



MDOT
 MARYLAND DEPARTMENT
 OF TRANSPORTATION



2024 Annual Attainment Report

On Transportation System Performance

EXECUTIVE SUMMARY

Wes Moore
 Governor

Aruna Miller
 Lt Governor

Paul J. Wiedefeld
 Secretary



Governor's Message

Marylanders deserve a transportation system that offers physical mobility, and provides accessibility to affordable housing, jobs, food, healthcare, amenities and other critical services needed for their everyday living. Our communities are expanding, our jobs are growing and we need to make sure that everyone in the region can get from where they live to where opportunity lies.

From rural towns on the Eastern Shore to the urban areas of Baltimore and everywhere in between, we need a transportation system that provides accessible, equitable and sustainable options across the entire state, connects people to quality jobs and training and opens doors to economic opportunity and prosperity.

The information collected in this Attainment Report will help us guide the transportation needs in this state for generations to come and make the transportation decisions that are game changers for the ways we live, work and play.

I want to sincerely thank all MDOT employees for your dedicated work. Thanks to you, we will propel the state toward a bolder, brighter future where no one is left behind!

Wes Moore
Governor



Secretary's Message

The Maryland Department of Transportation (MDOT) is poised to take transportation to a different place — one where we support larger societal goals, partner with the communities we serve and promote social equity, environmental protection and sustainable communities. We are committed to transparency and listening to ALL of our customers — internal and external — because together we can ensure a safe, balanced system that meets the needs of all Marylanders and Governor Moore's vision of a bolder, brighter future where no one is left behind.

The facilities and services that we provide are central to the quality of life of every Marylander, delivering critical access to day-to-day mobility needs, such as employment, health care, economic opportunity and leisure activities. Simply put, MDOT is a multimodal agency that is "Taking you places!" We are a place to ride, walk, bike, drive, fly and cruise. We are a place to do business. We are a place to work where you can make a difference. We connect people to communities. And we connect people to life's opportunities.

As we look to the future, this Attainment Report on Transportation System Performance is an invaluable tool to measure progress in meeting our goals and guide our decision making. It allows us to identify successes, challenges, and strategies using historical performance data, recent actions taken and strategies planned to improve performance further.

Achieving a future where no one is left behind requires commitment. Please be assured that we are up to the challenge and will remain dedicated to this effort to transform our transportation system and take it to the next level.

Thank you for your continued support and contributions that made this Attainment Report possible.

Paul J. Wierfeld
Secretary

INTRODUCTION GUIDING MARYLAND'S TRANSPORTATION SYSTEM, MDOT 2050 MTP GOALS SUMMARY

MDOT works to deliver safe, sustainable, intelligent, exceptional and inclusive transportation solutions across Maryland. Active planning, evaluation, investment and implementation of Maryland's transportation system ensures that all efforts and available funds are directed towards creating and sustaining the most efficient, reliable and fiscally prudent transportation options. This allows all Maryland communities to access economic opportunities and connect Maryland with destinations to live, work and play. The state's strategic approach is contained in three documents, which are presented annually through the State Report on Transportation (SRT), comprising the following:

- **The Maryland Transportation Plan (MTP)**, called "The Playbook" for the 2024 update, which sets the long-range vision for the state's transportation system, and is updated every five years;
- **The Consolidated Transportation Program (CTP)**, which is updated annually and provides a six-year capital budget for the state's transportation projects; and
- **The Attainment Report on Transportation System Performance (AR)**, which evaluates the performance of the state's transportation system and reports on progress toward reaching the four key goals outlined in the MTP.

To ensure that performance measures are relevant, effective and modern, the AR performance measures are updated every five years by a Governor-appointed AR Advisory Committee (ARAC) as part of the MTP update. For the 2024 AR, MDOT and the ARAC reviewed and updated more than 50 performance measures in accordance with the recently updated MTP, which charts a path to realize Maryland's long-range transportation vision, mission and goals, and all relevant state guidance. MDOT thanks the AR Advisory Committee for their time and dedication. Learn more at: mdot.maryland.gov/ARAC.



The 2050 MTP, or The Playbook, refined the goals for the MTP, which are used to organize the performance measures and guide transportation investment. These four new goals outline MDOT's priorities and plans for the next five years and beyond:

- **Enhance Safety and Security:** Protect the safety and security of all residents, workers and visitors.
- **Deliver System Quality:** Deliver a reliable, high-quality, integrated transportation system.
- **Serve Communities and Support the Economy:** Expand transportation options to allow Maryland's diverse communities to access opportunities and to support the movement of goods.
- **Promote Environmental Stewardship:** Minimize and mitigate the environmental effects of transportation.



MDOT VISION STATEMENT

Provide safe, reliable, accessible, equitable and sustainable transportation options to Marylanders across the state.

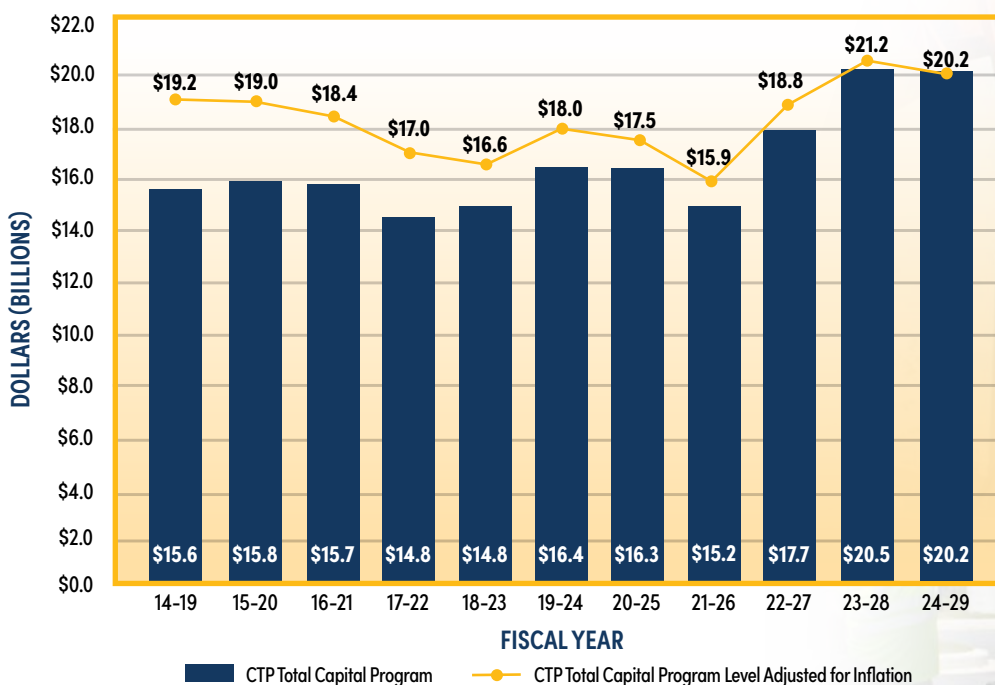
The Playbook also introduced five guiding principles for MDOT to utilize in decision making to support the goals. These principles are:

- **Equity:** Integrate equity considerations in all aspects of transportation planning, programming and operational processes.
- **Preservation:** Preserve the condition of the existing transportation system assets to provide safe and efficient movement.
- **Resilience:** Improve the transportation system's ability to provide reliable service throughout natural weather events and man-made threats.
- **Modernization:** Transform the transportation system by using proven technological improvements and exploring innovative new ideas.
- **Experience:** Improve the experience of all transportation system users.

MDOT has released its FY 2024–FY 2029 CTP, which is aligned with the vision, guiding principles and goals of the Playbook. The \$20.2 billion program outlines capital investments in each mode funded by the Transportation Trust Fund, down from \$20.5 billion in the FY 2023–FY 2028 CTP. These investments will strive to maintain the system we have already built while reflecting the tough choices to address the revenue gap. The CTP continues targeted investments in key future projects and programs, such as safety projects, the Purple Line project, the Baltimore Red Line Project, replacement of the Frederick Douglass Tunnel, improvements to the Howard Street Tunnel, Transit Oriented Development (TOD), the Complete Streets Program and the transition to zero-emission transit buses, as well as other carbon reduction and resiliency programs, noting some funding changes and delays in schedule.

The 2024 AR discusses performance measures that integrate the mission, guiding principles, goals and objectives of the 2050 MTP. For each performance measure, the trends, proposed targets and future performance strategies are listed in the full report. This executive summary highlights key performance measures that guide the development of the transportation system in Maryland. For information on all performance measures, please refer to the full AR at mdot.maryland.gov/AR.

CTP TOTAL CAPITAL PROGRAM LEVELS (Billions)*



*Index numbers have changed to reflect the use of the MDOT Capital Inflation Factors.

