

## ■ 3.0 Key Transportation Planning Documents

### State Report on Transportation

Every year, as part of the Statewide multimodal transportation planning process, MDOT prepares and distributes the State Report on Transportation (SRT) to the Maryland General Assembly, local elected officials, and interested citizens. The SRT consists of three components: the *2040 Maryland Transportation Plan*, the *Consolidated Transportation Program*, and the *Annual Attainment Report on Transportation System Performance*. All of these reports can be found at this website: <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>.

The *2040 Maryland Transportation Plan (MTP)*, approved in January 2019, establishes MDOT's 20-year vision for a world class, multimodal transportation system and helps to guide Statewide improvements across all means of transportation, including highways, roads, tunnels, bridges, rail, buses, water ports, airports, bike paths, and sidewalks. The MTP provides policy direction through Statewide multimodal goals and objectives. The MTP is the basis for developing strategic transportation plans, programs, policies, and projects across the State. As prescribed by both state and federal law, MDOT updates the Statewide transportation plan every four to five years to address current and future transportation challenges, needs, and conditions.

### MDOT's Vision and Mission:

Provide a well-maintained, sustainable, and multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers.

A description of the seven goals is included below:

- **Ensure a Safe, Secure, and Resilient Transportation System-** Enhance the safety and security of Maryland's multimodal transportation system and provide a transportation system that is resilient to natural or man-made hazards.
- **Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion -** Invest in and pursue opportunities to promote system improvements that

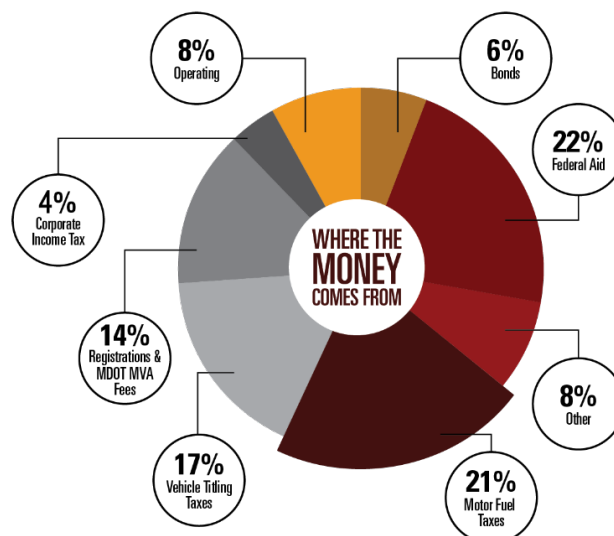


support economic development, reduce congestion, and improve the movement of people and goods.

- **Maintain a High Standard and Modernize Maryland’s Multimodal Transportation System** - Preserve, maintain, and modernize the State’s existing transportation infrastructure and assets.
- **Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience** - Increase the use of technologies and operational improvements to enhance transportation services and communication to satisfy our customers.
- **Ensure Environmental Protection and Sensitivity** - Deliver sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland’s natural, historic, and cultural resources.
- **Promote Fiscal Responsibility** - Ensure responsible investment and management of taxpayer resources to add value and deliver quality transportation improvements through performance-based decision-making and innovative funding mechanisms and partnerships.
- **Provide Better Transportation Choices and Connections** - Improve transportation connections to support alternative transportation options for the movement of people and goods.

The MTP guides the development of the second component of the SRT, the *Consolidated Transportation Program* (CTP), Maryland’s six-year constrained capital program. The CTP contains all capital projects funded with the Maryland Transportation Trust Fund (TTF). Figure 3.1 illustrates the TTF funding sources (also found on page 11 of the CTP). Projects from all Transportation Business Units and MdTA are listed in the CTP. For major projects, the CTP contains a detailed description and an illustrative Project Information Form (PIF). The primary differences between the CTP and the STIP is that the STIP is only the four of the 6 years, it includes details on Federal Funds being used on projects, and primarily focusses on Federal Highway and Federal Transit funding. For the urban areas of the state, once the CTP is approved by the legislature, all of the information in the CTP is directly input into the Metropolitan TIPs for the Transit and Highway programs.

