



# 2025 Annual Attainment Report

## On Transportation System Performance

Implementing the Maryland Transportation Plan and Consolidated Transportation Program

Wes Moore  
Governor

Aruna Miller  
Lt. Governor

Paul J. Wiedefeld  
Secretary



# Governor's Message



Transportation is valuable not only as a means of mobility, but as an economic engine. It helps the single mom who needs to commute across town to get to work. It helps the high school student who needs to get to school in another part of the city; and it helps Marylanders of all backgrounds travel from where they live to where opportunity lies. Transportation mobility and the access it affords is a foundation for economic vitality.

I want to thank the 10,000 Maryland Department of Transportation (MDOT) employees who make up the heart and soul of the agency and who continue to work each day to build a transportation system that Marylanders deserve.

Building a safer, more equitable system is no small feat, but through dedicated service, we are making progress. We are building transportation services for the future—services that offer physical mobility and accessibility to affordable housing, jobs, food, healthcare, amenities and other critical services needed for everyday living.

On behalf of a grateful state, I thank you. We are building a brighter future for Marylanders, together.

Wes Moore  
**Governor**

# Secretary's Message



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

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

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

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

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

Paul J. Wiedefeld  
**Secretary**



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## Integrating Multimodal Transportation

The Maryland Department of Transportation (MDOT) has a unique ability to deliver an expansive and integrated multimodal transportation system that provides a superior experience to the people and businesses it serves. MDOT houses all of the State’s transportation modal agencies in one organization, enabling an integrated approach to planning and investment that results in seamless connectivity between Maryland’s highways, bridges, toll facilities, transit, bicycle and pedestrian facilities, airports, ports, and motor vehicle and driver services.

This organization is one Department composed of six specialized modal agencies; one Department with more than 10,000 employees working together towards the mission of ensuring that MDOT is “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 Chairman of the Maryland Transportation Authority (MDTA), which owns, operates and maintains the State’s eight toll facilities. The Secretary is also the Chairman 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



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# Introduction:

## Guiding Maryland's Transportation System, MDOT 2050 MTP Goals Summary

**MDOT 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.** Active planning, evaluation, investment and implementation of Maryland's transportation system ensures that all efforts and available funds are directed towards creating and sustaining the most efficient, reliable and fiscally prudent transportation options. This gives all Maryland communities access to economic opportunities and connect Marylanders with destinations to live, work and play.



The State Report on Transportation (SRT) is a legislatively required annual report consisting of three MDOT documents that reflect the planning, investment and evaluation efforts of the organization:

- The **Maryland Transportation Plan (MTP)**, called “The Playbook” with a 2050 horizon, sets the long-range vision for the State's transportation system and is updated every five years;
- The **Consolidated Transportation Program (CTP)** is updated annually and provides a six-year capital budget for the State's transportation projects; and
- The **Attainment Report on Transportation System Performance (AR)**, which evaluates the performance of the State's transportation system annually and reports on progress toward reaching the four key goals outlined in the Playbook.

### Goals

In order to ensure that performance measures are relevant, effective and modern, performance measures in the AR are updated every five years by a Governor-appointed **AR Advisory Committee (ARAC)** as part of the updated MTP. For this 2025 AR, MDOT reviewed and updated more than 50 performance measures in accordance with the recently updated Playbook. The Playbook refined the goals for the MTP, which are used to organize the performance measures. These four new goals outline MDOT's priorities and plans for the next five years, 20 years, and beyond:

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

### Guiding Principles

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

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

### MDOT Vision Statement

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



By continuously collecting and evaluating data, MDOT is able to identify areas of concern, allocate resources, and course-correct negative trends and impacts on Maryland's transportation system. MDOT has released its FY 2025 - FY 2030 CTP, which is aligned with the vision, principles and goals of the Playbook.

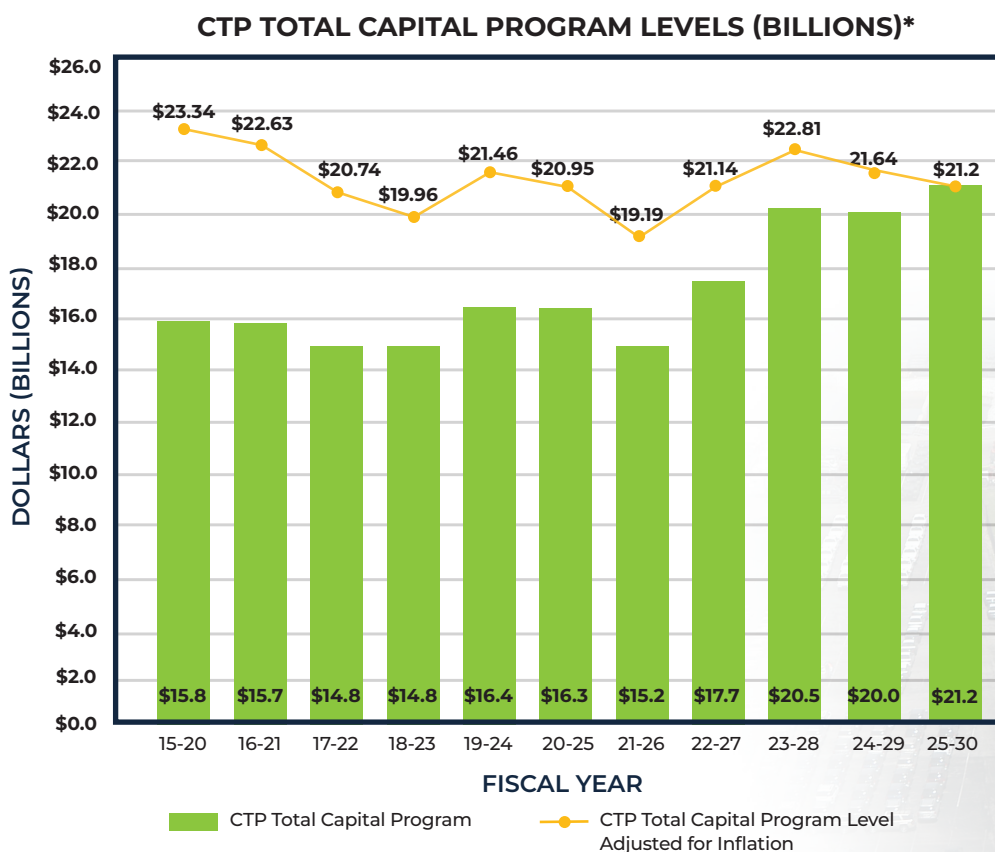
MDOT, like our counterparts across the Country, has continued to face significant budgetary challenges in this post COVID era due to increased costs of materials and labor, historic levels of inflation, changes to commute and personal travel behavior, and the reduced effectiveness of the gas tax. During the COVID era, significant federal funds made available to the Department masked these underlying trends. With those federal funds winding down, these inherited structural issues have come to the fore.

The Moore-Miller Administration, recognizing the importance of stabilizing the transportation system to better serve Marylanders and the economy throughout the entire State, has proposed an infusion of \$420 million per year in the Transportation Trust Fund (TTF) annually, beginning in FY 2026. This investment will secure proper debt service coverage, meet critical operating budget needs, ensure the protection of Highway User Revenue and Locally Operated Transit Systems (LOTS) funding for our local partners and enable significant investments in the capital program. Together, these funds will improve

the safety and reliability of our transportation network, ensure that all federal funds are fully leveraged and that no money is left on the table in order to drive economic growth across the State. The FY 2025 - FY 2030 CTP reflects that additional revenue and is a \$21.2 billion program. It outlines capital investments in each mode funded by the TTF, up from \$20.2 billion in the FY 2024 - FY 2029 capital program. This CTP represents significant investments in Maryland's transportation system and does much to advance a safer, more affordable, more competitive, sustainable Maryland that leaves no one behind.

The CTP continues targeted investments in key projects and programs, such as safety projects, state of good repair projects, the Purple Line project, the Baltimore Red Line Project, the Southern Maryland Rapid Transitway (SMRT), I-81 phase 2, US 15, replacement of the Frederick Douglass Tunnel, improvements to the Howard Street Tunnel, the TOD Program, the Complete Streets Program and carbon reduction and resiliency programs.

Moreover, after the tragic collapse of the Francis Scott Key Bridge on March 26, 2024, MDOT has initiated the project to rebuild the Key Bridge over the next four years. As that work begins, MDOT has gathered Transportation Demand Management (TDM) resources to help mitigate disrupted traffic and commuting patterns for Maryland residents, employees and employers.



\* 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:** Four objectives and 12 performance measures support our goal to enhance safety and security. By protecting the safety of all residents, workers and visitors, we will work to achieve zero traffic-related fatalities and serious injuries.

Aligned with Vision Zero, this goal focuses on ending all traffic deaths on Maryland's roadways. MDOT aims to reduce traffic safety disparities, improve the safety of roadway workers, eliminate transit and rail fatalities and serious injuries, enhance infrastructure for pedestrians and cyclists and maintain effective responses to weather and incidents.

MDOT will make significant progress towards its safety targets through the 2021-2025 Strategic Highway Safety Plan (SHSP) and the Triennial Highway Safety Plan, both of which will be updated in the coming year, as well as the recently updated statewide 2050 Bicycle and Pedestrian Master Plan (BPMP). MDOT continues to focus on the following safety emphasis areas to improve performance:

- Distracted driving
- Impaired driving
- Infrastructure
- Occupant protection
- Pedestrians and bicyclists
- Speed and aggressive driving

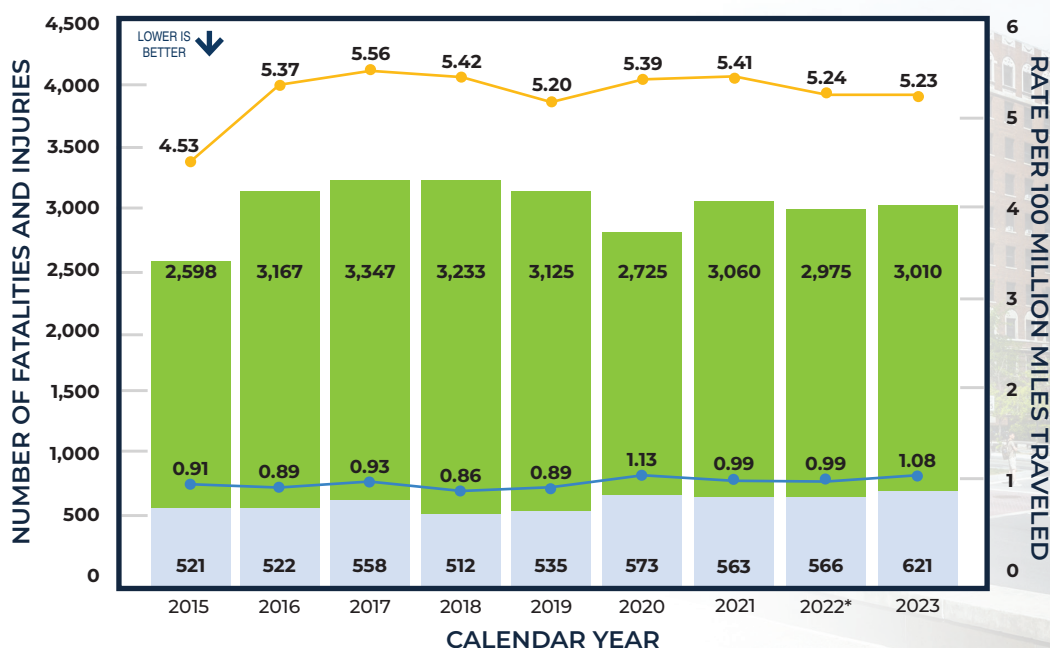




## Objective: Reduce the Number of Lives Lost and Injuries Sustained on Maryland's Transportation System



### ANNUAL NUMBER OF FATALITIES ON ALL MARYLAND PUBLIC ROADS & ANNUAL NUMBER OF SERIOUS INJURIES ON ALL MARYLAND PUBLIC ROADS



- 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 have been revised from previous report.

