# From Concept to Construction – How Projects are Prioritized in the Washington Region: MDOT
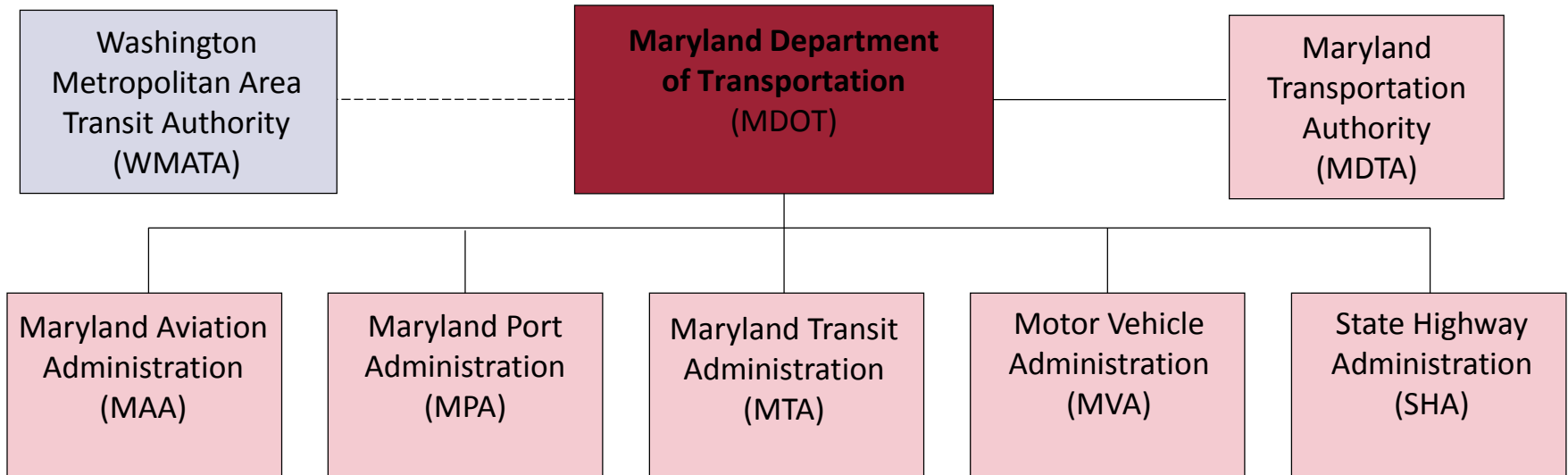
presented by

