MULTIMODAL TRANSPORTATION BOARD
February 27, 2018
7:00 p.m.

George Howard Building, Columbia-Ellicott Room
3430 Court House Drive, Ellicott City, MD 21043

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AGENDA

1. Approval of the January 23, 2018 Minutes

2. Public Comment

3. Announcements/Updates

     i.   Transit Development Plan
    ii.   Regional Transportation Agency
   iii.   Office of Transportation Advisory Groups
    iv.   US 1 Safety Evaluation
     v.   Walk Howard, Pedestrian Plan

4. Old Business

     i.   Maryland Department of Transportation Attainment Report

5. New Business

     i.   State Transportation Planning – Presentation by MD Dept. of Transportation
    ii.   FY 2019 Priority Letter
   iii.   Patuxent Branch Trail – Storage Facility

6. Adjournment

   Future MTB Meetings Dates
   March 27, 2018
   April 24, 2018
   May 22, 2018

Members Present: Ron Hartman, Chair	**Staff:** Clive Graham, Executive Secretary
Astamay Curtis	John Ainsley, Recording Secretary
Jason Quan	
Rick Wilson	
Alice Giles	
David Zinner	

Members Excused: Larry Schoen
Brian Dillard

1. **Approval of the December 5, 2017 Minutes** (minute 01[1])

   Rick Wilson moved to approve the minutes of the December 5, 2017 meeting and Alice Giles seconded the motion. The minutes were approved by a vote of 6-0.

2. **Announcements** (minute 03)

   Clive Graham, the Administrator Office of Transportation (OoT) made the following announcements:

   i. US 29 Pedestrian Bridge update: the lighting on the bridge is the last item currently being worked on. Project completion is expected to be in February.

   ii. New Transit buses- seven have arrived in December 2017 and are currently in service. There are six more on order and are expected to arrive in October 2018.

   iii. Debbie Meyers has resigned from the Multimodal Transportation Board (MTB) and may join the Regional Transportation Agency (RTA) as a rider representative. She thinks she could better advocate issues to the RTA than she could as a member of the MTB.

   iv. Transit Development Plan (TDP) may be introduced and go before the County Council at its March 20, 2018 public hearing.

   v. MAGLEV Project update: David Cookson of the OoT explained that MAGLEV is a high-speed rail project that would connect Washington and Baltimore in a 20-minute travel time. Currently, the project is in the early scoping stage of National Environmental Policy Act (NEPA), and there are two alignment routes, neither of which go through Howard County.

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[1] Minute references are to the meeting audio recording; see link on the Multimodal Transportation Board webpage.

3. **Public Comments** (minute 25)

Marlene Hendler spoke to the board of about RTA service issues. Her main concerns were non-working bus lifts, driver performance, and lack of returned phone calls from customer service. Clive advised that he will look into the matter and contact her with his findings.

4. **Old Business** (minute 35)

   i. **Transit Development Plan** (minute 36)

   Clive presented the update of the TDP Plan in the announcements.

   ii. **Regional Transportation Agency/ Commission (Update)** (minute 35)

   Clive advised that due the large number of topics on tonight's agenda he asked the RTA not to attend tonight's meeting. Ron Hartman requested that a topic be on next month's agenda to include the implemented RTA policy that was to address the numerous complaints regarding customer service.

   iii. **Office of Transportation Advisory Groups- update from MTB member liaisons** (minute 36)

   Astamay Curtis said there were no updates.

   iv. **US 1 Safety Evaluation** (minute 37)

   Chris Eatough gave an update of the US 1 Safety evaluation the Office of Transportation has been conducting during the past six months. Chris said the evaluation was initiated due to an increase in pedestrian fatalities along US 1. A contractor (Sabra Wang) has been hired and is reviewing the crash data and will compile recommendations to address the safety concerns. Several open houses were held to get public input. The Study's core team including the State Highway Administration has conducted field evaluations of several areas along the corridor.

   v. **Maryland Department of Transportation (MDOT) Attainment Report** (minute 44)

   Clive described the contents of the Attainment Report. Clive suggested and Ron agreed to invite a speaker from MDOT to a future MTB meeting to describe how the Report fits into broader transportation planning at the state level.

5. **New Business** (minute 57)

   i. **FY 2019 Priority Letter** (minute 57)

   David Cookson gave an update presentation of the 2019 Priority Letter. He explained:

   • Priority letters represent each county's internal ranking of transportation priorities

- Priorities must support goals of State Transportation Plan- Safety, security, system preservation, quality of service, community vitality, economic prosperity
- Under 2017 legislation "major" transportation projects (over $5 million), require additional information to be submitted.
- The OOT was seeking public input through a survey and a public meeting
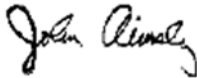
ii.   WalkHoward Pedestrian Plan (minute 89)

Chris Eatough and Albert Engel gave a presentation about the WalkHoward Pedestrian Plan. They said

- Plan has a vision for a walkable Howard County for all ages and abilities
- It is an update of the 2007 Plan, that includes projects from the 2007 Pedestrian Plan
- The Plan's recommendations prioritize access to the fixed route transit system bus stops

6. **Adjournment** (minute 116)

Ron adjourned the meeting at 8:56 pm. The next MTB meeting is scheduled for **February 27, 2018 at 7:00 pm.**

Clive Graham   2/22/18
Clive Graham   Date
Executive Secretary

John Ainsley   1/31/18
John Ainsley   Date
Recording Secretary

Howard County Office of Transportation

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-4312

Clive Graham, Administrator

cgraham@howardcountymd.gov
FAX 410-313-3467
TDD 410-313-2323

Memorandum

To: Ron Hartman, Chair, Multimodal Transportation Board

Via: Clive Graham

From: David Cookson

Date: February 27, 2018

Subject: Fiscal Year 2019 Priority Letter

Each year, Howard County develops and drafts a Priority Letter, a list of the County's prioritized transportation projects for the Maryland Department of Transportation (MDOT)'s Consolidated Transportation Program (CTP). The Priority Letter is one of the tools used by MDOT to determine which projects are funded in its CTP, along with internal rankings, external/public discussions and the amount of funding available. The CTP is MDOT's fiscally constrained six-year capital budget for major and minor transportation projects for all transportation modes.

To develop and draft the letter, the Office of Transportation (OOT):

- Solicited input and updates from the Howard County Department of Public Works

- Administered a survey and held a public meeting to solicit ideas and feedback

- Reviewed PlanHoward2030, Howard County's long-range master plan and Maximize2040, the region's long-range transportation plan along with relevant corridor and model plans

- Reviewed the status of projects in the current CTP

Survey Results, Public Comments and Key Takeaways

Survey respondents were asked to rank each project as a high, medium or low priority, along with an option of not choosing to rank the importance of a project.

- 189 people responded and took the survey; of the 189 people, 74 people offered additional written comments with the survey

- Responses were received from nearly all Howard County zip codes, however there was strong clustering of responses from six zip codes. (21042, 21043, 21044, 21045, 21046 21075)

- 10 people and organizations offered comments via email and comment forms

- Approximately 25 people attended the public meeting

The survey indicated strong support for enhancing both bicycle and pedestrian facilities along with local and regional public transit. Using a weighted scoring method, the top 25% of projects are:

- Pedestrian, Bicycle, and ADA Access and Safety Improvements

- US 29/ I-70 Interchange capacity enhancements

- Additional lane on I-70 from US 29 to US 40 in both directions

- Bus Rapid Transit system study and design to relieve congestion on busy commuting corridors

- MARC Growth and Investment Plan, which calls for improvements on the Camden Line, including track improvements, rolling stock and additional service

- Adding buses to the RTA fleet

- Widening US 29 from the Middle Patuxent River to Seneca Drive, including improvements to accommodate BRT

Public input was also received by written comments. We read all 74 comments and categorized them by issues and topics, including refining a comment to the core issues raised by the author, resulting in approximately 100 core issues or concerns. We found that:

- Bike/Ped issues, sidewalks and shared use pathways were identified as core issues 29 times

- Transit was identified as a core issue 26 times

- Intersections and operations at various intersections were identified as core issues nine times

- I70 was identified as a core issue eight times

- MD 99 was identified as a core issue seven times

Other observations:

- Projects that have a wide geographic impact and are less specific tended to be ranked higher

- Projects in areas with a community engaged around a specific issue tended to be ranked higher

- Very specific projects in a small geographic area tended to be ranked lower

Changes to the FY 2019 Draft Letter

OOT is recommending the following changes to the draft FY2019 Priority Letter . The letter also reflects changes in the status of some projects and the county's bicycle initiatives.

- In the "Thank You and Acknowledgments" section, we added the MD 99 Investigation and US 1 Safety Audit project while removing the US 40 at Rogers Avenue intersection project.

- In the "Requests for Funding" section, we rewrote the existing bicycle and pedestrian section to separate the two modes. The revised bicycle section is moved to the "Capital & Construction" subsection and is directly linked to Bike Howard Express. The revised pedestrian section remains in the "Design & Engineering" subsection and specifically requests support for future projects identified by the US 1 Safety Audit and MD 99 Investigation.

- In the "Requests for Technical Assistance and Support" section, we removed the Transitway Study and US 29 bridge safety/aesthetic improvements projects as they are complete. We also added a request for MDOT to work with the county on the design and implementation of road capacity improvements at Broken Land Parkway/Snowden River Parkway and MD 32.

HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013

Allan H. Kittleman
Howard County Executive
akittleman@howardcountymd.gov

April 12, 2017 __, 2018

The Honorable Pete Rahn
Office of the Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: FY 2018 2019 Howard County Priority Letter

Dear Secretary Rahn:

Please accept the following "Priority Letter" from Howard County. The letter includes a list of transportation projects Howard County is recommending be included and funded by the Maryland Department of Transportation's (MDOT) FY 20182019-202324 Consolidated Transportation Program and also includes requests for technical and policy support. The projects requested for funding are listed in priority order, are "Major Capital Projects" as defined by MDOT guidance, and are consistent with the Maryland Transportation Plan.

Thank You and Acknowledgments

Before listing our requests, please accept our thanks and appreciation for prior and ongoing State funding for the following projects:

- Widening of US 29 from Seneca Drive to MD 175

MD 32 Corridor Improvements

- Phase 1: Dualization of MD 32 from MD 108 to Linden Church Road
- Phase 2: Linden Church Road to I-70, including MD 32/MD 144 intersection improvements
- Phase 3: Evaluation of the widening MD 32 north of I-70 to the Carroll County line

- Design and construction improvements at the US 1 and Kit Kat Road intersection
- US 29: Bus Rapid Transit (BRT). Planning for enhanced express bus service to Silver Spring along the US 29 BRT corridor

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We also wish to thank you for the valued technical assistance provided by MDOT staff, especially the extensive assistance from the Maryland Transit Administration and the State Highway Administration on the following projects:

- Investigation of safety and congestion issues on the MD 99 corridor between Marriottsville Road and US 29/MD 99 intersection
- US 1 Safety Audit

- US 40 at Rogers Avenue intersection
- I-95 Noise Walls in Elkridge
- US 1 at Montevideo Road intersection
- Blandair Park interchange on MD 175

Requests for Funding

The following recommendations are the result of review and input by County staff from several departments and offices, as well as by elected and appointed officials. Input also included an extensive public involvement process, including a public meeting held on January 24, 2018, a public a survey, and receiving written comments from approximately 220 people and organizations. with over 1,400 responses, and over 300 unique written comments and a public meeting held on February 21, 2017. The results of the survey and public meeting materials can be found at: https://www.howardcountymd.gov/Departments/County-Administration/Transportation/2018-Priority-Letter
(LINK WHEN COMPLETED-RJ)

Capital & Construction Projects

1. US 29 from the Middle Patuxent River to Seneca Drive, widening including access improvements to the Rivers Edge Community, and accommodations for BRT.

2. Transit Capital Improvements:
   - Purchase rolling stock (buses) to replace vehicles that have exhausted their useful life to maintain a fleet with a state of good repair and to expand service on a number of the most traveled fixed routes
   - Rolling stock, road and signal improvements and development of high quality BRT stations in Downtown Columbia and future stations for the US 29 BRT system

3. Bike Howard Express. Funding, support and cooperation to implement Howard County's comprehensive strategy to significantly improve bicycle infrastructure during the next 3 years, including the North Laurel Connections bicycle route from Savage to North Laurel, new shared-use pathways providing bicycle access into Downtown Columbia, Columbia

> Gateway and along Dobbin Road, and nearly 14 miles of bike lanes and wayfinding on county roads, including important crossings of state roads.

4.3.   US 1 Sidewalk: Construct sidewalk along US 1 southbound in the median between North Laurel Road and the Prince George's County line

54.   MD 108: Construct intersection improvements along MD 108 at Ten Mills Road

65.   MD 100 and MD 103: Replacement of the existing interchange

Design & Engineering Projects

1.   *I-70 Corridor*

- 1-70: US 29 to US 40; widen one lane in each direction
- Upgrade/reconstruct the I-70/Marriottsville Road interchange
- Design and implement I-70/US 29 interchange capacity enhancements

MD 175 Corridor

2.   MD 175: Evaluate the improvement of existing access points into Columbia Gateway Drive, including a third access point through the potential extension of MD 108 across MD 175 into Columbia Gateway Drive and direct access to Columbia Gateway Drive from I-95

3.   MD 175: US 1 to Snowden River Parkway; continued comprehensive traffic modeling leading to design alternatives including the US 1/ MD 175 and US 1/I-95 interchanges

4.   Pedestrian, Bicycle, and ADA Access and Safety Improvements: Design and construct sidewalks, pedestrian safety and sidewalk improvements, bicycle safety improvements and final design and construction of the short term network projects in Howard County's Bicycle Master Plan and improvements in Howard County's Pedestrian Master Planand corridor planss. Specifically, we will be requesting state grant funding for the following projects:The county is requesting the state fully cooperate, support and fund development of projects in the following corridors:

- MD 99 from US 29 to Marriottsville Road

- US 1 projects and improvements as identified in the US 1 Safety Audit.

- Conduct planning for pedestrian and bicycle access into the Columbia Gateway area
- Finalize design of the Downtown Columbia to Stevens Forest Road connector
- Finalize design of pedestrian and bicycle improvements along Dobbin and McGaw Roads
- Finalize design of the North Laurel Connections project to join Savage and Laurel in a connected bicycle and pedestrian network

5.   MD 108: Guilford Road to Trotter Road; design and construct pedestrian, bicycle,

automobile, and streetscape improvements

6. MD 175: US I to Dorsey Run Road; widening and reconstruction including final design and construction of the US I/MD 175 interchange

7. MD 103 at US 29: Addition of a third lane along MD 103 onto the ramp towards US 29 northbound

8. Traffic Signal Back-up Generators: Evaluate and plan a system for developing a back-up generator installation program at key state highway traffic signals within Howard County

9. Noise Walls: Evaluate, dDesign, and construct noise walls at Dumhart Road, at the southwest corner of I-95 and the MD 216 interchange

Requests for Technical Assistance and Support

We would like to request MDOT's cooperation and technical support and assistance for several important county led projects and initiatives on state roads and highways. These projects reflect the county's desire to advance projects in coordination with the state to ensure timely and effective project delivery. These projects are:

- Investigating safety and congestion issues on the MD 99 corridor between Marriottsville Road and US 29/MD 99 intersection

US 1 Corridor

> We want to draw your attention again to the spike in the number of pedestrians killed by cars in the US 1 corridor during 2016. Six people—a higher annual number than ever before—were hit and killed by cars in this rapidly growing, evolving and economically important area. We strongly urge you to support and enhance efforts and initiatives to put safety first for the State's and the County's vulnerable road users and the development of safe infrastructure for all.

- US 1: MD 175 to just north of Montevideo Road; phased arterial highway reconstruction including pedestrian, transit and streetscape improvements

- US 1: Construct intersection improvements along US 1 at MD 103 (Meadowridge Road), and Whiskey Bottom Road

- Widening of the Marriottsville Road Bridge over I-70 to enable future widening of Marriottsville Road north to MD 99 and south to US 40

- Study of a potential transitway that would connect Downtown Columbia; Oakland Mills, and Columbia Gateway Office Park, including a possible transit bridge over US 29

- Construction of safety and aesthetic improvements to the existing pedestrian-bicycle bridge over US 29 between Downtown Columbia and Oakland Mills

- North South Connector/Jug Handle: a major collector planned to connect the US 29/Broken Land Parkway interchange to Little Patuxent Parkway, including a spur off the existing northbound US 29 off-ramp pursuant to the Downtown Columbia Plan

- MD 108: Construct intersection improvements along MD 108 at Centennial Lane

- Future designation of Designating Downtown Columbia as a Transit Oriented Development

- Design and implementation of road capacity improvements at Broken Land Parkway/Snowden River Parkway and MD 32, including bicycle and pedestrian access improvements to park and ride lots.

Other State Initiatives

1. The County urges the state to fully fund and implement MDOT's MARC Growth and Investment Plan improvements on the Camden Line, including track improvements, rolling stock and additional service.

2. The County fully supports the SHA's I-95 Active Traffic Management project. We urge the MDOT to continue to advance it.

Both of these projects are needed to ensure safe and efficient travel throughout the region and Howard County.

Thank you for considering Howard County's priority transportation needs.

Sincerely,

Allan H. Kittleman
County Executive

Thank you for your positive endorsement of Howard County's state transportation projects and priorities.