#### What Is the Trend?

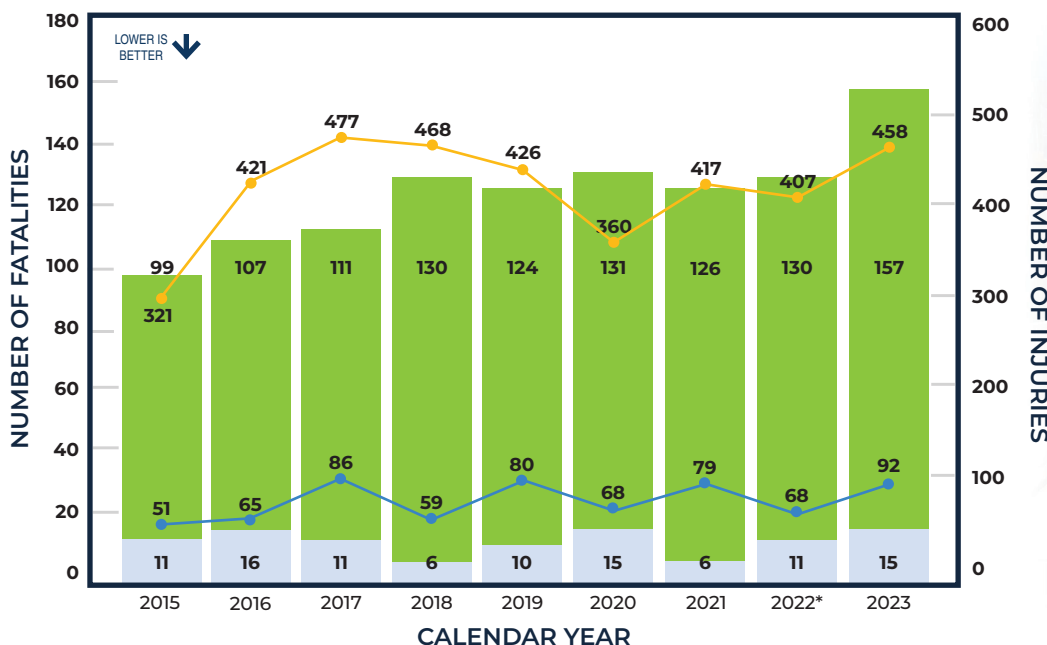
- Traffic fatalities rose by 9.7% to 621 in 2023 from 566 in 2022. The fatality rate rose by 8.6% from 0.99 to 1.08, while Vehicle Miles Traveled (VMT) increased by only 1.3%. Overall, serious injuries remained stable with only a 1.1% increase in 2023 compared to 2022.
- In June 2023, the MVA Maryland Highway Safety Office (MHSO) conducted its annual seat belt survey at 140 sites, observing 50,358 vehicles. The survey showed a slight decrease in seat belt usage to 92.1% from 92.7% in 2022. Unrestrained occupant fatalities fell to 115 from 146 in 2022, but the number of unknowns increased from 39 to 74, indicating issues with crash report data. Despite some long-term progress, almost 10% of Maryland drivers remain unrestrained and almost half of those killed in crashes were not wearing seat belts. Research indicates that if 100% of occupants had been restrained in 2023, an estimated 52 lives could have been saved.

#### What Are Future Strategies?

- MDOT will employ a comprehensive strategy to address critical issues such as distracted and impaired driving, roadway environment, occupant protection and pedestrian and bicycle safety.
- MDOT plans to enhance enforcement, promote safety through outreach and media campaigns and support legislative and technological advancements, in conjunction with engineering and infrastructure improvements.
- MHSO is researching police discretion in traffic stops to adapt enforcement strategies. Some jurisdictions are increasing automated enforcement, a strategy that MHSO is studying for effectiveness.
- In September 2024, Governor Moore announced \$13.3 million in federal highway safety grants to 87 organizations across Maryland as part of a Statewide focus to prevent motor vehicle crashes and eliminate roadway fatalities.
- MDOT will update the SHSP for 2026-2030, incorporating the Safe Systems Approach, with the goal of preventing injuries and fatalities.



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



- 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 have been revised from previous report.

## What Is the Trend?

- In CY 2023, 621 people were killed, including 157 pedestrians and 15 bicyclists, an increase compared to CY 2022 with 566 fatalities, including 130 pedestrian and 11 bicyclists. Both pedestrian and bicycle serious injuries also increased in 2023, with bicycle serious injuries peaking at 92, the highest over the last nine years.
- MDOT is advancing pedestrian and bicycle infrastructure projects through the Pedestrian Safety Action Plan (PSAP), on US 1 (Washington Boulevard), MD 410 (East West Highway), and has made notable improvements on Old Georgetown Road.
- SHA's Pedestrian and Bicyclist Fatalities Infrastructure Review, which began in April 2023, evaluates fatal crashes to identify factors like road design and conditions, supporting innovative safety measures where standard solutions fall short. The results are posted online for the public to view in an interactive map.

## What Are Future Strategies?

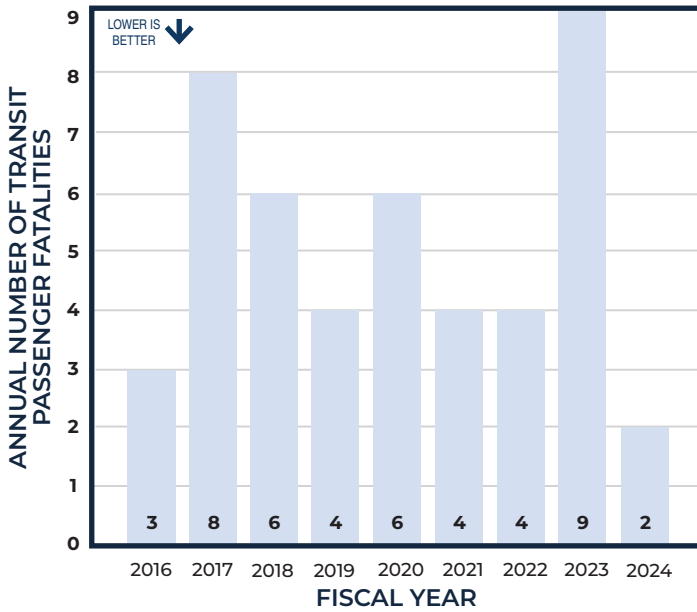
- In September 2024, Governor Moore announced \$16 million in grants for 36 bicycle, pedestrian and trail projects across Maryland. The grants will benefit 36 projects, from the retrofitting of a trail-highway crossing to new bike paths and pedestrian improvements in school zones, including \$13.9 million in federal funding

awarded to 26 projects through the Transportation Alternatives Program (TAP) and the Recreational Trails Program (RTP) and \$2.1 million in State funding for 10 projects through the Kim Lamphier Bikeways Network Program.

- MHSO continues to work with metropolitan planning organizations (MPOs) in Maryland to promote the pedestrian and bicycle safety high visibility enforcement campaigns, Look Alive (Metro Subway) and Street Smart (Washington Metro).
- Several Maryland localities received about \$4 million in U.S. Department of Transportation (USDOT) Safe Streets for All (SS4A) grants Rounds 1 and 2, including Garrett County, City of Annapolis, City of College Park, City of Greenbelt, City of New Carrollton, City of Takoma Park, Laurel City, Montgomery County, Town of La Plata, Town of Perryville and University of Maryland in College Park.
- MDOT is implementing the new Complete Streets Policy adopted in 2024 first by administering training and engaging stakeholders. The PSAP also will continue to be put into action, with the first five PSAP Corridors currently underway and eight more chosen for Round 2.



## ANNUAL NUMBER OF TRANSIT PASSENGER FATALITIES\*



### What Is the Trend?

- The number of transit passenger fatalities reduced to two in FY 2024 from a recent high of nine in FY 2023. These trends are a departure from previous years, which showed a decline even pre-pandemic when transit service was at the highest capacity.

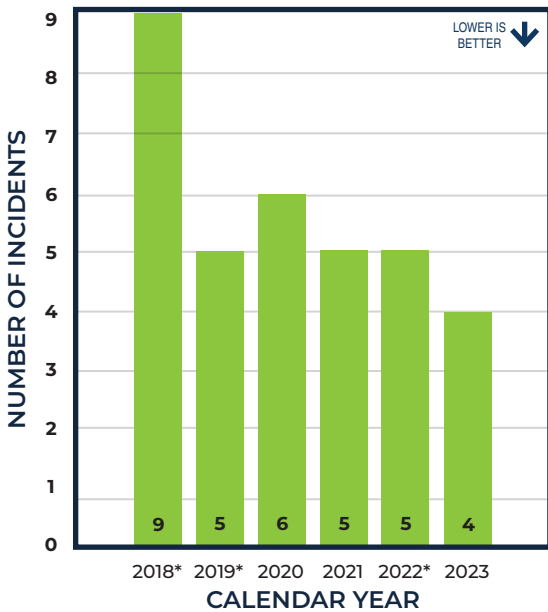
### What Are Future Strategies?

- MTA continues to provide routine maintenance and inspections at stations and on guideways to reduce safety concerns around physical infrastructure. They also continued instituting safety management system policies and protocols to be more proactive in mitigating safety events, such as posting 988 (Suicide and Crisis Lifeline) signage at all rail stations over the past year.

TARGET: ZERO FATALITIES

\* The previously reported transit passenger serious injuries has been removed due to lack of data available to MTA.

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



### What Is the Trend?

- Annual fatalities and injuries from at-grade rail crossings are relatively low and the numbers have generally decreased since the peak in 2018. In CY 2023, notable achievements included the completion of three safety upgrade projects and the initiation of seven new projects under the Section 130 Program.
- The Maryland Operation Lifesaver Program made significant outreach efforts in 2023, with volunteers delivering 16 presentations and engaging approximately 4,340 people at various events, such as posting 988 (Suicide and Crisis Lifeline) signage at all rail stations over the past year.

### What Are Future Strategies?

- MTA will continue outreach through the Maryland Operation Lifesaver program while expanding social media engagement on MDOT platforms. Additionally, MDOT will keep initiating safety projects under the Section 130 Program and develop a pipeline of upcoming projects.
- MDOT will continue to pursue federal grants through the Consolidated Rail Infrastructure and Safety Improvements Program and the Railroad Crossing Elimination Program to improve rail safety at grade crossings.

TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

\* Data have been revised from previous report.

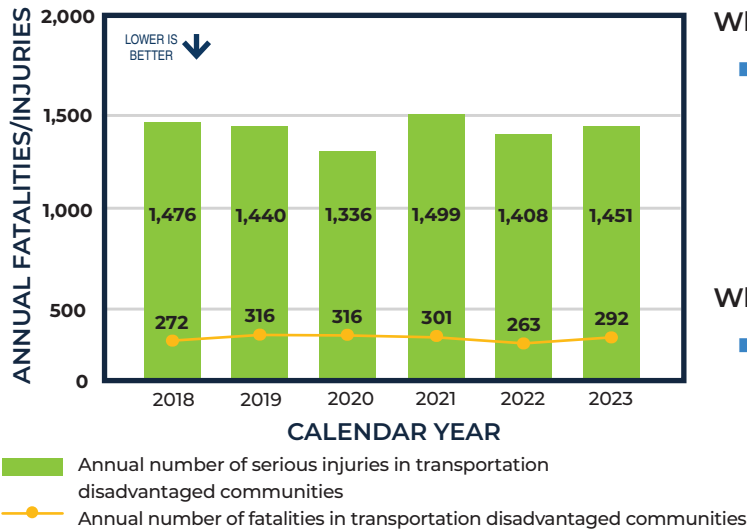




Objective: Minimize Disparities in Safety Across Maryland's Diverse Communities



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



TARGET: ZERO (FATALITIES AND SERIOUS INJURIES)

\* The USDOT made corrections to the Equitable Transportation Community Explorer in September 2023, after MHSO processed the fatalities and serious injuries by transportation disadvantaged census tracts. In processing the most recent dataset, 512 census tracts were identified as transportation disadvantaged, whereas last year's processing identified 375. The years 2018-2022 have been rerun for these census tracts and 2023 is added for this year's report.

What Is the Trend?

- Initial analysis indicates that 33% of Maryland's population reside in disadvantaged tracts; during the last nine years, 50% of traffic fatalities and pedestrian fatalities and almost 50% of all serious injuries occur in these disadvantaged tracts. Additional analysis is needed to see if the populations themselves are similarly at risk and affected.

What Are Future Strategies?

