2026 ANNUAL ATTAINMENT REPORT

On Transportation System Performance

MARYLAND DEPARTMENT OF TRANSPORTATION

Implementing the Maryland Transportation Plan and Consolidated Transportation Program

Wes Moore
Governor

Aruna Miller
Lt. Governor

Kathryn Thomson
Acting Secretary

GOVERNOR'S MESSAGE

Maryland is building a workforce that reflects our vision for the future — one where everyone has access to work, wages, and wealth, no matter their background or journey. Transportation plays a vital role in this effort, and I couldn't be more pleased that our Road to Careers program, which recently launched a second round of funding, is creating more opportunities for Marylanders to access good jobs in high-demand careers while supporting critical State infrastructure projects.

Launched in 2024, Road to Careers is a six-year, $24 million joint initiative between the Maryland Department of Labor and the Maryland Department of Transportation (MDOT) designed to strengthen Maryland's talent pipeline for transportation and construction jobs. It also provides wraparound services such as transportation, childcare, and mental health support for program participants — addressing barriers that often prevent individuals with low incomes, justice-involved individuals, and English language learners from completing training and sustaining employment.

This is exactly the kind of initiative Maryland needs. Marylanders deserve a transportation system that not only moves people but connects them to what truly matters. As our communities grow and our economy expands, it's critical that everyone — no matter where they live — has a reliable way to reach opportunity.

I want to extend my sincere thanks to the dedicated employees of MDOT. Your hard work, expertise, and unwavering commitment to serving our communities are clearly reflected in this year's Attainment Report. From improving safety and expanding access to advancing equity and sustainability, your efforts are helping to shape a stronger, more connected Maryland. I'm grateful for all that you do — and proud to stand with you as we continue building a transportation system that works for every Marylander.

Wes Moore
Governor

ACTING SECRETARY'S MESSAGE

At the Maryland Department of Transportation (MDOT), safety is at the heart of everything we do. Whether it's our employees working on the front lines or the customers who rely on our services every day, their well-being is our top priority. Our commitment to being Serious About Safety and saving lives ensures that all users and all travel options – from pedestrians to road workers and employees across MDOT's modes – have that same commitment from the Department. By putting people first, we ensure that every journey — and every job — is carried out with care, responsibility, and respect.

To that end, MDOT is leading the way to deliver bold policy changes and projects needed to improve safety outcomes. Our Complete Streets initiative ensures that a range of safe options for multimodal transportation, including active transportation, are prioritized throughout all phases of project development and decision making to leverage existing and new resources.

At MDOT, we will continue to reimagine transportation as a powerful tool for positive change where millions of Marylanders can get where they need to go safely and reliably. We will remain focused on making strategic investments to enhance safety, maintain our system so that it is in working order, and drive economic growth across the State. Together, we can help realize Governor Moore's vision for a more connected, equitable Maryland where opportunity reaches every corner of the State.

This Attainment Report on Transportation System Performance serves as a critical resource for tracking our progress toward key goals and informing future decisions. By examining historical data, recent initiatives, and planned strategies, the report helps us highlight what's working, understand where challenges remain, and shape effective approaches to enhance system performance moving forward.

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

Kathryn Thomson
Acting Secretary

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Integrating Multimodal Transportation

The Maryland Department of Transportation (MDOT) delivers an expansive and integrated multimodal system to the communities, businesses, and destinations it serves. MDOT houses all of the State's transportation modal agencies in one organization, providing planning and investment to grow seamless connectivity between Maryland's highways, bridges, toll facilities, transit, bicycle and pedestrian facilities, airports, ports, motor vehicle services, and driver services.

MDOT is one agency within the State of Maryland composed of six specialized modal agencies and more than 10,000 employees working together towards the mission to be "a customer-driven leader that delivers safe, sustainable, intelligent, exceptional and inclusive transportation solutions to connect our customers to life's opportunities." The MDOT Secretary serves as Chair of the Maryland Transportation Authority (MDTA), which owns, operates, and maintains the State's eight toll facilities. The Secretary is also the Chair of the Port Commission and the Airport Commission. While the Washington Metropolitan Area Transit Authority (WMATA) is separate from MDOT, the Secretary serves as a Member of the WMATA Board and MDOT contributes funds to WMATA, the Governor appoints two Maryland WMATA Board members, and MDOT staff work closely with those appointees and the other Board members to ensure efficient and effective transit services in the metropolitan Washington region.

MODAL AGENCIES

TSO	The Secretary's Office
MDOT Modal Administrations/Authority	
MAA	Maryland Aviation Administration
MPA	Maryland Port Administration
MTA	Maryland Transit Administration
MDTA	Maryland Transportation Authority
MVA	Motor Vehicle Administration
SHA	State Highway Administration
The State of Maryland Also Supports	
WMATA	Washington Metropolitan Area Transit Authority

List of Performance Measures by Goal

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

Introduction

Strengthening Maryland's Transportation System through the MDOT 2050 MTP

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

The State Report on Transportation (SRT) is an annual report mandated by legislation, comprised of three documents produced by MDOT. These documents collectively represent the Department's efforts in planning, investment, and performance evaluation:

- The **Maryland Transportation Plan (MTP)**, called "The Playbook," with a 2050 horizon, sets the 20-plus-year long-range vision for the State's transportation system and is updated every five years (last updated January 2024);
- The **Consolidated Transportation Program (CTP)** is updated annually and provides a six-year fiscally-constrained 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 annually and reports on progress toward reaching the four key goals outlined in the Playbook (shown on the right).

The Playbook provides a 20-plus-year long-term vision for how MDOT can seize opportunities and navigate challenges in the coming decades. The vision of the Playbook is to provide safe, reliable, accessible, equitable, and sustainable transportation options across the State. It encapsulates the needs and intents of MDOT's modal administrations, and it captures how MDOT will achieve meaningful and system-wide improvements across the transportation network.

MTP GOALS

MARYLAND DEPARTMENT OF TRANSPORTATION

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

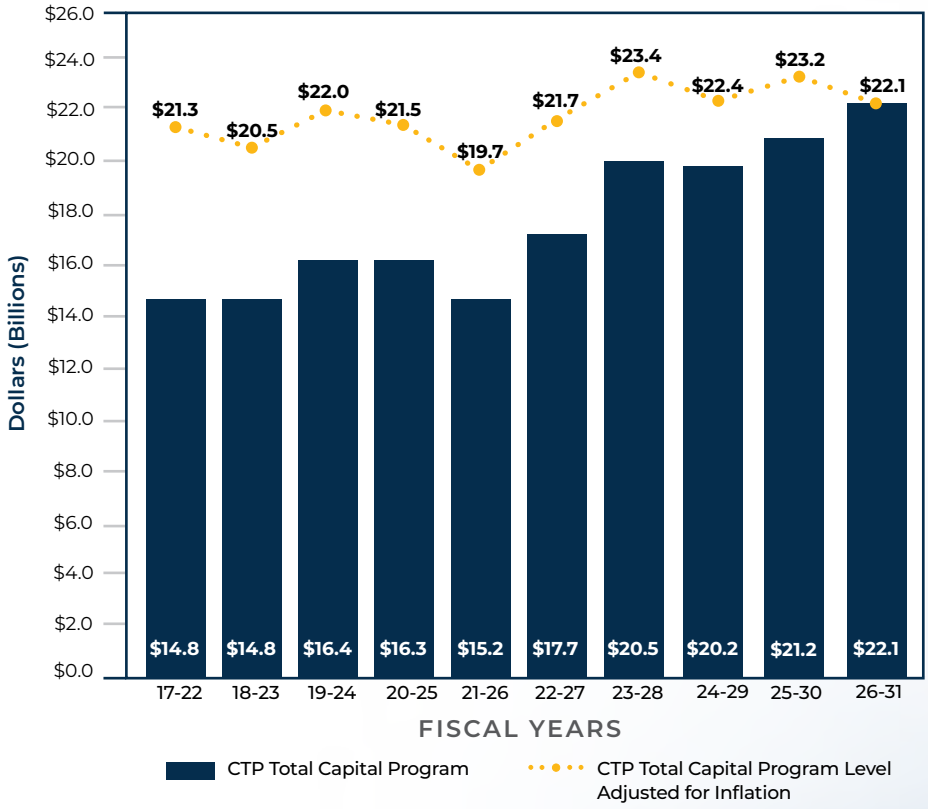
Maryland's Investment in Transportation

MDOT remains committed to its core priorities by investing in transportation system preservation, promoting economic growth, and enhancing safety for all Marylanders. The CTP continues targeted investments in key projects and programs, such as rebuilding the Francis Scott Key Bridge, implementing safety through the Department's new Complete Streets Policy and the new initiative "Serious about Safety," and preserving our transportation system in a state of good repair.

Thanks to Governor Moore, and with tremendous support from stakeholders around the State, the Maryland General Assembly approved new revenues dedicated specifically to transportation funding. The $22.1 billion FY 2026 – FY 2031 CTP reflects this additional revenue. The new legislation provides more than $400 million per year additional state money which will allow the Department to match available federal funding to add nearly $700 million in total annually to the program. This money stabilizes the program allowing MDOT to meet the safety and state of good repair needs of our system and drive economic development throughout the State. With this new capital program, MDOT will make smart investments to advance the development of the transportation system, improve the safety of the transportation network, drive economic growth, and preserve our transportation systems.

The Governor's much needed revenue increase has enabled MDOT to retain a healthy transportation system. This investment has enabled the Department to secure proper debt service coverage, meet critical operating budget needs, ensure the protection of Highway User Revenue (HUR) and Locally Operated Transit Systems (LOTS) funding, and enable significant investments in the capital program. It should be noted that transportation trust fund challenges continue due to increased construction costs, costs to preserve the existing transportation system, and increased operating costs.

CTP TOTAL CAPITAL PROGRAM LEVELS (BILLIONS)*



** CTP Total Capital Program Levels in previous years are adjusted to inflation according to the ENR Construction Cost Index as outlined in the Capital and Real Estate Inflation Factors Memorandum disseminated by MDOT in April 2024.*

GOAL

Enhance Safety and Security

Protect the Safety and Security of All Residents, Workers, and Visitors

KEY OUTCOMES: By protecting the safety of all residents, workers, and visitors, we will work to achieve zero traffic-related fatalities and serious injuries.

MDOT is enhancing multimodal infrastructure to improve travel safety for travelers and workers, decrease traffic injuries and deaths on Maryland's roadways, support a low-stress network for pedestrians and bicyclists, and maintain a system that can respond to weather events and roadway incidents effectively. At the 2025 Annual Highway Safety Summit, MDOT launched the "Serious About Safety" initiative, which builds upon the important safety programs already underway at MDOT and throughout the modal administrations. Now, any MDOT-funded project must prioritize safety options throughout all phases of project development. Additionally, MDOT is putting its Complete Streets Policy into action to promote safer transportation facilities by updating its practices and manuals and investing in strategic projects.

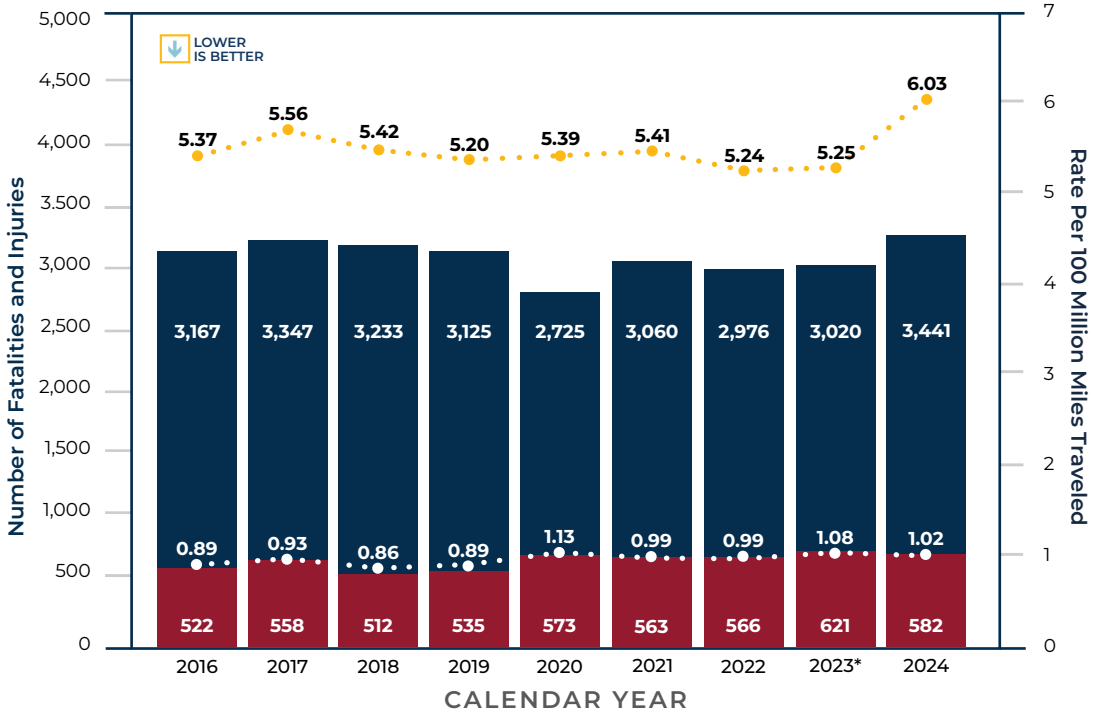
MDOT is also developing a new Strategic Highway Safety Plan (SHSP) as a guide for the next five calendar years (CY) 2026 – 2030 to tackle issues like speeding, occupant protection, impaired driving, and pedestrian/bicycle safety, while also addressing the safety of emerging technologies, like autonomous vehicles. The SHSP will utilize the "4Es" to advance safety: education, enforcement, engineering, and timely emergency response to reduce the frequency and severity of crashes.

To address future safety concerns, the State of Maryland is exploring the implementation of new technologies. Some jurisdictions are increasing automated enforcement, a strategy that MVA Maryland Highway Safety Office (MHSO) is studying for effectiveness.

OBJECTIVE: Reduce the Number of Lives Lost and Injuries Sustained on Maryland's Transportation System

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

MAKING PROGRESS



Annual number of traffic fatalities on all public roads in Maryland (including MDTA-owned 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)

** Data has been revised from previous report.*

What Is the Trend?

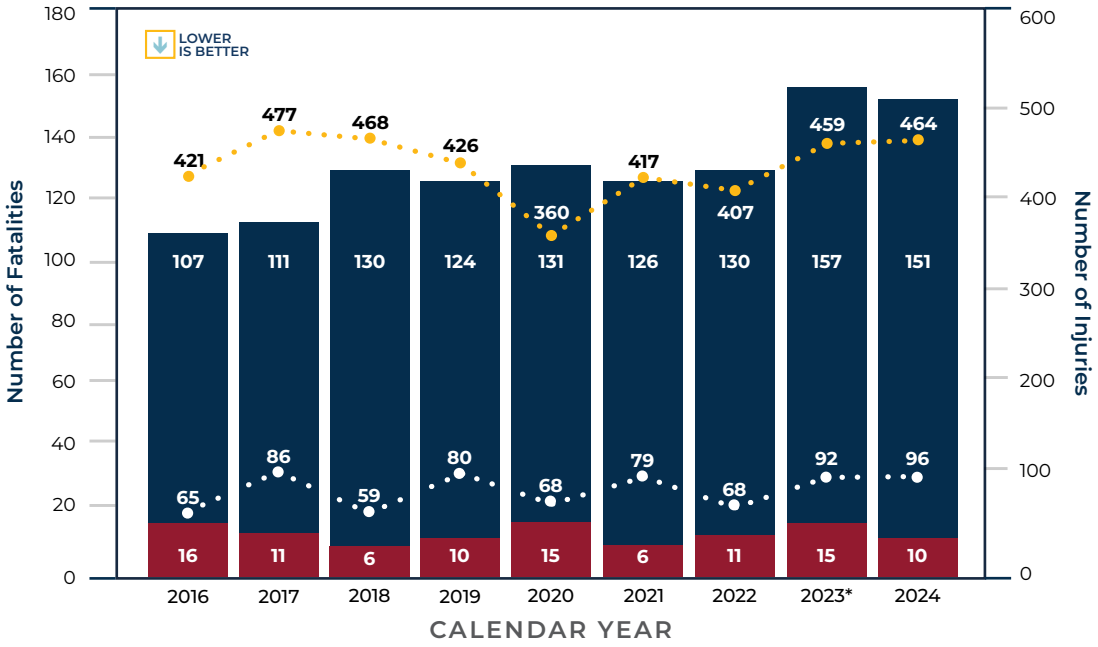
- Traffic fatalities decreased by 6.3% to 582 in CY 2024 from 621 in CY 2023. The fatality rate per 100 million miles also decreased by 5.6% from 1.08 to 1.02, while vehicle miles Traveled (VMT) mostly remained the same, decreasing by less than 1%. Despite these decreases in fatalities, serious injuries continued to increase, rising 13.9% in CY 2024 compared to CY 2023. This increase in serious injuries is sharper compared to previous years.
- In June 2025, the MHSO conducted its annual seat belt survey at 140 sites, observing 29,835 vehicles. The survey showed an increase in seat belt usage to 93.4% in 2025 from 90.6% in 2024. Despite some overall progress, nearly 1 in 10 Maryland drivers do not use seat belts and almost half of those killed in crashes were not wearing seat belts.
- In December 2024, the Maryland Vision Zero Committee began its first planned quarterly meetings accessible by the public (virtually) to discuss progress and challenges toward achieving Vision Zero, with each meeting including an evaluation of recent Infrastructure Reviews completed by the SHA.

What Are Future Strategies?

- In January 2025, MDOT, the Maryland State Police, and the Maryland Institute for Emergency Medical Services Systems were awarded $13.2 million to modernize the State's crash reporting system. The federal grant provides over five years of funding to streamline the exchange of data across local, State, and federal agencies.
- MDOT is developing a new SHSP as a guide for the next five years (CY 2026 – CY 2030) to tackle issues like speeding, occupant protection, and impaired driving to reduce the frequency and severity of crashes.
- Maryland will host the 2026 Lifesavers Annual Conference in April, promoting traffic safety. It brings together professionals from government, law enforcement, public health, education, and advocacy groups to share the latest research, strategies, and technologies to reduce roadway injuries and fatalities.

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

MAKING PROGRESS



Number of bicycle fatalities on all public roads in Maryland

Number of pedestrian fatalities on all public roads in Maryland

Number of bicycle serious injuries on all public roads in Maryland

Number of pedestrian serious injuries on all public roads in Maryland

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

** Data has been revised from previous report.*

What Is the Trend?

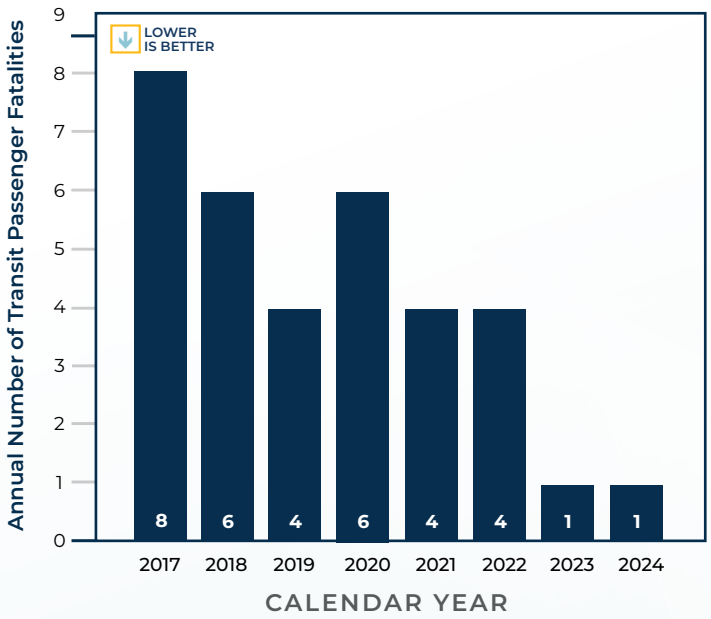
- In CY 2024, 582 people were killed on Maryland roadways, including 151 pedestrians and 10 bicyclists. Compared to CY 2023, this is a 39 person decrease in total fatalities, as well as six fewer pedestrians and five fewer bicyclists. However, in CY 2024, bicycle injuries peaked at 96, the highest over the last eight years.

What Are Future Strategies?

- MDOT is advancing pedestrian and bicycle infrastructure projects through the Pedestrian Safety Action Plan (PSAP). In FY 2025, MDOT invested $10.2 million to design and construct new sidewalks and pedestrian facilities along various corridors, including MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington Boulevard) in Howard County, and MD 7 (Delaware Avenue) in Elkton. For instance, US 1 (Washington Boulevard) safety projects involve upgrades to existing sidewalks, installing new Americans with Disabilities Act (ADA) compliant sidewalks, and constructing shared use paths, protected bicycle facilities, curbs, ramps, crosswalks, grass buffers, lighting, and traffic signals.
- SHA, in coordination with local jurisdictions, is advancing Complete Streets "quick-build" demonstration projects to rapidly improve safety on State roadways in communities across Maryland, including MD 14 (Main Street) in Secretary and MD 65 (N. Church Street)/MD 34 (E. Main Street) in Sharpsburg.
- MDOT is providing additional data collection and before/after study support to build on the success of our Complete Streets Policy and inaugural round of quick builds in 2024. In addition, MDOT is evaluating the quick build program's impacts to safety and accessibility and remains a partner to SHA in ensuring its sustainment.

ANNUAL NUMBER OF TRANSIT PASSENGER FATALITIES*

ON TARGET



TARGET: ZERO FATALITIES

** This measure is now reported by CY instead of FY, so data has been revised from the previous report.*

What Is the Trend?

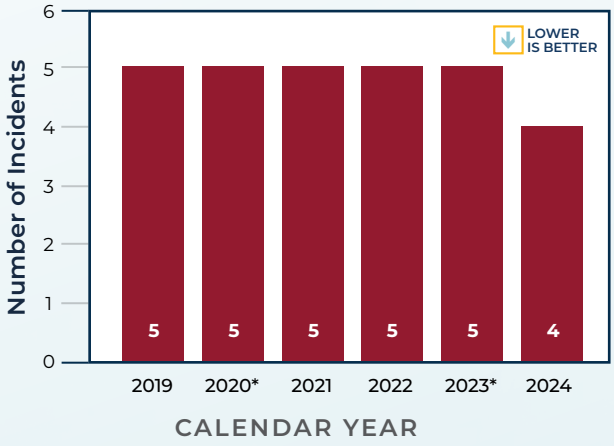
- In both CY 2023 and CY 2024, there was one transit passenger fatality on Maryland's public transit, the lowest in the past eight years.
- As per the 2025 Update to Regional Transit Plan, MTA has continued to maintain its standing as one of the safest transit systems out of the top 12 U.S. transit agencies.

What Are Future Strategies?

- MTA is committed to reducing fatalities and serious injuries by performing routine maintenance and inspections, implementing enhanced safety procedures and management system policies, enforcing the rider Code of Conduct, and proactively addressing potential safety events.

ANNUAL NUMBER OF AT-GRADE RAILROAD CROSSING INCIDENTS RESULTING IN INJURY OR FATALITY

ON TARGET



TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

** Data has been revised from previous report.*

What Is the Trend?

- Annual fatalities and injuries from at-grade rail crossings remain low, and the numbers have generally decreased since the peak in CY 2018. In CY 2024, MDOT's notable achievements included the completion of three safety upgrade projects and continued design/initiated studies on ten projects, funded under the Federal Railway-Highway Crossings (Section 130) Program.
- The Maryland Operation Lifesaver Program made significant outreach efforts in 2024, with volunteers delivering many presentations and engaging over 5,000 people at various events statewide. A major safety campaign, led by MTA, included signage, audio messaging, social media ads, station pop-up events, posters, banners, safety brochures with mailed tickets, public safety announcements in English and Spanish, FM radio Public Service Announcements, wrapped ticket vending machines, and event giveaways.

