

FY2021 - FY2026

Maryland **CONSOLIDATED** **TRANSPORTATION PROGRAM**

**2021 State Report
on Transportation**

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Governor

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Lt Governor

Gregory Slater
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) business units; the Transportation Secretary’s Office (MDOT TSO), the Maryland Aviation Administration (MDOT MAA), Maryland Port Administration (MDOT MPA), Motor Vehicle Administration (MDOT MVA), State Highway Administration (MDOT SHA), Maryland Transit Administration (MDOT MTA) – and related authorities to the MDOT, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find a Project Information Form (PIF) for every major project, which includes project details, financial information and construction status as well as a list 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, enhance transportation services, and improve accessibility throughout the State. In order 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 also is available online at: www.ctp.maryland.gov.

For more information on Maryland transportation, please visit us on the web at www.mdot.maryland.gov.

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's six-year capital investment program for transportation, the FY 2021 – FY 2026 Consolidated Transportation Program (CTP).

The CTP is the capital budget outlook and a key part of the State Report on Transportation (SRT) that MDOT publishes each year. The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP), and the annual Attainment Report (AR) on Transportation System Performance. The MDOT last updated the MTP, the 20-year vision for Maryland's transportation system, in January 2019. The performance measures were updated along with the MTP, with direction from the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC to learn more). The MTP and AR are updated every five years following extensive outreach efforts and collaboration with the public, local jurisdictions, and state agencies to ensure they reflect the needs and priorities of Marylanders. To learn more about the 2040 MTP, visit the MTP website at: mdot.maryland.gov/MTP. The 2040 MTP goals are:

- Ensure a Safe, Secure, and Resilient Transportation System
- Facilitate Economic Opportunity and Reduce Congestion in Maryland through Strategic System Expansion

- Maintain a High Standard and Modernize Maryland's Multimodal Transportation System
- Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience
- Ensure Environmental Protection and Sensitivity
- Promote Fiscal Responsibility
- Provide Better Transportation Choices and Connections

The CTP contains projects and programs across MDOT. It includes capital projects that are generally new, expanded or significantly improved facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service.

MAINTAINING PRIORITIES AMID UNCERTAINTY AND SUSTAINING CRITICAL CONNECTIONS DURING COVID-19

This year's CTP reflects the priorities of MDOT as embodied in the goals outlined in the MTP, our mission (below), and the need to maintain essential connections during and after the COVID-19 global pandemic. The State's transportation priorities follow federal and state requirements; local government needs, interests, and concerns; and serving MDOT's customers and the critical supply chain.



MISSION STATEMENT

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

The COVID-19 global pandemic had a significant impact on Transportation Trust Fund (TTF) revenues. While use across the system declined dramatically in the Fourth Quarter of Fiscal Year 2020, the MDOT Team stepped up to deliver critical services that helped other front-line workers get to their jobs and maintain connections across the supply chain.

Despite the challenges of operating during a pandemic health crisis, more than 10,000 MDOT employees and our private sector partners continue to deliver outstanding customer service in every business unit across the Department.

As the State's economy and transportation network begins to recover, this CTP looks to the future with a focus on preserving what we have, planning for future projects, and building what we can to further support Maryland's economic recovery. With limited revenues and resources, MDOT must strategically and efficiently ensure our transportation investments maintain and further our priorities, with a focus on:

- Safety
- State of Good Repair
- Customer-Focused MDOT Culture
- Keeping Maryland Moving
- Performance Driven

The Maryland Open Transportation Investment Decision Act – Application and Evaluation (Chapter 30) requires MDOT to develop a project-based scoring system to rank major highway and transit transportation projects under consideration for funding in the Consolidated Transportation Program (CTP). Chapter 30 establishes nine goals and twenty-three measures to evaluate these major projects. The project prioritization model required under Chapter 30 does not select major transportation projects for funding but is one of many tools MDOT will utilize in its project selection process. The project evaluation results for this year are shown in the appendix of this CTP.



MDOT has created a Chapter 30 scoring model that establishes how the twenty-three measures are defined and measured as well as created a weighting structure to score and prioritize the projects. For more information see the following website: mdot.maryland.gov/Chapter30.

Maintaining a Culture of Safety for Employees and Users of the Transportation Network

Safety continues to be the number one priority for MDOT. The COVID-19 global pandemic presented unique challenges to how MDOT employees across the Department interact with customers to deliver services. The Department also maintained a focus on protecting our employees on the front lines and behind the scenes through enhanced cleaning and disinfecting of facilities and services, providing Personal Protective Equipment, and reengineering worksites to facilitate social distancing. We will not compromise on our commitment to continually improve the safety and security of our customers and partners in everything we do.

During the COVID-19 pandemic, MDOT MTA implemented and continues to utilize enhanced cleaning and disinfecting measures, including:

- Daily disinfecting of vehicles, with high touchpoints including ticket vending machines and fare gate readers being cleaned and disinfected at least twice daily; and
- Updated features including retrofitting buses with plastic seats and air ionizers that further clean the air inside the bus.

MDOT MVA modified the non-commercial driving skills test to promote customer and employee safety. Driver's license testing agents now score the test from outside of the car. Further, MDOT MVA is working with the Maryland Department of Health, the Maryland State Police, MDOT SHA, and local jurisdictions to administer COVID-19 testing at VEIP stations.

Throughout the COVID-19 pandemic, MDOT continues to uphold its promise to promote safety for both Maryland's citizens and MDOT employees. MDOT MAA has also implemented new safety measures and sanitization protocols at both BWI Marshall and Martin State Airports. Increased touch-point cleaning and social distancing efforts extend from the parking shuttles and garages, through the terminals to the aircraft boarding gates, and within all MDOT MAA staff and support buildings. MDOT MAA has also implemented new safety measures and protocols at the terminal. MDOT is committed to keeping people moving, working, and safe by continuing to offer services with newly implemented health and safety guidelines.

It is critical that we commit to safety and security in our designs, in our construction, as well as how we operate and maintain the State's transportation system. We promote a culture of safety in our business practices and educate our traveling public on good safety behavior and practices. MDOT works with our federal and local law enforcement partners on a daily basis to constantly evaluate and implement measures to reduce the vulnerability of Maryland citizens and facilities. With federal and state investments, progress is being made on a variety of fronts.



Traffic fatalities in Maryland increased from 512 in 2018 to 534 in 2019. Speeding accounts for over 9,800 crashes and 4,500 injuries each year in Maryland. As no life lost is acceptable, MDOT continues to strive to do what it can to reduce traffic fatalities.

Strategic Highway Safety Plan

MDOT promotes traffic safety through the many infrastructure and behavioral programs and projects implemented by the MDOT State Highway Administration (MDOT SHA) and MDOT MVA Highway Safety Office, which is the lead agency for the State's Strategic Highway Safety Plan (SHSP). The SHSP is a statewide, comprehensive safety plan that provides a coordinated framework for reducing deaths and severe injuries on all public roads. Through extensive outreach and involvement of federal, State, local, and private sector safety stakeholders, the plan establishes statewide goals and critical emphasis areas. As an outgrowth of this initiative, many local communities have developed, or are in the process of developing, local road safety plans using the SHSP as a guide. The Federal Highway Administration (FHWA) has

designated this program as a proven countermeasure because it tailor's solutions to local issues and needs.



MDOT continues to urge Marylanders to demonstrate safe behavior when driving by focusing on some simple, common rules of the road.

- Have a safe and sober ride... a designated driver, cab, ride share, or public transportation.
- Park the phone before you drive. Distracted driving accounts for 54,000 crashes and more than 26,000 injuries per year in Maryland.
- Always buckle up! It's the single most important way to save your life in a crash. Seatbelt use in Maryland was 90.4 percent in 2019.
- Adapt your driving. Leave a little early. You won't feel the need to speed or drive aggressively.
- Look twice for pedestrians, bicyclists, and motorcyclists, especially when changing lanes or approaching an intersection.
- Use crosswalks and bike lanes. Be visible on the road.
- Move over when approaching an emergency vehicle or tow truck using visual signals. If you are unable to move over, slow down.

Safeguarding Motorists and Monitoring the Roadways Across the State

The MDOT SHA Coordinated Highways Action Response Team, or “CHART,” and the MDTA’s Courtesy Patrols and Vehicle Recovery Unit are incredibly vital as they continue to safeguard our highways, respond to crashes, and help stranded motorists, among their many other duties. CHART employees also work 24 hours a day, 7 days a week at the Statewide Operations Center (SOC), our comprehensive, command and control facility in Hanover. The MDTA has a similar Emergency Operations Center (EOC).



When an incident occurs, our MDOT SHA and MDTA employees are often the first to respond. CHART drivers patrol 2.4 million miles a year, respond to approximately 32,000 incidents, and assist another 35,000 motorists. That means they’re helping a driver every 8 minutes, even during this COVID-19 emergency. These essential CHART services result in about \$1.4 Billion of annual user cost-savings due to reduced delay, fuel savings and crash reductions. Meanwhile, MDTA drivers last year patrolled more than 1.3 million miles, assisted drivers of 7,398 vehicles and changed 6,261 flat tires. They also removed 7,500 disabled vehicles from roadways.