(PENDING UPDATES FROM JA)
COUNTY COUNCIL

_____
Jon Weinstein, Council Chairperson

HOWARD COUNTY DELEGATION

_____
Senator Guy J. Guzzone, Chair

_____
Delegate Vanessa Atterbeary, Chair

Copy:

)Howard County Delegation
Howard County Council Members
James F. Ports Jr., Deputy Secretary for Operations, MDOT

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R. Earl Lewis Jr., Deputy Secretary for Policy, Planning, & Enterprise Services, MDOT
Tyson Byrne, Manager of Regional Planning, MDOT
Gregory Slater, Administrator, SHA
Eric Beckett, Chief, Regional & Intermodal Planning Division, SHA
John Concannon, Acting District Engineer, District 7 SHA
Paul W. Comfort, Administrator, MTA
Suhair al Khatib, Deputy Administrator & Chief Planning, Programming & Engineering Officer, MTA
Elizabeth Kreider, Director, Local Transit Support, MTA
Todd Lang, Director of Transportation, Baltimore Metropolitan Council
Lonnie Robbins, Chief Administrative Officer, Howard County Government

File: CTP Priority Letter FY 2018 2019 FY 20243

State Transportation Planning Overview
Howard County

February 27, 2018

Tyson Byrne
Regional Planning Manager
Office of Planning & Capital Programming

Presentation Overview

- MDOT Structure
- State Report on Transportation
- Transportation Planning Process
  - State Transportation Planning
  - Regional Planning
  - Local Planning
- Transportation Funding
  - Consolidated Transportation Program (CTP)
  - Program Priorities
  - Project/Program Selection Criteria
- Annual Attainment Report

Maryland Department of Transportation
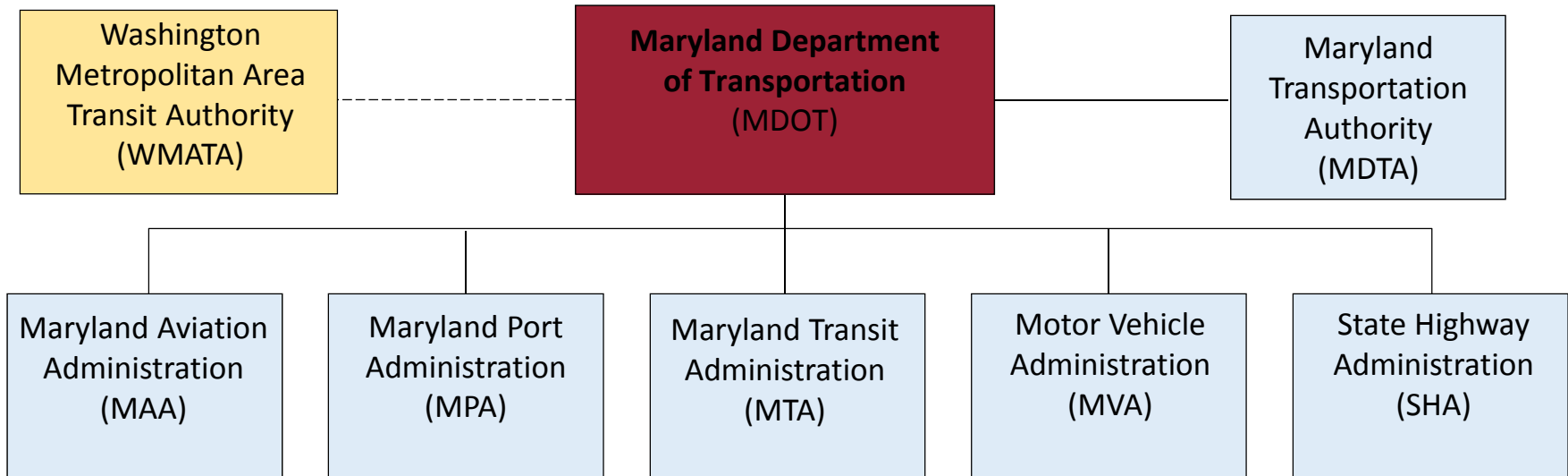
| Washington Metropolitan Area Transit Authority (WMATA) | **Maryland Department of Transportation (MDOT)** | Maryland Transportation Authority (MDTA) |

- Maryland Aviation Administration (MAA)
- Maryland Port Administration (MPA)
- Maryland Transit Administration (MTA)
- Motor Vehicle Administration (MVA)
- State Highway Administration (SHA)

MISSION STATEMENT

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

State Report on Transportation

The State Report on Transportation is submitted annually to the Maryland General Assembly. This includes the Maryland Transportation Plan, the Consolidated Transportation Program, and the Attainment Report on Transportation Performance.
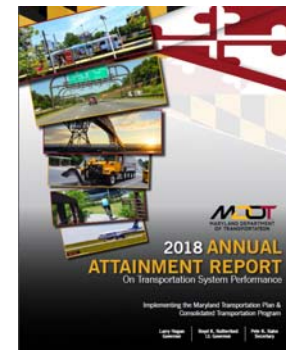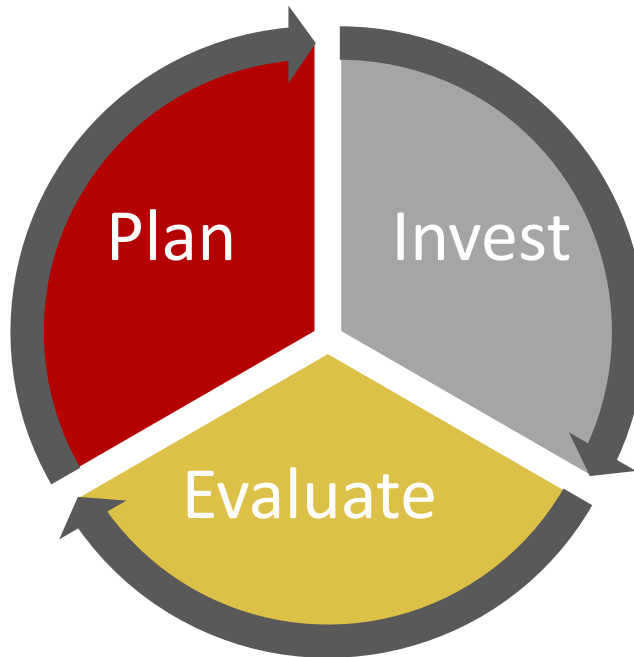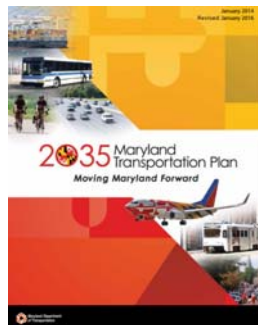
Transportation Planning Process
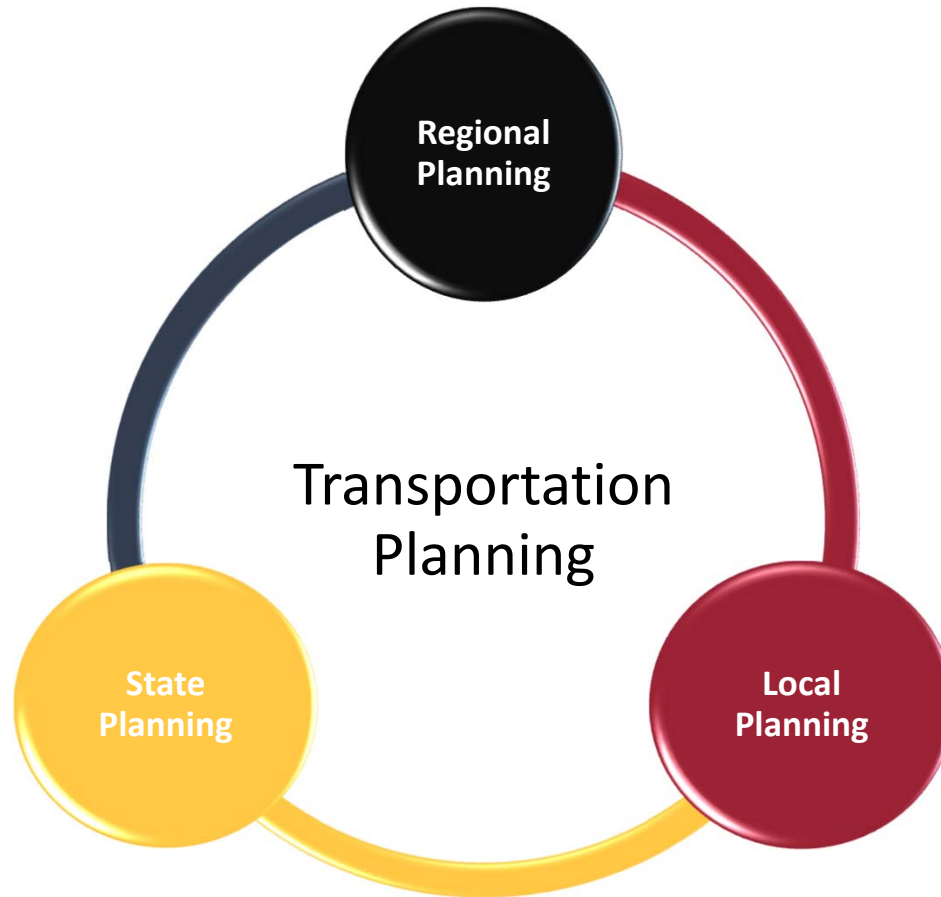
State Planning Process

- All transportation projects and programs should support the MTP mission and work to meet the MTP goals and objectives.
  - o Inform Project/Program Selection: strategic context for the future to guide decisions on projects, programs, and policies.
  - o Determine performance measures that track progress on the Plan's goals and objectives.

State Planning Process

The Maryland Transportation Plan (MTP)

- The first step in Maryland's transportation planning process, which is both federally and state mandated every 4-5 years.
- The 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*.
- Sets goals and objectives for improvements across all modes of transportation.
- All transportation projects and programs should support the MTP mission and work to meet the MTP goals and objectives.
  - Inform Project/Program Selection: strategic context for the future to guide decisions on projects, programs, and policies.
  - Determine performance measures that track progress on the Plan's goals and objectives.
- The MTP is submitted annually to the Maryland General Assembly as part of the State Report on Transportation, along with the Consolidated Transportation Program (CTP) and Attainment Report on Transportation Performance.
- January 2019 – Release of Final Plan with State Report on Transportation.
- Bicycle and Pedestrian Master Plan is updated at the same time as the MTP.