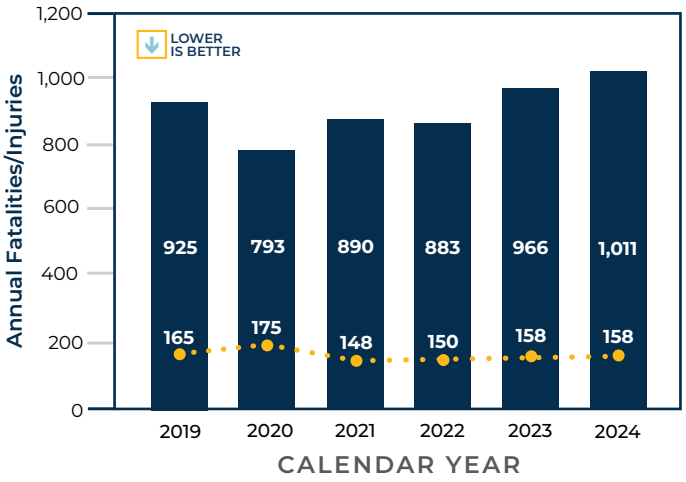
What Are Future Strategies?

- In FY 2025, MDOT received an $800,000 grant from the Federal Railroad Administration (FRA) to complete a Statewide Railroad Trespass Study. This project will assess current trespassing behaviors on active railroad rights-of-way across the State, developing a toolbox with various countermeasures to reduce injuries and fatalities associated with trespassing on railroad property.
- MDOT was awarded $3 million from FRA's Railroad Crossing Elimination Grant Program to improve rail safety conditions at four private at-grade crossings along the CSX Line in Rosedale within Baltimore County.
- The Maryland Operation Lifesaver Program will continue to engage with Marylanders via event outreach and look to expand its efforts and partnerships with local agencies.

OBJECTIVE: Minimize Disparities in Safety Across Maryland's Diverse Communities

ANNUAL NUMBER OF FATALITIES AND SERIOUS INJURIES ON MARYLAND PUBLIC ROADS IN PERSISTENT SAFETY EXPOSURE AREAS*

FACING CHALLENGES



Annual number of serious injuries in persistent safety exposure areas

Annual number of fatalities in persistent safety exposure areas

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

** Persistent Safety Exposure Areas are derived from the Persistent Public Safety Exposure Subindex (PPSES), which incorporates poverty rates, housing and transportation affordability, alcohol availability, crash data, police traffic stops for moving violations, and the rate of young and mature licensed drivers to identify the most at-risk locations geographically.*

Note: Data has been updated due to change in methodology. The methodology uses the definition of "persistent exposure areas" in place of the previously used "transportation-disadvantaged communities."

What Is the Trend?

- Initial analysis indicates that 26% of Maryland's population reside in persistent safety exposure areas and, during the last five years, 27% of traffic fatalities and 30% of all serious injuries occurred in these areas.

What Are Future Strategies?

- MDOT staff continue to explore methodologies for evaluating trends within persistent safety exposure areas in comparison or contrast with outcomes in non-persistent safety exposure areas. Additionally, MHSO will continue to focus on persistent safety exposure area zip codes with outreach and education and document the number of events and persons reached through community engagement in these areas during the federal fiscal year (FFY), dependent on resources, partners, and available funding.

OBJECTIVE: Address Multimodal Safety Needs to Support a Safe, Low Stress and Secure Transportation System

PREVENTABLE INCIDENTS PER 100,000 VEHICLE MILES ON TRANSIT

FACING CHALLENGES

Fiscal Year	2018	2019	2020	2021	2022	2023	2024	2025
Preventable Incidents Per 100,000 Vehicle Miles								
Metro Subway	0.15	0.20	0.10	0.11	0.12	0.05	0.09	0.22
Light Rail	0.39	0.37	0.30	0.65	0.50	0.57	0.31	0.76
Paratransit/Taxi Access	0.77	1.32	1.40	1.80	1.68	1.63	1.39	1.18
Local Bus	1.44	1.76	1.50	1.17	1.67	1.57	1.80	2.20

TARGET: ZERO FOR ALL MODES

What Are Future Strategies?

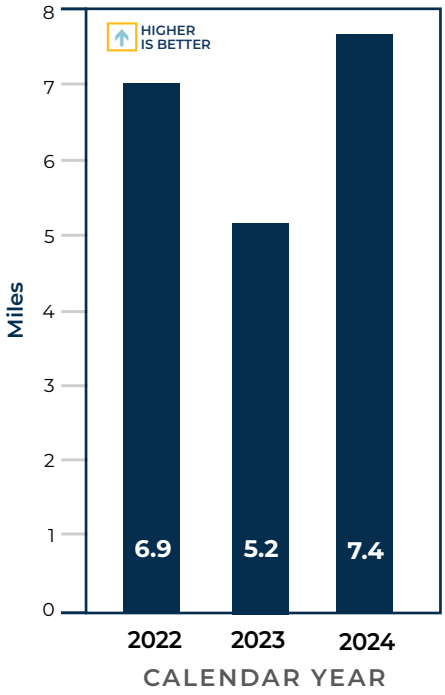
- MTA is launching a $1.4 billion Light Rail Modernization Project, which will replace the current fleet with modern vehicles and upgrade stations, systems, and maintenance facilities. This project will enhance safety and security for the light rail system, aiming to decrease preventable incidents per 100,000 vehicle miles on transit.

What Is the Trend?

- Preventable incidents per 100,000 vehicle miles on transit increased between FY 2024 and FY 2025 for Metro Subway, Light Rail, and Local Bus, while Paratransit/Taxi Access incidents decreased. Metro Subway's preventable incidents increased to 0.22 per 100,000 vehicle miles, rising to similar levels from 2019. Light Rail and Local Bus incidents rose to their highest preventable incident rate, of 0.76 and 2.2 per 100,000 vehicle miles, respectively.
- MTA completed multi-year efforts to overhaul and extend the life of 52 light rail vehicles and 63 Maryland Area Regional Commuter (MARC) rail vehicles.

MILES OF NEW SHA SIDEWALKS ADDED IN MARYLAND

TARGET ACHIEVED



TARGET: FIVE MILES OF NEW SHA SIDEWALK ADDED ANNUALLY

What Is the Trend?

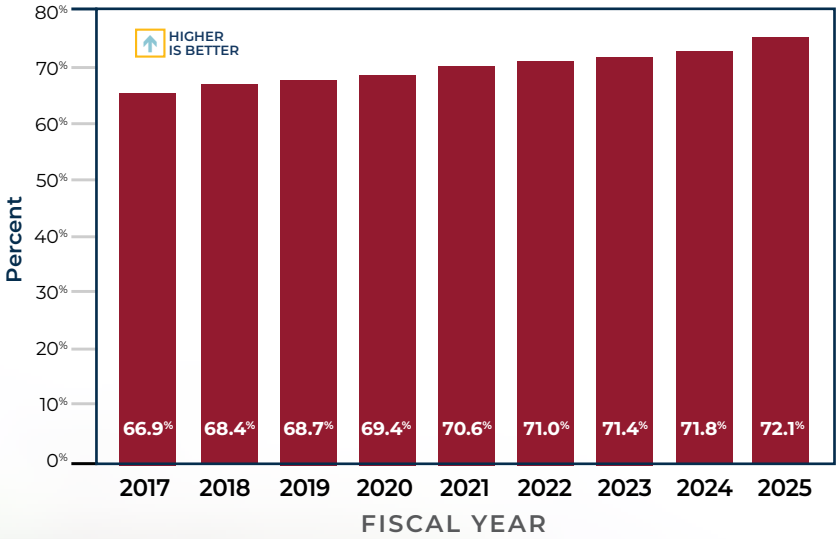
- Since 2021, Maryland has constructed almost 27 miles of new sidewalks. In CY 2024, 7.4 miles of new sidewalks were added, representing a 42% increase compared to CY 2023.
- Since 2023, MDOT has advanced efforts to create a unified statewide sidewalk dataset through the Maryland Sidewalk Data Collaboration. This initiative established a framework to evaluate feasibility, develop a schema for capturing pedestrian infrastructure, and demonstrates the value of sidewalk data along priority corridors.

What Are Future Strategies?

- MDOT invested $10.2 million in FY 2025 to design and construct new sidewalks and pedestrian facilities, including the construction of new sidewalks along MD 214 (Central Avenue) in Anne Arundel County and MD 7 (Delaware Avenue) in Elkton.
- SHA is working closely with other partners and stakeholders to leverage federal funding sources to facilitate future projects. PSAP corridors continue to be developed into projects to further enhance pedestrian and other vulnerable road users' accessibility and mobility along State roadways. A total of 13 PSAP corridors have been programmed for design as of FY 2025 with additional corridors planned to be identified in FY 2026.

PERCENT OF SIDEWALKS THAT MEET AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE

ON TARGET



TARGET: INCREASE SIDEWALKS THAT MEET ADA COMPLIANCE BY 2% ANNUALLY

What Is the Trend?

- The percentage of Maryland sidewalks that are ADA accessible has continued to steadily grow, with a 0.7% increase between FY 2024 and FY 2025. However, the target for a 2% increase in ADA sidewalks was not met.

What Are Future Strategies?

- Previous projects did not include permitting and right-of-way acquisitions during the design phase. Now, sidewalk projects use batched contracts, or one larger contract for multiple smaller projects, and require permits and right-of-way prior to bidding, so the design process is now longer but will be more comprehensive.
- SHA is partnering with local partners to complete ADA improvements where possible in the State network. For instance, in Montgomery County, anticipated projects for FY 2026 – FY 2030 include Germantown MARC Station Bicycle & Pedestrian Improvements, Westlake/Rock Springs Complete Streets, and the Grosvenor Lane Side path.

MILES OF LOWER LEVEL OF TRAFFIC STRESS (LTS) SCORE

LTS is a measure of how stressful or comfortable a bicycle facility is for different types of cyclists from LTS 1, which is comfortable for almost everyone to LTS 5, which is bike-access-prohibited.

LTS	TARGET AUDIENCE	BICYCLE FACILITY TYPES	CENTERLINE MILES FY 2025
1	Almost Everyone	Protected bikeways, sidepaths	115.8
2	Interested, But Concerned	Bike lanes, bike boulevards	387.8
3	Enthused And Confident	Bike lanes, shared lanes, shoulders	520.2
4	Strong And Fearless	No bike facility or on arterial roadways	3,454.0
5	Bike Access Prohibited	Bicycle access is prohibited by managing roadway agency	1,475.9

TARGET: OVERALL INCREASE IN SHA CENTERLINE MILEAGE WITH LTS SCORES OF 1 AND 2.

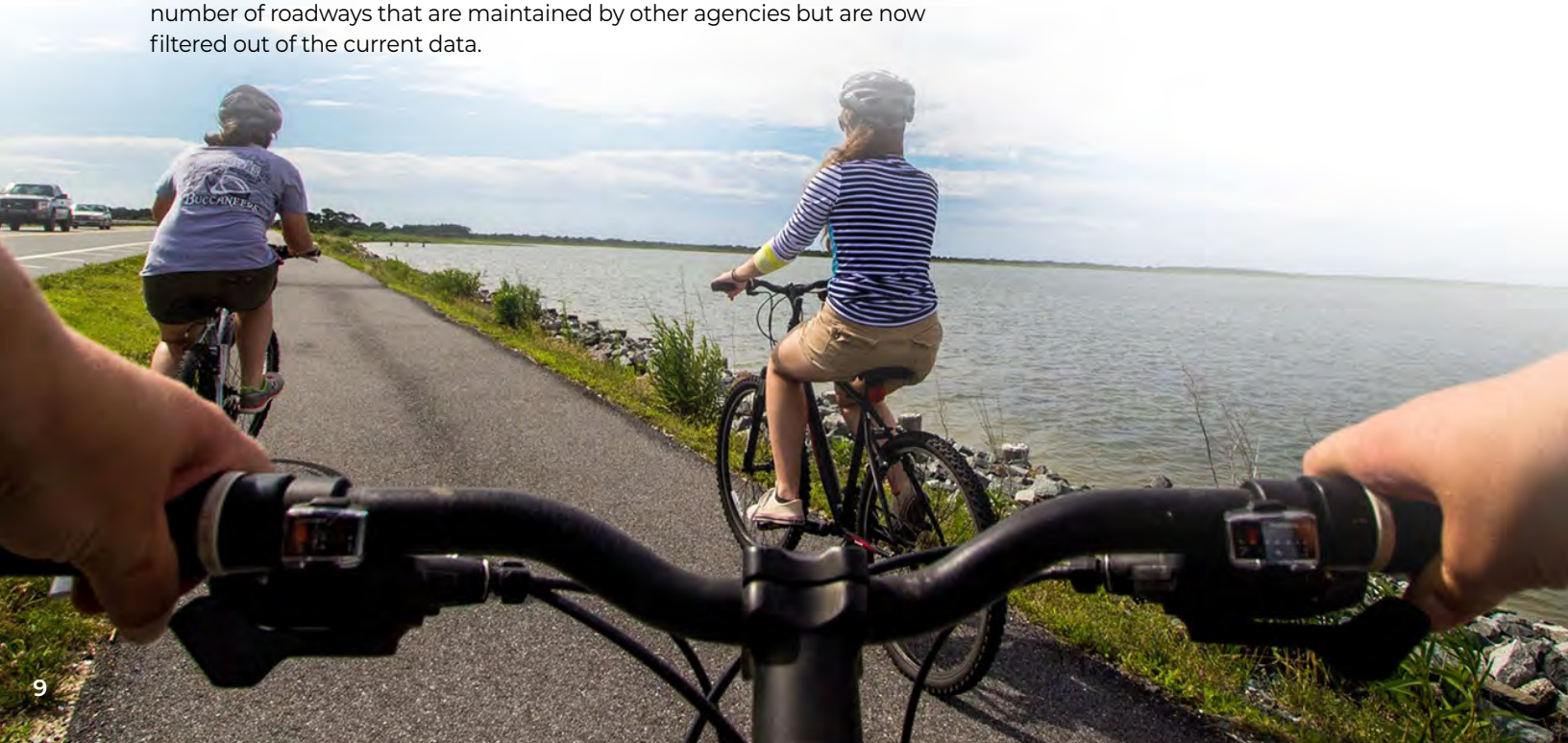
** Data has been revised from previous report.*

What Is the Trend?

- The majority of SHA centerline miles have LTS scores of 4 and 5, which is either uncomfortable or prohibitive for bicyclists. MDOT's goal is to increase the centerline miles with LTS scores of 1 and 2, which currently represent the lowest number of SHA centerline miles.
- The LTS model continues to be refined; this data more clearly identifies LTS on State-owned roadways, whereas previous reports included a small number of roadways that are maintained by other agencies but are now filtered out of the current data.

What Are Future Strategies?

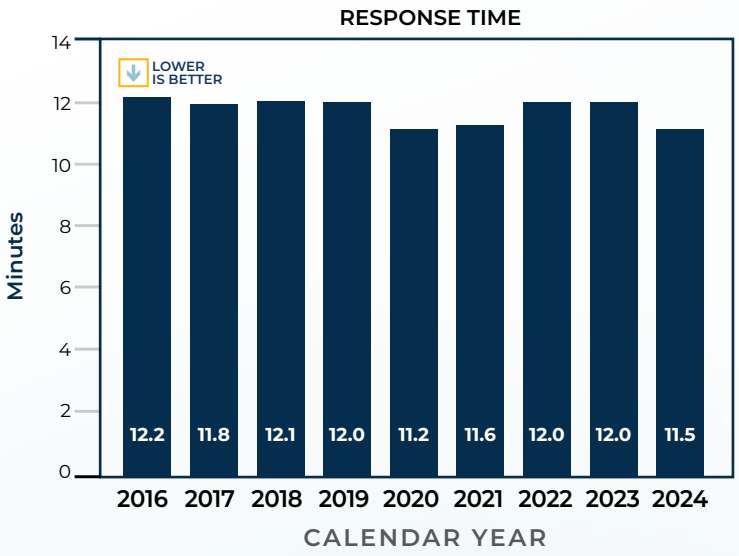
- PSAP, a component of MDOT's Complete Streets Policy, has identified two rounds of projects with 13 total corridors statewide at various stages of project development, with another round to be announced in FY 2026. In July 2025, SHA broke ground on the MD 650 PSAP project. This $15 million investment will improve pedestrian, bicycle, and multimodal infrastructure along nearly 2.5 miles of MD 650 (New Hampshire Avenue) in Prince George's and Montgomery counties.
- In September 2025, MDOT released the Maryland State Transportation Trails Strategic Plan. This project provides a statewide transportation trail inventory analysis, a community engagement process (including the formation of the Transportation Trails Technical Advisory Committee), and three toolkits to help municipalities build support, fund, and maintain transportation trail projects. This plan sets a vision for building out a statewide transportation trail network and serves as a foundation for future projects, particularly as municipalities strive to increase road mileage with LTS scores of 1 and 2.



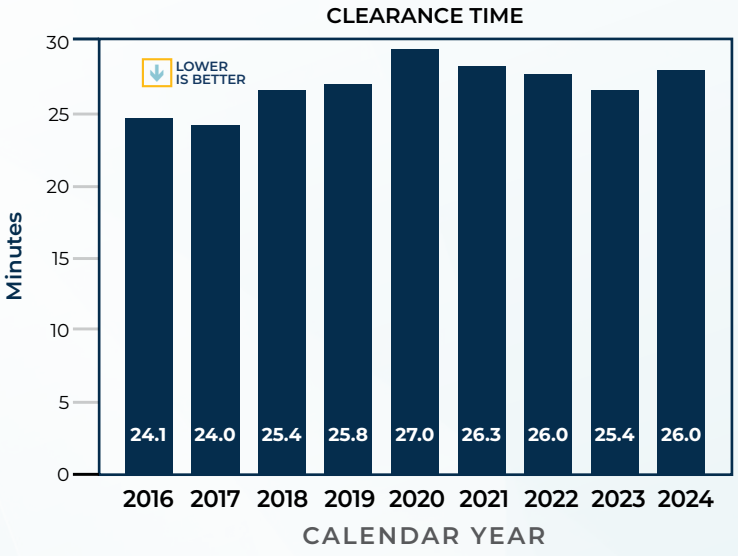
OBJECTIVE: Maintain a Safe System During Adverse Weather Events, Man-Made Threats, and Other System Disruptions

INCIDENT (COORDINATED HIGHWAYS ACTION RESPONSE TEAM, OR CHART) RESPONSE AND CLEARANCE TIMES

TARGET ACHIEVED



TARGET: 15 MINUTES RESPONSE TIME



TARGET: 30 MINUTE CLEARANCE TIME

What Is the Trend?

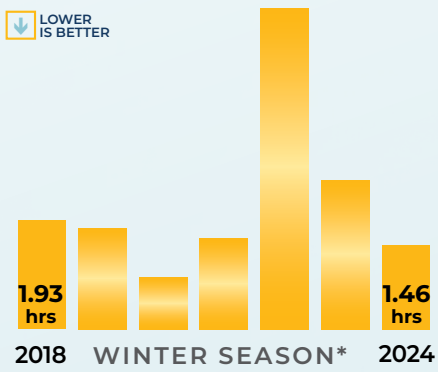
- CHART average incident response time in CY 2024 (11.53 minutes) was slightly lower than the previous year (12 minutes), whereas CHART's average clearance time increased slightly from 25.4 minutes in CY 2023 to 26 minutes in CY 2024, though still within the annual target of 30 minutes.
- In total, CHART responded to 65,710 incidents and disabled vehicles in CY 2024, compared to 70,533 incidents and disabled vehicles in CY 2023.

What Are Future Strategies?

- SHA's Office of Transportation Mobility and Operations (OTMO) will select additional corridors for input into the Freeway Incident Traffic Management plan updates. This will further MDOT's efforts in incident management and secondary crash prevention. Also, MDOT will consider developing traffic incident signal timing to support statewide parallel freeway-arterial operations.
- OTMO will conduct a pilot project to evaluate the use of tethered Unmanned Aerial Systems (UAS) on CHART vehicles for enhanced situational awareness during incident response operations.

AVERAGE TIME TO RESTORE NORMAL OPERATIONS AFTER A WEATHER EVENT (ROADWAY CLEARANCE TIMES FOR WEATHER EVENTS)

TARGET ACHIEVED



TARGET: 1.5 HOURS OR FEWER TO REGAIN BARE PAVEMENT

** Years refer to the winter season, with 2024 indicating the winter season that ended in March 2025.*

What Is the Trend?

- During the 2024 winter season, levels of service increased by 131% compared to the previous season, dropping from 2.51 hours to 1.46 hours to regain bare pavement. Despite the region experiencing above-average frozen precipitation levels and significantly colder temperatures in January and February compared to previous years, MDOT met its goal of 1.5 hours or fewer to regain bare pavement.

What Are Future Strategies?

- SHA is procuring information technology services to make better decisions on resource allocation during winter events.
- SHA continues to train its field staff in salt management for clearing the roadways during winter operations. An expansion in the use of rubber plow blades for clearing snow and ice from roadways and reducing salt use also is underway.

GOAL

Deliver System Quality

Deliver a Reliable, High-Quality, Integrated Transportation System

KEY OUTCOMES: By investing to achieve system quality, MDOT will work to create an infrastructure program that is financially sustainable, environmentally resilient, and maintains a state of good repair.

MDOT works strategically to provide Marylanders with a transportation system that is reliable, high-quality, and provides integrated experience to its users. To deliver on this goal, MDOT seeks to maintain infrastructure in a state of good repair, improve reliability in the transportation system, create a truly resilient transportation system, and effectively deliver projects on time and on budget. In January 2025, MDOT published the updated Strategic Asset Management Plan (SAMP), a five-year guide to apply best practices that improve asset management knowledge, enhance system reliability, and promote financial stewardship. As the asset management program continues to mature, MDOT gains better insight into the condition of our assets, which leads to MDOT identifying the additional needs to maintain a state of good repair.

In 2024, Marylanders faced a tragic loss with the collapse of the Key Bridge that connected thousands of Maryland commuters and commercial vehicles, serving as a vital link in the State. MDOT has been diligently working to rebuild the Key Bridge on I-695 and restore the connection to the community and improve both accessibility and economic growth. In February 2025, Governor Moore unveiled the new design concept for the Key Bridge. Pre-construction of the bridge began in January 2025, and construction is expected to begin in winter 2026.

MDOT has also received several grants in the past year to improve and preserve the existing transportation system. In fall 2024, Maryland was awarded $38.4 million under the Infrastructure for Rebuilding America (INFRA) grant for critical transportation and port infrastructure. In spring 2025, SHA received $1.6 million in funding under the Bridge Investment Program for the project on the I-68 Viaduct. Additionally, MDOT will be investing $1.05 billion over the six-year capital program that will allow the SHA to improve the pavement condition of State highways across Maryland.

MDOT continues to implement resilience projects across the State in support of increased safety and reduced impact from changing conditions. MDOT received approval from the Federal Highway Administration (FHWA) for the agency's first Transportation Resilience Improvement Plan (TRIP) in August 2024. This Plan provides guidance and a framework for integrating resilience considerations throughout the project planning process.

OBJECTIVE: Provide a Multimodal System Resilient to Changing Conditions and Hazards

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

FACING CHALLENGES

The percent of lane-miles/ fixed guideway transit-miles susceptible to flooding and storm surge has remained constant at

11%

from FY 2023 to FY 2025.

TARGET: OVERALL DECREASE

LOWER IS BETTER

What Is the Trend?

- SHA has over 120 drainage sites in some stage of design and construction. These sites encompass state of good repair improvements to keep drains operating and prevent flooding resulting from blockages and climate change. They also include system upgrades to accommodate increased flows resulting from climate change and urban development.

What Are Future Strategies?

- SHA is undertaking an effort to update the Climate Change Vulnerability Viewer to develop a Risk and Resilience Assessment for all transportation assets that can be used enterprise-wide to identify assets with the highest risk of natural hazards impact under future conditions.
- MDTA is advancing resiliency and rehabilitation improvements to the Curtis Creek Drawbridge on I-695 as part of a coordinated response to improving travel experiences in rebuilding the Francis Scott Key Bridge.
- MTA recently completed a Resiliency Feasibility Study at their Shot Tower/ Market Place Metro station. The results from this assessment will be used to inform enhancements for the station and support MTA's efforts to increase the resiliency of their assets.