**Figure 3.1 Transportation Trust Fund Sources, 2021 – 2026**



In 2010, the Maryland General Assembly passed a bill intended to enhance transparency and accountability in the evaluation and selection of proposed major capital projects for the CTP/STIP. The resulting Maryland State law, Chapter 725, requires MDOT and other proposing entities clarify the relationship between their prioritized projects and the overarching state goals for transportation as articulated in the MTP. In addition, full consideration of related goals and policies must be considered in the selection criteria.

In 2016, the Maryland General Assembly passed a bill that mandates MDOT “shall, in accordance with federal transportation requirements, develop a project–based scoring system for major transportation projects using the goals and measures established under [Transportation Article 2-103.7(c)]” being considered for inclusion in the CTP. The transportation scoring law, as amended in 2017, defines a “major transportation project” as a highway or transit capacity project that exceeds \$5,000,000, and excludes any “projects that are solely for system preservation.”

Using the nine goals and twenty-three measures established by this statute, the Chapter 30 scoring model seeks to evaluate projects across Maryland by utilizing project data, modeling analysis, and qualitative questionnaires to formulate a scoring matrix. A project application process has been established for counties and municipalities to request the inclusion of major transportation projects to ensure the necessary project information is provided to conduct the scoring. Each major transportation capacity project scored is then ranked. The project rank is one of many factors that contribute to the selection process for funding and inclusion in the CTP.

The final component of the SRT is the *Annual Attainment Report on Transportation System Performance (AR)*. During the 2000 General Assembly session, the Legislature passed a law requiring MDOT to submit the AR to accompany the MTP and CTP. The purpose of the AR is to demonstrate progress towards achieving the goals and objectives of the MTP and the delivery of the CTP. The AR tracks performance measures for each Transportation Business Unit and MdTA and sets both long- and short-term performance targets. The AR also addresses the impact of induced travel and transportation demand management (TDM) programs. The performance measures presented in the AR are intended to help MDOT and Maryland’s citizens better understand and assess the relationship between investments in transportation programs and projects with the services and quality they provide. The AR tracks MDOT’s progress each year towards attaining the goals and objectives of the MTP based on outcome-oriented performance measures.

### **Highway Needs Inventory**

Mandated by Annotated Code of Maryland §8-610, the Highway Needs Inventory (HNI) is an MDOT SHA planning reference document that identifies transportation needs to serve existing and projected populations and economic activity in Maryland as well as safety and

structural concerns that warrant major construction or reconstruction. Triennially, MDOT SHA Regional and Intermodal Planning, in coordination with local jurisdictions, MDOT SHA districts, MDOT SHA Data Services, MDOT SHA Project Management, the MDOT SHA Office of Traffic and Safety, and the MDOT SHA Office of Real Estate, identifies transportation needs to include in the HNI. The needs identified in the HNI represent only an acknowledgment of need based on technical analysis and adopted local and regional transportation plans.

The HNI is neither financially constrained nor is it based on revenue forecasts. The HNI is not a construction program and inclusion of a need does not represent a commitment to implement improvements. The HNI is a source document for MDOT SHA's portion of the CTP and is available at [www.roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=509](http://www.roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=509).

### **Metropolitan Planning Organization Transportation Plans and Programs**

Maryland's seven MPOs are charged with developing a 20-year Long-Range Transportation Plan (LRTP) and a short-term four to six-year program called the Transportation Improvement Program (TIP). LRTPs help MPOs review how their region is changing and growing in order to determine future transportation needs and act as a tool to channel transportation investments where they can be most effective to meet the region's transportation needs. TIPs allow MPOs to review and approve all plans and programs of regional significance that involve federal funds. TIPs generally reflect local needs, priorities, and available funding in coordination with local transit providers, land use, and other local government officials, citizens, and other stakeholders. For example, the TIP must also show year of expenditure and what types of funding will be used, and each project must be described in detail, including project cost.