Maryland Department of Transportation
Office of Planning and Capital Programming

Item #7
TPB Technical Committee
April 7, 2017

# 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

# Maryland Department of Transportation

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

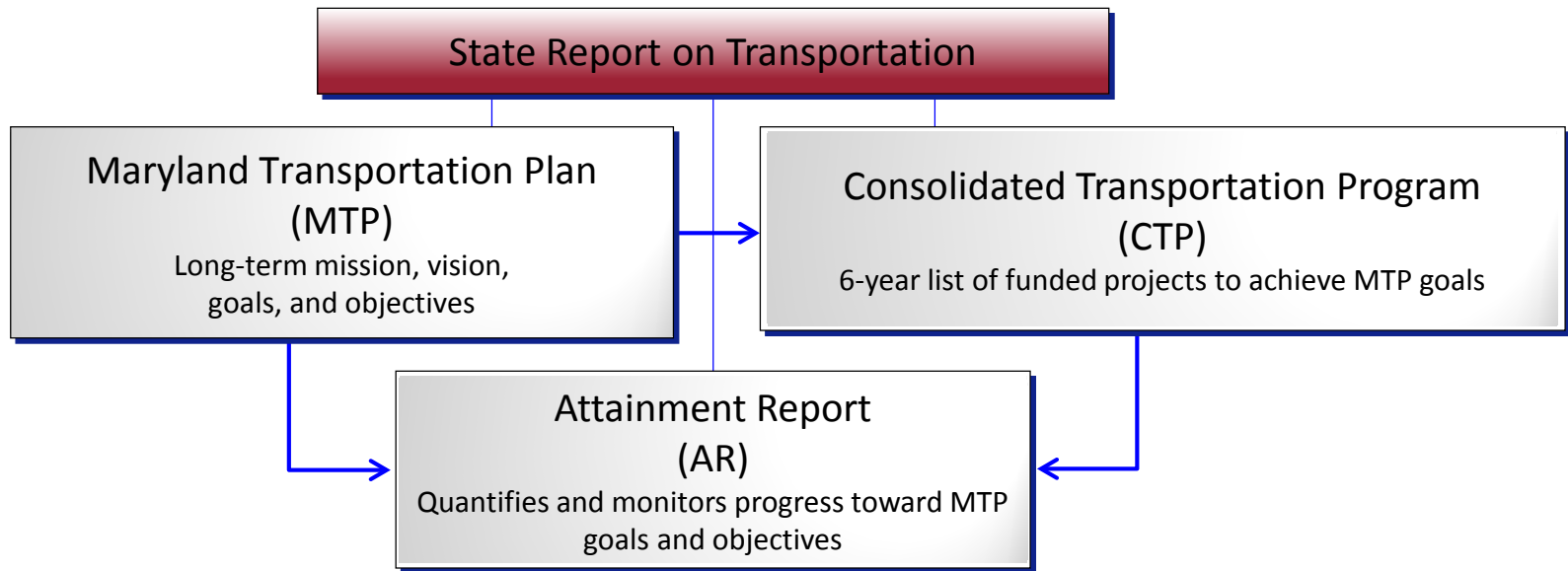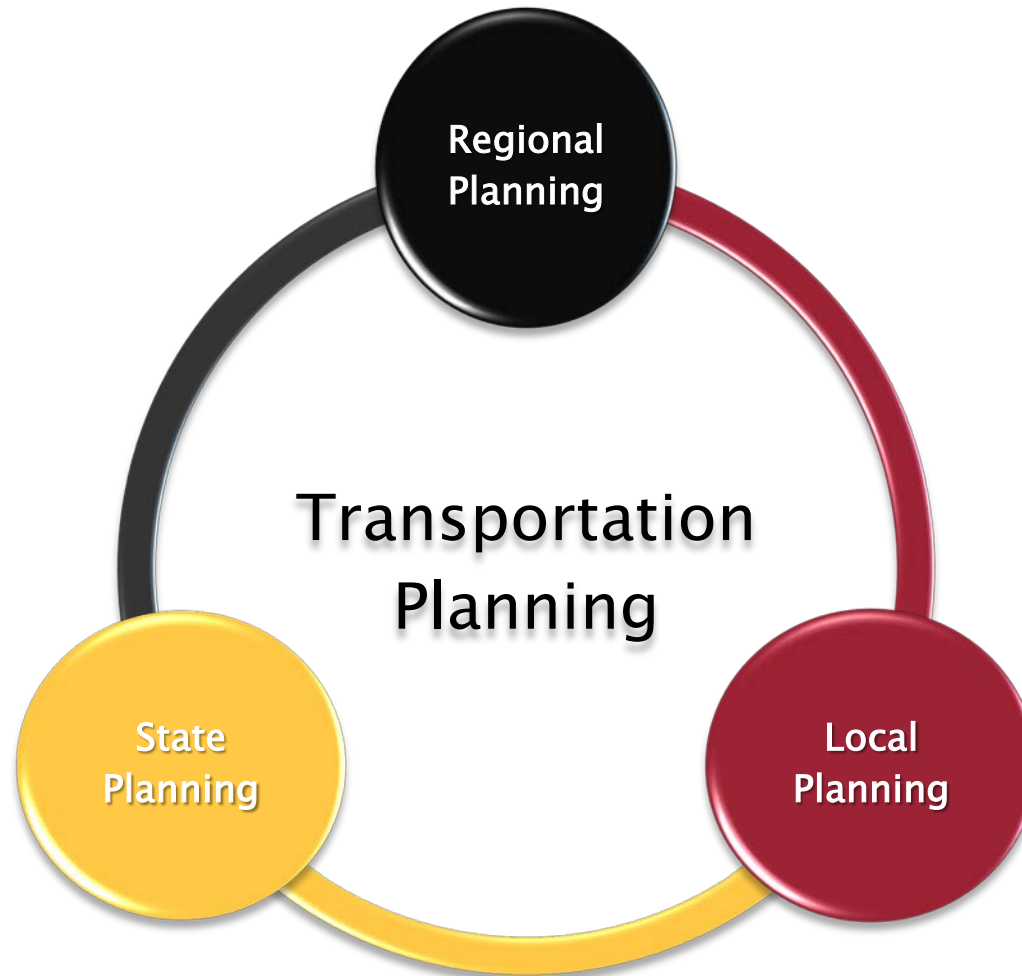| Maryland Aviation Administration (MAA) | Maryland Port Administration (MPA) | Maryland Transit Administration (MTA) | Motor Vehicle Administration (MVA) | State Highway Administration (SHA) |

