Maryland Department of Transportation

2002 Maryland Transportation Plan

PARRIS N. GLENDENING
Governor of Maryland

JOHN D. PORCARI
Secretary of Transportation

JANUARY 2002

Table of Contents
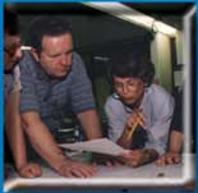
Maryland's transportation system plays a key role in the vitality of our State. The Maryland Transportation Plan (MTP) provides a blueprint to guide our long-term transportation vision and helps us plan for our system's future. This MTP marks the first time a series of performance indicators will accompany the plan, allowing us to measure our progress toward achievement of our goals and ensuring we remain true to our priorities.

As in the 1999 MTP, Maryland's Smart Growth philosophy is woven throughout the 2002 MTP update. The vision for Smart Growth and the intent of this transportation plan remains simple: support our existing communities, preserve our best agricultural and natural lands, and save taxpayers from the unnecessary cost of infrastructure that encourages sprawl development.

Since the last MTP update in 1999, we have begun to turn the corner in favor of a more balanced, multi-modal transportation system that embraces Smart Growth. Unprecedented investments are being made in transit, new designs are making our roads accessible to pedestrians and cyclists, and hundreds of older communities are benefiting from our neighborhood conservation program. However, we continue to have a long journey ahead to correct past planning and investments in projects that pollute our environment and harm our existing communities.

As our transportation system faces new challenges, the State will rise to meet them while continuing to protect the environment, to improve Marylanders' quality of life and to provide a safe and efficient multi-modal transportation network. I invite you to join us by taking an active role in transforming the Maryland Transportation Plan into a viable vision that guides our path for the future of Maryland.

Parris N. Glendening

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Governor of Maryland

The Maryland Department of Transportation's principal mission is getting people and goods to destinations in a safe and efficient manner. The 2002 update of the Maryland Transportation Plan (MTP) provides us with the long-range vision and guidance needed to complete this mission. This plan sets forth a series of goals and policy objectives for achieving our vision of meeting Maryland's transportation needs with a seamless, integrated system that is among the best in the world. From this MTP framework flows our strategy and priorities, refined through a series of modal plans, projects, and policies.

This document updates the 1999 plan, with some refinement of goals and priorities. The MTP continues to espouse the principles of Smart Growth and serves as an important tool in the implementation of this philosophy. The goals and policy objectives seek a balanced transportation system that meets the complex array of demands placed on it. We must continue to serve as environmental stewards and catalysts for economic development, while providing equitable access to transport both people and goods through a multi-modal network that is safe, secure, efficient, environment sensitive and customer friendly.

The Maryland Transportation Plan is based on a collaboration of input received from Marylanders. As we move forward, I invite you to work with us on this evolving document and help implement our vision for Maryland's transportation future.

John D. Porcari

John D. Porcari
Secretary of Transportation

Introduction

Maryland is at a crucial point in its history. Faced with steady growth, Maryland's citizens enjoy prosperity, share an enviable quality of life, and have many opportunities to maintain and improve their communities in the 21st century. How Maryland plans for and accommodates this growth, however, is critical in protecting the State's many qualities.

The growth patterns, lifestyles and economic trends that represent our State's strengths have also greatly increased travel, affecting the performance of Maryland's transportation system. Congestion on Maryland roadways threatens economic vitality and quality of life, posing one of the State's biggest mobility challenges. Travel projections for 2020 show no relief from these trends. Person trips are projected to increase by 42% by 2020, more than double the population growth projected for this same period.

The highway system is not the only Maryland transportation mode facing challenges. The Baltimore/Washington International (BWI) Airport is burdened by the weight of its success as one of the fastest growing airports in the country. Passengers frequently face long lines and parking shortages, that are compounded by recently increased security precautions. Other modes also need system upgrades and capacity enhancements to serve growing markets.

State of Maryland law, as determined by Maryland Smart Growth and Neighborhood Conservation Act and Executive Order, calls for transportation investments that satisfy current and projected travel demands while supporting smarter growth patterns. Governor Glendening and Lieutenant Governor Townsend initiated this law and policy to protect the resources we value most in Maryland – our environment, history and communities – from the harmful effects of sprawl and haphazard development.

What is the MTP?

