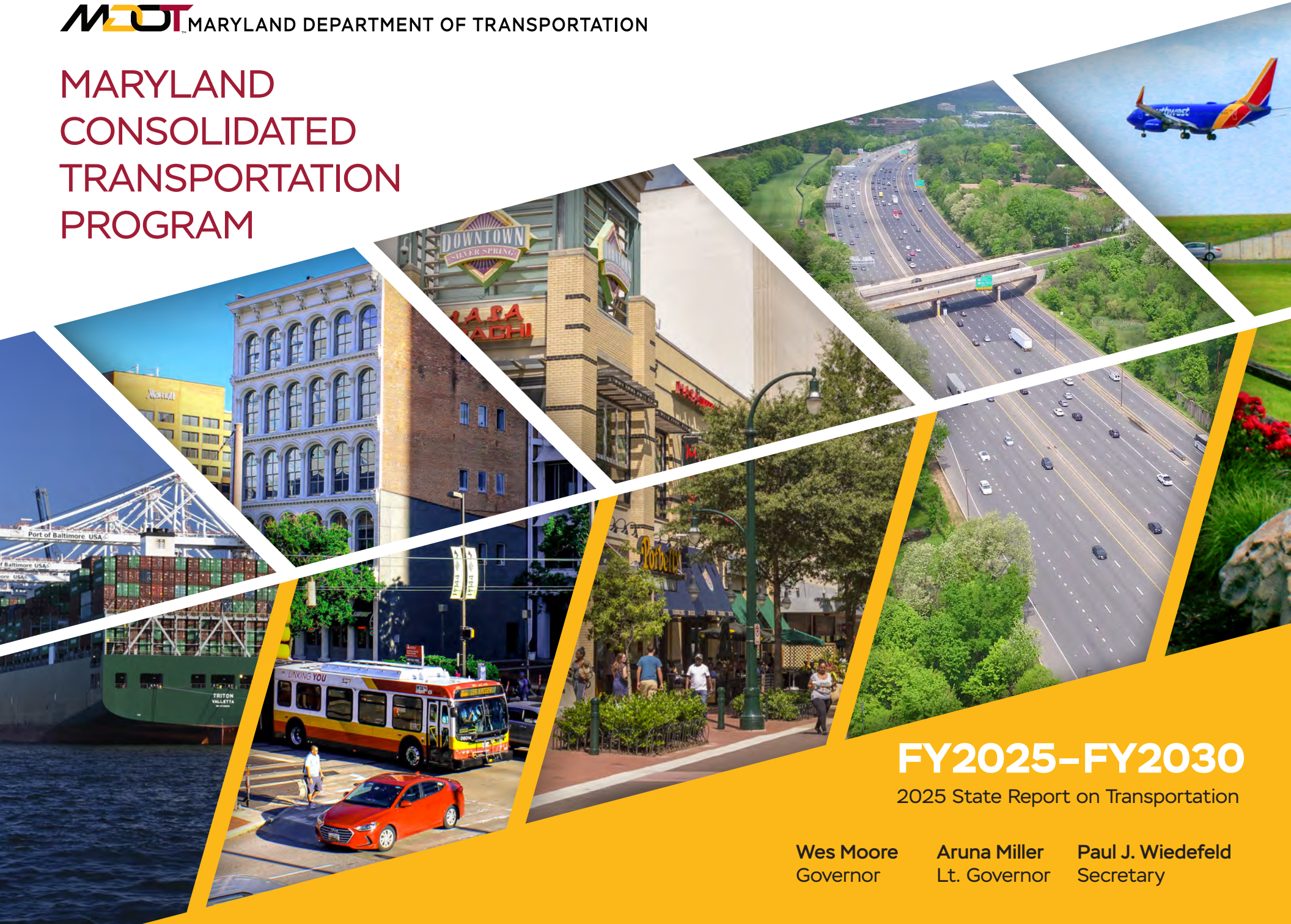


# MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



**FY2025–FY2030**

2025 State Report on Transportation

Wes Moore  
Governor

Aruna Miller  
Lt. Governor

Paul J. Wiedefeld  
Secretary

# MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) modal administrations: the Secretary's Office (TSO); the Maryland Aviation Administration (MAA); the Maryland Port Administration (MPA); the Motor Vehicle Administration (MVA); the State Highway Administration (SHA); the Maryland Transit Administration (MTA) – and authorities that are a part of MDOT, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find for every major project a Project Information Form (PIF) that includes project details, financial information, and construction status; you will also find a sample of minor capital projects. MDOT works together with residents, local jurisdictions, and local and State elected officials to include projects in the CTP that preserve investments, increase safety, enhance transportation services and connections, and improve accessibility and opportunity throughout the State. To help Maryland's citizens review this document, the CTP includes a summary of MDOT's financing and budgeting process and instructions for reading PIFs.

MDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact MDOT's Office of Diversity and Equity at **410-865-1397**.

**For the hearing impaired, Maryland Relay 711.**

**For further information about this document or to order a hard copy, please contact Ms. Dawn Thomason at the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document is also available online at: [www.ctp.maryland.gov](http://www.ctp.maryland.gov).**

**For more information on Maryland transportation, please visit us on the web at [www.mdot.maryland.gov](http://www.mdot.maryland.gov).**

# TABLE OF CONTENTS

Summary of the Consolidated Transportation Program..... 1

Significant Changes from the FY 2024 - FY 2029 CTP ..... A-1

FY 2024 Accomplishments.....A-16

MDOT Operating and Capital Program Summary.....A-23

Minor Program Summary by Fiscal Year .....A-27

Major Bridge Projects .....A-39

Summary of Projects with Restored Funding..... PR-1

Bicycle and Pedestrian Related Projects .....BP-1

Regional Aviation Grants..... RA-1

Multimodal Freight Projects..... FRT-1

The Secretary's Office ..... TSO-1

Motor Vehicle Administration .....MVA-1

Maryland Aviation Administration..... MAA-1

Maryland Port Administration .....MPA-1

Maryland Transit Administration .....MTA-1

Washington Metropolitan Area Transit Authority ..... WMATA-1

State Highway Administration..... SHA-SW-1

Highway User Revenue .....HUR-1

Maryland Transportation Authority ..... MDTA-1

Appendix A – Chapter 30 Scores .....APP A-1

Glossary..... GL-1





## CTP HIGHLIGHTS

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects and programs, meant to advance Maryland's goals in the State Plan and provide a safe, dependable transportation system that connects Marylanders to economic opportunities across the State.

MDOT, like our counterparts across the Country, has continued to face significant budgetary challenges due to increased costs of materials and labor, historic levels of inflation, changes to commute and personal travel behavior, and the reduced effectiveness of the gas tax. During the COVID era, significant federal funds made available to the Department masked these underlying trends. With those federal funds winding down, these inherited structural issues have come to the fore. These challenges impacted the Draft FY 2025 - FY 2030 CTP, released in September, which reflected deep cuts in system preservation and maintenance investments and deferrals of key projects and programs.

The Moore-Miller Administration, recognizing the importance of stabilizing the transportation system to better serve Marylanders and the economy throughout the entire State, has proposed an infusion of \$420 million per year in the Transportation Trust Fund annually, beginning in FY 2026. This investment will secure proper debt service coverage, meet critical operating budget needs, ensure the protection of Highway User Revenue (HUR) and Locally Operated Transit Systems (LOTS) funding for our local partners and enable significant investments in the capital program. Together, these funds will improve the safety and reliability of our transportation network, ensure that all federal funds are fully leveraged and that no money is left on the table in order to drive economic growth across the State. This CTP reflects that additional revenue.

This CTP describes essential investments in all parts of the State, investments that keep Maryland's transportation system running safely and efficiently for all who use it. Key to fulfilling this promise are the new revenues proposed by the Governor. The proposed increase in revenues fills critical holes in MDOT's operating, debt service and capital program. The capital funding described in this CTP will support a variety of crucial investments and advance MDOT priorities in every jurisdiction in the

State. The projects and programs *prioritize* the safety and reliability of the current system and make strategic investments to advance the economy.

This new funding is contingent on approval by the Maryland General Assembly and is crucial to tackling safety issues across the State, which is the Department's number one priority. Funding will then be focused on maintaining our existing State transportation system prior to strategic investments in new projects and programs. It is important to note that in the absence of this additional funding, pressures on the capital program will increase as required investments have grown since the release of the Draft CTP, along with increasing operating costs and revenue adjustments.

The additional State funds are critical to ensure the existing transportation system is safe, reliable and in good condition for all Marylanders. More information about the budget and federal aid assumptions is provided later in this CTP.

MDOT is pleased to present a CTP with a balanced budget. Major areas of investment are described below.

1. Unplanned, but mission critical, **rebuilding of the Francis Scott Key bridge** on I-695 is a primary focus of the CTP, with MDOT doing all it can to expedite the reopening of this important transportation connection while improving transportation options to lessen the impact to the roadway network from the bridge being unavailable.
2. **Safety** is a primary focus in all of the projects and grants MDOT pursues, including implementation of the Strategic Highway Safety Plan, significant investments in the State's bridges, pedestrian safety projects, all in support of implementing the Department's new Complete Streets Policy.
3. Investments in **maintaining the State transportation system** are managed through a comprehensive and integrated asset management program that guides transportation decision-making and investments. Maryland has a history of success with very few bridges in poor condition and the majority of its highway pavement in good condition. Still, there exists a backlog of state of good repair needs, so MDOT has prioritized key assets and structures first, as identified in

this CTP, with **38 percent** of the capital budget dedicated to state of good repair:

- The \$1.38 billion investment in the Light Rail system in Baltimore will result in the rehabilitation and modernization of the 32-year-old system. This overhaul includes new Light Rail vehicles, important communication and electrification service upgrades and new track and catenary repair equipment – which will prevent indefinite service disruptions and increase reliable service across the network. The funding plan for this critical project relies on a proposed change during the 2025 legislative session that would authorize the use of Grant Anticipation Revenue Vehicle (GARVEE) bonds for this project. Absent this change, the Department may need to delay the start of this project.
- The additional funding will also support significant repairs to the Baltimore Metro system – including station repairs, communications systems projects and platform rehabilitation.
- Taken together, these investments will allow the Department to meet investment requirements under the Transit Safety and Investment Act (TSIA) for FY 2026, a threshold that was not met in the Draft CTP.
- Major investments in the maintenance of the State’s roads and bridges, to continue our record of well-maintained roadways and structurally sound bridges across Maryland. This program invests **\$8.0 billion** in critical state of good repair initiatives such as resurfacing and drainage and resilience needs.
- The long-needed rehab and enhancements to the Howard Street Tunnel that will bring this 129-year-old tunnel up to modern standards and allow for the most efficient double stacked container movement into and out of the Port of Baltimore.
- Critical runway rehabilitations and enhanced A & B Concourses and baggage systems at BWI Marshall Airport, as well as replacement of the existing tower at Martin State Airport.
- MVA facilities receiving repair and upgrades, along with one-stop shops at 12 branch locations throughout the State. MVA continues to support increased customer service.

