



MDOT Attainment Report Advisory Committee (ARAC)

Tuesday, May 23, 2023

Meeting #1

ARAC Members

Alexander Austin, Business
Prince George's County Chamber of
Commerce

Derrick Waters, Disabled Citizens
US Treasury IRS

Regina Ali, Auto Users Group
AAA Mid-Atlantic

Ben Groff, Transit Users
MTA Citizens Advisory Committee, Chair
Red Line Now PAC Chair

Gustavo Torres, Immigrant Community
Executive Director, CASA Maryland

Robert A. Holsey, Jr., Construction Industry
International Union Of Operating Engineers
Local 37

Brian Patrick Wivell, Transportation Labor
Maryland State & DC AFL-CIO, Legislative
& Political Director

Jacqueline Allsup, NAACP
Vice President, Maryland State NAACP

Sheila Somashekhar, Transit Users
University of Maryland
Purple Line Coalition

Charlotte Davis, Rural Interests
Rural Maryland Council

Jaime McKay, Transit Users
Transit Services Division, Frederick County

Shima Hamidi, Health Equity
Johns Hopkins University
Environmental Health & Engineering

Dr. Chester Harvey, Pedestrian/Bicyclists
National Center for Smart Growth, University
of Maryland

**Lindsey Mendelson, Environmental
Advocacy**
Sierra Club Maryland

**Dr. Ting Ma, Transportation
Performance Management**
TRB Standing Committee
on Performance Management

Deborah Price, Maryland Counties
Demographic Planner, Harford County

Louis Campion, Goods Movement Industry
Maryland Motor Truck Association

Valdis Lazdins, Planning
Assistant Secretary, Maryland Department
of Planning

Dennis Enslinger, Maryland Municipalities
Gaithersburg Deputy City Manager

**Dr. Mansoureh Jeihani, Transportation
Demand Management**
Morgan State University

** Information on the ARAC at www.mdot.Maryland.gov/ARAC*

Agenda



- Introductions
- Overview of MDOT and Transportation in Maryland
- The State Report on Transportation
- Role of the ARAC
- Attainment Report: Overview and Requirements
- Interactive Discussion: MTP Guiding Principles, Goals, and Key Outcomes
- Next Steps
- Public Comment
- Conclude Meeting

01

Introduction



Introductions



Please share...

- Name
- Organization/Position
- Favorite way to get around / Best thing about Spring

Polling

- www.menti.com
- Code: 47 13 21 8
Next question
helps us test it out.

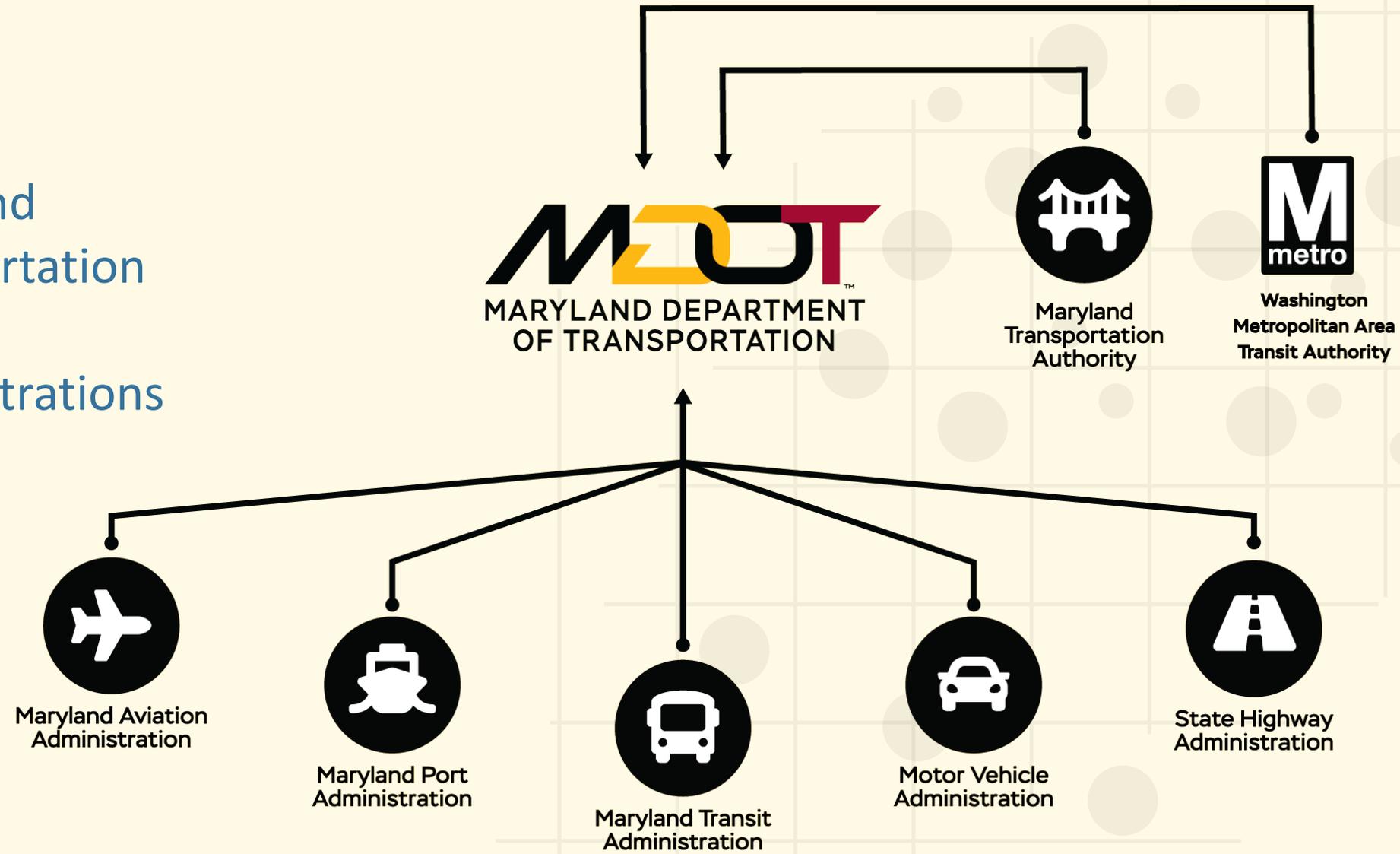


02

Overview of MDOT and Transportation in Maryland



Maryland
Transportation
modal
administrations



Who is MDOT?



- The Maryland Department of Transportation (MDOT) has six modal administrations. The MDOT Secretary does the following:
 - Serves as Chairman of the Maryland Transportation Authority (MDTA), which owns, operates, and maintains the state's eight toll facilities.
 - Is Chairman of the Port Commission and the Airport Commission.
 - Serves as a member of the Washington Metropolitan Transit Authority (WMATA) Board and while WMATA is not part of MDOT, MDOT is a compact signatory and contributes significant annual funds for WMATA capital and operations.
- MDOT is responsible for statewide transportation planning for the state's roadways, transit, rail, freight movement, pedestrian and bicycle networks, aviation, Maryland's Port of Baltimore, and driver and vehicle services.
- The organization works together toward one shared mission.

MDOT Mission



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





Maryland Transportation Plan (MTP)

- The federal government and the state require Maryland to create a 20-year long range transportation plan. This plan is the MTP, which is required to be updated every 5-years through a public participation process to address current and future challenges.
- MTP establishes a 20-year vision for multi-modal transportation in Maryland that outlines the State's transportation policies and priorities and helps guide Statewide investment decisions for all methods of transportation.
- Maryland produces a policy-based long-range plan (vs. a project-based plan).
- The last MTP was finalized in January 2019 – Release of Final Plan with State Report on Transportation.
- **MDOT is developing the 2050 MTP – due by January 2024.**
- The Bicycle and Pedestrian Master Plan also being updated at this time per state statute.



MTP Process

- Phase 1 Summer – Winter 2022
 - Best Practices and Existing Conditions/Trends
 - Family of Plans (MDOT plans) with coordination/collaboration across Partner plans
- Phase 2 Winter – Spring 2023
 - Draft Vision/Guiding Principles/Goals, public Survey 1
 - Draft Strategies, Needs and Priorities, Public Survey 2
 - ARAC
- Phase 3 Summer - Fall 2023
 - Draft Report
 - Outreach/Webinar/Survey
- Final Report – Winter 2023/2024
 - Submitted with State Report on Transportation – January 2024

Proposed Development Timeline



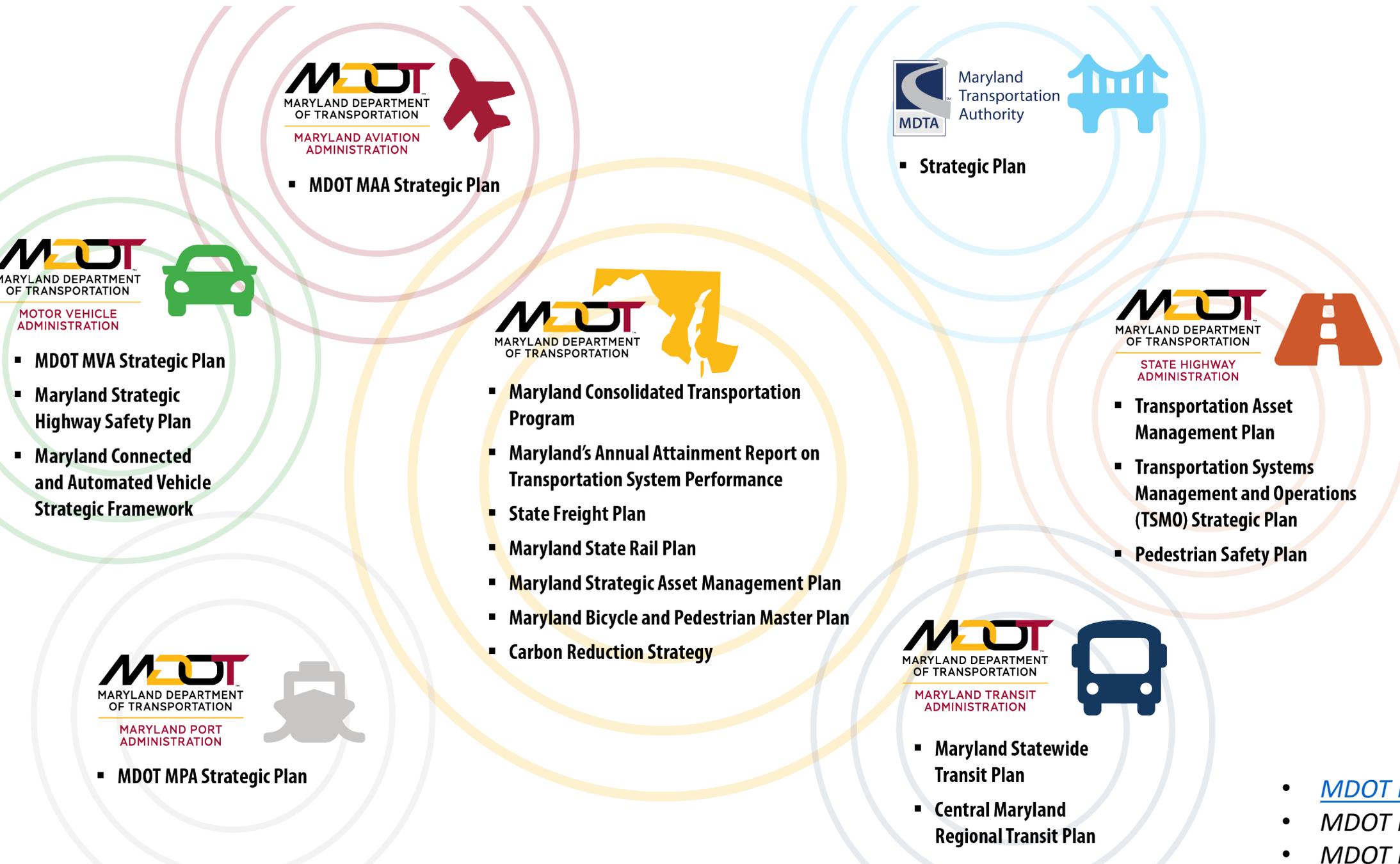
Timeline: with public outreach, surveys, draft plan review, etc.