Key employees are trained in first aid, which they have often been called upon to use. One CHART driver was credited with applying a life-saving tourniquet to a motorist injured in a crash. Another used CPR to resuscitate a baby. In March, a driver for CHART discovered an elderly gentleman, who was the subject of a silver alert, sitting disoriented on the side of the road, ultimately leading to a police response and medical care.

Personnel back in the SOC and EOC keep track of the incidents and maintain data – such as weather conditions and road temperatures – that may help prevent similar incidents in the future. With a reconfiguration of the Statewide

Operations Center (SOC) in Hanover, several major technology-oriented projects and re-organization efforts, MDOT SHA is gearing up for the next generation of CHART services with advanced active traffic management strategies. In addition to providing core CHART services for traffic incident management and travel advisory, CHART will be a key catalyst for successful Transportation Systems Management and Operations of our highway infrastructure.

MDOT Leadership in Safety Efforts

- In 2019, MDOT MVA debuted a pilot program to test the Driver Alcohol Detection System for Safety; this system automatically analyzes the breath for alcohol and, if the driver is found to be above the legal limit, prevents the vehicle from moving. Maryland is the first state to pilot this system in fleet vehicles. Impaired driving accounts for over 6,600 crashes, 3,100 injuries, and 160 fatalities in Maryland each year.
- MDOT MTA continued to be ranked as the safest transit system of the top 12 U.S. transit agencies.
- During winter events, MDOT SHA and MDTA were able to clear the roads on primary and interstate highways in fewer than four hours, on average, for the past ten winter seasons.
- BWI Marshall Airport, for the fourth year in a row, successfully completed the Federal Aviation Administration’s (FAA) annual Airport Safety and Certification Inspection with zero repeat discrepancies highlighting MDOT MAA’s focus on safety, security, system preservation, and improving customer amenities.
- MDOT MVA’s work with REAL ID resulted in Maryland being the first state in the nation to be recertified by the Department of Homeland Security for REAL ID compliance. With more than 72% of driver’s and card holders already REAL ID compliant, MDOT MVA is well on our way to meeting the REAL ID deadline, which has been extended to October 1, 2021.



State of Good Repair

State of Good Repair is the condition in which a transportation asset, such as transportation infrastructure, services or vehicles, is able to operate at a full level of performance. MDOT is committed to ensure that all of our transportation assets remain in a State of Good Repair. In order to ensure this, we continue to catalog and assess our assets, through a renewed emphasis on MDOT's asset management program, which helps us to maximize the use of limited resources, by directing limited resources to the transportation asset that is most in need of improvements.



Asset management is considered an integrated set of processes to minimize the lifecycle costs of infrastructure assets, at an acceptable level of risk, while continuously delivering established levels of service. Asset management is a holistic approach of balancing costs, opportunities, and risks against the desired performance of assets. MDOT houses all of the State's transportation agencies in one organization, ensuring the interconnectivity of the State highways, toll facilities, transit, aviation, ports, and motor vehicle and driver services. MDOT will continue to focus on the transportation infrastructure that is most in need of repair.

Especially in these uncertain times, MDOT must maximize the value of every dollar. Maintaining our system in a state of good repair is our highest priority, and MDOT continues to place a high priority on allocating funds toward system preservation. The CTP reflects this priority by making continued investments in our statewide bridge program, road and runway resurfacing, rail car

overhauls and replacements, bus replacements, and general facility rehabilitation, replacement and upkeep.

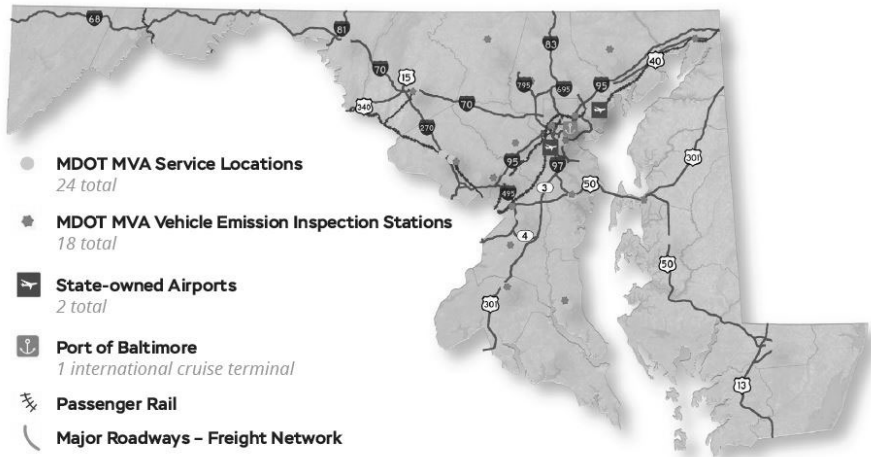
A key focus area is the condition of bridges across Maryland. MDOT SHA continues to make significant progress in reducing the number of poor rated bridges (bridges are safe but need repairs/replacement) on the State's highway system to ensure safe travel for Maryland motorists and users of our system. Each year, additional bridges are identified as poor rated, and through our asset management plan, these projects advance to construction as needed. MDOT recorded 36 poor rated MDOT SHA bridges, the lowest level since tracking began and one of the lowest percentages of any state transportation agency in the nation. All of these bridges are in the process of being addressed with 18 structures currently in the construction phase, and the remaining are in the design phase with construction funding in place or pending.

MDOT SHA improved or treated 83% of all State Highway lane miles since the beginning of FY 2015, spending \$209 million of system preservation funds in FY 2020 alone. In CY 2020, 91% of the MDOT SHA highway network was in overall preferred maintenance condition and in CY 2020, 91% of the MDOT SHA and MDTA roadway network was in overall acceptable pavement condition, using MDOT SHA definitions. Using, Federal Highway Administration definitions, MDOT SHA has reported 86% of system in fair/good condition.



On the aviation side, in FY20 MDOT MAA administered \$2.35 million, through the Statewide Aviation Grant program, to public-use airports across the State to support infrastructure preservation, safety equipment acquisitions, and environmental compliance activities. This State investment leveraged over \$30 million in matching FAA funds and \$2.3 million in airport owner investment.

MARYLAND DEPARTMENT OF TRANSPORTATION'S SYSTEM



182 Million square yards of roadway, airfield, and parking pavement	858 Customer, operations and maintenance, and administrative buildings	6,360 Revenue and non-revenue producing vehicles and equipment
11,254 Structures	188 Miles of passenger and freight rail	150 Major IT Systems
		19.6 Miles of road and rail tunnels

In April 2020, Governor Hogan announced the Bay Bridge westbound right lane deck rehabilitation was complete and open to all motorists. The MDTA delivered on the Governor's directive to expedite the project to fix the bridge deck in this lane that had reached the end of its service life and was severely deteriorated, presenting a safety risk. Completing the project a full year ahead of schedule, it was also accomplished amid the State's response to COVID-19. During Maryland's state of emergency, MDTA and its contractors have worked hard to deliver this critical project, leveraging the lower than normal traffic volumes while adhering to state and federal health and safety guidelines.

Transit Fleet

MDOT MTA is also investing in fleet modernization across all modes to support safe and reliable operations and enhance passenger comfort and convenience. Key highlights include:

- The \$400 million replacement of metro railcars and signal system underway.

- The \$160 million, 53-vehicle light rail vehicle fleet overhaul will be complete in 2022.
- Investment of \$54 million to overhaul 63 MARC III passenger coaches is advancing and seven overhauled coaches are currently in service.
- The CTP dedicates \$280 million to rehabilitating and renewing metro tunnel, track, systems and stations.

MDOT MTA also purchased 140 clean diesel buses and ensured long-term commitment through a five-year replacement contract. MDOT MTA recently received a grant for 60-foot articulated low or no emission vehicles through the Federal Low or No Emission Grant. MobilityLink paratransit vehicles also continue to be replaced.



Customer-Focused MDOT Culture

Under Governor Hogan's leadership, all of MDOT aims to provide premier customer service to all Maryland citizens. There are many examples where MDOT employees are providing exceptional customer service.

MDOT MVA has launched its new *Customer Connect* system, providing additional options and increased flexibility for Marylanders doing business with MDOT MVA. *Customer Connect* provides more access to online transactions, reduces the use of paper forms and enhances security. With more online services now than ever before, MDOT MVA is encouraging residents to take advantage of the convenience provided by *Customer Connect* from the comfort and safety of home.



The federal REAL ID deadline has been extended to October 2021. If you are unsure about your identification status MDOT MVA's REAL ID Lookup Tool (<https://mva.maryland.gov/Pages/realidlookup.aspx>) provides 24/7 access to check REAL ID status by entering a driver's license or ID card number on the secure website. In addition, an Online Document Guide (license.mva.maryland.gov) provides a checklist of documents and allows customers to schedule an appointment at any MDOT MVA branch.