The 2002 Maryland Transportation Plan (MTP) presents Maryland's policy direction for providing transportation service and infrastructure to Maryland residents. The MTP strategy is stated in a set of goals that together achieve the Department's mission to provide mobility while supporting other State priorities, such as protecting Maryland's transportation investments, revitalizing Maryland communities and advancing our economy. The MTP serves as a strategic plan for the Maryland Department of Transportation.

The MTP is the guiding document for the State's Consolidated Transportation Program (CTP), a six-year program of capital projects. The MTP is updated every three years to reflect changes in transportation policy priorities for the Department, while the CTP is updated annually to add new projects and reflect changes in financial commitments.

A New and Improved MTP

The 2002 MTP is similar in content and structure to its immediate predecessor, the 1999 MTP, and re-affirms the direction set in the prior plan. As with the 1999 version, the goals of the 2002 MTP reflect the important role that transportation investment plays in improving personal mobility and accessibility, strengthening the State's economy, ensuring Smart Growth and community revitalization and supporting efficient freight transportation. Additional 2002 MTP goals highlight the Department's emphasis on transportation safety, environmental protection, system preservation, system performance and customer service. Although these are new MTP goals, they reflect the ongoing priorities of Governor Glendening and Secretary Porcari, and they address the concerns of the hundreds of Maryland residents, businesses, and government and community leaders consulted during the MTP's development.

Accountability to Performance

The Transportation Performance Act passed in May 2000 requires the Maryland Department of Transportation (MDOT) to apply performance measurements to the MTP and overall CTP. In response to the new law, MDOT, assisted by a gubernatorially appointed advisory committee, developed a set of measurable, meaningful and manageable indicators to assess the Department's performance in achieving the MTP goals and objectives. Beginning with the 2002 State Report on Transportation, an Annual Attainment Report of Transportation System Performance will accompany the MTP and CTP. This report will document the Department's performance based on the newly developed indicators.

The Role of Marylanders in Updating the MTP

The updated MTP reflects the concerns of our customers – the Maryland public that uses the transportation system on a daily basis. To get this critical customer input, Maryland transportation officials:

- conducted a 1,000-person telephone survey of randomly selected residents from around the State;
- interviewed 30 leaders from Maryland business groups, transportation civic groups, elected offices and State government agencies;
- met with local governments during annual consultation tour meetings;
- sent out mailings;
- provided draft plans on the internet; and
- held five regional public-outreach meetings throughout the State.

The input received from this public participation was used in guiding the revision of the 1999 Plan into the 2002 update.

MTP Goals and Objectives

The following pages describe the MTP goals and objectives. Each goal statement expresses the Department's ideal condition for each goal area. The objectives provide additional detail on how the Department will use its programs to achieve the goals and to reflect specific performance measures that MDOT will use to assess its success.

2002 MTP Goals

- Smart Growth, Smart Transportation
- System Preservation
- Transportation Facility and System Performance
- Safety and Security
- Protecting Maryland's Environment
- Providing Mobility and Accessibility with Transportation Choice
- Supporting the State's Economy
- Moving Goods
- Funding Our Transportation Future
- Serving Our Customers

Goal 1

Lead the development of transportation investments and facilities that support Smart Growth

Smart Growth, Smart Transportation

Policy Objectives

■ Direct transportation funding to Priority Funding Areas and support the Governors's Smart Growth Executive Order.

■ Design and coordinate transportation projects, facilities, programs and services to reinforce local land-use plans and economic-development initiatives that support Smart Growth principles.

■ Work with local communities to increase their understanding of Smart Growth principles and opportunities and to incorporate Smart Growth into local plans and visions.

MDOT has played a strong role in implementing the Maryland Smart Growth initiative since the Maryland General Assembly adopted the program in 1997. Smart transportation policies encourage efficient access to, and circulation within, existing Maryland communities. Smart transportation programs support and facilitate Smart Growth through innovative solutions and targeted investments.

The emphasis on existing communities promotes infill development and redevelopment rather than opening farmland and forests to new development. It gives priority to using and improving existing transportation systems and corridors rather than building new ones to serve new developments. Access to activity centers can be enhanced not only by roadway improvements, but also by developing bicycle, pedestrian and public transit networks and services.