The MTP provides a framework for statewide goals and objectives

The MTP informs, and is informed by, various multimodal plans and reports across MDOT, which is the MDOT **“Family of Plans.”**

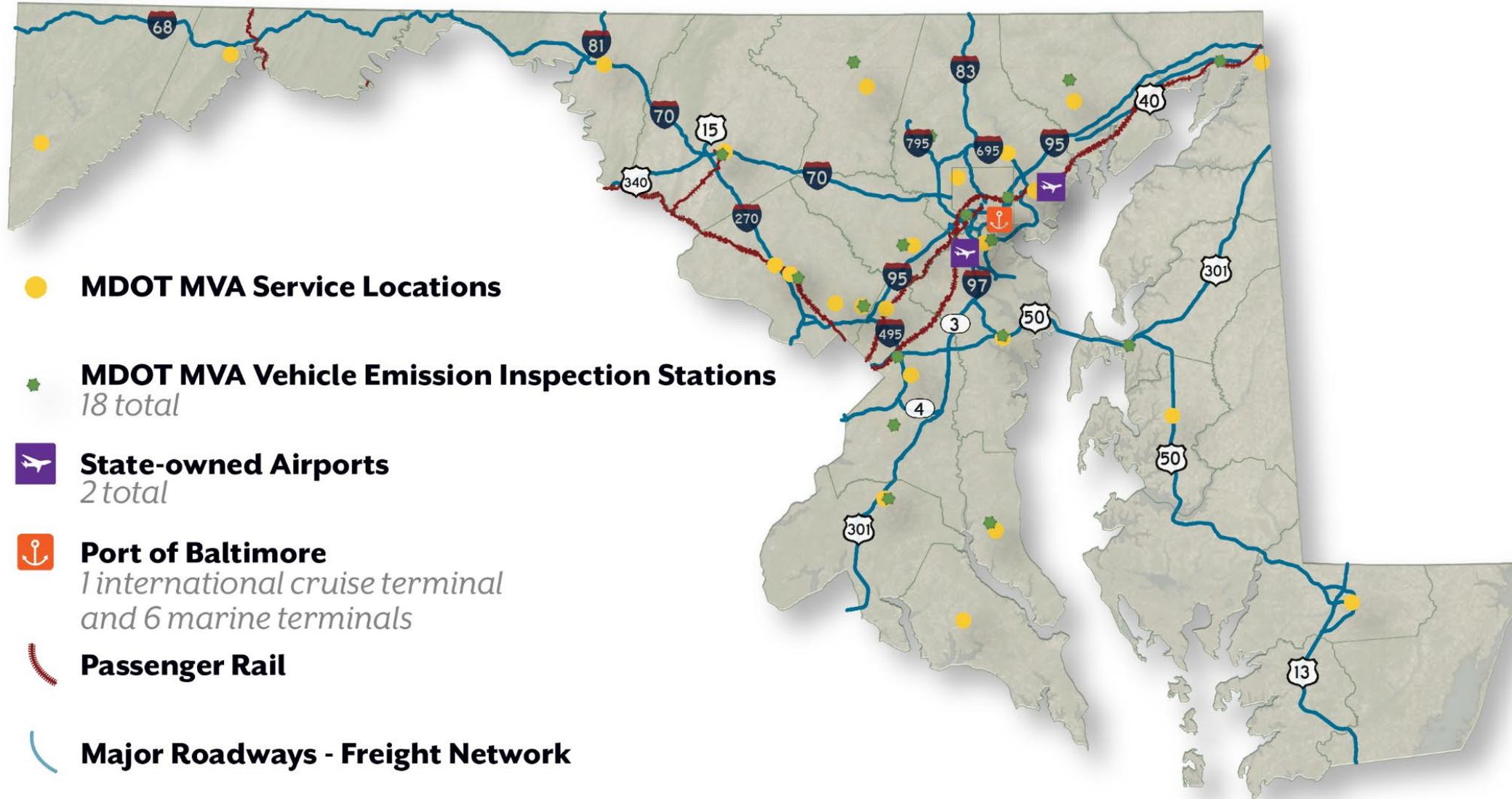
- *Not all plans represented*



- [WMATA Strategic Transformation Plan \(2023\)](#)

- [MDOT MTA Draft Transit Plan \(2022\)](#)
- [MDOT MTA Strategic Plan \(2020\)](#)
- [MDOT PROTECT PLAN under development \(2023\)](#)

MARYLAND DEPARTMENT OF TRANSPORTATION'S SYSTEM



● **MDOT MVA Service Locations**

★ **MDOT MVA Vehicle Emission Inspection Stations**
18 total

✈ **State-owned Airports**
2 total

⚓ **Port of Baltimore**
1 international cruise terminal
and 6 marine terminals

— **Passenger Rail**

— **Major Roadways - Freight Network**

182

Million square yards
of roadway, airfield, and
parking pavement

1,284

Customer, operations
and maintenance, and
administrative buildings

6,189

Revenue and non-revenue
producing vehicles and
equipment

10,311
Structures

647
Miles of passenger
and freight rail

196
Major IT Systems

19.6
Miles of road and
rail tunnels

More than
20 transit
providers
offer services
statewide

MDOT By the Numbers

10,311

Structures
MDOT-Wide



647

miles of
passenger
and freight
rail lines

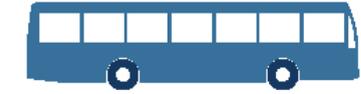


196

Major IT Systems

1,284

Customer, Operations,
Maintenance and
Administrative
Buildings



6,189

revenue and
non-revenue
producing vehicles
and equipment



19.6
miles of tunnels
(road and rail)

182,000,000

square yards
of pavement:
roadway, airfield,
and parking



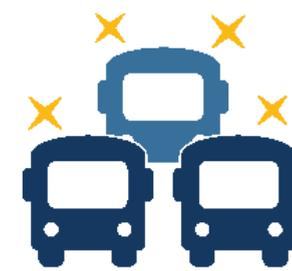
ONLY
BUS

7.2
additional miles of
dedicated bus lanes
(from 6.2 to 13.9)



70-76%
On-time core bus
performance

46%
of bus fleet replaced



60%
of MVA customers
served in under
15 minutes

92%

Real-ID Compliant



74.5%

MVA transactions
completed using
Alternative Service Delivery



3.35 billion
vehicle miles traveled
(est.) by freight in 2022

43.3
million

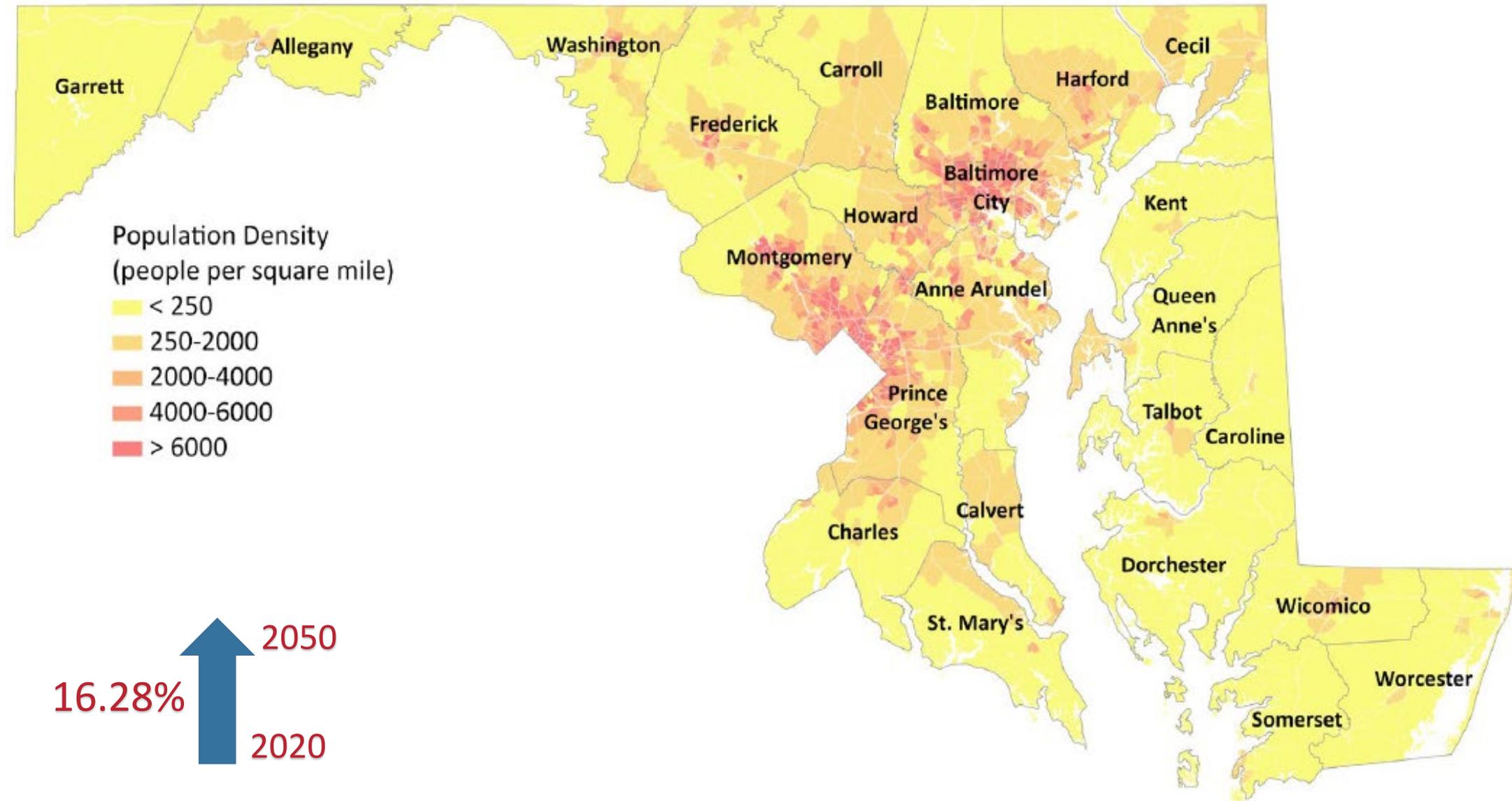
tons of cargo handled
at the Port of Baltimore
(in 2019 - highest ever)