- MHSO will continue to focus on transportation disadvantaged 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, 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\*

FISCAL YEAR	2017	2018	2019	2020	2021	2022	2023	2024
Preventable Incidents Per 100,000 Vehicle Miles								
Metro Subway	0.3	0.15	0.2	0.1	0.11	0.12	0.05	0.09
Light Rail	0.27	0.39	0.37	0.3	0.65	0.5	0.57	0.31
Paratransit/Taxi Access	1.04	0.77	1.32	1.4	1.8	1.68	1.63	1.39
Local Bus	1.54	1.44	1.76	1.5	1.17	1.67	1.57	1.8

TARGET: 1.5 METRO SUBWAY; 1.5 LIGHT RAIL; 1.75 PARATRANSIT/TAXI ACCESS; 1.6 LOCAL BUS

\* Data have been revised from previous report.

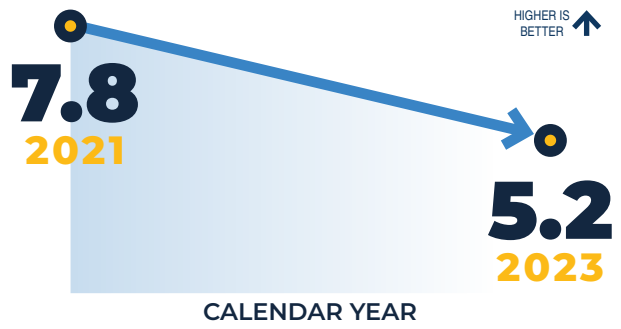
What Is the Trend?

- Preventable incidents per 100,000 vehicle miles on transit increased between FY 2023 and FY 2024 for Metro Subway and Local Bus, while Light Rail and Paratransit/Taxi Access incidents decreased. Overall, Metro Subway still has the lowest number of incidents per 100,000 vehicle miles on transit compared to other MTA modes, with Local Bus with the highest.

What Are Future Strategies?

- MTA continues to offer extensive training to its operators to help reduce incidents. Operators involved in incidents receive additional targeted training to address and mitigate future occurrences. MTA Operations continues to issue daily bulletins to operators, highlighting areas or situations that may present increased risks. MTA Maintenance Teams continue to track preventative maintenance diligently to minimize incidents related to vehicle failures.

## MILES OF NEW SHA SIDEWALKS ADDED IN MARYLAND\*



### What Is the Trend?

- Since 2021, Maryland has constructed almost 20 miles of new sidewalks. In CY 2023, 5.2 miles of new sidewalks were added, representing a 25% decrease compared to CY 2022.
- MDOT invested \$6.9 million in FY 2024 to design and construct new sidewalks and pedestrian facilities, including the construction of new sidewalks along MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington Boulevard) in Howard County and MD 7 (Delaware Avenue) in Elkton.
- In December 2023, SHA announced five corridors where the PSAP and the State's Complete Streets policy will be implemented to create example projects using roadway features that enhance safe multi-modal connections.

### What Are Future Strategies?

- SHA is partnering closely with other partners and stakeholders to leverage federal funding sources to facilitate future projects. SHA also will evaluate further mechanisms to address gaps in priority corridors proactively. PSAP corridors are now being developed into projects to further enhance pedestrian and other vulnerable road users' accessibility and mobility along State roadways. Eight PSAP corridors have been added to the five original ones as of FY 2025.

**TARGET: 5 MILES OF NEW SHA SIDEWALK ADDED ANNUALLY**  
*\* This is a new measure, replacing the previous measure "Percentage of State-Owned Roadway Directional Miles Within Urban Areas That Have Sidewalks."*

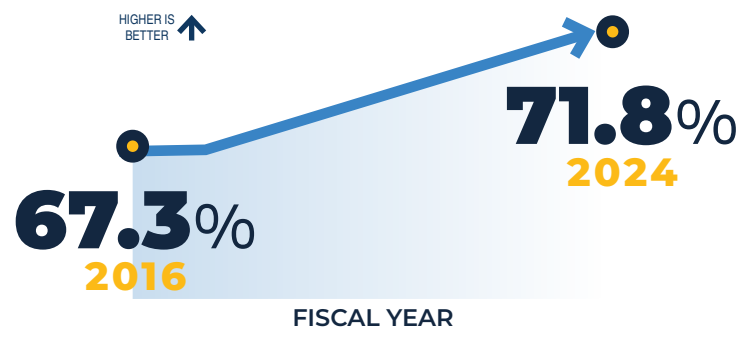


## PERCENT OF SIDEWALKS THAT MEET AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE



### What Is the Trend?

- The percentage of Maryland sidewalks that are ADA accessible has continued to steadily grow, with a 0.4% increase between FY 2023 and FY 2024.
- SHA invested \$4.25 million in FY 2024 to design and construct sidewalk improvements to address ADA accessibility.
- Previous sidewalk projects were delivered through areawide contracts and right-of-entry agreements. In order to expand the program and meet new Public Right-of-Way Accessibility Guidelines, these projects now utilize batch contracts and require full permitting and utility and right-of-way clearances prior to advertisement, which has impacted overall design schedules.



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

### What Are Future Strategies?

- Previous projects did not include permitting and right-of-way acquisitions during the design phase. Batched contracts, or one larger contract for multiple smaller projects, require permits and right-of-way prior to bidding, so the design process is now longer but will be more comprehensive.





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	TRENDS (FY 2023-FY 2024)
1	ALMOST EVERYONE	Protected bikeways, sidepaths	<div><div>1162023*</div><div>1252024</div><div>FISCAL YEAR</div></div>
2	INTERESTED, BUT CONCERNED	Bike lanes, bike boulevards	<div><div>3872023*</div><div>3902024</div><div>FISCAL YEAR</div></div>
3	ENTHUSED AND CONFIDENT	Bike lanes, shared lanes, shoulders	<div><div>5192023*</div><div>5302024</div><div>FISCAL YEAR</div></div>
4	STRONG AND FEARLESS	No bike facility or on arterial road-ways	<div><div>3,4482023*</div><div>3,4622024</div><div>FISCAL YEAR</div></div>
5	BIKE ACCESS PROHIBITED	Bicycle access is prohibited by managing roadway agency	<div><div>1,4752023*</div><div>1,2632024</div><div>FISCAL YEAR</div></div>

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

\* Data have been revised from previous report.



What Is the Trend?

- The SHA centerline mileage with LTS ratings of 1, 2 and 3 continued to increase in FY 2024, however did not see as large of an increase as between FY 2022 and FY 2023.

What Are Future Strategies?

- The Maryland State Transportation Trails Strategic Plan, announced in September 2024, will provide toolkits and resources to expand and enhance the State's transportation trail network to connect communities and promote active transportation.
- In June 2024, Secretary Wiedefeld signed the new Department-wide Complete Streets Policy to ensure road designs accommodate all users, including cyclists and pedestrians, enhancing safety and accessibility.
- MDOT is currently updating the 2023 Maryland Vulnerable Road User Assessment, which aims to improve road users' safety by evaluating and addressing the needs and risks of vulnerable road users.



## 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



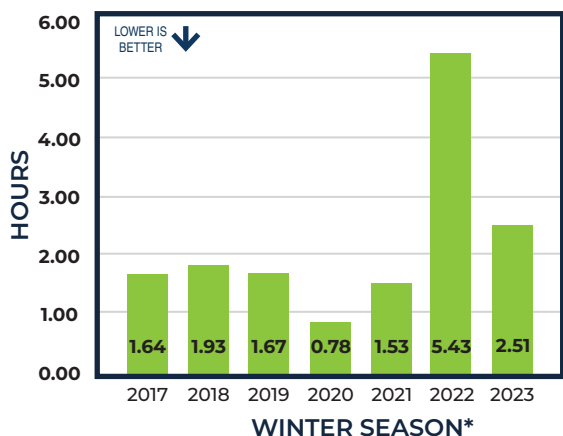
#### What Is the Trend?

- CHART's average incident response time in CY 2023 remained consistent with the previous year at 12 minutes, whereas the average clearance time with CHART decreased in CY 2023 to 25.4 minutes from 26 minutes in CY 2022, representing a slight improvement in safety and mobility as normal traffic operations could resume more quickly.
- CHART responded to 70,533 incidents and disabled vehicles in CY 2023.

#### What Are Future Strategies?

- Evaluation of the CHART Patrol Program will continue to identify ongoing improvements in reducing roadway delays and user cost savings. Additional Intelligent Transportation Systems (ITS) assets will be deployed, including closed-circuit television (CCTV) cameras and traffic detectors, to enhance traffic monitoring and traveler information.

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



\*The years refer to the winter season, with 2023 indicating the winter season that ended in March 2024.

#### What Is the Trend?

- During the 2023-2024 winter season, service levels improved by 46% compared to the previous season, down from 5.43 hours to regain bare pavement to 2.51 hours.
- Both an increase in resource use (salt/brine) and below average snowfall accumulations contributed to a reduction in the time required to achieve bare pavement Statewide.

#### 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 on 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.
- More one-day hiring events are being organized to develop a steady pool of field maintenance personnel and reduce impacts from employee turnover.





# Goal: Deliver System Quality

## Deliver a Reliable, High-Quality, Integrated Transportation System

**Key Outcomes:** Four objectives and 16 performance measures will support the goal to deliver system quality. By investing to achieve system quality, MDOT will work to create an infrastructure program that is sustainable financially, environmentally resilient and maintains a state of good repair.

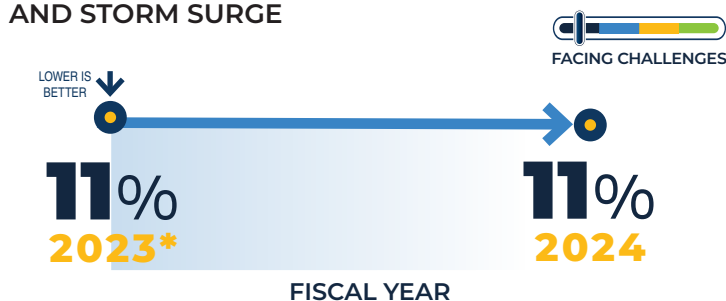
MDOT is committed to delivering a high-quality, reliable and integrated multimodal transportation system. To implement this goal, MDOT has been working strategically to address more system preservation needs, ensuring Maryland's multimodal transportation system is safe, reliable and convenient. In 2023 and 2024, MDOT won several Maryland Quality Initiative (MdQI) awards, including the Nice/Middleton Bridge Replacement Project and the Bay Bridge Automated Lane Closure System. MdQI is a Maryland transportation industry organizations that supports and quality improvement in the transportation system for Marylanders.

To promote resilient infrastructure, TSO's Office of Climate Change Resilience and Adaptation hosted a three-day Federal Highway Administration (FHWA) National Highway Institute training on "Addressing Climate Resilience in Highway Project Development and Preliminary Design" in November 2023. Additionally, MDOT developed initial criteria for vetting projects eligible for FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) formula program funds and submitted an MDOT Transportation Resilience Improvement Plan to FHWA's Maryland Division, and was approved.

After the tragic collapse of the Key Bridge in March 2024, MDOT is leaving no stone unturned to expedite its safe rebuilding while improving alternate transportation options to lessen the impact on the current roadway network due to the bridge's inoperability.

### 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



TARGET: OVERALL DECREASE

\* 2023 data have been revised from previous report due to a change in methodology.

#### What Is the Trend?

- In FY 2023 and FY 2024, 11% of lane-miles/fix guideway transit-miles were susceptible to flooding and storm surge.
- In 2023, SHA released the Highway Drainage Manual, which includes standards for uniform design practices and encourages engineers to consider potential risks. MDOT also established a Climate-Focused Funding Portal for MDOT modal administrations to submit potential resilience projects.

#### What Are Future Strategies?

- MDOT is preparing a Risk and Resiliency Assessment Policy for investments to ensure flooding and storm surge impact considerations occur at the early stages of project development. MDOT will continue to develop tools and deliver training to support risk and resilience assessments.
- MDOT released its Transportation Resilience Improvement Plan 2024 to guide strategic investments in critical infrastructure, proactively identify and address actions, and align adaptation and mitigation efforts with MDOT's resilience objectives.



## 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 ↓ What Is the Trend?

	FY 2023	FY 2024
Unfunded State of Good Repair Backlog	\$2.2 billion*	\$3.8 billion

TARGET: NONE

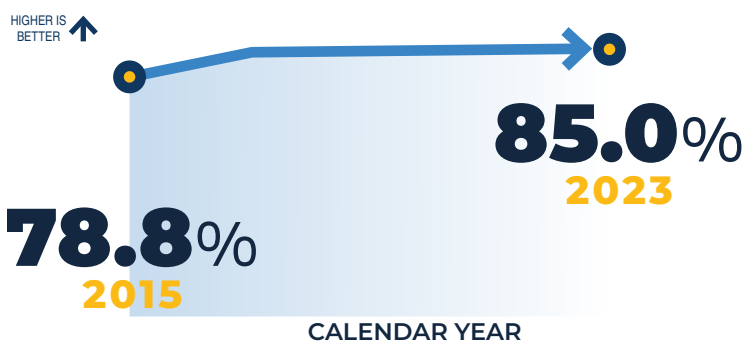
\* This data has been revised from the last report due to a methodology change.