4. The bar for investing in **new infrastructure** is necessarily high. The new resources in the CTP allow for a **focused** approach on projects that grow the State’s economy.

- This CTP continues to invest in the Red Line as a generational investment that positions the project to leverage substantial federal money and provide new access to jobs and housing, creating economic development opportunities that can renew communities.
- This CTP includes full funding for construction of safety and capacity improvements to I-81 and US 15 to address bottlenecks and reduce the number of crashes in those corridors, and also advances the design of US 1 phases 2 and 3 in Prince George’s County.
- The additional funds allow MTA to fund the National Environmental Policy Act (NEPA) process for the Southern Maryland Rapid Transit Study (SMRT).
- This CTP also continues MDOT’s commitment to the completion of the Purple Line, which will improve access and economic growth in the Washington region.
- Investments in I-695 transportation system maintenance and operational improvements will deploy the use of peak-hour shoulder use to reduce congestion.
- Work on a new interchange at MD 4 and Suitland Parkway will assist with improving safety and mobility.
- MDOT’s enhanced Transit-Oriented Development (TOD) Program with a soon-to-launch \$5 million grant and loan program for localities, as well as investments at Reisterstown Plaza, including a RAISE grant, and other transit centers will advance the development of inclusive and thriving communities.
- While this funding level is sufficient to make meaningful investments to address safety and state of good repair needs at MTA, funding and current market conditions make it infeasible to also provide additional investments in the MTA zero-emission bus program beyond the 2026 bus purchase.



5. **Federal discretionary grants** are a core element of MDOT's strategy to leverage State dollars, advance State goals and meet federal priorities.

- Through a \$248.9 million grant from the federal government, MDOT, alongside the Maryland Department of the Environment, is investing in a transportation system that is more climate friendly, including electric charging network for trucks to use along the I-95 corridor between Maryland and New Jersey.
- The Maryland Port Administration was awarded a \$30.91 million federal grant at the Port's largest cargo facility to advance Berth 11 phase 1 and remains committed to fully fund the State's obligations under the Mid-Bay dredging program.
- MPA was awarded \$145.6 million under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and \$1.9 million for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project.
- More MDOT federal grant applications and awards can be found at [www.mdot.maryland.gov/grants](http://www.mdot.maryland.gov/grants).

6. In addition to these major investments, this CTP includes important **strategic, programmatic and innovative investments** that provide significant rewards and leverage other public and private commitments.

- MDOT's Kim Lamphier Bikeways Network Program provides grants to local jurisdictions and targeted Pedestrian Safety Action Plan investments deliver complete streets projects that are important to address the unacceptable crisis in pedestrian and bicycle safety. The Final CTP provides an additional \$3 million for this program.

- New investments in solar at MDOT facilities, carbon reduction projects and Electric Vehicle (EV) charging will help to address transportation's role as the largest source of greenhouse gas emissions in the State.
- With this CTP, MDOT also makes targeted increases in funding for transportation demand management strategies, including incentives and outreach, focusing especially on the Baltimore region to mitigate the congestion that has increased with the Key Bridge collapse.

State funds are critical for MDOT to stay competitive and provide match for highway, transit and aviation federal formula program dollars, as well as federal discretionary grants to all MDOT modes. More information about the budget and federal aid assumptions are addressed in this CTP.



# NEW REVENUE HIGHLIGHTS

The distribution of the new revenues and the projects they support can be seen in the graphic and tables below.

## NEW REVENUE HIGHLIGHTS



This CTP describes investments in all parts of the State that are essential to keep Maryland’s transportation system running safely and efficiently for all Marylanders. Key to fulfilling this promise are the new revenues proposed by the Governor. The proposed increase of \$420 million annually fills critical holes in MDOT’s operating, debt service and capital programs, providing essential stability across MDOT’s operations and capacity to deliver for the State. Specifically, the funds will be directed as follows: \$65 million to fund operations, \$155 million to meet debt service commitments, and \$200 million to the capital budget.

Funding for the operating budget ensures that the Department can continue to deliver the transportation services that Maryland citizens expect and rely on, despite the depletion of federal COVID relief funds that have been sustaining transit operations since FY 2020. In FY 2024, MTA utilized the last of its COVID relief funds and in FY 2025, WMATA utilized the last of its COVID relief funds. With these funds fully depleted, increased State revenues are required just to maintain current operations.

Last year, the Department made significant reductions to its operating budget to meet available funding. Due to actions taken by the General Assembly last session and the Governor’s proposed revenue enhancement this session, the most impactful reductions are restored. This includes eliminating planned hiring freezes and reductions to key contracts for security, information technology, and building services; maintaining commuter bus services despite previous plans to reduce services; increased funding for MTA Mobility to meet rising demand and increased contract costs; increased funding for MARC and commuter bus

and for MARC to meet increased contract costs; and continuing SHA’s Operation Clean Sweep initiatives that began in 2023 to target roadside litter.

In addition to maintaining current services, the operating budget also makes strategic investments in communities. Increased funding is provided to locally operated transit systems to support transit services for seniors and people with disabilities and to launch a new grant program for small businesses impacted by the construction of the Purple Line.

Finally, the operating budget invests in the State employee workforce that are critical to delivering transportation services and protecting Maryland citizens. Two hundred new positions are added to the MTA in FY 2025 and 2026 to improve delivery of transit services; 78 new positions are added to MTA to build out the MTA Police in preparation for the opening of the Purple Line in late 2027; and 26 positions are added across the Department for the critical areas of cybersecurity, asset management, and project delivery.

The additional revenues also ensure that the Department continues to meet its commitment to the Department’s bondholders. MDOT issues debt to help fund its capital program and must demonstrate to its bondholders and to credit rating agencies that it can continue to meet its repayment requirements now and in the future. As evidence of MDOT’s strong financial management practices, in September 2024, Moody’s upgraded MDOT’s credit rating to its top AAA rating. In addition, in November 2024, Fitch Ratings upgraded bonds at BWI Marshall Airport to A+. These represent the Department’s first credit ratings upgrades since 2010 and ensure that the Department enjoys the best possible financing terms.

For the capital budget enhancements, the \$200 million annually will be allocated among the State’s road, transit, port and airport assets to ensure that critical safety projects advance; that the State meets its obligations to maintain and take care of its existing facilities; and that key strategic projects move forward. This crucial funding is going first to the greatest needs – taking care of the existing transportation system to ensure its **ongoing reliability** and **tackling safety issues** across the State. The safety of all who use our transportation system remains the Department’s

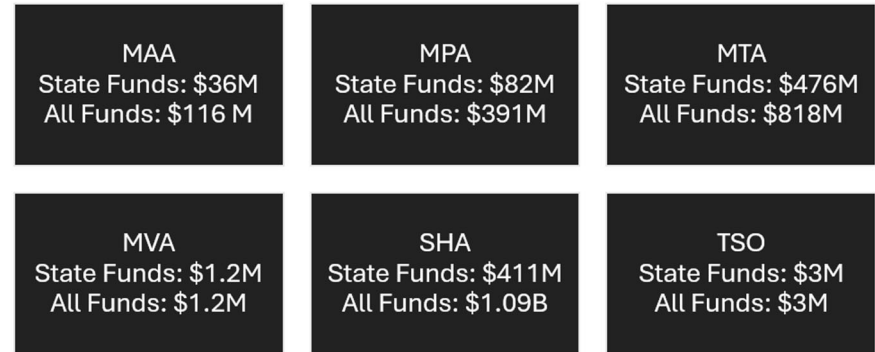
number one priority – and under the leadership of the Moore-Miller Administration, the Department is committed to leading the way on safety. Importantly, the new capital funding allows MDOT to fully match and utilize its federal transportation funding. Without this new State funding, roughly \$900 million in federal funding would go unspent during the CTP’s six-year period.

The types of the projects and programs that these additional resources support address **safety and reliability**, leverage **federal** funds to maximize jobs and economic growth as can be seen in the graphic below.

Slow **economic growth** is a challenge that Maryland is facing head-on. Through these targeted and strategic investments, the Department is doing its part to drive strong economic results, create good-paying jobs for Marylanders and support the services Marylanders care about most.

As a result of the \$1 billion in increased State capital funding for transportation over FY 26-FY 30, each MDOT mode saw increases in State and total resources. Modes were able to leverage State resources with federal formula and discretionary dollars and financing capacity, as shown in the diagram below.

*Modal Investment Breakdown from Additional Revenues*



Addressing Safety

- Reinvesting millions of dollars in SHA safety programs to make our roads safer, build complete streets, and address our highest crash corridors.
- A generational investment in the Light Rail system resulting in a full rehabilitation and modernization of the system.
- Reinvesting in maintenance needs across the MTA system to meet funding levels under the Transit Safety and Investment Act.
- Fully funding long-promised highway projects on I-81 and US 15.