Maryland's Transportation System

- Maryland has 452 electric charging stations and 1,147 charging outlets

- Most of Maryland's freight movement is by truck

- Much of Maryland's truck demand is in Central Maryland

- Maryland congestion costs users $2.167 billion annually

- BWI passenger numbers are increasing over the long term (2000 – 2016)

- Maryland transit ridership is slightly lower (2008 – 2016)

- MVA transactions are increasing after a drop during the recession

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 growth projection is a 13.6% growth from 2016 to 2040

Population Density

Population Per Square Mile Census Tract

0   500   10,000

2040

13.6%

2016
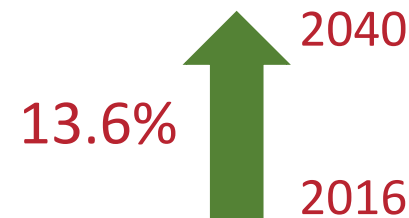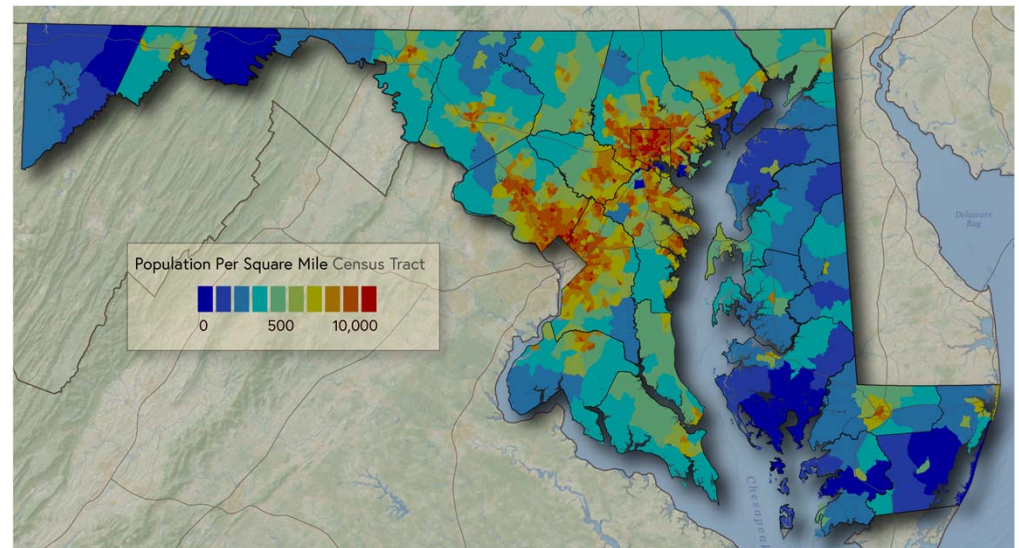
Maryland's Economy

Real GSP Growth in Maryland By Supersector (2000 – 2015)
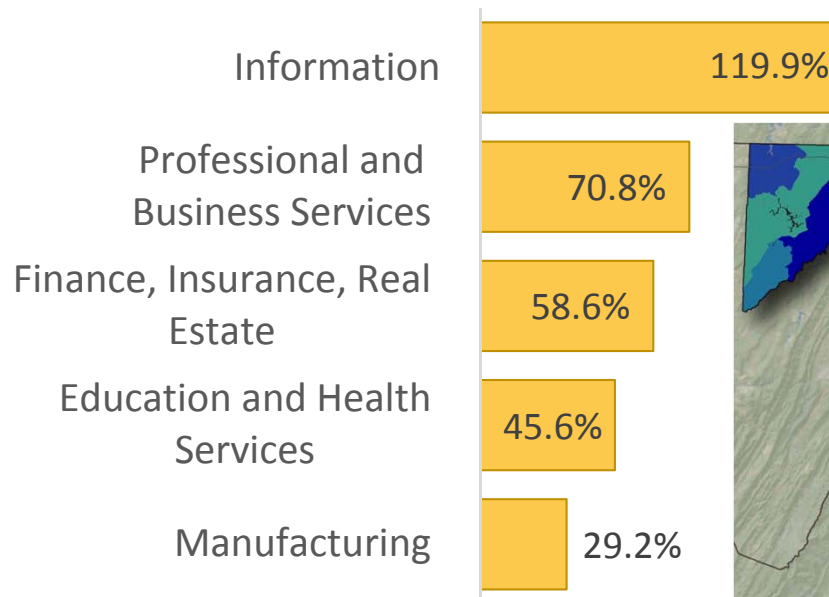
Sector	Growth
Information	119.9%
Professional and Business Services	70.8%
Finance, Insurance, Real Estate	58.6%
Education and Health Services	45.6%
Manufacturing	29.2%

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

Employment is concentrated in key locations in and near major cities and along transportation arteries

Employment Density
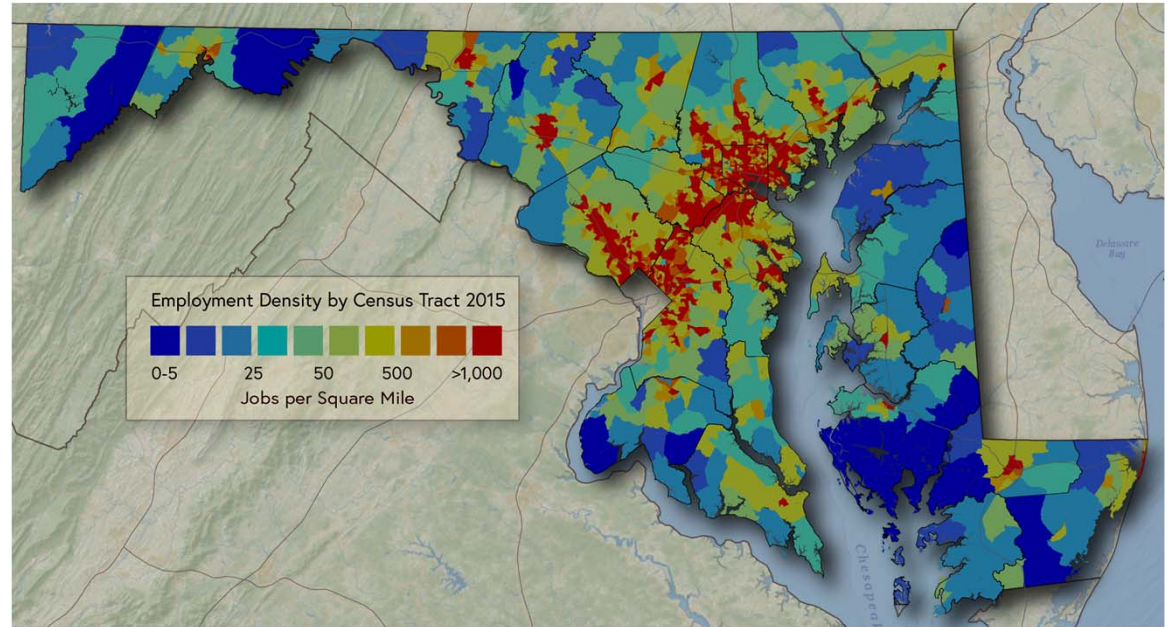
Employment Density by Census Tract 2015

0-5   25   50   500   >1,000
Jobs per Square Mile

Maryland's Travel Trends

How Marylanders Commute

Drove Alone	74%
Public Transit	9%
Carpooled	9%
Other	4%
Worked from Home	4%
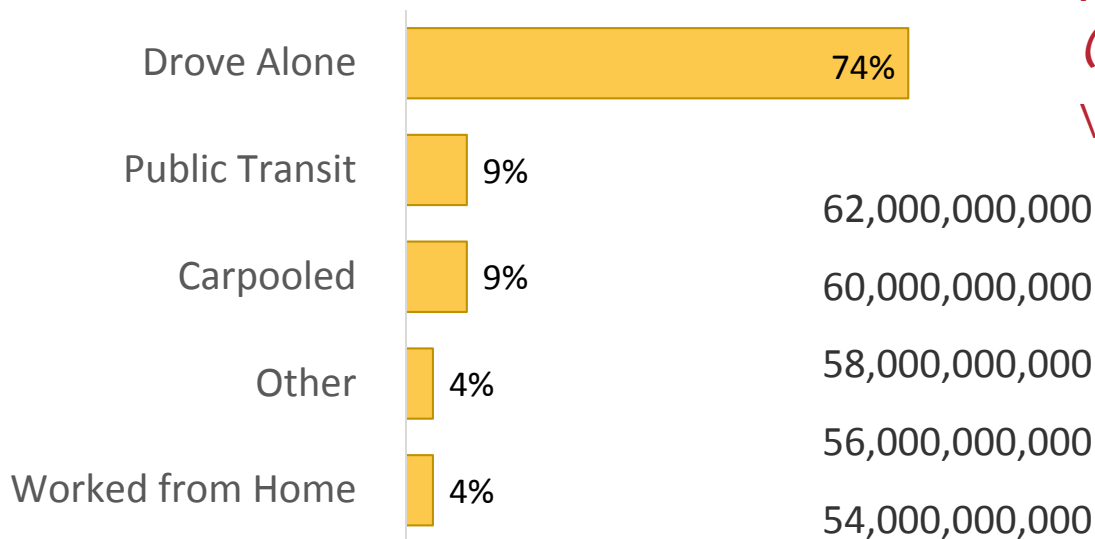
Percentage of licensed Maryland drivers remained steady from 2010 – 2014.