- Based on the seven critical asset classes, in FY 2024, there were \$3.8 billion in projects that were still unfunded from the state of good repair backlog, compared to \$2.2 billion in FY 2023.
- There are limited State funds for state of good repair improvements, meanwhile costs of goods and materials have been on the rise, as well as inflation.

#### What Are Future Strategies?

- MDOT is updating the Strategic Asset Management Plan to identify strategic goals and key needs and will continue to seek innovative financing for enhancement projects in order to free up funding for state of good repair.
- In June 2024, MDOT completed the preliminary planning of MD 198 (Old Columbia Pike/Spencerville Road) Burtonsville Improvement Project. The project includes improvements to multimodal connectivity, accessibility and roadway safety. Once the funding becomes available, the next step is designing the roadway improvements.

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



TARGET: 2030: 85%

#### What Is the Trend?

- The overall preferred maintenance condition of the Maryland State highway network has remained steady at 85% in the last year, with an 84% average for the last 10 years.
- Some of the highway improvement projects completed in the past year include:
  - US 40 (Pulaski Highway) replacement and widening of bridge decks and superstructures over Little Gunpowder Falls and Big Gunpowder Falls.
  - MD 500 (Queens Chapel Road), from MD 208 (Hamilton Street) to Eastern Avenue, construction of landscaped median with sidewalk and crosswalk improvements.
  - MD 100 (Paul T. Pitcher Memorial Highway), from Howard County Line to MD 170, roadway safety and resurfacing improvements.

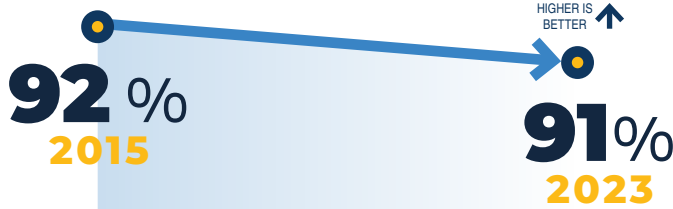
#### What Are Future Strategies?

- SHA plans to invest in a new asset management system that will track individual asset performance at a more granular level, which will enable SHA to allocate funding based on a pragmatic/individual asset approach. This improvement will support data-driven and strategic investment planning in a way that the current approach to assessing performance, which consists of a visual inspection with a customer perspective based rating system, has not.



## OVERALL ACCEPTABLE PAVEMENT CONDITION

ACCEPTABLE PAVEMENT CONDITION\*



CALENDAR YEAR

TARGET: 2030: 90%; 2050: 95%

STATE OF GOOD REPAIR REMAINING SERVICE LIFE\*\*



CALENDAR YEAR

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.



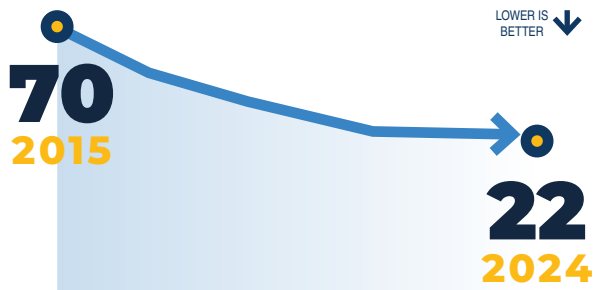
### What Is the Trend?

- It is expected that the percentage of pavements in "Acceptable" condition will decline from 91% in 2023 to 82% after 2027, with the Remaining Service Life deteriorating from 17 years to 15 years.
- Since the percentage of "Poor" pavements is expected to double due to potential budget shortfalls, it likely will cost exponentially more to restore pavements to a state of good repair as a result of more pavements needing costly reconstruction.
- In CY 2023, SHA resurfaced about 5.1% of its pavement network, and preventive maintenance covered an additional 10.2% of the network, both slightly higher than reported in CY 2022.

### What Are Future Strategies?

- 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.

## NUMBER OF ALL MARYLAND BRIDGES THAT ARE IN POOR CONDITION\*



CALENDAR YEAR

TARGETS: 2030: 30; 2050: 50

\* 2024 data are preliminary and subject to change.

LOWER IS BETTER ↓

### What Is the Trend?

- SHA recorded 22 poor rated bridges during their annual condition submission to FHWA in March 2024, a big reduction since 2015. This success can be attributed to the efficient use of federal funds for current bridge replacement projects and the successful bridge rehabilitation and preservation program.
- SHA continued the bridge rehabilitation and preservation program to address bridges rated as "poor" or "fair" to bring them into a state of good repair and minimize the number of bridges that would achieve a poor rating without rehabilitation.

### What Are Future Strategies?

- SHA will use National Bridge Element data analysis to refine the current Bridge Asset Lifecycle Management Plan. The analysis results in combination with the National Bridge Inventory ratings will refine state of good repair definitions for each bridge in the inventory.
- In August 2024, MDOT received \$1.6 million under FHWA's Bridge Investment Program to support a Planning and Environmental Linkages Study of the I-68 Viaduct in Cumberland.
- SHA will continue to advertise bridge rehabilitation and replacement projects to advance the bridge program. "Poor"-rated bridges such as the Capital Beltway in Prince George's County (I-495/95) and I-70 through Hagerstown and other high-volume roadways will be prioritized. A Large Bridge Program will continue to be developed to rehabilitate and replace larger bridges.

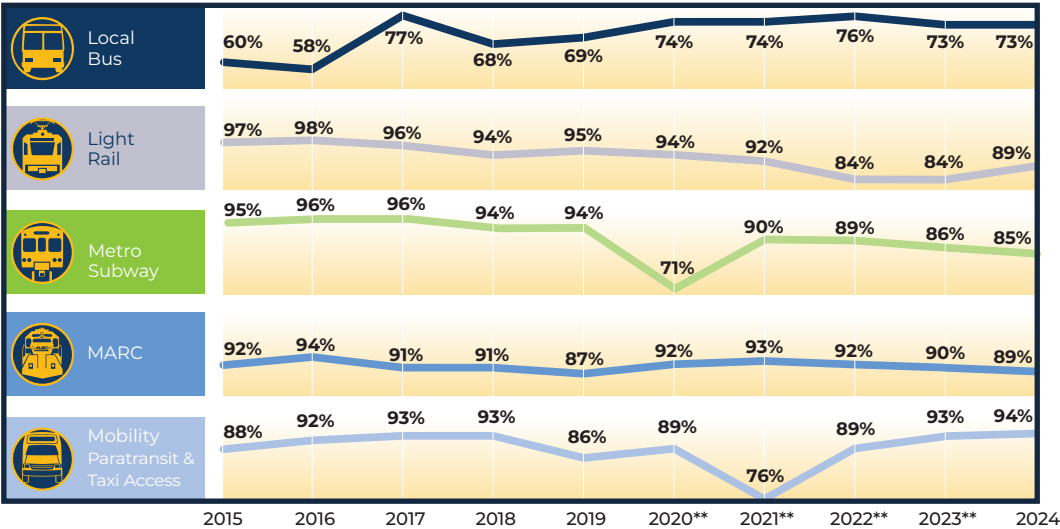


Objective: Minimize Travel Delays and Improve Reliability and Quality



PERCENT OF ALL MDOT TRANSIT SERVICE PROVIDED ON-TIME

HIGHER IS BETTER ↑



TARGET: 2030: 99% FOR ALL EXCEPT LOCAL BUS; 2050: 90%

\* MARC and Metro data have been revised from previous report.

\*\* 2020, 2021, 2022 and 2023 data have been revised from previous report.

What Is the Trend?

- In 2024, on-time performance (OTP) for Light Rail experienced substantial improvement, increasing from 84% in 2023 to 89% in 2024, while OTP for Metro Subway and MARC decreased by 1%.
- The Key Bridge collapse in March 2024 has continued to disrupt traffic and increase congestion, which has impacted the OTP of MDOT transit service.
- MTA added additional management staff to better oversee and support operators.
- MTA offers a free subscription to the Transit Royale version of its transit app, which includes access to upcoming departures for transit lines, route maps and vehicle tracking.
- MTA continues to focus on investments like dedicated bus lanes and transit signal priority in Baltimore City to improve transit travel times and reliability.

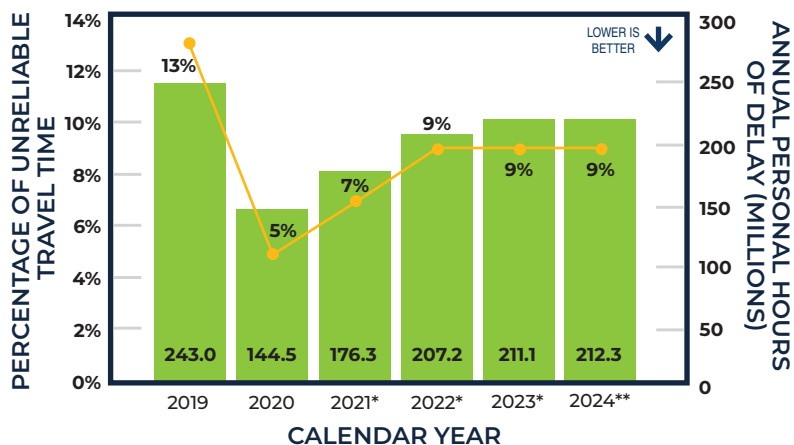
What Are Future Strategies?

- MTA utilizes real-time data to assess the performance of its vehicles while in service to help build better routes and operator schedules.
- MTA received a \$213 million Rail Vehicle Replacement grant award to replace each Light Rail car in the fleet with a modern, low-floor vehicle allowing for easier and more accessible boarding. The new Metro vehicles are in testing and will begin revenue service in 2025.





## ANNUAL PERSON HOURS OF DELAY AND TRAVEL TIME RELIABILITY ON MARYLAND PUBLIC ROADS



Annual person hours of delay (millions)

Travel time reliability

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

\* Data have been revised from previous report.

\*\* 2024 data are projected and subject to change.

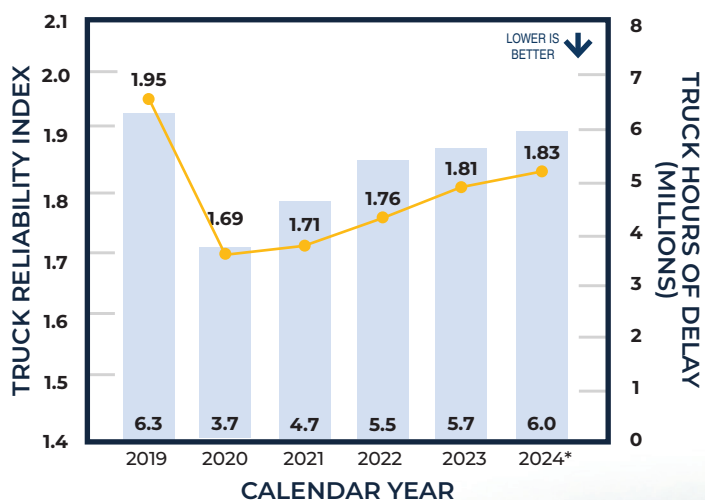
### What Is the Trend?

- Gradual increases in person hours of delay seem to correlate with the post-pandemic increase of Vehicle Miles Traveled (VMT) starting in CY 2021. However, it is estimated that delay will continue to increase at a slower rate due to more travel outside of peak hours and VMT increasing more slowly.

### What Are Future Strategies?

- MDOT is working on the Transportation Systems Management and Operations (TSMO) project on I-695 (Baltimore Beltway) from I-70 to MD 43 (White Marsh Boulevard) in Baltimore County to reduce congestion and delay and increase reliability of travel within the project area.
- MDOT is deploying Intelligent Transportation System (ITS) technology where deemed appropriate, such as the US 50 corridor from the Bay Bridge to the Eastern Shore to increase travel reliability.
- The 2022 State Freight Plan identified projects for initial National Highway Freight Program funding to improve freight movement in the State.