OBJECTIVE: Increase the Percentage of State-Owned or Funded Facilities and Assets in a State of Good Repair

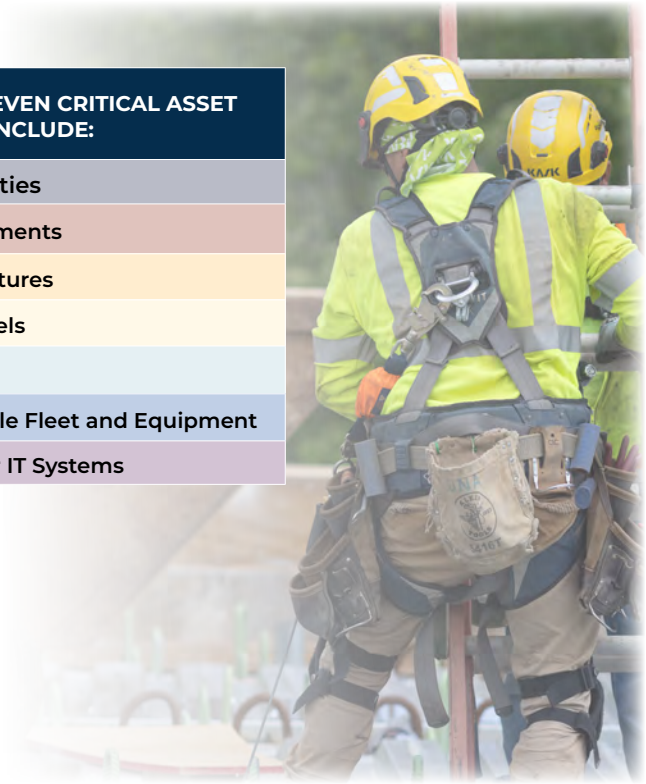
UNFUNDED STATE OF GOOD REPAIR BACKLOG

LOWER IS BETTER

	FY 2023	FY 2024	FY 2025
Unfunded State of Good Repair Backlog	$2.2 billion	$4.8 billion	$7.1 billion

TARGET: NONE

MDOT'S SEVEN CRITICAL ASSET CLASSES INCLUDE:	
1	Facilities
2	Pavements
3	Structures
4	Tunnels
5	Rail
6	Vehicle Fleet and Equipment
7	Major IT Systems



What Is the Trend?

- Based on the seven critical asset classes, in FY 2025, there were $7.1 billion in projects that were still unfunded from the state of good repair backlog, compared to $4.8 billion in FY 2024. This is due to limited State funds and increasing cost of goods and materials, as well as inflation.
- As of 2025, the percent of transit assets (by value) in the state of good repair backlog was 20%. This is double the targeted value in MTA's 2025 Regional Transit Plan (10%).

What Are Future Strategies?

- MDOT published an updated Tactical Asset Management Plan, which outlines the steps MDOT is taking to deliver the goals outlined in the SAMP.
- With the increased revenues, according to MTA's 10-year Capital Needs Inventory Report, MTA will be able to address over 90% of its state of good repair needs through 2030.
- MPA has programmed 64% of its FY 2026 – FY 2031 budget for system preservation projects. These projects include the repairs of Fairfield Marine Terminal Pier 4, the reconstruction of Dundalk Marine Terminal Berths 11-13, and projects associated with maintaining the 50-foot channel, which include Mid-Bay and Poplar Island ecosystem restoration projects and Cox Creek and Masonville Dredged Material Containment Facilities (DMCFs).

PERCENTAGE OF THE MARYLAND STATE HIGHWAY NETWORK IN OVERALL PREFERRED MAINTENANCE CONDITION

ON TARGET

HIGHER IS BETTER

TARGET: 2030: 85%

What Is the Trend?

- The overall preferred maintenance condition of the Maryland State highway network has remained steady over the past years, with an 84% average for the last eight years from CY 2016 to CY 2024.

What Are Future Strategies?

- SHA is utilizing an asset management approach for maintenance activities. New guard rail and street lighting portals are being created within a new GIS-based system that will be used to track maintenance work, needs, and expenditures moving forward.

OVERALL ACCEPTABLE PAVEMENT CONDITION

MAKING PROGRESS

ACCEPTABLE PAVEMENT CONDITION*

HIGHER IS BETTER

TARGET: 2030: 90%; 2050: 95%

OVERALL REMAINING SERVICE LIFE**

TARGET: 2030: 20 years; 2050: 20 years

** "Acceptable" pavement condition includes pavements in both "Fair" and "Good" condition.*

*** Remaining Service Life represents condition on a scale of 0 to 50 years, where 0 years is "Poor," "Fair" is 0 to 20 years, and "Good" is 20 to 50 years.*

What Is the Trend?

- The percent of pavements in "Acceptable" condition is expected to decline from 90% in CY 2024 to 86% after CY 2028, with the Remaining Service Life deteriorating from 16.5 years to 15.6 years.
- The percent of "Poor" pavements is expected to increase from 10% in CY 2024 to 13% in CY 2028 with the current funding projections. Since the percentage of pavements in "Poor" condition is expected to increase due to budget shortfalls, it will likely cost more to restore pavements to a state of good repair as a result of more pavements needing costly reconstruction.
- In CY 2024, SHA resurfaced about 3.8% of its pavement network, and preventive maintenance covered an additional 9.6% of the network, both lower than reported in CY 2023.

What Are Future Strategies?

- During FY 2026, SHA is improving almost 1,700 lane miles of pavement across the State through patching and resurfacing efforts, which would improve safety and ride quality for hundreds of thousands of daily commuters and visitors.
- SHA continues to increase the use of non-traditional and innovative pavement preservation treatments to extend the service life of SHA roadways at the lowest possible cost. For every dollar spent on pavement preservation treatments on pavements in fair or better condition, there is a saving of $6 to $12 on rehabilitation or reconstruction on pavements in poor condition.

NUMBER OF ALL MARYLAND BRIDGES THAT ARE IN POOR CONDITION

TARGET ACHIEVED

TARGET: 2030: 30; 2050: 50

What Are Future Strategies?

- SHA is prioritizing major rehabilitation or replacement of fair-rated bridges that are on high-volume roadways, including the National Highway System, that have the potential to become poor-rated in the near future. This is a proactive approach to have projects ready so that mobility is not impacted by structural conditions.
- SHA will utilize improved bridge asset management procedures to more efficiently manage our infrastructure assets through lifecycle optimization. These techniques track maintenance needs, forecast deterioration, and prioritize projects, resulting in extending the longevity of our bridge infrastructure.

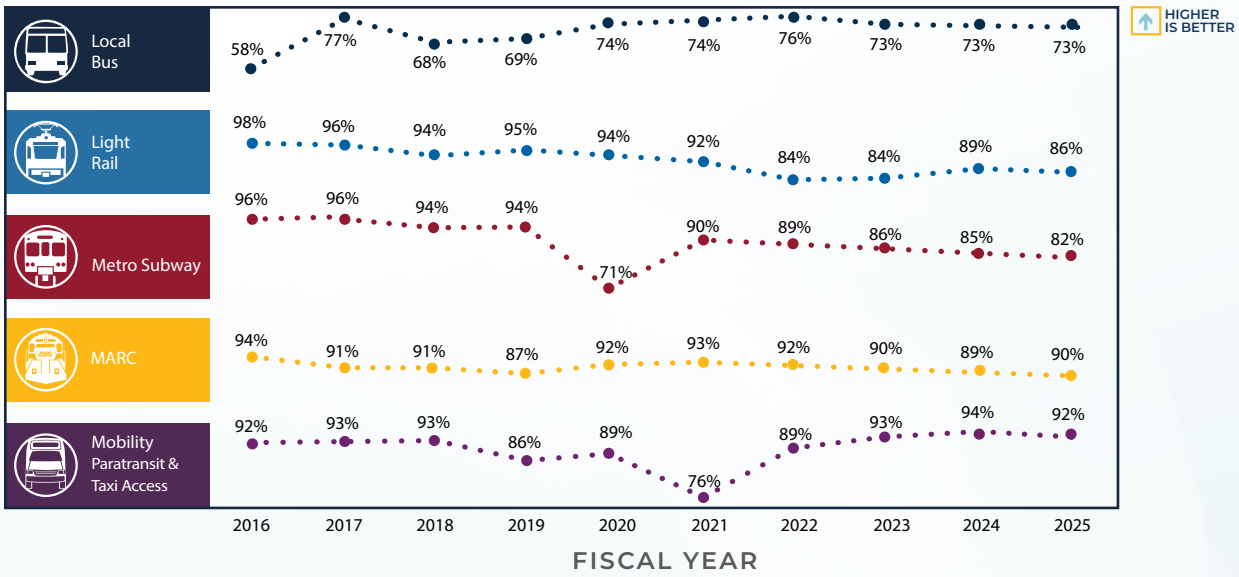
What Is the Trend?

- SHA recorded 20 poor-rated State bridges during their annual condition submission to the FHWA in March 2025. This is the lowest number ever recorded and represents less than 1% of SHA's bridge inventory. This reduction can be attributed to the efficient use of federal funds for current bridge replacement projects, the successful bridge rehabilitation and preservation program, and the enhancement of asset management strategies. All 20 of these bridges are under construction or in design to address the poor rating.
- In 2025, SHA completed several bridge rehabilitations and replacements to enhance safety and durability. This included ten bridges at the I-95/I-695 interchange in southwestern Baltimore County for $42.3 million, a bridge rehabilitation on MD 75 over I-70 for $5.1 million, along with bridge replacements on I-70 over Creek Road for $16.9 million and MD 42 over Buffalo Run for $6.8 million.
- MDTA was awarded a $7.5 million INFRA grant for resiliency and maintenance improvements to the Curtis Creek Drawbridge as part of the Key Bridge replacement effort.

OBJECTIVE: Minimize Travel Delays and Improve Reliability and Quality

PERCENTAGE OF ALL MDOT TRANSIT SERVICE PROVIDED ON-TIME

MAKING PROGRESS



TARGET: 2030: 99% for all except Local Bus (85%) and Paratransit (95%); 2050: 90% for all except Local Bus

What Is the Trend?

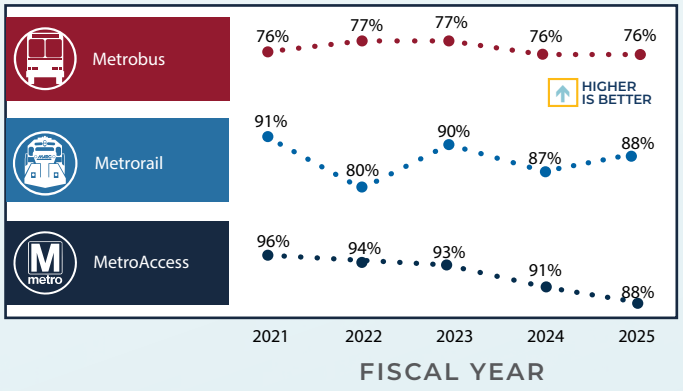
- In FY 2025, on-time performance (OTP) for Light Rail, Metro Subway, and Mobility Paratransit & Taxi Access declined by 2-3%.
- In spring 2025, MDOT and SHA, in coordination with Montgomery County and WMATA, implemented permanent curbside bus lanes on nearly seven miles of MD 97 (Georgia Avenue) between Silver Spring and Glenmont as well as five miles of MD 193 (University Boulevard) between Wheaton and Northwood Park.
- Between 2020 and 2025, the number of dedicated bus lane miles nearly tripled from 5.8 to 17 miles, leading to an increase in local bus speeds from 12 to 12.8 mph.

What Are Future Strategies?

- MTA has launched a $1.4 billion Light Rail Modernization Project, replacing the current fleet with modern vehicles and upgrading stations, systems, and maintenance.
- MTA continues to make infrastructure investments such as dedicated bus lanes, transit signal priority, and other improvements that will help reduce delay caused by traffic and intersections moving forward.
- MTA completed the BMORE BUS transit plan in June 2025, which will ultimately help MTA strengthen its service reliability, expand existing services, and potentially establish new services in the Baltimore region.

WMATA ON-TIME PERFORMANCE (OTP)*

MAKING PROGRESS



TARGET: 78% for Metrobus, 91% for Metrorail, and 92% for MetroAccess

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

What Is the Trend?

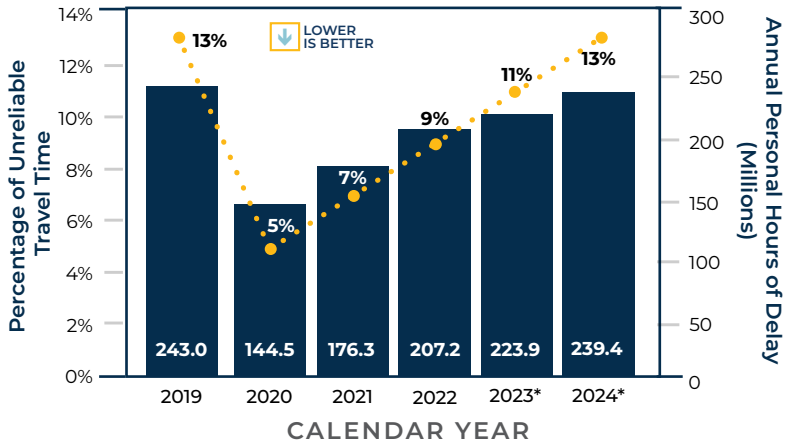
- Metrorail OTP improved slightly in FY 2025 relative to FY 2024; service disruptions account for most late trips. Metrobus OTP has declined by 1% since FY 2023. MetroAccess OTP fell in FY 2025 as Metro transitioned to a new contracting model, which reduced the number and geographical dispersion of garages, leading to more late pick-ups.

What Are Future Strategies?

- WMATA continues to invest in rail fleet and infrastructure to reduce the frequency of disruptions, partner with regional jurisdictions to implement more bus priority to reduce the impact of congestion, and pilot headway management strategies on select routes to more evenly space vehicles. WMATA will also continue to work with contractors to improve operational performance.

ANNUAL PERSON HOURS OF DELAY AND TRAVEL TIME RELIABILITY ON THE MARYLAND PUBLIC ROADWAY NETWORK

FACING CHALLENGES

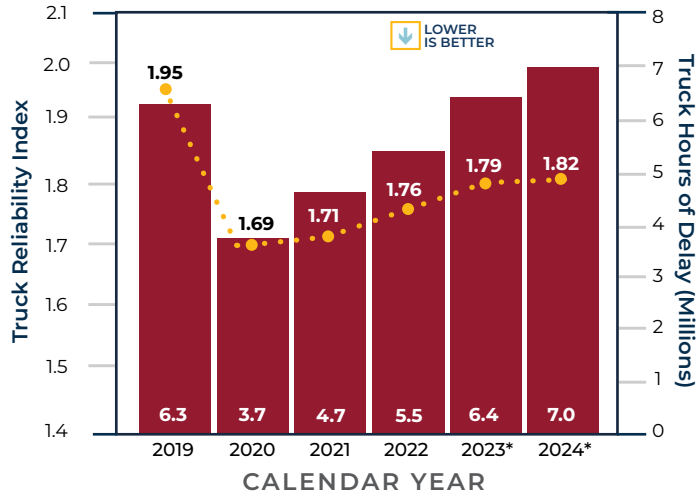


TARGET: 2030: 202 MILLION HOURS; 2050: 201 MILLION HOURS

** 2023 and 2024 data have been revised from previous report.*

TRUCK HOURS OF DELAY AND TRUCK RELIABILITY ON THE MARYLAND PUBLIC ROADWAY NETWORK

FACING CHALLENGES



TARGET: 2030: 5.3 MILLION HOURS; 2050: 5.3 MILLION HOURS

** 2023 and 2024 data have been revised from previous report.*

Note: The methodology used for reporting the 2022 (and prior years) delay values was updated to reflect recent refinements in the Office of Planning and Preliminary Engineering's Maryland Roadway Performance Tool and because the trends calculated seem to more reasonably reflect Average Daily Traffic (ADT)/VMT and congestion trends. The methodology for reliability indices remain the same.

What Is the Trend?

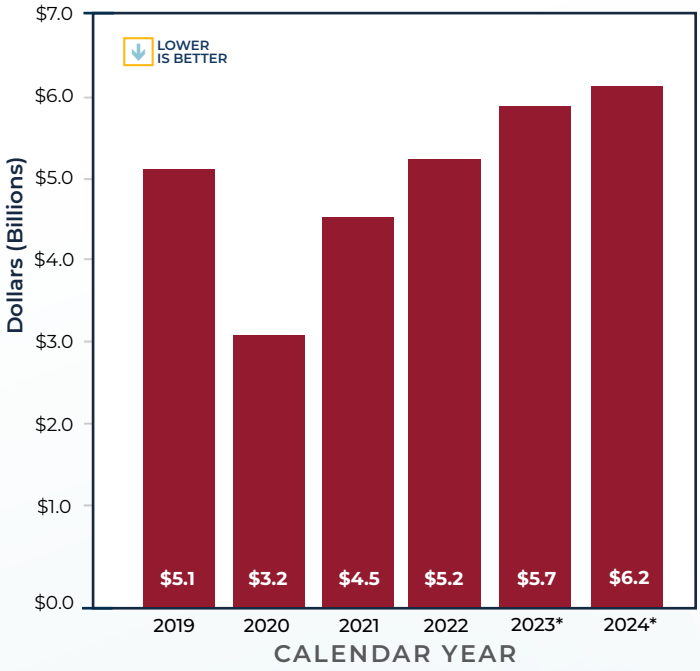
- Gradual increases in person hours of delay continue from previous years. CY 2024 marks the highest number of annual person hours of delay since 2019, rising to 239.4 million hours. The percentage of unreliable travel time saw an increase of 2% from CY 2023 to CY 2024.
- In 2024, the increase in delay was likely impacted by the changes in congestion and routing that came from the loss of the transportation connection on I-695 over Patapsco River and construction along I-695 around Security Blvd with a lane reduction.
- Truck delays continue to rise, with total truck hours of delay increasing by 0.6 million from CY 2023 to CY 2024. During the same period, the Truck Reliability Index rose slightly from 1.79 to 1.82.

What Are Future Strategies?

- SHA is coordinating with the Office of Traffic and Safety and District 7 to implement low-cost countermeasures in fall 2025 to significantly reduce excessive queuing and congestion during the AM peak period at the I-70 and MD 32/MD 144 junction.
- In 2024, SHA started the next phase of its Transportation Systems Management and Operations (TSMO) project on the Baltimore Beltway. The multi-year project is converting the median shoulder between I-70 and MD 43 (White Marsh Boulevard) into a travel lane, primarily for morning and evening rush hour use.
- The 2022 State Freight Plan identified projects for initial National Highway Freight Program funding to improve freight movement in the State. The State Freight Plan is anticipated to be updated by end of 2026.
- MDOT is continuing to employ TDM strategies in the Baltimore area to relieve congestion including Commuter Choice Maryland, which encourages alternatives to solo driving and the Guaranteed Ride Home program for regsitered commuters.

ANNUAL COST OF CONGESTION (BILLIONS) ON THE MARYLAND PUBLIC ROADWAY NETWORK

FACING CHALLENGES



TARGET: 2030: $6.0 BILLION; 2050: $10.0 BILLION HOURS

** Data has been revised from previous report.*

What Is the Trend?

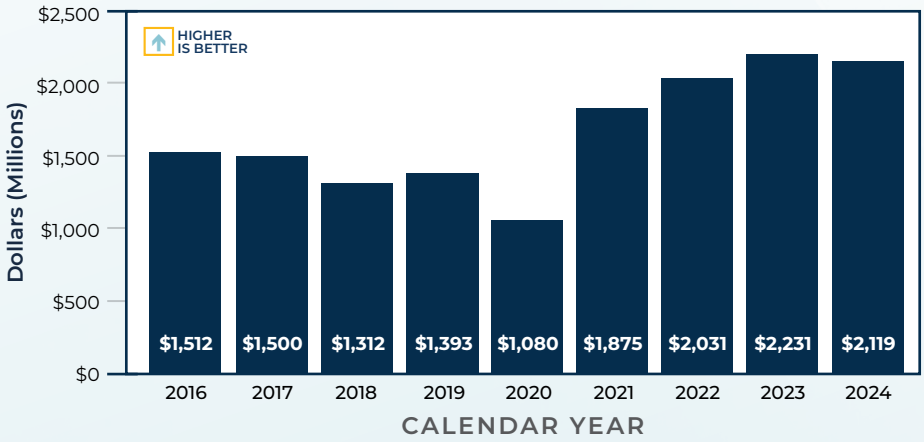
- Annual cost of congestion peaked in CY 2024, jumping to an all-time high of $6.2 billion dollars. There was a pandemic-related drop in cost of congestion in CY 2020, but this cost has continued to rise since.

What Are Future Strategies?

- Investments in I-695 transportation system maintenance and operational improvements will deploy the use of peak-hour shoulder use to reduce congestion.
- MDOT aims to reduce congestion on the US 50 corridor by deploying cutting-edge software, sensors, trafficcameras, and message signs.
- Potential Travel Demand Management (TDM) strategies are being explored to address the increase in delays associated with the loss of the transportation connection on I-695 over Patapsco River.

USER COST SAVINGS FOR THE TRAVELING PUBLIC DUE TO INCIDENT MANAGEMENT

ON TARGET



TARGET: 2030: $2.2 BILLION ; 2050: $3.0 BILLION

What Is the Trend?

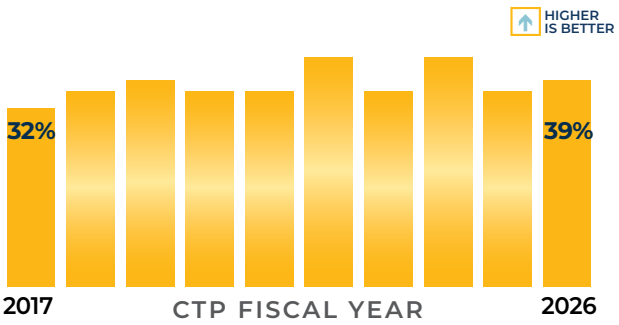
- In CY 2024, OTMO's CHART program responded to 65,710 incidents and disabled vehicle events on Maryland roads. The CHART operations led to a total saving of $2.1 billion in CY 2024.
- SHA's OTMO and Office of Traffic and Safety successfully developed traffic incident signal timing plans for over 30 signalized intersections within the TSMO System 1 Corridor to support parallel freeway-arterial operations during the agency's response to crashes.
- SHA established the capability to monitor major arterial corridors and over 1,000 signalized intersections statewide using third-party Connected Vehicle (CV) data ("Signal Analytics").

What Are Future Strategies?

- SHA will select additional corridors for freeway incident traffic management plan updates and evaluate the need for traffic incident signal timing plan development to support statewide parallel freeway-arterial operations. Additionally, SHA will evaluate and expand the Signal Analytics application to cover all 3,000+ signalized intersections in the State to support enhanced signal operations monitoring and maintenance.
- SHA will conduct a pilot to evaluate the use of tethered Unmanned Aerial Systems (UAS) on CHART vehicles for enhanced situational awareness during incident response operations.
- SHA will ensure US 1 CV equipment is fully operational and develop a plan of action to transition the pilot to a public testing phase.

OBJECTIVE: Accelerate Project Completion Through Improved Project Delivery

PERCENTAGE OF CTP PROGRAM THAT IS FUNDED WITH FEDERAL DOLLARS



TARGET: NONE

What Is the Trend?

- For the FY 2026 – FY 2031 CTP, MDOT expects to receive 39% of CTP funding from federal sources, which is a slight increase from 37% in FY 2025.
- SHA is leveraging more than $500 million in additional federal resources since the FY 2025 – FY 2030 CTP to address critical bridge rehabilitation and resurfacing state of good repair needs.

What Are Future Strategies?

- MDOT will continue to seek federal grants whenever appropriate and pursue opportunities for maximizing federal match to supplement State and local funds.