At BWI Marshall Airport, the new Checkpoint Wait Times system uses sensors to calculate the number of passengers in line at each Transportation Security Administration (TSA) security checkpoint. Wait time durations are displayed on the digital signs at each checkpoint and on the BWI Marshall Airport website to assist customers in getting to gates as quickly as possible. MDOT MAA also installed a new comprehensive monitoring and reporting program for aircraft flight track data and aircraft noise event measurements at BWI Marshall Airport.

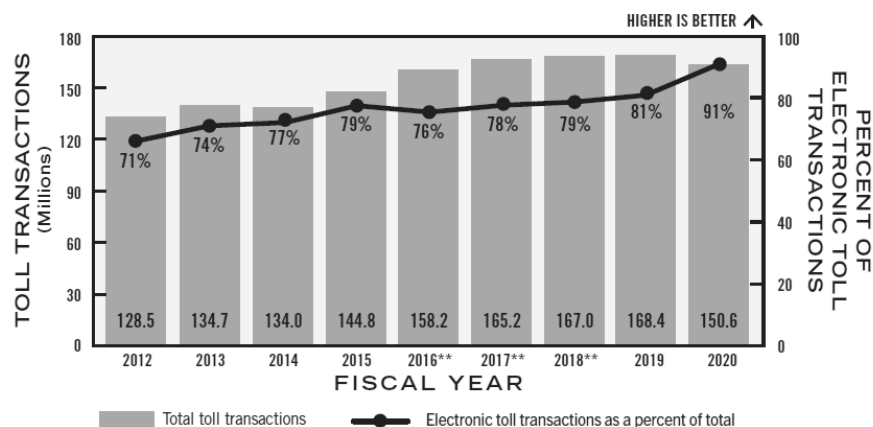
The Maryland Board of Public Works (BPW) approved a contract to enhance Wi-Fi service for BWI Marshall Airport. The approved contract with SmartCity Wireless Solutions of BWI, LLC will replace the existing Wi-Fi infrastructure at the airport with new, advanced technology for an improved level of service. SmartCity Wireless will design, install, operate and maintain a high-speed, free public Wi-Fi system throughout BWI Marshall Airport, including the passenger terminal, parking facilities, shuttle buses and rental car facility. Full implementation of the new system is expected to be in place in early 2021.

All these improvements will improve the customer experience at BWI Marshall Airport and will help with the recovery of passengers at the airport. In June BWI Marshall Airport had more passengers than Northern Virginia's two major airports combined, according to new data released by the Metropolitan Washington Airports Authority.

Modernizing the Customer Experience – All-Electronic-Tolling Statewide

In July 2019, Governor Hogan announced the MDTA toll modernization plan, that would save Marylanders more than \$28 million over five years. As of August 2020, full-time all-electronic (cashless) tolling is permanent across Maryland, including at the John F. Kennedy Memorial Highway (I-95), Fort McHenry Tunnel (I-95), Baltimore Harbor Tunnel (I-895), and Nice/Middleton Bridge (US 301). With all-electronic tolling, drivers do not stop to pay tolls. Instead, tolls are collected through *E-ZPass* + Video Tolling, and soon, Pay-by-Plate. All-electronic tolling provides convenience for motorists, less engine idling for better fuel efficiency and reduced emissions, decreased congestion, and increased safety.





Target: Short-Term Target: 82%, Long-Term Target: 85%

* Toll collections are paid as cash, ticket, or ETC. ETC includes Transponder, I-tolls, and Video Tolls.

** 2016-2018 data has been revised from previous report.

Motorists are urged to join the nearly 1.4 million drivers who pay the lowest tolls with *E-ZPass* Maryland. Transponders are free, there's no monthly fee for Maryland addresses, and sign-up is available 24/7 at: ezpassmd.com.

Drivers will soon also have the option to register their vehicle for a new Pay-By-Plate method that allows tolls to be automatically billed to credit cards at the same rate as cash toll rates for all facilities, except the Intercounty Connector and I-95 Express Toll Lanes (ETL). For the ICC and ETL, customers using Pay-By-Plate will still save at least 20 percent on their tolls compared to the video toll rate.

The toll modernization plan also includes new vehicle classes with lower rates. Toll rates would be reduced 50 percent for motorcycles, and would be cut 25 and 17 percent, respectively, for "light" vehicles towing one-and two-axle trailers, such as those used for watercraft or landscaping equipment.

Lastly, the plan includes a 15 percent discount for Video Tolling customers who pay the toll before their invoices are mailed. Since MDTA won't have to send out a bill, the agency can pass these savings on to the customer.

Regional Transit Plan for Central Maryland

MDOT MTA completed a new Regional Transit Plan for Central Maryland, providing a 25-year vision of mobility. This Plan defines public transportation goals for Central Maryland, including Anne Arundel, Baltimore, Harford and Howard counties as well as Baltimore City. MDOT MTA collaborated with a broad range of partners, including the Central Maryland Regional Transit Plan Commission, local governments, other transit providers, and the public to develop this Plan. The Plan focuses on seven topics to provide a better understanding of what transit resources exist while also exploring opportunities to improve mobility. Those topics include: State of Good Repair, Funding, New Mobility, Customer Experience, Service Quality and Integration, Access, and Corridors. To learn more about the Regional Transit Plan, or to view the Plan, visit rtp.mta.maryland.gov.

Transit Apps

MDOT MTA continues to promote two mobile apps for smart phones. The CharmPass Mobile Ticketing app, introduced in September 2018, allows riders to pay for MDOT MTA services from a smart phone for all Local Bus, Metro SubwayLink, Light RailLink, MARC Train, and Commuter Bus Services. Electronic and mobile fare payment allowed for the creation of a 90-minute free transfer policy and use of employer-sponsored transit benefits within the app. MDOT MTA continues to provide real-time tracking on the Transit mobile app. Additionally, MDOT MTA launched a partnership with Transit app in June 2018, which provides real-time transit information, trip planning, and step-by-step navigation. Further, through the Transit app, MDOT MTA launched real-time tracking for MARC Train service in August 2020.





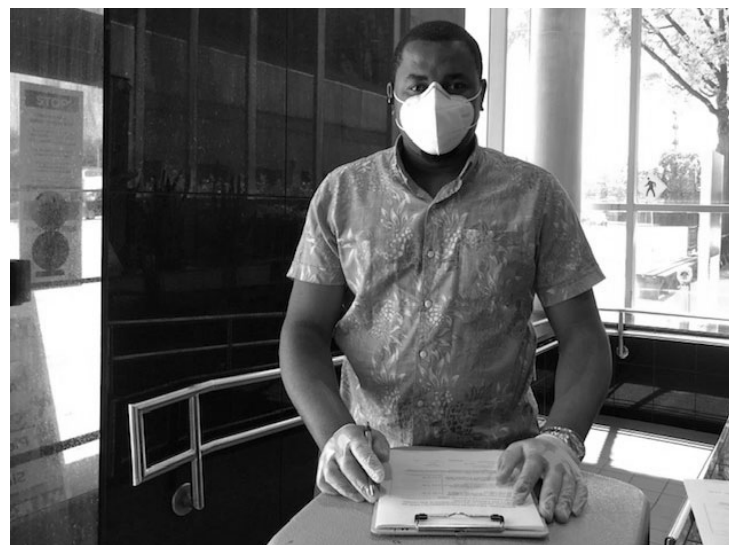
Commuter Choice Maryland

To promote commuter travel alternatives and support both the mobility, health and wealth of its community, environment, and business partners, MDOT continues to promote Commuter Choice Maryland. The benefits of Commuter Choice Maryland are significant, as we have seen through mandatory remote work orders in 2020. Commuter Choice Maryland encourages commuters to explore and use alternate means of transportation to and from work, giving them travel choices when convenient to them, such as transit, ridesharing (carpool/vanpool), biking, walking, teleworking, and alternative flexible work schedules. All of these options help to reduce commuter stress, reduce congestion and conserve energy. We have also seen that Commuter Benefits helps to attract and retain top employee talent.

Maryland businesses who offer Commuter Benefits can also take advantage of the Maryland Commuter Tax Credit, designed to encourage businesses of all sizes to provide Commuter Benefits to their employees.

In 2020, during the COVID-19 pandemic, many people were ordered or strongly encouraged to work from home, which gave us an opportunity to assess how many people could effectively and productively work remotely, while improving the environment and reducing congestion. Studies have shown that many people working remotely are working on average of up to 3 hours more per week and being very productive. We hope that even when people more widely return to their office location, they consider teleworking as an option, as appropriate.

To learn more, please visit [CommuterChoiceMaryland.com](https://www.commuterchoicemaryland.com) or email: commuterchoice@mdot.maryland.gov or call: 410-865-1100 between 8:30 am and 5:00 pm Monday – Friday.