After decreasing during the recession, Vehicle Miles Traveled (VMT) is growing again

VMT and VMT per Capita
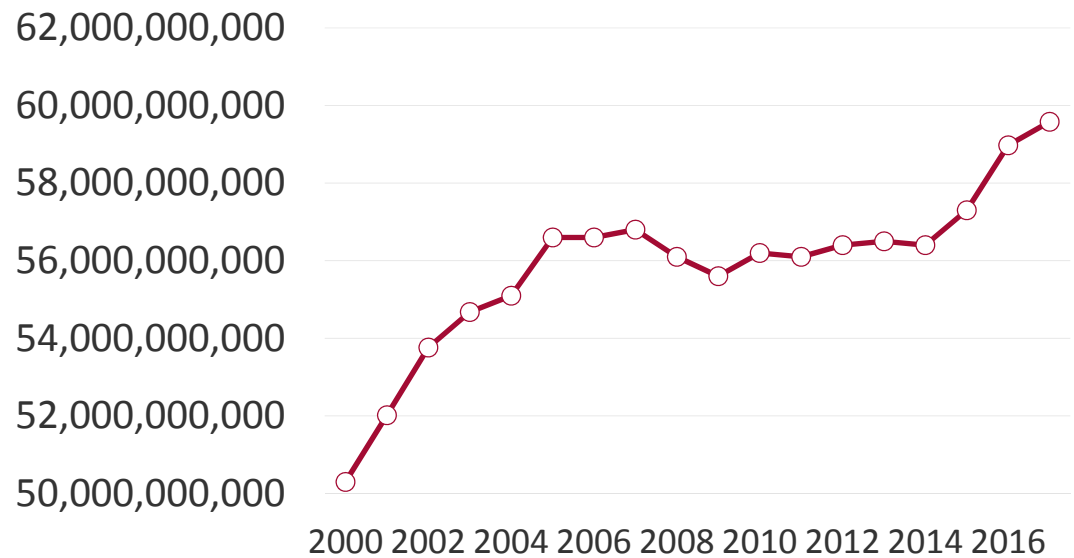
Maryland's Transportation Trends

TRANSIT

225,000,000
Maryland Ridership in FY2016

Ridership in Maryland reached 225 million in FY2016 with a total average weekday ridership of 369,215. The main modes comprise local bus, subway, MARC train, and light rail

ELECTRIC VEHICLES

RANKED 10th
For Number of Electric Vehicle Charging Stations

Proliferation of electric vehicles in Maryland continues. As of August 2017, Maryland ranked 10th for the number of electric vehicle charging stations. There are 9,634 electric vehicles and plug-in hybrids registered.

LAND

9,707 square miles
5th most densely populated

Maryland is only the 41st largest state with 9,707 square miles . . . but it is the 5th most densely populated state with 620 persons per square mile.

FREIGHT

$410 BILLION
Maryland carried in freight

Maryland carried $410 billion in freight (air, rail, truck & water) in 2016.

Maryland's Transportation Challenges

- Safety
- Aging Infrastructure
- Congestion
- Shared Economy (such as Uber/Lyft)
- Online Retail
- Electric Vehicles
- Autonomous Vehicles
- Climate Change
- Changing Development Patterns
- Millennial Generation
- Aging Population
- Support for Distressed Economic Regions

Maryland Transportation Plan (MTP) 2040

Draft Goals:

- Ensure a Safe, Secure, and Resilient Transportation System
- 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
- Provide Better Transportation Choices and Connections
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion
- Ensure Environmental Protection and Sensitivity
- Promote Fiscal Responsibility

2040 MTP Survey

- Survey was live from November 17, 2017 through January 31, 2018
- Public was made aware of survey being live via e-blasts, MTP website, MDOT website, MPO meetings and Facebook posts and advertisements
- 5,927 total participants
- 4,341 total comments

Survey Participants by Zip Code
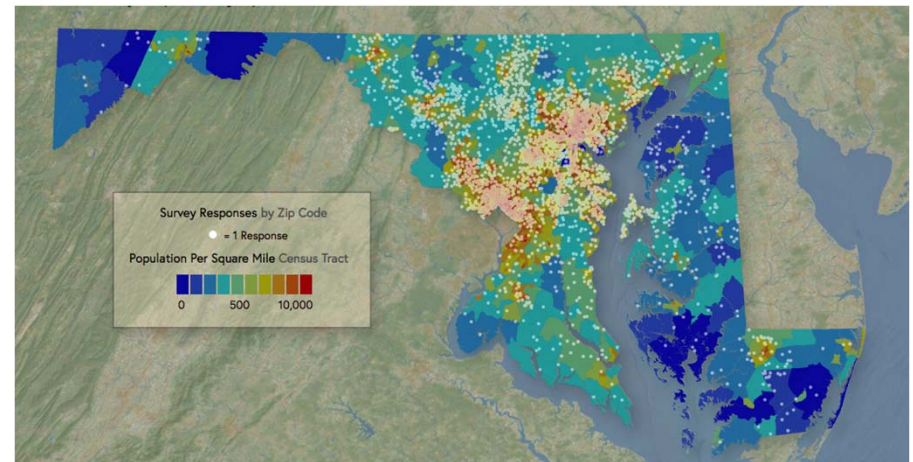
Survery data culled from 2040mtp.metroquest.com. Respondents provided their zip code of residence
3,896 valid Maryland zip codes responses submitted (from survey total of 5,927 respondents)
Average of 8.8 responses per zip code

Regional Planning Process

- 7 MPOs in Maryland, 5 of which involve other states.
- Develop plans and programs that consider all transportation modes and support metropolitan community and economic development goals.
- 3C Process – establishes a Continuing, Cooperative and Comprehensive consultation process.

Maryland MPO Boundaries
- Major Highway
- State Boundary

MPO Area
- Cumberland MPO
- HEPMPO (Hagerstown)
- MWCOG - TPB
- Baltimore - BRTB
- WILMAPCO (Cecil County)
- Salisbury / Wicomico MPO
- Calvert-St. Mary's

Urban Areas
- Census Defined Urban Areas
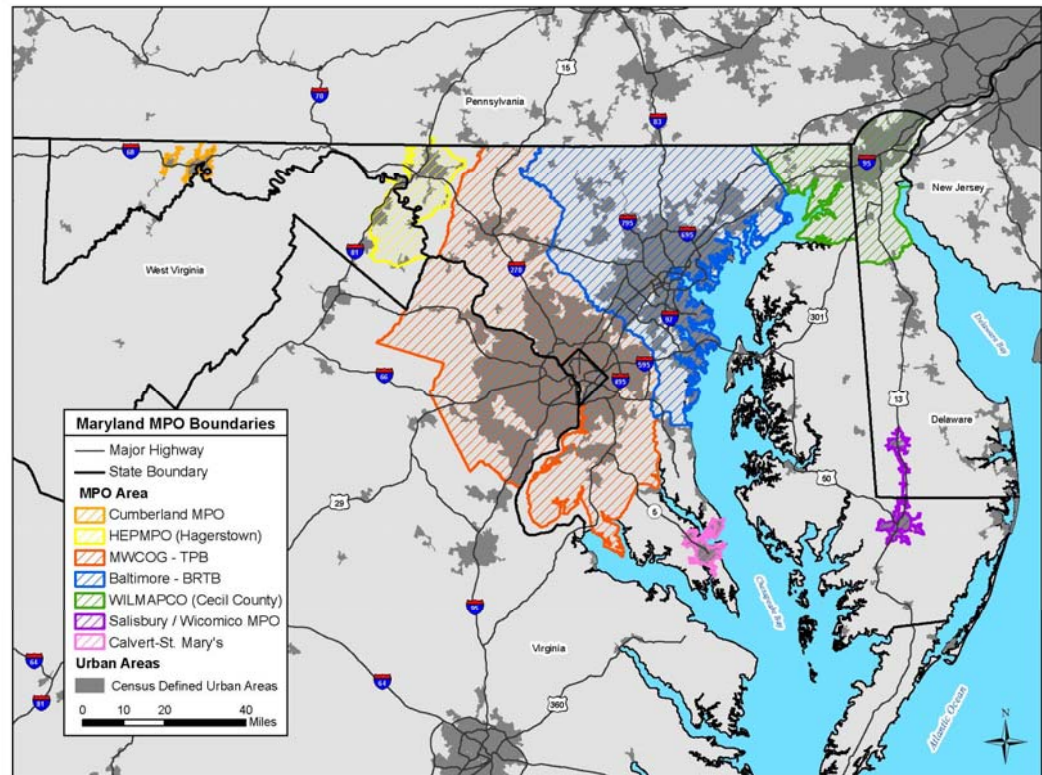
Local Planning Process

County Priority Letters

- Priority letters represent each County's internal ranking of State projects deemed most important based on local need and local input.

- County priority letters should include information on project consistency with State and local plans, as well as how the projects address the MTP or State transportation goals.

- Priority letters involve requests for a wide variety of project funding such as transit improvements and highway reconstruction.

- Counties have the opportunity to develop a Priority Letter every year, typically in the spring before the draft CTP is developed.

State Funding

- The source of a majority of "State" funding for transportation needs in Maryland is the Transportation Trust Fund (TTF) comprised of:
  - federal-aid, vehicle titling tax, motor fuel tax, motor vehicle registration and fees, operating revenues, bond sales, and corporate income tax.
  - TTF is separate from the State's General Fund.
  - Constitutional amendment in 2014 to create a "lock-box" on the TTF for transportation funding.
- TTF allows MDOT to direct resources to priority projects statewide and strategically allocate State funding to maximize federal funding.
- TTF allows transportation projects to be programmed based on when the funding is needed and available.
- MDTA is a separate toll revenue bonding capacity for those projects.