Maintaining the System

- Reinvesting in major SHA system activities such as bridge rehabilitation, resurfacing, and drainage needs.
- Restoring design and implementation fund in for major highway projects throughout the State, to rebuild the bench or projects that support access to opportunity and community enhancements.
- The Port will provide the State match for the Mid-Bay program to maintain the 50-foot channel.
- MTA will deploy MARC federal funds to address critical state of good repair projects for the system.

Leveraging Federal Funds

- Light Rail Rehabilitation and Modernization program will fully match \$213M FTA grant. Additionally, MDOT will flex \$16M of federal highway funds in the program period to support this critical transit investment, with an annual flex of \$60M FY 31 through FY35.
- The Port will fully match recent grants for Clean Ports grant and the rehabilitation of Berth 11 at Dundalk Marine Terminal.
- The additional State dollars will bring in \$900M more in federal funds relative to the Draft CTP.
- Investing additional State dollars to match federal earmarks and complete NEPA on SMRT.
- MAA will leverage federal funding and passenger facility charges (PFCs) to maintain and enhance Maryland’s airport system.





## MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

Marylanders deserve a transportation system that provides access to jobs, affordable housing, food, healthcare, amenities, recreation and other critical services needed for everyday living. Maryland's communities are changing, jobs are growing, and MDOT needs to make sure that everyone can access opportunities. From rural towns on the Eastern Shore, Southern Maryland and Western Maryland to the urban areas of Baltimore and the Washington, DC region, and everywhere in between, Maryland needs a transportation system that provides accessible, equitable and sustainable options across the entire State, connecting people to quality jobs and training and opening doors to economic opportunity and prosperity.

MDOT has released its capital budget, the FY 2025 - FY 2030 CTP, which is aligned with the State transportation vision, principles and goals outlined in the Playbook ([www.mdot.maryland.gov/MTP](http://www.mdot.maryland.gov/MTP)) – the State's long-range transportation plan – and aligned with the Moore-Miller Administration's State Plan. The \$21.2 billion program outlines capital investments planned for each mode.

This CTP was developed with a focus on safety, fiscal sustainability, maintaining the existing system, and strategic investments that grow the economy.



## Key Bridge

MDOT, a Department overseeing six different modes of transportation, including transit, highways, airports, the port, bridges and tunnels and motor vehicles, expects to face plenty of challenges. Still, the tragic events that occurred March 26, 2024, when the Francis Scott Key Bridge was struck by a cargo ship and collapsed were exceptional. This tragedy sadly cost the lives of six construction crew members who were working on the bridge at the time and presented unique and unprecedented challenges as the main shipping channel to the Port of Baltimore was blocked.

Under the guidance and leadership of Governor Wes Moore, Maryland has come together during this crisis – Maryland Tough and Baltimore Strong. The Unified Command, which included the U.S. Coast Guard and the U.S. Army Corps of Engineers, worked around the clock to recover the six individuals who were lost, lift thousands of tons of wreckage out of the water and cleared the Port's 50-foot-deep channel.

Thanks to the unwavering support of agencies across the State, including the Maryland General Assembly and our Federal Delegation, the Moore-Miller Administration was able to respond quickly as one Maryland to the families, port workers, first responders, small businesses and surrounding communities most affected by this crisis. Working together short-term responses have been executed and plan to quickly rebuild the bridge with 100 percent federal funding is already moving forward. The support from MDOT's partners has been critical during this

unprecedented time, Maryland will continue to see transportation congestion and challenges with the loss of the Key Bridge. MDOT will continue to promote and incentivize the use of transportation alternatives around the region. MDOT is working with local, regional and federal partners to increase funding for transportation demand management strategies, including incentives, marketing and outreach, to mitigate roadway congestion in the Baltimore region, which has increased with the Key Bridge collapse.



#### MISSION STATEMENT

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

### GOALS AND PROGRAM PRIORITIES

The State's long-range transportation plan (the "Playbook") goals align with the Moore-Miller Administration's priorities and provide the guidance to meet federal and State requirements; address local government needs, interests, and concerns; and serve MDOT's customers and the critical supply chain.



MDOT knows that Marylanders want a transportation system that meets multiple goals. It should be an efficient and accessible transportation system that creates not just access to opportunity but also economic

mobility. It should connect Marylanders to jobs, schools, parks, health care, amenities and to each other. It should operate cleanly and help to achieve environmental goals. It should support the creation of community and deliver a high-quality experience for the traveling public. And above all it should be safe and secure. These goals and important investments are discussed further below.

#### Enhance Safety and Security:

Consistent with a commitment to Vision Zero, this goal prioritizes efforts to end traffic deaths among all users of Maryland's roadways, including our roadway workers, while also providing a safe workplace and riding experience for transit workers and riders. Alongside that overarching theme, MDOT specifically intends to reduce disparities in traffic safety among diverse communities, enhance multimodal infrastructure to support a low-stress network for pedestrians and bicyclists, and maintain a system that can respond to weather events and roadway incidents effectively.



Under the Moore-Miller Administration, MDOT intends to reverse the current trend of increasing injuries on Maryland's roadways. Recent activities to advance safety and enhance security include:

- In June 2024, MDOT adopted a new policy to promote safer, Complete Streets for all Maryland transportation facilities.
- In September 2024, Governor Moore announced \$13.3 million in federal highway safety grants to 87 organizations across Maryland as part of a Statewide focus to prevent motor vehicle crashes and eliminate roadway fatalities.

- In September 2024, Governor Moore announced \$16 million in grants for 36 bicycle, pedestrian and trail projects across Maryland. FY 2025 grants include \$13.9 million in federal funding for 26 projects through the Transportation Alternatives Program and the Recreational Trails Program, and \$2.1 million awarded in State funding for 10 projects through the MDOT Kim Lamphier Bikeways Network Program.
- The Maryland Highway Safety Office also worked with the metropolitan planning organizations (MPO) to promote the pedestrian and bicycle safety high visibility enforcement campaigns, Look Alive (Baltimore Metro) and Street Smart (Washington Metro).
- Eleven (11) projects throughout Maryland were awarded a total of nearly **\$4 million** under the US DOT Safe Streets and Roads for All (SS4A) in Federal Fiscal Year (FFY) 24.



- MDOT will continue to facilitate rail safety education efforts through the Maryland Operation Lifesaver Program and continue to implement at-grade safety projects using federal formula and discretionary funding. In FY 2025, MDOT received a \$800,000 grant from the Federal Railroad Administration (FRA) to complete a Statewide Railroad Trespass Study and will continue to seek other grant funding opportunities for rail safety across the State.
- MDOT invested \$6.9 million in FY 2024 to design and construct new sidewalks and pedestrian facilities, including the construction of new directional miles of sidewalk along MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington

Boulevard) in Howard County and MD 7 (Delaware Avenue) in Elkton. In addition, more than 17 miles are being constructed by MTA as part of the Purple Line project. SHA continues to partner with local governments to maximize federal funding opportunities utilizing local participation as a match. SHA also has been exploring additional ways to identify and prioritize gaps in the system via initiatives like Pedestrian Safety Action Plan and focusing on a context driven approach to achieve better pedestrian connectivity on corridor projects.

### Deliver System Quality:

Marylanders expect a transportation system that provides a reliable, high-quality, and integrated experience. To deliver on this goal, MDOT seeks to maintain infrastructure in a state of good repair, improve reliability in the transportation system, create a truly resilient transportation system and effectively deliver projects on-time and on-budget.

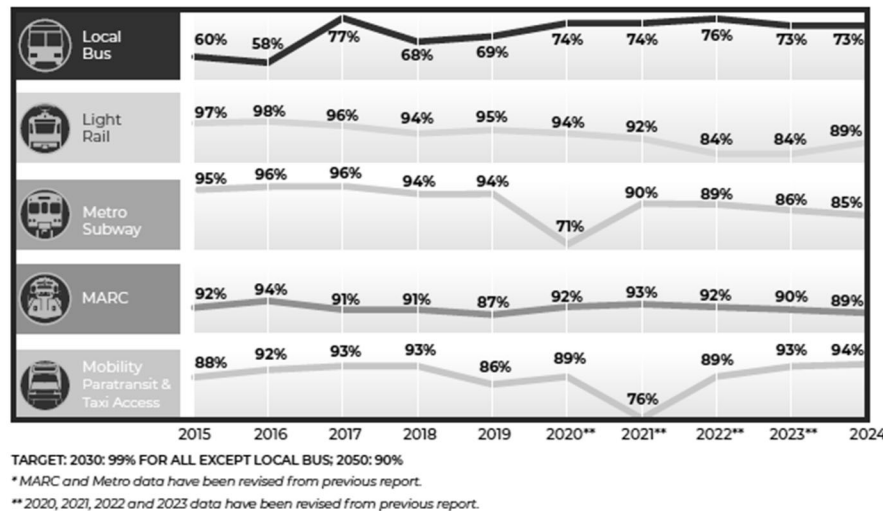
In implementing this goal, MDOT will be working strategically to address more system preservation needs, ensure the State's multimodal transportation system is reliable, safe, and convenient, and to improve project delivery. Recent activities to deliver a high-quality system include:

- MDOT established an inventory of assets susceptible to flooding and storm surge to manage and monitor the prospective risks and take proactive actions to mitigate hazards.
- MDOT received an \$11.9 million grant from the Federal Highway Administration aimed to reduce congestion on the US 50 corridor for deploying cutting edge software, sensors, traffic cameras and message signs.
- In November 2023, the Federal Railroad Administration awarded \$16.4 billion for 25 passenger rail projects along the Northeast Corridor from the Federal-State Partnership for Intercity Passenger Rail Program. Approximately \$7 billion in awards were made to projects in Maryland in CY 2023, including the Frederick Douglass Tunnel, the Susquehanna River Bridge and Penn Station in Baltimore City. We have fully obligated these dollars.

## PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON TIME

PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON-TIME

HIGHER IS BETTER ↑



### Serve Communities and Support the Economy:

To ensure transportation is doing all it can to support communities and the economy, MDOT seeks to improve Marylanders' satisfaction with transportation services, leverage technology to improve information for residents, increase transit and active transportation use and transit-oriented development, improve quality of life through transportation alternatives, prioritize needs of underserved communities and enhance the competitiveness of the Port of Baltimore and BWI Marshall Airport.

In its work, MDOT will strive to ensure that transportation meets communities' needs and drives access to opportunity and the success of economic centers. Activities to serve communities and support the economy include:

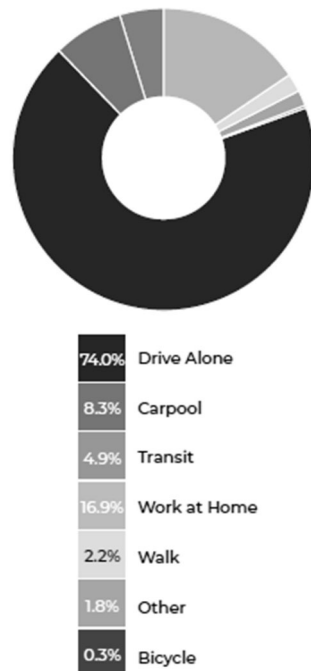
- Full funding for construction of safety and capacity improvements to I-81 and US 15 to address bottlenecks and reduce the number of crashes in those corridors. The long-needed rehab and enhancements to the Howard Street Tunnel that will bring this 129-year-old tunnel up to modern standards and allow for the most efficient double stacked container movement into and out of the Port of Baltimore.

Critical runway rehabilitations at BWI Marshall Airport along with enhanced A & B Concourses and baggage systems. The Maryland Port Administration was awarded a \$31 million federal grant at the Port's largest cargo facility to advance Berth 11 rehabilitation.

- MDOT's new 2050 long-range transportation plan, the Playbook, includes equity as a guiding principle to ensure no one is left behind. It emphasizes the importance of access to affordable and accessible transit for overburdened and underserved communities, particularly for individuals who rely on it as their primary means of travel.
- MDOT's enhanced Transit-Oriented Development (TOD) Program with a soon-to-launch \$5 million grant and loan program for localities, as well as investments at Reisterstown Plaza, including a RAISE grant, and other transit centers will advance the development of inclusive and thriving communities.
- In coordination with Montgomery County and the WMATA, MDOT and SHA have agreed to make almost seven miles of bus-only lanes on MD 97 (Georgia Avenue) between Silver Spring and Glenmont permanent.
- MTA has been focused on enhancing the customer experience by improving real-time vehicle predictions, upgrading signals and signage around stations and launching a Customer Experience Office.
- Governor Moore re-launched the Red Line project, a proposed quality transit corridor between Woodlawn, downtown Baltimore and Bayview. The Light Rail Mode Choice was selected in 2024. A detailed environmental study is underway, and MTA will ultimately apply to enter the Federal Transit Administration (FTA) Capital Investments Grants program.
- Following the positive momentum of construction of the Purple Line in 2024, approximately 75 percent of the 16-mile light rail line from New Carrollton to Bethesda is now complete. Important milestones during 2024 include completion of major construction on Campus Drive at the University of Maryland, College Park; nearly one-third of the track has been laid; 18 of 21 stations are under construction; the Talbot Avenue Bridge opened, re-connecting the Lyttonsville and North Woodside neighborhoods; and light rail vehicles have started to arrive in Maryland. The Purple Line will open in late 2027 and transform the region by providing a new east-west connection between homes, job centers, schools, medical facilities, and life's opportunities.

- BWI Marshall Airport continues to upgrade the customer experience through infrastructure and service improvements, such as recent restroom upgrades (voted America’s Best Restroom by the public) and baggage handling improvements, as well as continuing to provide more non-stop destinations and expanded airline service. Ongoing investment in these improvements will be offset by the additional customers that BWI Marshall Airport will attract, thereby continuing to attract low-cost airlines.
- MDOT continues advancing initiatives to implement the Maryland Statewide Truck Parking Study.
- MDOT supports Transportation Demand Management (TDM) through its Commuter Choice Maryland program and partnerships with the Metropolitan Washington Council of Governments and other regional, state and local agencies, as well as collaborating with other TDM program managers. MDOT strives towards the target of 500 employers statewide in the free Employer Partner Program.

**COMMUTE MODE SHARE (CY2023\*)**



## Promote Environmental Stewardship:

The transportation sector is the leading contributor to greenhouse gas emissions and climate change. The Moore-Miller Administration is committed to leading the nation to combat climate change and MDOT is doing its part seeking fundamental shifts in the environmental impacts of the transportation system. MDOT is working to meet emission reduction goals consistent with the transportation sector’s targets under Maryland’s Climate Solutions Now Act.

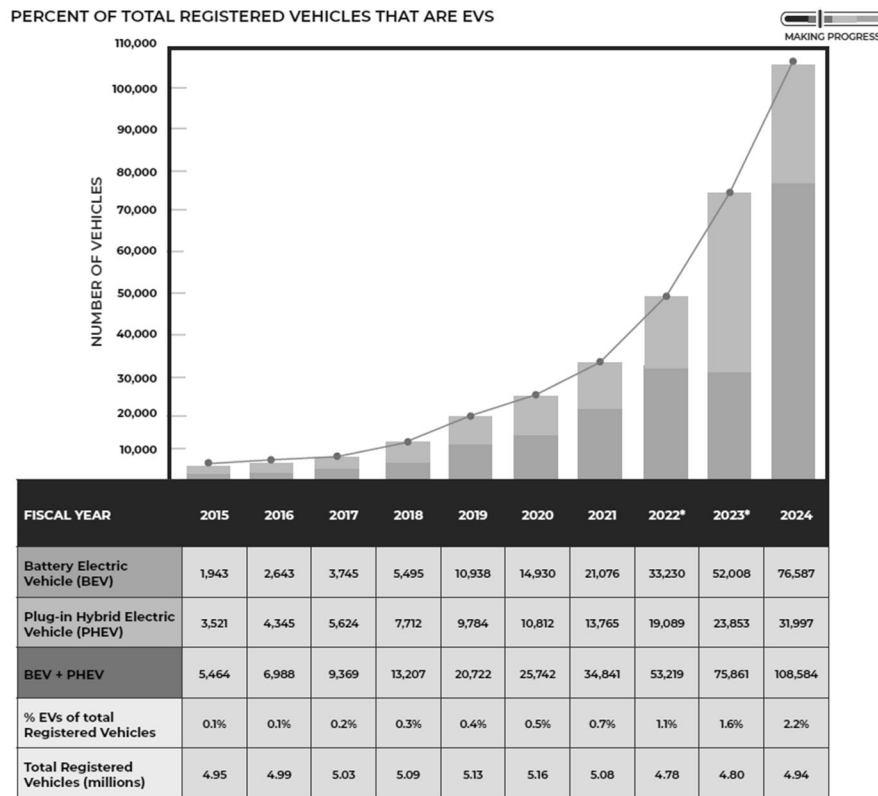
MDOT’s most recent long-range transportation plan, the Playbook focuses on minimizing fossil fuel consumption and improving air quality, supporting the widespread adoption of zero-emission vehicles, protecting the environment through avoidance and mitigation activities, and protecting transportation assets through resource protection and conservation approaches. Recent activities to promote environmental stewardship include:

- Through the Urban Tree Program, MDOT supports Maryland’s goal to plant five million trees by 2031, awarding over \$120,000 in grants during the program’s first three years. These funds have enabled the planting of nearly 2,000 trees across 40+ communities, advancing statewide reforestation efforts under the Tree Solutions Now Act of 2021.
- SHA conditionally awarded \$12 million of National Electric Vehicle Infrastructure (NEVI) funding for 22 charging sites with 126 ports on highway corridors and has requested proposals for additional investment of as much as \$30 million for more sites.
- MPA received a game-changing \$147 million grant from the Environmental Protection Agency to upgrade scores of clean vehicles, equipment, and charging infrastructure.
- In 2024, MDOT issued more than \$20 million in funding from the national Carbon Reduction Program for a variety of strategic investments including electric vehicle chargers, energy-efficient lighting, and bicycle and pedestrian projects.
- MDOT is also implementing the national Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) formula program, informed by our recently approved Transportation Resilience Improvement Plan.



- SHA's Pedestrian Safety Action Plan implementation sped up in 2024, with 5 of the 23 road corridors entering the design stage and 8 more to follow, delivering safer streets for Marylanders who walk, ride, or roll.
- MVA's \$3000 electric vehicle tax credit remains oversubscribed as Marylanders drove up the number of EVs on our roads past the 100,000 mark for the first time in 2024.

## PERCENT OF ELECTRIC VEHICLES (EVs) REGISTERED FROM TOTAL REGISTERED VEHICLES\*



TARGET: 1.1 MILLION EVS IN 2030

Note: MVA EV registration data (PHEV, BEV, and total) reported as of June 30 each year.

\* Total registered vehicles and percent of EVs registered from total registered vehicles for 2022 and forward have been updated from previous report.

## Project Prioritization

MDOT is committed to achieving its safety, economic, connectivity and environmental goals as effectively as possible within finite resources. It is important that every dollar spent does as much as possible to achieve the State's goals. MDOT is taking a fresh look at its system for scoring and prioritizing capital projects for new capacity. Maryland maintains an existing project prioritization process, known as Chapter 30, which has been in effect since 2017. MDOT has conducted project scoring via Chapter 30 since its implementation, and, over time, has identified opportunities for improvement.

To ensure MDOT's investments do the most to meet the State's goals and objectives, MDOT is developing a new project prioritization process that will be used to evaluate surface transportation capacity projects, building upon efforts established by Chapter 30. This work is responsive to recommendations from the Maryland Transportation Revenue and Investment Needs Commission ("TRAIN Commission") established by Chapter 455 of the 2023 Acts of Assembly. The Commission's interim report recommended that "MDOT develop a new draft prioritization process to present to the commission during the 2024 interim, with the goal of implementing the new prioritization process for the 2026-2031 [CTP]" starting in 2025 with the next CTP update.

