



**Meeting Follow-Ups
September 13, 2023**

CORRECTION: At the September meeting, Administrator Holly Arnold from the Maryland Transit Administration stated that Light Rail service operates to BWI Marshall Airport every 20 minutes. Light Rail service to BWI Marshall Airport operates every 20 minutes only during peak service (weekdays, 5 am - 8 am and 2 pm - 4 pm). During other service periods, Light Rail operates to BWI Marshall Airport every 30 minutes. A full light rail schedule can be viewed at <https://www.mta.maryland.gov/schedule/stops/lightrail>. We apologize for any inconvenience this may have caused.

Question: Please submit written remarks to the Commission of the talking points covered by the MDOT modal administrators. (Chairman Principe)

Answer: Written remarks from the modal administrators were distributed to Commission members by email on September 15, 2023.

Question: Please provide additional information about the fiscal cliff that the Washington Metropolitan Area Transit Authority (WMATA) is facing and the factors contributing to it. (Commissioner Laria)

Answer: WMATA is facing a structural deficit of an estimated \$750 million as a result of several factors, including reduced ridership levels, inflation, labor costs, and minimizing growth in jurisdictional subsidies over the last few years. Additional information will be forthcoming from WMATA as WMATA begins its public budget process this fall.

Question: How many of the transit park-and-ride/kiss-and-ride facilities in Maryland have electric vehicle charging infrastructure for the public? What is the plan to increase access to electric vehicle charging infrastructure? (Commissioner Thompson)

Answer: Maryland continues to experience significant growth in ownership of both battery electric vehicles and plug-in hybrid electric vehicles. As of September 30, 2023, there are 84,179 total electric vehicles (EV) registered in Maryland, representing a five-fold increase in the past five years. Most of Maryland's EV ownership is concentrated in the Baltimore Metro and Washington Metro regions and there has also been growth in EV ownership along the alternative

fuel corridors in Southern Maryland, Western Maryland, and the Eastern Shore regions. Increases in EV ownership will be discussed in further detail at the November TRAIN Commission meeting.

Maryland has a robust network of EV charging stations and alternative fuel corridors. Twenty-three alternative fuel corridors are located in Maryland. These corridors support over 1,500 charging stations with more than 3,500 charging ports located throughout the state with the highest concentration of EV charging stations along the I-95 and I-270 corridors in the Baltimore and Washington Metro regions. On July 15, 2022, MDOT and the Maryland Energy Administration submitted Maryland’s Plan for National Electric Vehicle Infrastructure (NEVI) Formula Funding Deployment in advance of the August 1, 2022 federal deadline. Maryland’s NEVI Plan will guide the installation of EV charging infrastructure and serve as the foundation for the Maryland Zero Emission Vehicle Infrastructure Plan. The document is available [here](#).

We are not aware of any public EV charging stations currently located at transit park-and-ride/kiss-and-ride facilities; however, it is important to note that both MTA and WMATA are making significant investments to transition to 100% zero-emission bus fleets. In 2023, both MTA and WMATA received their first zero-emission busses and both have projects underway to make the infrastructure and workforce changes needed to operate and maintain a zero-emission bus fleet. MTA’s zero-emission bus transition plan is available [here](#) and WMATA’s plan is available [here](#).

Question: How much is the State Highway Administration (SHA) paying for bike lanes throughout the State? How many people use these bike lanes? (Commissioner Kane)

Answer: MDOT’s [FY 2024 – 2029 Draft Consolidated Transportation Program](#) includes \$489.1 million in bicycle and pedestrian projects throughout the State, as detailed on pdf pages 57-71. SHA has several programs that address bike lanes throughout the State. Bike lanes may be funded as part of larger Resurfacing & Rehabilitation projects or through specific Bicycle Retrofit projects. In addition, bike lanes may be funded through programs such as the Recreational Trails Program and the Transportation Alternatives Program.

SHA does not track the bicycle and pedestrian counts on all statewide trails. However, for perspective, the United States Census Bureau reports that 8,715 people biked (0.28%) and 57,611 people walked (1.83%) to work in Maryland of the 3,143,183 estimated total means of transportation in 2022 (see U.S. Census Bureau - American Community Survey). These stats exclude bicycle and pedestrian trips for recreational and other purposes.

Question: How come safety was not listed as one of the goals achieved by the Interstate 81 project in the FY 2024 – 2029 Draft Consolidated Transportation Program (CTP)?
(Commissioner Kercheval)

Answer: Thank you for bringing this to our attention. This will be corrected in the Final CTP. It did not impact the scoring of the project.