among US Ports in
number of vehicles for
11th straight year

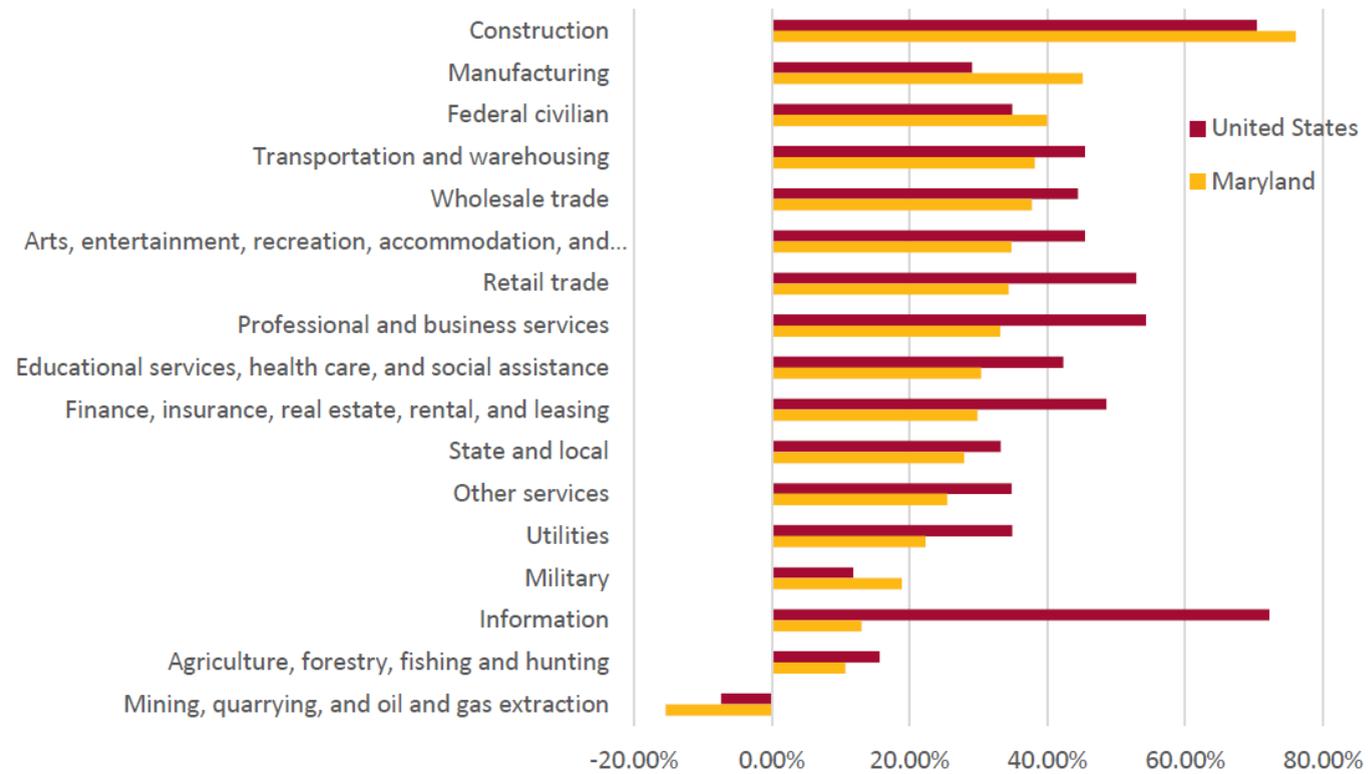
Maryland's Population

- Population is densest in Central Maryland
- Marylanders are getting older and make up a higher percentage of the population in non-urban areas
- Outside of Baltimore City, the highest poverty rates are concentrated in Western Maryland and Eastern Shore
- Population is projected to grow +16.28% by 2050



Maryland's Economy

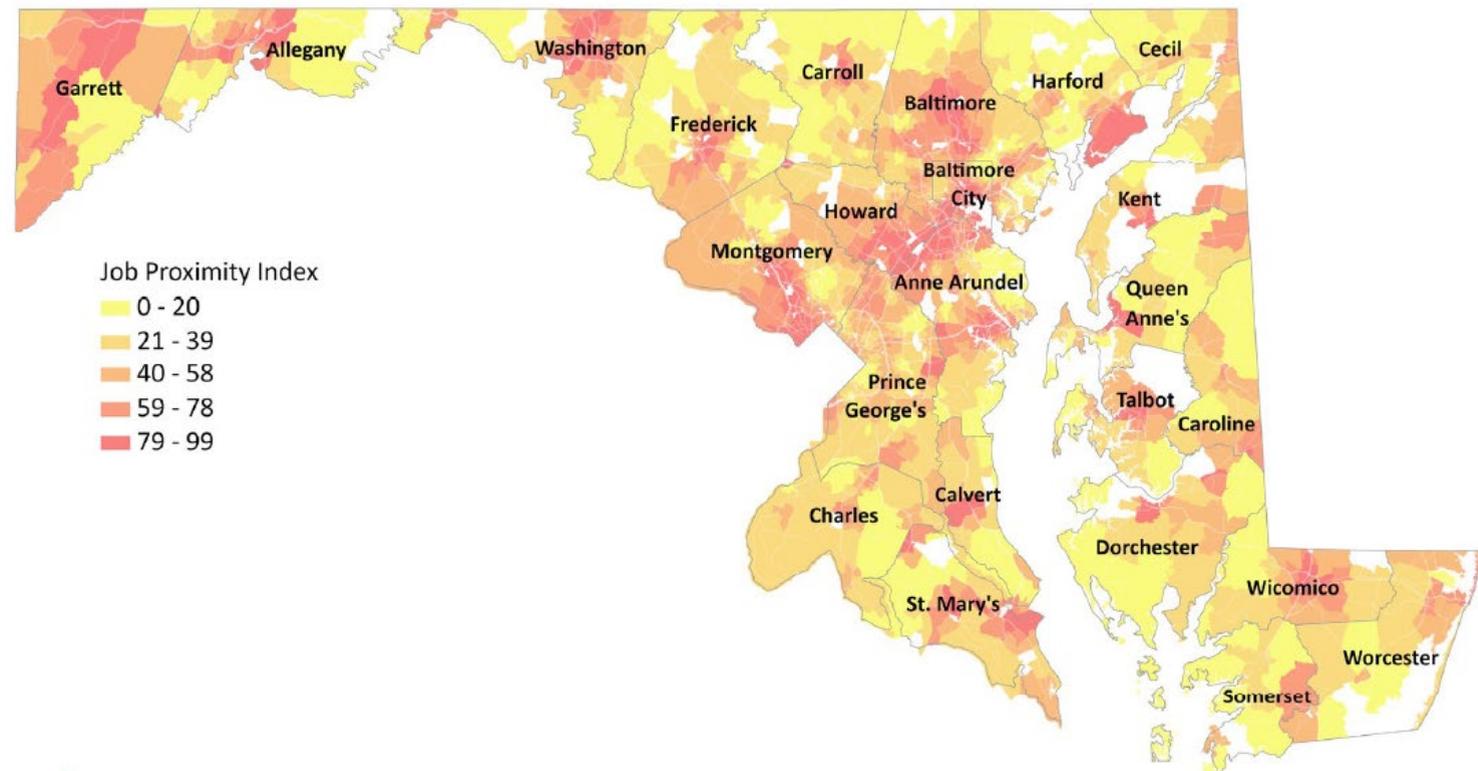
Real Gross State Product Growth in Maryland vs US by Sector (2012-2021)



Maryland's economy is dominated by **services and government sectors**

Maryland's employment is concentrated in a few key locations near major cities and transportation arteries

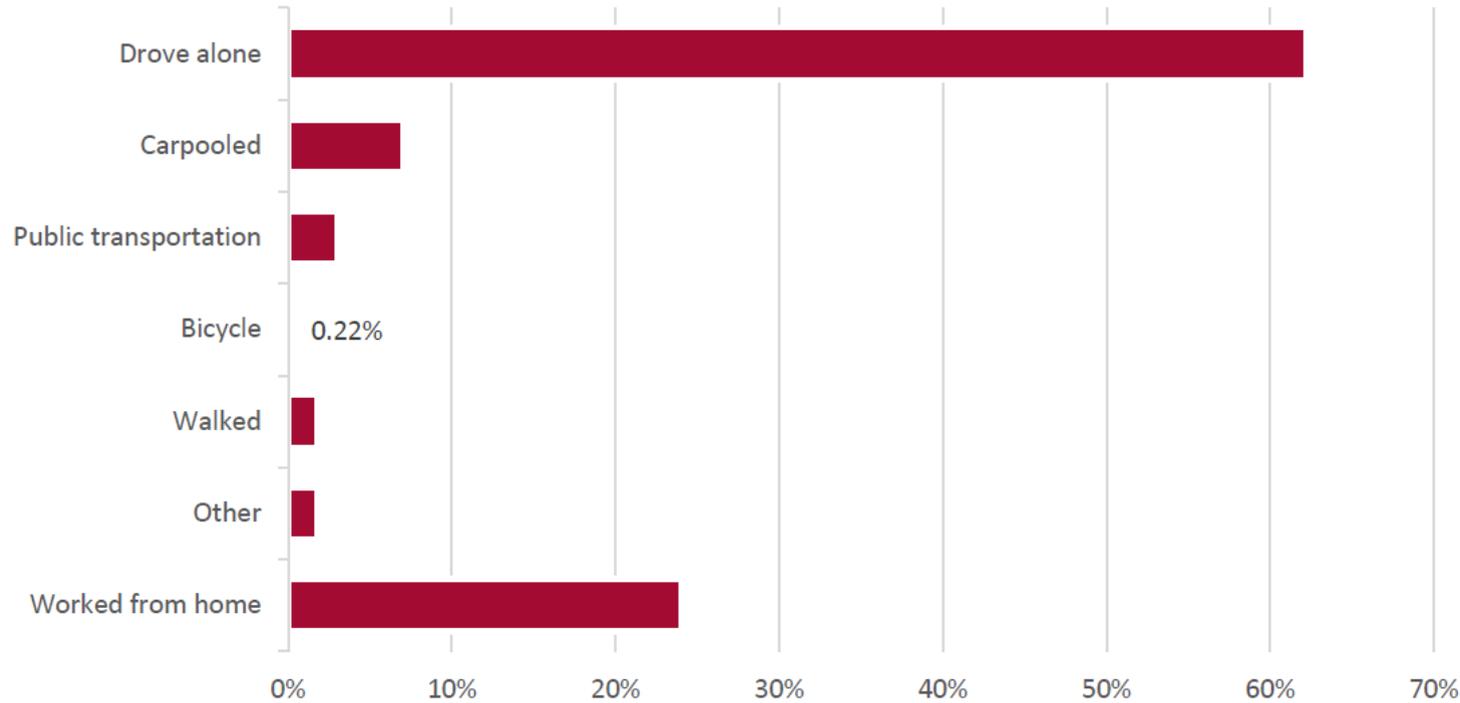
Job Proximity Index (2021)