## *One Maryland, One MDOT*

*MDOT is unique in its ability to deliver a comprehensive transportation system and experience to the people and businesses it serves ensuring inter-connectivity of all the State's transportation assets and services.*

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# 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.

State Report on Transportation

Maryland Transportation Plan
(MTP)
Long-term mission, vision, goals, and objectives

Consolidated Transportation Program
(CTP)
6-year list of funded projects to achieve MTP goals

Attainment Report
(AR)
Quantifies and monitors progress toward MTP goals and objectives

# Transportation Planning Process

# State Planning Process

## Maryland Transportation Plan (MTP)

▸ The first step in Maryland's transportation planning process, which is both federally and state mandated every 4-5 years.

▸ Establishes a 20-year vision for transportation in the State, which was last updated in January of 2014.

▸ Sets goals and objectives for improvements across all modes of transportation, including highways, toll facilities, bridges, passenger and freight rail service, buses, water ports, airports, bike trails, and sidewalks.
  ◦ Similar to the Regional Transportation Priorities Plan

▸ 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.

# Maryland Transportation Plan

## MDOT's Mission:

▸ 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.
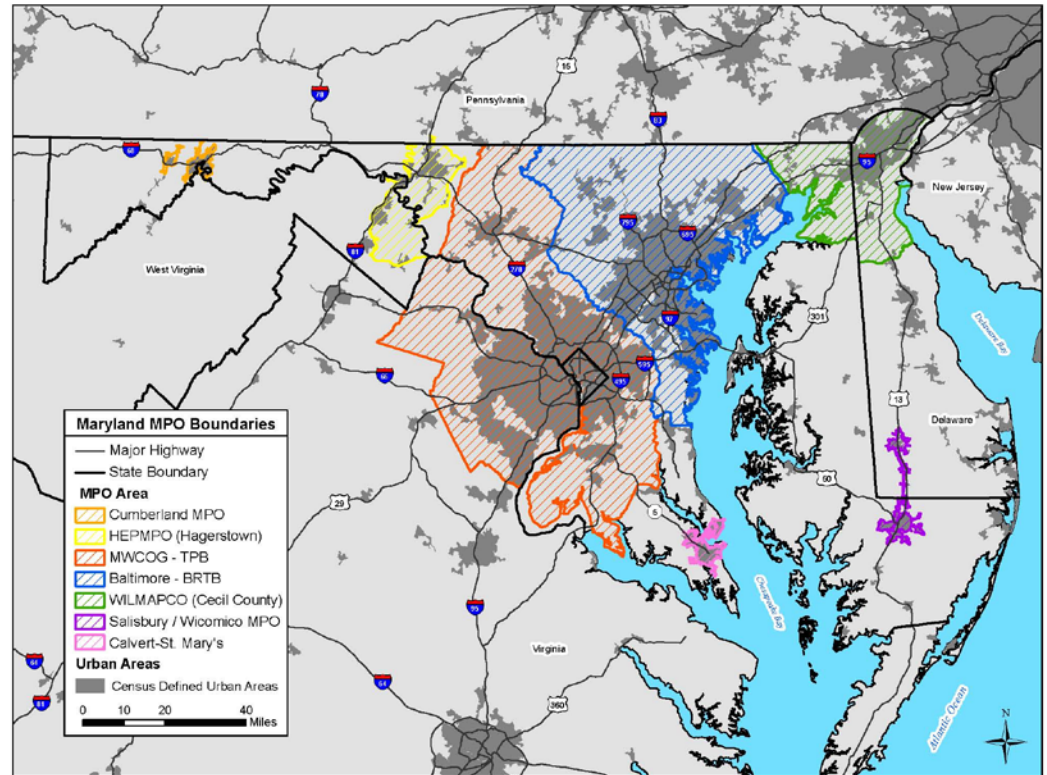
## 2035 MTP Goals:

▸ Safety & Security
▸ System Preservation
▸ Quality of Service
▸ Environmental Stewardship
▸ Community Vitality
▸ Economic Prosperity

JANUARY 2014

2035 Maryland Transportation Plan
Moving Maryland Forward

Maryland Department of Transportation
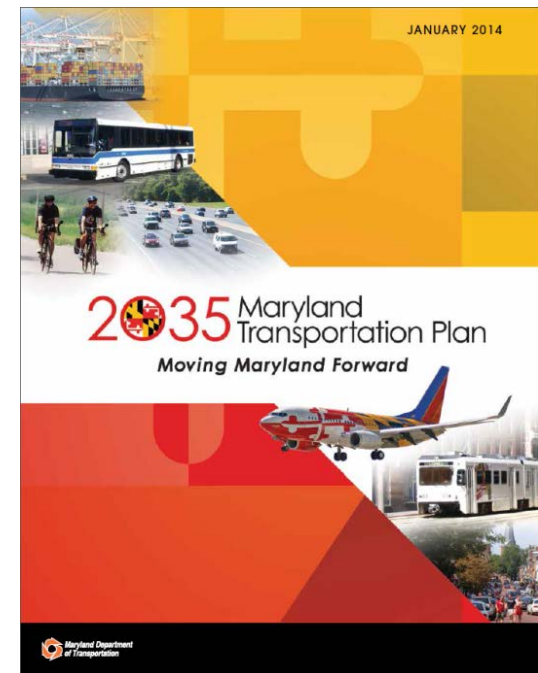
# Regional Planning Process

- 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

0 10 20 40 Miles

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# Regional Planning Process

**Constrained Long Range Plan (CLRP)**

▸ Each MPO develops a CLRP which serves as the vision for the region and includes all of the transportation improvements where funding is reasonably expected to be available over the next 20 years.

▸ In addition to the CTP, local regionally significant projects are included in the CLRP and found in:
  ◦ Local Comprehensive Plans
  ◦ Local Capital Improvement Programs (CIP)

