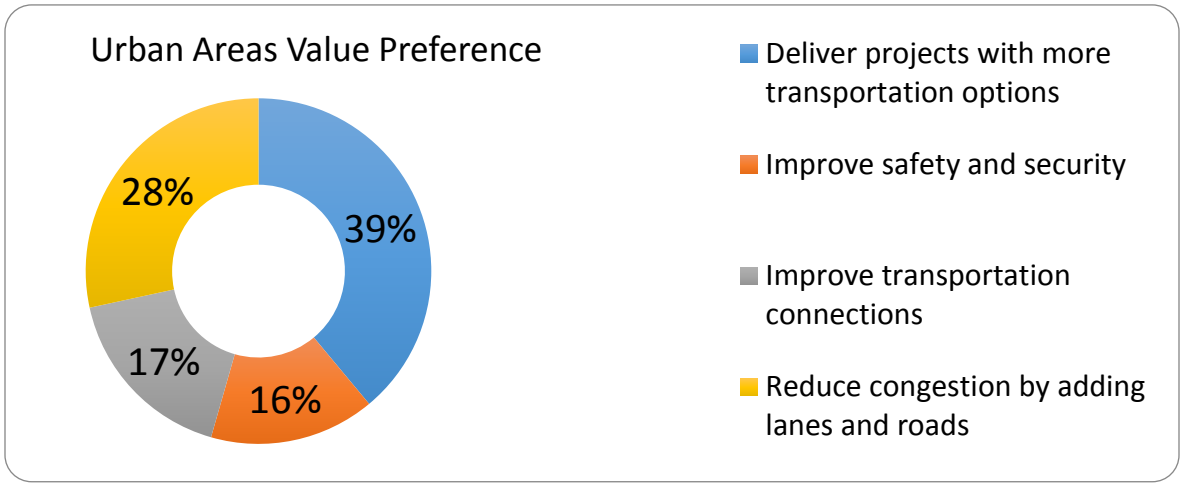
## Value Preferences

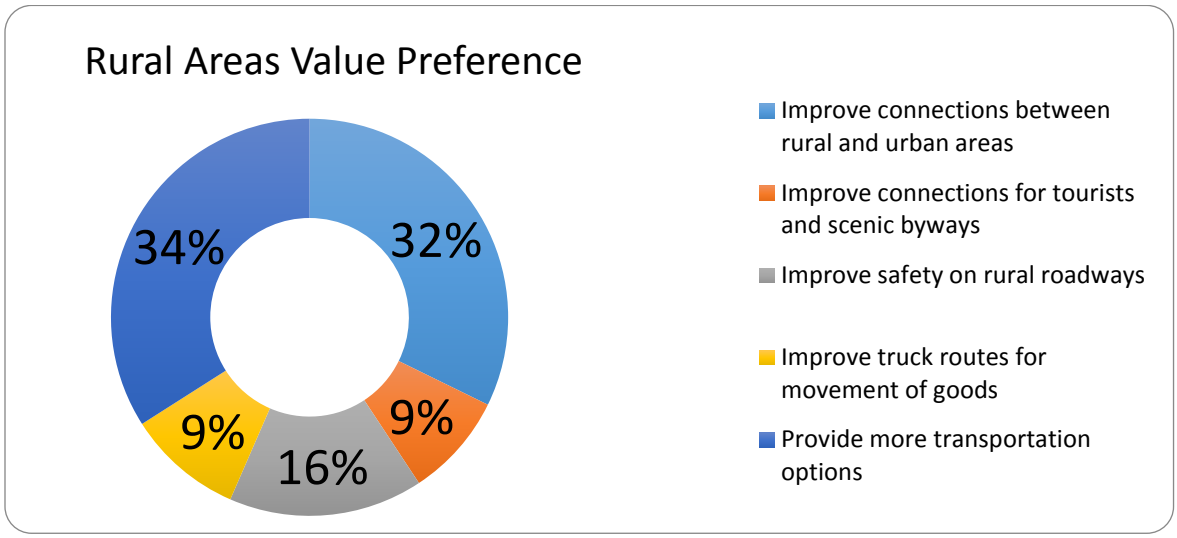


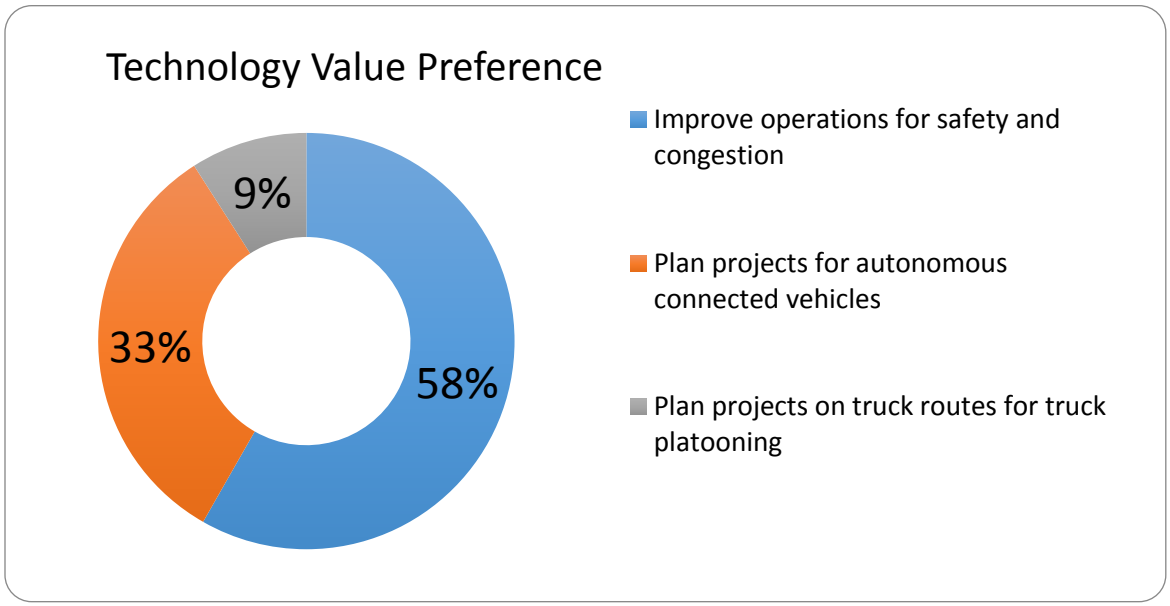

The last task that the survey participants were asked to do was to choose their value preferences for Maryland's transportation system in the year 2040. The topics covered included Economy, Environment, Urban Areas, Rural Areas, and Technology. Each of these topics had a list of transportation issues that the survey participant would choose by which issue they valued most when looking towards the future. The MTP is a long-range plan and vision for the future, and having input from stakeholders on this subject is essential. The data results for each topic are shown in the charts below.


Economic Value Preference
5%
7%
28%
50%
10%
Expand to facilitate development of industries
Implement congestion pricing or toll lanes
Improve job access by building new roads and lanes
Improve options transit bike pedestrian rail
Invest in ports rail airports and truck routes


Environment Value Preference
28%
17%
19%
16%
20%
Add transit bicycle and pedestrian options
Consider climate change effect on infrastructure
Enhance environmental resources impacted
Preserve existing infrastructure not building new
Reduce congestion in urban areas for air quality


Urban Areas Value Preference
39%
16%
17%
28%
Deliver projects with more transportation options
Improve safety and security
Improve transportation connections
Reduce congestion by adding lanes and roads


Rural Areas Value Preference
32%
9%
16%
9%
34%
Improve connections between rural and urban areas
Improve connections for tourists and scenic byways
Improve safety on rural roadways
Improve truck routes for movement of goods
Provide more transportation options


Technology Value Preference
58%
33%
9%
Improve operations for safety and congestion
Plan projects for autonomous connected vehicles
Plan projects on truck routes for truck platooning

**Survey Participant Demographic Data**

The following chart shows the number and percentage of survey participants that work in the counties and other regions in and around Maryland.

County Participant Works In

| Answer | Count | %GT Count |
|---|---|---|
| Allegany | 15 | 0.37% |
| Anne Arundel | 491 | 12.26% |
| Baltimore City | 709 | 17.70% |
| Baltimore County | 430 | 10.74% |
| Calvert | 20 | 0.50% |
| Caroline | 21 | 0.52% |
| Carroll | 154 | 3.85% |
| Cecil | 32 | 0.80% |
| Charles | 23 | 0.57% |
| Dorchester | 14 | 0.35% |
| Frederick | 166 | 4.14% |
| Garrett | 5 | 0.12% |
| Harford | 85 | 2.12% |
| Howard | 215 | 5.37% |
| Kent | 32 | 0.80% |
| Montgomery | 491 | 12.26% |
| Prince Georges | 296 | 7.39% |
| Queen Anne | 74 | 1.85% |
| Saint Mary | 21 | 0.52% |
| Somerset | 10 | 0.25% |
| Talbot | 35 | 0.87% |
| Washington | 66 | 1.69% |
| Wicomico | 33 | 0.82% |
| Worcester | 9 | 0.22% |
| Other DC | 286 | 7.14% |
| Other DE | 9 | 0.22% |
| Other Not employed/retired | 134 | 3.35% |
| Other Outside Region | 21 | 0.52% |
| Other PA | 12 | 0.30% |
| Other VA | 93 | 2.32% |
| Other WV | 3 | 0.07% |
| Total | 4,005 | 100% |

## 8.2 Appendix B – Detailed MDOT Responses of Public Comments by Category

Getting the perspective of transportation users is critical in shaping the development of the 2040 MTP. In this effort, the public was given a two-month period in the Fall of 2018 to comment on the Draft. During the comment period, MDOT received twelve correspondences that contained a total of 47 comments. The correspondences came from a combination of organizations and agencies such as the American Association of Retired Persons (AARP) Maryland, the Maryland Department of Disabilities (MDOD), and various local/regional planning agencies, as well as from private citizens from around the State. Responses were developed for each comment. Those responses were then aggregated by topic, which are detailed below.

| Comment Category | MDOT Response |
|---|---|
| **The MTP should highlight specific projects, services, responses to severe weather events, regions, and/or metropolitan areas in the State.** | The MTP is a policy-based document meant to provide a framework for statewide goals and objectives, and is not meant to be a reference for specific projects, services, or programs. Sample projects are included for illustrative purposes and are meant to provide a broad range of potential projects that align with the goals of the MTP; projects not specifically mentioned in the MTP may still be considered for implementation. The regions as presented in the MTP are only meant to highlight the State's geographic diversity and by no means preclude the need to assess interregional connections and the shared transportation assets between regions. Many comments concerned items for which MDOT is addressing, albeit outside of the specific scope of the MTP such as:<br>• MDOT is involved in the development of the Central Maryland Regional Transit Plan in collaboration with the Regional Transportation Agency of Central Maryland;<br>• It develops the State's Consolidated Transportation Program (CTP) which is Maryland's six-year capital budget for transportation projects;<br>• MDOT's TBUs address specific concerns and potential risks to transportation assets in their individual resiliency plans;<br>• When assessing projects for the CTP, MDOT does consider relevant studies such as that completed for the Southern Maryland Rapid Transit.<br>Also, any documentation received regarding specific topics has been shared with appropriate MDOT staff. |

| Comment Category | MDOT Response |
|---|---|
| **The MTP should address issues of equity and reducing disparities, particularly for older adults given the anticipated growth in the 65+ age group's share of Maryland's population.** | The MTP's Challenges and Opportunities section highlights the State's aging population as it realizes this likely will impact travel patterns, travel times, and public transportation needs. MDOT's continued investments in the transportation system will include public transportation and pedestrian options, with attention given to its older residents. |
| **The MTP should include items related to implementing Complete Streets policies that prioritize transit, pedestrian and bicycle travel, accessibility, and safety in high density areas.** | The Bicycle and Pedestrian Master Plan 2019 Update developed concurrently with the MTP highlights goals for bicycle and pedestrian travel. Also, over the next year, MDOT will be developing a Complete Streets policy that will address issues of safety, mobility, and convenience for all modes of transportation along community roads. |
| **MDOT should coordinate with other agencies to develop strategies, provide data, conduct trainings, complete retrofits, and assess projects, particularly when it comes to ensuring compliance with Americans with Disabilities Act (ADA) standards.** | The MTP's goal to Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience has been updated to include a strategy to 'Coordinate with state and local government agencies to ensure that planned projects, new technologies, and incident training consider all customers to ensure equal access to Maryland's transportation system'. |
| **The condition of rural roads makes it difficult for residents of rural areas, particularly older ones, to travel to other areas as needed.** | The MTP goal to 'Provide Better Transportation Choices and Connections' includes strategies for investing in improvements between rural and urban areas, and coordinating infrastructure improvements to facilitate multimodal connectivity and access. While technology is a key component in MDOT's efforts to provide better transportation choices and connections, it understands that improvements to infrastructure between rural and urban areas will likely require more traditional strategic investments to ensure the proper maintenance and preservation of those assets. This is further underscored in the strategies under the goal to 'Maintain a High Standard and Modernize Maryland's Multimodal Transportation System', particularly in the goal's objectives related to preservation and asset management. |
| **Maryland should prioritize the use of electric vehicles (EVs) and other technology to reduce greenhouse gas (GHG) emissions.** | The MTP goals to 'Ensure Environmental Protection and Sensitivity, and Maintain a High Standard,' and 'Modernize Maryland's Multimodal Transportation System' both include strategies and performance measures specifically related to Electric Vehicle (EV) registrations and EV charging infrastructure. Moreover, the performance measures in the MTP dealing with transportation-related emissions are informed by the Greenhouse Gas Emissions Reduction Act of 2016. |
| **It would be helpful to review the State Asset Management Plans to see how Maryland is prioritizing and scheduling infrastructure maintenance.** | MDOT's State Asset Management Plan will be made available soon, and will include a policy statement to direct MDOT TBUs to develop their own asset management plans. Maryland's transit agencies have already completed their asset management plans as per federal requirements, and MDOT SHA has completed an initial transportation asset management plan for bridges and pavement. |

| Comment Category | MDOT Response |
|---|---|
| **MDOT should report how the MTP's performance measures have fared in relation to its goals.** | MDOT evaluates and reports the performance of Maryland's transportation system through its annual Attainment Report (AR) which focuses on the goals adopted in the MTP. The 2019 AR is developed concurrently with the MTP and includes all performance measures. |
| **MDOT MTA should address the issues related to the frequency of contracts for the procurement of transit buses.** | MDOT MTA acknowledges the issues with bus contracts and has put forth a strategy to ensure regular five-year bus contracts for the Locally Operated Transit Systems (LOTS) to purchase from. MDOT MTA Office of Local Transit Support is also available to provide technical assistance for LOTS looking to pursue their own bus contracts. |
| **MDOT should focus on the potentially disruptive effects of Connected Autonomous Vehicles (CAVs) and Electric Vehicles (EVs).** | The MTP's Challenges and Opportunities section highlights the potential impacts from CAVs and EVs on Vehicle Miles Traveled (VMT) and gas tax revenue, respectively. In an effort to outline specific strategies to address many CAV issues, MDOT and MDOT TBUs are working on a separate Maryland CAV Vision and Strategic Plan. |
| **The MTP does not call for an increase in MARC Train Service.** | MDOT MTA does not own the rail lines on which it operates; the Penn Line is owned by Amtrak, and the Camden and Brunswick Lines are owned by CSX. While MDOT MTA works closely with the rail owners to prioritize MARC service as much as possible, it faces the reality that the owners have their own priorities including intercity passenger rail and freight. MDOT MTA has made numerous investments in MARC service over the past several years to improve reliability including purchasing new railcars and locomotives, jointly investing with Amtrak and CSX in improving the condition of the rail, and funding safety initiatives such as Positive Train Control. MDOT MTA will continue to work with the surrounding communities, Amtrak, and CSX to improve service on the three commuter rail lines. |
| **In certain counties, there seems to be a high percentage of Maryland residents who commute outside of their counties for work.** | The MTP includes items such as percent of population who commute within their county, to another county, or outside of Maryland in order to demonstrate the importance of interregional connections within the State, which is underscored in the MTP's goals. |