How the Trust Fund Works
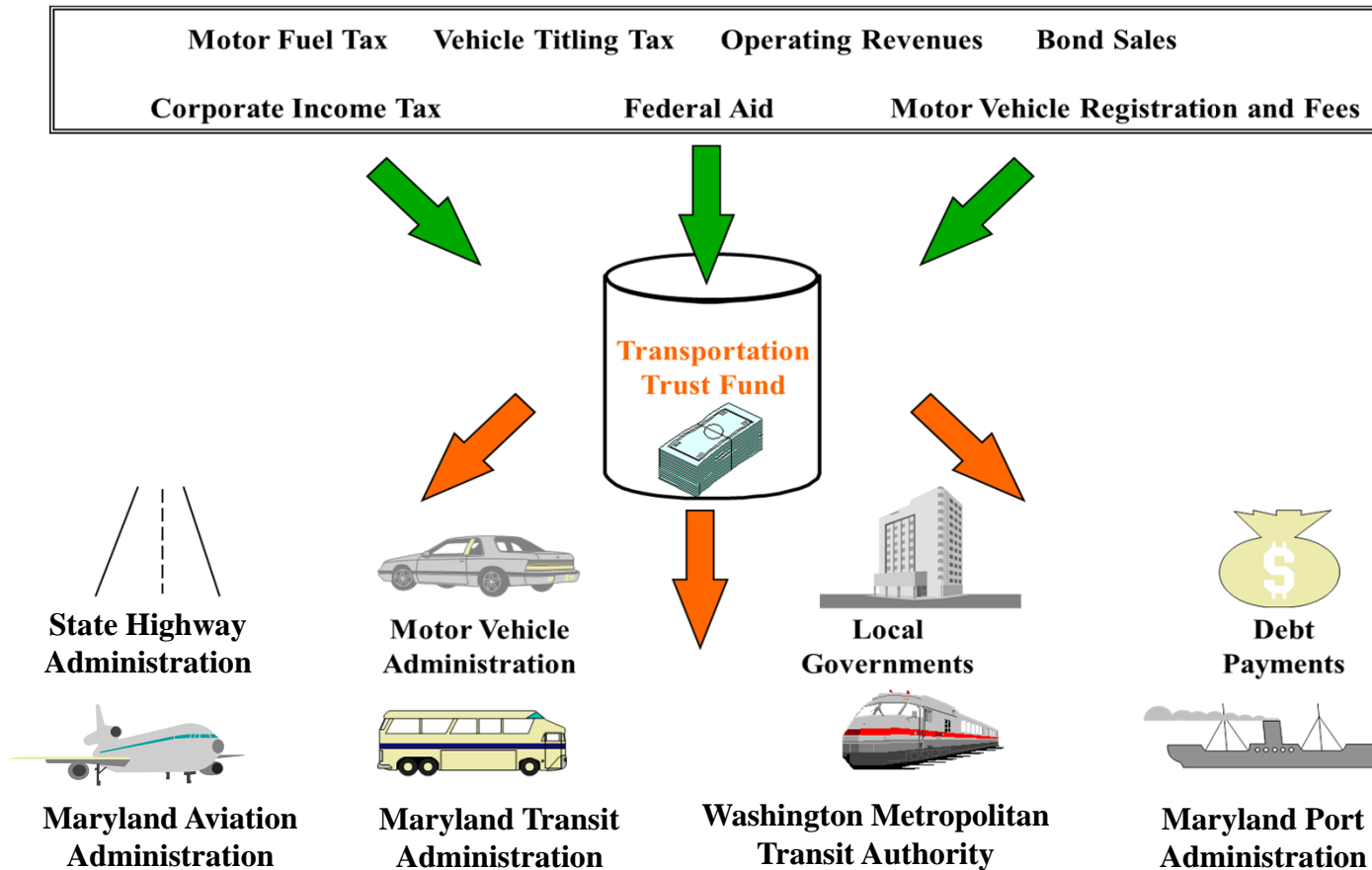
State Funding
Consolidated Transportation Program

- The Consolidated Transportation Program (CTP) is MDOT's fiscally constrained **6-year capital budget** for all State major and minor transportation projects. For a State project to be implemented, it must appear in the State CTP.
- MDOT works with residents, businesses, local jurisdictions, and local and state elected officials to include projects into the CTP that preserve investments, enhance transportation services, and improve accessibility throughout the State.
- Each year, in the fall, the Secretary of Transportation visits each of the 23 counties and Baltimore City to present the draft CTP at the **annual Tour meetings to local elected officials & citizens** throughout Maryland.
- Projects enter the CTP through the County Priority Letter process or through Statewide priorities, including system preservation and safety, by the proposing entity/jurisdiction.
- Projects are selected by a strategic decision-making process using established priorities and criteria to prioritize programs and projects.
- Once a project has been added to the CTP, it remains in the CTP until it is completed (or removed).

Federal Funding

- In December 2015, the U.S. Congress enacted federal surface transportation authorizing legislation, the FAST Act, which provides transportation infrastructure investments through FFY 2020.

- MDOT's six year capital program assumes receipt of federal funds at about existing levels.

- The federal Highway Trust Fund does not have enough revenue to support all of the State's needs; therefore, we rely on many opportunities to leverage State investments and ensure projects meet State needs, goals, and priorities.

- The majority of currently authorized federal funding is being applied toward projects already committed to in the CTP.

- Discretionary grants can provide some funding for specific projects above the "base" formula level of funding (e.g. TIGER).

Program Priorities

Customer-focused program priorities from the MTP shape when and if a project or program is funded, and include funding to:

- o Facilitate economic opportunity in Maryland
- o Provide a safe and secure transportation experience
- o Provide exceptional customer service
- o Provide an efficient, well-connected transportation experience
- o Use resources wisely
- o Deliver transportation solutions and services of great value
- o Communicate effectively with our customers
- o Be a good neighbor
- o Be a good steward of our environment
- o Be fair and reasonable to our partners

Project/Program Selection Criteria

- *Meets all federal and other legal mandates* (e.g. TMDL compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits, etc.)

- *Supports the MDOT's mission, program priorities, and MTP goals*

- Meets all federal match requirements to maximize federal revenue sources

- Supports State plans and objectives

Project/Program Selection Criteria

- *Evaluated through Chapter 30 scoring* of Construction Projects
  - The law requires that all projects over $5M across all phases (CO or D&E) that are transit or highway capacity need to be scored to be considered for funding.

- *Supports existing project commitments* and upholds intergovernmental agreements

- *Is the single top priority* within a local priority letter

- *Is consistent with local plans*

- *Is included in the regional Metropolitan Planning Organization (MPO) long-range plan* (if the project is located within an MPO boundary)

Statewide Transportation Improvement Program (STIP)

- The STIP is the State's 5-year prioritized program of State and federally funded projects, that includes each MPO's approved Transportation Improvement Program (TIP) and other local regionally significant projects.

Project Development Process

Figure X.   M D T P
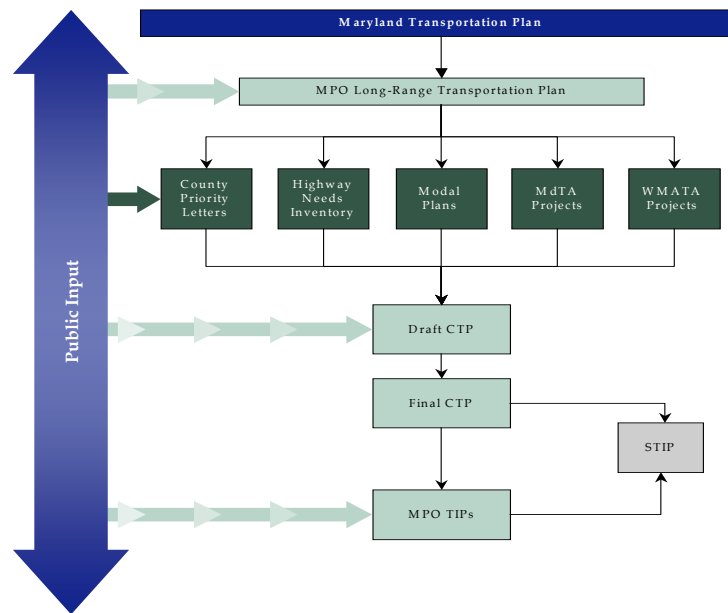
Evaluating Performance

- In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on the Transportation System that:
  - Reports on progress toward achieving goals and objectives of the MTP
  - Establishes indicators and sets performance targets
- Federal legislation requires the U.S. DOT, in consultation with state, MPOs, and other stakeholders, work to establish national performance measures related to:
  - pavement conditions, interstate performance, bridge conditions, fatalities and serious injuries, traffic congestion, on-road mobile source emissions, and freight movements on the interstate, etc.

What is in the Attainment Report (AR)?

- 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.