PROJECT DELIVERY ACROSS MDOT*

FY 2024
29%
Percentage of Projects Delivered On Time and On Budget

FY 2024
17%
Percentage of Projects Delivered Late and Over Budget

FY 2024
54%
Percentage of Projects Delivered Late and On Budget

TARGET: NONE

Note: Measure only tracks completed major capital projects from the FY 2025–FY 2030 CTP.

** The measure names have been updated from last report.*

What Is the Trend?

- The percent of projects delivered on time and on budget have decreased from 31% in FY 2023 to 29% in FY 2024. The percent of projects delivered late and over budget also decreased from 23% in FY 2023 to 17% in FY 2024. The percent of projects delivered late and on budget increased from 46% in FY 2023 to 54% in FY 2024.
- This is still a new performance measure with only two years of data and the sample size is small as the scope includes only major project completions and projects with system preservation designation completions.

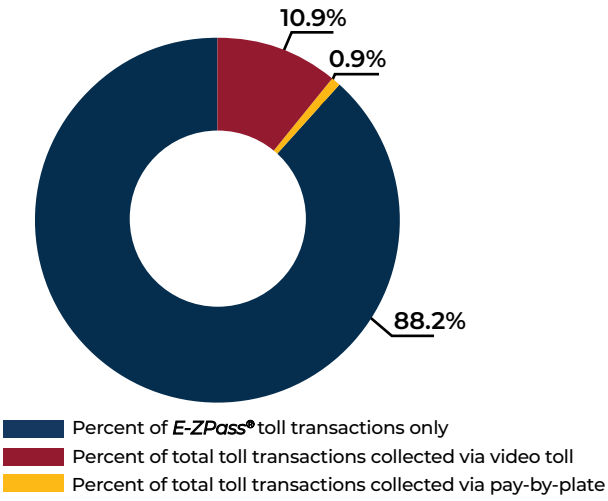
What Are Future Strategies?

- MDOT will continue to track the project delivery of major capital projects which will eventually help determine actions to improve performance.

PERCENTAGE OF MDTA TOLLING TRANSACTIONS COLLECTED VIA *E-ZPASS*® VS. VIDEO TOLLS VS. PAY-BY-PLATE

PERCENTAGE OF *E-ZPASS*® TOLL TRANSACTIONS ONLY

TOLL TRANSACTIONS COLLECTED IN FY 2025 BY TYPE



TARGET: NONE

What Is the Trend?

- The percentage of toll transactions continue to show an increasing trend since FY 2021. In FY 2025, 88.2% of toll transactions were collected by *E-ZPass*®. The remaining 10.9% and 0.9% of toll transactions were collected via video toll and pay-by-plate, respectively.
- In December 2024, MDTA completed the extension of Northbound Express Toll Lanes℠ along I-95, providing travelers with a more reliable travel experience and enhancing the resilience of the existing infrastructure.
- The MDTA, in collaboration with PayByCar, launched the Driven by *E-ZPass*® initiative, which is a non-toll program that uses toll transponders to facilitate touch-free payments at gas stations and off-street parking facilities.

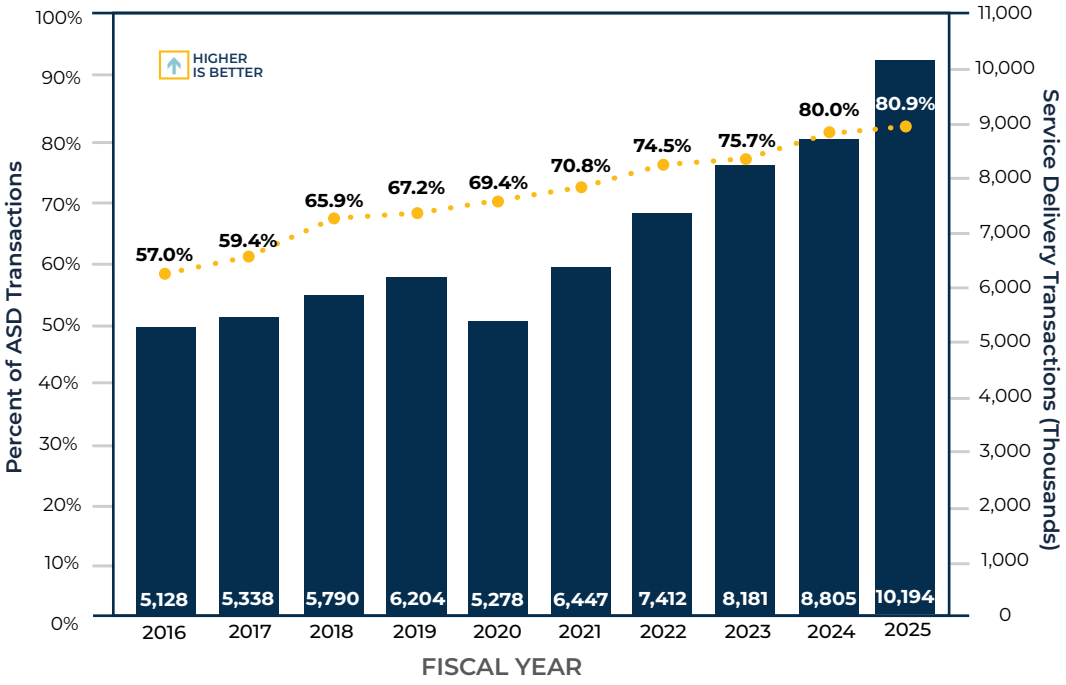
What Are Future Strategies?

- The MDTA Communications & Marketing team continues targeting low-paying zip codes in their ongoing educational campaigns that encourage customers to sign up for *E-ZPass*® accounts.
- The MDTA plans to issue a Request For Proposal for the debt collection services for out-of-state tolls and violations in December 2026.

MVA ALTERNATIVE SERVICE DELIVERY (ASD) TRANSACTIONS AS A PERCENT OF TOTAL TRANSACTIONS

ON TARGET

ASD allows MVA to operate more efficiently by providing reliable and convenient service delivery to customers without requiring in-person transactions. These services include web transactions, self-serve kiosks, mail-in options and others.



TARGET: 2030: 85%; 2050: 90%

What Is the Trend?

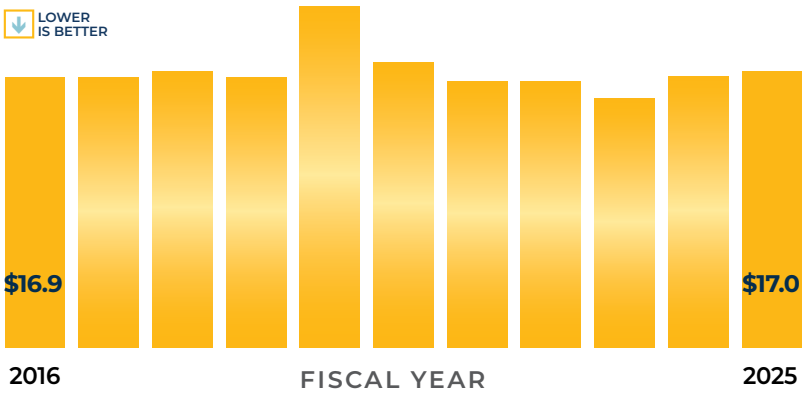
- The percent of ASD transactions continued to increase year over year again this FY, increasing from 80.0% in FY 2024 to 80.9% in FY 2025.
- MVA consistently looks for opportunities to provide customers with the ability to process transactions when and where it is convenient for them. In 2021, MVA completed a system modernization that enhanced the way customers do business (Customer Connect) and has continued to further augment the modernizations since.
- The MyMVA's online account system helps customers manage their business with the MVA by providing more than 60 online transactions. As of October 2025, about 3.8 million MyMVA transactions have been completed online.

What Are Future Strategies?

- MVA will continue to promote materials encouraging Marylanders to create a MyMVA account and participate in ASD with the tagline that more than 60 transactions can be done online. MVA is specifically pushing to increase online license renewals. One strategy is sending emails to those who are one year out from renewals and encouraging them to sign up or log in to see if they can renew online and skip the visit.

MVA AVERAGE COST PER TRANSACTION

ON TARGET



TARGET: 2030: $18.31; 2050: $18.00

What Is the Trend?

- The cost per transaction is a balance between the number of transactions and the agency's operating expenditures. Average cost per transaction increased from $16.8 in FY 2024 to $17.0 in FY 2025. Statewide salary action and inflation affected operating costs across the board. As MVA continues to implement system modernization, integration, and efficiencies, the cost per transaction will normalize.

What Are Future Strategies?

- MVA continues to collaborate with other agencies and identify ways to increase efficiency, internally and for customers. As MVA coordinates with government partners and expands existing partnerships, the agency offers a premier customer experience.
- MVA will engage in cost-effective business practices through the employment of better technology and operational practices.

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

KEY OUTCOMES: By expanding transportation options to allow Maryland's diverse communities to access opportunities and to support the movement of goods, we will work to expand multimodal, transit, and active transportation use and bolster the regional economy.

From 2023 to 2024, Maryland's population increased by 80,000 people, from 6.18 million to 6.26 million, according to the 2024 American Community Survey 1-Year Estimates. By 2045, Maryland's total population is expected to reach 6.87 million according to the Maryland State Data Center. Without changes to Maryland's transportation services, this population increase will likely induce more Vehicle Miles Traveled (VMT) statewide. Thus, Maryland is investing strategically in multimodal transportation projects to improve connectivity, reliability, safety, and access to opportunities for the State's growing communities, with a focus on serving vulnerable populations. In October 2024, MDOT announced a new strategy to spur economic development along the underserved communities along the MARC Penn Line. This project supports a vision for denser, mixed-use areas around transit hubs.

In May 2025, MTA announced the relaunching of the Southern Maryland Rapid Transit (SMRT) Project; MTA held public meetings in June to share information on the project, learn about potential mode and route alignment options, and seek out community input. Public workshops were held recently in December 2025. Simultaneously, in June 2025, MTA released the MARC Growth and Transformation Plan, outlining the investments needed for a 5-year, 10-year, and unconstrained service scenario. In October 2025, MTA released the 2025 Update to the Regional Transit Plan which provides new and revised strategies for improving public transportation in Central Maryland. Additionally, Maryland's multimodal options are continuously growing with the construction of the Purple Line, a 16-mile light rail corridor, the planning of the Red Line, a 14-mile east-west transit line, and the Commuter Choice Maryland program, which promotes alternatives to driving.

Maryland's economy and transportation sector are interconnected—a robust transportation network supporting economic strength. In 2024, the Port of Baltimore handled 45.9 million tons of cargo, its second-best year ever after 2023's record year of 52.3 million tons. In early 2025, MPA set the new record in any first quarter, with 167,863 lifts—any safe unloading or loading of a container on or off a ship. Maryland serves as a crossroad of freight activity for the entire Eastern Seaboard. The large regional rail network also supports passenger rail trips in, out, and within Maryland on MARC, Amtrak, and other transit systems. In early 2025, MAA completed the $22 million installation of two additional 705,000-gallon jet fuel storage tanks at the Baltimore/Washington International (BWI) Thurgood Marshall Airport North Fuel Farm. This project was designed to accommodate the growing airline demand and to provide sufficient reserve capacity to ensure operational resilience in the event of supply chain disruption.

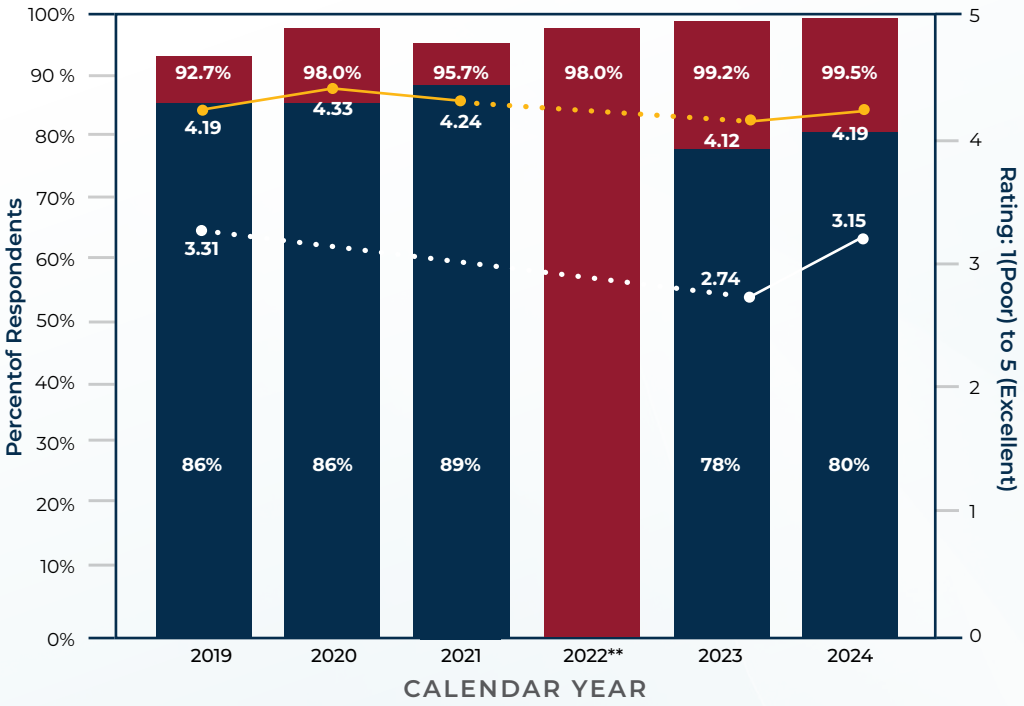
In August 2025, MDOT announced $500,000 in grant awards for recipients in the second round of the Purple Line Small Business Grant Program, which the Department launched earlier this year. More than 40 businesses received grant awards between $5,000 and $40,000 to support operations.

OBJECTIVE: Enhance Marylanders' Satisfaction with the Transportation System and MDOT Services

OVERALL SATISFACTION WITH MDOT*

HIGHER IS BETTER

TARGET ACHIEVED



MVA Customer Satisfaction (ratings of both very satisfied and satisfied)

MDOT-wide Customer Satisfaction Rating*****

MAA Customer Satisfaction***, ****

MTA Customer Satisfaction***

TARGET: OVERALL INCREASE

** Overall satisfaction with MDOT is measured via a University of Maryland survey, which was updated in 2023. MAA, MTA, and MVA conduct their own customer satisfaction surveys.*

*** 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 , except for 2024 (Q2).*

****** MDOT-wide rating combines Satisfied and Very Satisfied responses and is administered by the University of Maryland.*

What Are Future Strategies?

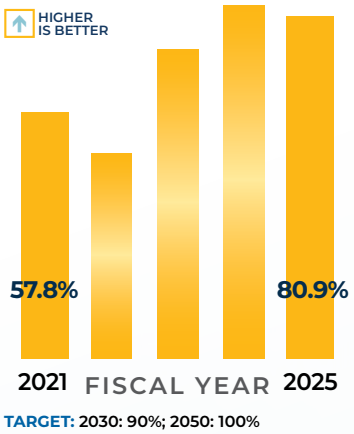
- MDOT will continue to pursue projects, policies, and programs which uphold the MTP guiding principle to improve the experience of all transportation system users and the goal to deliver system quality throughout the transportation network such as system and service enhancements, outreach and education of MDOT services, and prioritizing safety.
- For future operations, MAA has programmed more than $374 million for system preservation projects, passenger boarding bridge replacements, and roof replacements. MAA is also replacing the Martin State Airport Air Traffic Control Tower and performing advanced planning for replacement of the 75 year old control tower at BWI Marshall Airport.
- MVA continues to innovate, whether through its myMVA online services or new technology offerings. MVA consistently looks for ways to make the customer experience simple and efficient.

What Is the Trend?

- From CY 2023 to CY 2024, overall satisfaction increased for MDOT and across MTA, MVA, and MAA. MTA customer satisfaction shows the most growth from CY 2023 to CY 2024, increasing from 2.74 to 3.34 (on a 1 to 5 rating scale). MVA's customer satisfaction rating continues to grow and reached its highest customer satisfaction rating in CY 2024 at 99.5%. MAA's customer satisfaction rose to 4.19 in CY 2024, increasing slightly from a 4.12 customer satisfaction rating in CY 2023.
- Several factors have contributed to MTA's high customer satisfaction. Steady on-time performance (OTP), fewer service cuts, and enhancing real-time information through new digital displays at bus stops have all improved the customer experience. MTA has also implemened a free-transfer program between MARC Virginia Railway Express, and developed a new Rider Code of Conduct and established a policy in 2025 that would ban riders from the system for certain actions.
- MAA, in collaboration with the Safety and Mobility Advancements Regional Transportation and Economics Research Center and the Center for Equitable Artificial Intelligence and Machine Learning Systems at Morgan State University, developed the groundbreaking Urban Flow Autonomous Wheelchair pilot program at BWI Marshall Airport. This pilot program has demonstrated that autonomous wheelchairs can be used to transport passengers from airport entrance to gate, including stops at the ticket counter and through the security checkpoint.

PERCENTAGE OF MVA CUSTOMERS WITH A WAIT TIME UNDER 10 MINUTES

MAKING PROGRESS



TARGET: 2030: 90%; 2050: 100%

What Is the Trend?

- The percent of wait times under 10 minutes decreased in FY 2025 to 80.9%, compared to 81.9% in FY 2024. This is a reversing of the increasing trend since FY 2022.
- As of September 2024, up to 80% of MVA business is now done virtually, largely due to the success of the myMVA online system where Marylanders can do tasks, such as schedule appointments, renew a license, renew registration, and find information on vehicle emissions testing. MVA's investment in on-line services has contributed to the decreased wait time for MVA customers.

What Are Future Strategies?

- MVA continues to focus more of its organizational operations and staff training on the customer experience.

OBJECTIVE: Apply Enhanced Technologies to Improve Communication and Relay Real-Time Information

Real-time information systems are integrated throughout the transportation network and accessible via web interfaces and mobile devices. These systems provide the most accurate data for customer trip planning and time management. MDOT is committed to offering this service across all transportation modes.

MDTA and the Maryland Department of Emergency Management partnered with the local jurisdictions of Queen Anne's and Anne Arundel counties to enable Wireless Emergency Alerts messages to be sent to a geofenced area for high-level emergencies (i.e., an imminent threat to life or property) at the William Preston Lane Jr. Memorial (Bay) Bridge. These messages will be received on motorists' mobile devices similar to an Amber Alert message.

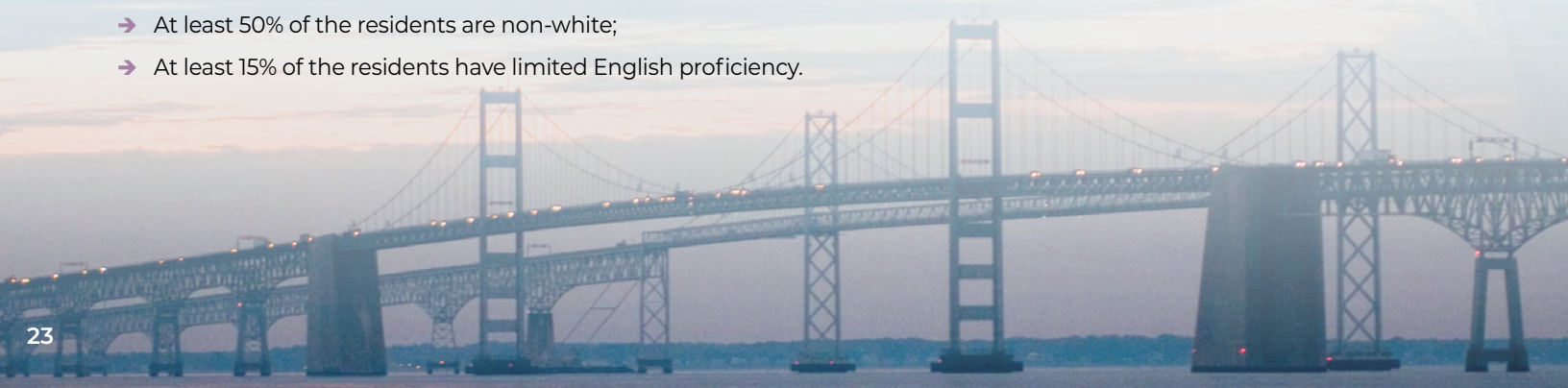
MTA's Customer Experience Dashboard tracks service reliability, real-time information availability, OTP, ridership, and operator hiring for more transparent communication with the public. The agency also has worked to minimize "ghost" buses—vehicles that appear in the app but do not arrive—as well as instances where buses lack real-time arrival predictions. These improvements are an effort to improve rider confidence in the app's reliability.

Additionally, MTA is implementing several improvements to enhance the rider experience while onboard. Route ladders will be installed on all new buses, which visually provide clear and consistent route information by listing each stop on any given bus route. Onboard announcements will be upgraded to improve clarity and emphasize key points of interest. Additionally, Light Rail displays will be enhanced to offer real-time updates on service disruptions, important destinations, and trip details, ensuring riders have the most up-to-date travel information.

OBJECTIVE: Prioritize the Transportation Needs of Overburdened and Underserved Communities in Project Selection and Scoping

This objective uses the Climate Solutions Now Act's (CSNA) definitions of "overburdened and underserved communities." Overburdened communities are defined as any census tract for which three or more of 21 environmental health indicators are above the 75th percentile statewide. Underserved communities are defined as any census tract where the most recent census survey shows:

- At least 25% of the residents qualify as low-income;
- At least 50% of the residents are non-white;
- At least 15% of the residents have limited English proficiency.



ACCESS TO TRANSIT (WITHIN ½ MILE OF A TRANSIT STATION/STOP) BY PEOPLE WHO LIVE IN OVERBURDENED AND UNDERSERVED AREAS AS DEFINED BY CSNA*

MAKING PROGRESS

In CY 2025,

96.5%

of overburdened and underserved census tracts had all or a portion of their boundary within the ½-mile buffer zone for transit station/stops

TARGET: 100%

** The methodology to determine overburdened and underserved tracts has been updated since the previous report to use Maryland Department of The Environment (MDE) 2025 data due to a change in the tools and data available from the federal government.*

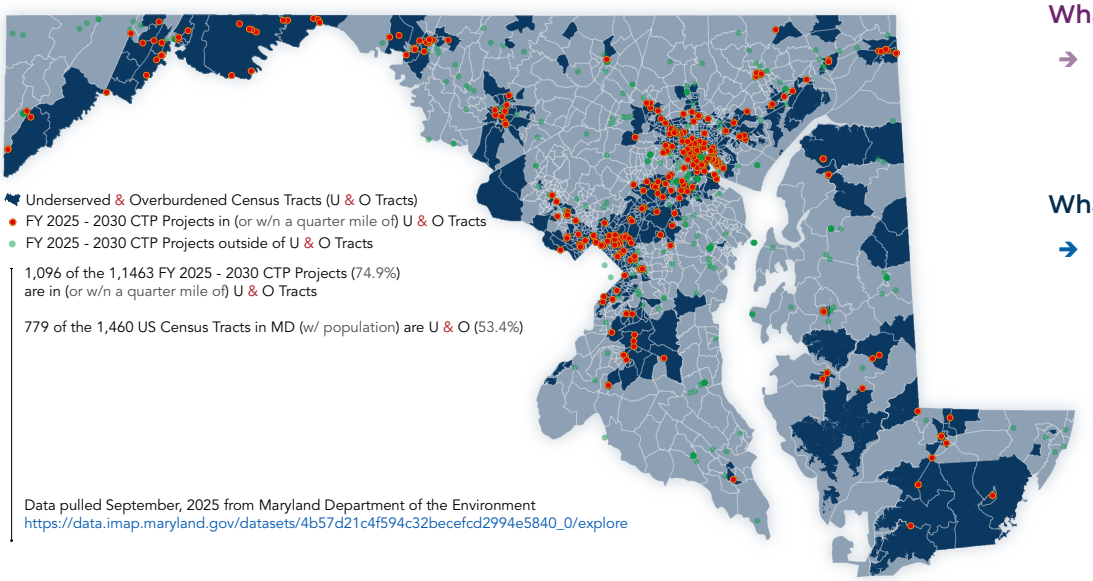
What Is the Trend?