For more information on the MTP, please visit:
www.mdot.maryland.gov/MTP

For more information on the FY 2024–FY 2029 CTP, please visit: www.CTP.maryland.gov

For more information on the AR, please visit:
www.mdot.maryland.gov/AR



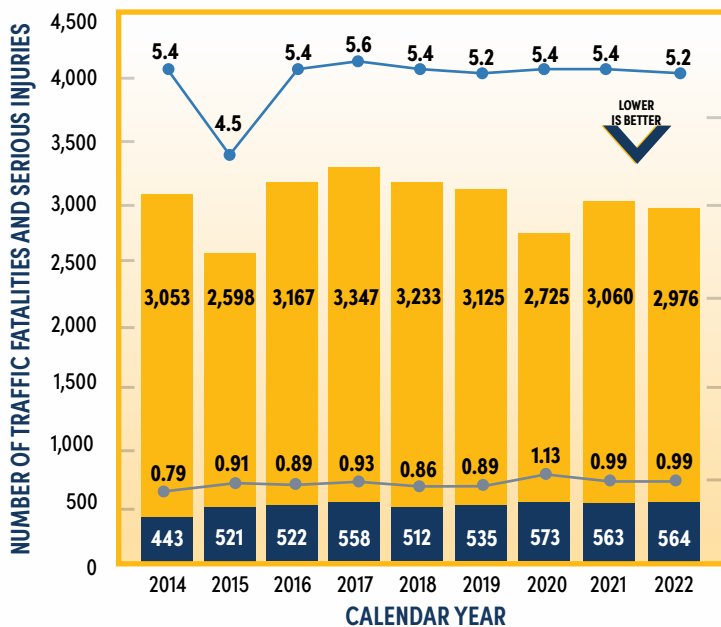


GOAL ENHANCE SAFETY AND SECURITY: PROTECT THE SAFETY AND SECURITY OF ALL RESIDENTS, WORKERS AND VISITORS

Safety is a priority for MDOT. Safety initiatives like Vision Zero ensure that strategies are put in place to support roadway safety goals. During and after the COVID-19 pandemic, the state suffered an increase in fatalities and serious injuries despite lower Vehicle Miles Traveled (VMT). Improvements in roadway design, technology and policies have been tailored to improve safety for passengers, pedestrians and bicyclists. Action plans have been developed for six emphasis areas to improve performance and enhance safety.

MDOT extensively cooperates with other state and local agencies to safeguard the transportation network from disruptive incidents like natural disasters and crashes. MDOT has applied for several grants and programs that focus on enhancing connections within communities and building future roadways that are safer for pedestrians, bicyclists and transit systems. MDOT continues to closely monitor safety performance targets and measures detailed in this section of the report and uses this information to guide future investments toward the continuous improvement of the state's transportation.

ANNUAL NUMBER OF FATALITIES ON ALL MARYLAND PUBLIC ROADS, ANNUAL NUMBER OF SERIOUS INJURIES ON ALL MARYLAND PUBLIC ROADS



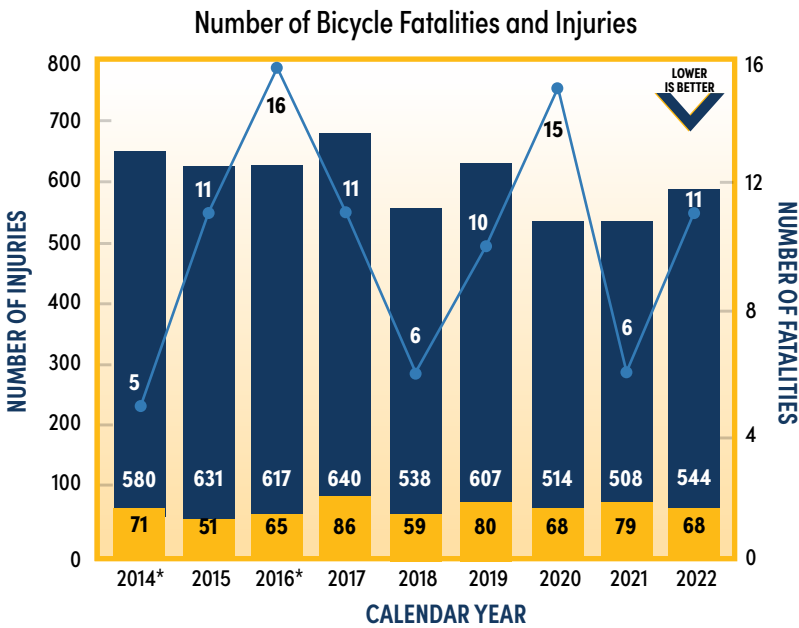
The number of fatal crashes on Maryland's roadways has increased since 2014. Unfortunately, Maryland is estimated to surpass 600 fatalities in 2023, the most since 2007. The state has seen increases and decreases in serious injuries since 2014, but 2022 had a similar number of serious injuries as 2014. In 2023, MDOT acquired \$11.5 million in federal highway safety grants, in addition to the existing state funded safety programs and projects, to prevent fatalities and injuries statewide. These funds have been distributed across 85 agencies, organizations and programs. MDOT also significantly invests annually in education, training and campaigns to implement Vision Zero. This includes organizing annual sessions to train enforcement officers, promoting sober driving and developing data dashboards.

- Annual number of traffic fatalities on all public roads in Maryland (including MDTA roads)
- Annual number of serious injuries on all public roads in Maryland
- Traffic fatality rate per 100 million miles traveled on all public roads in Maryland
- Serious injury rate per 100 million miles traveled on all public roads in Maryland

TARGET: Zero fatalities and serious injuries



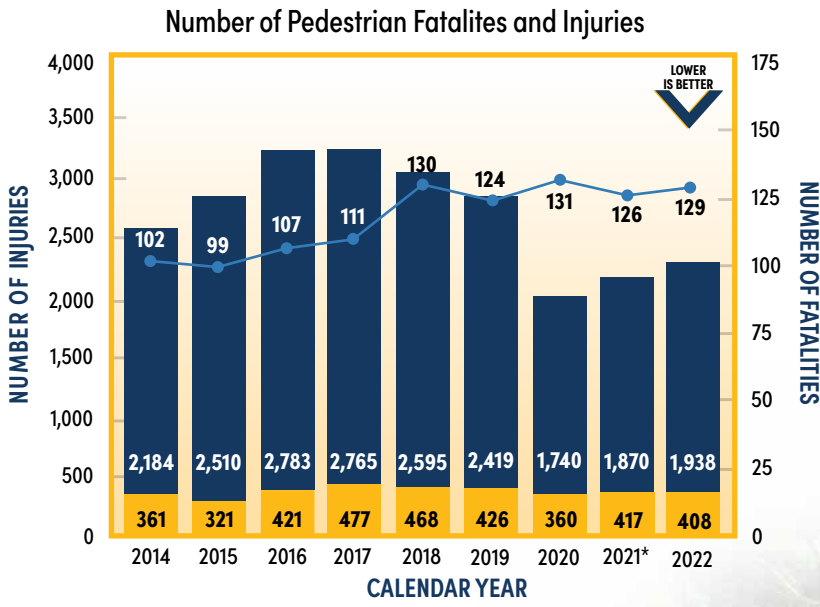
ANNUAL NUMBER OF BICYCLE AND PEDESTRIAN FATALITIES AND SERIOUS INJURIES ON ALL MARYLAND PUBLIC ROADS



■ Number of bicycle injuries on all public roads in Maryland
● Number of bicycle fatalities on all public roads in Maryland
■ Number of bicycle serious injuries on all public roads in Maryland

TARGET: Zero fatalities and serious injuries
 * 2014 and 2016 data have been revised from previous report.

Maryland has observed an almost doubling of bicycle fatalities between 2021 and 2022. Pedestrian fatalities increased by 2.4% and non-motorist (all types) deaths now represent nearly one in four of all traffic fatalities. A marginal decrease was recorded in serious injuries among pedestrians. MDOT is committed to making roadways safer for bicyclists and pedestrians and continues working with the metropolitan planning organizations (MPOs) in Maryland to promote the pedestrian and bicycle safety high visibility enforcement campaigns, *Look Alive* (Baltimore MPO) and *Street Smart* (Washington MPO). For FY 2024, MDOT acquired over \$25.5 million in grants for bicycle, pedestrian and trail projects across Maryland. FY 2024 grants include \$20.8 million in federal funding and \$4.7 million in state funding. Several Maryland localities have also received the U.S. Department of Transportation (USDOT) Safe Streets for All (SS4A) grants, including the City of Baltimore, the City of Salisbury and Prince George’s County.



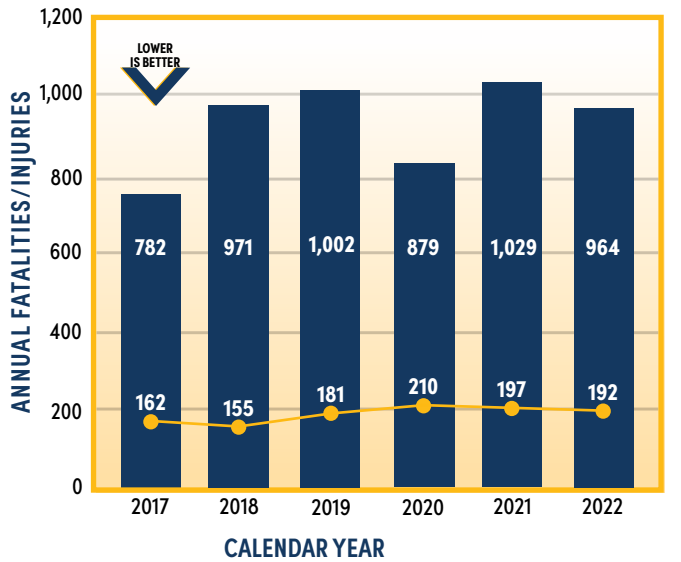
■ Number of pedestrian injuries on all public roads in Maryland
● Number of pedestrian fatalities on all public roads in Maryland
■ Number of pedestrian serious injuries on all public roads in Maryland

TARGET: Zero fatalities and serious injuries
 * 2021 data have been revised from previous report.