Question: Can you comment on the closure of the Chesapeake House travel plaza this morning due to a lack of fuel? (Commissioner Chang)

Answer: On September 13, 2023 at 0609 hours, Sunoco informed the Maryland Transportation Authority (MDTA) that the Chesapeake House had a power outage due to severe lightning. The fueling station's backup generator kicked in but when the power came back on, all gasoline and diesel pumps stopped working. On-site staff contacted Sunoco for service and a technician was dispatched. At 1142 hours, all services were restored at the fueling station and all messaging was removed from Interstate 95.

Question: How did Governor Hogan's toll reductions affect MDTA's budget? (Commissioner Sakata)

Answer: In May 2015, the MDTA Board approved a package of toll and fee reductions resulting in a revenue reduction of an estimated \$53 million annually. Simultaneously, the Board voted to approve a 1-2% reduction in MDTA's capital program (approximately \$6 million annually) and a 4% reduction in the annual operating budget (approximately \$10 million annually). Tolling will be discussed in further detail at the November TRAIN Commission meeting.

Question: How did the COVID-19 pandemic impact MDTA's toll forecasts and attainment?
(Commissioner Ali)

Answer: When comparing the MDTA's official traffic and revenue forecast prior to the beginning of the pandemic (October 2019) to its most current official traffic and revenue forecast (November 2022), revenue was down \$447 million over a 10-year period. Passenger (2-axle) revenue has rebounded gradually, whereas commercial revenue rebounded quickly in Fall 2020. Traffic and revenue have largely returned to pre-pandemic levels. MDTA's updated annual traffic and revenue forecast is expected to be finalized and presented to its Board in November 2023. Tolling will be discussed in further detail at the November TRAIN Commission meeting.

Question: What are the impacts of MDTA’s toll reductions? Was there a sustainability plan at the time of the reductions? If so, to what extent have the assumptions in the plan been realized? (Commissioner Grady)

Answer: Toll reductions in 2015 reduced MDTA’s revenue by more than \$500 million in anticipated toll revenues over the past eight fiscal years. In May 2015, when the MDTA Board approved the toll and fee reductions, it also approved a 1-2% reduction in MDTA’s capital program (approximately \$6 million annually) and a 4% reduction in the annual operating budget (approximately \$10 million annually). Since that time, the COVID-19 pandemic and high inflation have negatively impacted the MDTA’s financial position. Tolling will be discussed in further detail at the November TRAIN Commission meeting.

Question: MDTA asserts that it is self-sustaining, however, most of MDTA’s facilities were financed and constructed prior to the creation of MDTA. How does that factor into self-sufficiency? (Commissioner Korman)

Answer: The MDTA was established in its current legal structure in 1971. Prior to that, the State Roads Commission owned and operated the State’s toll roads. Toll facilities were constructed as user-fee facilities and the construction of the facilities were paid through pay-as-you-go toll revenue or toll revenue-backed bond issuances.

Dating back to the original toll facilities in 1940 to today, funds outside of toll revenue provided to the construct these facilities has been limited to:

- 1940: \$4.3 million in federal funds to construct to original Susquehanna and Potomac River Bridges;
- 1980s: \$759.5 million in federal funds to construct the Fort McHenry Tunnel; and
- Early 2000s: Various funding sources to fund construction of the Intercounty Connector – \$760 million in federal funds (GARVEE bonds and federal earmark); \$264.9 million from the State’s General Fund; and \$90.0 million from the Transportation Trust Fund. The \$264.9 million in General Funds were included as part of the financial plan for the Intercounty Connector to repay money previously borrowed from the Transportation Trust Fund by the State’s General Fund.

Question: What are the current fees charged to airlines? (Commissioner Chang)

Answer: The FY 2024 standard rates and fees for BWI Marshall Airport may be accessed at the following page: <https://marylandaviation.com/wp-content/uploads/2023/05/BWI-401.1-Standard-Rates-and-Fees-at-BWI.pdf>

Question: What is the average fee per landed weight? (Commissioner Chang)

Answer: Landing fees are based on airfield expenses (capital and operating) divided by projected landed weight. Airfield rates include Landing Fees and Aircraft Parking. Airfield expenses per the Airline Use and Lease Agreement are 100% residual, i.e. MAA recovers 100% of the expenses. Current budgeted rates are published in the BWI 401.1 Standard Rates and Fees. Budgeted Rates are published each May for the upcoming fiscal year and reconciled each November to recover any additional costs that may have occurred in the prior fiscal year.