- There are 1,460 total census tracts in Maryland, 779 (53.4%) of which are overburdened and underserved in CY 2025. This signifies a significant increase from last year, where there were 427 overburdened and underserved census tracts in CY 2024. MDOT adopted a new methodology for identifying overburdened and underserved tracts due to the federal government's removal of their Environmental Justice Tool and data. This new methodology partly explains the sharp increase in overburdened and underserved tracts from last year.
- In CY 2025, 96.5% of the overburdened and underserved tracts were located within ½ mile of transit station/stop.
- MTA and local governments have made significant strides in adding bus shelters in the most impactful areas. Regionwide, the number of shelters in low-income neighborhoods has increased from 282 to 388, surpassing MTA's 2020 Regional Transit Plan goal of 35% growth.

What Are Future Strategies?

- MDOT continues to expand public transit options to overburdened and underserved communities with the construction of Purple Line.
- MTA and the University of Maryland were awarded $1.65 million under the Federal Transit Administration Transit-Oriented Development (TOD) Planning Pilot Program for Preparing for the Purple Line: An Anti-Displacement Plan.
- In May 2025, MTA announced their SMRT Planning and Environmental Linkages (PEL) project study, where nearly $35 million will be invested into SMRT from Maryland's FY 2025–FY 2030 CTP. The project is in the planning phase, where MTA is considering various rapid transit modes such as bus rapid transit and light rail transit.

RELATIVE PERCENTAGE OF CTP INVESTMENT THAT IS IN OVERBURDENED AND UNDERSERVED COMMUNITIES*



What Is the Trend?

- In FY 2025, 74.9% of CTP investment was in (or within a 1/4 mile of) overburdened and underserved communities.

What Are Future Strategies?

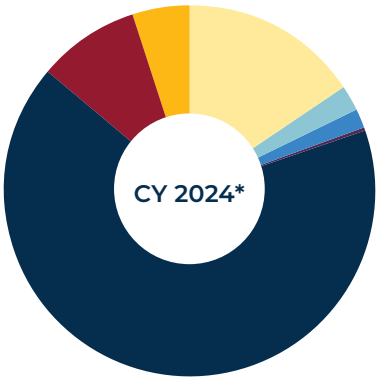
- The FY 2026 – FY 2031 CTP aims to prioritize underserved communities in its statewide investments. MDOT is leveraging a $2 million award for the Prioritization Pilot Program, and continuing efforts to improve the Chapter 30 project prioritization process.

TARGET: NONE

** The methodology to determine overburdened and underserved tracts has been updated since the previous report to use MDE 2025 data due to a change in the tools and data available from the federal government.*

OBJECTIVE: Improve Quality of Life by Providing Active Transportation and Transit Access To Jobs and Opportunities

COMMUTE MODE SHARE



66.4%	Drive Alone
8.7%	Carpool
5.0%	Transit
15.6%	Work at Home
2.3%	Walk
1.7%	Other
0.3%	Bicycle

MODE	2016	2017	2018	2019	2020	2021	2022	2023*	2024
Drive Alone	73.7%	73.8%	73.9%	73.9%	72.1%	69.8%	68.2%	66.3%	66.4%
Carpool	9.3%	9.1%	9.1%	8.9%	8.6%	8.2%	7.8%	7.7%	8.7%
Transit	8.9%	8.8%	8.6%	8.4%	7.4%	6.4%	5.5%	4.9%	5.0%
Work at Home	4.4%	4.5%	4.7%	5.0%	8.1%	11.9%	14.7%	17.2%	15.6%
Walk	2.4%	2.4%	2.3%	2.3%	2.1%	2.0%	1.9%	2.0%	2.3%
Other**	1.0%	1.0%	1.2%	1.2%	1.3%	1.5%	1.6%	1.7%	1.7%
Bicycle	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%

TARGET: NONE

** All 2024 data uses American Community Survey (ACS) one-year estimates and should not be compared with other ACS data (five-year). All 2023 data has been updated from ACS one-year estimates in the last report to ACS five-year estimates.*

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

What Is the Trend?

- Maryland commute mode share continues to fluctuate year-to-year from shifting workplace requirements for remote and/or in-person work. The portion of Marylanders working at home declined to 15.6% from CY 2023 to CY 2024, reversing the upward trend that had continued since 2016. Transit, carpool, and walk mode share have seen a slight increase from CY 2023 to CY 2024.
- MDOT is helping commuters impacted by the Francis Scott Key Bridge collapse by providing free resources for employees and employers, including program information, incentives, and support from Commuter Choice Maryland

What Are Future Strategies?

- SHA is developing a mode choice model to estimate walking and biking trips in the statewide transportation model. This research will assess mode shifts from infrastructure improvements to better guide active transportation investments.
- MDOT is working to address emerging micromobility modes, including e-bikes and e-scooters, to improve understanding of the roles and responsibilities of micromobility riders and non-riders sharing the road.

MULTIMODAL MTA TRANSIT ACCESS TO ESSENTIAL SERVICES/DESTINATIONS

The percent of essential services and destinations that are served by at least two of MTA's modes stayed constant at

6.3%

from CY 2023 to CY 2025.

TARGET: NONE

Note: Essential Services/Destinations refers to healthcare-related services; food stores, banks, and pantries; and Universities/Colleges.

What Is the Trend?

- MTA increased route frequency (e.g. LocalLink 91 between Sinai Hospital and Mondawmin) to reduce wait times, making transit more usable for essential trip travel.

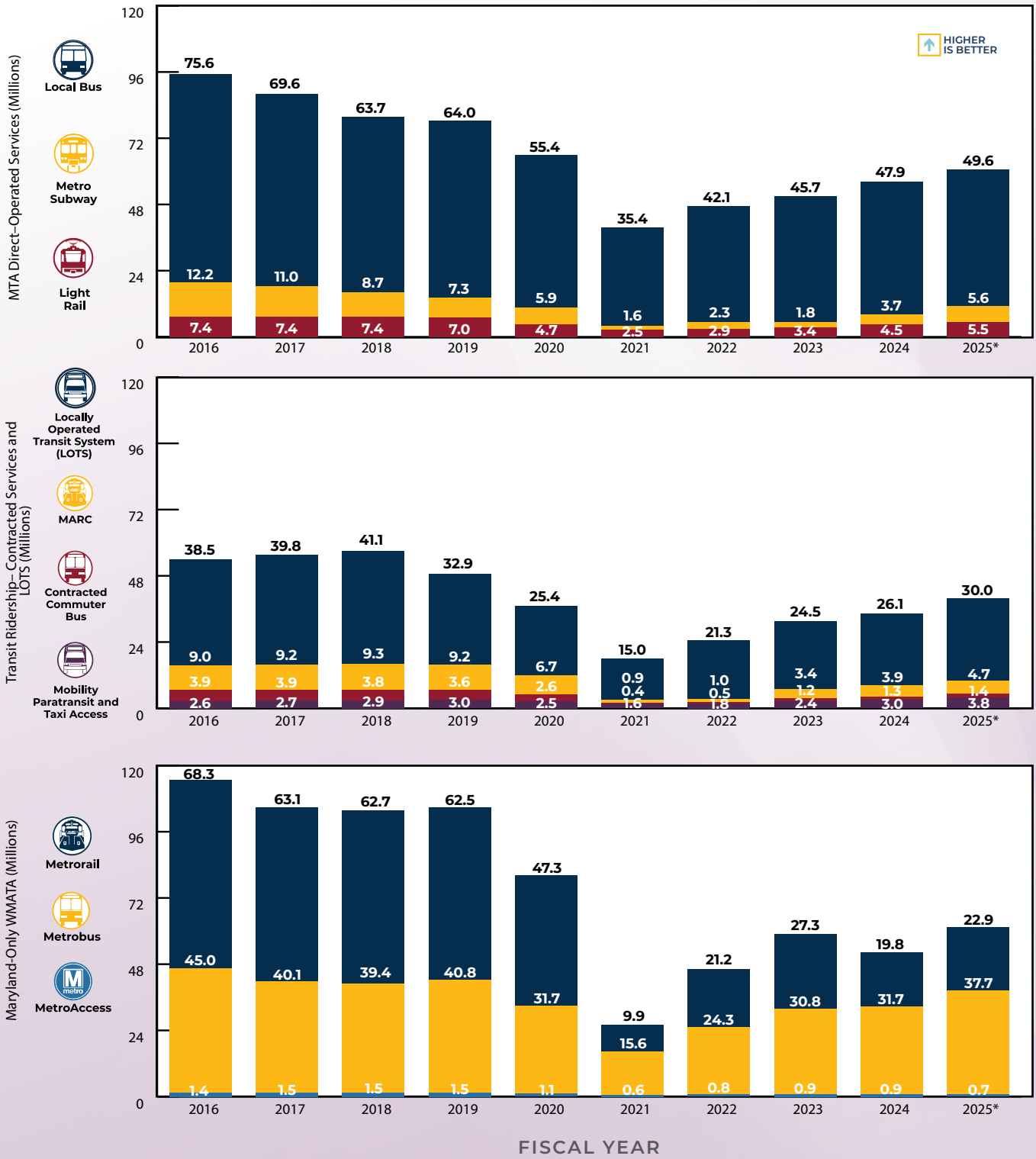
What Are Future Strategies?

- MTA's fall 2025 service changes extends or adjusts many local and rapid bus routes to better connect riders to essential services, such as healthcare, food stores, and education. For example, QuickLink 40 was extended to the Center for Medicare and Medicaid Services, LocalLink 34 was extended to the Catonsville Walmart, and LocalLink 63 was extended to serve Gardenville and improve connection between Gardenville and Johns Hopkins-Bayview.
- In July 2025, MTA began offering free rides for children 12 and under and extended school student travel hours, which helps improve access for families and students to essential services.

OBJECTIVE: Increase Transit Use, Active Transportation, and Transit-Oriented Development (TOD)

ANNUAL TRANSIT RIDERSHIP (MILLIONS)

ON TARGET

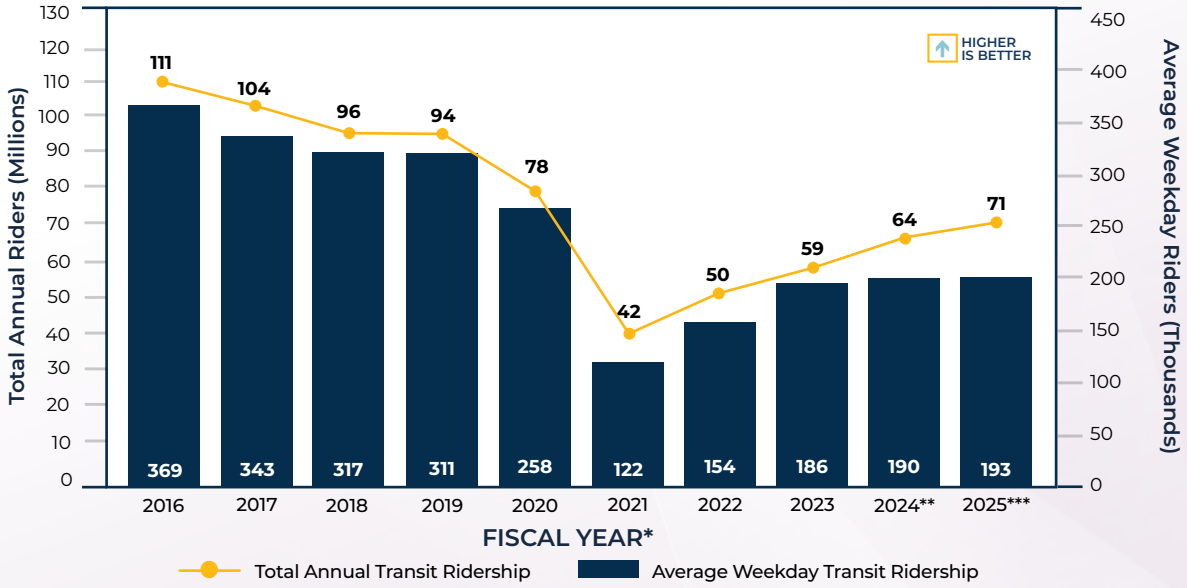


TARGET: OVERALL INCREASE

** FY 2025 data is preliminary and subject to change.*
Note: Ridership is based on Unlinked Passenger Trips, which are the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

MTA AVERAGE WEEKDAY TRANSIT RIDERSHIP

TARGET ACHIEVED



TARGET: OVERALL INCREASE

** To maintain the integrity of historical comparisons of bus ridership, MTA used ridership estimate differences between the new Automated Passenger Counter system and previous systems to adjust previous bus ridership estimates and allow for comparable data for fiscal years.*

*** Data has been revised previous report.*

**** FY 2025 data is preliminary and subject to change.*

Note: Ridership is based on Unlinked Passenger Trips, which are the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

What Is the Trend?

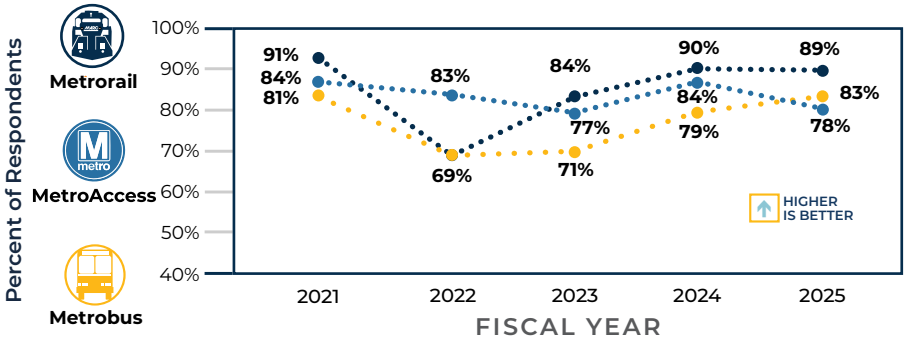
- MTA average weekday transit ridership and total annual transit ridership continue to increase, with total annual transit ridership increasing by seven million trips between FY 2024 to FY 2025.
- In FY 2025, MTA ridership for direct-operated services increased across all three categories: Local Bus, Light Rail, and Metro Subway. This increase follows the trend since FY 2021, showing consistent, incremental increases in ridership over time. Similarly, annual transit ridership for LOTS, MARC, contracted Commuter Buses, and Mobility Paratransit and Taxi Access also increased from FY 2024 to FY 2025.
- WMATA off-peak and weekend ridership grew in FY 2025 as customers responded to improved service frequencies. This growth redirected WMATA's slight decreasing trend in ridership from FY 2024 to an increasing trend in FY 2025. WMATA Metrobus ridership increased most significantly, while Metrorail ridership slightly increased. Peak period rail ridership saw strong growth in the second half of FY 2025 following the federal return-to-office order.

What Are Future Strategies?

- In June 2025, MTA released the final BMORE BUS study, a transit plan for the Baltimore region to identify bus service improvements that could be possible over the next five to ten years with additional resources. MTA also released the Regional Transit Plan in fall 2025, a 25-year plan for improving public transportation in Central Maryland. The Plan addresses traditional transit (buses and trains) and explores new mobility options and technology.
- WMATA has improved Metrobus and Metrorail frequencies and implemented Automatic Train Operations, which makes rail trips faster and more reliable. "Tap. Ride. Go.," which allows customers to use credit cards to pay fares, was launched on Metrorail in FY 2025 and will be rolled out to bus and parking in FY 2026.
- MTA will continue to support the Fredrick Douglass Tunnel project, which will create new tunnels for Amtrak Northeast Corridor and MARC Penn Line trains and support electrification of Penn Line service and a new West Baltimore MARC Station.

WMATA OVERALL CUSTOMER/PASSENGER SATISFACTION*

ON TARGET



TARGET: 85% FOR METRORAIL, 75% FOR METROBUS, AND 79% FOR METROACCESS

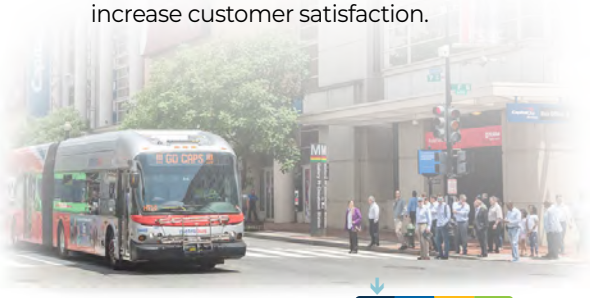
Note: Results are for Q4 and are not averaged over FY, which is from July 1 to June 30 for WMATA.
**This performance measure is new to the AR.*

What Is the Trend?

- Satisfaction continues to be above the Strategic Transformation Plan (STP) target of 85% for Metrorail in FY 2025. Metrobus satisfaction continued to improve in FY 2025, well surpassing the STP target of 75%. MetroAccess satisfaction fell in FY 2025, associated with decreases in service reliability associated with adapting to a new contract model, putting it just below the STP target of 79%.
- Between FY 2024 to FY 2025, there were slight decreases in satisfaction for MetroAccess and Metrorail by 6% and 1%, respectively. However, Metrobus experienced a 4% increase in customer/passenger satisfaction.

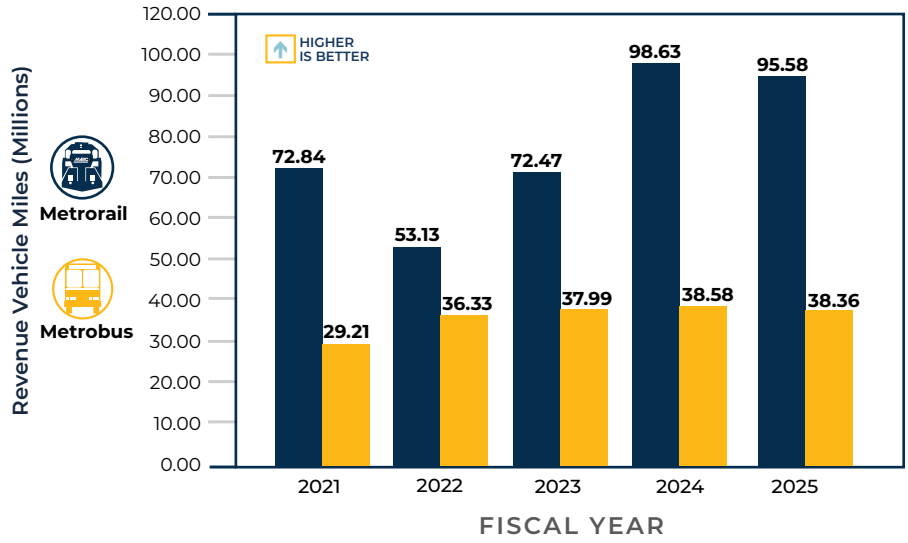
What Are Future Strategies?

- WMATA will continue to enhance safety, which has contributed to improvements in rail and bus satisfaction. This includes visible staffing on platforms and trains and crisis intervention teams.
- Service reliability and shorter wait/travel times are top drivers of customer willingness to ride more. WMATA will continue efforts to improve OTP while investing in more frequent service. For Metrobus, this includes recruiting bus operators to minimize missed service, implementing strategies to actively manage late and early trips, and continuing partnerships with jurisdictions to expand bus priority.
- WMATA will continue to work with its contracting partners to increase MetroAccess reliability and therefore increase customer satisfaction.



WMATA REVENUE VEHICLE MILES (MILLIONS)*

FACING CHALLENGES



TARGET: OVERALL INCREASE

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

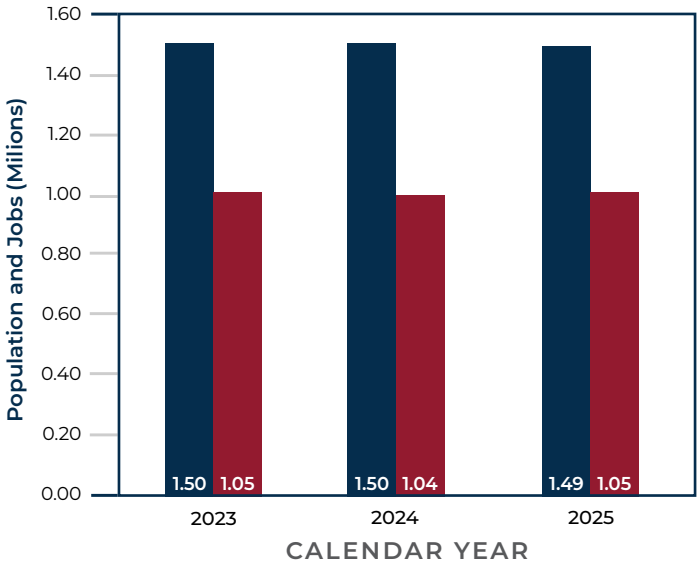
What Is the Trend?

- Off-peak and weekend ridership continued to grow in FY 2025 as customers responded to improved service frequencies. Peak period rail ridership saw strong growth in the second half of FY 2025 following the federal return-to-office order, though total vehicle miles decreased slightly for Metrorail and Metrobus.

What Are Future Strategies?

- WMATA's Better Bus Network Redesign, which launched June 2025, expanded the all-day frequent service network and improved access to key destinations. Metrorail service changes and proposed service changes include improved frequencies, extended weekend opening and closing times, and the implementation of Automatic Train Operations, which makes rail trips faster and more reliable.

POPULATION WITHIN ½ MILE OF A TRANSIT STATION/STOP AND NUMBER OF JOBS WITHIN ½ MILE OF A TRANSIT STATION/STOP



TARGET: NONE

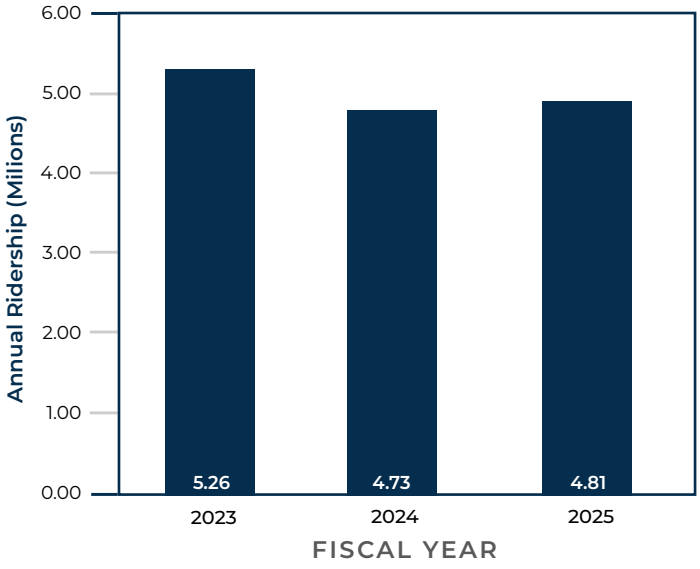
What Is the Trend?

- Compared to CY 2024, there was a 0.54% decrease in total population within ½ mile of transit stations/stops in CY 2025. However, there was a 1.13% increase in the number of jobs with a ½ mile of transit stations/stops from CY 2024 to CY 2025.

What Are Future Strategies?

- MTA completed multi-year efforts to overhaul and extend the life of 52 Light Rail vehicles and 63 MARC rail vehicles, increasing transit-ridership for jobs despite the decrease in population near transit stops.
- Significant efforts occurred in FY 2025 to advance TOD statewide, supporting projects at Reisterstown Plaza Metro Station, Odenton MARC Station, North Bethesda Metrorail station and Wabash Avenue between West Cold Spring and Reisterstown Plaza Metrorail stations. In conjunction with Maryland Economic Development Corporation (MEDCO), the MARC Penn Line TOD MEDCO Strategy Plan was completed, identifying proposed opportunities and anticipated benefits of TOD projects at MARC stations.

FIXED-ROUTE RIDERSHIP BY SENIORS AND PEOPLE WITH DISABILITIES



TARGET: NONE

Note: MTA calculates this measure by utilizing their reduced fare passes for those with Mobility certification usage and calculates the proportion and extrapolate to ridership, thereby creating this ridership estimate. Additionally, disability fare is combined with senior fare, so these measures are combined. This measure includes both directly operated services as well as contracted services.

What Is the Trend?