Through this initiative, MDOT has developed draft legislation to implement an improved process to: (i) identify and prioritize key needs; (ii) evaluate and prioritize candidate projects for funding; (iii) create accessible transparency and accountability tools; and (iv) enable continuous public feedback and input to ensure the project prioritization objectives remain current and impactful to all Marylanders. The improved process will seek to align prioritization goals and measures with Maryland's long-range transportation plan to more effectively achieve the State's strategic goals. MDOT will involve the public as part of the development of the project prioritization process. This will improve transparency in the project evaluation selection process.

This open and transparent project prioritization process will deliver a clear and structured framework for decision-making. By utilizing detailed, public criteria and measures, each project's selection will be

\*Note: BEV are Battery Electric Vehicles and PHEVs are Plug-in hybrid electric vehicles.

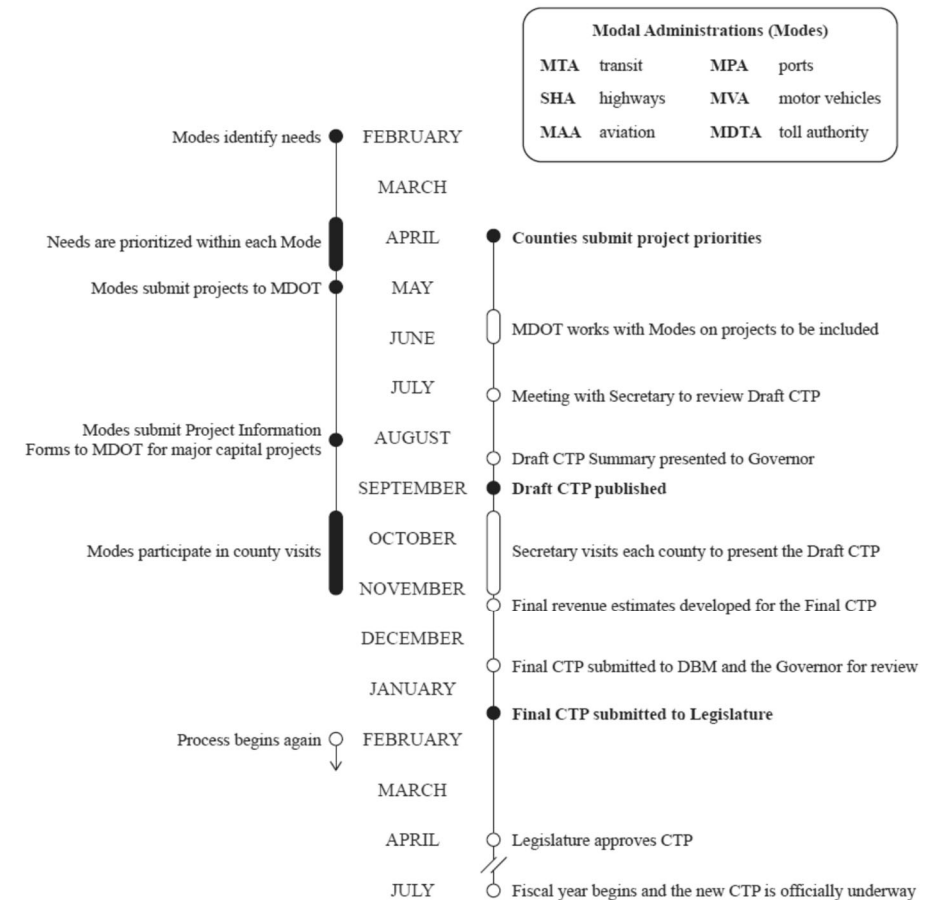
based on objective and measurable factors such as safety, accessibility, environmental impact and economic development. With access to comprehensive information and open channels of communication, the public and stakeholders will be kept informed at every stage. This transparency allows for public input and scrutiny, fostering trust and demonstrating a commitment to using resources responsibly and effectively. Working with local partners, MDOT is piloting this new prioritization system (with no dollars committed), to test how it performs and learn how to make it successful for stakeholders across Maryland. For more information, visit: [www.mdot.maryland.gov/Prioritization](http://www.mdot.maryland.gov/Prioritization).

### Process for CTP Development

The CTP takes nearly a full year to create through the work and collaboration of MDOT staff with state, regional and local elected officials. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. An element of this collaboration includes local jurisdictions submitting priority project(s) to MDOT by April each year. MDOT has established criteria to identify projects and programs responsive to the State's transportation priorities. These criteria ask if a project:

- Meets all federal and other legal mandates (e.g., stormwater compliance or Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety and security, system quality, serving communities and economy and promoting environmental stewardship);
- Meets federal match requirements and maximizes federal revenue sources;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the single top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional MPO's long-range plan (if the project is located within an MPO boundary).

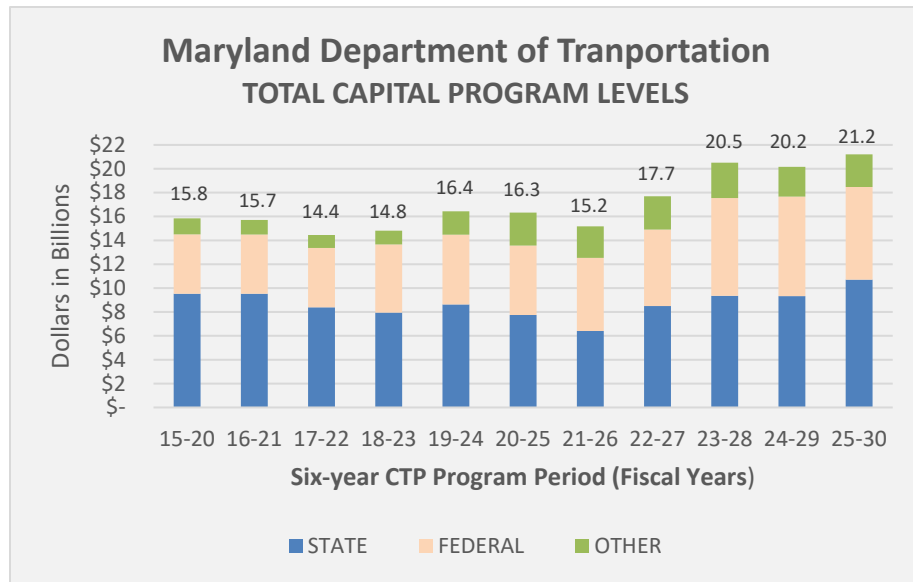
### CTP Development Process



It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. To ensure that every dollar available for transportation in Maryland is spent efficiently, MDOT employs a strategic decision-making process, using established priorities and criteria to prioritize programs and projects under consideration for inclusion in the CTP and through the annual CTP Tour meetings.

## FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provide funding that enable MDOT to address important capital and operating needs including safety, system preservation, multimodal transportation options, environmental stewardship, congestion relief and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



*\*Starting with the FY 2024 - FY 2029 CTP, MDOT is classifying General Funds as State funds (in addition to State Transportation Trust Fund funds), whereas in prior CTPs, these funds were classified as Other funds.*

## STATE REVENUE PROJECTIONS

The Transportation Trust Fund benefits from a diverse set of revenues. Total projected State-sourced revenues, federal aid, and bond issuances amount to \$41.3 billion for the six-year period to support MDOT's operating, capital, and debt payment expenses. Although some of MDOT's revenues are inflation-sensitive, the Transportation Trust Fund's largest single source of revenue, the Motor Fuel Tax, is expected to decline over time as improved vehicle fuel economy, increased ownership of electric

and hybrid vehicles, and changes in driver behavior, reduce consumer demand for motor fuel. Transportation revenues are also affected by slow growth in the Maryland economy with little to no growth expected for most revenue sources through the six-year period.

Over the last several years, the federal government provided U.S. transit agencies with billions of dollars of relief funds to mitigate the negative impacts on ridership and revenue from the COVID-19 pandemic. The Transportation Trust Fund is unique in providing significant funding for two major metropolitan area transit systems, the Maryland Transit Administration (MTA) and the Washington Metropolitan Area Transit Authority (WMATA). MTA spent the last of these federal relief funds in FY 2024 and WMATA will do so in FY 2025. With transit ridership and revenue still below pre-pandemic levels, depletion of federal relief funds requires additional funding from the Transportation Trust Fund just to maintain current services. Minimal revenue growth, the depletion of federal relief dollars, and the recent period of high inflation that drove up labor, contract, and bid costs creates a fiscally constrained environment for MDOT. MDOT prioritizes the safety and reliability of the current system and making strategic investments to advance the economy when making investment decisions.

Chapter 717 of 2024, the Budget Reconciliation and Financing Act of 2024 (BRFA of 2024), increased transportation revenues by approximately \$233 million annually. New and increased revenue sources include increased vehicle registration fees, an annual registration surcharge for electric vehicles, a transportation network company impact fee, sales and use tax attributable to electricity at electric vehicle charging stations, and an increase in the dealer processing fee paid on vehicle sales. Additional fee increases are proposed for the 2025 legislative session, totaling approximately \$420 million, and are included in the Department's FY 2025 – 2030 Financial Plan. If these fee increases and statutory changes are not approved, reductions will be required for MDOT to present a balanced six-year plan.

Increased transportation funding through the BRFA of 2024 and the 2025 proposal allows MDOT to invest in delivering the core transportation services that Maryland citizens rely on, enhancing the safety and reliability of the current system, and making strategic investments to advance the economy. While this funding level is not sufficient to

significantly enhance the transportation network, it ensures that core needs are addressed and that planning and design activities continue for key projects like the Red Line.

Additional information about MDOT's revenue sources is as follows:

- Motor Fuel Tax is the largest source of State revenue for the Transportation Trust Fund, comprising 19 percent of all funding. Revenues are projected to total \$8.0 billion over the six-year period after certain statutory deductions. The motor fuel tax rate includes a base rate on gasoline (23.5 cents per gallon) and diesel fuel (24.25 cents per gallon), plus a Consumer Price Index (CPI) component, and a sale and use tax equivalent component. Per State law, the rate is set annually by the Comptroller's Office based on a calculation that includes inflation and average gas prices over the prior year. For FY 2025, the gas tax rate declined from the prior year from 47.0 cents per gallon to 46.1 cents per gallon. The tax rate is expected to increase moderately over the six-year program; however, moderate but steady declines in the number of gallons sold will offset the revenue impact of this higher tax rate.
- Motor Vehicle Titling Tax revenues are projected to yield \$6.9 billion over the six-year period. The tax rate is set at 6 percent of fair market value of the vehicle, less an allowance for trade-in, that is paid on the sale of all new and used vehicles, as well as on new residents' vehicles. Titling tax revenues largely follow the normal business cycles of auto sales with periods of growth and decline. The amount of revenues generated is a function of the number of vehicles sold and vehicle prices. Both the number of units sold, and vehicle prices are generally declining over the last several years as consumers delay purchases due to high interest rates and vehicle prices decline as supply increases. During the 2024 legislative session, the BRFA of 2024 increased dealer processing fees to \$800, which increases vehicle price and thus the titling tax generated. A change to the trade-in allowance is proposed during the 2025 session that would increase revenues to the Transportation Trust Fund. This additional funding is currently included in Other Revenues.
- Revenues from Motor Vehicle Registration and Miscellaneous Motor Vehicle Fees are projected to generate \$5.3 billion. During the 2024

legislative session, Chapter 717 implemented phased-in increases to the vehicle registration fees over three years, established an additional weight classification, and implemented an add-on registration fee for electric vehicles. Vehicle registration in Maryland is paid every two years. To offset the impact to drivers of the fee increases, Chapter 717 also required the Motor Vehicle Administration (MVA) to offer payment plans to all drivers. Nearly half of all drivers have switched to a payment plan, which is more than what was expected. This change is impacting the timing of when revenues are received. Additional changes to vehicle registration fees are proposed during the 2025 session. This additional funding is currently included in Other Revenues. In addition, State law requires the MVA to recover between 95 and 100 percent of certain expenses from certain fees. To meet this cost recovery requirement, the MVA increased certain vehicle and driver fees, effective September 1, 2024.

- Operating Revenues are projected to provide a six-year total of \$3.1 billion. Operating revenues include charges for airport operations, including flight activities, rent and user fees, parking, and concessions (\$2.12 billion over the six-year period); transit fares (\$612 million); and fees for port terminal operations and rent (\$334 million). Parking rates at BWI Marhsall Airport and the cruise terminal at the Port of Baltimore increased during FY 2025. Parking rates at BWI Marshall Airport had previously not been increased since 2009.
- Corporate Income Tax revenues are estimated to be \$2.9 billion over the six-year period. Corporate income tax revenues are shared between the Transportation Trust Fund, the Higher Education Investment Fund, and the State's General Fund. In accordance with State law, the share of revenue distributed to the Transportation Trust Fund from the corporate income tax will decline in FY 2028 from 22 percent to 20 percent. The State's Board of Revenue Estimates prepares independent forecasts of for this revenue source.
- MDOT issues bonds to help fund its capital program. Bond issuances are estimated at \$2.2 billion during the six-year period. MDOT maintains credit ratings of AAA from Standard and Poor's and Moody's and AA+ from Fitch Ratings. State law, bond covenants, and MDOT's debt practices place various limits on MDOT's debt issuances. MDOT's bond covenants include two debt coverage ratios – net

income and pledged taxes – that must be met. Although the legal requirement is 2.0 for each of these requirements, MDOT maintains a management practice of maintaining a 2.5 ratio to ensure a breach of the legal limit never occurs. The net income test, which compares debt service to prior year revenues less operating expenses, imposes the greatest constraint on MDOT's debt issuances. To continue to meet debt coverage requirements throughout the six-year period without additional significant reductions to MDOT's services and projects, certain fee increases are proposed for the 2025 legislative session. With passage of these fee increases, MDOT's bond coverage requirements are met throughout the six-year period.

- Federal Aid is projected to contribute \$8.6 billion for operating and capital programs. Most funding received from the federal government for transportation is for capital projects. The Infrastructure Investment and Jobs Act (IIJA) is the current multi-year federal transportation authorization legislation and provides increased levels of funding to established federal formula programs and new discretionary grant programs. Potential funding from discretionary grant programs is not included in MDOT's financial plan until an award is made. Most formula and discretionary grant programs include a funding match requirement. Match requirements vary by program and are typically higher for discretionary grant programs. Federal funds are provided on a reimbursable basis, requiring the use of Transportation Trust Fund dollars to pay expenses until reimbursements are received months, or sometimes years, later. The resulting impact on MDOT's cashflow require MDOT to maintain a fund balance of \$400 million to offset these timing differences.
- MDOT also receives funding from a number of other funding sources. Chapter 717 implemented a statewide fee on services provided by transportation network companies. This fee is projected to generate \$0.3 billion over the six-year period. MDOT also receives certain sales and use tax revenues. Specifically, a portion of the sales and use tax for rental vehicles and the sales and use tax generated from electric vehicle charging stations. Together, these sales and use tax revenues are projected to total \$0.3 billion over the six-year period. Other sources of revenue include a proposed retail delivery fee, transfers from the State's General Fund transfers, reimbursements, interest income, and other miscellaneous revenues.



## **FEDERAL AID ASSUMPTIONS**

The current federal authorization is the Infrastructure Investment and Jobs Act, which provides a historic level of federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021, and provides authorization for FFY 2022 through 2026.

This Act is more expansive in scope than prior transportation authorization bills and much of the discretionary funding was both authorized and appropriated in the legislation. Formula funds are currently being distributed based on FFY 2024 appropriations.

## **GRANTS**

The IIJA provides a significant increase in federal funding for formula and discretionary grants for transit, highways, airport, port, rail, freight and active transportation, in rural and urban areas. Many of these grant programs are annual over the five years covered by IIJA and focus on the following priority areas: repairing/rebuilding infrastructure, climate change mitigation, resilience, equity and safety. To best leverage State transportation dollars, MDOT continues to pursue relevant federal discretionary grants to maximize federal transportation funding opportunities.



The State also supports local jurisdictions, non-profits and private sector partners applying for federal grants through technical assistance, letters of support, grant match support, and engagement with Maryland's Federal Delegation.

**Recent Grant Awards include**, but are not limited to:

#### **Local Awards:**

- **Martin State Airport** was awarded **\$1 million** under the Federal Aviation Administration (FAA) Airport Terminal Program (ATP) for partial funding towards Air Traffic Control Tower Reconstruction.
- **Hagerstown Regional Airport** was awarded **\$5.25 million** under the FAA ATP to enhance operational efficiency and expand to provide necessary space to better accommodate needs of airlines, their personnel, and essential equipment.
- **Wicomico County** was awarded **\$800,000** under the US DOT Small Communities Air Service Development Program (SCASDP) to support a new flight route from Salisbury Regional Airport to Orlando International Airport.
- Eleven (11) projects throughout Maryland were awarded a total of nearly **\$4 million** under the US DOT Safe Streets and Roads for All (SS4A).
- **Montgomery County** was awarded **\$25 million** under the US DOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant in partnership with **WMATA** and **MDOT** to fund a new WMATA rail entrance at the North Bethesda Station.
- **Baltimore City** was awarded **\$85.5 million** under the US DOT Reconnecting Communities Program for the West Baltimore United Construction Phase 1 in the Baltimore in partnership with **MDOT**.

#### **Amtrak Awards:**

- **Amtrak** was awarded a total of **\$237.2 million** under the Federal Railroad Administration (FRA) Federal-State Partnership for Intercity Passenger Rail Program for the Northeast Corridor (FSP-NEC) for three (3) projects in Maryland, including the Baltimore Penn Station: Master Plan Completion Project, the Bridge to Burgos Catenary Renewal Project, and the Mid-Atlantic South Signal System Upgrades to 562 Project.

#### **MDOT Awards:**

- The **MDOT – The Secretary's Office (MDOT TSO)** and the Maryland Department of the Environment were awarded **\$81.1 million** under the EPA Climate Pollution Reduction Act for the Clean Corridor Coalition – A Proposal for Zero Emission Medium and Heavy-Duty Vehicle Infrastructure along the I-95 Corridor.
- The **MDOT TSO** was awarded **\$2 million** under the FHWA Project Prioritization Process Pilot (PPPP) Grant for the Maryland Surface Transportation Project Prioritization Process.
- The **MDOT TSO** was awarded **\$800,000** under the FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program for the Maryland State Trespassing Safety Study.
- The **MDOT TSO** was awarded **\$1 million** under the Build America Bureau (BAB) Innovative Finance and Asset Concession Grant Program for the Baltimore Region Asset Scan for Springboarding Transit-Oriented Development (TOD) Project.
- The **MDOT TSO** was awarded **\$3 million** in the FRA Railroad Crossing Elimination (RCE) Grant Program to improve rail safety conditions at the Rosedale Grade Crossing for the CSX Line in Baltimore County.



- The **MTA and the University of Maryland (UMD)** were awarded **\$1.65 million** under the Federal Transit Administration (FTA) Transit-Oriented Development (TOD) Planning Pilot Program for Preparing for the Purple Line: An Anti-Displacement Plan.
- The **MTA** was awarded **\$213.69 million** under the Rail Vehicle Replacement Program for the Light Rail Vehicle Fleet Replacement Project.

- The **MTA** was awarded **\$1.39 million** for the Federal Transit Administration All Stations Accessibility Program for the College Park MARC Station 30 percent Design and NEPA Project.
- The **MTA** was awarded **\$4.69 million** under the US DOT RAISE Grant Program for the Opportunities for Access and Connectivity at Reisterstown Plaza Station.
- The **MTA** was awarded **\$150,000** in the US DOT Reconnection Communities Program to plan safe conditions at the MARC Kensington Station.
- The **MDTA** was awarded **\$80 million** under the US DOT Multimodal Project Discretionary Grant (Mega) in the State's first ever Mega grant for the I-895 at Frankfort Avenue Interchange Improvement project.
- The **MDTA** was awarded **\$7.5 million** under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Curtis Creek Drawbridge Rehabilitation and Resiliency Project.
- The **SHA** was awarded **\$31.9 million** under the Federal Highway Administration (FHWA) Low-Carbon Transportation Materials (LCTM) Grant Program for the Material Progress: Advancing Maryland's Carbon Reduction Strategy Through Low-Carbon Transportation Materials Project.
- The **SHA** was awarded **\$1.6 million** under the FHWA Bridge Investment Program (BIP) (Planning) Grant for Rethinking the I-68 Viaduct: A Plan to Reconnect Cumberland.
- The **SHA** was awarded **\$12 million** in the US DOT RAISE Grant Program to fund design and construction for a 2.3-mile shared use path along the MD 210 corridor.
- The **SHA** was awarded **\$18.6 million** in the FHWA Charging and Fueling Infrastructure (CFI) Grant Program for Medium Heavy-Duty Vehicle Charging and Fueling Deployment Infrastructure along I-81 and I-78 corridors across Maryland, Pennsylvania, New Jersey and West Virginia.
- The **SHA** and technical partner Maryland Department of Natural Resources (DNR) were awarded **\$387,000** under the Wildlife Crossings Pilot Program (WCPP) for the Reducing Wildlife-Vehicle Collisions in Maryland Through Planning, Design, and Technology project. This funding will support development of a comprehensive plan designed to reduce wildlife-vehicle collisions in the State.

- The **MVA** was awarded **\$13.2 million** under the National Highway Traffic Safety Administration (NHTSA) State Electronic Data Collection (SEDC) Program for the Automated Crash Reporting System.
- The **MAA** was awarded **\$19.35 million** under the Federal Aviation Administration (FAA) Airport Improvement Program – Supplemental for the DX-DY Apron Reconstruction Project.
- The **MAA** was awarded **\$617,763** under the Federal Aviation Administration (FAA) Airport infrastructure Grant Program for the DX/DY Apron Reconstruction & Taxiway T Rehabilitation Project.
- The **MAA** was awarded **\$2.37 million** under the Federal Aviation Administration (FAA) Airport Infrastructure Grant Program for the Easton/Newman Field.
- The **MAA** was awarded **\$800,000** under the US DOT RAISE Grant Program for the BWI Marshall Airport Multi-Modal Ground Transportation Center and Automated People Mover Planning Study.
- The **MPA** was awarded **\$30.9 million** under the US DOT Multimodal Project Discretionary Grant (INFRA) for the Dundalk Marine Terminal Berth 11 Reconstruction Project.
- The **MPA** was awarded **\$3.4 million** under the U.S. Environmental Protection Agency (EPA) Diesel Emissions Reduction Act (DERA) Grant for Port of Baltimore - Reducing Emissions for a Sustainable Future Project.
- The **MPA** was awarded **\$145.6 million** under the EPA Clean Ports Program for the Equipment Electrification and Terminal Decarbonization Application Project and **\$1.9 million** for the Air Quality Improvement Strategy and Comprehensive Community Engagement Plan Development Project.
- The **MPA** was awarded **\$489,000** under the Federal Emergency Management Agency (FEMA) Port Security Grant Program for the Implementation of Cybersecurity Resilience Enhancements for Critical Services.

## Highways and Transit

The MDOT's traditional federal funding comes from the Federal Highway Trust Fund, which provides transportation investment for projects in the following areas: highways and transit; multimodal freight; safety and security; system preservation; bike and pedestrian; congestion mitigation; climate change and electric vehicle infrastructure.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the passage of the IIJA. MDOT received \$828.0 million in highway formula funding and \$353.4 million in transit formula funding in FFY 2024 for MDOT projects.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as obligation authority and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an obligation authority level of 91.3 percent for FFY 2023 and 86.8 percent FFY 2024 through FFY 2027.

### **Washington Metropolitan Area Transit Authority — WMATA**



In FFY 2025, WMATA anticipates receiving \$470 million in FTA formula grants and \$7.4 million in other federal grants for bus and rail preservation activities. The Passenger Rail Improvement and Investment Act (PRIIA) of 2008 was reauthorized within the IIJA and will provide funding of \$143.5 million annually through FFY 2030. These funds are subject to annual appropriations and requires that \$5 million of the federal funds be directed each year toward the operating budget of WMAATA's Office of the Inspector General. In total, WMATA expects to receive \$620.9 million in federal capital funding in FFY 2025. WMATA intends to pursue competitive federal grant funding for qualified

programs. No such funds are included in WMATA's capital budget until they are awarded.



Established in law in 2018 and with funding beginning in FFY 2020, WMATA's annual Dedicated Capital Funding Grant supports the agency's capital program. WMATA uses this guaranteed \$500 million from Maryland, the District of Columbia, and Virginia to generate capital resources through bond sales. Maryland provides a \$167 million share annually. This funding has allowed WMATA to proactively address its multi-billion-dollar deferred capital needs. In addition to this funding commitment, this CTP includes a total of \$300 million (\$50 million each year in FY 2025 through FY 2030) as Maryland's matching contribution to the newly reauthorized federal PRIIA grant. Additionally, Maryland and its other WMATA funding partners, the District of Columbia and Virginia continue to fulfill their obligation by providing formula funds to match federal grants.

Beyond the federal capital funding, WMATA will exhaust its remaining federal pandemic relief funding of \$95 million in FY 2025. To avoid drastic service cuts, WMATA's jurisdictional partners committed to additional funding for FY 2025 in a combined amount of \$463 million. The Maryland General Assembly amended State law to remove the three percent cap on growth in Maryland's contribution to WMATA's operating budget until

FY 2028. Maryland is providing an additional subsidy of \$143.3 million above the three percent cap for FY 2025.

Overall, WMATA's six-year capital budget is \$13.3 billion in FY 2025 through 2030. This includes \$6 billion in state/local funding, \$3.4 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), \$4 billion from federal sources. In FY 2025, MDOT's total annual operating subsidy requirement is \$631.3 million to WMATA, including the base subsidy of \$488 million and the additional contribution of \$143.3 million.

## Aviation

The FAA, through AIP, is authorized to provide federal entitlement and discretionary funding for airport projects. MAA estimates annual AIP entitlement funding is \$4.9 million for BWI Marshall Airport during the six-year period, which is expected to increase to \$6.9 million as a result of the FAA Reauthorization Act and \$150,000 for Martin State Airport (MTN), a Non-Hub Reliever Airport.



MAA also competes for various AIP Discretionary Programs each year, which provides additional federal funding opportunities.

In addition to the AIP Program, IIJA provides five years of additional federal funding for airport infrastructure. IIJA apportions roughly \$25

million annually in entitlement funding to BWI Marshall Airport and \$750,000 to Martin State Airport, through the Airport Infrastructure Grant (AIG) program. In addition, IIJA provided competitive grant funding through the Airport Terminal Program and the Federal Contract Tower Program.



In FY 2024, MAA administered \$2.8 million in grants to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the traveling public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$29 million in FAA funds and \$4.3 million in airport owner investment. This level of combined funding is expected to be \$20-\$25 million a year for the next six years.

The recently passed FAA 2024 reauthorization bill created an EPA Per- and Polyfluoroalkyl Substances (PFAS) grant program. This program will reimburse eligible airports for the costs incurred after September 12, 2023, for the following activities:

- initial acquisition of MILSPEC F3 foams for twice the quantity for all required aircraft rescue and firefighting equipment;
- disposal of firefighting foams that contain PFAS, such as Airport Firefighting Foam; cleaning or disposal of existing equipment or their relevant components to ensure the complete absence of PFAS residue; and

- acquisition or replacement of any equipment necessary to ensure the transition to nonfluorinated firefighting foams.

The PFAS Replacement Program establishes grants of up to \$2 million each for 14 C.F.R. Part 139-certified airports that do not have existing capabilities to produce non-fluorinated firefighting foam to make the transition away from traditional Airport Firefighting Foam. MAA expects to submit a grant in FFY 2025.



### **Maryland's Port of Baltimore**

MPA received \$5.7 million through the Energy Transfer Port program for maintenance dredging through the U.S. Army Corps of Engineers (USACE) in the FY 2024 USACE Work Plan.

In 2024, the Federal Highway Administration awarded a \$642,000 Reduction of Truck Emissions at Port Facilities grant to MPA for the MPA's Reduction of Heavy-Duty Emissions – Equipment Replacement and Planning project. With the award, MPA is purchasing an electric stream sweeper and dedicating funding to promote and increase participation from car carriers moving toward electrification.

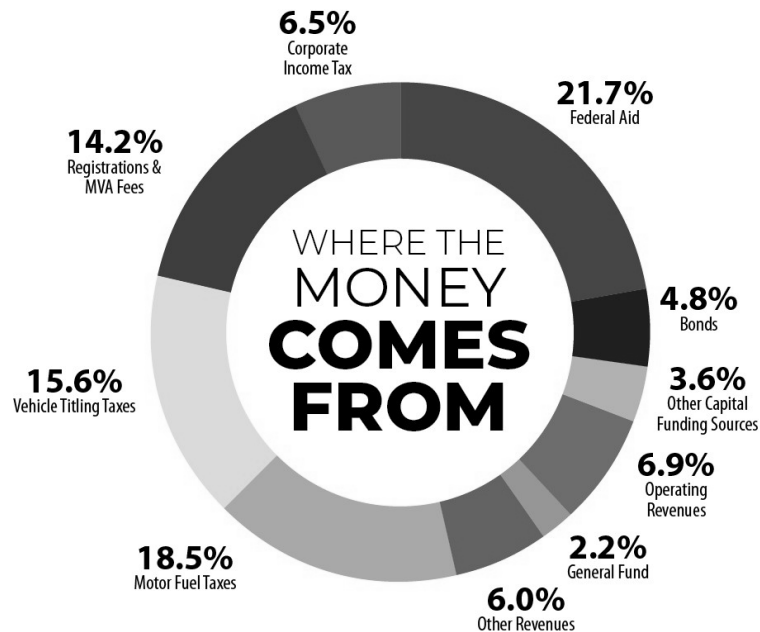




## WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, rental vehicle sales tax, and operating revenues. Operating revenues include transit fares and usage fees generated at the Port of Baltimore, BWI Marshall Airport, and Martin State Airport.