## TRUCK HOURS OF DELAY AND TRUCK RELIABILITY ON MARYLAND PUBLIC ROADS



Truck hours of delay (millions)

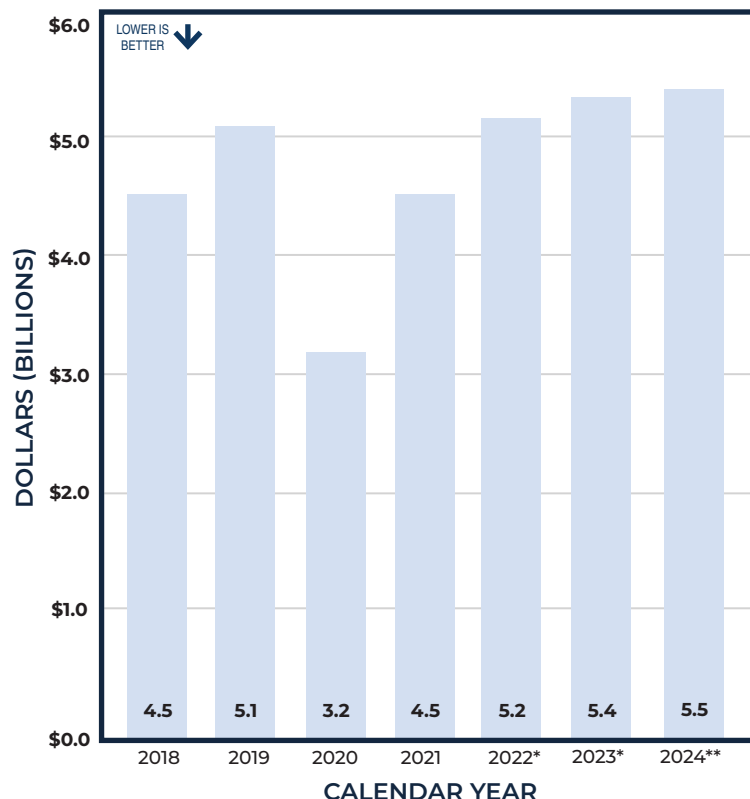
Truck reliability

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

\* 2024 data are projected and subject to change.

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.

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



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

\* Data have been revised from previous report.

\*\* 2024 data is projected and subject to change.

Note: The methodology for this performance measure has been updated.

### What Is the Trend?

- Overall, there is an increasing trend in annual cost of congestion on Maryland roadways. There was a pandemic-related drop in cost of congestion in CY 2020, but this continued to rise and CY 2023 showed greater cost in congestion compared to pre-pandemic levels at \$5.4 billion.

### What Are Future Strategies?

- MDOT will conduct evaluation of the CHART patrol program to determine continuing improvements in reduction in roadway delays and user cost savings and increases in roadway reliability.
- MDOT will complete traffic incident management (TIM) timing plans and staff training for TSMO System 1, which covers active traffic management strategies along multiple routes, including I 70, US 40, US 29 (29th Infantry Division Memorial Highway) and MD 99 (Old Frederick Road). These incident timing plans will be activated along with Freeway Incident Traffic Management Plans to optimize vehicle throughput during detours along parallel arterials.
- MDOT will finish final site selection and recommendations for Truck Parking Availability System deployment.

## USER COST SAVINGS FOR THE TRAVELING PUBLIC DUE TO INCIDENT MANAGEMENT



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

\* Data have been revised from previous report.

### What Is the Trend?

- Incident management saved roadway users \$2.2 billion in CY 2023, a consistent increase in savings from CY 2022 (\$2.0 billion).
- In 2023, the Office of Transportation Mobility and Operations' (OTMO) CHART program responded to 70,533 incidents and disabled vehicle events on Maryland roads.
- MDOT established the Maryland State Police TIM Unit, which works directly with CHART Field Patrol Units and communicates directly with CHART traffic management centers.
- MDOT received a \$11.9 million Advanced Transportation Technology and Innovation (ATTAIN) grant award to manage traffic dynamically in rural communities along the US 50 corridor between the oceanside resort areas and the Baltimore-Washington metropolitan area.

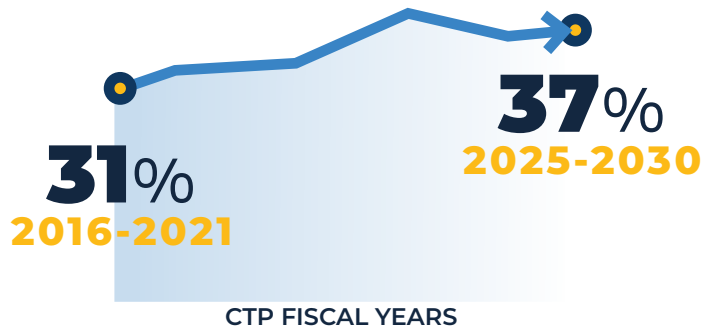
### What Are Future Strategies?

- MDOT will continue to deploy field ITS assets (closed-circuit television (CCTV) cameras, traffic detectors, etc.) to improve traffic monitoring and traveler information. MDOT also will complete TIM timing plans and staff training for TSMO System 1.



## Objective: Accelerate Project Completion Through Improved Project Delivery

### PERCENT OF CTP PROGRAM THAT IS FUNDED WITH FEDERAL DOLLARS



TARGET: NONE

#### What Is the Trend?

- For the FY 2025 - FY 2030 CTP, MDOT expects to receive 37% of CTP funding from federal sources, which is a slight decrease from 41% in FY 2023 but a slight increase from 36% in FY 2022.
- The Federal Railroad Administration (FRA) awarded approximately \$7 billion in projects to Maryland in CY 2023, including the Frederick Douglass Tunnel, the Susquehanna River Rail Bridge and Penn Station in Baltimore City.
- In January 2024, USDOT announced MDTA was awarded \$80 million, the State's first ever Mega Grant for the I-895 at Frankfur Avenue Interchange Improvement project in Baltimore.

#### 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\*

Percent of Projects Delivered  
on Time Across MDOT

**31%**  
2023

Percent of Projects Delivered  
on Budget Across MDOT

**77%**  
2023

HIGHER IS  
BETTER ↑

CALENDAR YEAR

TARGETS: NONE

\* Measure only tracks completed major capital projects from the FY 2024 - FY 2029 CTP.

#### What Is the Trend?

- This is the first year these measures have been reported, so there is no trend yet.

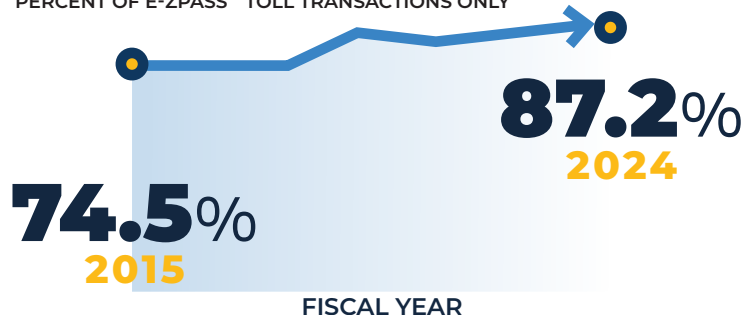
#### What Are Future Strategies?

- Continuing to track the percentage of on-time and on-budget major capital projects will help determine actions to improve performance.

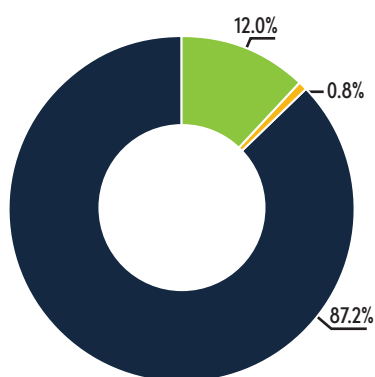


## PERCENT OF MDTA TOLLING TRANSACTIONS COLLECTED VIA *E-ZPASS*® VS. VIDEO TOLLS VS. PAY-BY-PLATE

PERCENT OF *E-ZPASS*® TOLL TRANSACTIONS ONLY



TOLL TRANSACTIONS COLLECTED IN FY 2024 BY TYPE



- Percent of total toll transactions collected via pay-by-plate
- Percent of total toll transactions collected via video toll
- Percent of *E-ZPass*® toll transactions only

TARGET: TARGET BEING DEVELOPED FOR NEXT YEAR'S REPORT

### What Is the Trend?

- Since FY 2021, all toll transactions in Maryland are collected electronically. The percentage of toll transactions shows an increasing trend since FY 2021. In FY 2024, 87.2% of toll transactions were collected by *E-ZPass*®. The remaining 12% and 0.8% of toll transactions were collected via video toll and pay-by-plate, respectively.

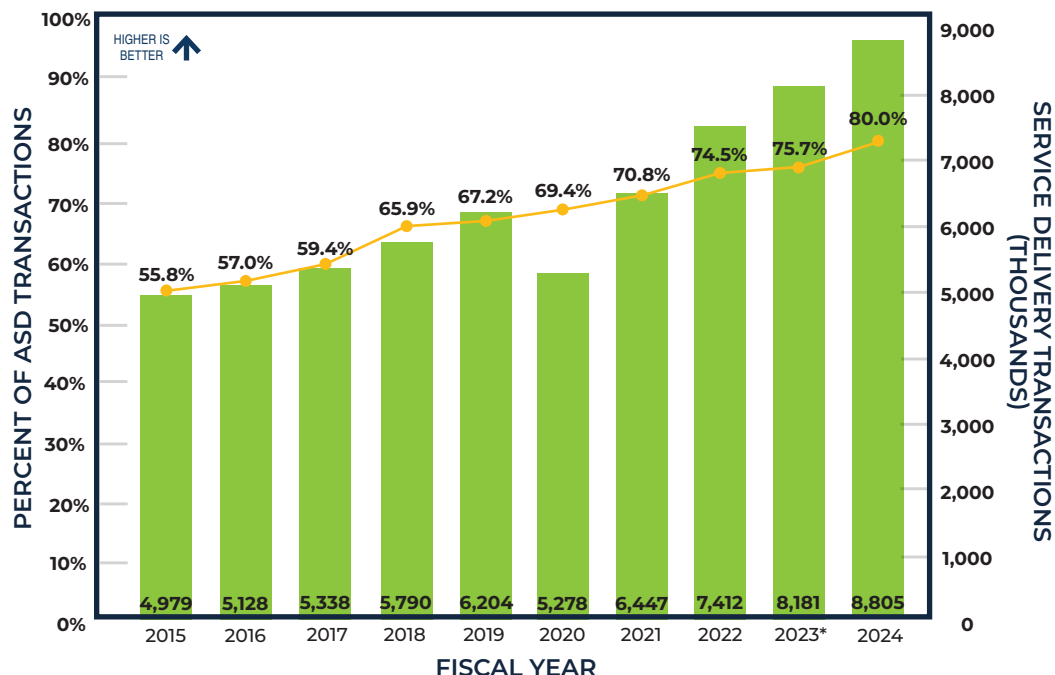
### What Are Future Strategies?

- MDTA is working with the Communications & Marketing team to run an educational Pay-by-Plate campaign and also is looking at completing a Request For Proposal for the out-of-State collection effort.
- MDTA is in the preliminary stages of conducting a pilot program with Maryland Department of Natural Resources to use transponders to pay for parking at parks. Additionally, MDTA Chief of Operations will be chairing the Pay-by-Car initiative to use transponders to pay at gas stations, parking garages, etc.



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

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. MVA looks to increase ASD usage and options with the development of new information technology (IT) systems and customer behavior changes.