- In FY 2025, there were an estimated 4.8 million trips taken by seniors and people with disabilities on MTA's fixed-route transportation system, which is a slight increase from FY 2024. However, this ridership count has not rebounded to FY 2023's higher ridership count, at 5.25 million riders.
- The percent of transit stops and stations that are Americans with Disabilities Act (ADA) accessible has increased from 19% to 28% since 2020.
- The ridership increases can be attributed in part to inclusive planning efforts: community audits, steering committees that include older adults and people with disabilities, and outreach to understand their needs. There was more nonprofit collaboration to support transportation for seniors and people with disabilities like with the American Federation of the Blind.

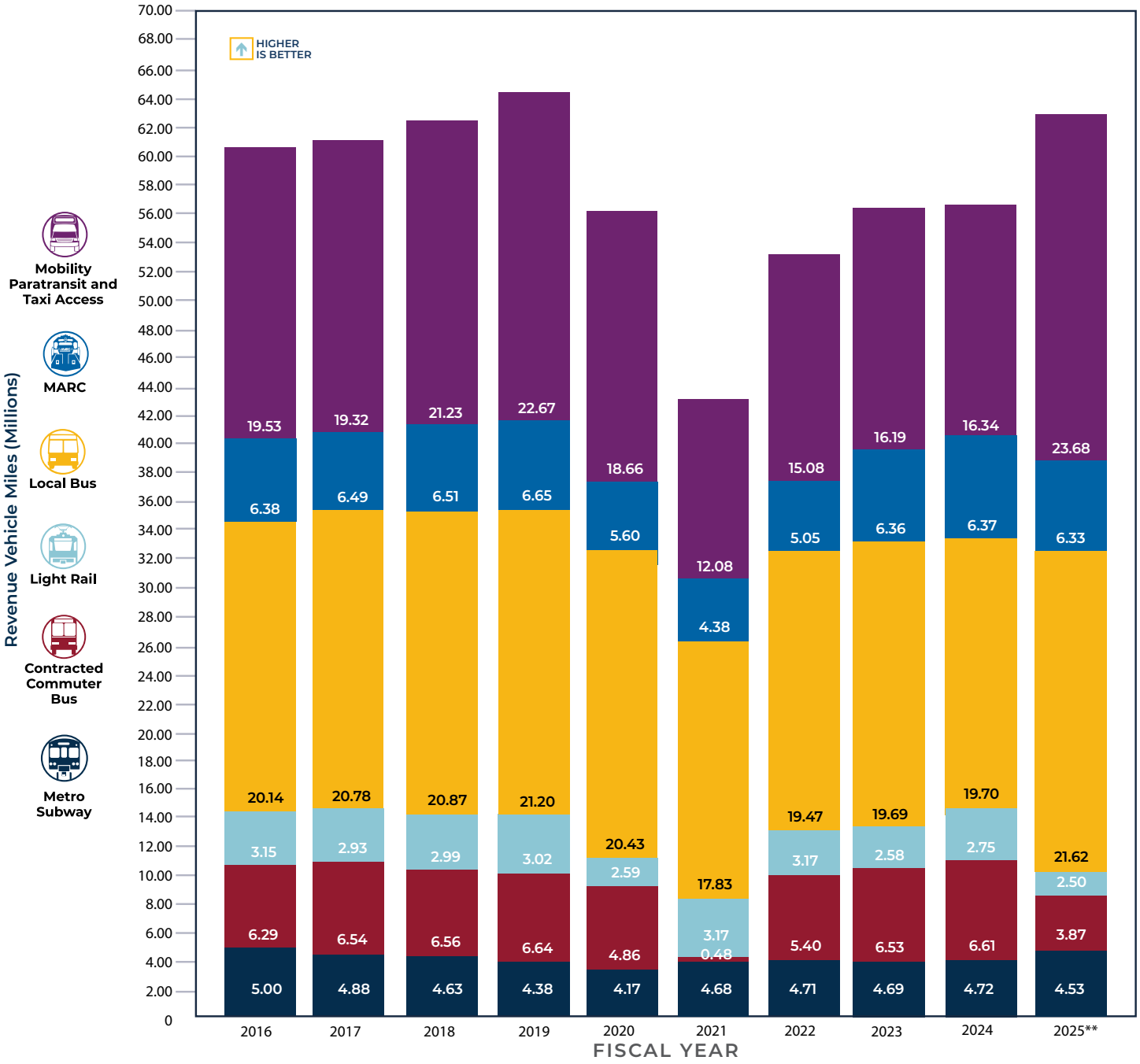
What Are Future Strategies?

- MTA strives to make fixed-route services accessible for all populations of riders. For seniors and riders with disabilities, MTA uses enhanced wayfinding, better signage, and announcement systems to better assist all riders.
- All of MTA's planned expansion of the transit system, including implementation of the Red and Purple Line projects and the QuickLink 40 and a focus on providing better connections to housing, employment centers, and shopping through TOD policies, will benefit seniors and people with disabilities who choose to ride or rely on transit.

ANNUAL REVENUE VEHICLE MILES OF MTA SERVICE PROVIDED*

MAKING PROGRESS

Revenue vehicle miles measure each mile for which a transit vehicle is in service and accepting customers. This measure indicates the level of service for six types of transit service.



TARGET: OVERALL INCREASE

** All units are revenue miles (millions). Excludes LOTS and WMATA.*

*** 2025 data is preliminary and subject to change.*

What Is the Trend?

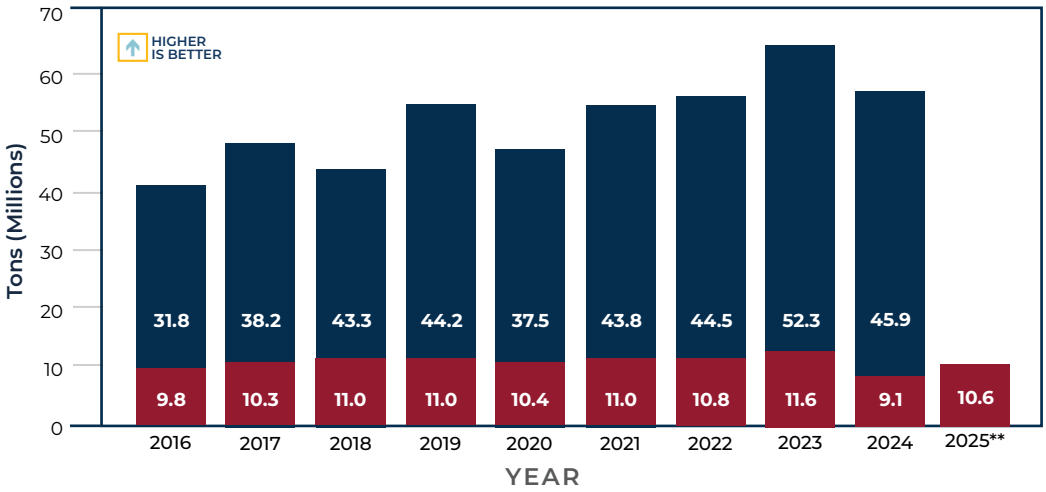
- From FY 2024 to FY 2025, the annual revenue miles of MTA services increased to levels equivalent to pre-pandemic trends across most transit modes, apart from contracted Commuter Bus.

What Are Future Strategies?

- MTA is in the planning and engineering phase for the Red Line and continuing construction work for the Purple Line, both of which are expected to expand transit service and increase annual revenue vehicle miles in the future.
- In June 2025, MTA released the MARC Growth and Transformation Plan, outlining the refreshed vision and objectives, findings from market analysis and equity assessments, recommendations for necessary capital improvements, and implementation strategies for MARC.

OBJECTIVE: Improve the Efficiency and Competitiveness of the Port of Baltimore and BWI Marshall Airport

PORT OF BALTIMORE FOREIGN CARGO TONNAGE AND MPA GENERAL CARGO TONNAGE*



TARGET: NONE

** MPA cargo data is provided by FY, but Port information is reported using the latest full CY because Port statistics combine data for public and private marine terminals that use different fiscal year reporting timeframes. Therefore, 2025 data cannot be reported until early 2026.*

*** MPA general cargo includes both foreign and domestic waterborne cargo, whereas, Port-wide data includes only foreign waterborne cargo. Port-wide data for CY 2025 is not yet available; FY data for 2025 is an estimate.*

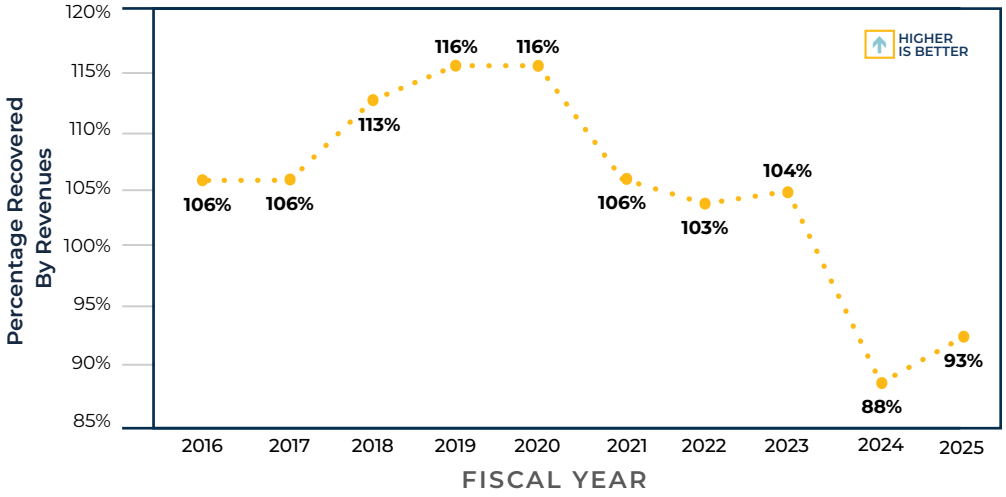
What Is the Trend?

- Due to the collapse of the Francis Scott Key Bridge on March 26, 2024, access to the MPA's terminals were blocked or partially limited. The channel did not fully reopen until June 10, 2024. However, it still took months after this date to see all regularly scheduled services return to the State-owned marine terminals in FY 2025.
- Despite challenges, CY 2024 was the Port's second-best year ever after CY 2023 when the port handled a record 52.3 million tons of cargo. The total cargo had a value of $62.2 billion, third-most in the Port's history.
- The Port of Baltimore is ranked as the 10th largest port in the U.S. in terms of foreign cargo tonnage and 11th largest in terms of dollar value. The Port is beginning to face challenges imposed by the increase in tariffs.

What Are Future Strategies?

- The I-695 Francis Scott Key Bridge Rebuild project will reconstruct the structure using a Progressive Design-Build procurement process. The project is expected to be funded from insurance and FHWA emergency relief proceeds. Regionally, the Key Bridge played a critical role in the transportation network, including the transport of goods to and from the Port of Baltimore, the nation's largest port facility for specialized cargo and passenger facilities, and nearby distribution centers such as Tradepoint Atlantic at Sparrows Point. On December 21, 2024, Congress approved the full federal funding of the Key Bridge Replacement Project's eligible costs. This project's costs will be updated when more details are available. The MDTA will use toll revenue to fund the Key Bridge reconstruction, with potential reimbursement in the future.
- The State will invest $15 million in the Tradepoint Atlantic's Terminal Container Project, increasing container capacity by 70%, generating more than $1 billion in private sector investment, and producing more than 8,000 new jobs for Marylanders.
- MPA continues ongoing maintenance of the 50-foot channel system that ensures access for large vessels and continues to promote both the State-owned terminals and the private marine terminals to steamship lines and cargo interests.

PERCENTAGE OF MPA OPERATING BUDGET RECOVERED BY REVENUES*



TARGET: NONE

** This measure is calculated by dividing operating revenues by operating expenses and exclusions. Revenues are derived from activities such as dockage, wharfage, crane rental, acreage/shed/office space leases, cruise business, and more.*

What Is the Trend?

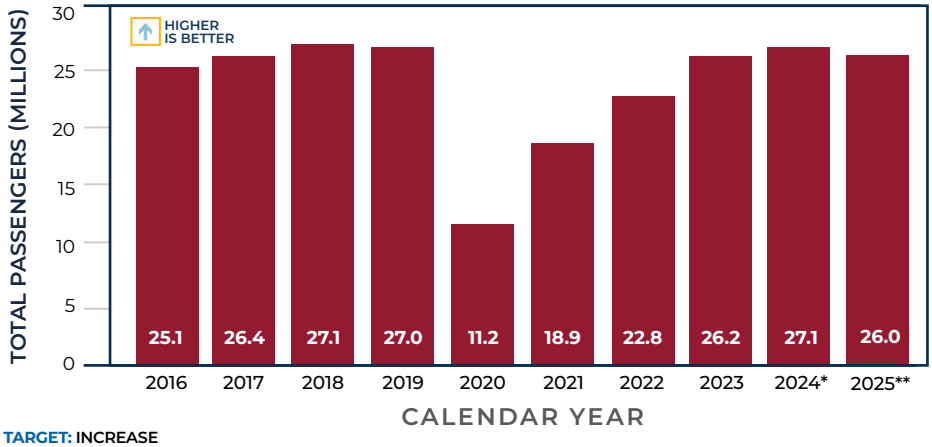
- MPA cargos were still recovering in the beginning of FY 2025 from the collapse of the Key Bridge and the closure of the shipping channel that leads to MPA's terminals. As a result, MPA revenues were lower with less cargo coming through its terminals. However, revenues showed an increase from FY 2024 to FY 2025 from 88% to 93%.

What Are Future Strategies?

- MPA continues aggressive marketing efforts to ensure steamship lines and cargo owners are fully aware of the Port's restored capabilities and capacity.
- In October 2024, CSX was able to offer a double-stack container route heading north of Baltimore while work continues on the Howard Street Tunnel. MPA is marketing this new access to customers as an option to use until the Howard Street Tunnel project is completed.
- MPA signed a new five-year contract with Carnival Cruise Line that keeps the world's largest cruise provider serving the Port of Baltimore. The agreement took effect on January 1, 2025, and includes a five-year renewal option.

BWI MARSHALL AIRPORT TOTAL ANNUAL PASSENGERS

FACING CHALLENGES



TARGET: INCREASE

** 2024 data has been revised from the previous report.*

*** 2025 data is preliminary and subject to change.*

What Is the Trend?

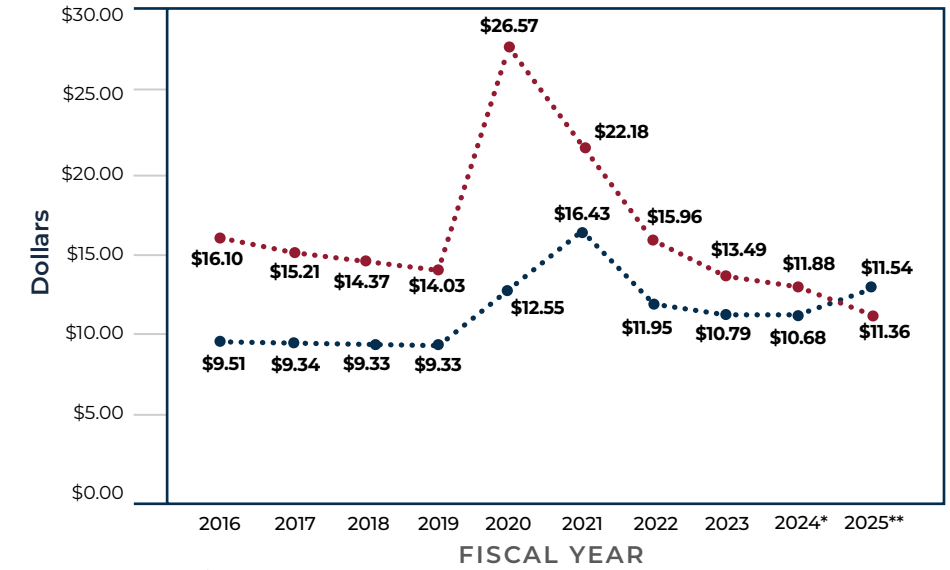
- In July 2024, the first month of FY 2025, BWI Marshall Airport broke the record for monthly passenger traffic with more than 2.6 million passengers, an increase of 8% over July 2023.
- After that stellar month, the two largest carriers at BWI Marshall Airport, Southwest and Spirit, both began to shrink capacity due to aircraft availability issues. Southwest was unable to receive aircraft from Boeing at the rate it expected, and Spirit saw dozens of aircraft grounded due to issues with their Pratt & Whitney engines. After the first half of FY 2025, passenger levels at BWI Marshall Airport were flat compared to FY 2024.
- The second half of FY 2025 saw a period of economic uncertainty, where domestic leisure passenger levels suffered as consumers slowed down discretionary spending, which included travel. FY 2025 passengers are expected to finish at just over 26 million.

What Are Future Strategies?

- Many projects are underway at BWI Marshall Airport to improve capacity, efficiency, and customer experience. These include a $425 million Concourse A/B Connector and Baggage Handling System program, development of a Southwest Airlines maintenance facility, ticket counter and baggage system expansions, security screening checkpoint improvements, and multiple resiliency and state of good repair projects.
- MAA continues to market the airport and work with its airline partners to provide additional routes and expand BWI Marshall Airport's service offerings.

COMPARATIVE AIRLINE COST PER ENPLANED PASSENGER (CPE)

MAKING PROGRESS



TARGET: BELOW THE MEAN OF COMPARABLE AIRPORTS***

** 2024 data has been revised from the previous report.*
*** 2025 data is preliminary and subject to change.*
**** Comparable airports are defined as Washington Reagan National, Dulles International, and Philadelphia International Airport.*

What Is the Trend?

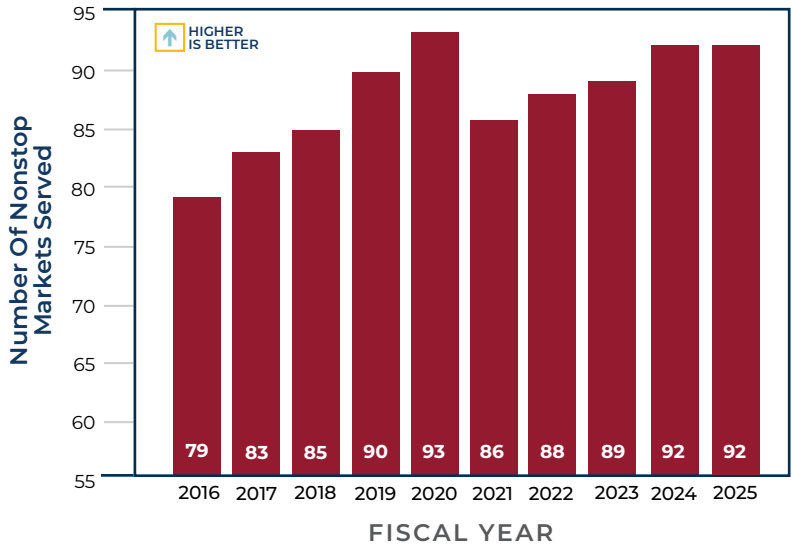
- BWI Marshall Airport's CPE remains competitive and stable at $11.54 in FY 2025, reflecting a $0.89 increase from FY 2024 due to a 4% decline in enplanement activity and rising operating costs driven by labor and contractual expenses. This uptick aligns with broader industry trends, as overall airline travel slows amid economic pressures and uncertainty.
- Mean CPE at comparable airports dropped to $11.36 in FY 2025, the first year that this number is below BWI Marshall Airport's CPE in over a decade.

What Are Future Strategies?

- BWI Marshall Airport continues to remain competitive in the region despite the lower CPE at other airports including Washington Reagan National (DCA), Dulles International (IAD),and Philadelphia International (PHL) Airport. MAA will look to manage operating and capital costs to keep a competitive CPE. This includes leveraging federal and other funding sources in the capital program as well as controlling operating costs.

NUMBER OF NONSTOP AIRLINE MARKETS SERVED

ON TARGET



TARGET: 2030: 90, 2050: 100

What Is the Trend?

- The number of nonstop markets, or destinations, served at BWI Marshall Airport has almost reached pre-pandemic numbers; 92 were serviced in FY 2025 compared to the peak of 93 in FY 2020.
- Southwest Airlines, BWI Marshall Airport's largest carrier, added overnight redeye flights from the West for the first time and added new service to Long Beach, Ontario (CA), Portland (OR), Sacramento, San Francisco, and San Jose. Spirit Airlines, the second largest carrier, returned service to Charleston, Charlotte, Chicago-O'Hare, Detroit, Fort Myers, Milwaukee, Nashville, Punta Cana, Raleigh-Durham, and San Antonio.

What Are Future Strategies?

- MAA's Air Service Development team regularly engages with airlines to explore opportunities for expanding or adding routes at BWI Marshall Airport by emphasizing the airport's access to a sizable population with above-average household income, as well as its competitive operating costs and the benefits of MAA's air service incentive program.

FREIGHT ORIGINATING AND TERMINATING IN MARYLAND BY MODE— TOTAL TONNAGE AND TOTAL VALUE*

METHOD FOR MOVING FREIGHT	TOTAL VALUE (MILLIONS) CY 2025****	TOTAL TONNAGE (THOUSANDS) CY 2025****
Air	8,360	77
Multiple Modes & Mail Goods	85,076	6,893
Other**	266	83
Pipeline	9,463	46,437
Rail	15,825	20,882
Truck	376,594	234,767
Water***	68,828	50,850
All Freight	564,412	359,989

TARGET: NONE

** Source (excluding "Water"): U.S. Department of Transportation Freight Analysis Framework (FAF). The FAF version is 5.7. FAF 5 is based on 2017 data. FAF 5.7 includes the preliminary annual estimates for 2024 and the final annual estimates for 2023. In addition, FAF 5.7 includes improved estimates of foreign trade flows for 2024 by ground modes across the Canada and Mexico borders and of waterborne foreign trade flows. This version makes changes from previous versions in that it includes additional modal detail or classification than in the past. Therefore, previous FAF assessments cannot be accurately compared as value and tonnage may be attributed to different modes in previous versions. It is important to point out that FAF data are estimates and combinations of various data sources to identify what might be tonnage and value by mode for each state and zone in the nation. There is no source that provides a single, verified number.*

*** Category "Other" includes movements not elsewhere classified such as flyaway aircraft, in and out of foreign trade zones and shipments for which the mode cannot be determined as stated in the documentation for the FAF5.*

**** "Water" data is provided by MPA and is a CY 2025 estimate based on January to August 2025 Port of Baltimore totals.*

***** CY 2025 data is preliminary and subject to change.*

What Is the Trend?

- Freight value in Maryland has continued to increase since the pandemic. Since 2020, value estimates increased to or near pre-pandemic values except in air cargo. Significant increases in values occurred in the categories of other and unknown freight, water, and multiple modes and mail.
- The Port's cargo movement has returned to levels similar to before the collapse of the Key Bridge in March 2024, which significantly declined cargo movements into and out of the Port for months in 2024.
- Air freight has increased annually due to expansion in freight cargo services over the years. Since 2022, BWI Marshall Airport freight cargo services have more than doubled due to services with Amazon and UPS. IAD, which has FedEx, also serves as a major belly cargo hub for United and is a U.S. gateway for numerous foreign flag passenger cargos.
- Freight with the highest value in, out, and through Maryland travels by truck followed by water, then multiple modes and mail goods. The phrase "multiple modes and mail goods" represents movements of commodities that utilize more than one mode, as defined in the U.S. Bureau of Transportation Statistics' Freight Analysis Framework (FAF).

What Are Future Strategies?