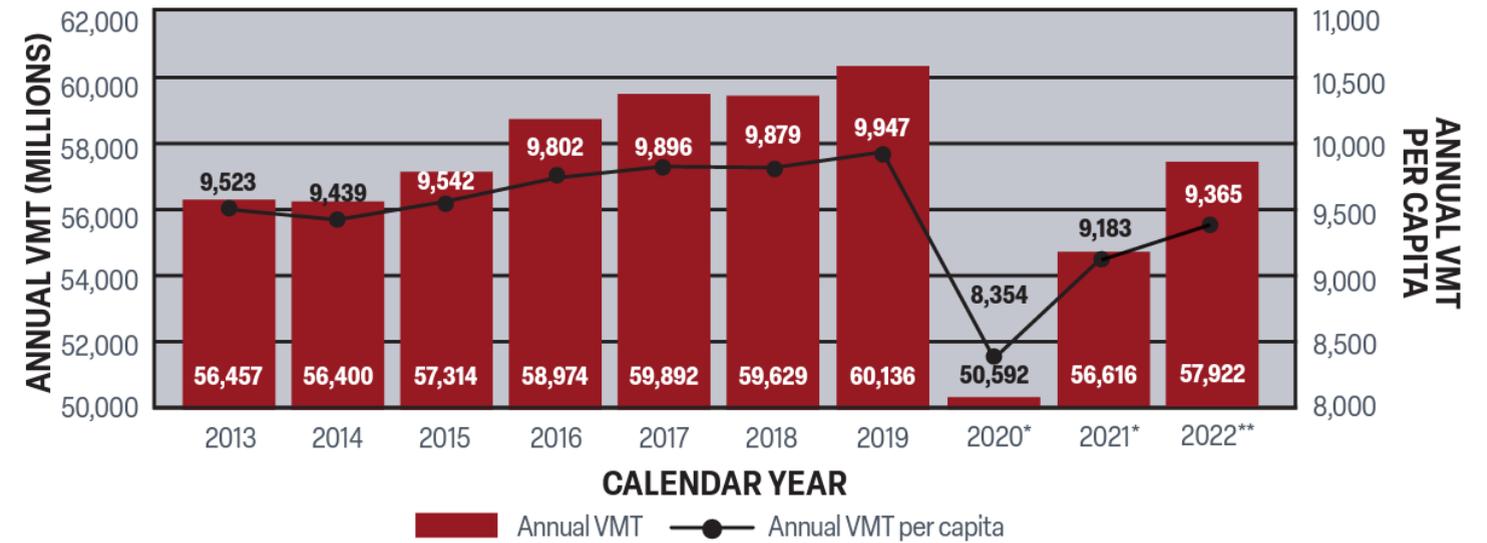
Maryland's Current Travel Trends

Working from home grew to **24.1%** as employers across the state developed telework policies.

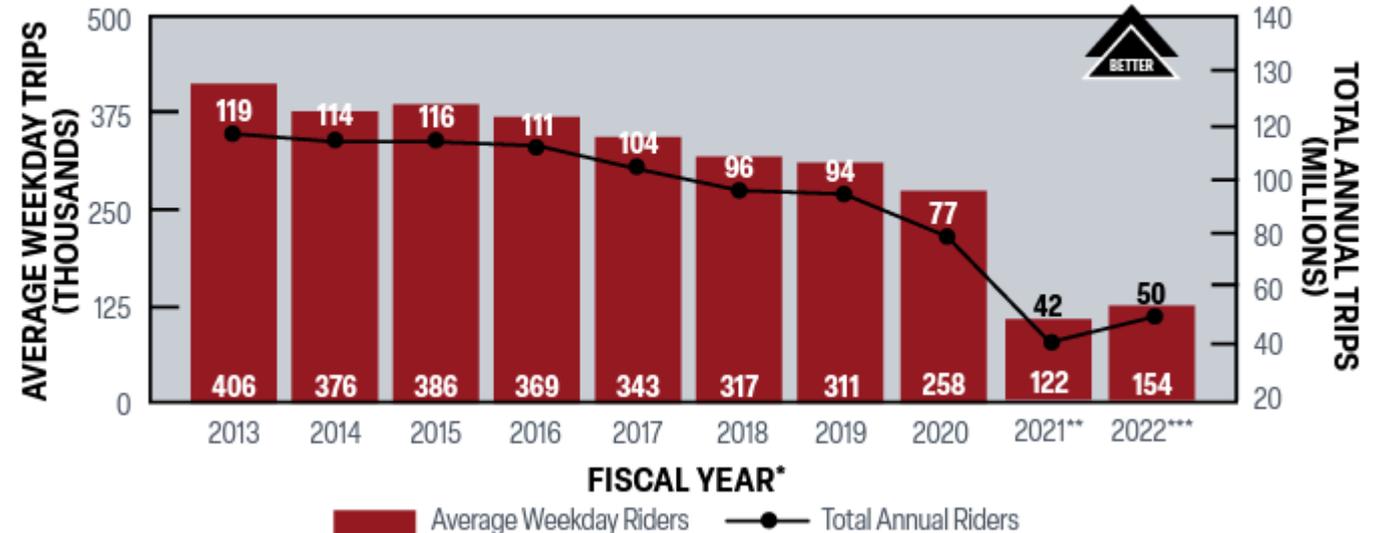
HOW MARYLANDERS COMMUTE



VEHICLE MILES TRAVELED (VMT) AND VMT PER CAPITA



AVERAGE WEEKDAY TRANSIT TRIPS (THOUSANDS) AND TOTAL ANNUAL TRANSIT TRIPS (MILLIONS)



Maryland's Transportation Challenges



- Public Health
- Equity
- Transportation Demand Management
- Shared Mobility
- E-Commerce
- Disconnected transportation and land use plans
- Environment
- Electric Vehicles
- Telework
- Connected and Automated Technology
- Aging Population
- Support for Distressed Economic Regions



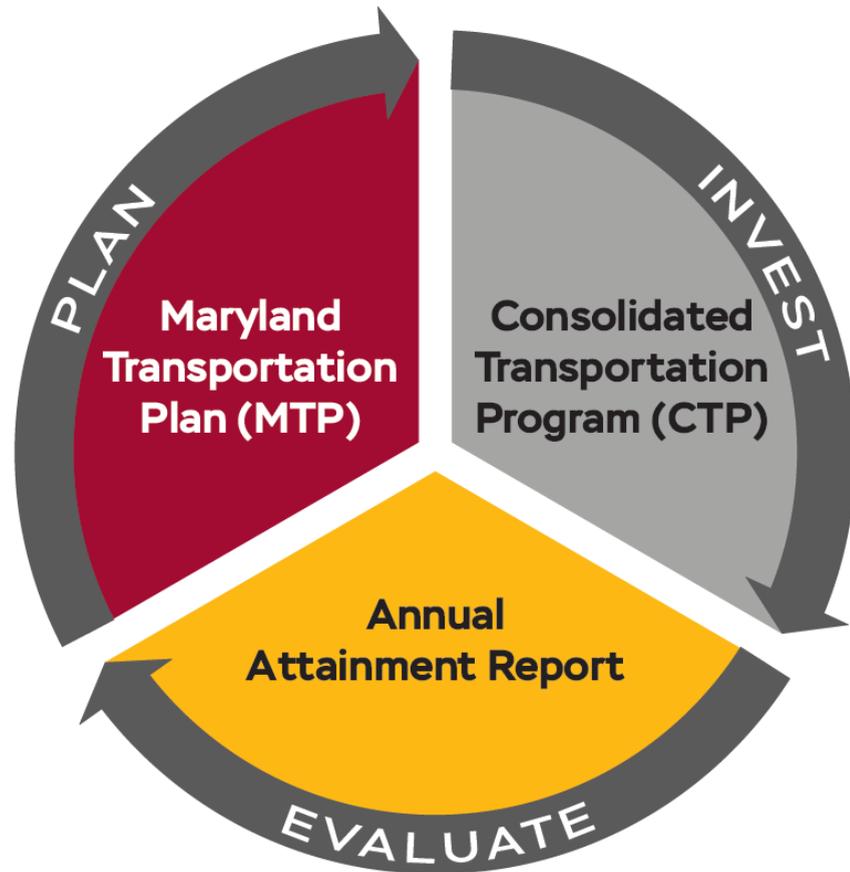
03

The State Report on Transportation



What is the State Report on Transportation?

The MDOT State Report on Transportation is a State legislatively required annual report on transportation, submitted each year on the third Wednesday in January to the Maryland General Assembly. It contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance.



PLAN

The MTP is MDOT's long-range vision for transportation.

INVEST

The CTP presents detailed listings and descriptions for the capital projects proposed for construction or development and evaluation.

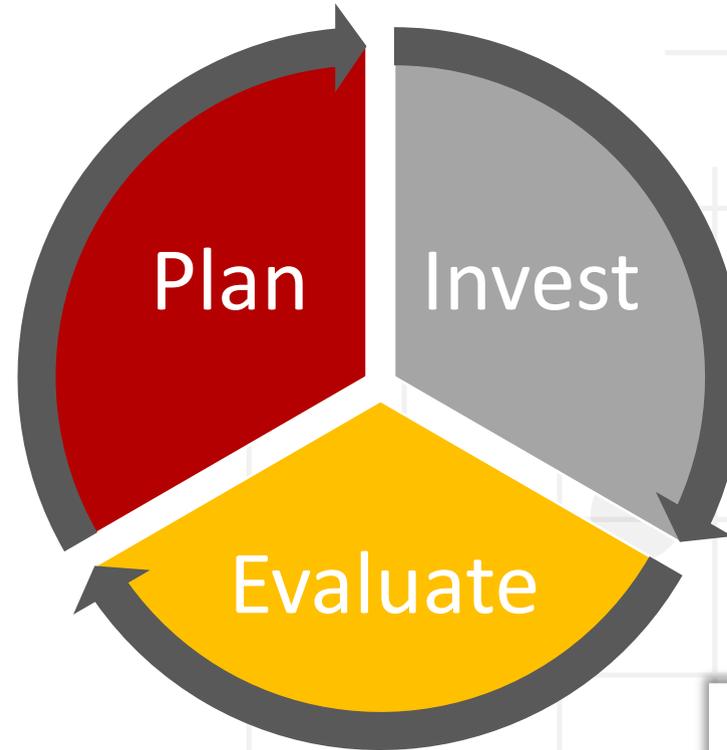
EVALUATE

*The annual **Attainment Report on Transportation System Performance** evaluates and reports on the performance of Maryland's transportation system, focusing on the goals adopted in the MTP.*