Number of service delivery transactions  
ASD transactions as percent of total transactions

TARGET: 2030: 85%; 2050: 90%

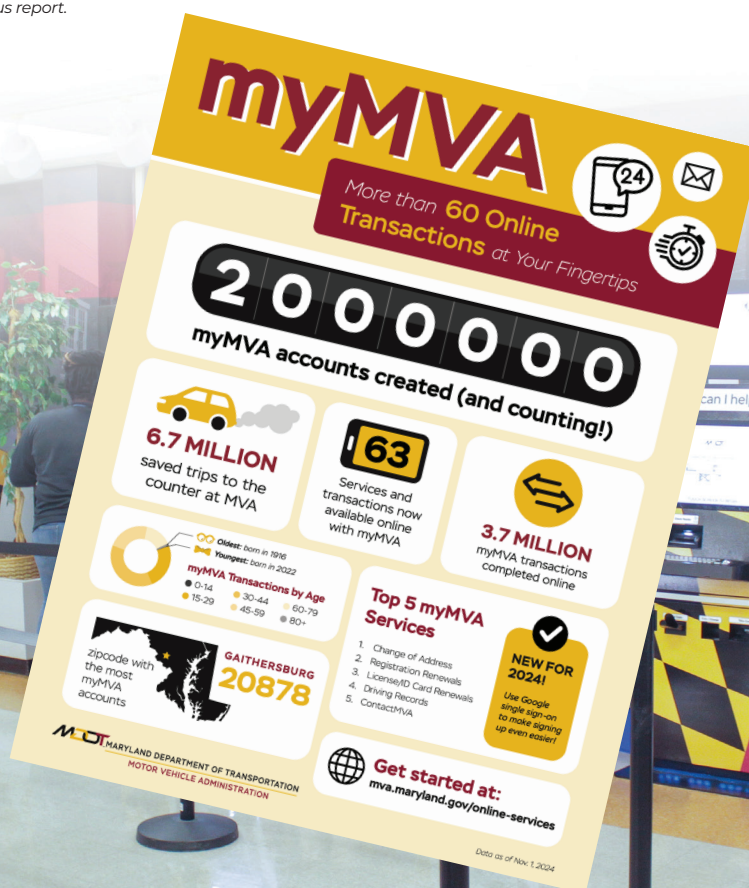
\* Data have been revised from previous report.

### What Is the Trend?

- The percentage of ASD transactions as percent of total transactions increased from 75.7% in FY 2023 to 80.0% in FY 2024.
- MyMVA, which provides more than 60 online transactions, have got more than two million accounts. As of November 2024, more than 3.7 million MyMVA transactions have been completed online.

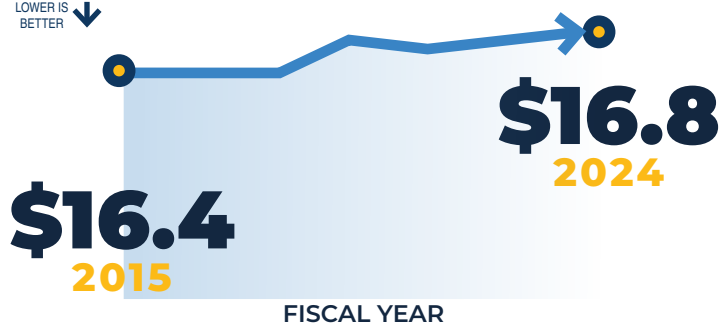
### What Are Future Strategies?

- MVA will build upon its MyMVA brand to increase ASD transactions and continue to expand ASD awareness among customers.



## MVA AVERAGE COST PER TRANSACTION

LOWER IS  
BETTER ↓



TARGET: 2030: \$18.31; 2050: \$18.00



### What Is the Trend?

- The MVA average cost per transaction increased from \$15.53 in FY 2023 to \$16.84 in FY 2024.
- Statewide salary action and cost inflation affected operating costs across the board. As MVA continues to implement its systems' modernization, integration and efficiencies, the cost per transaction will normalize.

### What Are Future Strategies?

- MVA continues to partner with other State agencies and look for ways to increase efficiencies, internally and for its customers. As MVA is better able to coordinate with the government partners, it can offer more services to customers.
- MVA will engage in cost-effective business practices through the employment of better technology and operational practices and to increase the use of ASD methods.





# 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:** Six objectives and 19 performance measures will support the goal to serve communities and support the economy. 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 transit and active transportation use and bolster the regional economy.

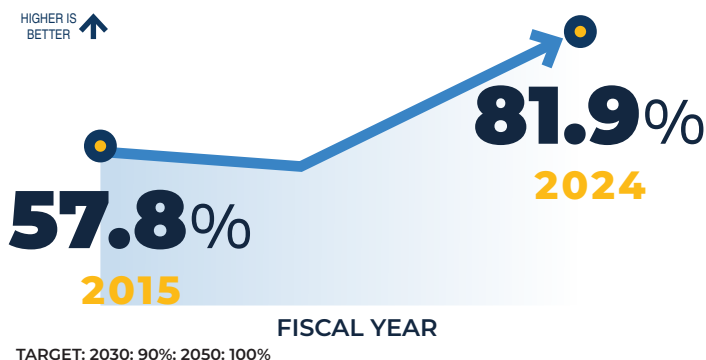
Maryland's population continues to grow steadily, increasing more than 1.5% from 6.08 million in 2020 to 6.18 million in 2023, according to the latest American Community Survey (ACS) one-year estimate. By 2050, Maryland's population is expected to reach above seven million, a more than 13% increase from 2023. The rise in population is likely to increase Vehicle Miles Traveled (VMT). Thus, Maryland is investing strategically in equitable multimodal transportation projects to improve connectivity, reliability, safety and access to opportunities for the State's growing communities. Maryland's multimodal options are growing

with the construction of the Purple Line, a 16-mile light rail corridor, the Red Line, a 14-mile east-west transit line and the Commuter Choice Maryland program, which promotes alternatives to driving.

Maryland's nationally significant multimodal network relies on highways, railroads, airports, ports and pipelines. Maryland serves as a crossroad of freight activity for the entire Eastern Seaboard. The large regional rail network also supports passenger rail trips both within and out of Maryland on MARC, Amtrak and other transit systems. To increase the accessibility of the transit system and improve access to work, housing, and other activities, MDOT is investing in Transit-Oriented Development (TOD). TOD will not only create better transportation choices, but also support environmental protection by promoting active transportation, reducing the demand of personal vehicles and bringing down greenhouse gas (GHG) emissions.

### Objective: Enhance Marylanders' Satisfaction With the Transportation System and MDOT Services

#### PERCENTAGE OF MVA CUSTOMERS WITH A WAIT TIME UNDER 10 MINUTES



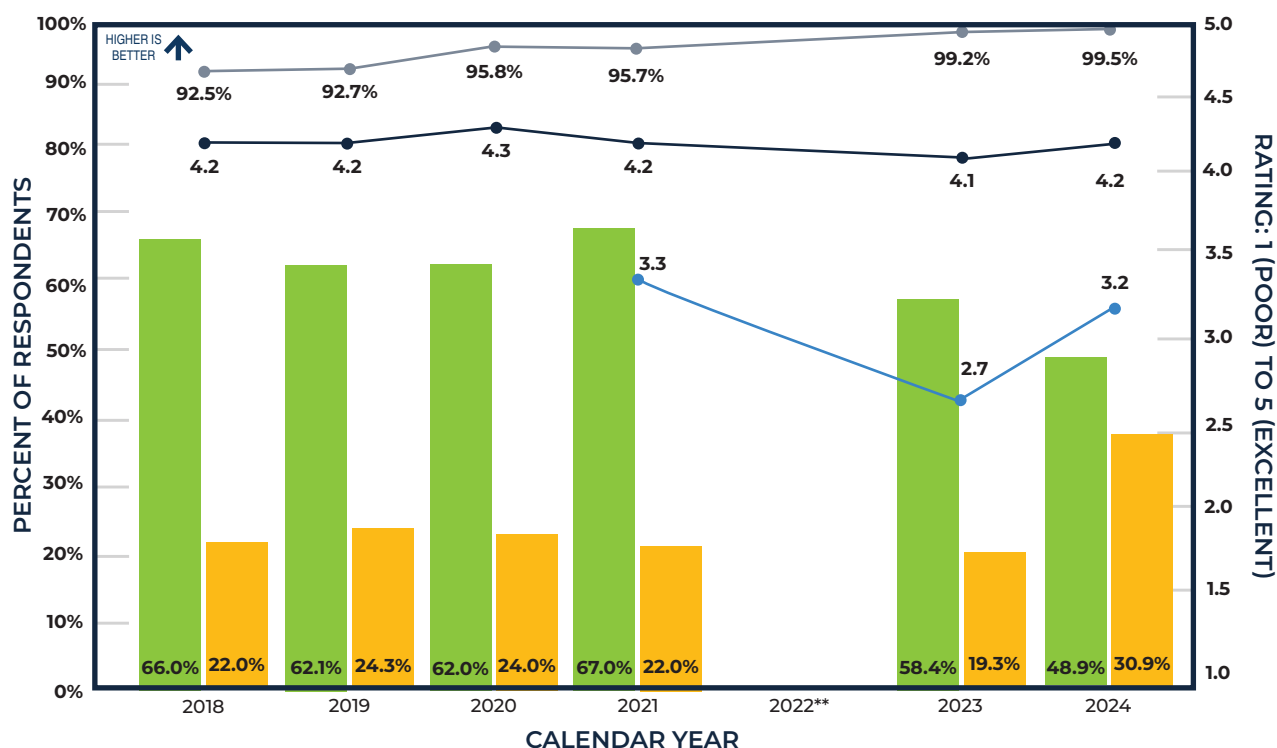
#### What Is the Trend?

- The percentage of MVA customers with a wait time under 10 minutes decreased from FY 2021 to FY 2022 but continued to increase between FY 2022 and FY 2024. In FY 2024, more than three out of four customers experienced a wait time of 10 minutes or less.
- As of September 2024, up to 80% of MVA business is now done outside of physical in-office interactions, 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.

#### What Are Future Strategies?

- MVA is focused on providing premier customer service by ensuring that all customers are having a satisfactory experience, regardless of office and service type. They have adjusted their approach to look at the percentage of customers with lower wait times to ensure the majority of customers are receiving quick, quality service and address any outlying issues as quickly as possible.

## OVERALL SATISFACTION WITH MDOT



- MDOT-Wide customer satisfaction rating: satisfied (UM survey)
- MDOT-Wide customer satisfaction rating: very satisfied (UM survey)
- MVA customer satisfaction
- MTA customer satisfaction\*\*\*
- MAA customer satisfaction\*\*\*\*

### TARGETS: OVERALL INCREASE

\* Overall satisfaction with MDOT is measured via a University of Maryland survey, which was updated in 2023. MAA, MVA and MTA 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).

## What Is the Trend?

- While overall satisfaction with MDOT has been relatively consistent since CY 2017, the highest percentage of MDOT customers (30.9%) reported that they were “very satisfied” with MDOT in CY 2024.
- The percentage of MVA Branch Office Customers rated service as “Good” or “Very Good” has increased since CY 2020, with a record high rating of 99.5% in CY 2024.
- MTA’s customer satisfaction rating, which is on an increasing scale from 1 to 5, increased from 2.7 in CY 2023 to 3.2 in CY 2024, marking a return close to pre-pandemic levels.
- BWI Marshall Airport is experiencing record-setting domestic and international activity levels. While the strong growth in travel demand continues to stress the airport systems, BWI Marshall Airport’s “Overall Satisfaction” score continues to show a three-year uptrend. Passenger surveys in CY 2024 gave BWI Marshall Airport a high rank in multiple categories, including “Ease of Going through Security,” “Wait Times,” and “Courtesy of Airport Security Staff.”

## What Are Future Strategies?

- MTA is focused on enhancing customer experience by improving real-time vehicle predictions, upgrading signals and signage around stations and launching a Customer Experience Office. One example of improving customer experience and efficiency is the new ability to transfer between MARC and Virginia Railway Express (VRE) trains for free.
- MVA announced the Maryland Mobile ID in Samsung Wallet in addition to Apple Wallet and Google Wallet. Additionally, several new laws went into effect in October CY 2024 to streamline and improve customer experience, including MVA’s abilities to print death certificates, extend the validity of learner’s permits and waive some State ID fees and the identification card fee for customers experiencing unique hardships.
- MAA is programming numerous physical and technology improvements to the terminal security screening, baggage handling, ticketing lobby and wayfinding systems during the next several years.



# Objective: Apply Enhanced Technologies To Improve Communication and Relay Real-Time Information

Real-time information systems, installed throughout the transportation network and available via web interfaces and mobile devices, provide the most accurate information for customer trip planning and time management. Across the modes, MDOT strives to provide this to its customers. For example, Transit Royale is a premium version of the transit app that provides enhanced features for MTA customers, including access to upcoming departures, route maps and vehicle tracking for all transit lines. MTA also now provides real-time arrival information for Light Rail trains.