State law requires MDOT to review each major project it funds for consistency with Smart Growth law. Accordingly, MDOT includes an analysis of the effects of all transportation projects on locally defined growth areas, known as Priority Funding Areas, in the CTP. Additionally, the Department is committed to considering projects that affect central business districts, downtown cores, empowerment zones and revitalization areas, consistent with Governor Glendening's Executive Order on Smart Growth and Neighborhood Conservation Policy. An example of this commitment is MDOT's Neighborhood Conservation Program, helping to rebuild communities by paying for transportation and related infrastructure improvements. The Maryland Transportation Commission assists the Department by annually reviewing the CTP for Smart Growth Act and Executive Order consistency.

To create smart transportation solutions and ensure development of a system that works well for Maryland communities, the State has piloted efforts to engage local officials and the public in a dialogue on transportation and land-use issues. This effort is identifying strategies for improving the quality of life in Maryland's established communities and neighborhoods. In addition, the State Highway Administration's "Thinking Beyond the Pavement" strategy aligns transportation planning with land-use decisions by placing an emphasis on environmentally sensitive areas and the people, neighborhoods and businesses that must be served by the transportation network. Ultimately, a more efficient, attractive and safe transportation system should assist in drawing more people and resources to these communities.

Protect the current investment in the state's transportation system before investing in system expansion

MDOT considers preservation of the billions of public dollars invested in the State's roads, buses, rail lines, airports and port facilities a priority. Just as the owner of a home or an automobile maintains the value of his or her investment through proper upkeep, State transportation officials strive to keep the transportation system in top condition through preventative maintenance.

System preservation and maintenance involve many behind-the-scenes activities that keep the system running smoothly – everything from making sure enough trucks are available to applying salt along roadways on a snowy day, to keeping elevators and escalators running at transit stations. As the transportation network expands and ages, system preservation and maintenance requirements grow. Among today's system preservation challenges are millions of dollars in needs that have accumulated from decades of use. Each MDOT modal agency faces similar challenges, including maintaining the quality of state roads, port channel depths, airport runways and terminals, and transit equipment, as well as vehicle maintenance and replacement.

Retaining the promise of a high-quality, safe transportation system requires that MDOT keep system preservation and maintenance as a funding priority.

Policy Objective

■ Preserve and maintain existing transportation infrastructure and services as needed to realize their useful life.

Goal 3

Optimize the value of the State's transportation system by seeking the highest possible performance from existing and future transportation facilities and services

Policy Objective

- Maximize the carrying capacity and operating performance of existing transportation facilities and services.

Growth naturally increases demand for additional capacity on our highways, bus and rail transit services, airports, seaports and motor vehicle registration and licensing services. A prudent approach to meeting this demand is to maximize the operating capacity of the current network before expanding the system. Furthermore, where corridor capacity expansion is planned, mechanisms that maximize the performance of the system in that corridor should be integrated into those projects.

Technology is changing how we manage increased use of our transportation system and address system integration and coordination needs. For instance, Maryland uses Intelligent Transportation Systems to manage congestion on the State's busiest stretches of highways with the State Highway Administration's Coordinated Highways Advisory Response Team (CHART) program. In the Washington area, "Smart Cards" integrate the fare-payment systems of transit and park-and-ride services. This system will be expanded to include additional connecting transit systems throughout the State, creating a seamless statewide transit network.

In 1999, the Maryland Transportation Authority introduced MTAG, an electronic toll-collection system. The system's purpose is to help reduce congestion and delay at Maryland toll plazas, while simultaneously providing regular users with a quick and convenient toll-payment method. This system recently was made compatible with E-ZPass™, a similar system that extends along I-95 across multiple states throughout the Northeast corridor. In addition, BWI airport is investing in Smart Park technology, providing travelers real time information on parking space availability on each level and row of its parking garages. The Motor Vehicle Administration continues to implement electronic delivery of services through the internet, kiosks and interactive telephone systems.

In an effort to continually monitor system performance, MDOT, the modal administrations, and the Maryland Transportation Authority actively participate in the State performance management program called "Managing for Results." This program requires each agency to define and report on a set of long-term goals, with measurable objectives and performance measures, which will lead to improvements in how agencies operate.

Goal 4

Provide safe and secure transportation across all modes and for every type of trip

Policy Objectives

■ Design, build and operate facilities, services and programs that reduce the rate of injury and deaths to our customers.

■ Reduce crimes against property and persons using Maryland's transportation facilities, services and operations.