Question: When were fees at BWI Marshall Airport last increased? (Commissioner Ball)

Answer: A variety of fees are charged at BWI Marshall Airport. Parking fees are charged to patrons utilizing the Maryland Aviation Administration’s (MAA) numerous parking facilities. These fees are set by MAA and were last increased in 2009. A passenger facility charge (PFC) is collected from each enplaned passenger. PFCs are collected by the airlines but benefit the airport. The maximum PFC rate is set by the U.S. Congress and was last increased in 2000. Customer facility charges are paid on vehicles rented from the consolidated rental car facility. These rates were last increased in 2009. Various fees are charged to airlines and include landing fees, boarding device fees, and holdroom fees. These rates are adjusted annually based on a formula established in the Airline Use and Lease Agreement.

Question: What is the number of electric vehicle registrations to date? (Commissioner Thompson)

Answer: As of September 2023, there are currently 84,179 Plug-in Hybrid Electric Vehicles (PHEV) and Electric Vehicle (EV) vehicles registered in the State. This includes 58,157, or 69%, EVs and 26,022, or 31%, of PHEVs. MDOT maintains a dashboard so that Maryland citizens can track growth in EV registrations. It is available [here](#). EV registrations by county are available [here](#). Increases in EV ownership will be discussed in further detail at the November TRAIN Commission meeting.

Question: Does the CTP provide detailed Chapter 30 scores by specific indicator (i.e., climate, safety, equity, etc.)? (Commissioner Tulkin)

Answer: Information about project scoring was previously distributed to Commission members by email on September 15, 2023 and is included again here. Additional information about the Chapter 30 scoring process is available [here](#). That page includes a technical guide, a presentation reviewing the process, and a frequently asked questions document. The [technical guide](#) provides detailed information about the process, the goals, and the measures used for

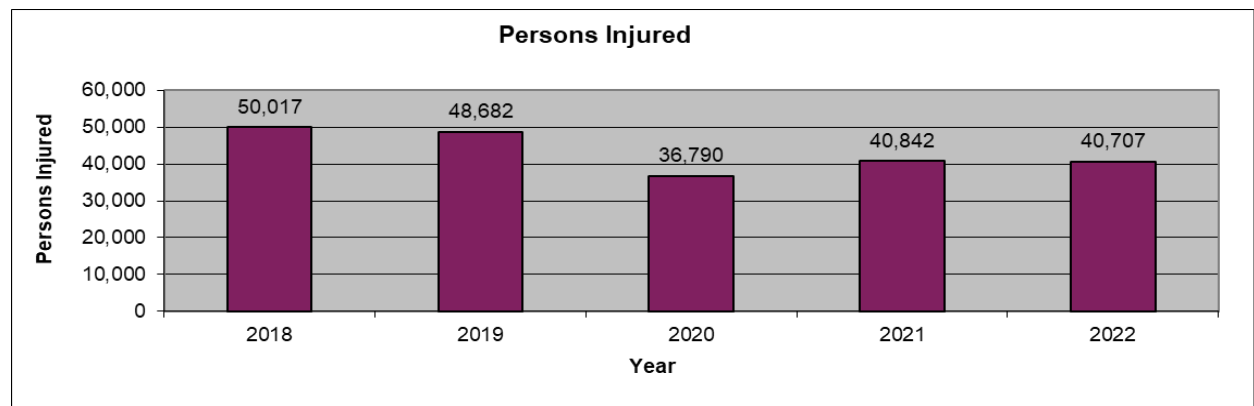
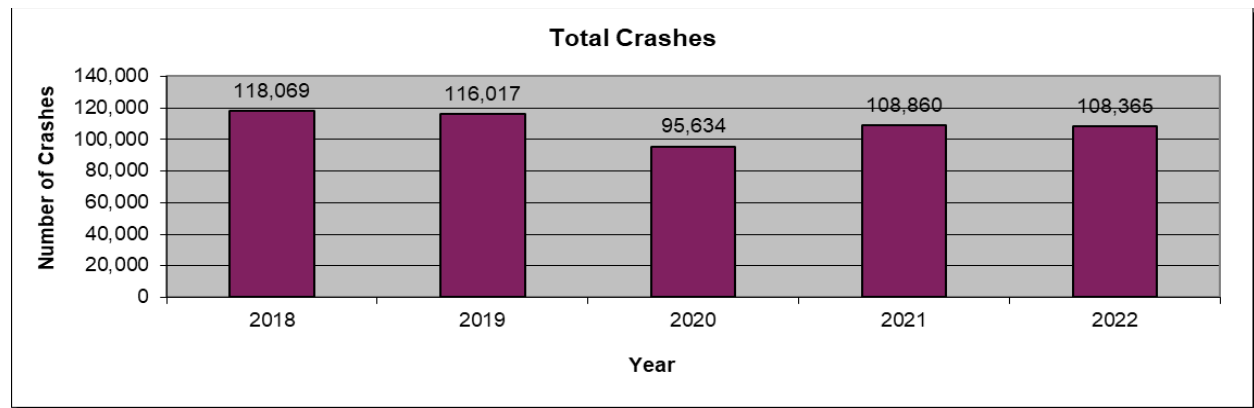
scoring. Also included on that page and linked [here](#) is the detailed scoring by goal for each of the projects scored in the FY 2024-2029 Draft CTP.