# Objective: Prioritize the Transportation Needs of Underserved and Overburdened Communities In Project Selection and Scoping



## ACCESS TO TRANSIT (WITHIN ½ MILE OF A TRANSIT STATION/STOP) BY PEOPLE WHO LIVE IN OVERBURDENED AND UNDERSERVED AREAS AS DEFINED BY THE CLIMATE SOLUTIONS NOW ACT (CSNA)

	CY 2024
Percentage of overburdened and underserved census tracts that have all or a portion of their boundary within the ½ mile buffer zone for the transit station/stops	100%

TARGET: 100%

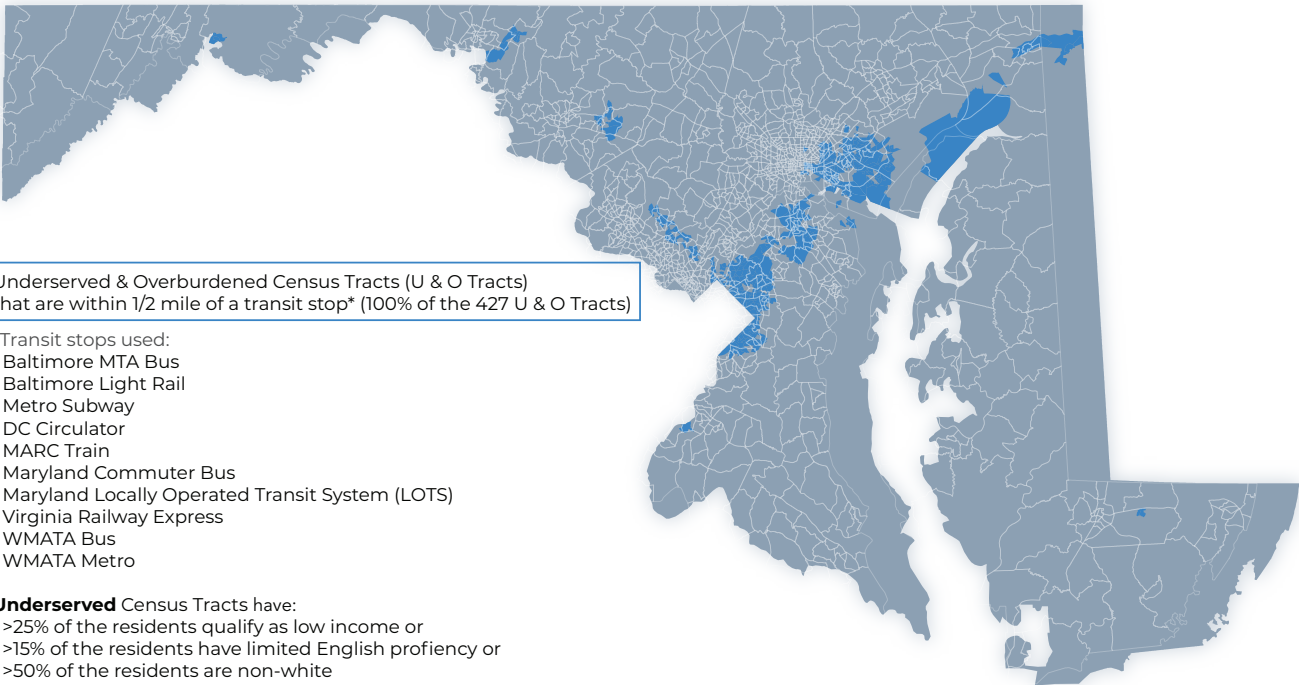
*\* This measure methodology has been updated since the previous report by including LOTS stops and measuring the percentage of U&O tracts instead of total people within them.*

### What Is the Trend?

- No trend is available as this is the first year that MDOT is measuring and tracking transit station/stop access in overburdened and underserved communities with a new methodology. In CY 2024, 100% of overburdened and underserved census tracts have a transit stop within ½ mile.

### What Are Future Strategies?

- MDOT's active, long-term projects, such as the Purple and Red Lines, will expand transit access in densely populated census tracts, many of which are designated overburdened and underserved.



- \*Transit stops used:**
- Baltimore MTA Bus
  - Baltimore Light Rail
  - Metro Subway
  - DC Circulator
  - MARC Train
  - Maryland Commuter Bus
  - Maryland Locally Operated Transit System (LOTS)
  - Virginia Railway Express
  - WMATA Bus
  - WMATA Metro

- Underserved** Census Tracts have:
- >25% of the residents qualify as low income or
  - >15% of the residents have limited English proficiency or
  - >50% of the residents are non-white

AND

- Overburdened** Census Tracts have:
- Three or more of the 13 Environmental Health Indicators >75%

Data pulled September 2024 from US EPA:  
<https://www.epa.gov/ejscreen/download-ejscreen-data>

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

This measure utilizes the 2022 CSNA's 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 75<sup>th</sup> 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.

In CY 2024, 29.2%, or 427 of the 1,460 census tracts in Maryland with population fit the definition of overburdened and underserved.

	FY 2023	FY 2024
Relative percentage of CTP investment that is in overburdened and underserved communities	31.4%	40.7%

TARGET: NONE

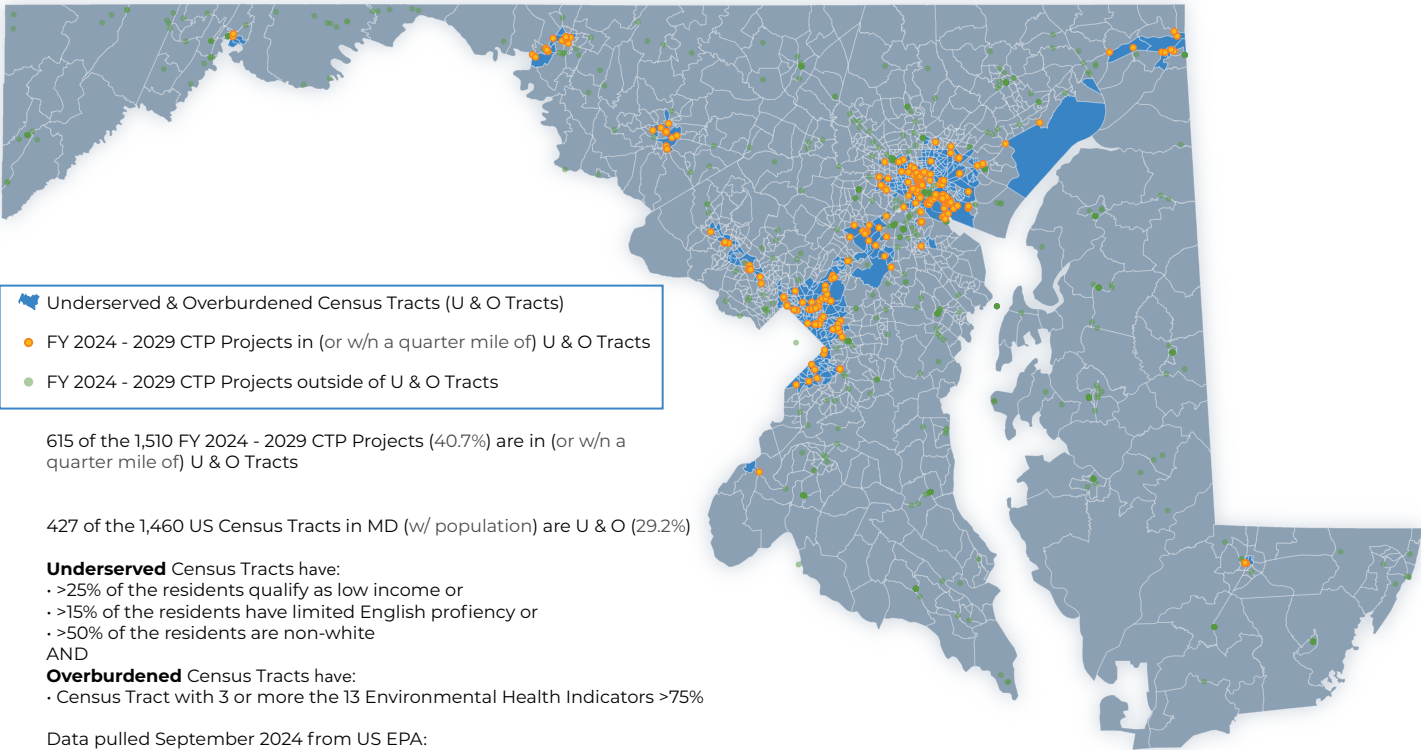
*\* The number of Maryland census tracts included dropped from 1,465 from last year's report to 1,460 in this report to only include tracts with population. Additionally, the U.S. Environmental Protection Agency (EPA) updated the environmental indicator data in 2024, changing which census tracts are now considered overburdened and underserved.*

What Is the Trend?

- CTP investment in overburdened and underserved communities increased from 31.4% in FY 2023 to 40.7% in FY 2024, meaning more than one-third of FY 2024 - FY 2029 capital projects fall into these census tracts, or 615 of 1,510 CTP projects.

What Are Future Strategies?

- The Playbook includes equity as a guiding principle to ensure that no one is left behind. One of the listed strategies is to "identify opportunities to prioritize underserved and overburdened communities in project selection, scoping and design." Currently a new prioritization process for the CTP that focuses on equitable investment is under consideration.
- MTA's redevelopment of Baltimore's Penn Station, funded in part by the \$6 million federal grant from the USDOT 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, will expand access to the local disadvantaged community, more than 20% of which lacks access to a vehicle.
- West Baltimore's Mondawmin Transit Hub is being upgraded with the assistance of \$20 million in RAISE grant funding. The upgrades include state of good repair improvements, station upgrades, pedestrian and bicyclist access and safety and environmental sustainability.



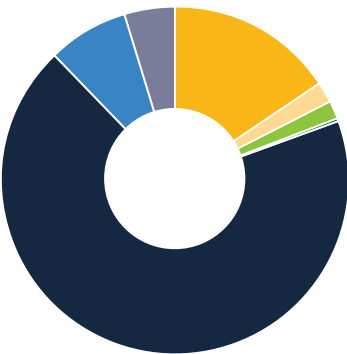
Data pulled September 2024 from US EPA:  
<https://www.epa.gov/ejscreen/download-ejscreen-data>



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



COMMUTE MODE SHARE (CY 2023\*)



74.0%	Drive Alone
8.3%	Carpool
4.9%	Transit
16.9%	Work at Home
2.2%	Walk
1.8%	Other
0.3%	Bicycle

MODE	2015	2016	2017	2018	2019	2020	2021	2022*	2023
Drive Alone	73.7%	73.7%	73.8%	73.9%	73.9%	72.1%	69.8%	68.2%	74.0%
Carpool	9.4%	9.3%	9.1%	9.1%	8.9%	8.6%	8.2%	7.8%	8.3%
Transit	9.0%	8.9%	8.8%	8.6%	8.4%	7.4%	6.4%	5.5%	4.9%
Work at Home	4.2%	4.4%	4.5%	4.7%	5.0%	8.1%	11.9%	14.7%	16.9%
Walk	2.4%	2.4%	2.4%	2.3%	2.3%	2.1%	2.0%	0.3%	2.2%
Other**	1.0%	1.0%	1.0%	1.2%	1.2%	1.3%	1.5%	1.9%	1.8%
Bicycle	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	1.6%	0.3%

\* ACS 5-year estimates (CY). 2023 uses ACS 1-year tables and should not be compared with other ACS data (5-year). All 2022 data has been updated from ACS one-year estimates in the last report.

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

In response to the Key Bridge collapse, Commuter Choice Maryland has been working with local jurisdictions and regional partners to develop a robust set of TDM initiatives that aim to help employers and commuters find commuting solutions that reduce traffic congestion and travel time for people traveling to and around the Baltimore region. More information can be found on the website [baltimorecommutes.org](https://baltimorecommutes.org).

What Is the Trend?

- Since the COVID-19 pandemic upended typical commute and travel patterns, this commute mode share data is providing insight into what changes are likely to continue and which are changing. The portion of Marylanders working at home continues to rise with a high of 16.9% in CY 2023, according to ACS one-year estimates. Transit mode share has seen a consistent decline since the COVID-19 pandemic from 7.4% in CY 2020 to 5.5% in CY 2022 and a projected decline to 4.9% in CY 2023 based on one-year estimates.

What Are Future Strategies?

- MDOT supports TDM through its Commuter Choice Maryland program and partnerships, including employers, to build commuter programs and take advantage of services including the free Guaranteed Ride Home service and ridematching, as well as incentives such as the Maryland Commuter Tax Credit and the incenTrip app. The free incenTrip app is expected to relaunch under a new brand, providing new options to incentivize commuting choices and employer-based commute programs.