- MPA will continue to support and fund the dredging program to maintain the Port's 50-foot channel. Also, MPA will continue promoting strategies to grow cargo volumes at the Port of Baltimore – including containers, automobiles, Ro/Ro, breakbulk, and other opportunities – as detailed in the Maryland Port Strategic Plan.
- MAA will continue to maintain the State's aviation facilities and runways in a state of good repair to support the vitality of aviation statewide. To improve operations, MAA will continue to enhance fuel reserves, pipeline capacity, and related system resilience for BWI Marshall Airport to minimize disruptions from pipeline/supply or tanker truck issues. To expand services, MAA will continue expanding air-cargo facilities at the BWI Marshall Airport.
- MVA will continue to support connected and automated vehicle technology to build experience and attract partners, integrate the technology and investments, and explore deployment opportunities for moving freight in Maryland.
- TSO and SHA will continue to promote strategies that improve rail safety, security, and resilience identified in the Maryland State Rail Plan. Also, they will collaborate with partners to maintain truck and rail safety enhancement and monitoring program. Separately, TSO and MDOT will continue to support the utilization of rail service by the establishment of the new Freight Rail Grant Program and the operation and expansion of short line freight rail by supporting service on state-owned corridors. SHA will continue to further develop the truck parking program and improve truck parking issues as detailed in the 2020 Maryland Truck Parking Study.

GOAL

Promote Environmental Stewardship Minimize and Mitigate the Environmental Effects of Transportation

KEY OUTCOMES: By utilizing environmentally focused strategies and setting sustainability goals, MDOT will work to protect Maryland's natural, historic, and cultural resources and minimize the impacts of fossil fuel consumption and other environmentally harmful practices.

Since the passing of the Climate Solutions Now Act (CSNA) in 2022, Maryland has two climate change mitigation goals. First, Maryland is leading the nation with an interim goal of reducing carbon emissions by 60% from 2006 levels by 2031. Second, Maryland has set a goal to progress to net-zero emissions by 2045. At the end of 2023, MDOT released its Climate Pollution Reduction Plan, which lays a framework for the Department to support the State's achievement of its carbon reduction goals.

To reduce greenhouse gas (GHG) emissions, MDOT employs a multi-pronged approach. First, MDOT supports the use of transportation technology to lower vehicle emissions per mile. MDOT also uses many strategies to encourage a reduction in trips by carbon intensive modes of transportation by providing alternatives to single occupancy vehicles. Third, MDOT mitigates congestion that causes inefficient travel. And, lastly, MDOT advances sustainable design and materials through strategies such as advancing clean energy and carbon capture through tree planting.

In 2025, changing federal priorities are calling long-standing federal vehicle emission regulations into question that impact Maryland's ability to mitigate the environmental impacts of transportation. The Environmental Protection Agency (EPA) has proposed rescinding various vehicle GHG standards including the Advanced Clean Cars II (ACC II) and Advanced Clean Trucks (ACT) by repealing California's waiver under the Clean Air Act to set stricter standards. The EPA has also proposed repealing the 2009 Endangerment Finding, a move that would dismantle the legal foundation for regulating climate pollutants under the Clean Air Act. These actions threaten electric vehicle (EV) manufacturer sales targets enacted in the ACC II and ACT regulations that Maryland adopted in 2023. Despite this shift, MDOT remains committed to advancing clean transportation for Maryland and mitigating climate change impacts to reach the CSNA goals. MDOT continues to invest in EV infrastructure, expand charging networks, and collaborate with automakers and regional partners to accelerate the EV market statewide.

OBJECTIVE: Protect and Enhance the Natural Environment Through Avoidance, Minimization, and Mitigation of Adverse Impacts Related to Transportation Infrastructure

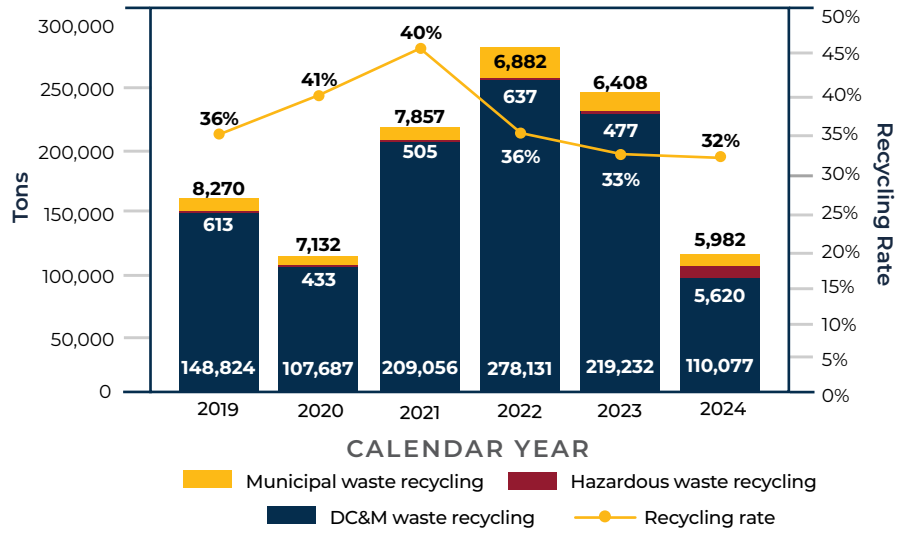
MDOT remains a recognized leader in protecting and enhancing the natural environment from adverse impacts related to the transportation system. All modal administrations and offices play a role in environmental protection and restoration. SHA's Office of Environmental Design manages six different divisions that fulfill its mission of environmental compliance and stewardship. One of these divisions, the Water Programs Division, oversees programs and projects for planning, design, and construction of new restoration best management practices and also addresses challenges from previously built restoration best management practices. Restoration goals are established for SHA and enforced by the Maryland Department of the Environment (MDE) in accordance with Maryland's Final Phase III Watershed Implementation Plan for the Chesapeake Bay and local watershed total maximum daily loads approved and established by the EPA. Additionally, SHA works in coordination with the Chesapeake Bay Critical Area Commission to establish a regional banking program to address mitigation needs by enabling projects—such as resilience improvements—to be designed and executed more efficiently and responsibly.

The Urban Tree Grant Program supports tree planting in areas affected by previous tree removal due to transportation projects. MDOT has invested more than $164,000 in grants through the end of FY 2025. So far these funds have enabled the planting of almost 2,600 trees across more than 40 communities since the program's commencement.

In 2025, MPA and the U.S. Army Corps of Engineers continued progress with the Mid-Bay Island Ecosystem Restoration Project. Phase 1 construction of the Barren Island portion of the project was completed in 2024, and Phase 2 began in 2025. Design efforts for James Island progressed and workshops were held with stakeholders to discuss natural and nature-based solutions that could potentially be incorporated into the design. MPA and the corps continued design efforts for the James Island portion of the project (construction is estimated to begin in 2026) and coordinated with the natural resource agencies to discuss final alternative selections for the natural and nature-based solutions modeling.

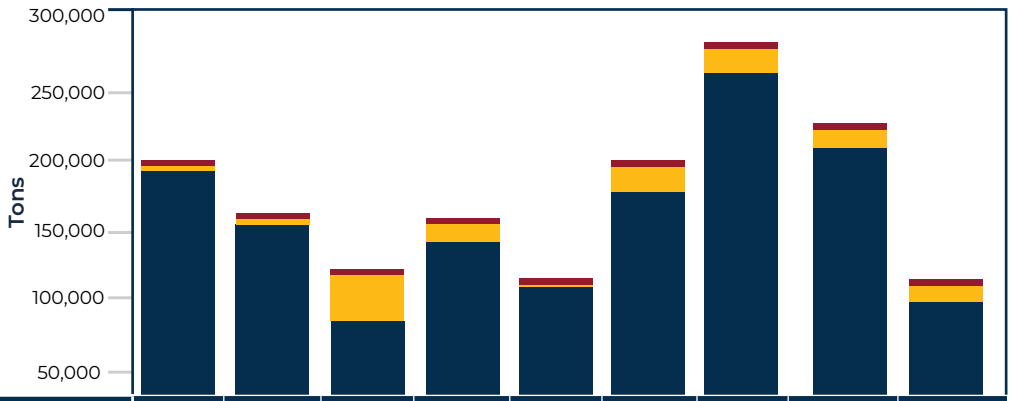
OBJECTIVE: Employ Resource Protection and Conservation Practices in Project Development, Construction, Operations, and Maintenance of Transportation Assets

DIVERSION RATE AND COST OF DISPOSING CONSTRUCTION, DEMOLITION AND MAINTENANCE MATERIALS IN LANDFILLS AND INCINERATORS



TARGET: NONE

RECYCLED/REUSED MATERIALS FROM MAINTENANCE ACTIVITIES AND CONSTRUCTION/DEMOLITION PROJECTS



Calendar Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
Metals	5,975	2,604	1,707	1,408	1,077	1,642	1,882	1,213	1,308
Concrete	3,629	2,531	31,358	9,085	532	22,019	19,897	7,844	14,675
Asphalt	194,399	158,929	85,332	138,332	106,078	185,394	256,351	210,169	94,095

TARGET: NONE

What Is the Trend?

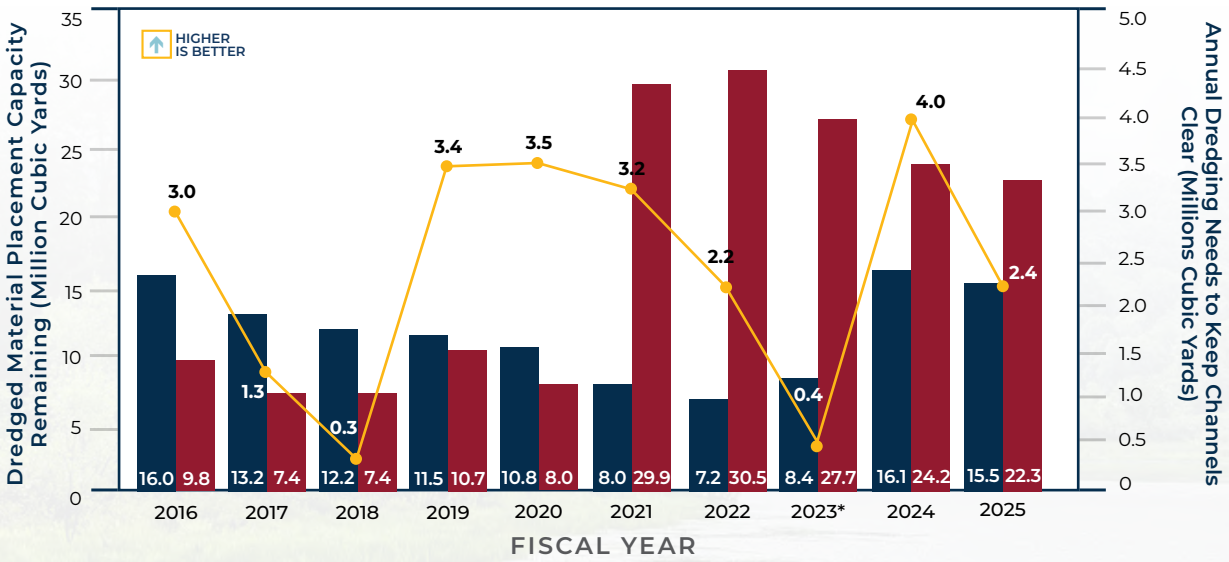
- The recycling rate has dropped in recent years, highlighting an area for improvement in waste management. From CY 2023 to CY 2024, the total amount of recycled/reused materials decreased by nearly 50%, from 219,232 total in CY 2023 to 110,077 total in CY 2024.
- Trash tonnage hit a seven-year low in 2020 but has gradually risen over the past five years as more people shift from remote to office work. Meanwhile, shifts in recycling markets—such as fewer recyclable commodity choices and lower commodity prices—have limited some MDOT recycling efforts. At BWI Marshall Airport, waste contamination and the absence of bag-shredding facilities at Maryland material recovery facilities have further hindered recycling, as bagging is required to prevent foreign object debris hazards on the airfield.
- In CY 2023, the SHA Dayton Maintenance Shop in Howard County completed a widening project along MD 108 and a resurfacing project along MD 94, generating over 48,000 tons of asphalt waste. By comparison, in CY 2024, the Dayton Shop completed a roadway operations enhancement project along MD 103 that focused on pedestrian and bicyclist safety. While large in scope, this project generated roughly 30 tons of asphalt waste; a 99.94% reduction to demolition, construction, and maintenance (DC&M) waste from CY 2023.
- In 2024, diverted hazardous waste increased greatly from years prior. During this year, MDTA completed oil water separator and tunnel throughway cleanings at the Fort McHenry Tunnel, which created over 5,000 tons of fuel-contaminated "sewage sludge." This type of cleaning must be performed every few years, so this spike in hazardous waste is expected.

What Are Future Strategies?

- MDOT, in coordination with MDE, is actively working on solutions and continues to maintain a recycling rate above 30%. The MDOT Waste Reduction and Action Plan is under development and expected to be published in 2026. The plan's scope has evolved to incorporate EV battery recycling and bans on single-use disposable items.
- MDOT will identify MDOT facilities with low recycling rates and high waste tonnages to support facility management efforts to improve onsite recycling options and program awareness.
- Diverted municipal waste and demolition, construction, and maintenance materials has been decreasing in recent years and MDOT will focus on using more durable materials to help reach waste reduction goals.

ANNUAL DREDGED MATERIAL CAPACITY REMAINING FOR HARBOR AND BAY MATERIAL (MILLION CUBIC YARDS)

MAKING PROGRESS



TARGET: **TARGET: THE 20-YEAR DREDGING DEMAND (FROM JUNE 30, 2024) FOR MARYLAND BAY CHANNELS AND BALTIMORE HARBOR IS 65 MILLION CUBIC YARDS (MCY)**

** 2023 data has been revised from the previous report.*

*** Harbor capacity is the total remaining volume at the Cox Creek and the Masonville Dredged Material Containment Facilities (DMCFs).*

What Is the Trend?

- Maintaining the shipping channels for safe, unimpeded access to the Port remains a priority. The annual dredged material for FY 2025 was 2.4 MCY, demonstrating a 1.6 MCY decrease from 2024.

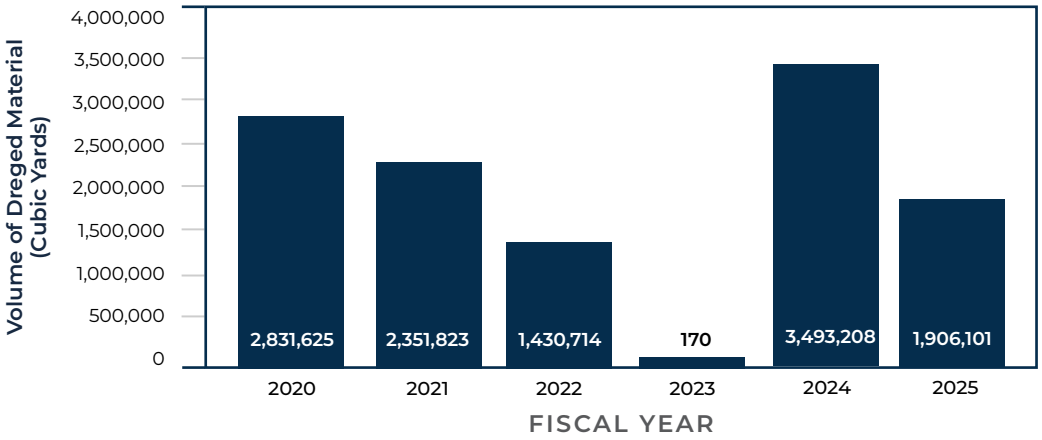
What Are Future Strategies?

- MPA, in partnership with the U.S. Army Corps, completed the Seagirt Loop Feasibility Study in 2023, recommending deepening and widening the channel to 50 feet. The Pre-Construction Engineering and Design phase began in October 2024, with construction expected in October 2026, pending funding. These improvements will enhance navigation and support future capacity at the Port of Baltimore.
- Cox Creek base dike widening was completed in FY 2021, and the dike raising was completed in 2023 to the +60-foot level (60 feet above the average daily low tide mark), adding 8.2 MCY of capacity. The +80-foot raise is in design, with construction expected in FY 2029 to add another 6.2 MCY.
- Safety and mobility efforts to ensure unimpeded shipping access to the Port have been effective; the Port of Baltimore compares extremely well with the other fully functioning U.S. East Coast ports with 50-foot deep channels.

INCREASE IN THE BENEFICIAL USE AND INNOVATIVE REUSE OF DREDGED MATERIALS

TARGET ACHIEVED

MPA leads nationally in innovative reuse of dredged materials through demonstration-scale projects and research as well as restoration of aquatic ecosystems and island habitats using dredged sediments. To support the Port of Baltimore's long-term success, MPA aims to implement sustainable reuse programs to address capacity recovery and manage Maryland's Dredged Material Management Program.



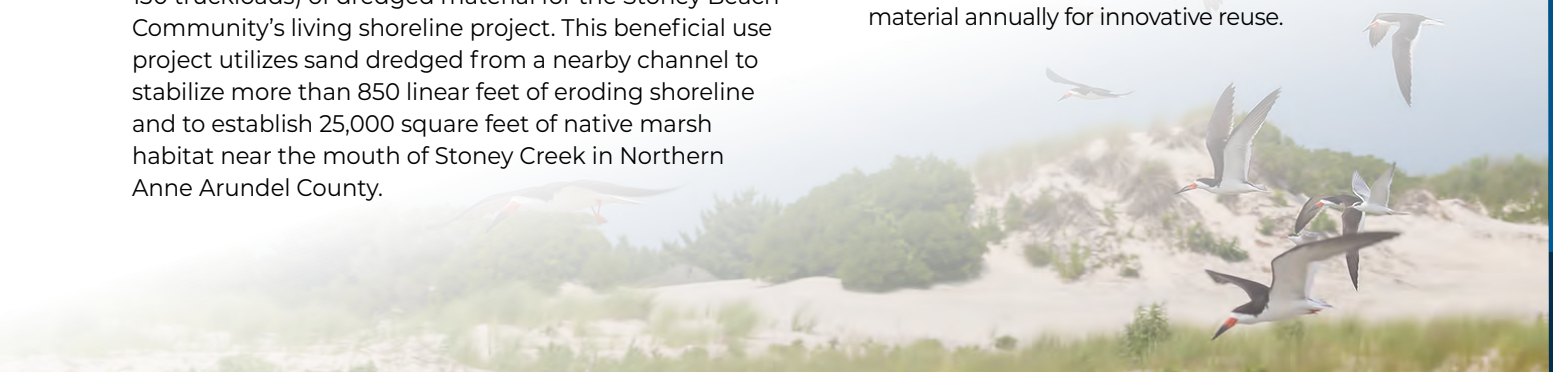
TARGET: 500,000 CUBIC YARDS ANNUALLY

What Is the Trend?

- In FY 2025, the use and innovative reuse of dredged materials reached nearly two MCY; this is nearly four times the annual target (set at 500,000 cubic yards annually). Compared to FY 2024, the annual volume of dredged material decreased by 1.5 MCY.
- From August 2024 through May 2025, MPA actively supported a local, community-led nature-based solutions initiative by providing over 1,600 cubic yards (more than 130 truckloads) of dredged material for the Stoney Beach Community's living shoreline project. This beneficial use project utilizes sand dredged from a nearby channel to stabilize more than 850 linear feet of eroding shoreline and to establish 25,000 square feet of native marsh habitat near the mouth of Stoney Creek in Northern Anne Arundel County.

What Are Future Strategies?

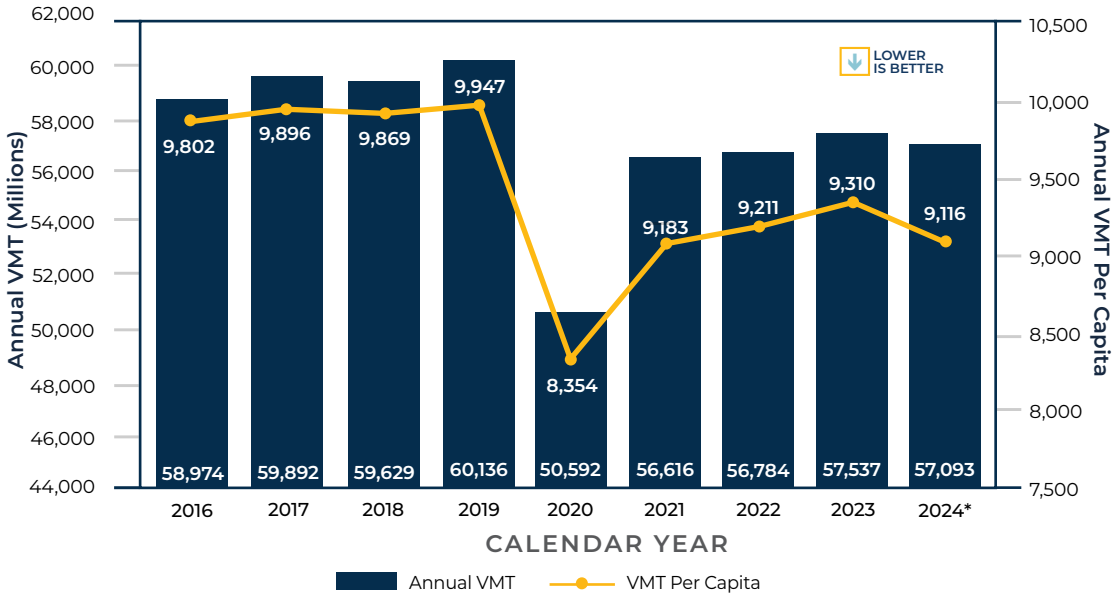
- All bay channel dredged material is currently placed at Poplar Island to be beneficially used for island restoration and will be placed at Mid-Bay Island once Poplar reaches capacity. MPA will begin to scale up innovative reuse of harbor channel dredged material at the Cox Creek Sediment Technology site starting in FY 2026 and increasing over a five-year period. MPA continues to investigate other uses of dredged material to meet its ultimate goal of reusing 500,000 cubic yards of dredged material annually for innovative reuse.



OBJECTIVE: Minimize Fossil Fuel Consumption, Reduce GHG Emissions, and Improve Air Quality and Support the Growth of Alternative Fuels

VEHICLE MILES TRAVELED (VMT)/VMT PER CAPITA

ON TARGET



TARGET: 10% DECREASE OF VMT PER CAPITA BY 2030 AND 20% DECREASE BY 2050 (FROM 2019 BASELINE)

** CY 2024 is updated from last year from estimate to actual.*

What Is the Trend?

- The annual VMT in CY 2024 decreased by nearly 500 million miles. Similarly, the VMT per capita in CY 2024 is 2% lower than CY 2023.
- VMT remains below pre-pandemic levels due to changing travel patterns since the pandemic. Medium- and heavy-duty vehicle (MHDV) VMT in particular has remained stagnant in recent years due to the broader freight recession from economic conditions that have reduced freight demand across multiple sectors.

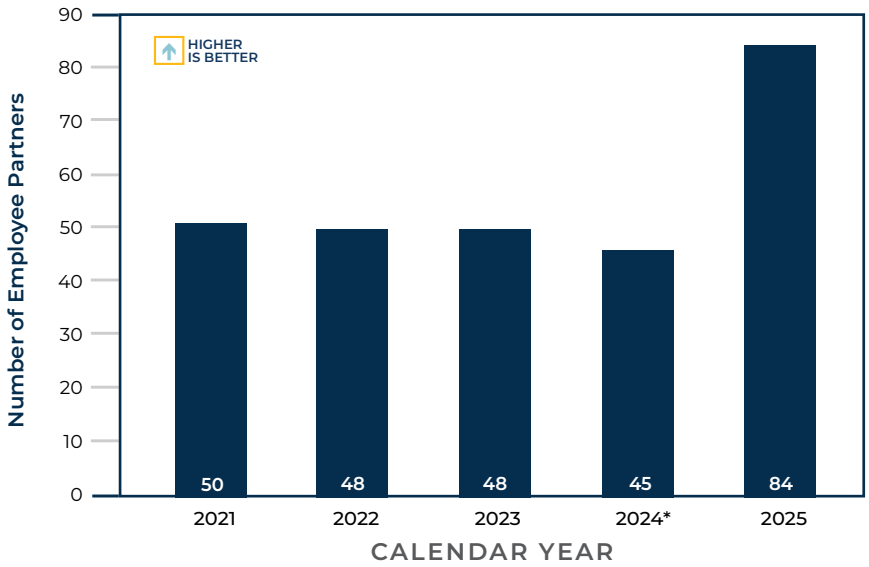
What Are Future Strategies?