Providing a safe and secure trip for transportation system users is of utmost concern to State transportation agencies and providers. This priority is reflected in numerous departmental programs and initiatives designed to protect system users. Safety is a predominant factor in the design of transportation facilities and structures, such as roadways and transit vehicles and stations.
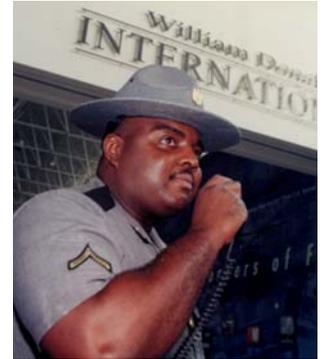
Maryland transportation safety trends demonstrate that MDOT's safety efforts are paying off. Despite a continuous climb in transportation network use, State Highway Administration accident rates[1], injury rates and fatality rates were stable or declined each year since 1990. In fact, Maryland's 2000 rates are well below the national average of 1.5 fatalities per 100 million vehicle miles of travel.

Transportation safety and security affect travelers, the freight transportation network and the public. Personal safety and security remain a priority for Maryland travelers. Each year brings new concerns and issues - from "road rage" and aggressive driving, to accidents involving pedestrians and bicyclists, to perceptions of security risks on the transit network. Recently, terrorist activities have heightened public concern over traveler safety and security. The Department is firmly committed to maximizing safety and security on Maryland roads and bridges, on transit, at BWI and Martin State airports and at the Port of Baltimore. As new safety and security challenges arise, MDOT will address them as top priorities.

[1] Accident rates are total number of accidents per 100 million vehicle miles of travel. Data source: Maryland State Highway Administration Office of Traffic and Safety.

Provide responsible stewardship of natural, community and cultural resources

Goal 5

Protection of Maryland's extensive and rich array of natural, cultural and community resources is crucial to ensuring a high quality of life for generations of Marylanders. Maryland law directs State agencies to "conduct their affairs with an awareness that they are stewards of the air, land, water, living and historic resources and that they have an obligation to protect the environment for the use and enjoyment of this and all future generations." Thus, every Maryland agency is responsible for protecting the State's environment as they execute their missions.

Policy Objective

■ Minimize impacts on, and strive to enhance, Maryland's resources.

The conflict between providing mobility of goods and services and protecting environmental and community resources, remains one of the most complex issues the State must address. Reduction of mobile source emissions is a primary concern, particularly in areas of non-attainment of Federal air quality requirements. Public concerns about transportation facility impacts on land, air, water, communities and cultural resources remain strong. However, demand continues to grow for more road capacity, better access to the Port, additional transit service and more parking at airport and rail terminals, placing increasing pressure on the Department to balance system expansion demands with the need to protect the environment.

Identifying and mitigating environmental, community and cultural impacts are an important aspect of transportation project planning and development. Environmental justice and secondary and cumulative impact assessments examine the long-term impacts of projects on Maryland's community and cultural resources. MDOT is working more closely with local jurisdictions on land-use issues to reduce the demand for auto travel and provide other choices. Wetland restoration, Chesapeake Bay oyster re-seeding and soundproofing homes around BWI are a few examples of mitigation programs the Department undertakes. Proactive environmental mitigation measures, such as State Highway Administration programs to plant wildflowers and erect noise walls along State highways are also Department priorities. Given the importance of environmental protection for future generations, the State will remain committed to environmental steward-ship as one of its priorities well into the future.

Goal 6

Provide people with transportation choices for convenient, accessible and effective mobility to key destinations

Policy Objectives

- Increase transportation choices available to access and circulate within and between activity centers.

- Increase access to jobs, goods and services.

Providing residents with mobility and accessibility requires a delicate balancing of geography, land use, economic markets and other factors. Mobility typically refers to the freedom of movement – the ability to get from one place to another in a given transportation network. Accessibility typically refers to the quality of the physical connectivity of people and goods to places and markets. Good mobility and accessibility gives people confidence that they can get to where they want to go and that goods will be delivered to markets when they need to be there.

While Maryland cannot build enough roads to meet the existing and projected demand, providing a diversity of effective choices can help reduce traffic on State and local roads. In addition, effective transportation choices help create a level playing field for non-driving residents, many of whom are unable to drive due to income, age, or physical or mental ability. At the same time, reducing auto travel by the public-at-large is important to meeting other MTP goals, including Smart Growth and Environmental Preservation.