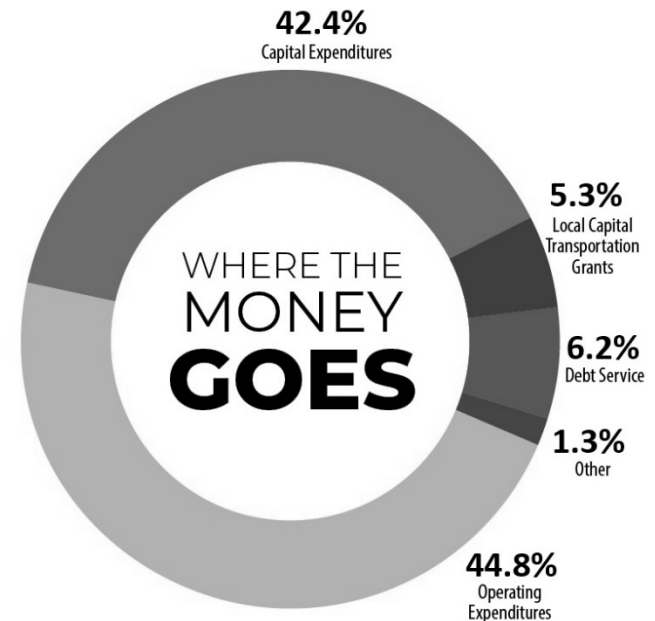
In addition to these State-sourced revenues and federal aid, MDOT utilizes other capital funding sources to fund its capital program. These other capital funding sources include funding from State General Obligation bonds, direct federal aid received by WMATA, Grant Anticipation Revenue Vehicle (GARVEE) bonds, airport revenue bonds, airport passenger facility charge revenues, airport rental car customer facility charge revenues, and local contributions.



In total, MDOT's operating and capital spending from all fund sources, including nonbudgeted capital funding, is \$44.5 billion over the six-year period. MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative financing sources such as alternative forms of debt, partnering with local jurisdictions and private entities, and applying for competitive federal grants. Funding programmed in the current six-year program are shown in the Where the Money Comes From pie chart.

## WHERE THE MONEY GOES...

The Transportation Trust Fund supports the planning, development, operation, maintenance, construction, and rehabilitation of the State's transportation network, including transit, roads, bridges, ports and airport; transportation grants to local governments; and debt service. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, fuel tax collection, and state police programs.



Total operating budget spending over the six-year period is \$20.0 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, MTA and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations.

While Maryland receives immense economic, societal, and environmental benefit from its transit operations, this funding responsibility, and the lack of a dedicated funding source for transit, places significant pressure on the Transportation Trust Fund. This pressure is increased by the depletion of federal COVID aid relief funds that previously helped to offset declines in transit ridership that were initially associated with COVID but now appear to be a longer-term trend. In FY 2025, Maryland increased its operating grant to WMATA by \$143 million annually to partially address WMATA's fiscal cliff. This amount was proportionally matched by the Commonwealth of Virginia and the District of Columbia.

Total debt service over the six-year period is \$2.8 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2025 is \$430 million and will grow over the six-year period as additional debt is issued.



After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals \$21.2 billion, including \$2.4 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with \$10.8 billion from the Transportation Trust Fund, \$7.8 billion from federal aid, and \$2.6 billion from other capital funding sources.



## Planned Capital Expenditures

FY 2025 - FY 2030 CTP SUMMARY *** (\$ MILLIONS)						
MODAL ADMINISTRATIONS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	TSO	153.8	7.7	0.6	162.1	0.9%
	MVA	96.7			96.7	0.5%
	<b>Subtotal</b>	<b>250.4</b>	<b>7.7</b>	<b>0.6</b>	<b>258.8</b>	<b>1.4%</b>
Aviation	MAA **	359.0	269.9	422.4	1,051.3	5.6%
Maritime	MPA	1,262.8	335.9	237.6	1,836.2	9.7%
Transit	MTA	2,936.8	2,372.1	395.9	5,704.8	30.3%
	WMATA	1,844.5		1,388.6	3,233.1	17.2%
	<b>Subtotal</b>	<b>4,781.2</b>	<b>2,372.1</b>	<b>1,784.6</b>	<b>8,937.9</b>	<b>47.4%</b>
Roads and Bridges	SHA	1,700.6	4,768.2	290.0	6,758.9	35.9%
<b>TOTAL</b>		<b>8,354.1</b>	<b>7,753.8</b>	<b>2,735.2</b>	<b>18,843.1</b>	<b>100.0%</b>

Notes: HUR excluded.

Figures may not sum perfectly due to rounding.

\* Funds not received through the Transportation Trust Fund. Includes some funds from the Maryland Transportation Authority (MDTA), Special Transportation Project Revenue Bonds, State General Obligation bonds, and federal funds received directly by WMATA.

\*\* Projects using non-trust fund financing sources, such as airport Passenger Facility Charges fees, airport revenue bonds, and airport rental car Customer Facility Charges, are included in the total.

TSO – The Secretary’s Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

HUR – Highway User Revenue Capital Grants

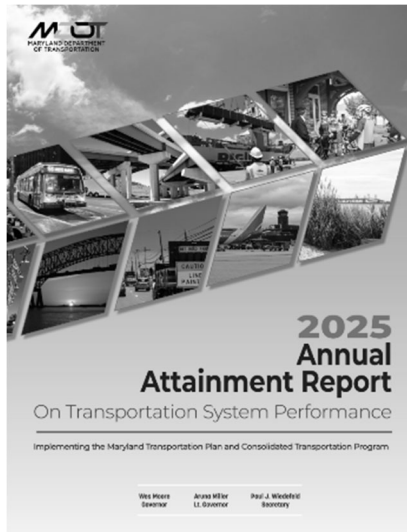
\*\*\* Starting with the FY 2024 - FY 2029 CTP, MDOT is classifying State General Funds as State funds (in addition to State TTF funds), in prior CTPs these funds were classified as Other funds.

## EVALUATING PERFORMANCE

### Performance Driven

MDOT is a performance driven organization, assessing transportation system performance through data before making decisions to plan and invest. This is done through the Annual Attainment Report on Transportation System Performance (AR), the annual Managing for Results (MFR) and federal baseline performance measures.

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop the AR. The main objectives of the AR are to do the following:



- Report on progress toward achieving the goals and objectives in the MTP and the CTP; and
- Establish performance indicators that quantify achievement of these objectives; and set performance targets.

The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the AR Advisory Committee, based on the updated 2050 MTP Goals and

Objectives (please visit [www.mdot.maryland.gov/ARAC](http://www.mdot.maryland.gov/ARAC)). The AR shows whether MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Through this year's engagement with the AR Advisory Committee, the AR incorporates new and re-focused performance measures consistent with the Moore-Miller Administration's commitment to Leave No One Behind. As highlighted in the 2050 MTP, MDOT will be making long-term commitments to Vision Zero, pursuing zero-emission vehicle conversion, evaluating investments in underserved communities, and driving per capita reductions in vehicle-miles traveled.

To maintain the highest standards that MDOT's customers expect, MDOT must understand where it is succeeding and where extra effort is needed toward achieving critical policy goals. The AR provides the performance measure information needed to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on the State's multi-modal transportation system. The AR demonstrates the success of those investments and where improvements can continue to be made to ensure that taxpayer dollars are having the greatest impact in improving the lives of Marylanders.

Since 1996, MDOT also has participated in the State's MFR effort as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in state government programs.

Through coordination with MPOs and adjacent state DOTs, MDOT initiated baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures. These system performance measures are described in the System Performance Report included with the 2050 MTP.

MDOT will continue to work with USDOT, the regional MPOs and other stakeholders to demonstrate the effectiveness of MDOT's programs.

## HOW TO READ THIS DOCUMENT

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth, and a brief explanation of how it fits with the goals of the MTP. It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project during the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting or alternatives under study.

### Funding Phases

**Planning** – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope of improvements and to obtain environmental approvals.

**Engineering** – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.

**Right-of-Way** – This funding is to provide the necessary land for the project or to protect corridors for future projects.

**Utilities** – This funding is used to pay for utility relocations that are required by the project that are the responsibility of MDOT.

**Construction** – This last stage includes the costs of building the designed facility.

**Total** – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.

**Federal-Aid** – This is the amount of the total that will utilize federal funding.

**Special** – This is the funding coming from the Transportation Trust Fund, including funding from the State's General Fund that is transferred to the TTF.

**Other** – This is funding from sources that are neither federal nor special. This funding could be from counties, General Obligation bonds, airport bond issuances or private entities.

Construction does not begin until a project receives necessary environmental permits, the State meets air and water quality requirements, and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs.

POTENTIAL FUNDING SOURCE:											
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	83,086	68,602	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
<b>Total</b>	<b>83,315</b>	<b>68,831</b>	<b>2,671</b>	<b>7,284</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>1,800</b>	<b>0</b>	<b>14,484</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Other	0	0	0	0	0	0	0	0	0	0	0

The CTP also contains information on minor projects. These projects are smaller in scope and cost.