GOAL: ENHANCE SAFETY AND SECURITY; PROTECT THE SAFETY AND SECURITY OF ALL RESIDENTS, WORKERS AND VISITORS

ANNUAL NUMBER OF FATALITIES AND SERIOUS INJURIES ON MARYLAND PUBLIC ROADS IN TRANSPORTATION DISADVANTAGED COMMUNITIES*



■ Annual number of serious injuries in transportation disadvantaged communities
● Annual number of fatalities in transportation disadvantaged communities

TARGET: Zero fatalities and serious injuries
**This performance measure is new to the AR.*

This is a new performance measure which counts the fatalities and serious injuries occurring within the disadvantaged census tracts using the USDOT's Equitable Transportation Community (ETC) Explorer application. Transportation disadvantaged communities are defined by USDOT as communities and places that spend more, and take longer, to get where they need to go. There are 1,465 census tracts in Maryland; 365 (26% of all tracts) are determined to be transportation disadvantaged. While fatalities in transportation disadvantaged communities in 2022 are 18.5% higher than 2017, they are 8.5% lower than 2020. Serious injuries in transportation disadvantaged communities increased by over 23% from 2017 to 2022 and contrary to fatalities, saw a decrease in serious injuries in 2020. The Maryland Highway Safety Office (MHSO) will utilize a safety equity model, developed by partners at the University of Maryland National Study Center for Trauma and Emergency Medical Systems and the Washington College Geographic Information System Program, to also analyze transportation disadvantaged communities in Maryland by zip code tabulation areas, in addition to using methodologies and applications such as ETC to improve public participation and engagement. The MHSO will continually assess and develop and track appropriate performance measures to ensure public participation and engagement is equitably administered.





GOAL DELIVER SYSTEM QUALITY: DELIVER A RELIABLE, HIGH-QUALITY, INTEGRATED TRANSPORTATION SYSTEM

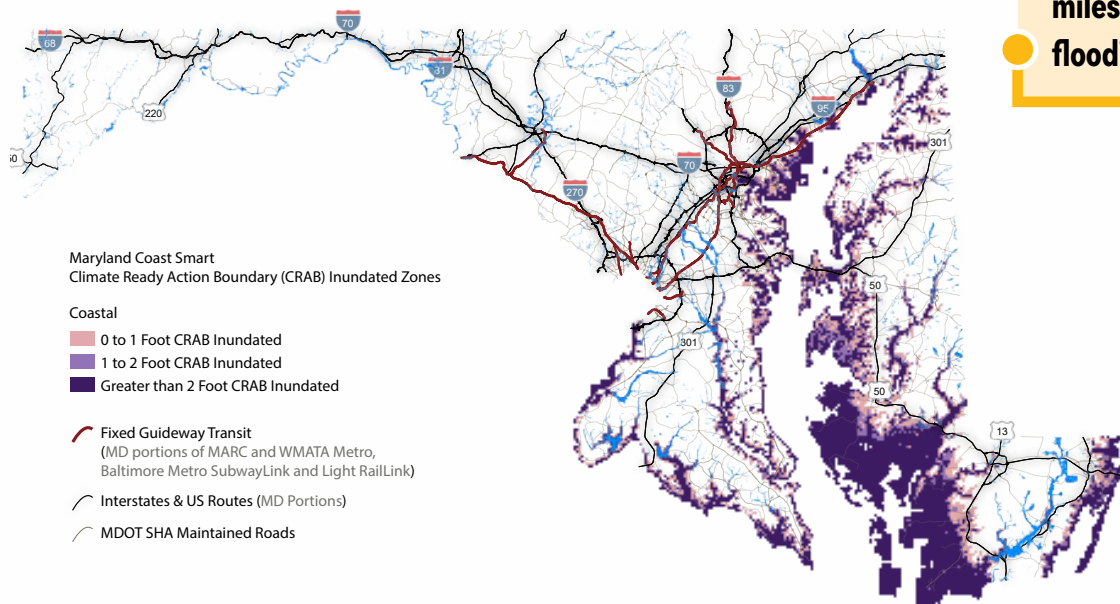
To achieve system quality, MDOT is working to provide a multimodal system that is resilient to changing conditions and hazards, maintain the state-funded facilities in a state of good repair, minimize travel delays, improve reliability and quality of the transportation system and accelerate the project completion through improved project delivery. Maryland won Maryland Quality Initiative (MdQI) Modal Awards at the 2023 Conference for delivering innovative transportation projects in 2022. Winning projects included SHA's \$28 million replacement and widening of I-95 and I-495 bridges over Suitland Parkway and MTA's \$27 million North Avenue Rising project, both of which include updating transportation facilities into a state of good repair, corridor improvements and regional mobility.

MDOT is working efficiently on minimizing travel delays for MTA transit services. In 2022, there was substantial improvement in on-time performance (OTP) for Mobility Paratransit and Taxi Access mode. In August 2023, MTA introduced express services such as QuickLink 40, which reduced approximately 25 minutes of travel time for riders.

PERCENTAGE OF LANE-MILES/FIXED GUIDEWAY TRANSIT-MILES SUSCEPTIBLE TO FLOODING AND STORM SURGE*

This is a new performance measure that identifies the percentage of highway or street lane miles and segments of transit infrastructure that are prone to damage during a storm and flooding. In the past, MDOT has assessed vulnerability of the state's roadway system to storm surges using climate data and compiled an index to show their risks to storm events. To manage and monitor the prospective risks and take proactive actions to mitigate hazards, MDOT has established an inventory of susceptible assets.

In FY 2023, a total of **6.5%** of lane-miles/ fixed guideway transit-miles were susceptible to flooding and storm surge.



*This performance measure is new to the AR.

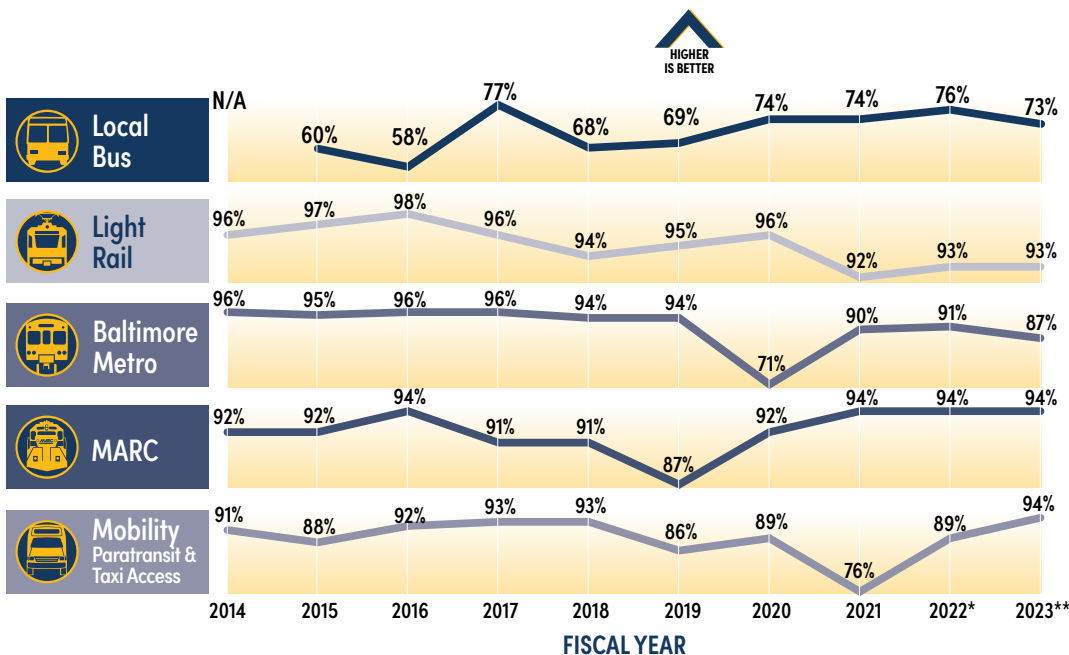
UNFUNDED STATE OF GOOD REPAIR BACKLOG*

In FY 2023, there were **\$3.14 billion** projects still unfunded from the state of good repair.

MDOT does an annual assessment of its critical assets that are in need of updating to a state of good repair. A capital asset is in a state of good repair if it is in a condition sufficient for the asset to operate at a full level of performance. As the cost of goods and materials have been on the rise, as well as inflation, there are limited state funds for state of good repair improvements. MDOT uses a strategic asset management plan to assess useful life across the system. MDOT's modal administrations develop, implement and evaluate modal-specific needs to support the overall MDOT asset management framework.

*This performance measure is new to the AR.

PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON TIME



TARGET: 2030: 99% for all except Local Bus; 2050: 90%

*2022 data have been revised from previous report.

**Besides Local Bus, 2023 data is estimated and subject to change.

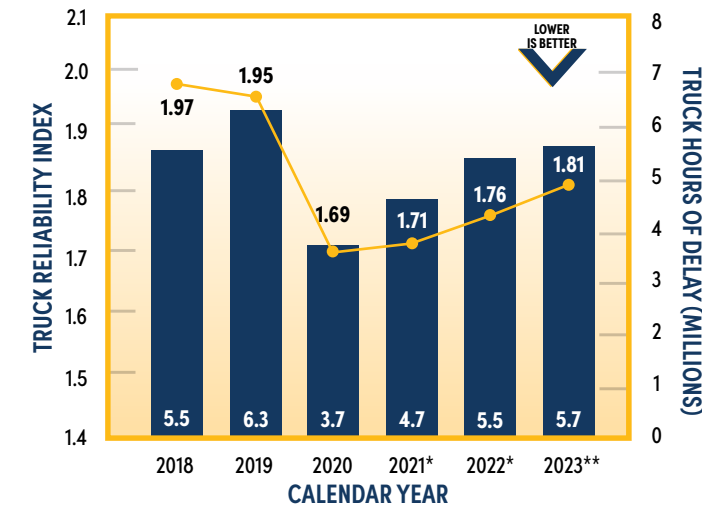
In 2022, there was an increase in OTP across all modes—Local Bus, Baltimore Metro, Light Rail, MARC and Mobility Paratransit and Taxi Access. However, in 2023, the OTP for Local Bus and Baltimore Metro dropped slightly. There was substantial improvement for OTP for Mobility Paratransit and Taxi Access, from 76% in 2021 to 94% in 2023.