The *quality* of choices available to Maryland travelers is vital to meeting this goal. Without effective choices that provide good access to jobs and goods and services, people will continue their existing driving patterns, and opportunities for those who do not drive will continue to be limited. System-level efforts such as the Governor's Transit Initiative and the Department's long-range bicycle and pedestrian access master plan assist in providing quality transportation choices. The Department's efforts to assist local governments in making land-use decisions that enable different transportation choices are other examples. Project-level tools that the State will rely on to expand modal options include: transit-oriented development to make transit use easier and more attractive; planning public rights-of-way that ensure the right to passage for all users; and SHA's context-sensitive roadway design that integrates landscaping, pedestrian crosswalks and marked bicycle paths into projects.

Maryland's traveling public also is concerned about equitable access to the transportation services and facilities they depend on to get to work, shopping and other important destinations. MDOT is dedicated to serving all of Maryland's transportation users, including those with limited options due to access, income, disability or personal impairment. Examples of this include MDOT's commitment to implementation of the federal Olmstead Act that provides community services and support to enable people with physical disabilities to live in their own homes, and Maryland Transit Administration (MTA) Statewide Special Transportation Assistance Program, which provides funding for general-purpose transportation for seniors and persons with disabilities.

Provide a transportation system that expands economic opportunities and increases the economic vitality of the State

Transportation is an essential tool for developing and maintaining a robust economy. Locally, quality transportation infrastructure and services create opportunities for local business development by transporting workers to jobs, patrons to businesses and goods to markets. A quality transportation network draws visitors, residents and businesses to Maryland by providing efficient mobility of goods and people and connecting key activity centers. Good highway access is one of the most important considerations cited in business location decisions. On the other hand, congestion and other indicators of poor transportation performance can turn businesses and residents away from a state. As such, maintenance and improvement of the transportation network to support continued economic development will remain a top consideration for transportation investment decisions.

MDOT has worked diligently to maximize the relationship between the transportation system and the economy. While the Department understands the need to strategically target transportation investments to enhance economic opportunities, it also realizes that these investments and programs must support economic development that is consistent with the State's goals on Smart Growth, transportation network diversification and reduced reliance on the highway network for personal travel. For example, the State targets transportation investments in developing and redeveloping areas in order to enhance economic opportunities at those locations. The State also provides technical assistance to economically disadvantaged areas to facilitate economic development along State transportation facilities. MDOT also addresses intermodal access to the airport as a means to improve airport customer's travel choices.

Policy Objectives

- Target transportation investments to serve existing and growing businesses, as well as housing and commercial markets, that support development and redevelopment opportunities consistent with Smart Growth.

- Enhance transportation services and facilities used by business travelers, recreational travelers and tourists.
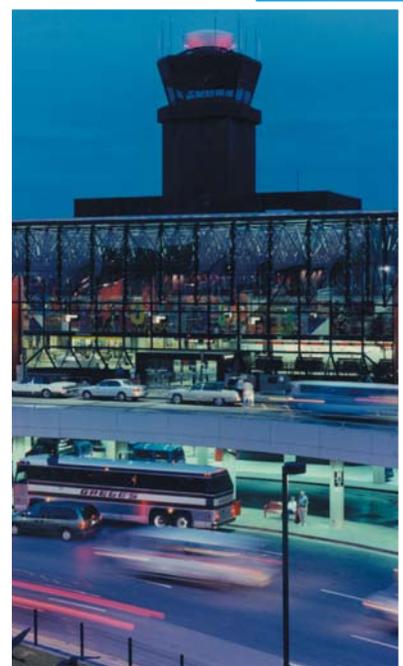
Goal 8 — Provide for the efficient and reliable movement of goods

Policy Objectives

■ Promote a diverse and interconnected system of freight transportation that leads to the efficient and reliable dispersal and transfer of cargo.

■ Increase the competitiveness of the Port of Baltimore and BWI Airport cargo facilities and services.