▸ MPOs conduct regular meetings to coordinate State, county, and local transportation planning efforts.
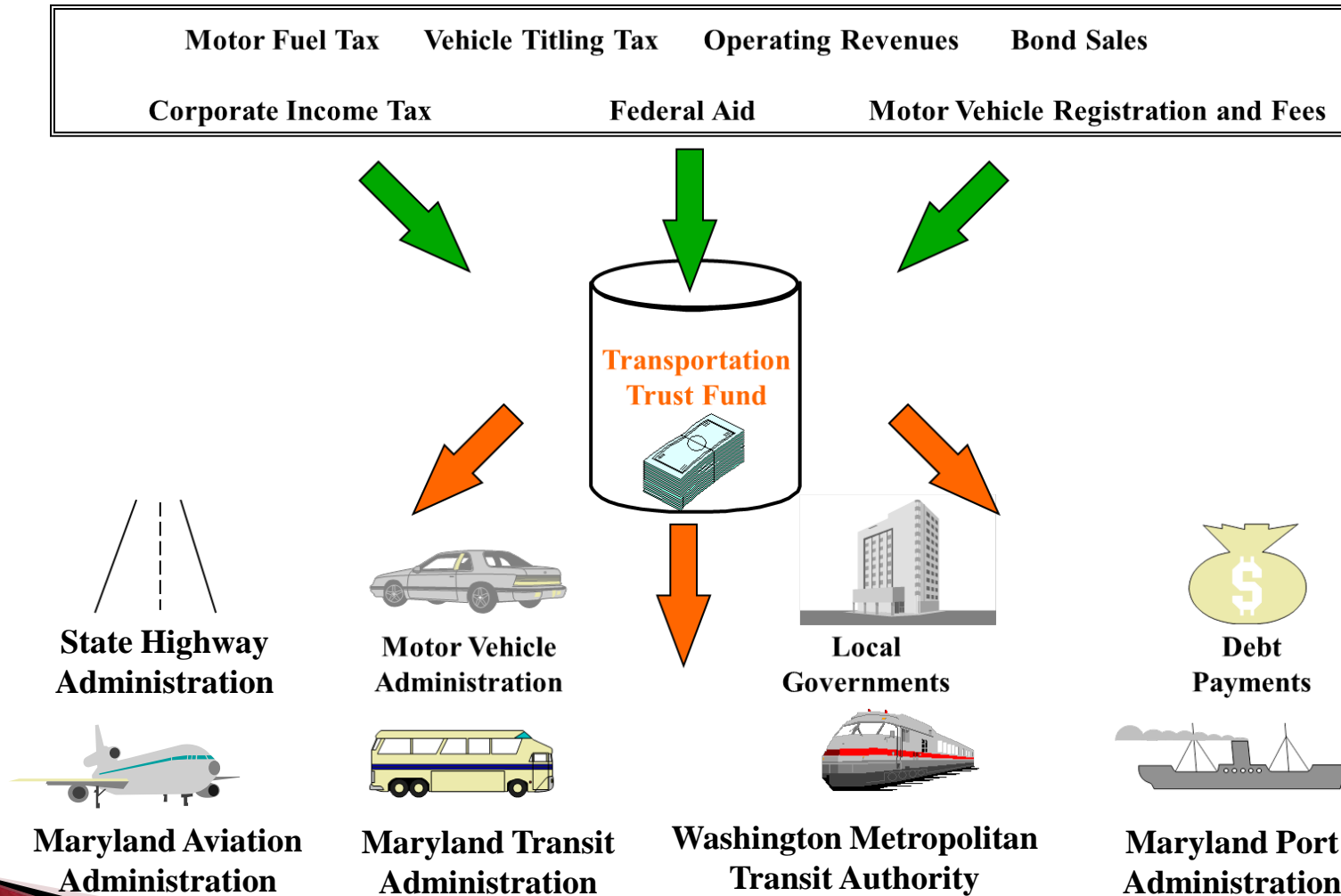
# Local Planning Process