MDOT is investing in transit projects and applying for grants to build better routes and operator schedules. One such project is the \$43 million FastForward project, which will create a reliable, accessible and easier to use transit system in Baltimore City. The project will include dedicated bus lanes, which will improve on time service of the transit system. The project design was completed at the end of 2023 and construction will be completed in 2024. MDOT also received \$8.8 million in FY 2022 Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program federal funding for the Penn-Camden Connector Project. This project will improve transit operations and reliability between the Penn and Camden Lines for passenger as well as for freight train service.

TRUCK HOURS OF DELAY AND TRUCK RELIABILITY ON MARYLAND PUBLIC ROADS



FACING CHALLENGES



■ Truck hours of delay (millions)
● Truck Reliability
TARGET: 2030: 5.3 million hours; 2050: 5.3 million hours
**Data are preliminary*
***2023 data are projected and subjected to change*

Note: The methodology used for reporting the 2022 (and prior years) delay values was updated to reflect recent refinements in OPPE's MRPT and because the trends calculated seem to more reasonably reflect ADT/VMT and congestion trends. The methodology for truck reliability index remains the same.

This measure accounts for the delay that heavy-duty truck drivers experience in both recurring congestion (everyday conditions) and non-recurring congestion (incidents, weather, work zones, etc.). The truck hours of delay for 2020 was significantly less than 2019 due to decrease in vehicle miles traveled (VMT) associated with the pandemic. However, as VMT has been returning to pre-pandemic levels, there has been a gradual increase in truck hours of delay, starting in 2021.

MDOT is looking at modernization of transportation infrastructure to improve reliability and efficiency by incorporating Intelligent Transportation System (ITS) technology and Transportation Systems Management and Operations (TSMO) strategies. The 2022 State Freight Plan has identified projects for initial National Highway Freight Program (NHFP) funding to improve freight movement in the state. Some of the NHFP projects identified include I-695, Baltimore Beltway at I-70 (Triple Bridges), Maryland (MD) 4 Suitland Parkway Interchange and Connected and Automated Vehicle (CAV)/TSMO projects that encompass freight CAV implementation planning. MDOT also received an \$11.9 million grant from the Federal Highway Administration (FHWA) aimed to reduce congestion on US 50 corridor for deploying cutting-edge software, sensors, traffic cameras and message signs.

PERCENT OF CTP THAT IS FUNDED WITH FEDERAL DOLLARS*

For FY 2023, the state received **40%** of CTP funding from federal sources.

**This performance measure is new to the AR.*

This new performance measure calculates how well MDOT leverages state dollars by comparing how much of the CTP is funded using federal dollars. The Infrastructure Investment and Jobs Act (IIJA) substantially increased the availability of funding for federal discretionary grant programs. As a result, MDOT developed numerous resources, including a newsletter, MDOT grant webpages to support state and local partners and the MDOT Federal Discretionary Grants Interactive Map Application.

Maryland effectively competed for federal grants in the past year. In 2023, the Federal Railroad Administration (FRA) awarded Maryland approximately \$7 billion for projects including the Frederick Douglass Tunnel, the Susquehanna River Bridge and Penn Station in Baltimore City. MDOT was awarded an additional \$83 million from federal discretionary grants in 2023. Through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program, MDOT secured \$20 million to fund state of good repair investments at Mondawmin Transit Station. In July 2023, the Federal Aviation Administration (FAA) awarded \$16M for Phase 2 of Taxiway F and a decarbonization study for both BWI Marshall and Martin State Airports. In August 2023, the FAA awarded \$38M for a portion of the BWI Marshall Airport Concourse A and B expansion project to include baggage system improvements, direct airside connection between Concourses, new concession space, modern restrooms and more. In December 2023, MDTA was awarded the state's first ever Mega grant for \$80 million for the I-895 at Frankfort Avenue Interchange Improvement project.



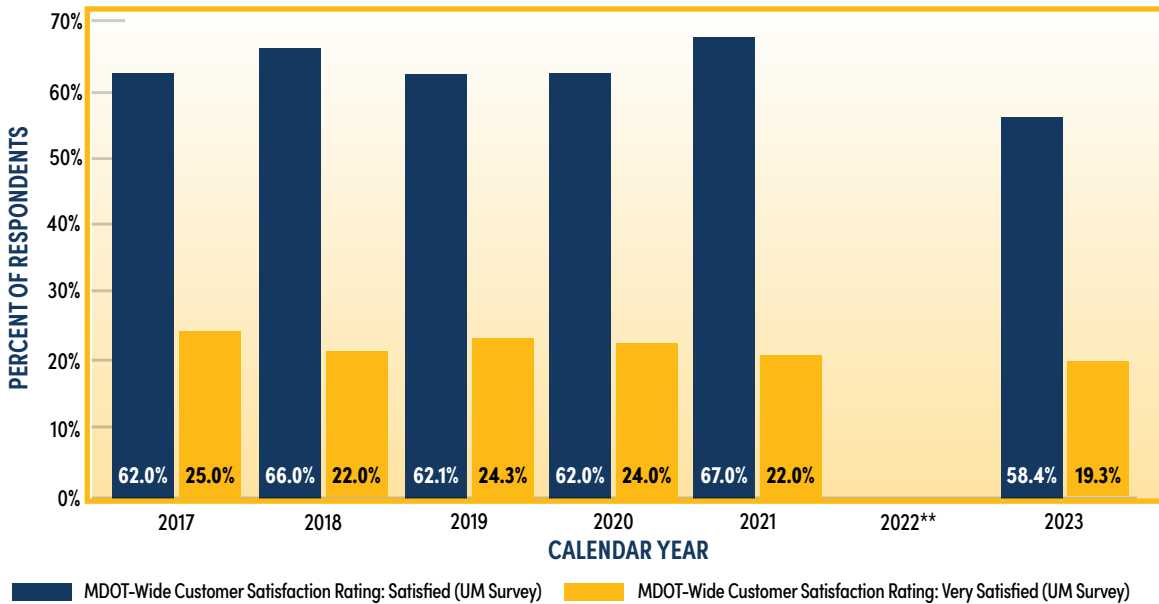


GOAL SERVE COMMUNITIES AND SUPPORT THE ECONOMY: EXPAND TRANSPORTATION OPTIONS TO ALLOW MARYLAND'S DIVERSE COMMUNITIES TO ACCESS OPPORTUNITIES AND TO SUPPORT THE MOVEMENT OF GOODS

Maryland's investment in equitable multimodal transportation projects allows for greater access to opportunities for Maryland communities and strengthens economic growth by connecting communities within Maryland, as well as the global economy. The state's multimodal options are growing with the construction of the Purple Line, a 16-mile light rail corridor, and through the Commuter Choice Maryland program, promoting alternatives to driving and the completion of long-range transportation plans and outreach to our partners. Maryland serves as a crossroad of freight activity, not just within the state, but for the entire Eastern Seaboard and at a national scale. The state's large rail network also supports passenger rail trips both within and outside of Maryland on MARC, Amtrak and other transit systems.



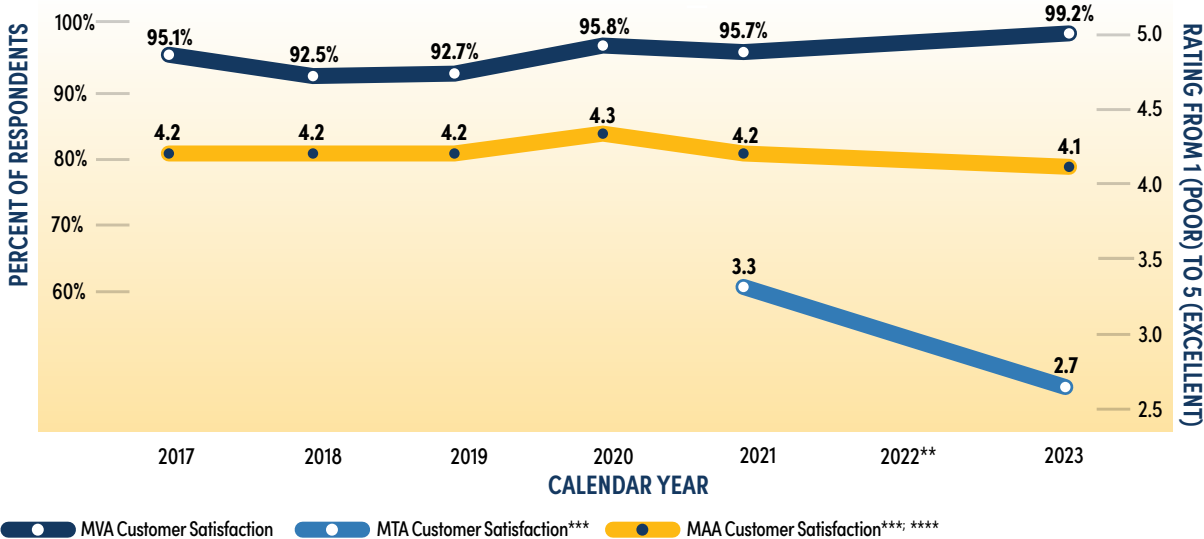
OVERALL SATISFACTION WITH MDOT*



TARGET: 2030: Baseline and trend first year; 2050: Target being developed for next year's report

*This performance measure is new to the AR.