Freight transportation plays a critical role in the Maryland economy. Maryland's location midway along the Atlantic seaboard provides convenient access to local, national and international markets. To capitalize on Maryland's location, the State and private sector have made considerable investments in freight infrastructure and resources. For instance, the Port of Baltimore is a premier maritime facility that includes numerous terminals and cargo processing facilities. In addition, BWI and smaller regional airports have a considerable, growing cargo processing and transportation business.
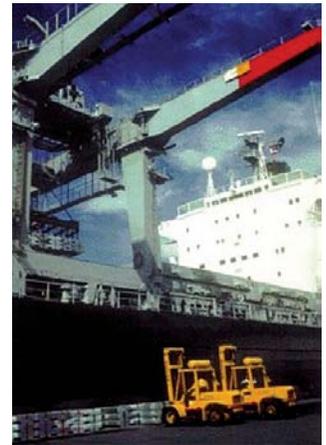
Market changes that affect how goods are produced and distributed significantly impact freight travel and business needs. For example, goods movement is increasingly "mode invisible," meaning freight business moves to the mode that provides the best travel time, cost and reliability performance. In this quickly changing environment, Maryland faces difficult infrastructure challenges to ensure that different modes meet modern freight travel needs. Immediate demands include increasing capacity on the rail system, maintaining adequate depth in the Port of Baltimore channels to serve modern shipping vessels, and providing congestion relief on Maryland highways for trucks.

One of the toughest challenges facing MDOT is the need to balance the interests of freight and passenger transportation. Traffic congestion, caused by growth in personal and business travel, impedes freight travel on Maryland highways. The public's anxiety over trucks in their communities may lead to truck restrictions on local roads or opposition to truck stops and rest areas along major highways. Similar issues influence rail transportation – increased demand for commuter rail service conflicts with rail freight needs. The Department also is concerned with how freight modes compete with and affect one another. For instance, as roadblocks in one mode are removed, such as highwaycongestion, effects may be felt in a competing freight delivery mode, such as the rail network.

Secure adequate resources to build, operate and maintain a high quality transportation system

Policy Objective

■ For every program period, the Department will strive to meet or exceed the capital investment recommendation of the Commission on Transportation Investment.

MDOT relies on the Transportation Trust Fund to finance all of its programs and operations. The Trust Fund combines all transportation-related revenues, with the exception of tolls and other revenue collected by the Maryland Transportation Authority and Maryland's share of Federal funding for the Washington Metropolitan Area Transit Authority.

Providing sufficient funding to pay for Maryland's transportation programs and operations remains a fundamental issue for the State. The Trust Fund is a strong and viable resource that serves the transportation system well. Growth in the cost of system capacity expansion, however, exceeds Transportation Trust Fund revenue growth. To address this imbalance, MDOT is committed to exploring innovative finance mechanisms, such as leveraging the Maryland Transportation Authority's financing capabilities, encouraging public-private partnerships and using Federal funding flexibility. The Department also is exploring methods to reduce the growth in operating costs and capital expenditures.

The Commission on Transportation Investment examined the gap between transportation needs and revenues, completing its work in December 1999. Key Commission findings and recommendations are shown below. The recommendations pertaining to future annual levels of capital investment have become the Department's financial benchmark.

Commission on Transportation Investment
Selected Findings and Recommendations

■ It is reasonable to believe there will be $27 billion of unmet needs over the next 20 years.

■ The $27 billion of unmet needs may be understated as the long-range projections give way to reality.

■ Traditional transportation funding sources cannot produce sufficient revenue to meet the transportation needs of the next 20 years.

■ Capital investments should be increased by $100 million per year in order to reach $1.5 billion in fiscal year 2004.

■ The $1.5 billion level of capital investment should be increased by 4 percent per year after fiscal year 2004 to account for inflation and further reduce unmet capital needs.

Ensure involvement and quality service in the development and delivery of transporation plans, programs, products and services

The ultimate test of success in meeting the Maryland traveling public's needs is customer satisfaction with the infrastructure and services that MDOT provides. Customer service is frequently considered something that takes place only at the front-lines, between bus driver and rider, for example. However, customer service is a reflection of excellence in government and takes place at every level of developing and executing transportation activities, plans, or projects.

Customer-service excellence is provided through efficient and effective program and service delivery. It is achieved through efforts that define and meet customer expectations for the State's transportation infrastructure, services and other programs. Technology and other innovations assist in improving the convenience of, and access to, major transportation services and facilities. The Motor Vehicle Administration (MVA) is one MDOT agency that has proactively used technology and innovation to improve customer service. MVA kiosks enable thousands of Maryland residents to quickly conduct automobile registration and other business with a touch of a button or computer screen. The Maryland Transportation Authority's electronic toll collection system (MTAG) is another technology innovation that allows travelers quicker, easier toll payments, thereby reducing travel time. The Maryland Transit Administration (MTA) also is increasing its attention to customer services. To improve customer information services, the MTA plans to develop Statewide links to all Maryland transit providers and to offer interactive trip-planning capabilities on its website.