- SHA's Pedestrian Safety Action Plan (PSAP) includes two rounds of projects with 13 total corridors statewide at various stages of project development. By providing safe, reliable, and accessible options for pedestrians and bicyclists, there may be a shift from personal vehicles to walking/biking which would reduce VMT and by extension on-road mobile source emissions.
- SHA is developing a mode choice model to estimate walk and bike trips in the statewide transportation model. This ongoing research effort aims to determine ways to accurately estimate the demand of walking and biking behavior and provide practical evidence to decision making on improving the traffic environment for active travel modes. While this is still in the research phase, as the project progresses, the goal is to accurately estimate the mode shift of various infrastructure improvements. The research project contributes to effort to reduce VMT by providing data to determine shifts from personal vehicles to walking/biking.
- MDOT continues to support a multimodal transportation system by expanding transit services statewide, enhancing existing routes, and implementing active transportation policies and infrastructure. The agency also promotes Transit-Oriented Development (TOD) as a key state priority to reduce reliance on personal vehicles and encourage more sustainable travel choices, while promoting economic development.

NUMBER OF EMPLOYEE PARTNERS IN STATEWIDE TDM PROGRAMS

MAKING PROGRESS

Travel Demand Management (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, teleworking and flexible work hours. Commuter Choice Maryland is MDOT's TDM program and provides options to maximize travel choices and deliver solutions that can reduce congestion, conserve energy, facilitate economic opportunity and enhance the life of all Marylanders. Commuter Choice Maryland's Employer Partner Program recognizes Maryland employers and organizations for their leadership in offering transportation benefits and creative commuting incentives to their employees.



TARGET: 500 PARTNERS BY CY 2030 AND 1,000 PARTNERS BY CY 2050

** CY 2024 value is updated from last year from estimate to actual.*

*** CY 2025 value includes data through December 2025.*

What Is the Trend?

- Participation in the program has significantly increased during the past year. New employers have been added through the Maryland Commuter Tax Credit registration, Baltimore Commutes Ride Together Rewards Incentive program, and through outreach efforts. In 2025, MDOT conducted outreach at conferences to reach new companies, including the annual Society for Human Resources conference. As of December 2025, there are 84 employer partners, which is an increase of 39 partners from 2024. To ensure MDOT achieves the targeted 500 partners by CY 2030, the number of employee partners must annually increase more than in the past.

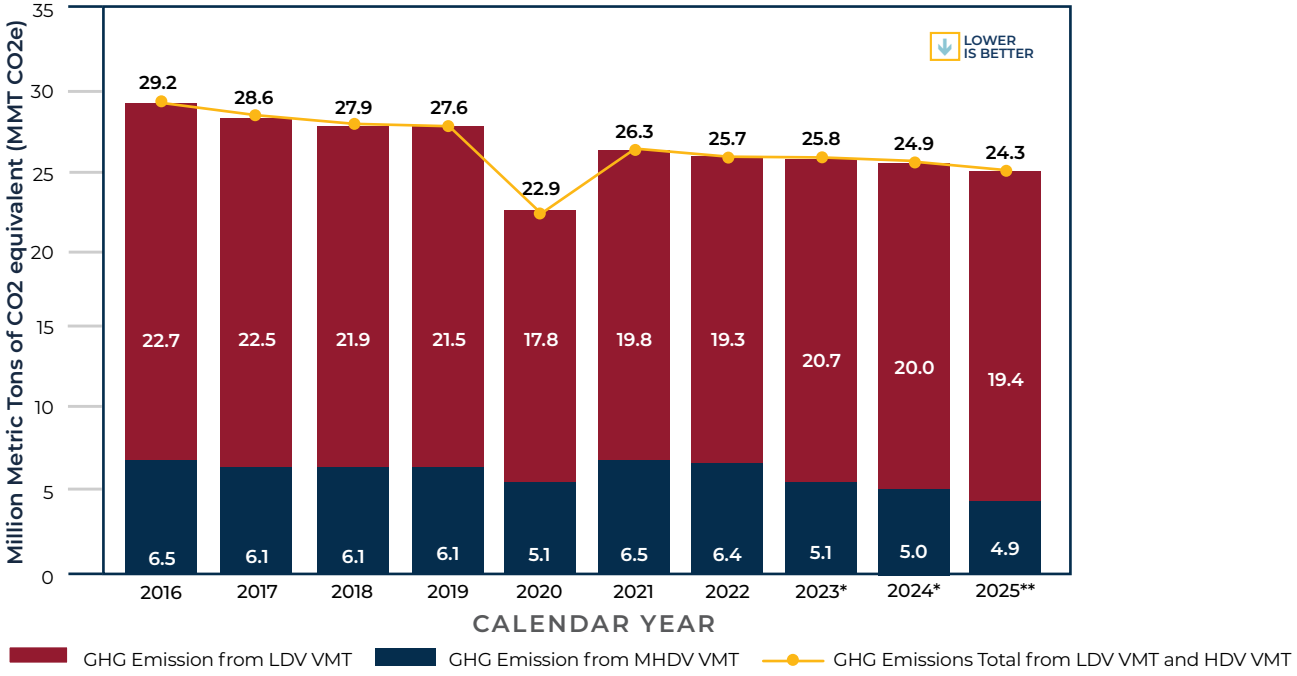
What Are Future Strategies?

- Leveraging the momentum from the past year, Commuter Choice Maryland will continue working collaboratively with the local TDM ridesharing coordinators to connect with employer contacts and sign-up new employer partners. All employers who participate in the Baltimore Commutes Ride Together Reward Incentive Programs or file for the Maryland Commuter Tax Credit will also continue to be automatically added as partners. In addition, Commuter Choice Maryland will engage with employers at outreach events and will invite them to join the Employer Partner Program.

GHG EMISSIONS FROM LIGHT-DUTY VEHICLE (LDV) VMT AND MEDIUM/HEAVY-DUTY VEHICLE (MHDV) VMT

MAKING PROGRESS

Two factors contribute primarily to the reduction of GHG emissions from on-road vehicles: VMT reduction and increased vehicle efficiency.



TARGET: CONTINUED REDUCTION IN GHG EMISSIONS FROM ON-ROAD LDV AND MHDV, WITH THE GOAL OF ACHIEVING A 42% REDUCTION BELOW THE 2006 BASELINE.

* Data has been revised from previous report.

** 2025 data is preliminary using a projection for 2025 VMT.

What Is the Trend?

- From CY 2023 to CY 2024, the total GHG emissions from on-road vehicles decreased by 0.6 million metric tons of CO2 equivalent. There have been continued improvements in vehicle efficiency and fuel type contributing to this decrease in emissions.

What Are Future Strategies?

- The Carbon Reduction Program provides federal funding for MDOT strategic investment to achieve carbon reduction. The first round of the Carbon Reduction Program, which includes $55 million in funding, has been awarded for State and local government projects that will reduce transportation carbon dioxide emissions and round two is currently underway.
- MDOT and MDE, as part of the Clean Corridor Coalition, were awarded a Climate Pollution Reduction Implementation Grant from the EPA. This grant will provide $78 million for MDOT, in coordination with MDE, to deploy medium- and heavy-duty zero emission vehicle charging hubs along Maryland's segment of the I-95 corridor.
- MDOT Commuter Choice Maryland launched two new rewards programs: the Baltimore Vanpool Incentive Program and the Baltimore Carpool Incentive Program. These new programs along with other ongoing TDM efforts support reducing VMT on Maryland roads.
- MDOT continues to improve the efficiency and technology of its own fleet of vehicles. For example, seven battery electric buses continue to operate in MTA's core bus service with over 1.1 million pounds of GHG emissions reduction modeled over the lifecycle of each zero-emission bus that replaces a diesel bus.

STATEWIDE VEHICLE EMISSIONS INSPECTION PROGRAM (VEIP) TESTING COMPLIANCE RATE

MAKING PROGRESS

The VEIP compliance rate of vehicles registered in non-attainment Maryland counties was

92.4%

in FY 2025, a small decrease from 93.0% in FY 2024.

TARGET: 100% COMPLIANCE

What Is the Trend?

- The compliance rate in FY 2025 was 92.4%, demonstrating a 0.6% decrease from FY 2024. This trend is slightly moving further away from the 100% compliance target.
- VEIP tests improve Maryland's air and water quality. By keeping cars and trucks properly maintained in accordance with manufacturer recommendations, and having vehicles tested on their recommended schedule, VEIP is playing an important role in the ongoing efforts to create a healthier Maryland. MVA is committed to maintaining test compliance to improve air quality.

What Are Future Strategies?

- MVA will deploy new inspection systems and software in all centralized lanes, as well as at all the 24-hour kiosks, allowing for advanced and timely testing. MVA will also implement a Motorist Assistance Center lane at each centralized location to provide customers assistance, ensuring the correct repairs to their vehicles, and the sharing of information with certified inspection stations to ensure better compliance and identify more widespread emissions-related issues.
- MVA will identify more opportunities to engage with customers about the VEIP program and their due dates.

OBJECTIVE: Support the Widespread Adoption of Alternative Fuels, Electric Vehicles, and Innovative Technologies

PERCENTAGE OF MDOT LIGHT DUTY VEHICLE FLEET COMPRISED OF ELECTRIC VEHICLES (EVs)

MAKING PROGRESS

FY	Number of EVs, all MDOT modes	Percentage of MDOT Light-Duty Fleet comprised of EVs	Number of LDV, all MDOT modes
2024	42	3.80%	1,106
2025	45	4.22%	1,067

TARGET: 100% OF LDVS TO BE ZEV BY 2036

Note: Tracking of LDV Fleet Electrification performance data began in 2024. Prior year metrics utilized various methodologies.

What Is the Trend?

- The LDV Fleet Electrification Strategy for MDOT Modal Fleets was completed by MDOT's Fleet Electrification Working Group in 2025. It establishes a five-part strategy framework, and identifies specific actions needed for MDOT to meet the LDV fleet electrification targets defined in the CSNA.
- MDOT adopted a policy guiding the use of electric vehicle supply equipment owned, operated, maintained, and managed by MDOT. The policy addresses fleet charging, workplace charging, and public charging on MDOT sites.
- Fleet charging capacity was added or expanded at the Shaefer Tower for MTA vehicles, the TSO building, and SHA District Offices 1 and 2. With this added capacity, MDOT has 12 fleet charging locations, with 20 additional locations planned or in procurement.
- In continuation from last year, all MDOT modal administrations have begun to purchase EVs in accordance with the goals and targets established in the CSNA. EVs in operation include the Ford F-150 Lightning, Ford Mustang Mach-E, Chevrolet Bolt, and Nissan Leaf.

What Are Future Strategies?

- With MVA and SHA, TSO will pilot a focused study of personnel procedures and workforce development and training needs, to ensure the MDOT workforce is prepared for fleet electrification. Workforce development to support fleet electrification was identified in the LDV Fleet Electrification Strategy (2025) as a near-term need.

PERCENTAGE OF TOTAL REGISTERED VEHICLES THAT ARE EVS*

MAKING PROGRESS

Fiscal Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
BEV + PHEV	6,988	9,369	13,207	20,722	25,742	34,841	52,319	75,861	108,584	139,460
Battery Electric Vehicle (BEV)	2,643	3,745	5,495	10,938	14,930	21,076	33,230	52,008	76,587	100,993
Plug-in Hybrid Electric Vehicle (PHEV)	4,345	5,624	7,712	9,784	10,812	13,765	19,089	23,853	31,997	38,467
% EVs of Total Registered Vehicles	0.1%	0.2%	0.3%	0.4%	0.5%	0.7%	1.1%	1.6%	2.2%	2.8%

TARGET: 1.1 MILLION EVS IN 2030

** Percent EVs of total registered vehicles have been updated from previous report for FY 2022 - FY 2024.*

What Is the Trend?

- 30,876 EVs were registered in Maryland in the 12-month period between July 2024 and July 2025, representing 28% growth in the number of EVs on the road during that time period. EVs now represent nearly 3% of all registered vehicles in Maryland, which is above the national average. Maryland's goal of registering 1.1 million EVs by 2030 is increasingly more difficult with the elimination of federal tax credits and infrastructure funding.
- MVA continues to administer the Excise Tax Credit for Plug-in Electric Vehicles. This State incentive has continued to be fully subscribed and is currently authorized through FY 2027.

What Are Future Strategies?

- MDOT conducts educational outreach to consumers by maintaining the MarylandEV online platform. Through the MarylandEV platform, MDOT presents an introduction to EVs and EV charging and amplifies incentives and other resources available to consumers through State, utility, and federal programs.

LEVEL 2 AND DIRECT CURRENT FAST CHARGING (DCFC) PORTS PER 1,000 RESIDENTS

The expansion of public charging infrastructure in Maryland is necessary to support Maryland's goal of 1.1 million EVs registered by 2030. The growing number of EVs is a component of ensuring that Maryland can meet air quality and GHG reduction goals. A reliable and convenient charging network in Maryland supports these goals by serving existing EVs and by encouraging future EV adoption.

	FY 2023*	FY 2024*	FY 2025**
Level 2 Charging Ports	3,037	3,753	3,961
DCFC Ports	782	995	1,209
Total Charging Ports	3,819	4,748	5,170
Charging Ports Per Thousand Residents* **	0.62	0.77	0.84

TARGET: A 2031 PORTS PROJECTION FOR THREE POLICY SCENARIOS IS CURRENTLY IN DEVELOPMENT FOR THE ZERO EMISSION VEHICLE INFRASTRUCTURE PLAN (ZEVIP)

** Charging ports data: Alternative Fuels Data Center 6/30/2023 and 6/30/2024*

*** Charging ports data: Alternative Fuels Data Center 7/31/2025.*

**** Population estimates are from the U.S. Census, MD Population: 6,164,660*

What Is the Trend?

- By July 31, 2025, there were more than 1,600 publicly accessible charging station locations in Maryland with more than 5,000 total charging ports. From 2024 to 2025, there was an increase in total publicly accessible charging ports by more than 400.
- Construction for National EV Infrastructure (NEVI) Round 1 stations began in June 2025, with the first station in Grantsville opening on October 22, 2025. Under Round 1, MDOT is investing NEVI funding for 19 fast charging projects with up to 118 DCFC ports. All Round 1 stations will be open to the public by fall 2026.

What Are Future Strategies?

- MDOT announced conditional awards for Round 2 of its NEVI Program on October 28, 2025, funding 12 additional fast charging projects for installation along Maryland's EV Alternative Fuel Corridors.
- MDOT will continue to work on the ZEVIP and Multi-Agency Strategy to help maximize future public infrastructure deployment across the State.
- The Maryland-New Jersey-Pennsylvania-West Virginia Charging Ahead Partnership, led by MDOT, was awarded $18.6 million through Round 2 of the Charging and Fueling Infrastructure Grant Program. This funding was awarded to deploy medium- and heavy-duty charging infrastructure along the I-81 to I-78 corridors from Maryland through New Jersey.

GLOSSARY

GLOSSARY TERM	DEFINITION
Advanced Clean Cars II (ACC II) and Advanced Clean Trucks (ACT)	In 2023, Maryland adopted ACC II and ACT regulations to reduce harmful vehicle emissions and help the State meet its climate goals. These regulations require automakers to increase the number of zero-emission vehicles sold in Maryland over time.
Alternative Service Delivery (ASD)	An initiative of the MVA that expands customer access to services through online platforms, kiosks, self-service terminals, and partner locations, reducing the need for in-person branch visits while improving efficiency and convenience.
American with Disabilities Act (ADA)	A federal civil rights law enacted in 1990 that prohibits discrimination against individuals with disabilities. ADA establishes accessibility requirements for public facilities, including sidewalks, curb ramps, crosswalks, and transit stops, to ensure safe and equitable mobility for all users.
Annual Attainment Report on Transportation System Performance (AR)	Pursuant to Transportation Article Section 2-103.1 of the Annotated Code of Maryland, the State is required to develop or update an annual performance report on the attainment of transportation goals and benchmarks in the Maryland Transportation Plan (MTP) and Consolidated Transportation Program (CTP). The Attainment Report must be presented annually to the Governor and General Assembly before they may consider the MTP and CTP. www.mdot.maryland.gov/AR
Calendar Year (CY)	The period of 12 months beginning January 1 and ending December 31 of each reporting year.
Commuter Choice Maryland	An incentive program designed primarily to encourage Maryland employees to consider switching to alternative transportation choices, like transit, vanpool/carpool, telework or alternative work hours. www.commuterchoicemaryland.com
Complete Streets	As defined by USDOT, Complete Streets are streets designed and operated to enable safe use and support mobility for all users, including people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists or public transit users.
Connected Vehicles (CVs)	Vehicles equipped with communication technologies that allow them to exchange data with other vehicles, infrastructure (like traffic signals), and sometimes mobile devices. This connectivity supports applications such as collision avoidance, traffic signal coordination, and real-time travel information, with the goal of improving safety, mobility, and system efficiency.
Climate Solutions Now Act's (CSNA)	The CSNA, passed into law in 2022, requires Maryland to reduce statewide GHG emissions 60% from 2006 levels by 2031 and achieve net-zero emissions by 2045.
Coordinated Highways Action Response Team (CHART)	CHART is an incident management system aimed at improving real-time travel conditions on Maryland's highway system. CHART is a joint effort of SHA, MDTA and the Maryland State Police (MSP), in cooperation with other federal, State, and local agencies.
Cost Per Enplaned Passenger (CPE)	CPE is defined as all landing fees, airside usage charges, fuel flowage fees, terminal rents, and other airline payments to airports divided by enplaned passengers.
Consolidated Transportation Program (CTP)	A six-year program of capital projects, which is updated annually to add new projects and reflect changes in financial commitments.
Dredged Material Containment Facility (DMCF)	DMCFs are designated areas that safely store dredged materials. From reclaiming land from erosion to extending shorelines, DMCFs transform dredged material into habitat for plant and animal life.
Electric Vehicle (EV)	Cars that are capable of traveling only on electric power supplied by a battery. There are two main types of EV currently on the market: Battery Electric Vehicles (BEV), powered solely by electricity stored in a battery pack in the car, and Plug-in Hybrid Electric Vehicles (PHEV), vehicles where the battery pack lets them travel several miles on electricity before a range-extending gasoline engine takes over.
E-ZPass®	An electronic toll collection system utilized to provide a more efficient flow of traffic through MDTA toll facilities. *E-ZPass®* toll collection is available at all eight MDTA toll facilities. The benefits of *E-ZPass®* membership allow travel from Florida to Maine and as far west as Illinois, with tolls paid from an *E-ZPass®* account.
Fiscal Year (FY)/ Federal Fiscal Year (FFY)	A yearly accounting period covering the period between July 1 and June 30 of each reporting year (FFY: October 1 to September 30).
Greenhouse Gas (GHG)	Any of various gaseous compounds (such as carbon dioxide or methane) that absorb infrared radiation, trap heat in the atmosphere, and contribute to the greenhouse effect. The transportation sector is one of the largest contributors to U.S. GHG emissions.
Infrastructure for Rebuilding America (INFRA) Grant	The INFRA Grant Program provides funding for multimodal freight and highway projects to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
Level of Traffic Stress (LTS)	A classification system that measures how comfortable and safe a roadway feels for people biking or walking, based on factors such as traffic speed, volume, number of lanes, and presence of bike or pedestrian facilities. LTS is commonly used to evaluate bicycle and pedestrian networks, identify gaps in low-stress connectivity, and guide infrastructure improvements to make streets safer and more accessible.

GLOSSARY TERM	DEFINITION
Light-duty Vehicles (LDV) and Medium/heavy-duty Vehicles (MHDV)	LDV refers to vehicles that have maximum Gross Vehicle Weight Rating less than 10,000 lbs. MHDV refer to vehicles that have a Gross Vehicle Weight Rating of more than 10,000 lbs.
Locally Operated Transit Systems (LOTS)	Transit systems that provide primarily bus service and demand response within the local areas in which they operate. They are funded through a combination of federal, State, and local money. MDOT provides financial, technical, and operating support for these services.
Maryland Transportation Plan (MTP) or "The Playbook"	The MTP ("The Playbook") is MDOT's long-range transportation policy plan and includes the vision, goals, and objectives that provide the policy framework and context for Maryland's transportation programs and investments. The MTP sets Department policy for the 20-year period and is updated every five years.
Modal Administrations	MDOT's modal administrations include Maryland Aviation Administration (MAA); Maryland Port Administration (MPA); Maryland Transit Administration (MTA); Motor Vehicle Administration (MVA); State Highway Administration (SHA). The MDOT Secretary also serves as Chair of the Maryland Transportation Authority (MDTA).
Million Cubic Yards (MCY)	MCY is a unit of volume equal to one million cubic yards.
On-Time Performance (OTP)	OTP refers to the percentage of transit vehicles (typically buses or trains) that arrive at scheduled stops within a defined time window. MTA uses the measure of two minutes early to seven minutes late when determining whether a local bus is on time. For Commuter Bus and Express BusLink, early arrivals to drop-off zones are viewed as on time.
Overburdened and Underserved Communities	The 2022 Climate Solutions Now Act (CSNA) defines "overburdened and underserved communities" in Maryland. Overburdened communities are defined as any census tract for which three or more of 21 environmental health indicators are above the 75th percentile statewide. Underserved communities are defined as any census tract where the most recent census survey shows: At least 25% of the residents qualify as low-income; At least 50% of the residents are non-white; or At least 15% of the residents have limited English proficiency.
Pedestrian Safety Action Plan (PSAP)	MDOT's PSAP identifies pedestrian safety challenges, prioritize corridors, and guide targeted infrastructure and policy improvements statewide.
Persistent Public Safety Exposure Subindex (PPSES)	The PPSES incorporates poverty rates, housing and transportation affordability, alcohol availability, crash data, police traffic stops for moving violations, and the rate of young and mature licensed drivers to identify the most at-risk locations geographically.
State Report on Transportation (SRT)	The SRT is prepared annually and distributed to the General Assembly, local elected officials, and interested citizens. It consists of two documents, the MTP and the CTP.
Strategic Highway Safety Plan (SHSP)	A SHSP is a federally required statewide-coordinated safety plan that provides a framework for reducing highway fatalities and serious injuries on roadways.
Strategic Transformation Plan (STP)	STP refers to WMATA 5-year plan, meant to guide both long-term strategy and the day-to-day decisions.
Transit-Oriented Development (TOD)	In 2008, the legislature adopted a definition of TOD. As defined in statute, a TOD is: "a dense, mixed-use deliberately planned development within a half mile of transit stations that is designed to increase transit ridership."
Travel Demand Management (TDM)	TDM strategies support the use of alternatives to the traditional single-occupant vehicle through a variety of programs and incentives (e.g., carpooling, car sharing, transit, Park-and-Ride facilities, teleworking and flexible work hours).
Transportation Resilience Improvement Plan (TRIP)	TRIP is a federally required plan to assess vulnerabilities of transportation assets to natural hazards and climate change, and to identify strategies and investments that improve the resilience of the transportation system. MDOT's TRIP helps prioritize projects that reduce risks, protect critical infrastructure, and support long-term system reliability.
Unmanned Aerial System (UAS)	An UAS is the combination of an unmanned aerial vehicle, or drone, and is ground control station, and the communication link between them.
Vehicle Emissions Inspection Program (VEIP)	VEIP, administered by MDE and MVA, requires inspection of vehicle emission systems every two years and repair of vehicles that fail to meet emission standards. VEIP plays an important role in reducing Maryland's air pollution problems.
Vehicle Miles Traveled (VMT)	A measurement of the total miles traveled by all vehicles.
Vision Zero	First implemented in Sweden in 1990, Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy and equitable mobility for all users.
Zero Emission Vehicle (ZEV)	A ZEV is a vehicle that does not emit tailpipe emissions of greenhouse gases or criteria pollutants. ZEVs include, but are not limited to, Battery Electric Vehicles (BEVs) and hydrogen Fuel Cell Electric Vehicles (FCEVs). Electric Vehicles (EVs) consist of BEVs and Plug-in Hybrid Electric Vehicles (PHEVs).

MARYLAND DEPARTMENT
OF TRANSPORTATION

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This document is prepared pursuant to Transportation Article Section 2-103.1 of the Annotated Code of Maryland.

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