**2022 was a gap year for collecting this MDOT survey data, so 2022 is not included in this chart.



TARGET: 2030: Baseline and trend first year; 2050: Target being developed for next year's report

**2022 was a gap year for collecting this MDOT survey data, so 2022 is not included in this chart.

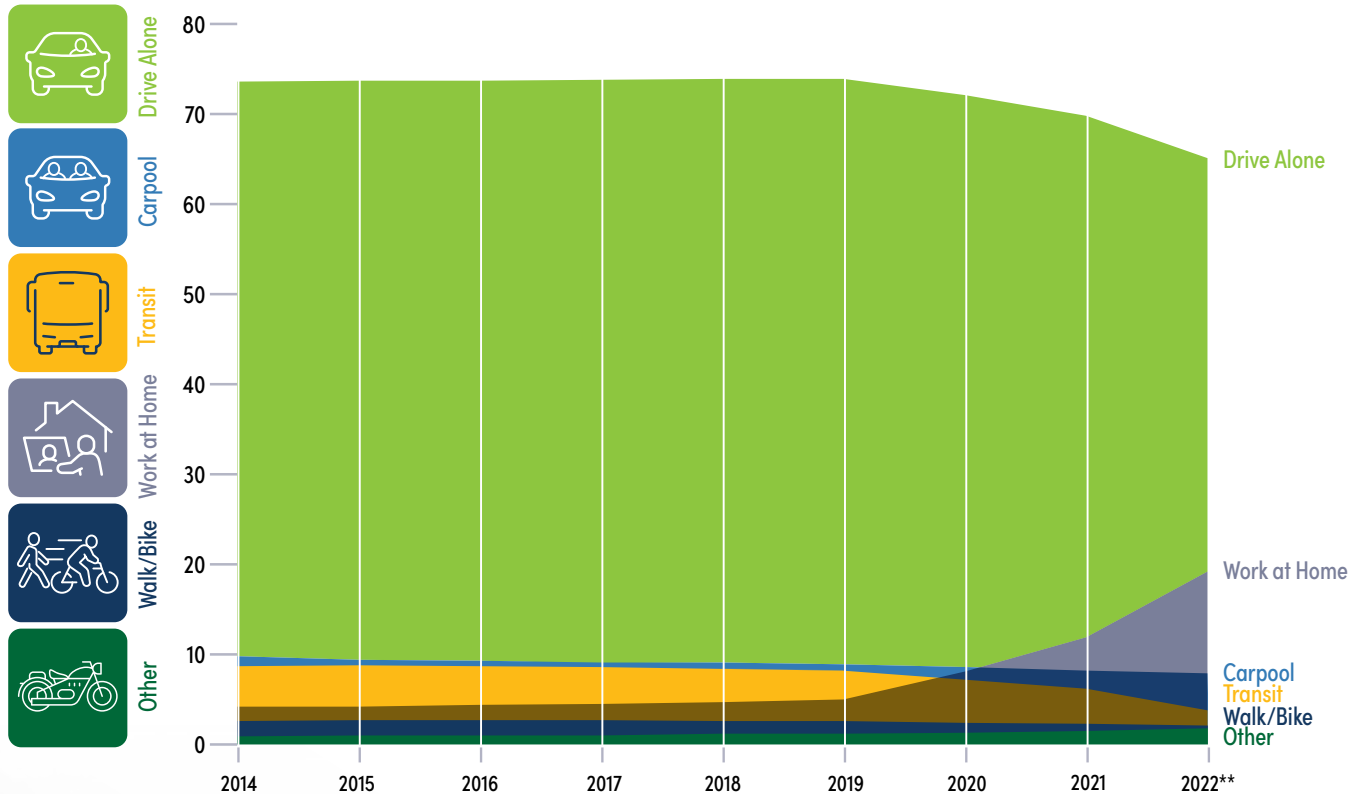
***MAA and MTA data is on a scale from 1 (poor) to 5 (excellent).

****MAA data are Q4 results with the exception of 2022 (Q3) and 2023 (Q2).

While overall satisfaction with MDOT has been relatively consistent since 2017, MDOT's satisfaction rating dropped in 2023 to 58% of respondents reporting "satisfied" and 19% of respondents reporting "very satisfied." The percentage of MVA Branch Office Customers rated service as "Good" or "Very Good" has generally increased since 2015, with a record high rating of 99.2% in 2023. MTA's customer satisfaction rating, which is on an increasing scale from 1 to 5, dropped from 3.3 in 2019 to 2.7 in 2023. The increase in MAA customer satisfaction in 2020 during the COVID-19 pandemic reflects the dramatic drop in passenger traffic. Those who did fly did so in relative comfort due to fewer people in the terminal using facilities.

COMMUTE MODE SHARE*

Since the COVID-19 pandemic upended typical commute and travel patterns, this commute mode share data is providing insight into what changes are likely to continue and which are changing. Work at home was at a high of 11.9% in 2021 and saw an increase in 2022 to 19.2%, as per ACS 1-year estimates. A significant portion of Marylanders working from home is likely to continue. The drop in commuters driving alone to work since the COVID-19 pandemic is largely due to the trend to work at home. Transit mode share saw a decline from 7.4% in 2020 to 6.4% in 2021 due to the COVID-19 pandemic. Based on ACS 1-year estimates, transit mode share further dropped to 4.0% in 2022.

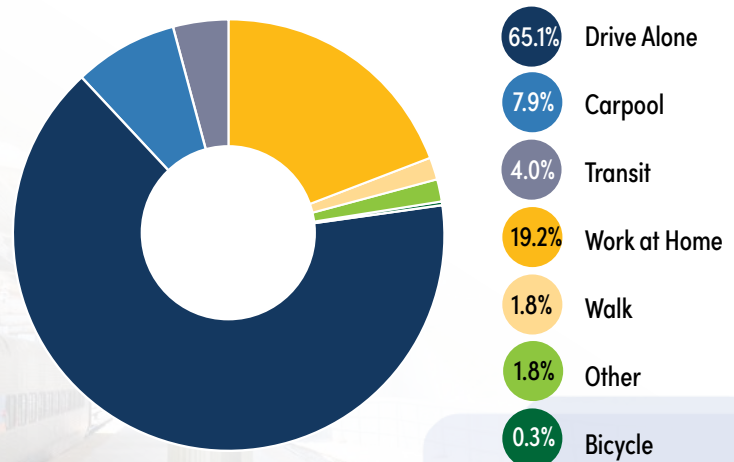


*Several historic data points have been updated, including "Carpool" in 2015 and 2017 and "Transit" and "Work at Home" in 2017.

**2022 American Communities Survey (ACS, U.S. Census) uses ACS 1-year tables and should not be compared with other ACS data (5-year).

***Other includes motorcycle, taxicab, and "other" in the ACS data.

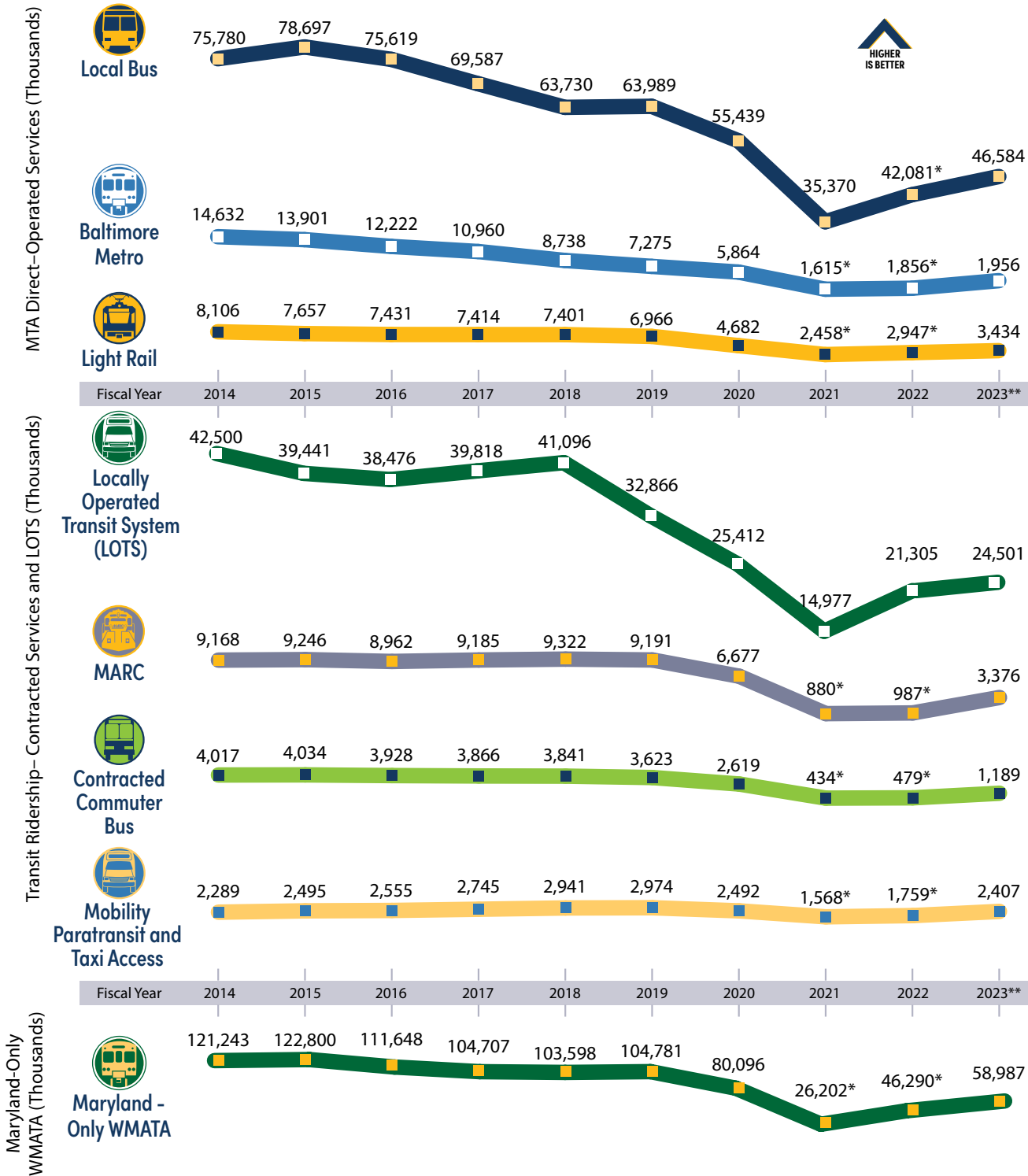
CY 2022** Commute Mode Share



ANNUAL TRANSIT RIDERSHIP (THOUSANDS)



GOAL: SERVE COMMUNITIES AND SUPPORT THE ECONOMY: EXPAND TRANSPORTATION OPTIONS TO ALLOW MARYLAND'S DIVERSE COMMUNITIES TO ACCESS OPPORTUNITIES AND TO SUPPORT THE MOVEMENT OF GOODS



TARGET: Overall increase

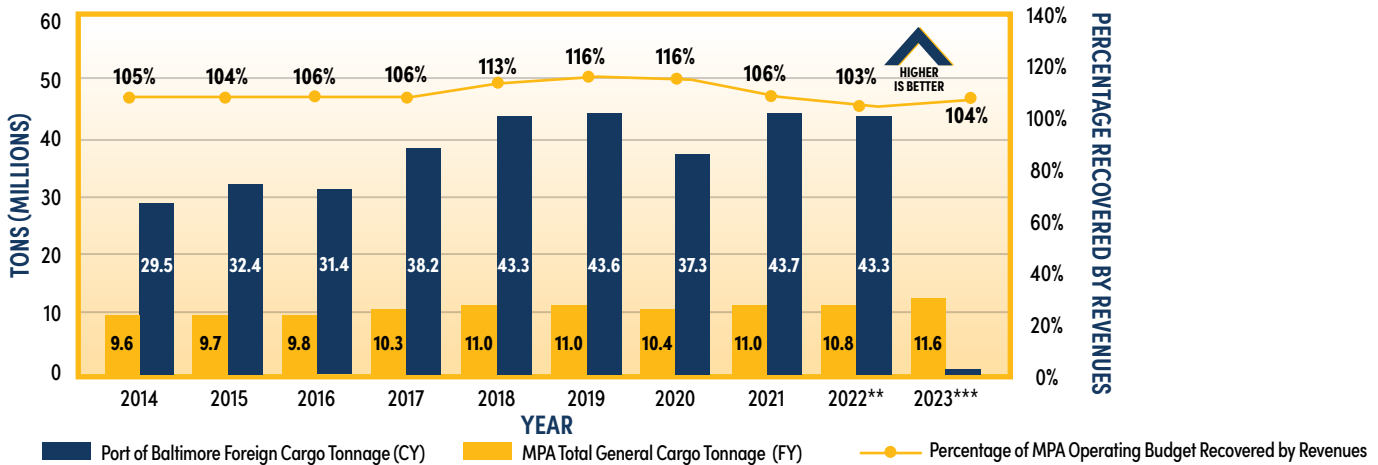
*Data have been revised from previous report.

**2023 data is preliminary and subject to change.

The annual transit ridership dropped significantly in 2020 due to COVID-19. Before COVID-19, the annual ridership for MTA direct-operated services was on a decline. For MARC and contracted commuter bus, there was not much significant change in ridership before COVID-19. For all the transit modes, the ridership has been on a rise since 2020, but is still below 2019 numbers.

Maryland-only WMATA ridership also increased overall, with the largest increase in Metrorail ridership. WMATA and MTA are working hard to adjust to new travel patterns, offer incentives to entice riders back on transit and maintain a safe rider experience. In the last year, WMATA increased rail service levels by 50% across the system and opened seven new rail stations.

PORT OF BALTIMORE FOREIGN CARGO TONNAGE AND MPA GENERAL CARGO TONNAGE* AND PERCENTAGE OF MPA OPERATING BUDGET RECOVERED BY REVENUES



TARGET: None

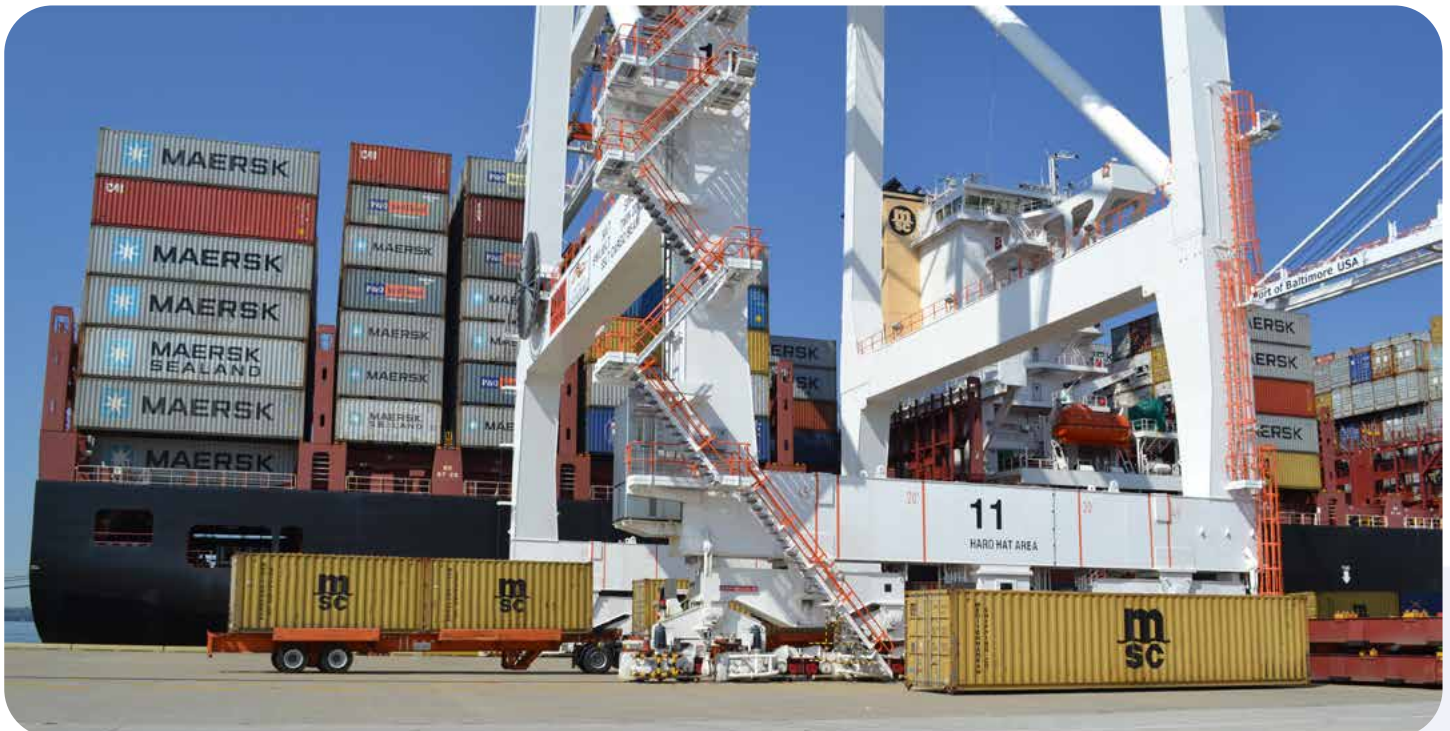
* MPA cargo data is provided by fiscal year, but Port information is reported using the latest full calendar year because Port statistics combine data for public and private marine terminals that use different fiscal year reporting timeframes. Therefore, 2023 data cannot be reported until early 2024.

**2022 data have been revised from previous report.

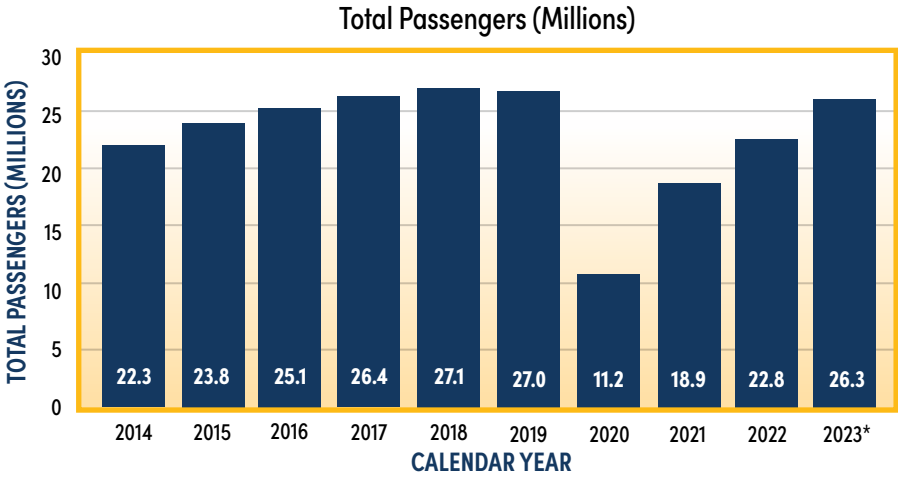
*** (2023) MPA general cargo includes both foreign and domestic waterborne cargo whereas Port-wide data includes only foreign waterborne cargo. Port-wide data for calendar year 2023 is not yet available; fiscal data for 2023 is an estimate.

Maryland’s Port of Baltimore had another year of high performance in 2022 handling a total of 43.3 million tons of foreign cargo. The value of this foreign cargo reached a new record high, totaling \$74.3 billion. Bulk commodity shipments increased up to 69% of the Port’s total international cargo. Export coal continues to be the largest bulk commodity through the Port. Maryland’s Port of Baltimore is ranked as the 12th largest port in the USA in terms of foreign cargo tonnage and 10th largest in terms of dollar value. In 2022, MPA handled a record 11.4 million tons of general cargo at the state-owned marine terminals. The Port handled a total of 779,108 twenty-foot equivalent units (TEUs) of containers and over 750,200 auto units.

In 2022, MPA was able to recover 103% of operating expenses through revenues it receives through the use of its terminals. Several commodities including roll-on/roll-off equipment and forest products showed large improvements over the past fiscal year that helped generate additional revenue.



BWI MARSHALL AIRPORT TOTAL ANNUAL PASSENGERS AND COMPARATIVE AIRLINE COST PER ENPLANED PASSENGER (CPE)



BWI Marhsall CPE
\$10.25
 Comparative Airports
 CPE Mean Amount
\$14.49
 (FY2023)

TARGET: Increase

*2023 data is preliminary and subject to change.

Air service at BWI Marshall Airport in FY 2022 rebounded from the COVID-19 pandemic, with many airlines returning service that had been suspended. Airline network growth has reached pre-COVID-19 numbers in 2023. BWI Marshall Airport has consistently met its target for the comparative airline cost per enplaned passenger (CPE) as it is below the mean CPE of comparable airports every year. Even during the COVID-19 pandemic, CPE did not increase as much as comparable airports. In 2023, BWI Marshall Airport saw a decrease in CPE compared to 2022, getting closer to pre-pandemic levels.



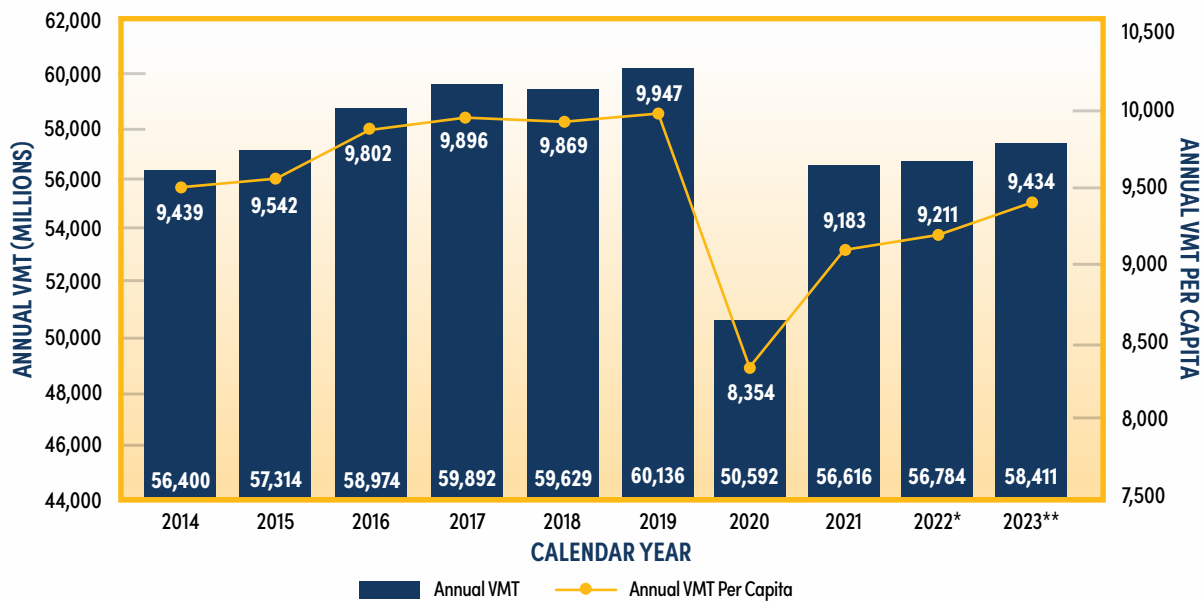


GOAL PROMOTE ENVIRONMENTAL STEWARDSHIP: MINIMIZE AND MITIGATE THE ENVIRONMENTAL EFFECTS OF TRANSPORTATION

MDOT is committed to safeguarding its environmental assets and resources by reducing greenhouse gas (GHG) emissions as well as ramping up its resiliency and adaptation efforts. Maryland's environmental stewardship spans across air, land and water. MDOT, thus, promotes the conservation of these resources while protecting and enhancing the state's abundant and valuable natural resources. The Climate Solutions Now Act (CSNA) in 2022 commits Maryland to an interim goal of 60% reduction below 2006 emission levels by 2030. MDOT is already taking important steps to achieve this target, such as replacing existing fleet vehicles with electric alternatives and supplementing the electric vehicle (EV) charging infrastructure.

In 2023, MDOT won an \$11.5 million award through the federal discretionary Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program to acquire three new battery electric locomotives and one battery charger at the Port of Baltimore. In addition, MDOT has allocated over \$63 million in federal funds to EV charging infrastructure in the state for Federal Fiscal Years 2022-2026. MDOT has set aggressive performance targets aligned with CSNA and is prepared to pursue them until they are met.

VEHICLE MILES TRAVELED (VMT)/VMT PER CAPITA



TARGET: 10% decrease of VMT per capita by 2030 and 20% decrease by 2050

*2022 data have been revised from previous report.

**2023 data are preliminary and subject to change.

Truck VMT decreased in Maryland while passenger vehicle VMT has increased since 2021. VMT generally increases during times of greater economic prosperity and decreases during economic depressions. The COVID-19 pandemic affected traffic patterns due to quarantine restrictions. As the state recovered from the COVID-19 pandemic, VMT started recovering steadily as well. However, due to the anomalous nature of 2020 VMT data, it has been skipped as a base for comparison. Going forward, MDOT aims to achieve 10% reduction in VMT per capita by 2030 and a 20% reduction by 2050. MDOT aims to achieve this by expanding transit services, implementing active transportation policies and infrastructure (bike lanes, share-use paths, etc.) and promoting Transportation Demand Management (TDM) strategies and incentives such as rideshare, alternative work hours, work from home and Guaranteed Ride Home to reduce VMT.

NUMBER OF EMPLOYEE PARTNERS IN STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS*



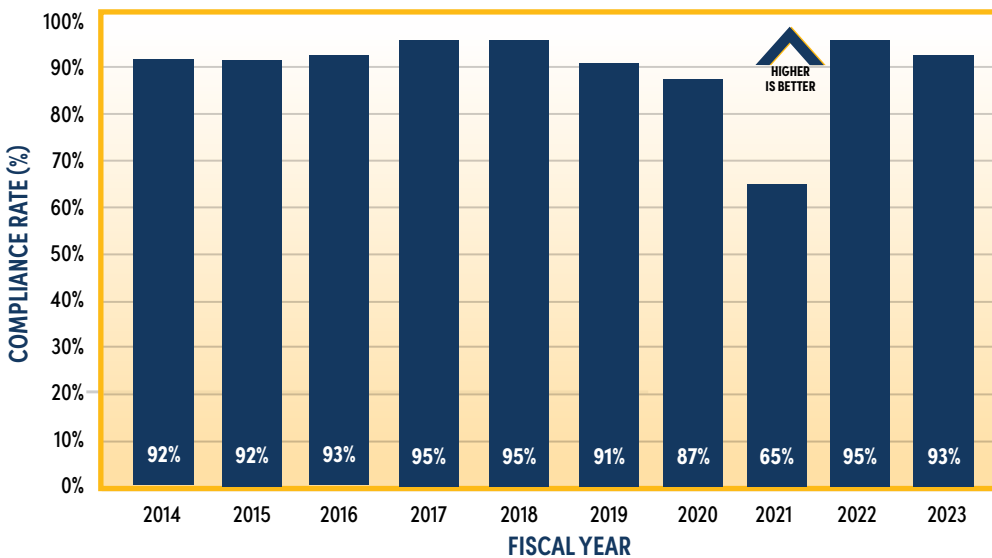
In CY 2022, MDOT achieved **48** partners in its Commuter Choice Maryland's Employer Partner Program

TDM strategies and policies are an impactful and cost-effective way to offset vehicle congestion and reduce VMT by promoting alternatives to driving alone, such as taking transit, ridesharing, walking, biking and teleworking. This is a new performance measure and MDOT is developing measures to monitor its performance. Presently, Commuter Choice Maryland is MDOT's TDM program and provides options to maximize travel choices and deliver solutions that can reduce congestion, conserve energy and facilitate economic opportunity. However, participation in this program declined during the COVID-19 pandemic. MDOT is working to form strong partnerships with local TDM program managers as well as evaluate opportunities to incentivize participation in the Employer Partner Program by identifying employers that should be recognized for the benefits that they already provide while offering support to expand commuter benefits and incentives.

*This performance measure is new to the AR.

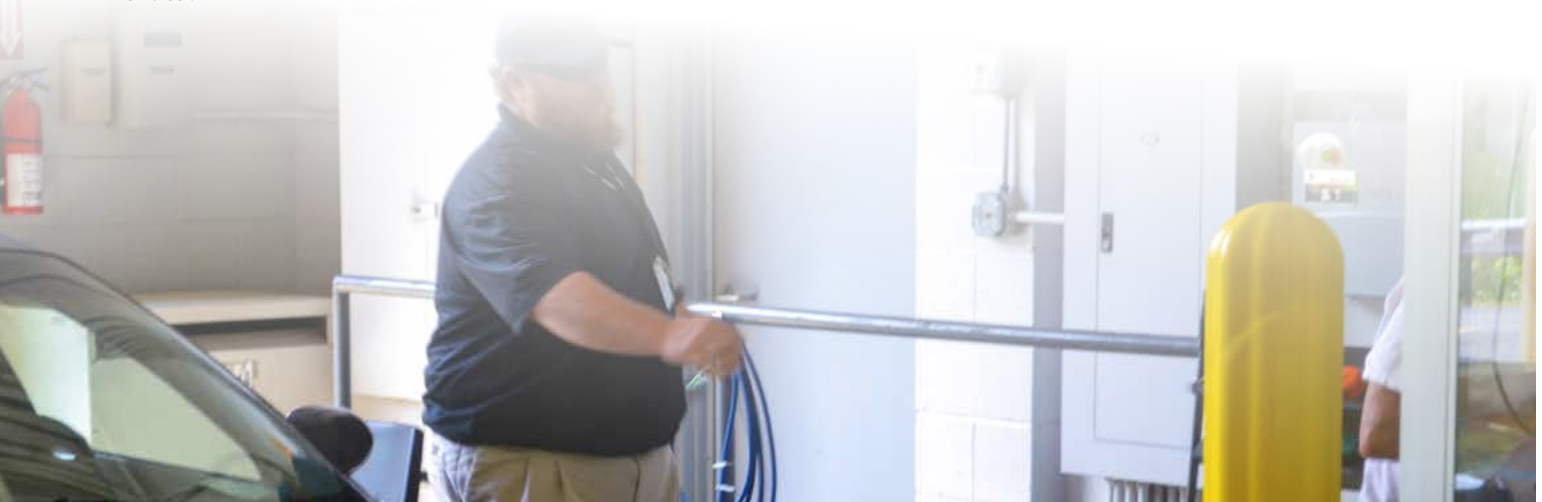
TARGET: 500 partners by 2030 and 1,000 partners by 2050

STATEWIDE VEHICLE EMISSIONS INSPECTION PROGRAM (VEIP) TESTING COMPLIANCE RATE



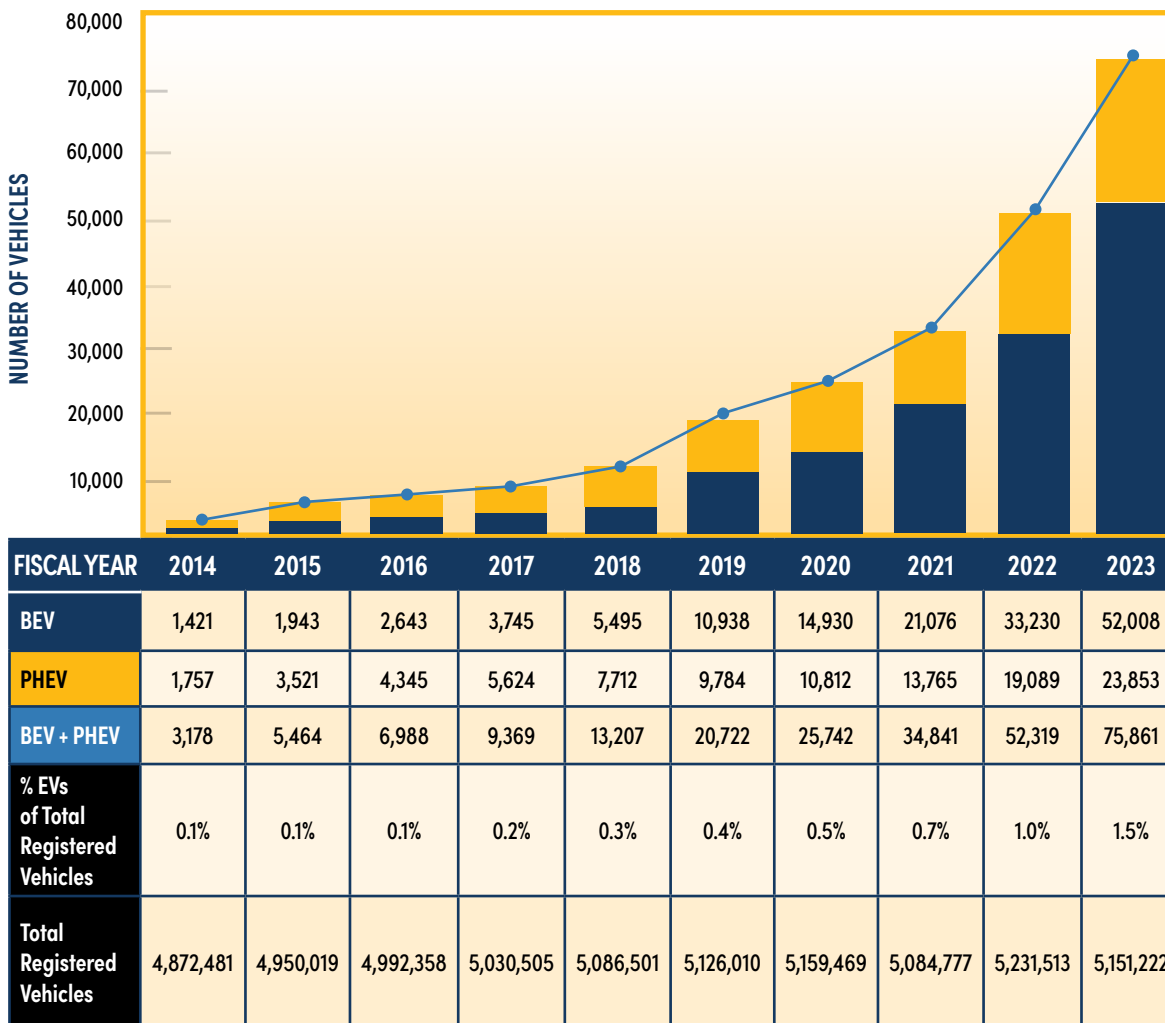
The statewide VEIP testing compliance rate dropped dramatically from 2020 to 2021 but recovered considerably 2022 onwards. While 2023 data shows the compliance rate has reached pre-pandemic levels, MDOT continues to identify opportunities to engage with customers about the VEIP program and their due dates. Additionally, MVA has revised vehicle inspections requirements for models 2019 and newer as of October 1, 2023.

TARGET: 100%



GOAL: PROMOTE ENVIRONMENTAL STEWARDSHIP: GOAL: MINIMIZE AND MITIGATE THE ENVIRONMENTAL EFFECTS OF TRANSPORTATION

PERCENT OF ELECTRIC VEHICLES (EVs) REGISTERED FROM TOTAL REGISTERED VEHICLES



TARGET: 1.1 million EVs in 2030

Source: MVA Office of Data Management, EV Registration Data 6/30/2023

EVs now represent 1.5% of all registered vehicles in Maryland. Almost 8% of the total new vehicle sales in Maryland for the previous calendar year were EVs. Maryland has a goal of over one million EVs registered by 2030. Maryland has over 75,000 EVs registered as of FY 2023, of which 23,000 were registered between July 2022 and July 2023. This represents a 45% growth in the number of EVs on the road in Maryland. These models no longer need inspection after three years from purchase; instead vehicles can go without testing for the first six years of their life. EVs include both Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs).

Drivers in Maryland are encouraged to buy EVs through educational efforts, tax benefits and rebates. The Maryland EV Tax Credit introduced in July 2023 allows buyers to claim a state tax credit of up to \$3,000 for the purchase of a new EV. Consumers also can benefit from the state's rebate, federal incentives and incentives offered by utility companies for installing EV chargers in their homes and other establishments, like businesses, nonprofits, workplaces, multi-unit dwellings and state or local government entities. Several educational outreach programs connect with Marylanders regularly to promote the MDOT EV program. On the industry side, the Advanced Clean Cars II Program (ACC II) now requires manufacturers to continuously increase the share of EVs sold in the state beginning with model year 2027. Meanwhile, MDOT continues to expand its EV infrastructure through rebates and federal incentives, such as National Electric Vehicle Infrastructure (NEVI) resources and is supporting studies to provide assessments of two potential community sites for EV charging and alternative fueling infrastructure development.

EVs accounted for nearly **8%** of the new vehicle sales in Maryland for CY 2022



2024 Annual Attainment Report

On Transportation System Performance

EXECUTIVE SUMMARY

7201 Corporate Center Drive
Hanover, Maryland 21076

This document is prepared pursuant to Transportation Article Section 2-103.1 of the Annotated Code of Maryland. Additional copies are available by calling (410) 865-1288; Toll Free (888) 713-1414; or from the internet at www.mdot.maryland.gov.

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