The State Report on Transportation



MDOT Secretary's Office (TSO), modal administrations, partners, and the public



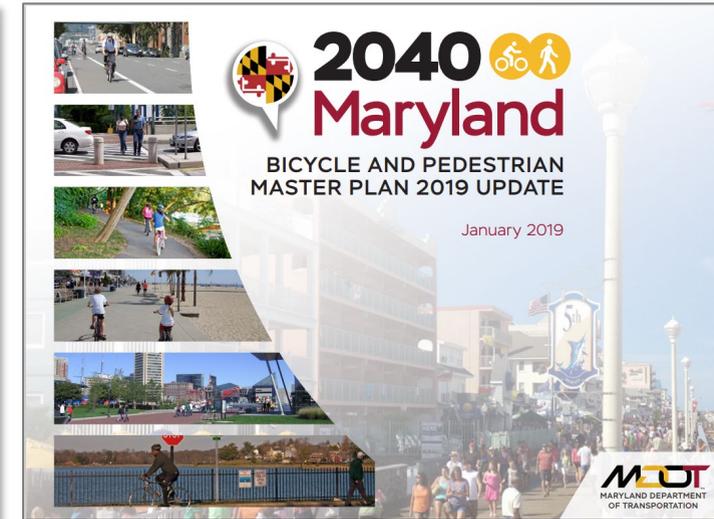
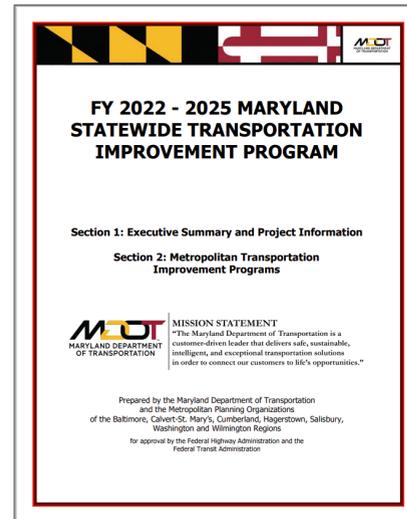
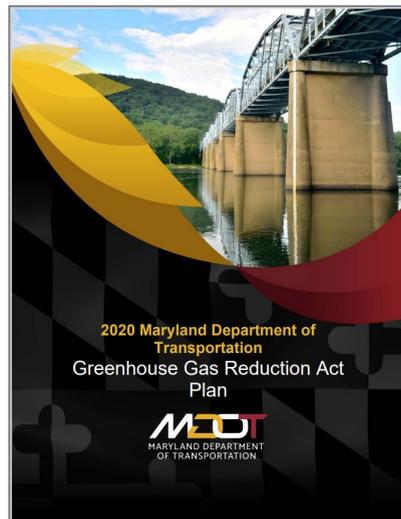
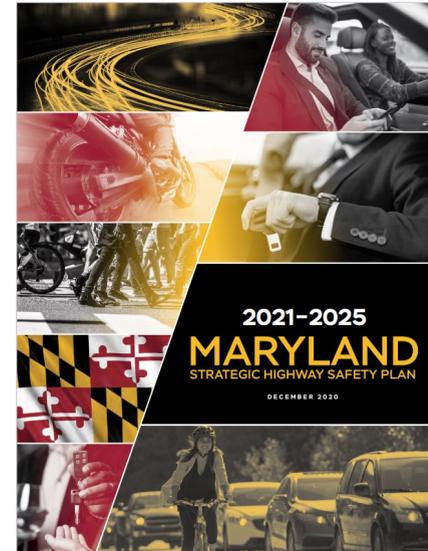
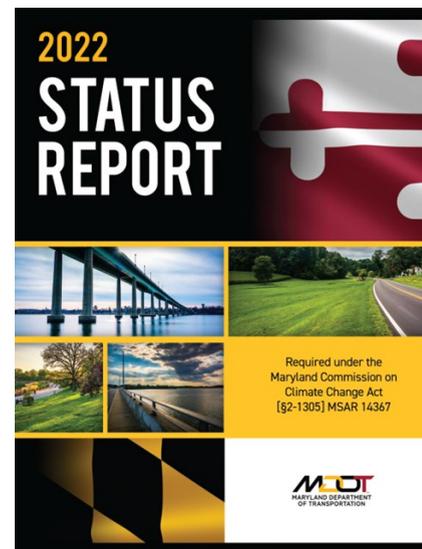
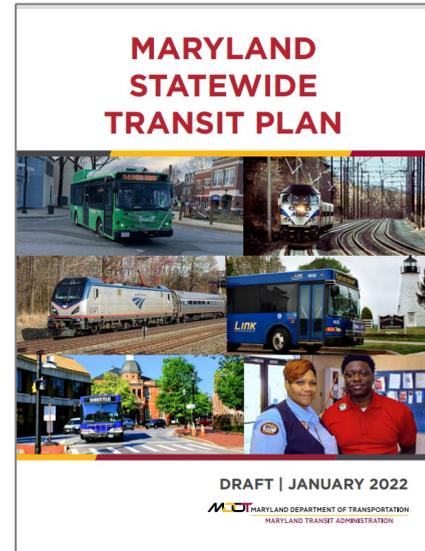
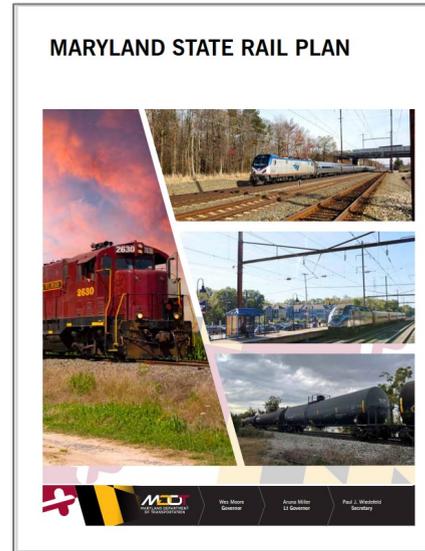
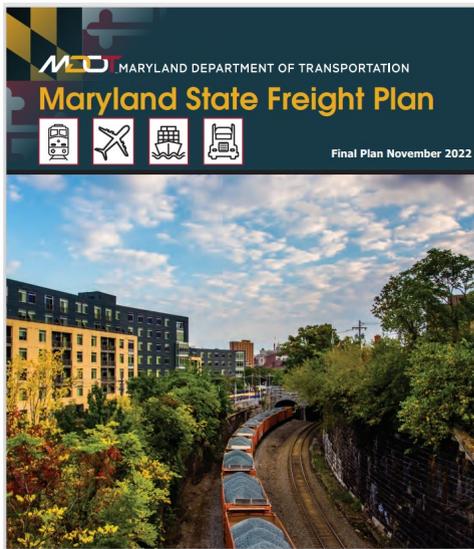
MDOT TSO, modal administrations for public consumption



MDOT TSO, modal administrations, local jurisdictions and public



MDOT's Family of Plans



The goals of the Maryland Transportation Plan guide the goals in the family of plans.



- Concurrent to updating the MTP, Maryland's Code requires that MDOT update its Statewide Bicycle & Pedestrian Plan
- Updating and strengthening MDOT's bicycle, micromobility and pedestrian policies, practices and tools.
- Identify gaps on Maryland's low stress network of shared-use paths, protected bikeways and sidewalks.
- Develop an implementation plan to guide infrastructure investments and policy changes.





**No Way,
No How**



**Interested but
Concerned**



Confident



Fearless

BICYCLE LEVEL OF TRAFFIC STRESS (LTS)



Vision & Goals

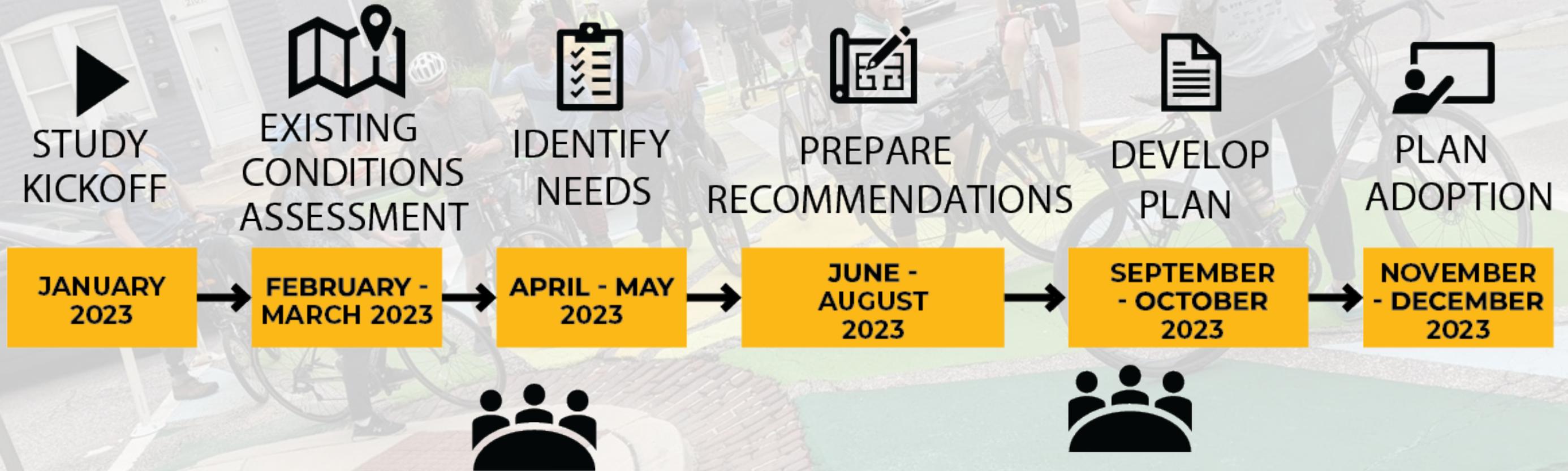
VISION: Maryland will provide safe and convenient active transportation that supports equitable access for all.

- **Safety:** Improve the safety of bicycle and pedestrian travel through infrastructure & evaluation
- **Process:** Better integrate active transportation and micromobility considerations in project and program procedures
- **Connections:** Encourage short- and long-distance active transportation trips through better-connected networks
- **Equitable & Sustainable Communities:** Leverage active transportation investments for building sustainable, equitable and resilient communities



Plan Development

2050marylandbpmp.com





Proposed MTP 2050 Guiding Principles

Guiding principles align mission, values, and capabilities and serve as overarching, cross cutting ideas that MDOT strives for through each of the goals.



Equity: Integrate equity considerations in all aspects of transportation planning, programming, and operational processes.

Resilience: Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.

Preservation: Preserve the condition of the existing transportation system assets to provide safe and efficient movement.

Innovation: Explore new ideas and technologies to transform the transportation system.

Experience: Maintain an emphasis on improving the experience of the people we serve.



Proposed MTP 2050 Goals

Goals are broad statements with desired results that reflect the overall MDOT mission statement.



Safety and Security: Protect the safety and security of all residents, workers, and visitors.

System Quality: Deliver a reliable, high-quality transportation system.

Environmental Stewardship: Minimize environmental impacts when delivering transportation projects and reduce transportation sector GHG emissions.

Choice and Accessibility: Expand transportation connections and options to allow Maryland's diverse communities to access opportunities.

Economic Development: Facilitate inclusive economic development to support the movement of people and goods.

Best Practices: Adopt transformative best management practices.

04

The Role of the Attainment Report Advisory Committee (ARAC)



Performance Measures Monitor Progress Toward a Goal

Goal



What does
it take to
get there?



How MDOT Uses Performance Measures

- **Attainment Report (AR) (MDOT only)**
 - Gauge progress toward broad policy goals set by the MTP
 - Target audience – general public and legislature
- **Managing for Results (MFR) (all State agencies for DBM Report)**
 - Monitor operational performance
 - Target audience – budget and legislative analysts, legislature

MDOT is a national leader in performance management, beginning reporting through the MFR in the mid-'90s, and the AR in 2002.



Performance Management Context



Why Measure Performance?

- Set benchmarks from historical data
- Unveil strengths, weaknesses
- Show areas for improvement



ARAC Role and Purpose

- The Advisory Committee is convened every 5 years when MDOT develops a new Statewide long-range transportation plan or Maryland Transportation Plan (MTP)
- **Purpose:** to advise the Department on the selection of performance measures and targets to be included in the Annual Attainment Report on Transportation System Performance
- Review selected performance measures and data
- Recommend strategies to increase the effectiveness of the Attainment Report

05

Attainment Report

Overview and Requirements



- The **Attainment Report (AR)** provides an overview of the Maryland transportation system, system investment, mobility and accessibility.
- Through the AR, MDOT assesses progress toward achieving its overarching strategic goals and objectives by aligning performance measures and data with each MTP goal area and objective.
 - By assessing our trends and investing accordingly
 - By adding newer and better measures, like Bicycle Level of Traffic Stress



2023 Annual Attainment Report

On Transportation System Performance



What is in the AR?