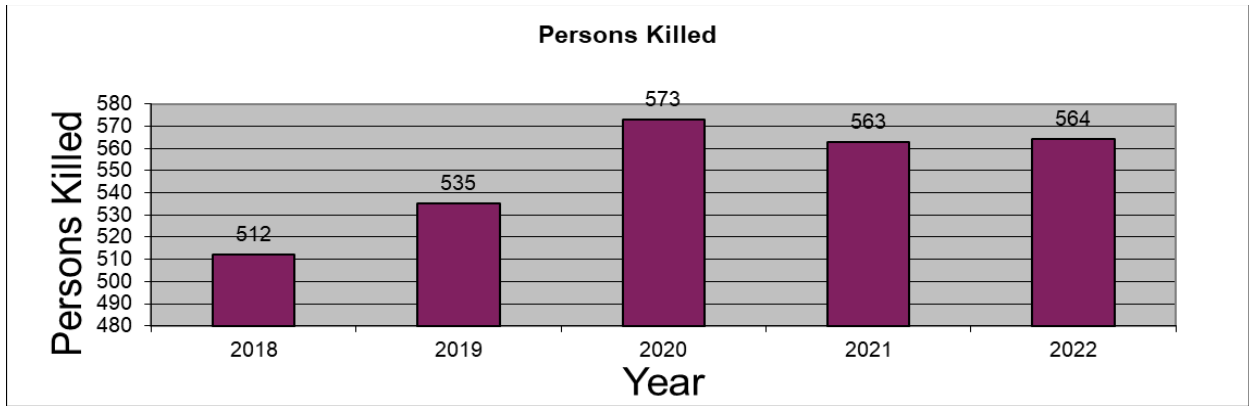
Question: Is demographic data on crash victims available? (Commissioner Flora)

Answer: The following charts summarize crash data. This includes a summary of crash data, as well as breakdowns by driver age and sex (see A, B, and C).

A. Statewide Crash Summary

	2018	2019	2020	2021	2022	5 Yr Avg.	%
Fatal Crashes	485	496	546	524	532	517	0.5
Injury Crashes	33,941	32,938	25,360	28,130	28,015	29,677	27.1
Property Damage Crashes	83,643	82,583	69,728	80,206	79,818	79,196	72.4
Total Crashes	118,069	116,017	95,634	108,860	108,365	109,389	100
Total of All Fatalities	512	535	573	563	564	549	
Total Number Injured	50,017	48,682	36,790	40,842	40,707	43,408	





B. Statewide Driver Age

All Drivers							
Driver Age	2018	2019	2020	2021	2022	AVG.	%
15 and Under	172	174	198	227	280	210	0.1
16	873	786	548	660	812	736	0.4
17	2,818	2,555	1,845	2,397	2,500	2,423	1.2
18	3,591	3,343	2,708	3,232	3,233	3,221	1.6
19	3,763	3,811	3,291	3,727	3,477	3,614	1.8
20	3,933	3,859	3,601	3,986	3,648	3,805	1.9
21 - 24	18,228	17,276	14,995	17,353	16,530	16,876	8.3
25 - 29	24,259	23,240	18,762	21,387	20,122	21,554	10.6
30 - 34	21,095	21,100	17,181	20,085	20,113	19,915	9.8
35 - 39	18,054	18,248	14,182	16,718	17,216	16,884	8.3
40 - 44	14,835	14,953	11,576	14,120	14,673	14,031	6.9
45 - 49	14,821	14,171	10,301	11,378	12,192	12,573	6.2
50 - 54	14,312	13,890	10,184	11,514	11,675	12,315	6.1
55 - 59	12,861	12,713	9,600	10,762	10,895	11,366	5.6
60 - 64	9,682	9,931	7,444	8,623	9,047	8,945	4.4
65 - 69	6,499	6,633	4,727	5,729	6,186	5,955	2.9
70 - 79	7,291	7,396	5,292	6,272	7,218	6,694	3.3
80 +	3,133	3,091	2,152	2,346	2,558	2,656	1.3
Unknown	40,263	41,036	36,521	41,845	38,766	39,686	19.5
Total Drivers	220,483	218,206	175,108	202,361	201,141	203,460	100