Keeping Maryland Moving During the COVID Crisis

Maryland's transportation system is essential to the State's economy. An efficient transportation system provides a competitive advantage to businesses in a regional, national and global marketplace. Transportation directly impacts the viability of a region as a place that people want to live, work and raise families, all critical to keep Maryland moving. Transportation infrastructure provides value and investing in Maryland's transportation system creates jobs and supports essential employees and Maryland industries and businesses. Despite the challenges of operating during a pandemic health crisis, the MDOT Team stepped up and delivered essential services. Even through the pandemic, MDOT has delivered key accomplishments:

- Completed Bay Bridge westbound deck rehabilitation;
- Developed a temporary shuttle route for workers in essential industries, including Hospitals, during the peak of the pandemic supplied logistical support to the Maryland Department of Health to ensure delivery of key resources to the medical community, including PPE (personal protective equipment) and testing equipment;
- Continued to conduct Commercial Driver's License testing, in order to support the economy during the pandemic; and
- Cut the ribbon virtually on the new Watkins Mills Interchange at I-270 and began construction on the Nice Bridge.

The Hogan Administration Maryland Strong Roadmap to Recovery is designed to get Maryland moving again and facilitating economic opportunity in a safe manner. As the economy recovers, so will the Transportation Trust Fund, as more people commute to their jobs, purchase vehicles and travel.



MDOT has reported gradual recoveries after the unprecedented speed and depth of decline of transportation revenues. Revenues for FY 2020 were \$350 million lower than what was estimated for the previous FY 2020 – FY 2025 Final CTP. Current estimates for FY 2021 are \$575 million lower than the previous FY 2020 – FY 2025 Final CTP estimates. Lower revenues are offset by assistance received under the Corona Virus Aid, Relief, and Economic Security (CARES) Act as well as reductions to the operating and capital programs. Over the six-year period, revenues generally trend upward toward recovery as precautions related to COVID-19 are lifted and more normal travel patterns resume.

The current focus is on preserving what we have, planning for future projects, and building what we can to support Maryland's economic recovery.

Port of Baltimore

The Helen Delich Bentley Port of Baltimore helps Maryland stay “Open for Business” by continuing to move cargo and helping to ensure that goods moved efficiently to and from the Port onto Maryland's highways, providing a critical link in the supply chain during 2020. As a result of COVID-19, cargo volumes were down significantly across all import and export trades through

the first half of CY 2020. May and June of 2020 showed a bottoming out of cargo declines. All trade has recovered from the lows of 2020 and we began experiencing year over year gains in containers and general cargo in October 2020.



In FY 2019, the Port of Baltimore handled 11.6 million tons of general cargo and 37.5 million tons of total foreign cargo, with over 1,800 ships calling on the Port. The Port was the top ranked port in the United States for import and export automobile units, import and export Roll-on/Roll-off (Ro/Ro) tons and imported gypsum tons. With over 139,000 direct and indirect Port-supported jobs, the MDOT MPA continues to support Maryland's economy. MDOT MPA secured a new multiyear contract with Finland based Metsa Group. This will consolidate all Metsa's Mid-Atlantic volumes through the Port of Baltimore. As a result, MDOT MPA will be able to use at least four warehousing sheds that have been underutilized or vacant for the past five years. It creates hundreds of jobs, bringing in more than 370,000 tons of forest products used to produce packaging material and pulp - which is used to produce paper products.

Under Governor Hogan's leadership, MDOT partnered with state and federal partners to receive \$125 million in federal discretionary grant funding for the Howard Street Tunnel expansion in partnership with CSX Transportation. This project will facilitate more efficient transport of freight in Maryland and provide a significant boost to the Baltimore economy. We will continue to pursue grant opportunities to maximize our transportation resources and partner with appropriate federal, state, regional and local agencies.

BWI Airport

BWI Marshall Airport has played, and continues to play, an important role in cargo operations during the COVID-19 pandemic receiving medical supplies and personal protective equipment. To ensure the safety of Maryland citizens, MDOT supported Governor Hogan's "Operation Enduring Friendship," which secured testing kits from South Korea, delivered to Maryland on the first-ever direct freight flight from Incheon Airport in South Korea to BWI Marshall Airport in April 2020. Further, the airport supports over 106,000 direct and indirect jobs in order to continue to support the economy.

MDOT MAA completed construction of expanded Midfield Cargo Complex to accommodate growth in cargo activity at BWI Marshall Airport.

General Freight

To meet other freight needs, MDOT is taking an aggressive approach to implement other multimodal freight solutions in Maryland. Please refer to the CTP Freight Summary Section on page FRT-1 of the CTP for a listing of all of MDOT's freight projects. In addition to capital projects, MDOT is involved in several freight planning efforts, including a recently completed Statewide Truck Parking Study and is working on updating the State Rail Plan and the State Freight Plan. Additional information on MDOT's freight activities can be found on MDOT's website at: mdot.maryland.gov/freight.

Public-Private Partnerships

Public-Private Partnerships (P3) will continue to be an important tool over the coming years, where we can find opportunities to partner with our federal, state, regional, local, and private partners to advance projects of importance to Maryland. MDOT has a demonstrated history of successful P3 projects at the Port of Baltimore and Travel Plazas owned by MDTA. The P3 agreement with Ports America Chesapeake continues to solidify the Port's position as Maryland's economic engine. Work is progressing on a second 50-foot berth that will allow the Port to accommodate two massive ships at the same time. That berth, and four additional supersized cranes, are expected to be operational by summer 2021. The \$116.4 million investment includes \$103 million from Ports America, \$7.8 million from the state and \$6.6 million in federal funding. MDOT remains committed to the construction of the entire 16-mile Purple Line light rail corridor which will connect Prince George's and Montgomery Counties inside the Capital Beltway, with 21 stations connecting to: Metrorail's Orange, Green, and Red lines; the MARC Brunswick, Camden, and Penn lines; and Amtrak at New Carrollton. For more information, visit: purplelinemd.com.



The Hogan Administration announced the Traffic Relief Plan (TRP) to reduce traffic congestion, increase economic development, but most importantly, enhance safety and quality of life to Maryland commuters. To help address some of Maryland's transportation challenges, the Traffic Relief Plan will incorporate many projects in the state, the largest being the I-495 and I-270 P3 Program, which includes the historic Capital Beltway Accord between Maryland and Virginia to replace the aging American Legion Bridge and will dramatically reduce congestion for millions of travelers in the National Capital Region. Improvements will transform these overloaded interstates, allow people to reach their destinations faster, provide more reliable trips, enhance existing and planned transit and multi-modal mobility and connectivity, and enhance the economic viability of the region. Up-to-date information is provided on MDOT P3 website at: 495-270-p3.com/.

The second element of the TRP is the proposed Baltimore-area extension of the Express Toll Lanes (ETLs) on I-95 which will provide innovative congestion relief on I-695 (Baltimore Beltway). The third element of the Traffic Relief Plan is the deployment of cutting-edge smart traffic signals to improve traffic operation and ease congestion. There have been 16 of the currently planned 32 corridors across the State completed. The system uses real-time traffic conditions and computer software that adjusts the timing of traffic signals, synchronizes the entire corridor, and effectively deploys artificial intelligence to keep traffic moving. More information on the entire Traffic Relief Plan is available on the MDOT SHA website: roads.maryland.gov.

Walking/Biking

Maryland, like many parts of the country, is seeing an increased interest in biking and walking as significant transportation mode and an integral part of the State's broader transportation approach. Safe infrastructure for people walking and biking is essential in how MDOT contributes to the broader statewide goals of reducing greenhouse gas emissions, alleviating congestion, encouraging healthy activities, and supporting activity-based tourism and economic development.



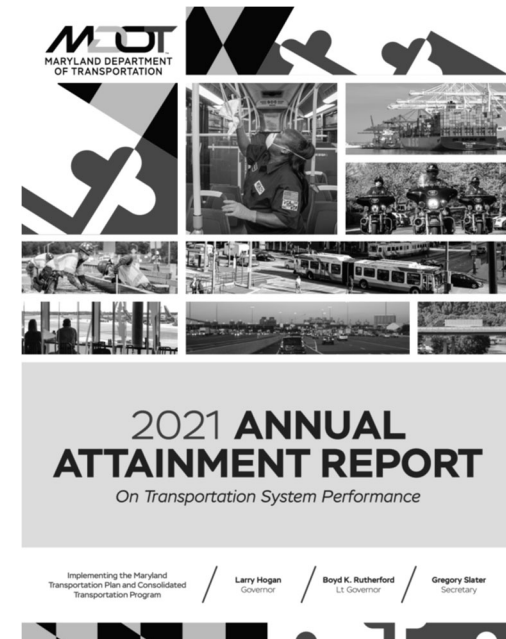
Walking is the official exercise of Maryland. Governor Hogan announced October 7, 2020 "Walk Maryland Day". The MDOT partnered with the Maryland Department of Planning (MDP), the Maryland Department of Health (MDH), AARP and other agencies to celebrate throughout the month of October with webinars focusing on various walk topics, initiatives, and programs in Maryland as a part of the first-ever "Walktober" campaign. Learn more at www.mdot.maryland.gov/Walktober.

MDOT is committed to improving bicycle and pedestrian safety and access across the State. New technologies like HAWK Beacons are improving pedestrian crossing conditions in Annapolis and Montgomery County. The CTP includes key discretionary programs, such as the Federal Transportation Alternatives Program and the State's Bikeways Program. This year, the Bikeways Program was renamed in honor of longtime advocate Kim Lamphier, with a funding increase to \$3.8 million. The Bikeways Program supports improved access and safety of cycling throughout Maryland. Altogether, these program investments are strengthened by comprehensive guidance for all

MDOT customers in Maryland. Targeted strategies and initiatives identified in this document, along with the 2040 Maryland Transportation Plan, ensure that MDOT is responsive to the changing needs and opportunities to improve active transportation connectivity and safety for all.

Performance Driven

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



To maintain the highest standards that our customers expect, we must understand where we are succeeding and where extra effort is needed. The Attainment Report provides us with the performance measure information we need to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on our roads and highways, at the Port of Baltimore, in our transit systems, at BWI Marshall Airport and Martin State Airport, and all the various facilities that see thousands of people each day. The Attainment Report lets us know the success of those investments and where we can continue to improve, because we want to ensure our dollars are having the greatest impact in improving the lives of Marylanders.

Maryland is unique in the fact that all of the modes of transportation fall under MDOT. The greatest tool to be able to manage the budget impacts has been the ability to understand all the needs in each of the transportation business units, balancing those needs and working as a team.



Reliable, On-Time Service

The BaltimoreLink, launched in June 2017, continues to provide more people with faster and more reliable access to transit, jobs, and services in the region. Since the launch of BaltimoreLink, on-time performance (OTP) has dramatically increased. To achieve improved OTP, MDOT MTA has implemented new programs and innovations to make riding easier and more efficient than ever. In addition, Transit Signal Priority continues to reduce travel times.

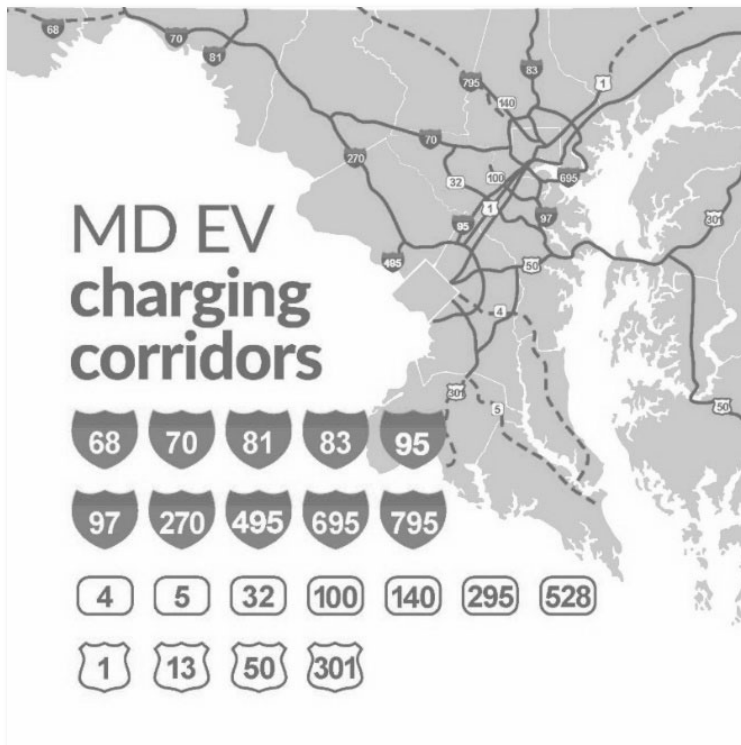
Real-time Global Positioning System (GPS) data is one of the tools MDOT MTA uses to manage and monitor service. MDOT MTA uses real-time data daily to resolve identified service issues along specific routes. MDOT MTA has an online performance dashboard that offers searchable performance data for all CityLink, LocalLink and Express BusLink routes including on-time, early and late arrival percentages. The real-time data is also available to all core and commuter bus riders as well as all MARC users (started August 2020) so passengers through the “Transit” app or the MDOT MTA website can check the status of their bus route or MARC line train. To learn more about the performance improvements, visit: mta.maryland.gov/performance-improvement.

Environmental Stewardship

MDOT is committed to environmental stewardship and continues to be a national leader in implementing innovative and multimodal strategies that protect our natural, cultural, and community resources. The following examples illustrate how MDOT works in coordination with State, local, and national partners, among others, to ensure that we make sustainable progress toward our state and local goals related to air and water quality, as well as energy and land conservation.

Through partnerships with the Maryland Department of Environment (MDE) and the State’s Metropolitan Planning Organizations (MPOs), MDOT is reducing emissions of criteria pollutants, such as particulate matter, as well as the ozone precursors, volatile organic compounds (VOCs) and nitrogen oxides (NOx). In addition to addressing the National Ambient Air Quality Standards (NAAQS) for criteria pollutants, set by the US Environmental Protection Agency (EPA), MDOT is also working to reduce greenhouse gas (GHG) emissions from the transportation sector. Maryland has goals to reduce GHG emissions statewide by 40 percent in 2030, from 2006 emissions levels. In July 2020, the World Resources Institute (WRI) recognized Maryland as the top GHG-reducing state in the Nation. The WRI study on "America's New Climate Economy" found that Maryland has successfully reduced emissions by 38 percent between 2005 and 2017 all while growing our economy. MDOT continues to produce annual reports illustrating the progress made toward reducing transportation sector GHGs and submits those state agency reports to the Maryland Commission on Climate Change and the Maryland General Assembly.

Criteria pollutant and GHG emissions from the transportation sector are greatly reduced through the advancement of vehicles technologies. This includes, the passage of corporate average fuel economy (CAFE) standards, the advent and adoption of electric and hybrid-electric vehicles (EVs), and the burgeoning opportunity afforded through connected and automated vehicle (CAV) technologies. MDOT continues to lead Maryland’s Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) and the Maryland CAV Working Group. We have found success through collaboration, boasting robust growth in EV ownership and publicly available charging infrastructure. Over the 5-year period from July 1, 2016 to July 1, 2020 EV ownership in Maryland increased by nearly 300 percent from 6,988 to 25,742 registrations. Under MDOT’s leadership, Maryland has successfully nominated twenty-one (21) Interstates, US, and State Routes as EV alternative fuel corridors (AFCs) under Federal Highway Administration’s (FHWA) AFC solicitation.

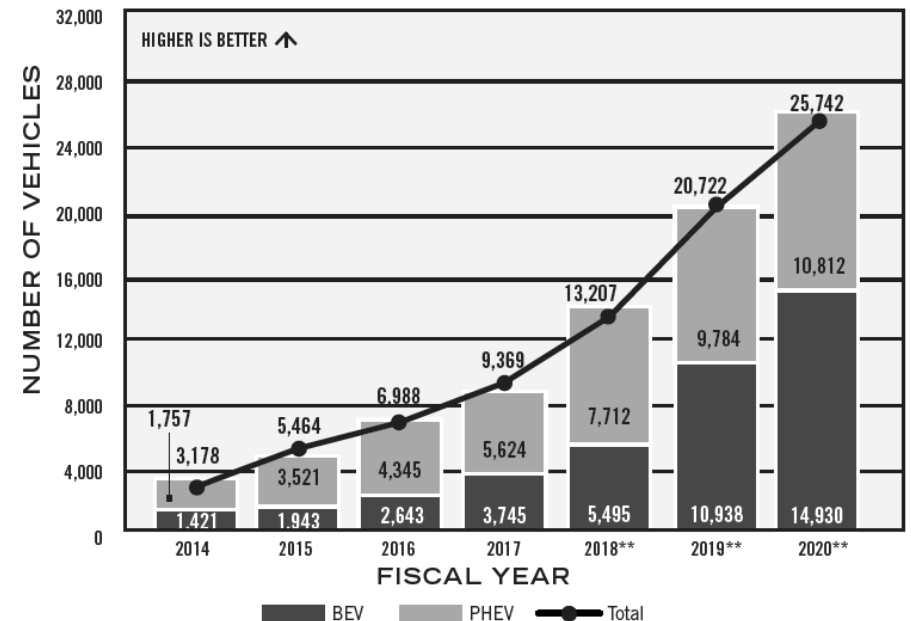


MDOT also invests in a variety of Travel Demand Management (TDM) strategies which provide alternatives to driving alone and limit emissions from the transportation sector. TDM efforts, such as carpooling, car sharing, transit, teleworking, and variable pricing infrastructure, as promoted in the Commuter Choice Maryland program, reduce congestion and lower commuting costs, in addition to providing environmental benefits.

Four MDOT transportation business units (TBUs) were awarded Volkswagen Settlement funds to replace over 40 vehicles. These funds will allow MDOT MAA to incorporate ZEV buses into airport shuttle operations, MDOT MTA to transition to ZEV transit buses, and MDOT SHA and MDOT MPA to replace older vehicles and equipment. Over 200 tons of NOx will be reduced as a result of these vehicle replacements.

By coordinating land-use, transportation, and resource planning with partners in other agencies and local governments, MDOT helps to ensure that the investments made will meet multiple needs for the citizens of Maryland. Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies are minimizing negative impacts and

using project mitigation to support the State's broader conservation goals. To help decrease pollution from entering our waterways, the CTP supports a three-pronged approach. Retrofitting older parts of the transportation network with the latest stormwater management technology; restoring natural filters through stream restoration, forest establishment and wetland creation; and adopting protective operational practices will move the State closer to meeting mandated water quality targets. MDOT will contribute \$4.0 million for installation of "smart pond" technology in 2020 at existing stormwater management sites on privately owned land as a part of a public-private partnership (P3) benefiting the Chesapeake Bay.



*2018, 2019, and 2020 data are through July 31st of their respective years.

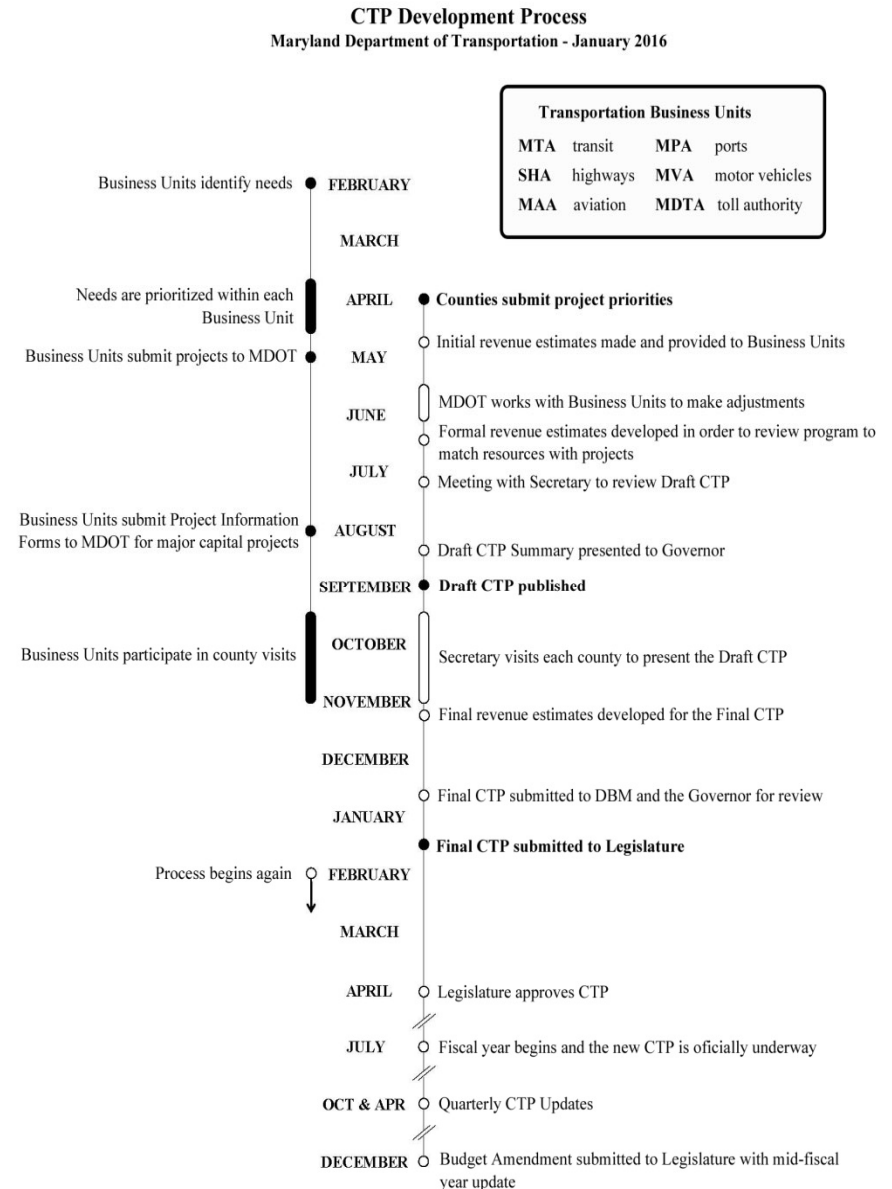
** 2018-2019 data has been revised from previous report.

Process for CTP Development

The CTP takes nearly a full year to create through the collaboration and work of MDOT staff with state, regional and local elected officials. Each year, local jurisdictions are encouraged to submit priority project(s) to the State by April. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. MDOT uses the following criteria to identify projects and programs that respond to the State's transportation priorities.

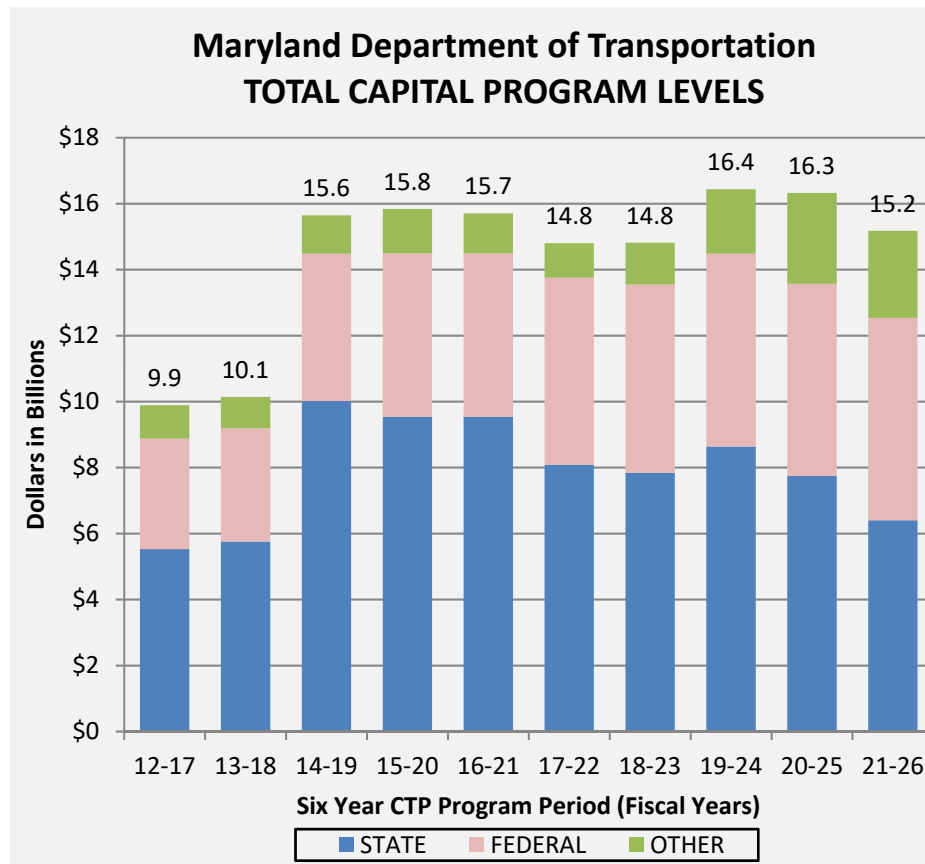
These criteria include:

- Meets all federal and other legal mandates (e.g. Total Maximum Daily Load (TMDL) compliance, Positive Train Control (PTC), Federal Aviation Administration (FAA) regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals (safety, system preservation, economic development, etc.);
- Meets all federal match requirements to maximize federal revenue sources;
- Supports the State plans and objectives;
- 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 Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).



FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, MDOT must account for state and local economic growth, fluctuations in state transportation revenue, and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. The Transportation Trust Fund utilizes a variety of revenue sources, which provides funding that enables MDOT to address important capital and operating needs including congestion relief, safety improvements, and transit availability, as well as maintaining the competitiveness of the Port of Baltimore and the BWI Marshall Airport.



State Revenue Projections

The economic challenges and uncertainty surrounding the COVID-19 global pandemic have impacted virtually all MDOT operations and revenues. At the depth of the decline traffic on Maryland roadways, ridership across all MDOT MTA services and passenger traffic at BWI Marshall Airport were all severely down. In response, MDOT has reduced its revenue projections. Estimated State revenues for this Final FY 2021 - FY2026 CTP are \$1.4 billion less than the estimates for the previous Final CTP. Total projected revenues amount to \$29.7 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds that will be used for operating, capital and debt payment expenses.

Pertinent details are as follows:

- **Opening Balance:** MDOT will transition to a \$175 million fund balance over the program period to accommodate working cash flow requirements throughout the year. This transition was previously planned to occur in FY 2021 and is delayed to FY 2024 due to the financial impacts of COVID-19.
- **Motor Fuel Tax:** This revenue is projected to be \$6.7 billion over the six-year period. As of July 1, 2020, the motor fuel tax rates were 36.3 cents per gallon gasoline and 37.05 cents per gallon diesel fuel, which is a 0.4 cents per gallon decline from the previous tax rate. These rates include the revenue components provided by the Transportation Infrastructure Investment Act of 2013. The Consumer Price Index (CPI) effect is estimated to average 4.5 cents per gallon over the program period. The 5 percent sales and use tax equivalent rate effective July 1, 2020 is 9.6 cents per gallon. The rate is estimated to average 9.5 cents per gallon over the program period. This revenue estimate is down \$600 million from the estimate in the previous Final CTP due to the impacts of COVID-19.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$5.7 billion. The titling tax of 6 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Over the six-year planning period, vehicle sales, which have declined due to the current global pandemic, are projected to recover and to follow a normal business cycle around an underlying upward trend.

- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$4.0 billion. This forecast assumes revenues will increase an average of 1.5 percent every two-year cycle. Although the timing of revenues from this source have been delayed due to MDOT MVA branch closures and later re-opening at reduced capacity, the overall revenue estimate remains the same over the six-year period.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$1.4 billion. MDOT receives 14.6 percent of the State's 8.25 percent corporate income tax revenues.
- **Federal Aid:** This source is projected to contribute \$6.8 billion for operating and capital programs. This amount does not include \$599 million received directly by WMATA. The majority of federal aid is capital; only \$645 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.6 billion, with \$826 million from MDOT MTA, \$295 million from MDOT MPA, and \$1.5 billion from MDOT MAA. MDOT MTA revenues primarily include rail and bus fares, which became indexed to inflation beginning in fiscal year 2015, as provided by the Transportation Infrastructure Investment Act of 2013. MDOT MPA revenues include terminal operations, the World Trade Center, and other Port related revenues. MDOT MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. This revenue estimate is down \$500 million from the previous Final CTP due to the impacts of COVID-19.
- **Bond Proceeds:** It is projected that \$1.9 billion of Consolidated Transportation Bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT and is down \$400 million from the previous Final CTP due to the revenue declines from COVID-19. This level of bonds is affordable within the financial parameters used by MDOT.
- **Other Sources:** The remaining sources are projected to provide \$611 million. These sources include General Fund revenues, county contributions to MDOT projects, earned interest from trust funds, reimbursements, and miscellaneous revenues.



FEDERAL AID ASSUMPTIONS

The Fixing America's Surface Transportation (FAST) Act, which provides vital federal funding for highway, transit, and other multimodal projects, has been extended through September 30, 2021. Additionally, President Trump has signed the FY2021 Appropriations and COVID Relief legislation on December 27, 2020. Maryland's apportionment for FFY2021 is approximately \$658 million for highways. This legislation also includes a \$2 billion General Fund supplement for highways; of this, Maryland will receive approximately \$11 million for bridge replacement and rehabilitation, and \$10 million for Surface Transportation Block Grant (STBG) program eligible projects. For the COVID relief portion of this legislation, \$10 billion is provided to State DOTs. These funds are not considered as stimulus funds, rather, a recovery (backstop) for lost revenue due to the pandemic. Maryland's share of this backstop funding is approximately \$150 million.

(Please note that the FY2021 Appropriations and COVID Relief legislation provides funds for other modes, such as transit, airports, etc.)

For FFY 21, this CTP includes the Congressional appropriation of FAST Act authorized amounts for FFY 2021 and assumes a reauthorization will occur at the current levels and applies that assumption through FFY 2026.

Federal aid, representing 22 percent of the total funding in Maryland's Transportation Trust Fund (TTF), supports the multimodal investments in the State's FY 2022 - FY 2027 Consolidated Transportation Program (CTP).

Highways and Transit

Most of the federal funds received by MDOT come from the Federal Highway Trust Fund (FHTF), which provides transportation investment for projects in the following areas: highways and transit, multimodal freight, safety and security, system preservation, bike and pedestrian, and congestion mitigation.

The CTP allocates these federal funds to projects in the program based on reasonable assumptions of authorization given the FAST Act. MDOT expects to have approximately \$658 million in highway formula funding and \$201 million in transit formula funding in FFY 2021 for MDOT projects. The Purple Line has received a commitment from the Federal Transit Administration for New Starts funding. The FFY 2018 Appropriations Act supported the Administration's request for \$900 million for Maryland's Purple Line, and to date the project has received \$565 million in appropriations from the combined FFY 2016 - FFY 2020 Appropriations bills.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Since FFY 2004, OA has ranged from 84 percent to 95 percent. The OA level received in FFY 2019 was 90.1 percent and FFY 2020 was 90.6 percent. Given that Congress has passed a long-term bill with inflation built in, this CTP assumes an OA level of 90.0 percent for FFY 2022 through FFY 2027.



Washington Metropolitan Area Transit Authority — WMATA

Under the Fixing America's Surface Transportation (FAST) Act, in FY 2021, the Washington Metropolitan Area Transit Authority (WMATA) anticipates receiving \$321.1 million in FTA formula grants and \$20million in other federal grants for bus and rail preservation activities. Additionally, FFY 2021 funding of \$148.5 million is once again provided through the federal Continuing Resolution until a successor grant program for the Passenger Rail Investment and Improvement Act (PRIIA) is developed. In total, WMATA expects to receive \$489.6 million in federal capital funding in FY 2021 in addition to the approximately \$767.7 million in CARES Act funding they received.

MDOT's top priority at WMATA remains restoring the safety and reliability of the system. This is demonstrated through investments in safety and state of good repair. In 2018, the jurisdictions cooperated to create a new, dedicated capital funding source for WMATA totaling \$500 million annually. In addition to this new six-year funding commitment of \$1 billion, this CTP includes a total of \$297 million (\$49.5 million each year in FY 2021 through 2026) as Maryland's matching contribution required by the federal PRIIA legislation. To date, the signatory parties have fulfilled their promise by providing formula funds to match federal grants provided from FY 2010 through FY 2021.

Overall, WMATA's six-year capital budget is \$10.3 billion, not including PRIIA funding in fiscal years 2022 through 2026, as no successor program has yet been ratified by Congress. This includes \$5.9 billion in state/local funding, \$2.2 billion in debt generated from bond sales utilizing the jurisdictional dedicated capital funding, \$2.1 billion from federal sources, and \$44.3 million in reimbursable funds to complete the extension of the Metrorail Silver Line.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), is authorized to provide federal entitlement and discretionary funding for airport projects. The MDOT MAA estimates annual AIP entitlement funding will range from \$3.5 million to \$4.0 million for the BWI Marshall Airport during the six-year period. Entitlement funding is calculated using enplanement and cargo-based formulas for the BWI Marshall Airport and adjusted based on the airport's authority to collect Passenger Facility Charges (PFC). The FAA Reauthorization Act of 2018 extended FAA authority to 2023.

In response to the pandemic, Congress enacted the Corona Virus Aid, Relief, and Economic Security (CARES) Act which allocated \$107.7 million in additional funding to Maryland airports, of which 82% went to BWI Marshall and Martin State Airports (\$87.8 million) for operating costs. In FFY 2019, MDOT MAA received \$9.9 million toward the reconstruction of Taxiway Z and in December 2019 received \$3.4 million of Supplemental AIP funding to Rehabilitate Taxiway Lighting & Reconstruct Taxiway F1 to meet EB75 standards. In FFY 2020, the combination of AIP and CARES provided 100% federal funding for the following projects: passenger boarding bridges on Concourse A (\$1.8 million), noise mitigation program initiation (\$0.7 million), and the reconstruction of Taxiway T Phase I (\$11.4 million). The AIP also provided another \$29.8M to other public use airports throughout Maryland.

Martin State Airport continues to receive its annual AIP entitlement funding of \$150,000 which is applied to eligible projects. Several development projects at Martin are expected to become eligible for AIP discretionary funding pending a favorable finding on the ongoing programmatic Environmental Assessment (as required by the National Environmental Policy Act) which is anticipated to be complete in mid- 2021.

In FY 2020, MDOT MAA administered \$2.35 million to public-use airports across the State through the Statewide Aviation Grant Program. These grants support the flying public with airport improvement and infrastructure preservation projects, safety equipment acquisitions and environmental compliance activities. This State investment leveraged over \$30 million in matching FAA funds and \$2.3 million in airport owner investment. This level of funding is expected to provide \$15-\$20 million each year over the next six years.

Port of Baltimore

Terminal security efforts continue to be enhanced with federal assistance through the Port Security Grant Program. In August 2020, MDOT MPA was awarded nearly \$1.2 million in federal assistance to improve security at its terminals.

The MDOT MPA received approximately \$300,000 in other environmental related grants to support its efforts in being a good steward of our environment. The MDOT MPA expects to receive approximately \$5.0 million in dredging and environmental grants in FY 21.