- List of Performance Measures by Goal.....
- Highlights.....
- Introduction.....
- Ensure a Safe, Secure, and Resilient Transportation System.....
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion.....
- Maintain a High Standard and Modernize Maryland’s Multimodal Transportation System.....
- Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience..
- Ensure Environmental Protection and Sensitivity.....
- Promote Fiscal Responsibility.....
- Provide Better Transportation Choices and Connections.....
- Glossary.....
- List of Performance Measures by Business Unit



List of Performance Measures By Goal



ENSURE A SAFE, SECURE, AND RESILIENT TRANSPORTATION SYSTEM11

Annual Number of Traffic Fatalities and Injuries on All Roads in Maryland and on Transit Facilities	12
Number of Bicycle and Pedestrian Fatalities and Injuries on All Maryland Roads	13
MDOT-Wide Overall Perception of Safety: Crime and Safe Movement	14
Preventable Incidents per 100,000 Vehicle Miles	15
Restoring Transportation Services: Average Time to Restore Normal Operations After a Weather Event	16



FACILITATE ECONOMIC OPPORTUNITY AND REDUCE CONGESTION IN MARYLAND THROUGH STRATEGIC SYSTEM EXPANSION 17

BWI Marshall Airport Total Annual Passengers	18
International Cruises Using Maryland's Port of Baltimore	18
Jobs Supported by MDOT Capital Program	19
Improving Goods Movement: Freight Originating and Terminating in Maryland	19
Maryland's Port of Baltimore Foreign Cargo and MDOT MPA General Cargo Tonnage	20
Annual Hours of Delay for Trucks and Truck Travel Time Reliability (TTTR) Index	21
Annual Cost of Congestion (Billions) on the MDOT Highway Network	21
Annual Revenue Vehicle Miles of Transit Service Provided	22



MAINTAIN A HIGH STANDARD AND MODERNIZE MARYLAND'S MULTIMODAL TRANSPORTATION SYSTEM23

Percentage of the MDOT SHA Network in Overall Preferred Maintenance Condition	24
Overall Acceptable Pavement Condition	24
Number of Bridges and Percent that are in Poor Condition	25
Dredged Material Placement Capacity Remaining for Harbor Sites and Poplar Island	26
Transit Rolling Stock Within Useful Life Benchmark	27
Average Truck Turn Time at Seagirt Marine Terminal	27
Percentage of State-Owned Roadway Directional Miles Within Urban Areas that Have Sidewalks and Percent of Sidewalks that Meet Americans with Disabilities Act (ADA) Compliance	28



Pages 1 and 2 have a List of current Performance Metrics by MTP Goal Area.

The Highlights section serves as an overview of the AR 'at a glance'.



Highlights

Below are some of MDOT's performance results and key strategies during the past year.

GOAL: ENSURE A SAFE, SECURE, AND RESILIENT TRANSPORTATION SYSTEM

- Traffic fatalities in Maryland have decreased compared to the previous year from 573 deaths in 2020 to 563 deaths in 2021.
- MDOT MPA, in partnership with U.S. Customs and Border Protection and Carnival Cruise Line, began using facial recognition technology for disembarking passengers at Maryland's Port of Baltimore in 2022.
- MDOT SHA has been developing Maryland's first statewide Pedestrian Safety Action Plan (PSAP), which applies a data-driven approach to identify, prioritize, and recommend strategies to address pedestrian and bicycle safety needs.
- MDOT MVA's Maryland Highway Safety Office (MHSO) expanded the *Be the Driver* campaign to include additional topics such as *Move Over* and *What to Do in a Roadside Emergency*. In response to the growing number of roadside fatalities, these campaigns focus on educating motorists on how to stay safe when they encounter an emergency while driving, as well as providing information on the expansion of the *Move Over Law*, which requires vehicles to move over or slow down for all vehicles with hazard lights on the side of the road beginning in October 2022.
- In fall 2021, MDOT MVA dispersed more than \$13 million in federal and state highway safety grants to more than 90 organizations, agencies, and programs as part of a statewide focus to eliminate roadway fatalities and serious injuries from motor vehicle crashes.
- Work on the Bay Bridge automated lane closure system began in February 2020, and the system will be operational in winter 2022/2023. This project will improve safety when opening and closing lanes for two-way traffic operations on the bridge.

GOAL: FACILITATE ECONOMIC OPPORTUNITY AND REDUCE CONGESTION IN MARYLAND THROUGH STRATEGIC SYSTEM EXPANSION

- Two 50-foot-deep berths at Seagirt Marine Terminal now allow the Port of Baltimore to accommodate two supersized ships simultaneously. The additional berth and neo-Panamax cranes are part of a \$176 million investment by the state in partnership with Ports America Chesapeake (PAC) to provide greater capacity and efficiency in handling increases in container volumes.
- The project expanding Baltimore's Howard Street Tunnel broke ground in late 2021. This project will allow for double-stacked container rail cars to travel to and from the Port into the Midwest and South, clearing a longtime hurdle and giving the East Coast seamless double-stack capacity from Maine to Florida.
- Maryland committed \$28 million in federal infrastructure funding to launch a study of a new Chesapeake Bay crossing and to examine traffic-calming measures in the 22-mile stretch US 50/301 between the Severn River Bridge and the US 50/301 split.
- While other U.S. ports were experiencing significant supply chain delays, Maryland's Port of Baltimore handled more than 60 "ad hoc" vessels diverted to Baltimore that were not on a regularly scheduled service call.

- In FY 2022, BWI Marshall Airport added airline service from new carriers, including Air Senegal, Play, Icelandair, and Avelo, as well as expanded service from existing carriers including Frontier, Spirit, and Southwest. JetBlue resumed service after a two-year, pandemic-related hiatus. As of June 2022, BWI Marshall Airport averages 259 daily departures to 86 nonstop destinations by 18 airlines.
- In 2021, MDOT continued with the construction of the Purple Line, a 16-mile light rail corridor that will provide a vital transit connection between Montgomery and Prince George's counties and drive economic activity across communities in the region.

GOAL: MAINTAIN A HIGH STANDARD AND MODERNIZE MARYLAND'S MULTIMODAL TRANSPORTATION SYSTEM

- Of the 26 poor-rated MDOT SHA and MDTA bridges, eight are currently in the construction phase, and the remaining are in the design phase with construction funding either in place or pending to address their conditions. This is the lowest level of poor-rated bridges since tracking began and one of the lowest percentages of any state transportation agency in the nation.
- Currently, three bridges (two rated poor) are being replaced in the area of the Tradepoint Atlantic development. The improvements will foster economic growth and enhance mobility as the structures are designed to accommodate heavier loads leaving the developed site.
- Metro SubwayLink real-time data now allows riders to view live train locations and arrival predictions on Transit App and Google Maps. Additionally, real-time bus crowding information has been added to Transit App for all LocalLink, CityLink and Express BusLink services to give riders transparency and choice in the trip-planning process.
- The replacement of the 81-year-old Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301), began in 2020 and opened in fall 2022 ahead of schedule.
- In August 2022, MDOT MTA launched real-time location and predicted arrival information for its Light Rail trains. All MDOT MTA fixed-route services now offer up-to-the-minute information for passengers, fulfilling a commitment the agency made to riders in its strategic plan, *Rebuilding Better*, released in 2021.
- MDOT SHA's \$89.3 million I-81 Phase 1 improvement project, which included widening and superstructure replacement of the I-81 dual bridges over the Potomac River in Washington County, Maryland, and Berkeley County, West Virginia, earned both a Maryland Quality Initiative (MdQI) Modal Award for Projects Over \$5 Million and a Partnering Award for Projects Over \$10 Million.





Introduction Guiding Maryland's Transportation System

MDOT works daily to ensure that the Department delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions in order to connect our customers to life's opportunities. MDOT is actively planning, investing in, implementing, and evaluating the state's transportation system to ensure that all efforts and available funds are directed toward creating the most efficient, reliable, fiscally prudent, and safe transportation options. This allows all Maryland communities to access economic opportunities and major regional destinations. The state's strategic approach comprises three documents, which are presented through the State Report on Transportation (SRT):

- The Maryland Transportation Plan (MTP) sets a long-range vision for the state's transportation system—this plan was updated in 2019;
- The Consolidated Transportation Program (CTP) is updated annually and provides a six-year budget for the state's transportation projects; and
- The Attainment Report on Transportation System Performance (AR) evaluates the performance of the state's transportation system and reports on progress toward reaching the seven key goals listed in the MTP. The performance measures in the AR report were updated in 2019.

By continuously collecting and evaluating data, MDOT is positioned to identify any discrepancies or funding shortfalls in order to improve the transportation system, products, and services for all Marylanders.

For more information on the MTP, please visit: www.mdot.maryland.gov/MTP

For more information on the FY 2023-FY 2028 CTP, please visit: www.CTP.maryland.gov

For more information on the AR, please visit: www.mdot.maryland.gov/AR

Maryland remains steadfast in pursuing its commitment to create a transportation system that works for all Marylanders and achieving its goals and objectives to realize the state's vision for a well-connected and safe transportation network. MDOT uses more than 100 performance measures and meticulously tracks data to assess progress toward achieving the Department's goals and objectives, which correspond to the seven goals in the MTP. Performance measures in the AR are updated every five years with an AR Advisory Committee as part of the MTP update. The MTP was updated in 2019 and charts a path to realize Maryland's long-range transportation vision, mission, and goals.

MTP GOALS AND OBJECTIVES

- 

Ensure a **safe, secure, and resilient** transportation system

 - Reduce the number of lives lost and injuries sustained on Maryland's transportation system
 - Provide for the secure movement of people, goods, and data
 - Provide a resilient multimodal system by anticipating and planning for changing conditions and hazards whether natural or man-made
 - Improve roadway clearance times and facilitate efficient and coordinated responses to emergency and disaster events throughout the transportation system
- 

Facilitate **economic opportunity and reduce congestion** in Maryland through strategic system expansion

 - Pursue capital improvements to the transportation system that will improve access to jobs and tourism and leverage economic growth opportunities
 - Improve the movement of goods within and through Maryland by investing in intermodal connections and improvements to reduce freight bottlenecks
 - Strategically invest in expansion and operational improvements to reduce congestion along the multimodal transportation system
- 

Maintain a **high standard and modernize** Maryland's Multimodal Transportation System

 - Preserve and maintain state-owned or funded roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state of good repair
 - Strategically modernize infrastructure through new and innovative technologies, enhanced partnerships, design standards, and practices to facilitate the movement of people and goods
- 

Improve the **quality and efficiency** of the transportation system to enhance the customer experience

 - Increase the efficiency of transportation services through partnerships, advanced technologies, and operational enhancements to improve service delivery methods
 - Enhance customer satisfaction with transportation services across all modes of transportation
 - Minimize travel delays and improve predictability of travel times on Maryland's transportation system
 - Apply enhanced technologies to improve communications with the transportation system users and to relay real-time travel information
- 

Ensure **environmental protection and sensitivity**

 - Protect and enhance the natural, historic, and cultural environment through avoidance, minimization, and mitigation of adverse impacts related to transportation infrastructure, including support for broader efforts to improve the health of the Chesapeake Bay
 - Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets
 - Implement initiatives to reduce fossil fuel consumption, mitigate Greenhouse Gas (GHG), and improve air quality
- 

Promote **fiscal responsibility**

 - Accelerate project completion through improved and efficient use of alternative project delivery methods and strategic partnerships
 - Provide transportation services and solutions that maximize value
 - Ensure a consistent revenue stream and ample financing opportunities
- 

Provide better transportation **choices and connections**

 - Enhance, through statewide, regional, and local coordination, transportation networks to improve mobility and accessibility
 - Increase and enhance multimodal connections to improve movement of people and goods within and between activity centers
 - Inform and educate customers on transportation options and benefits

The Introduction Section provides background on MDOT services, facilities, investments, and the State Report on Transportation.



The AR has one chapter for each Goal Area.

These chapters include:

- overview text,
- a listing of key initiatives and CTP projects related to the goal,
- the performance metrics aligned with the goal.



Goal Ensure a Safe, Secure, and Resilient Transportation System

Maintaining the safety and security of the transportation system is a critical mission for MDOT

OBJECTIVES:

- Reduce the number of lives lost and injuries sustained on Maryland's transportation system
- Provide for the secure movement of people, goods, and data
- Provide a resilient multimodal system by anticipating and planning for changing conditions and hazards whether natural or man-made
- Improve roadway clearance times and facilitate efficient and coordinated responses to emergency and disaster events throughout the transportation system



Working toward achieving a safe, secure, and resilient transportation system is one of MDOT's top priorities. The Department's employees work tirelessly to ensure the safe movement of people and goods. MDOT and its Transportation Business Units (TBUs) continue to focus on important issues like reducing speeds and traffic fatalities on Maryland roadways, ensuring that personal and other data remain protected as state services move to online platforms, and repair and retrofit transportation infrastructure to mitigate potential impacts from natural or man-made disasters.

All TBUs are working together to reduce the number of lives lost on Maryland roadways. Traffic fatalities in Maryland have decreased from 573 in 2020 to 563 in 2021. Further, MDOT SHA has been developing Maryland's first statewide Pedestrian Safety Action Plan (PSAP), which applies a data-driven approach to identify, prioritize, and recommend strategies to address pedestrian and bicycle safety needs.

Speeding accounts for almost 9,400 crashes and more than 4,200 injuries each year in Maryland. To raise awareness of safe driving practices, MDOT MVA's Maryland Highway Safety Office (MHSO) expanded the *Be the Driver* campaign to include additional topics such as *Move Over* and *What to Do in a Roadside Emergency*. In response to the growing number of roadside fatalities, these campaigns focus on educating motorists on how to stay safe when they encounter an emergency while driving, as well as providing information on the expansion of the *Move Over Law*, which requires vehicles to move over or slow down for all vehicles with hazard lights on the side of the road since October 2022. Additional resources and tips for safe driving behavior are listed on Maryland's Zero Deaths website. These include practical advisories and accompanying statistics for distracted driving, impaired driving, pedestrian and bicycle safety, wearing a seatbelt, speeding, and child passenger safety.

Considering high speeds on the roadways, it is particularly important to maintain the highway system in a state of good repair and have a reliable

response effort in place to clear incidents. MDOT SHA's Coordinated Highways Action Response Team (CHART) and the MDTA's Vehicle Recovery Units respond to crashes and help stranded motorists. In 2021, CHART responded to 65,839 incidents and disabled vehicles events on Maryland roads. MDTA responded to 6,187 disabled vehicle events and a total of 29,936 incidents on MDTA roads in 2021. The Statewide Operations Center (SOC) in Hanover, which was renovated in 2021, provides 24 hours a day, seven days a week, monitoring of roadways and serves as a comprehensive command and control facility.

Ensuring work zone safety and mobility is another critical component of Maryland's strategy to curb traffic fatalities and serious injuries. MDOT SHA sets policies, technical guidelines, and trainings for interpreting and implementing federal and state safety measures to protect employees on the job.

The State Freight Plan, State Rail Plan, and Rail Grade Crossing State Action Plan include strategies that MDOT is implementing towards improving motorist, truck, and rail safety statewide. Outreach and partnership with local jurisdictions on issues like truck parking are key to improving safety while supporting economic development and supply chain resiliency statewide.

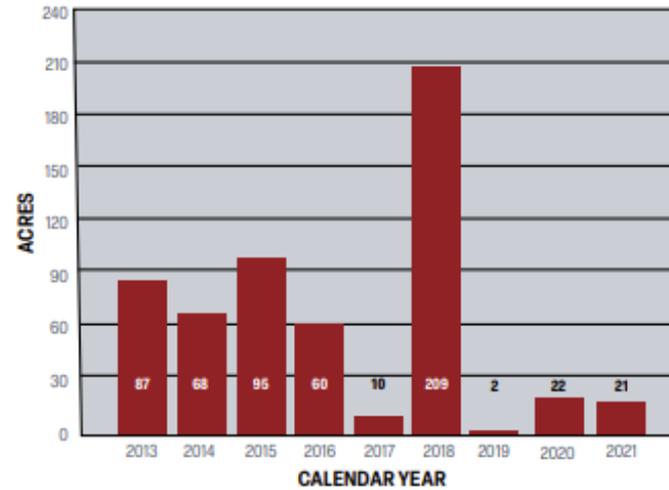
In addition to a coordinated effort to provide a safe and secure transportation system, Maryland continues to implement technology upgrades that are enabling residents to access available services online more easily. In December 2021, MDOT MVA completed its information technology (IT) modernization known as Customer Connect, which enables customers to connect their driver and vehicle accounts in one place. Similarly, a new queueing and online appointment portal called MDOT MVA Appointment Scheduler allows customers to select from a list of services and receive prompt attention at the designated appointment time, which has reduced wait times significantly and enhanced the customer experience.

OBJECTIVE: Protect and enhance the natural, historic, and cultural environment through avoidance, minimization, and mitigation of adverse impacts related to transportation infrastructure, including support for broader efforts to improve the health of the Chesapeake Bay

ACRES OF WETLANDS OR WILDLIFE HABITAT CREATED, RESTORED, OR IMPROVED**



MDOT agencies are in compliance with the various permits that are granted to construct projects needed to improve the transportation system on land and offshore.



*Acres created, restored, or improved depend on the amount of mitigation obligated by project permits in a given year, as well as the construction completion date for the mitigation projects. Data is a sum of acres of wetlands or wildlife habitat created, restored, or improved by MDTA, MDOT MPA, or MDOT SHA.

**Due to newly available data, data have been revised from previous reports.

WHY DID PERFORMANCE CHANGE?

The amount of wetland and/or wildlife habitat acres created, restored, or improved annually by Office of Environmental Design (OED) mitigation projects is dependent on the amount of mitigation obligated by project permits in a given year; several OED mitigation projects are under development currently and will continue to deliver required mitigation during the next several years

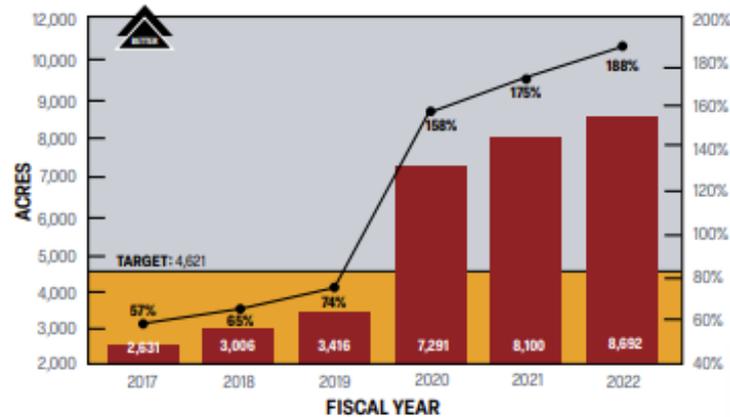
WHAT ARE FUTURE PERFORMANCE STRATEGIES?

- MDOT MPA looks to create wetlands and/or wildlife habitat through its Dredged Material Management Program (DMMP); Poplar Island was recently expanded to be a dredged material facility through the early 2030s, which will create an estimated 700+ acres of wetland and wildlife habitat; when Poplar Island is no longer able to accept dredged material, the Mid-Chesapeake Bay Island Restoration Project will restore more than 2,000 acres of wildlife and wetland over its lifetime
- MDOT SHA will continue to identify environmental impacts during project development and meet mitigation requirements as obligated in the project permits
- MDTA will be using existing Nice/Middleton bridge materials for artificial reef habitat creation on the lower Potomac River

WATER QUALITY TREATMENT TO PROTECT AND RESTORE THE CHESAPEAKE BAY**



This measure tracks MDOT compliance with achieving impervious surface restoration as required by the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit.



Legend: ■ Acres of Impervious Surface Restoration, ● Percentage of Restoration Goal Achieved

TARGET: 4,621 acres by October 2020

*Data is reported cumulatively.

**Restoration best management practices (BMPs) have changed, resulting in additional credits for previous years, causing past data to change to reflect the updated BMPs.



More than 50 performance measures are summarized with 10 years of historical trend data (where available)

For each measure, report addresses:

- Why did performance change?
- What are future performance strategies?



The Appendix has a list of performance measures by Goal and a glossary.