## 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.
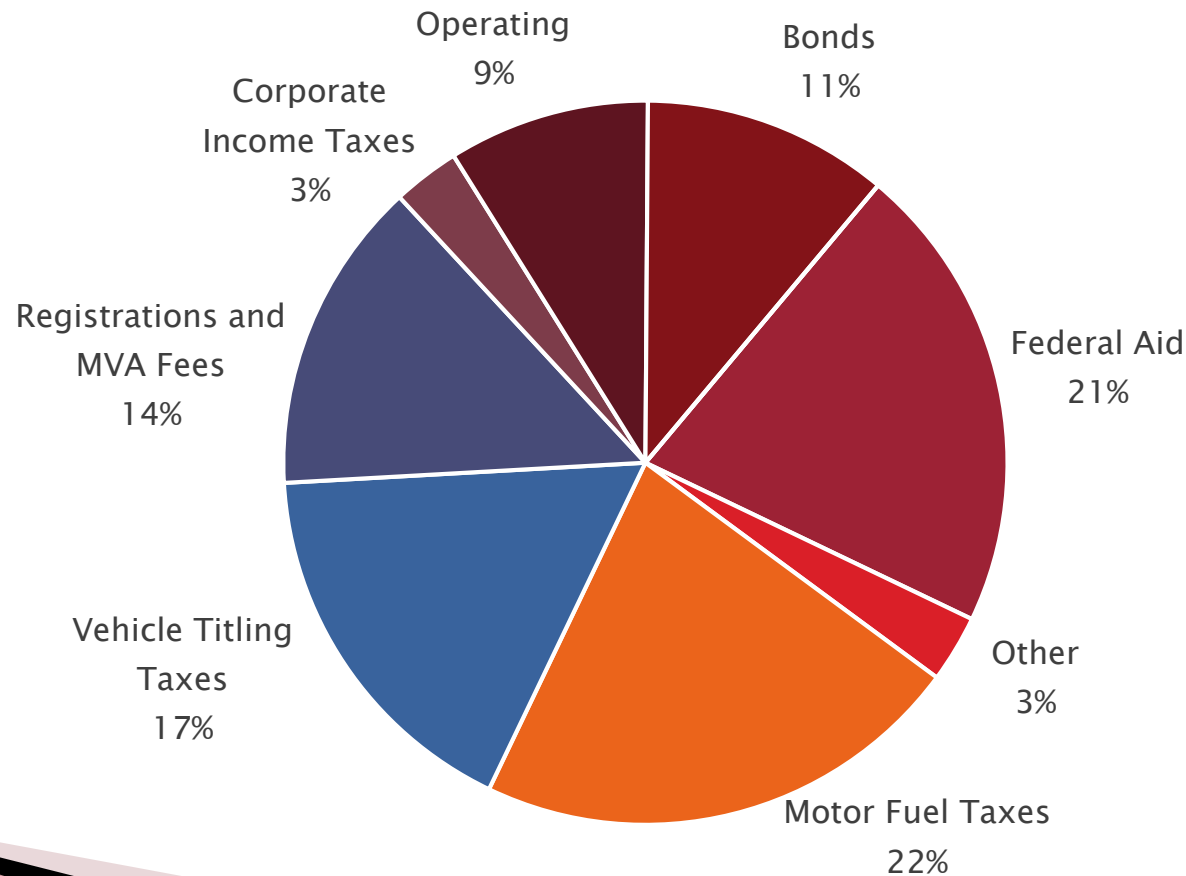
# State Transportation Funding

- 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

Motor Fuel Tax    Vehicle Titling Tax    Operating Revenues    Bond Sales

Corporate Income Tax    Federal Aid    Motor Vehicle Registration and Fees

**Transportation Trust Fund**

State Highway Administration

Motor Vehicle Administration

Local Governments

Debt Payments

Maryland Aviation Administration

Maryland Transit Administration

Washington Metropolitan Transit Authority

Maryland Port Administration

# Transportation Trust Fund

## FY 2017 – 2022 Sources of Revenue



Pie chart: Operating 9%, Bonds 11%, Corporate Income Taxes 3%, Federal Aid 21%, Registrations and MVA Fees 14%, Vehicle Titling Taxes 17%, Other 3%, Motor Fuel Taxes 22%

# 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).

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# 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).