Recently, USDOT announced that MDOT MPA was awarded a \$10 million grant through the Better Utilizing Investment to Leverage Development (BUILD) program that will allow MDOT MPA to make \$36.7 million in

investments at Dundalk Marine Terminal that will improve resiliency and make flood mitigation improvements. When the agreement between USDOT and MDOT MPA is finalized, funds will be programmed into the CTP.

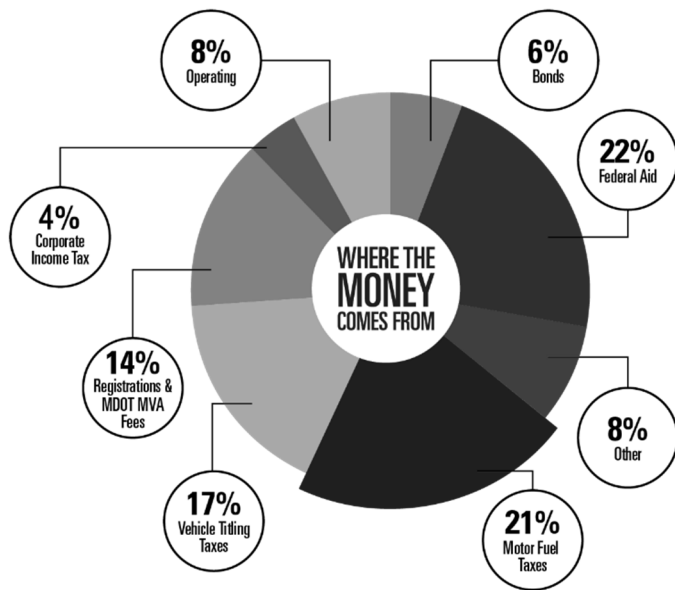
Announced by USDOT in July 2019, Maryland will receive \$125 million as part of the federal Infrastructure For Rebuilding America (INFRA) Grant Program. The funding will allow the state in partnership with CSX to increase clearance of the Howard Street Tunnel and bridges over the rail to allow for double-stack shipping containers. This will increase the number of containers handled by the Port of Baltimore and generate a significant amount of new jobs.

The MDOT MPA was awarded a BUILD Grant of \$6.6M in December of 2018 through the U.S. Department of Transportation to support Ports America Chesapeake, MDOT MPA's tenant, with the Seagirt Marine Terminal Berth 3 modernization project. Construction on this project started in August 2020 and, when completed, will increase capacity for ultra-large containerships and improve the nation's economic competitiveness by making the Port of Baltimore more efficient. The project includes adding a second 50-foot deep berth, landside improvements at the new berth, and dredging to widen and deepen the turning basin.



WHERE THE MONEY COMES FROM...

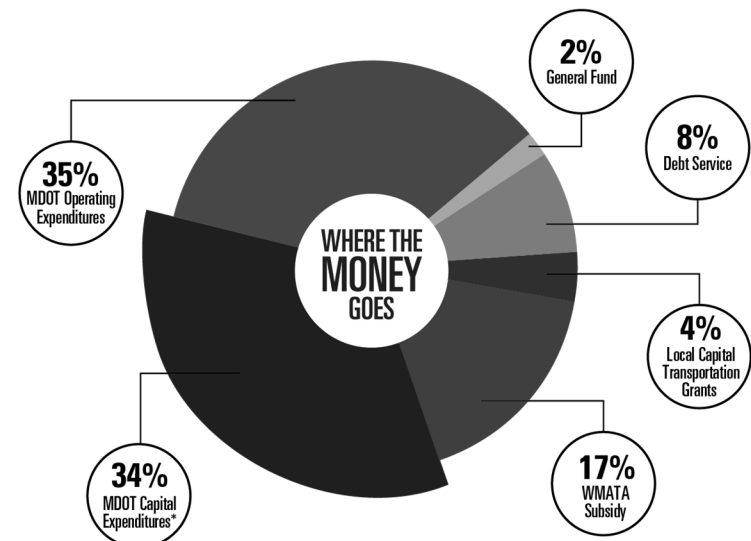
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, and corporate income taxes. The motor fuel tax and vehicle titling tax are two of the largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Marshall Airport. In addition to collecting revenue within the State, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress enacted federal surface transportation authorizing legislation, known as the FAST Act, in December 2015, which provides investment in transportation infrastructure only through FFY 2020; however, Congress is expected to pass a continuing resolution to extend this funding at current levels. Revenue estimates are significantly down across all funding sources, which required MDOT to defer certain projects in the FY 2021-2026 CTP.



Total projected Trust Fund revenues amount to \$29.7 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will return to a moderate growth scenario during the next six years. MDOT maximizes its finances by leveraging them with bonds, discretionary grants and public-private partnerships.

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Transportation Trust Fund supports operation and maintenance of State transportation systems, administration, debt service, WMATA grants, and capital projects, as well as Maryland's portion of operating and capital subsidies for WMATA. A portion of these funds is directed for General Fund purposes, including environmental, fuel tax collection, and state police programs. Funding is also provided as capital grants to Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local transportation grants, the remaining money goes toward funding capital projects. This document, Maryland's Final CTP, is the six-year capital budget for all State transportation projects. This Final FY 2021 – FY 2026 CTP totals \$15.2 billion, \$12.6 billion of which comes through the Transportation Trust Fund and \$2.6 billion from "Other" fund sources, including local contributions, WMATA direct funding, PFC airport fees, airport revenue bonds, etc.



*Excluding WMATA

Planned Capital Expenditures

FY 2021-2026 FINAL CTP SUMMARY (\$ MILLIONS)						
TRANSPORTATION BUSINESS UNITS		STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
Service Modes	MDOT TSO	97.5	9.0	1.5	108.0	0.7
	MDOT MVA	115.2	0.0	0.0	115.2	0.8
	Sub-Total	212.7	9.0	1.5	223.2	1.5
Aviation	MDOT MAA **	166.6	69.4	618.3	854.3	5.6
Maritime	MDOT MPA	640.1	152.5	266.6	1,059.2	7.0
Transit	MDOT MTA	1,200.8	1,755.4	175.9	3,132.1	20.6
	WMATA	1,215.2	0.0	1,489.2	2,704.4	17.8
	Sub-Total	2,416.0	1,755.4	1,665.1	5,836.5	38.5
Roads and Bridges	MDOT SHA	1,551.7	4,144.8	90.0	5,786.5	38.1
	HUR	1,417.1	0.0	0.0	1,417.1	9.3
	Sub-Total	2,968.8	4,144.8	90.0	7,203.6	47.5
TOTAL		6,404.2	6,131.1	2,641.5	15,176.8	100.0

Note: Figures may not add perfectly due to rounding.

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MDTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources are included in the total.

MDOT TSO – Transportation Secretary's Office

MDOT MVA – Motor Vehicle Administration

MDOT MAA – Maryland Aviation Administration

MDOT MPA – Maryland Port Administration

MDOT MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

MDOT SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. 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;
- 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, the transportation business units, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2019 using input from the AR Advisory Committee, based on the updated 2040 MTP Goals and Objectives (please visit mdot.maryland.gov/ARAC). The AR documents show MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

Since 1996, MDOT has also participated in the State's Managing for Results (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 developed baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures:

- Pavement condition of the Interstate System and on the remainder of the National Highway System (NHS).
- Travel time reliability on the Interstate System and the remainder of the NHS.
- Bridge condition on the NHS.
- Fatalities and serious injuries (both number and rate per vehicle miles traveled) on all public roads.
- Traffic congestion.
- On-road mobile source emissions.
- Reliability of truck travel time on the Interstate System.

MDOT will continue to work with USDOT, the regional MPOs, and other stakeholders to ensure we 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 Maryland Transportation Plan (MTP). It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project over 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 and location of proposed transportation facilities 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 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 actually 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 that is a Special fund in the Governor's budget.

Other – This is funding from sources that are not federal or special. This funding could be from counties, the general fund, 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.

The CTP also contains information on minor projects. These projects are smaller in scope and cost. They also can include road resurfacing, safety improvements, and sidewalk and bicycle trail construction.

POTENTIAL FUNDING SOURCE:						<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				YEAR	TO
	COST	THRU	IN	YEAR	YEAR	...2023...	...2024...	...2025...	...2026...	TOTAL	COMPLETE
	(\$000)	2020	2020	2021	2022						
Planning	34,402	16,216	6,796	3,035	1,651	2,500	2,000	4,000	5,000	18,186	0
Engineering	20,920	8,920	4,345	3,000	2,000	1,000	1,000	2,000	3,000	12,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,022	34	34	141	141	106	100	500	1,000	1,988	0
Construction	49,639	7,126	2,621	9,806	5,239	2,802	2,819	8,601	13,246	42,513	0
Total	106,983	32,296	13,796	15,982	9,031	6,408	5,919	15,101	22,246	74,687	0
Federal-Aid	55,016	12,533	4,387	14,028	8,261	3,502	2,960	7,610	6,123	42,483	0
Special	51,966	19,762	9,409	1,954	771	2,906	2,960	7,491	16,123	32,204	0
Other										0	