LRTPs and TIPs cannot lead to further degradation of the region's air quality. To ensure that air quality standards are met and maintained, the United States Environmental Protection Agency (US EPA) has outlined regulations that require MPOs and state DOTs to provide state air agencies, local air quality agencies, and transportation agencies the opportunity for consultation regarding the development of the state implementation plan (SIP), the TIP, and associated conformity determinations.<sup>1</sup> MDOT maintains proactive relationships between the agencies responsible for conformity ensuring a successful conformity process.

Each MPO has an approved, documented, and required public involvement process that is used in support of developing their respective LRTPs and TIPs. MDOT has also developed a public involvement plan which serves to guide public involvement outside the National Environmental Policy Act process. The public participation process for this Statewide Transportation Improvement Program and all the Transportation Improvement Programs referenced by this document will also meet the Federal Transit Administration public participation requirements for the Maryland Transit Administration's Program of Projects.

### **Statewide Transportation Improvement Program**

In order to receive federal funds, federal legislation mandates that states adopt a specific process for selecting projects for implementation known as the STIP. The Maryland STIP

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<sup>1</sup> [http://www.fhwa.dot.gov/environment/air\\_quality/conformity/](http://www.fhwa.dot.gov/environment/air_quality/conformity/)

is a four-year, fiscally constrained, and prioritized set of transportation projects that is compiled from local and regional plans. STIP projects are selected through an annual development process. The Maryland STIP is financially constrained by the revenues reasonably expected to be available through the STIP's funding period using year of expenditure dollars. In Maryland, all years of the STIP list projects and appropriate project groupings with specific funds identified for each fiscal year. Projects (or phases of projects) are listed only if full funding is available for the project (or appropriate project phase) within the time period established for its completion. The STIP is comprised of these parts: the Executive Summary and Project List, and the seven Maryland TIPs. MTA and SHA project information is identified directly from the CTP and then formatted and translated for STIP and TIP clarification. Please keep in mind that the CTP, and therefore the STIP, provide a snapshot of how MDOT is planning to program funding. Not all available funding is programmed; as project needs change, the program will change to reflect the best and most efficient use of state and federal dollars through the day to day budgeting process. These changes will be reflected in more timely amendments and modifications.

## ■ 4.0 Maryland's STIP Development

### Process Overview

The STIP development process begins with the MTP and MPO LRTPs (see Figure 4.1). These long-range plans are the foundation for transportation planning in Maryland. The STIP components are identified through a cooperative process between MDOT, the Transportation Business Units, SHA District Engineers, and county staff. MPOs conduct regular meetings to coordinate transportation planning efforts. The Highway Needs Inventory and Priority Letters contain specific project lists. The Annotated Code of Maryland Title 8, section 612(c) states:

“the local governing body and a majority of the local legislative delegation shall establish a list of priorities from among those secondary system projects listed in the needs inventory and the Administration shall engage in initial project planning upon the request of the local governing body and a majority of the local legislative delegation in the order established in the list of priorities.”

In other words, the Priority Letter represents each county's own internal ranking of projects deemed most important based on local need and local input. This is an effective way for counties to convey to MDOT the need for specific transportation projects and investments. Priority Letters involve requests for a wide variety of project funding – from transit improvements, highway reconstruction, and sidewalk construction to bridge improvements, bike path development, and highway safety projects. In some cases, counties reserve portions of their own funds in order to accelerate project implementation, conduct feasibility and planning studies, ensure that projects are kept on-track, and provide a funding match as required for certain types of projects. The modal share (highway, transit, etc.) of the projects listed in Priority Letters ranges from county to county. In more heavily populated and densely developed counties, there is a stronger focus on public transportation and improving access to public transportation from roadway networks. Counties with smaller populations and lower densities tend to focus on highway and arterial improvements, although most counties request some element of transit funding.