A 1994 Federal Executive Order on Environmental Justice reaffirms the government's commitment to Title VI of the Civil Rights Act of 1964, which forbids discrimination in the execution of Federal programs. Specifically, the executive order requires agencies to avoid, minimize or mitigate disproportionately adverse effects from transportation projects on minority or low-income populations. Achieving "environmental justice" also means equity of access to transportation services and facilities. A primary tool for achieving environmental justice in transportation is to adequately involve affected communities and populations in decision-making. Opportunities for involvement in decision-making are found throughout the Department, from taking an active role in State Highway Administration project planning studies and Neighborhood Conservation projects, to participation in MTA's Quality Community Surveys - a tool for developing a vision for one's community.

Policy Objectives

- Involve customers in transportation decision making from the onset of systems planning through project development and design.

- Improve internal accountability of all modes performance through the managing for results initiative.

- Improve customer access to transportation products, information and services.

Implementing the MTP: Typical Programs and Projects

Smart Growth, Smart Transportation

- Neighborhood Conservation Program
- SHA "Thinking Beyond the Pavement" Program
- Access 2000 transit station bike/pedestrian access study
- Owings Mills Metro Town Center Development
- Mondawmin community streetscapes
- Smart Growth Visioning

System Preservation

- Bus maintenance and replacement
- Light rail 5-year vehicle overhauls
- Bridge rehabilitation and replacement
- MTA elevator rehabilitation
- Roadway spot improvements
- Metrorail station escalator repair and replacement

Transportation Facility and System Performance

- CHART transportation management system
- MTAG electronic tolling
- MDOT "Managing for Results" Program
- Transit service coordination
- Transit Smart Cards
- Capital Beltway Corridor Transportation Study
- US 50 HOV lanes

Safety and Security

- Graduated Drivers Licensing Program
- Transit Driver Training Programs
- US 113 capacity improvements
- Road repair and resurfacing
- Transit vehicle video surveillance systems
- Pedestrian and bicycle safety and education

Protecting Maryland's Environment

- Transportation Enhancements Program
- Wetland Creation Program, Watershed Revitalization Program
- VEIP - Vehicle Emissions Testing Program
- Noise barrier program
- Maryland Scenic Byways program
- Poplar Island – beneficial use of dredge material project
- Wildflower plantings

Provide Mobility and Accessibility with Transportation Choice

- Maryland Commute Smart Program
- Transit service coordination

- MTA Statewide Special Transportation Assistance Program – general purpose transportation for seniors and persons with disabilities
- Installation of Audible signals when warranted
- Statewide bicycle/pedestrian access master plan
- Baltimore Region Rail System Plan
- Transit Smart Cards
- Curb cuts installed during all new construction
- Frederick MARC rail extension
- BWI Airport, People Mover System
- Rail-Trail Development

Supporting the State's Economy

- Job Access program
- Neighborhood Conservation Program
- University of Maryland Arena replacement access
- Innovative financing
- Transportation Public-Private Partnership Program

Moving Goods

- Roll on/Roll off Hub Facility - Port of Baltimore
- Forest Products Shed Construction - Port of Baltimore
- New air traffic control tower at Martin State Airport
- Freight rail bridge rehabilitation
- Freight rail grade crossing rehabilitation
- BWI Midfield Cargo Complex

Funding Our Transportation Future

- 901 N. Howard joint development project
- Full use of targeted federal funds: Congestion Mitigation and Air Quality Program; Transportation and Community and System Preservation Project; Transportation Enhancements Program; Scenic Byways Program
- Innovative financing

Serving Our Customers

- MVA Express offices and kiosks
- MTA's Citizen Advisory Council for Accessible Transportation
- MTAG Electronic Toll Collection
- Employee and customer service training on providing services to individuals with disabilities
- MTA Quality Community Surveys
- Transit service website: www.mtamaryland.com
- CHART real-time road conditions reports
- Transit Smart Cards
- Transit service coordination
- MTA timetables available in Braille, large print, audiotape, or computer disk for individuals who have hearing, visual or cognitive disabilities.

Notes

Maryland Department of Transportation

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