Maryland Commission on Transportation Revenue and Infrastructure Needs
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Injured Drivers							
Driver Age	2018	2019	2020	2021	2022	AVG.	%
15 and Under	27	46	44	56	75	50	0.2
16	125	111	79	100	134	110	0.4
17	444	418	315	338	330	369	1.3
18	603	547	407	487	455	500	1.8
19	638	661	509	608	584	600	2.1
20	645	694	614	667	575	639	2.3
21 - 24	3,064	2,914	2,482	2,682	2,645	2,757	9.7
25 - 29	4,217	4,029	3,189	3,510	3,166	3,622	12.8
30 - 34	3,549	3,524	2,925	3,349	3,132	3,296	11.6
35 - 39	3,107	3,100	2,299	2,673	2,762	2,788	9.8
40 - 44	2,535	2,463	1,962	2,205	2,300	2,293	8.1
45 - 49	2,595	2,408	1,714	1,837	1,951	2,101	7.4
50 - 54	2,586	2,496	1,763	1,958	1,946	2,150	7.6
55 - 59	2,456	2,267	1,775	1,911	1,889	2,060	7.3
60 - 64	1,867	1,831	1,358	1,547	1,613	1,643	5.8
65 - 69	1,259	1,287	909	1,107	1,131	1,139	4
70 - 79	1,552	1,565	1,091	1,218	1,413	1,368	4.8
80 +	634	642	437	518	505	547	1.9
Unknown	362	327	319	401	342	350	1.2
Injured Drivers	32,265	31,330	24,191	27,172	26,948	28,381	100

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Driver Fatalities							
Driver Age	2018	2019	2020	2021	2022	AVG.	%
15 and Under	0	1	1	0	1	1	0.2
16	2	1	0	2	1	1	0.4
17	3	2	4	2	6	3	1
18	7	4	4	3	5	5	1.4
19	5	7	6	8	5	6	1.9
20	7	4	13	8	12	9	2.7
21 - 24	30	40	40	27	31	34	10.3
25 - 29	25	28	43	46	44	37	11.4
30 - 34	36	30	31	50	40	37	11.5
35 - 39	18	25	33	32	24	26	8.1
40 - 44	16	15	24	25	28	22	6.6
45 - 49	22	21	18	24	19	21	6.4
50 - 54	27	24	34	35	28	30	9.1
55 - 59	24	26	26	24	23	25	7.5
60 - 64	16	10	19	19	23	17	5.3
65 - 69	14	14	7	9	10	11	3.3
70 - 79	21	24	31	20	26	24	7.5
80 +	14	18	14	6	18	14	4.3
Unknown	0	10	1	3	5	4	1.2
Driver Fatalities	287	304	349	343	349	326	100

C. Statewide Driver Gender

Driver Gender							
Driver Gender	2018	2019	2020	2021	2022	AVG.	%
Male	105,293	104,391	86,320	97,962	97,934	98,380	48.4
Female	74,165	72,205	52,308	62,740	64,630	65,210	32.1
Unknown	41,025	41,610	36,480	41,659	38,577	39,870	19.6
Total Drivers	220,483	218,206	175,108	202,361	201,141	203,460	100

Injuries							
Driver Gender	2018	2019	2020	2021	2022	AVG.	%
Male	15,675	15,524	13,034	14,234	13,990	14,491	51.1
Female	16,102	15,383	10,819	12,533	12,624	13,492	47.5
Unknown	488	423	338	405	334	398	1.4
Driver Injuries	32,265	31,330	24,191	27,172	26,948	28,381	100

Maryland Commission on Transportation Revenue and Infrastructure Needs
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Fatalities							
Driver Gender	2018	2019	2020	2021	2022	AVG.	%
Male	217	231	278	272	267	253	77.5
Female	70	67	71	68	76	70	21.6
Unknown	0	6	0	3	6	3	0.9
Driver Fatalities	287	304	349	343	349	326	100

2022 is subject to change. Data are based on reports provided by the Maryland State Police Central Records Division (CRD). 2022 crash reports submitted to CRD during calendar year 2023 (up to Dec, 31, 2023) will be accepted in the database; however, based on an analysis of previous reporting years, nearly all crash reports completed by local agencies have been submitted and processed by this time of year. Revised summary reports may be produced after an analysis is completed on crash reports submitted, or revised, between the run date of this report and Dec. 31, 2023.