- Governor's Attainment Report Advisory Committee – Meeting 4-5 times this winter/spring to define Performance Measures.
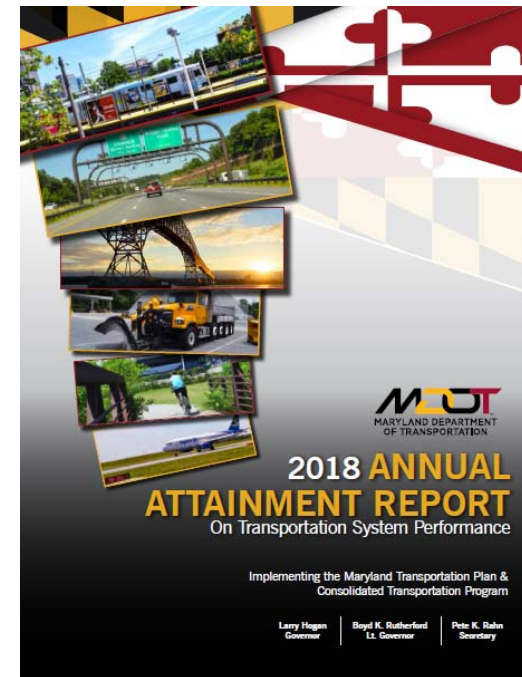
www.mdot.Maryland.gov/AR
www.mdot.Maryland.gov/ARDashboard

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

INTRODUCTION

GUIDING MARYLAND'S TRANSPORTATION SYSTEM

MDOT continually takes steps to plan, invest in and evaluate the transportation system to ensure it connects customers to key destinations—enabling a growing economy. MDOT's strategic approach is presented through the State Report on Transportation (SRT) which is comprised of three documents: (1) MDOT sets a vision for the transportation system through the Maryland Transportation Plan (MTP); (2) the six-year budget for transportation projects is produced annually as the Consolidated Transportation Program (CTP); and (3) MDOT evaluates and reports the performance of Maryland's transportation system through the Annual Attainment Report on Transportation System Performance (AR), focusing on the goals adopted in the MTP. MDOT also evaluates its performance quarterly through the MDOT Excellerator performance management system to ensure the Department is delivering on its commitments to its customers and to respond in a nimble manner throughout the year to improve decision-making and performance.

For more information on the draft FY 2018–FY 2023 CTP, please visit www.CTP.maryland.gov.

The AR provides an overview of the Maryland transportation system, system investment, mobility and accessibility. MDOT assesses progress toward achieving its overarching strategic goals by aligning performance measures and data with each MTP goal area.

MTP GOALS

ECONOMIC PROSPERITY – Support a healthy and competitive Maryland economy.

SAFETY & SECURITY – Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.

SYSTEM PRESERVATION – Preserve and maintain the State's existing transportation infrastructure and assets.

QUALITY OF SERVICE – Maintain and enhance the quality of service experienced by users of Maryland's transportation system.

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

COMMUNITY VITALITY – Provide options for the movement of people and goods that support communities and quality of life.

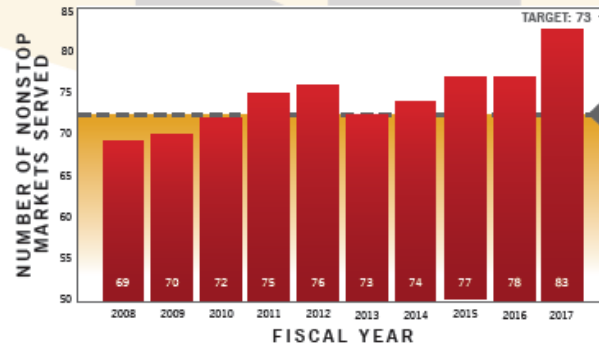The AR has one chapter for each Goal Area. These chapters include:
- overview text,
- a listing of key initiatives and CTP projects related to the goal, and
- the performance metrics aligned with the goal.

More than 50 Performance Measures

(and many more measure components)

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

APPENDIX: List of Performance Measures by Business Unit

MTP GOAL	PERFORMANCE MEASURE	DEFINITION	PAGE
Maryland Department of Transportation (MDOT)			
Economic Prosperity	Freight originating and terminating in Maryland (value and tonnage)	Data is based upon the following sources, U.S. Department of Transportation Freight Analysis Framework (FAF3) Version 3. The data is adjusted yearly to account for previous year actual data and a 2% annual growth rate consistent with the Federal Highway Administration's Freight Summary 2008. BWI Marshall Airport report to Airports Council International (2011); and MPA and U.S. Army Corps of Engineers (2010)	14
Environmental Stewardship	Transportation Emissions Reduction Measures (TERMs) • Commuter Operations and Ridesharing Center • Employer Outreach (including Employer Outreach for Bicycles) • Guaranteed Ride Home	TERMs and Travel Demand Management (TDM) strategies support the use of alternatives to the traditional single-occupant vehicle	44
Environmental Stewardship	Transportation-related emissions by region	Tons of Volatile Organic Compound (VOCs) and Nitrogen Oxide (NOx), precursors of Ozone, emitted per day for an average weekday from transportation sources in the Baltimore and Washington regions	45
Environmental Stewardship	Transportation-related greenhouse gas (GHG) emissions	GHG emissions primarily include carbon dioxide, methane, nitrous oxide, carbon monoxide, oxides of nitrogen and non-methane volatile organic compounds	46
Maryland Aviation Administration (MDOT MAA)			
Economic Prosperity	Number of nonstop airline markets served	Nonstop flights are direct to destination without connections	17
Economic Prosperity	Non-airline revenue per enplaned passenger (RPE)	Total non-airline revenue (ground transportation, parking, concessions, etc.) / Total enplaned passengers at BWI Marshall Airport	17
Safety & Security	Rate of airfield ramp incidents and accidents per 1,000 operations	Incident reports collected by MDOT MAA / 1,000 operations (take offs and landings)	23
Safety & Security	BWI Marshall Airport crime rate	Crimes include all crimes against persons or property at BWI Marshall Airport facilities	23
Safety & Security	Number of repeat discrepancies in the annual Federal Aviation Administration's Federal Aviation Regulation inspection	Annual FAA Part 139 Federal Aviation Regulation (FAR) assessment conducted by the Federal Aviation Administration	24
Quality of Service	Airline cost per enplaned passenger (CPE)	Total airline-related fees / Total enplaned passengers at BWI Marshall Airport	37
Quality of Service	Percent of BWI Marshall Airport customers rating the airport "good" or "excellent" on key services	Percent of customers giving a score of 4 or 5 (on a 5 point scale) for "Overall Satisfaction" and "How likely to fly from BWI Marshall Airport on their next trip"	37
Maryland Port Administration (MDOT MPA)			
Economic Prosperity	Port of Baltimore foreign cargo and MPA general cargo tonnage	MDOT MPA general cargo includes foreign and domestic waterborne cargo; Port of Baltimore foreign cargo includes bulk and general cargoes within the Port District, but does not include domestic cargo	15
Economic Prosperity	Revenue, operating expense and net income	Total revenues compared to operating expense of MDOT MPA	16
Economic Prosperity	International cruises using the Port of Baltimore	Number of international cruises using the Port of Baltimore as a home port	16
Safety & Security	MPA compliance with the Maritime Transportation Security Act of 2002	MDOT MPA activities in support of a compliance (Pass / Fail) rating from the U.S. Coast Guard	24
System Preservation	Dredged material placement capacity remaining for Harbor and Poplar Island sites	Monitors existing capacity remaining at Harbor and Poplar Island dredged material placement sites	27
Quality of Service	Average truck turn-around time at Seagirt Marine Terminal	Amount of time for a truck to enter the Terminal gate, drop off and/or receive a container, and exit the gate	38
Environmental Stewardship	Acres of wetlands or wildlife habitat created, restored or improved since 2000	Cumulative tally of acreage created, restored or improved for wildlife habitat	42
Community Vitality	Intermodal containers moved by rail through the Port	Tracks intermodal containers that are moved by rail through the Port. This is containerized freight movement to/from MDOT MPA's terminals (particularly Seagirt & Dundalk) via CSX or Norfolk Southern railroads	52

Thank you - For More Information

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Regional Planning Manager
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tbyrne@mdot.state.md.us

2040 MTP update:
www.mdot.Maryland.gov/MTP
OR 2019MTP@mdot.state.md.us

2019 Bicycle and Pedestrian Plan Update:
BikePedPlanUpdate@mdot.state.md.us

Dear Marylander:

We need YOUR input and participation to help shape the 2040 Maryland Transportation Plan. The Maryland Transportation Plan, or MTP, 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. In turn, the MTP guides the development of the Consolidated Transportation Program (CTP), which identifies specific road, bridge, transit, aviation, port, pedestrian, and bikeway projects that will be funded over the six-year capital program.

The MTP is updated every 5 years through extensive consultation and coordination with state, regional, and local government stakeholders. It is also updated through outreach to Maryland's citizens, whose input and viewpoints are vital in shaping the MTP. For more information, visit the 2040 Maryland Transportation Plan website at www.mdot.maryland.gov/MTP.

Between November 2017 and January 2018, a survey was conducted as part of MDOT's public outreach effort to gather input for the 2040 Maryland Transportation Plan. At the end of the survey period we had 5,927 participants and thousands of comments regarding Maryland's transportation future. Participants were asked to rank their #1 transportation priority in the State, as well as rate the types of strategies they want the Maryland Department of Transportation to focus on. The results showed that Tax Dollars Spent Wisely (28.2%), Transportation Choices (27.6%), and System Expansion (27.1%), were the top three that ranked as a #1 priority. Click here to view more results from the survey.

This invaluable feedback has been used to draft the goals and objectives for Maryland's Transportation Plan. These draft goals and objectives can be viewed by visiting the 2040 MTP website, where you can also **provide your own input through February 28, 2018**, as well as stay involved as we develop the Draft 2040 MTP. We would like to thank everyone who participated in the survey and gave their input on the transportation topics that were most important to them.