# CTP Development Process
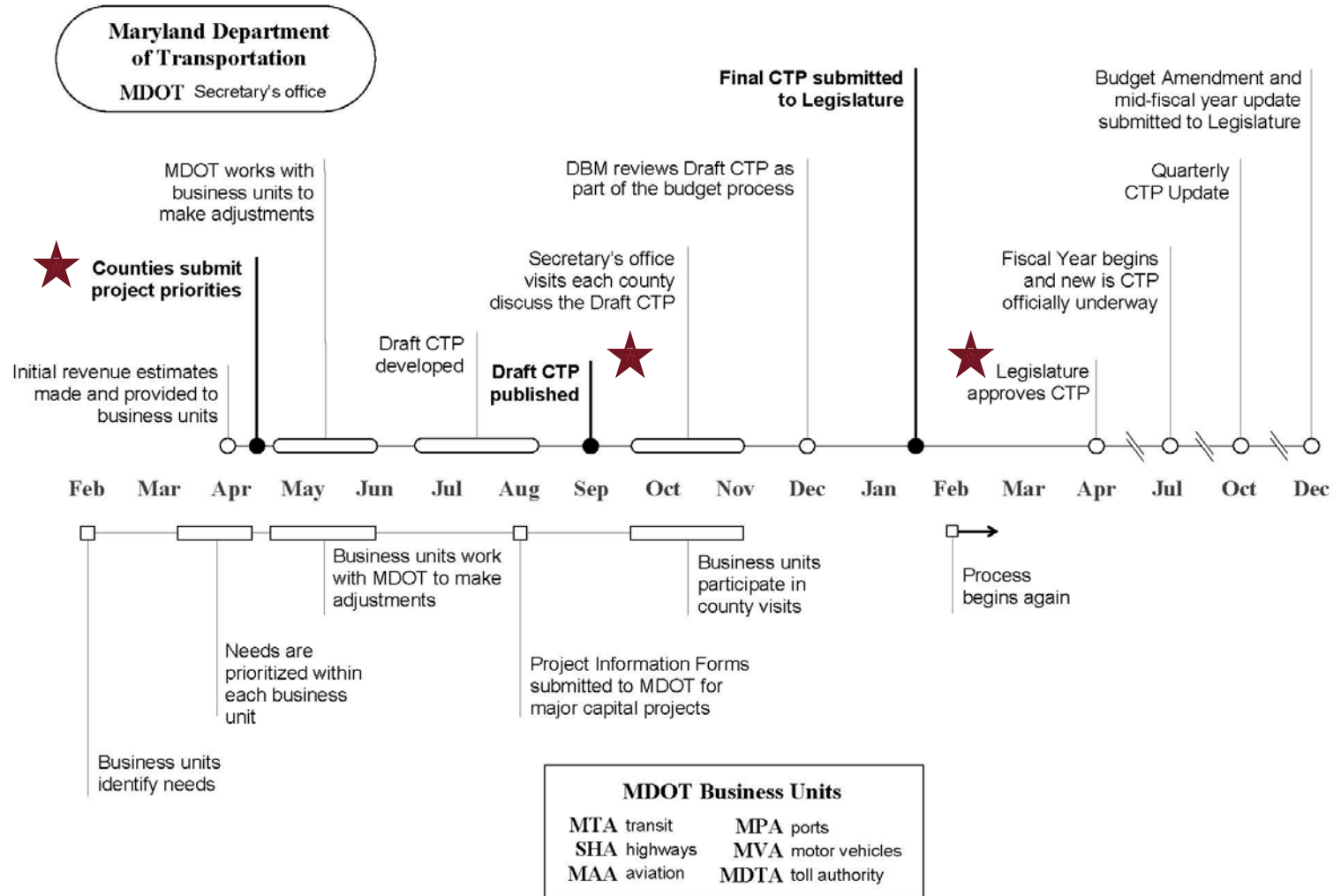
# Program Priorities

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

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

▸ 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
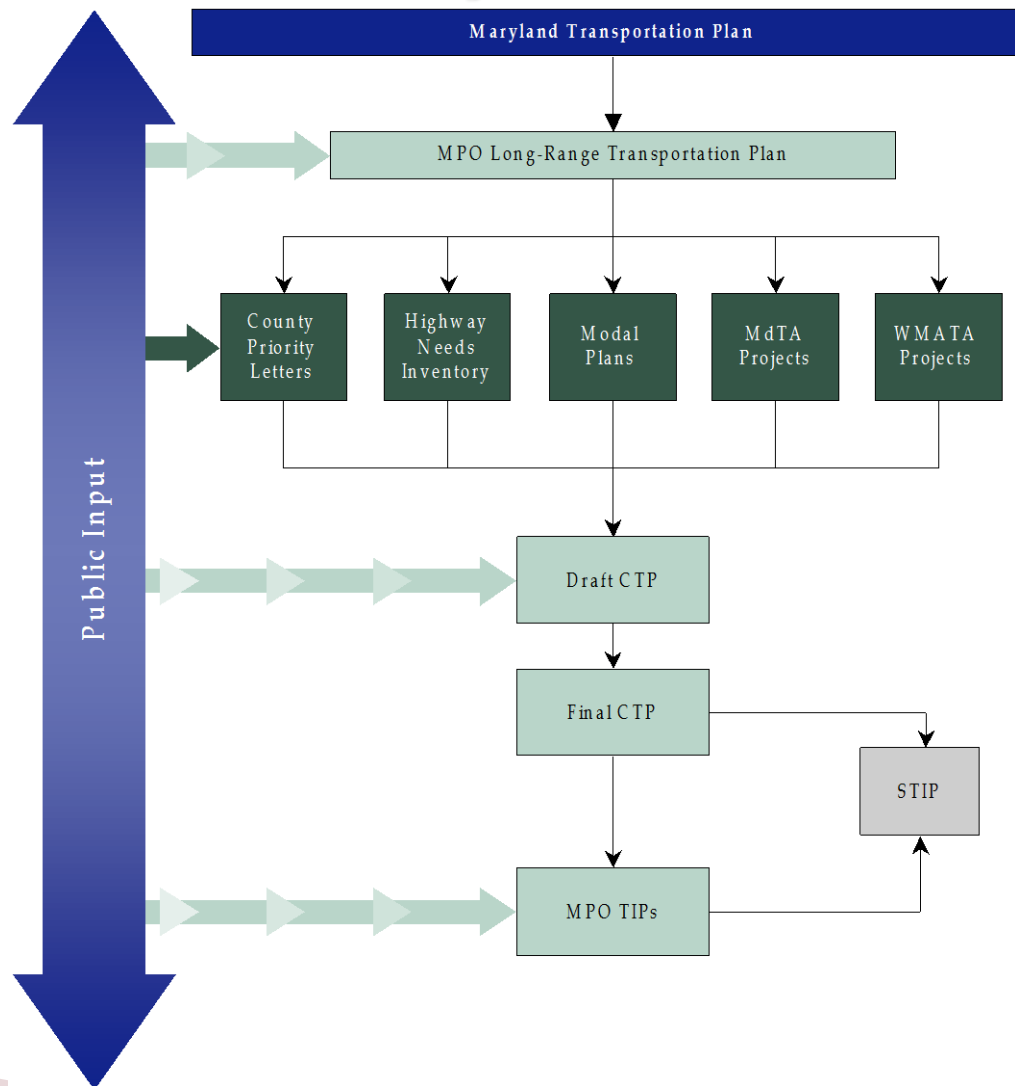
# Evaluating Performance

- 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

- The AR helps MDOT better assess the relationship between investments in transportation programs and projects with the services and outcomes they provide.

- The AR includes analysis about why performance has changed and identifies future strategies to enhance performance.

- 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.

# Thank you

For more information:

Kari Snyder
Regional Planner
Office of Planning & Capital Programming
Maryland Department of Transportation
410-865-1305
ksnyder3@mdot.state.md.us

Michelle D. Martin
Assistant Director
Office of Planning & Capital Programming
Maryland Department of Transportation
410-865-1285
mmartin@mdot.state.md.us

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