APPENDIX: LIST OF PERFORMANCE MEASURES BY GOAL

PERFORMANCE MEASURE	DEFINITION	TRIS	PAGE NUMBER
OBJECTIVE: STRATEGICALLY MODERNIZE INFRASTRUCTURE THROUGH NEW AND INNOVATIVE TECHNOLOGY, ENHANCED PARTNERSHIPS, DESIGN STANDARDS, AND PRACTICES TO FACILITATE THE MOVEMENT OF PEOPLE AND GOODS			
Average Truck Turn Time at Seagirt Marine Terminal	Truck turn times are a measure of the efficiency and operations of the Seagirt Marine Terminal	MDOT MPA	27
Percentage of State-Owned Roadway Directional Miles Within Urban Areas That Have Sidewalks and Percent of Sidewalks That Meet Americans With Disabilities Act (ADA) Compliance	Tracking the percent of sidewalks that are ADA compliant helps ascertain whether Maryland's sidewalk program meets federal benchmarks	MDOT SHA	28
OBJECTIVE: USE ASSET MANAGEMENT TO OPTIMIZE PUBLIC INVESTMENT AND ENSURE THE SUSTAINABILITY OF TRANSPORTATION INFRASTRUCTURE			
IMPROVE THE QUALITY AND EFFICIENCY OF THE TRANSPORTATION SYSTEM TO ENHANCE THE CUSTOMER EXPERIENCE			
OBJECTIVE: INCREASE THE EFFICIENCY OF TRANSPORTATION SERVICES THROUGH PARTNERSHIPS, ADVANCED TECHNOLOGIES, AND OPERATIONAL ENHANCEMENTS TO IMPROVE SERVICE DELIVERY METHODS			
MDOT MVA Alternative Service Delivery (ASD) Transactions as Percent of Total Transactions	Transactions by alternative services (services without a visit to an MDOT MVA branch)	MDOT MVA	30
Percent of Toll Transactions Collected Electronically	Toll collections by E-ZPass® and Automatic Vehicle Identification/Total number of toll collections, includes video tolls, I-tolls, and AVI	MDTA	30
OBJECTIVE: ENHANCE CUSTOMER SATISFACTION WITH TRANSPORTATION SERVICES ACROSS ALL MODES OF TRANSPORTATION			
Overall Satisfaction With MDOT	An annual survey question on this topic provides information as to if MDOT is succeeding in its efforts to provide exceptional customer service	MDOT	31
MDOT MVA Branch Office Customer Wait and Visit Time Versus Customer Satisfaction Rating	Average visit time plotted against percentage of customers rating their MDOT MVA experience as "good" or "very good"	MDOT MVA	32
OBJECTIVE: MINIMIZE TRAVEL DELAYS AND IMPROVE PREDICTABILITY OF TRAVEL TIMES IN MARYLAND'S TRANSPORTATION SYSTEM			
Percent of Transit Service Provided on Time	Indicator of service quality and efficiency and correlates highly with system usage and customer satisfaction	MDOT MTA	32
Percent of Vehicle Miles Traveled (VMT) in Congested Conditions on Freeways/Expressways and Arterials in Maryland During Evening Peak Hour	Annual average daily traffic/Number of through lanes	MDOT SHA and MDTA	33
Annual Hours (Thousands) of Delay and Travel Time Reliability on the MDOT Highway Network	Tracks the delays caused by congestion on the State Highway system	MDOT SHA and MDTA	33
OBJECTIVE: APPLY ENHANCED TECHNOLOGIES TO IMPROVE COMMUNICATIONS WITH THE TRANSPORTATION SYSTEM USERS AND TO RELAY REAL-TIME TRAVEL INFORMATION			
Customer Satisfaction With the Accuracy of Real-Time Information Systems Provided	An annual survey includes a question about customer satisfaction with real-time information to better understand where improvements can be made and where they have been successful in conveying accurate information	MDOT MTA, MDOT MAA, MDOT SHA, MDOT MVA and MDTA	34
ENSURE ENVIRONMENTAL PROTECTION AND SENSITIVITY			
OBJECTIVE: PROTECT AND ENHANCE THE NATURAL, HISTORIC, AND CULTURAL ENVIRONMENT THROUGH AVOIDANCE, MINIMIZATION, AND MITIGATION OF ADVERSE IMPACTS RELATED TO TRANSPORTATION INFRASTRUCTURE, INCLUDING SUPPORT FOR BROADER EFFORTS TO IMPROVE THE HEALTH OF THE CHESAPEAKE BAY			
Acres of Wetlands or Wildlife Habitat Created, Restored, or Improved	Cumulative tally of acreage created, restored, or improved for wildlife habitat	MDOT MPA, MDOT SHA and MDTA	37
Water Quality Treatment to Protect and Restore the Chesapeake Bay	Reports how well MDOT is achieving compliance with impervious surface restoration as required by the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) permit	MDOT SHA	37
OBJECTIVE: EMPLOY RESOURCE PROTECTION AND CONSERVATION PRACTICES IN PROJECT DEVELOPMENT, CONSTRUCTION, OPERATIONS, AND MAINTENANCE OF TRANSPORTATION ASSETS			
Recycled/Reused Materials From Maintenance Activities and Construction/Demolition Projects	Tracks the reduction of the TBU's impact on solid waste landfill through recycling/reuse of metal, asphalt, and concrete	MDOT	38
Utility Electricity Use and Renewable Energy Generation	Measures both the consumption of utility energy and the amount of renewable energy generated by MDOT	MDOT	38

06

Interactive Discussion



Inputs to the Draft Strategic Direction



506
survey
responses

1439
website visits



Proposed Guiding Principles

Guiding principles align stakeholder missions, values, and capabilities with the overall vision.



Equity: *Integrate equity considerations in all aspects of transportation planning, programming, and operational processes.*

Resilience: *Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.*

Preservation: *Preserve the condition of the existing transportation system assets to provide safe and efficient movement.*

Modernization: *Transform the transportation system by using proven technological improvements and exploring innovative new ideas.*

Experience & Engagement: *Improve the experience of all transportation system users.*



Proposed Goals

Goals are broad statements with desired results that reflect the overall MDOT mission statement.



Enhance Safety and Security: *Protect the safety and security of all residents, workers, and visitors.*

Deliver System Quality: *Deliver a reliable, high-quality transportation system.*

Promote Environmental Stewardship: *Minimize and mitigate environmental impacts throughout the transportation system.*

Serve Communities and the Economy: *Expand transportation options to allow Maryland's diverse communities to access opportunities.*



2050 MTP - Key Outcomes



Enhance Safety and Security: Protect the safety and security of all residents, workers, and visitors.

1. Zero traffic-related deaths in 2050
2. Improvement in average roadway clearance time
3. Growth in percent of MDOT system fully operating within 60 minutes of an emergency

Deliver System Quality: Deliver a reliable, high-quality transportation system.

1. Decrease size of State of Good Repair Backlog to no more than [2 or 3:1] when compared to the state's annual capital budget
2. Higher percent of state-maintained bridges in good condition
3. Higher percent of the state-maintained multimodal assets are in good condition
4. Less than 50 miles between alternative fuel stations on all Maryland roadways
5. Growth in regional air passengers at BWI
6. Growth in the percent of Marylanders that live within a transit-oriented development



2050 MTP - Key Outcomes



Promote Environmental Stewardship: Minimize environmental impacts when delivering transportation projects and reduce transportation sector GHG emissions.

1. Reduce transportation sector GHG emissions towards overall GHG emissions reduction of 60% (over the 2006 level) by 2031
2. Reduce transportation sector GHG emissions towards net-zero emissions by 2045
3. Increase in agency use of renewable energy
4. Improve Vehicle Emissions Inspection Program Testing Compliance Rate
5. Increase percent of reused dredged materials

Serve Communities and the Economy: Expand transportation options to allow Maryland's diverse communities to access opportunities.

1. Decrease in percent of driving alone commute mode
2. Growth in non-single occupant vehicle modes of travel
3. Increase in percent of population within 30 minutes of a job center (via transit or non-motorized modes)
4. Real-time information available on all transportation facilities and services

07

Next Steps





Upcoming Meetings

- **ARAC Meeting #1 – May 23:** MDOT and CS team provide overview on the role of the ARAC, the State Report on Transportation, MTP, CTP, MDOT performance reporting, and performance measure selection criteria for the AR. The team will collect feedback on proposed goals and guiding principles and objectives and walk through the performance measures at a high level.
- **ARAC Meeting #2 – June 8:** Discuss performance measures and collect feedback on them (prioritizing 3-4 goals most relevant to MFR). Facilitated discussion will follow.
- **ARAC Meeting #3 – June 20:** Continue and complete discussion of performance measures.
- **ARAC Meeting #4 – July 11:** Review of proposed changes and measure alignment. Check requirements, data, and targets. Present the draft report. CS team to present on effective ways of presentation performance information. Discussion to include potential enhancements to AR format and online dashboard.



Public Comment





Thank you.
Questions?

A

Appendix



Resources and Links

[2023 Attainment Report \(AR\)](#)

[2023 Attainment Report Advisory Committee \(ARAC\)](#)

[2050 Maryland Transportation Plan \(2050 MTP\)](#)

Maryland Annotated Code Requirements

The Attainment Report shall include:

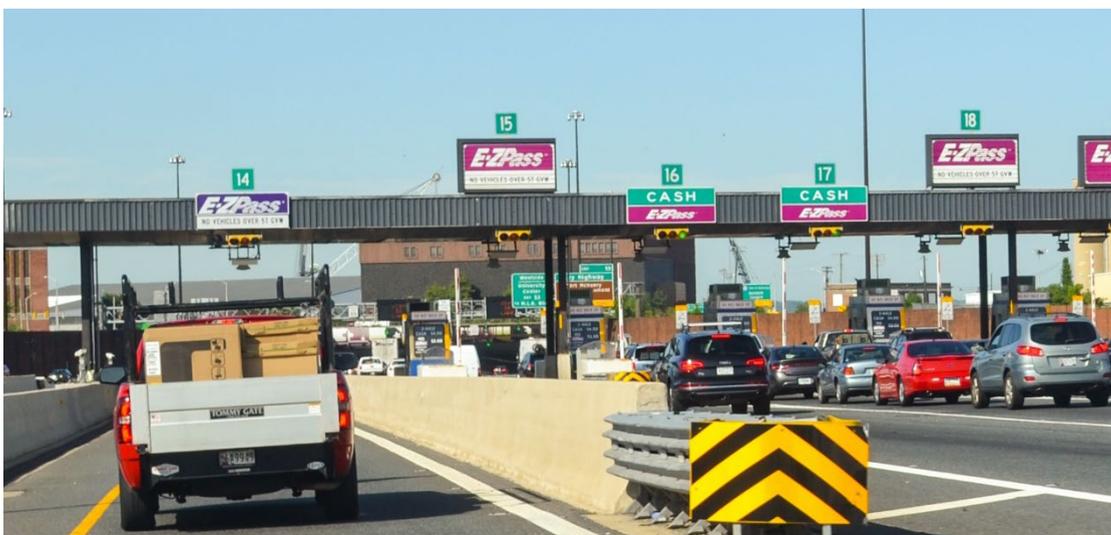
- The establishment of certain measurable performance indicators or benchmarks... designed to quantify the goals and objectives specified in the Maryland Transportation Plan; and
- The degree to which the projects and programs contained in the approved Maryland Transportation Plan and Consolidated Transportation Program attain those goals and benchmarks as measured by the performance indicators or benchmarks (aka: targets).

Maryland Annotated Code Requirements



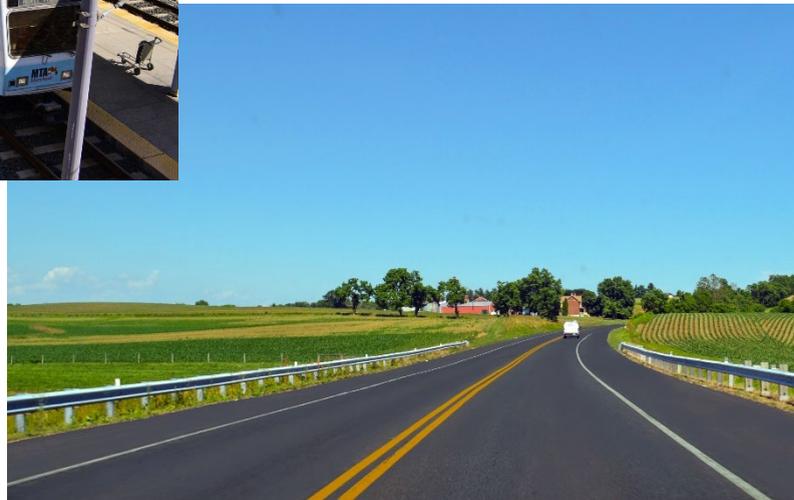
- Measurable long-term goals, and intermediate benchmarks of progress toward the attainment of the long-term goals, for the following measurable transportation indicators:
 - An increase in the share of total person trips for each of transit, high occupancy auto, pedestrian, and bicycle modes of travel;

Maryland Annotated Code Requirements



- Measurable long-term goals, and intermediate benchmarks of progress toward the attainment of the long-term goals, for the following measurable transportation indicators:
 - A decrease in indicators of traffic congestion as determined by the Department; and
 - Any other performance goals established by the Department for reducing automobile traffic and increasing the use of non-automobile traffic.

Maryland Annotated Code Requirements



- Chapter 30 - MDOT must acknowledge the difference between urban and rural transportation needs.
- The Annotated Code also includes a list of items that are not required but for potential 'consideration.'