MARYLAND DEPARTMENT
OF TRANSPORTATION

Maryland's Transportation System

- Most of Maryland's freight movement is by truck.
- Much of Maryland's truck demand is in Central Maryland – Maryland carried $410 billion in freight (air, rail, truck, and water) in 2016.
- Maryland congestion costs users $2.167 billion annually.
- BWI passenger numbers are increasing over the long term (2000 – 2016).
- Maryland transit ridership is slightly down (2008 – 2016) – 225,000,000 in FY 2016 with a total average weekday ridership of 369,215 (local bus, subway, MARC train, and light rail).
- MVA transactions are increasing after a drop during the recession.
- Maryland has 452 electric charging stations and 1,147 charging outlets.

Maryland's Population (See Population Density Map, right)

- 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 growth projection is a 13.6% growth from 2016 to 2040.
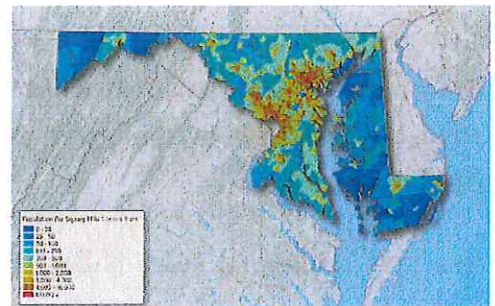
Maryland's Economy (see Employment Density Map, right)

- Employment is concentrated in key locations in and near major cities and along transportation arteries.
- Maryland's economy is dominated by *services and government sectors*.
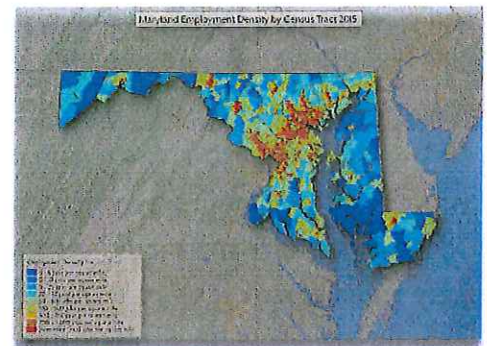
Maryland's Travel Trends

- *After decreasing during the recession, vehicle miles traveled (VMT) is growing again.*
- Percentage of licensed Maryland drivers remained steady from 2010 – 2014.

How Marylanders Commute

Drove Alone	74%
Public Transit	9%
Carpooled	9%
Other	4%
Worked from Home	4%

MARYLAND DEPARTMENT
OF TRANSPORTATION
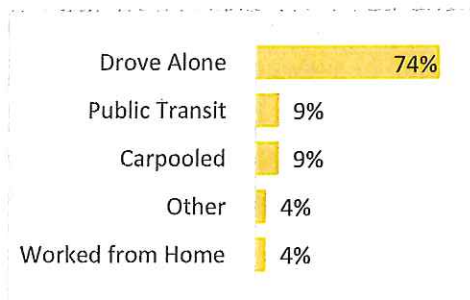
MDOT Mission Statement: The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities.

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.

- 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.

Maintain a High Standard and Modernize Maryland's Multimodal Transportation System – Preserve, maintain, and modernize the State's existing transportation infrastructure and assets.

- 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 technology, enhanced partnerships, design standards, and practices to facilitate the movement of people and goods.
- Use asset management to optimize public investment and ensure the sustainability of the transportation infrastructure.

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.

- 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 transportation system users and to relay real time travel information.

Provide Better Transportation Choices and Connections – Improve transportation connections to support alternative transportation options for the movement of people and goods.

- 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.

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.

- 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.

Ensure Environmental Protection and Sensitivity – Deliver sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland's natural, historic, and cultural resources.

- Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy and address the need for climate resilient transportation infrastructure.
- Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.
- Implement transportation initiatives to reduce or mitigate harmful emissions and improve air quality.
- Enhance the performance of the transportation system while protecting and enhancing the natural, historic and cultural environment through avoidance, minimization and mitigation of adverse impacts.

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.

- 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.

TOP 10 2017 ACCOMPLISHMENTS

MARYLAND DEPARTMENT OF TRANSPORTATION

The Maryland Department of Transportation (MDOT) continues to implement Governor Hogan's transformative transportation agenda, innovative techniques to ensure taxpayer dollars go further, and a concentrated focus on customer service.

1 Getting People Moving

- Launched the Maryland Traffic Relief Plan will add new lanes to I-270, the Capital Beltway (I-495), the Baltimore Beltway (I-695), and the Baltimore-Washington Parkway (MD 295), dramatically transforming miles of critical commuting roadways

- The $9 billion Maryland Traffic Relief Plan (TRP) is the largest Public-Private Partnership (P3) in North America

- Expanded the TRP by investing an additional $461 million which will add a new travel lane to I-695, create a new I-695 and I-70 interchange and extend the northbound I-95 Express Toll Lanes — This brings the administration's investment in new transportation projects in the Baltimore region to $7 billion

- As of December 2017, there were 846 projects under construction across Maryland

- Completed the repaving of 8,500 lane miles of the state's highways in just 3 years

2 BaltimoreLink Delivered as Promised

- Launched the transformative BaltimoreLink transit system which increases connectivity between buses, light rail, subways and Marc trains

- Links more people to more job centers and life's opportunities

- Opened new transit hubs

- Created new dedicated bus lanes moving commuters up to 25 percent faster during rush hour

- Launched the $27 million North Avenue Rising Project improving access to jobs and supporting economic development for the city of Baltimore

3 Improving Travel with Smart Traffic Signals

- Investing $50.3 million in Smart Traffic Signal technology which will ease congestion across 14 major corridors across the state

4 MDOT Delivering Tangible Results to Our Customers

- Continuous improvement is core of the MDOT Excellerator Performance Management program which brings together a diverse multi-modal transportation organization to achieve 10 customer-focused tangible results. Over 120 performance indicators which drive process improvements to deliver exceptional customer service

- Delivering on its mission and the Governor's Customer Service Promise, customer satisfaction is at an all-time high of 87% for the Maryland Department of Transportation

5 Fixing, Replacing, and Adding to Maryland's Bridges

- Addressed 48 of the 69 structurally deficient bridges and 21 are actively moving toward construction or repair

- Launched a massive $750 million infrastructure project to replace the Harry W. Nice Memorial Bridge which spans the Potomac River in Charles County

- Commissioned the Chesapeake Bay Crossing Study and began valuable public input in November

6 Using Innovation to Address Traffic Congestion Along I-270

- Launched the $100 million I-270 Innovative Congestion Management project to save drivers time along this 34-mile corridor and will address 14 bottlenecks, add 23 new lane miles and add more than 30 intelligent signals

- Established an innovative procurement approach by announcing that the proposal which moved the most people the farthest, the fastest would win the contract

Connecting You to Life's Opportunities™

7 Purple Line Construction Started

- The long awaited 16-mile Purple Line broke ground which will connect Marylanders with daily trips on Metrorail's Orange, Green and Red lines; three Marc train lines and Amtrak at New Carrollton

- The Purple Line is an economic driver for the region and is being financed through an innovative combination of federal, state, local, and private sector investments, ensuring that Maryland's taxpayers get maximum return on their tax dollars

8 Continuing to Break Records

- Record passenger growth at BWI serving over 25,686,444 passengers in FY 2017

- Two new international gates and three new airlines offering more regions and more cities than ever before in BWI's history

- 83 non-stop markets now served by BWI Marshall Airport

- The Port of Baltimore set new cargo records in numerous categories as one of the most productive container ports in the nation by the Journal of Commerce

- The Port of Baltimore now supports 127,000 jobs and has handled the most cars among all U.S. ports for six consecutive years

- Planning has begun for MDOT to host North America's first GreenPort Congress in May 2018 where national and international colleagues come together to learn the latest in environmental port leadership

9 MDOT OneStopShop Means More Than 350,000 Happy Customers

- In May, MDOT launched a new MDOT OneStopShop customer-focused website where Marylanders can address most of their transportation needs at one centralized web destination making it easier and faster for more than 350,000 Marylanders who have connected to life's opportunities

- Vast customer focused improvements for Marylanders who need to renew or obtain their driver's license online or on-site with special vision screening stations, internet kiosks and reduced wait times by 7.4 minutes in less than a year

- Marylanders can now do more at MDOT Motor Vehicle locations and purchase an E-Z Pass, obtain hunting, fishing and crabbing licenses and even secure TSA PreCheck or Transportation Worker Identification Credentials (TWIC) — over 4,839 TSA PreChecks and 1,424 TWIC cards have been issued as of December 2017

10 Winning 167 Awards and Recognition as Transportation Experts

- In January of 2017, MDOT and its Transportation Business Units accepted 17 of the 22 Maryland Quality Initiative (MdQI) Awards of Excellence

- The 2017 Bus Safety & Security Excellence Award was presented to MDOT for reducing pedestrian accidents and improving safety

- The International Organization for Standardization (ISO) recognized the Port of Baltimore for its continued commitment and recertification of its Environmental Management System

- Another "Excellent" rating from the U.S. Coast Guard for its annual security review of the public marine terminals at the Port for the 7th consecutive year

- The Maryland Quality MBE/DBE Design Award for runway safety, pavement management and standards compliance at Baltimore Washington International (BWI) Thurgood Marshall Airport

- A complete listing of all MDOT awards is available online at mdot.maryland.gov

Boyd K. Rutherford
Lt. Governor

Larry Hogan
Governor

Pete K. Rahn
Secretary of Transportation

Maryland Department of Transportation
Maryland Department of Transportation Aviation Administration
Maryland Department of Transportation Transit Administration
Maryland Department of Transportation Motor Vehicle Administration
Maryland Department of Transportation Port Administration
Maryland Department of Transportation State Highway Administration
Maryland Transportation Authority

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION