

Sustainable Growth Commission

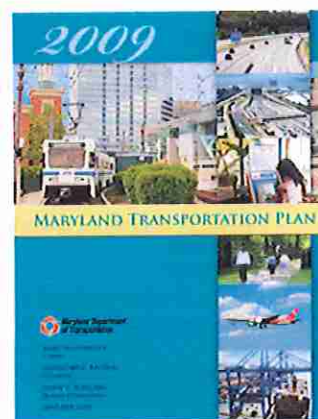
Briefing on the Maryland Transportation Plan

January 28, 2013



2035 MTP – An Overview

- Last done in 2009
- Establishes a 20-year vision, goals, objectives and strategies for MDOT.
- 20-year forecast of State transportation needs based on the financial resources anticipated to be available.
- Include a summary of the types of projects and programs to achieve goals and objectives.
- Advisory Committee pending.

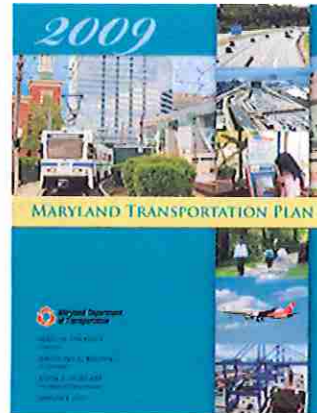


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2035 MTP – Framework

- Refresh current MTP strategic vision
- Refine MTP goals & objectives to support vision/mission
- Use performance measures to track progress
- Develop quantitative, strategy-based 'scenarios' to examine how policy choices affect achievement of goals & objectives
- Develop a long-range transportation plan by January 2014 that will guide transportation investments and help to benchmark progress.



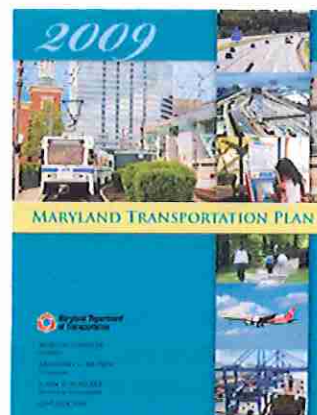
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MTP Process & Schedule

Schedule

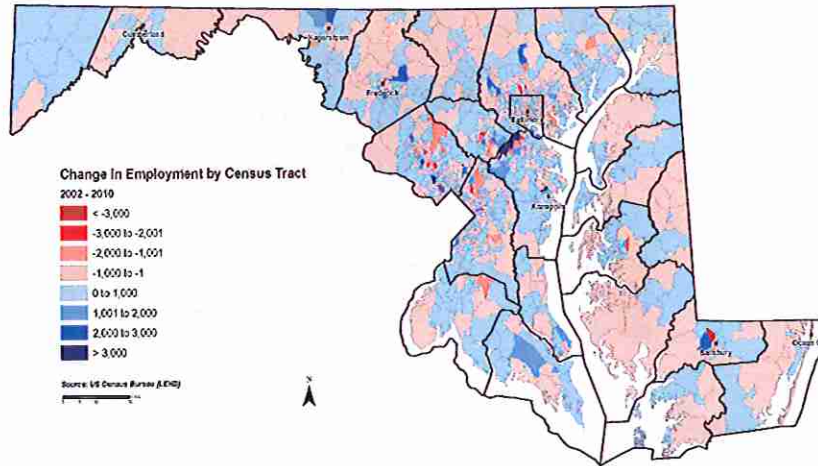
- **Winter 2013:**
 - **Initiate Public Outreach Activities**
 - **Assess Current Conditions, Trends and Issues**
 - **Develop Goals, Objectives, and Performance Measures**
 - **Assess Needs and Financial Resources**
- **Spring 2013:**
 - **Develop Alternative Investment Scenarios**
- **Summer 2013:**
 - **Public Outreach Activities**
 - **Develop Implementation Strategies**
- **Fall 2013:**
 - **Public Outreach Activities**
 - **Prepare Draft 2035 MTP**
- **January 2014:**
 - **Release 2035 MTP**



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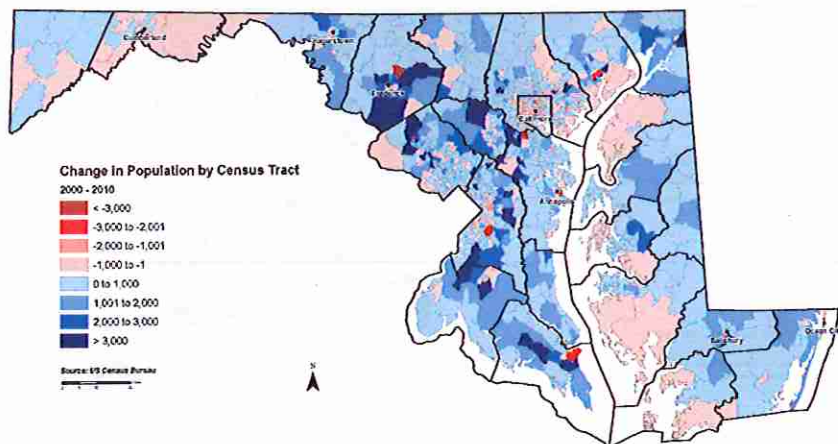
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Employment



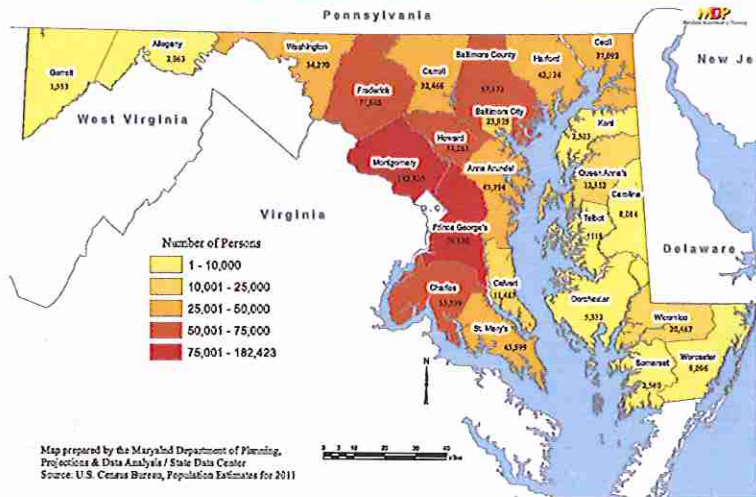
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Population Growth 2000-2010



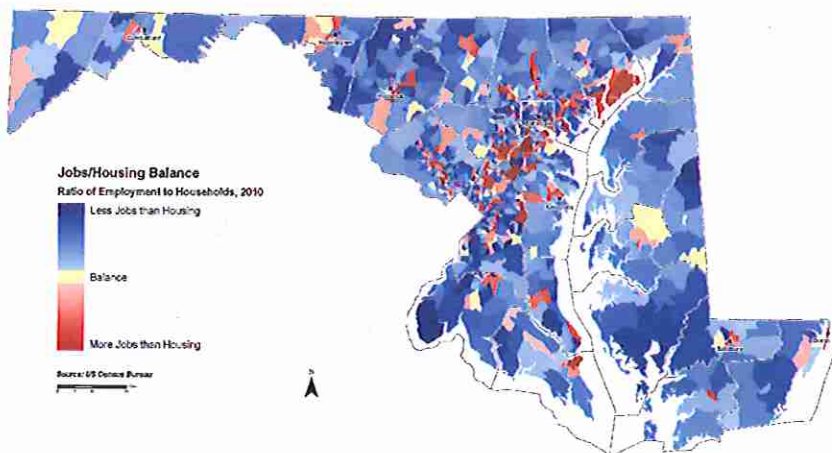
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Predicted Pop. Growth 2010-30



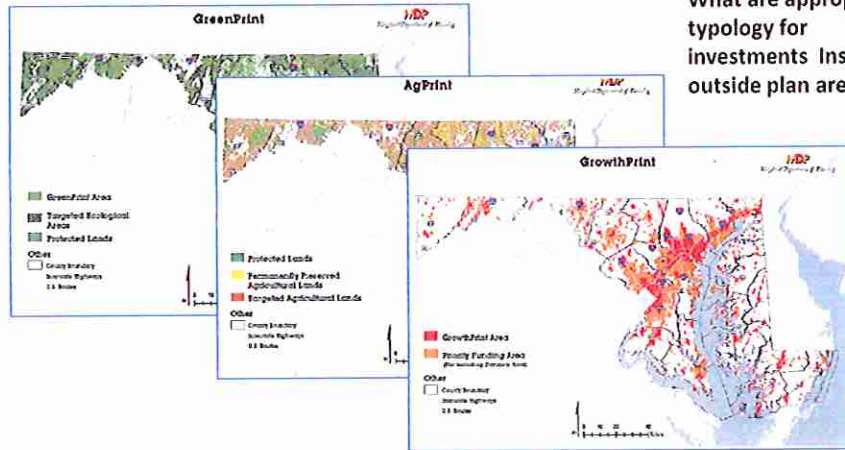
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Sample Trends: Jobs/Housing Balance



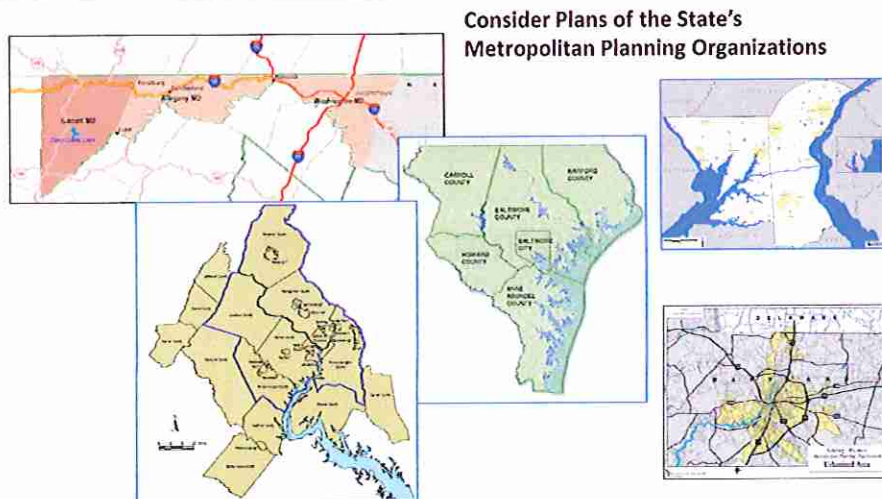
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PlanMaryland geographies



What are appropriate typology for investments inside-outside plan areas

Regional Plans



Consider Plans of the State's Metropolitan Planning Organizations

Maryland Planning Visions (2009)

1. **Quality of Life and Sustainability:** A high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.
2. **Public Participation:** Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
3. **Growth Areas:** Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
4. **Community Design:** Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.
5. **Infrastructure:** Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;
6. **Transportation:** A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;
7. **Housing:** A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;
8. **Economic Development:** Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities are encouraged;
9. **Environmental Protection:** Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;
10. **Resource Conservation:** Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;
11. **Stewardship:** Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and
12. **Implementation:** Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these Visions.

Federal Legislation & Guidance



FEDERAL REGISTER
The Daily Journal of the United States Government

Potential Vision & Goal Areas



MTP Vision and Mission

Vision:

A world-class multimodal transportation system that supports a vibrant economy, a sustainable environment, and an excellent quality of life for all Marylanders.

Mission:

Provide Maryland with a well-maintained, sustainable, balanced and multimodal transportation system that supports the safe and efficient movement of people and goods

(Adapted from 2009 MTP)



Safety & Security

Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards



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System Preservation

Preserve and maintain the State's existing transportation systems and assets



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Quality of Service

Maintain and enhance the quality of service experienced by users of Maryland's transportation system



17

Environmental Stewardship

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



18

Community Vitality

Provide options for the movement of people and goods that support communities and quality of life



19

Economic Prosperity

Support a healthy and competitive Maryland economy



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MARYLAND BICYCLE & PEDESTRIAN MASTER PLAN

WHAT IS THE BICYCLE & PEDESTRIAN MASTER PLAN

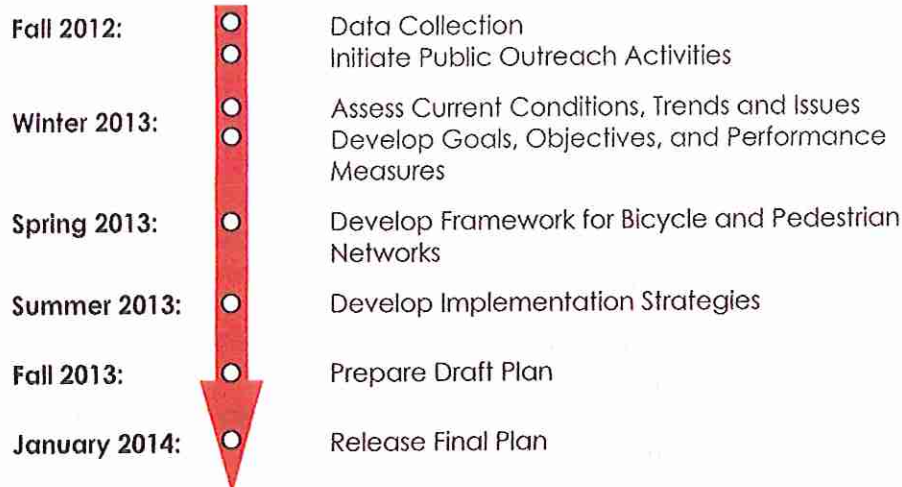
The Maryland Department of Transportation (MDOT) is leading an update of the current Bicycle and Pedestrian Master Plan, which was adopted in 2002. The Bicycle and Pedestrian Master Plan establishes a 20-year vision to support cycling and walking as modes of transportation in Maryland. The Plan will provide guidance and investment strategies to support cycling and walking, both on-road and off-road, as part of Maryland's multimodal transportation network.

STATEWIDE & FEDERAL PLANNING COORDINATION

The Bicycle and Pedestrian Plan will be coordinated with the Maryland Transportation Plan, or "MTP", and other key statewide planning efforts. It will also address recently enacted federal transportation legislation, "Moving Ahead for Progress in the 21st Century." The federal legislation, known as "MAP-21", introduced changes in federal funding opportunities for bicycle and pedestrian infrastructure, and introduced new requirements for performance measurement.

WHAT ARE THE UPCOMING KEY MILESTONES

The Bicycle and Pedestrian Master Plan is being updated on the same schedule as the [MTP](#), in accordance with recent changes to State law. Both plans will be completed by January 2014.



FOR MORE INFORMATION

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GET INVOLVED

To sign up to receive newsletters and learn about more ways to get involved with the Bicycle and Pedestrian Master Plan Update process, please visit our project website at www.mdot.maryland.gov/bikewalkplan

Bicycle and Pedestrian Priorities Survey. As part of this effort, MDOT will be soliciting input through a public survey. The survey is scheduled to be available by January 2013. Please go to the Get Involved tab on our website to join our mailing list for the survey and other plan related news.

MARYLAND BICYCLE & PEDESTRIAN MASTER PLAN

WHY WE ARE UPDATING THE PLAN

State and local stakeholders have made significant progress in implementing the 2002 Plan. However, it is time to reassess user needs and refine our strategies in order to make Maryland a truly bike and pedestrian friendly state. In addition, State law requires the Bicycle and Pedestrian Plan be updated to remain consistent with the MTP.

We Have New Tools and Policies –

New State and federal programs and policies call for new strategies and criteria to help identify and select projects.

Updates of national traffic design manuals provide much greater detail and guidance regarding the planning and design of bicycle and pedestrian facilities.

New GIS and internet technologies allow for easier collaboration among state and local planning agencies, citizens and public officials.

The Maryland Trails Plan offers new data about off-road transportation trails.

Attitudes are Changing –

Many communities in Maryland and across the country are making a shift to prioritize biking and walking as important aspects of a complete transportation system.

Biking and walking allow citizens to live a more healthy lifestyle and can support the economic vitality of a community.

Biking and walking can help reduce household transportation spending, which is particularly important as fuel prices rise.

When safe and convenient facilities are present and conditions are favorable people are choosing to walk and bicycle.

WHAT THE PLAN WILL DO

- o Give planners and elected officials a better understanding of user needs and opportunities for change
- o Support key connections between communities, employment, trails and transit
- o Develop strategies for targeting and prioritizing investments to best utilize limited resources and support a broad range of users
- o Support creating cleaner, greener transportation options and healthy, active lifestyles
- o Recommend performance measures for tracking progress in bicycle and pedestrian transportation
- o Coordinate State, regional and local plans and initiatives, and share best practices from around the State and beyond

WHAT THE PLAN WILL NOT DO

- o Result in a specific list of capital investment projects for the State or local agencies to build
- o Dictate a one-size-fits-all solution for Maryland's diverse communities

2035 MARYLAND TRANSPORTATION PLAN

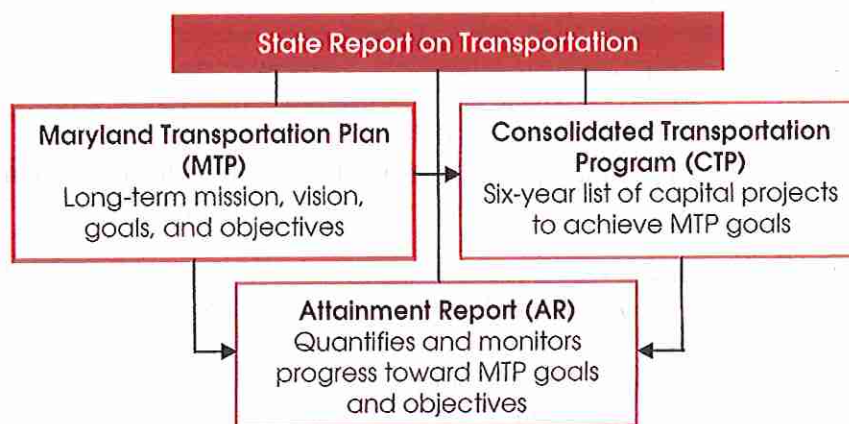
WHAT IS THE 2035 MARYLAND TRANSPORTATION PLAN (MTP)

A 20-year vision for transportation in Maryland developed through extensive public outreach to Maryland's citizens, government agencies, and interested organizations

- Outlines overarching transportation goals and priorities
- Helps define transportation decision-making within larger context
- Guides policies, plans, and priorities throughout MDOT and its modal administrations

STATEWIDE TRANSPORTATION PLANNING

The MTP is one component of the State Report on Transportation which also includes the Consolidated Transportation Program (CTP) and the Attainment Report on Transportation System Performance (AR). Together, these documents set the course and the implementation steps for carrying-out the State's mission and vision for transportation.



HOW IS THE MTP KEPT CURRENT AND WHAT ARE THE UPCOMING KEY MILESTONES

The Maryland Department of Transportation (MDOT) updates the MTP every five years and activities are underway to develop the 2035 MTP. MDOT will engage residents, businesses, governmental agencies, and other stakeholders so that the MTP's long-range vision, goals, and objectives reflect and respond to the needs of Maryland's citizens and businesses.

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| <p>Fall 2012/
Winter 2013:</p> <p>Winter 2013:</p> <p>Spring 2013:</p> <p>Summer 2013:</p> <p>Fall 2013:</p> <p>January 2014:</p> | | <ul style="list-style-type: none"> • Conduct Public Engagement • Assess Current Conditions, Trends • Develop Goals, Objectives, and Performance Measures • Assess Needs and Financial Resources • Develop Alternative Investment Scenarios • Develop Implementation Strategies • Prepare 2035 MTP • Release 2035 MTP |
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FOR MORE INFORMATION

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Visit the MTP web page at: www.mdot.maryland.gov/MTP



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
Darrell B. Mobley, Acting Secretary

KEY DRIVERS OF THE 2035 MTP UPDATE

INCREASING DEMANDS ON THE SYSTEM

Demand on the system is increasing. Population, miles traveled, and freight traffic are all expected to increase in the coming years. Annual vehicle miles of travel in Maryland total 56 billion. Maryland's population in 2010 was over 5.7 million, and it's projected to increase by one million and produce an additional 600,000 jobs by 2035. Freight activity is expected to more than double by 2035.

Maryland has some of the worst congestion in the country. Metropolitan Washington, DC ranks 1st and Baltimore 6th in delay per auto commuter, with 74 and 52 hours wasted per commuter each year, respectively. Maryland residents have the longest average commute time to work (32 minutes) in the nation. Drivers travelling on Maryland's freeways/expressways experience a total annual delay of 40.6 million hours, consume 41 million gallons of extra fuel, and accrue \$1.49 billion of annual user costs due to congestion (which translates to more than 10 hours, 10 gallons and \$376 per licensed driver each year).

The State Highway Administration currently spends 82% of its capital budget just to maintain the highway system. There is little funding left for important economic development projects and these resources must be deployed as effectively as possible.

Public transit use in Maryland is nearly twice the national average. One of every 11 commuters uses public transit statewide.

IMPORTANCE OF TRANSPORTATION TO ECONOMY

Transportation investments across all modes deliver broad, substantial, and lasting benefits to Maryland's economy. Maryland's transportation spending of \$13 billion over the past five years generated:

Additional economic output totaling \$29 billion across the State including \$13 billion in wages to Maryland workers.

Transportation investment supported an average of **34,805 jobs** each year in the State, and supports more jobs than similar levels of spending on most other public investments.

A more efficient economy by reducing the cost of producing goods and services.

STATEWIDE & FEDERAL PLANNING COORDINATION

The MTP and other components of the State Report on Transportation must be coordinated with other key statewide planning efforts, as well as new federal planning provisions. New federal transportation legislation, known as "Moving Ahead for Progress in the 21st Century (MAP-21)," introduces new requirements for performance measures and targets to be incorporated into long-range planning in areas of bridge condition, pavement condition, safety, system reliability, congestion, environment, freight, and transit state of good repair. The US Department of Transportation will evaluate the appropriateness of targets and progress in achieving performance targets.



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