MULTIMODAL MTA TRANSIT ACCESS TO ESSENTIAL SERVICES/DESTINATIONS\*

CY	CY 2023	CY 2024
Multimodal MTA Transit Access to Essential Services/Destinations**	6.27%	6.30%

TARGET: NONE

\* This measure's name has been updated since the last report to clarify the focus on multiple MTA modes.

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

What Is the Trend?

- Based on the two years of available data, the percentage of essential services and destinations that are served by at least two of MTA's modes slightly increased between CY 2023 and CY 2024.

What Are Future Strategies?

- MTA utilizes the newest Origin-Destination survey information to modify current system design to improve access to essential services/destinations.
- The MTA BMORE Bus plan provides new and modified routes serving new destinations and connections.

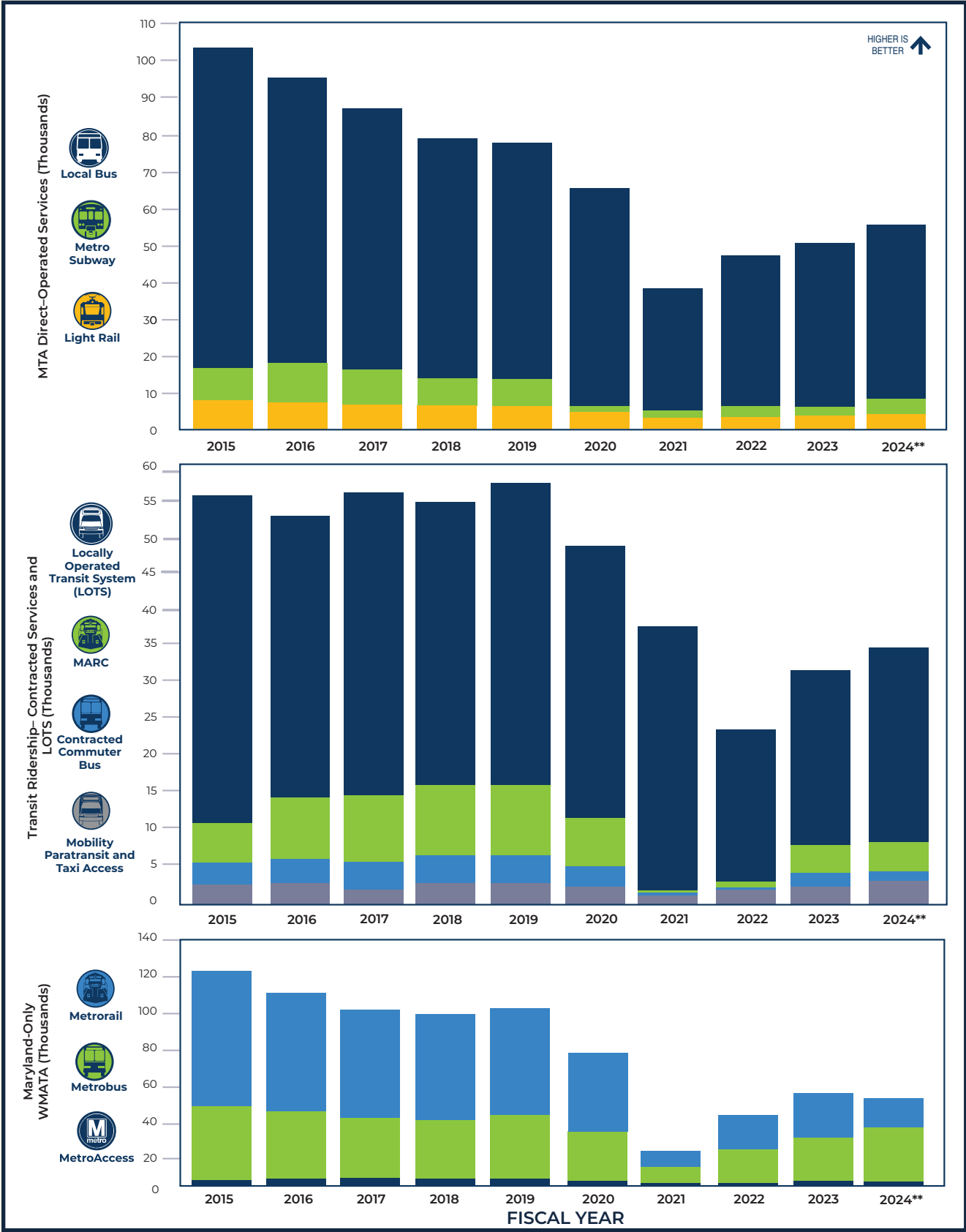
Objective: Increase Transit Use, Active Transportation, and Transit-Oriented Development (TOD)



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

ANNUAL TRANSIT RIDERSHIP (THOUSANDS)



TARGET: OVERALL INCREASE

\* Data have been revised from previous report.

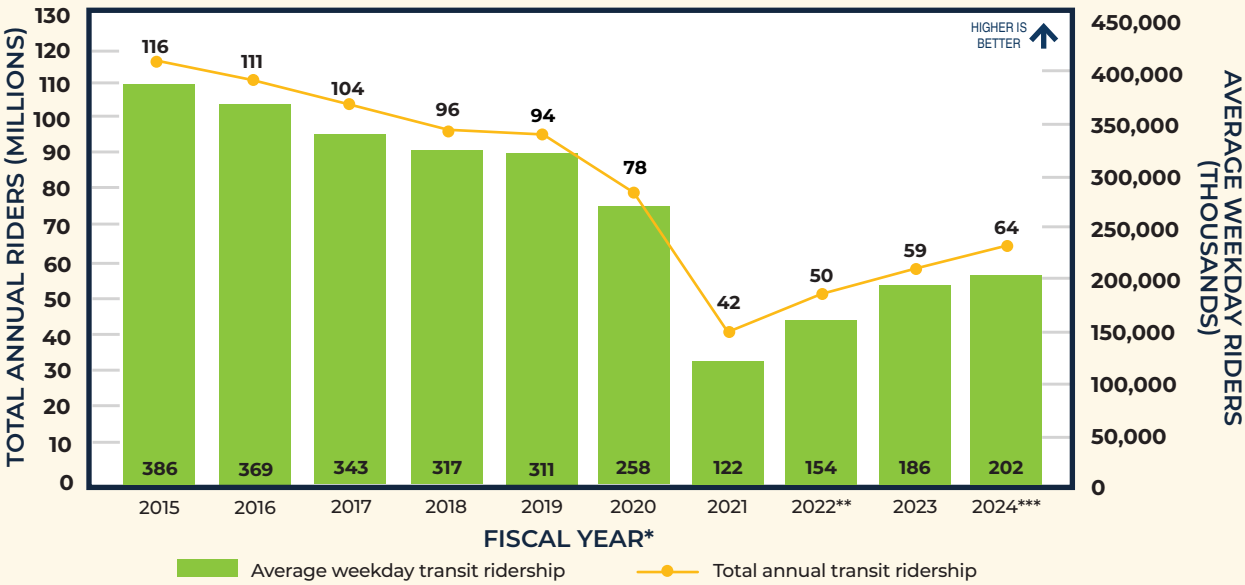
\*\* 2024 data is preliminary and subject to change.

\*\*\* This measure includes Metrorail, Metrobus and MetroAccess.

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: OVERALL INCREASE

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

\*\* FY 2022 total annual ridership has been revised from previous report.

\*\*\* FY 2024 data are preliminary and subject to change.

What Is the Trend?

- In FY 2024, MTA saw overall ridership improve across all modes and the trend is expected to continue in future years. MTA predicts increases in rider usage across all modes as pandemic-related impacts continue to abate. Increased ridership in the future will equilibrate this measure to be more consistent with pre-pandemic trends. In light of commuting patterns showing a decrease in transit commuters in the previous measure, this may point to transit being used more often for non-work trips. Additionally, the ACS commute mode share data is from FY 2023, which is older than the more up to date FY 2024 MTA ridership data.
- Out of the top 25 US transit agencies based on daily ridership between January and August, MTA had the largest year-over-year change (11.5%) between 2023 and 2024.
- Maryland-only WMATA ridership decreased steadily from 122.8 million in FY 2015 to a low of 26.2 million in FY 2021 due to the pandemic but has since seen a gradual recovery. However, FY 2024 ridership of 57.7 million shows a 2.1% decrease from FY 2023.
- The slower rate of recovery compared to the initial decline points and toward the transportation landscape that may have changed permanently due to shifts in work patterns and travel behavior.

What Are Future Strategies?

- In June 2023, Governor Moore announced the re-launch of the Red Line project, a proposed premium transit corridor between Woodlawn, downtown Baltimore and Bayview. Light Rail was selected to advance to a detailed environmental study and ultimately apply to enter the Federal Transit Administration (FTA) Capital Investments Grants program.
- MDOT, in partnership with the Maryland Economic Development Corporation, announced the Penn Line TOD Strategy Plan, which presents recommendations for the development of 170 acres of undeveloped State-owned land around Penn Line stations.
- MTA continues to advance construction on the Purple Line, a 16-mile light rail line from New Carrollton to Bethesda and is now more than 65% complete, and light rail vehicles have started to arrive in Maryland. The Purple Line will open in late 2027.
- MTA continues to add new routes strategically, such as the QuickLink 40, to boost service usage among riders. MTA continues to interface with its riders to understand better how they can develop service around their needs and demands.
- MTA's new BMORE Bus Plan aims to enhance the frequency of bus service and expand the routes while also providing on-demand microtransit and regional bus service.
- WMATA is implementing the Better Bus Network Redesign, in summer 2025 with a new regional bus network to better serve customer needs and regional goals.

## POPULATION WITHIN ½ MILE OF A TRANSIT STATION/STOP

## NUMBER OF JOBS WITHIN ½ MILE OF A TRANSIT STATION/STOP

CY	POPULATION WITHIN ½ MILE OF A TRANSIT STATION/STOP	JOBS WITHIN ½ MILE OF A TRANSIT STATION/STOP
2023	1,503,733	1,050,299
2024	1,498,634	1,035,462

TARGET: NONE

## What Is the Trend?

- Compared to CY 2023, there was a slight decrease in the total population and jobs within ½ mile of a transit station/stop. This could be due to the recent slight drop in Baltimore's population, which is the core service area of MTA. However, the percentage of the State population of 6.16 million within ½ mile of a transit stop stayed steady at 24% between CY 2023 and CY 2024.

## What Are Future Strategies?

- MTA works with business organizations throughout their service area to provide transit access where commuter demand is high. MTA also conducts community outreach through rider surveys to determine where to place services.
- Implementing TOD is a key strategy to increasing accessibility to transit, housing, work and other activities. Metro Centre at Owings Mills is a TOD under development that has approximately 4,100 commuters board the Owings Mills Metro Stop each workday. Additionally, MDOT is developing a Master Plan for the 25-acres of unimproved land and surface parking lots surrounding Reisterstown Plaza Metro for a development of a TOD, which is being developed by Wabash Development Partners.
- MTA's new BMORE Bus Plan recommends new routes and additional stops to existing routes, to increase the number of jobs accessible to people via transit in central Maryland.
- Secretary Wiedefeld and Department of Housing and Community Development Secretary Jake Day signed a memorandum of understanding in October 2024 to advance Maryland's transit, economic development, housing and climate goals. The agreement will accelerate the construction of development of mixed-use and mixed-income housing within a half-mile of transit stations.





**FIXED-ROUTE RIDERSHIP BY SENIORS  
AND PEOPLE WITH DISABILITIES\***

FY	ANNUAL MTA RIDERSHIP OF SENIORS AND PEOPLE WITH DISABILITIES
2023	5,258,185
2024	4,733,088

**TARGET: NONE**

*\* MTA calculates this measure by utilizing their reduced fare passes for those with Mobility certification usage and calculate 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.*

*\*\* FY 2023 data have been updated from the previous report, due to a methodology change and shifting from a projection to actual data.*

**What Is the Trend?**

- In FY 2024, there were an estimated 4.7 million trips taken by seniors and people with disabilities on MTA’s fixed-route transportation system, which was a slight decrease from FY 2023. However, while MTA strives to serve people with disabilities and seniors on fixed-route transit, this decrease may be due to the positive increase in Mobility, MTA’s paratransit service for those with disabilities, reliability and usage.

**What Are Future Strategies?**

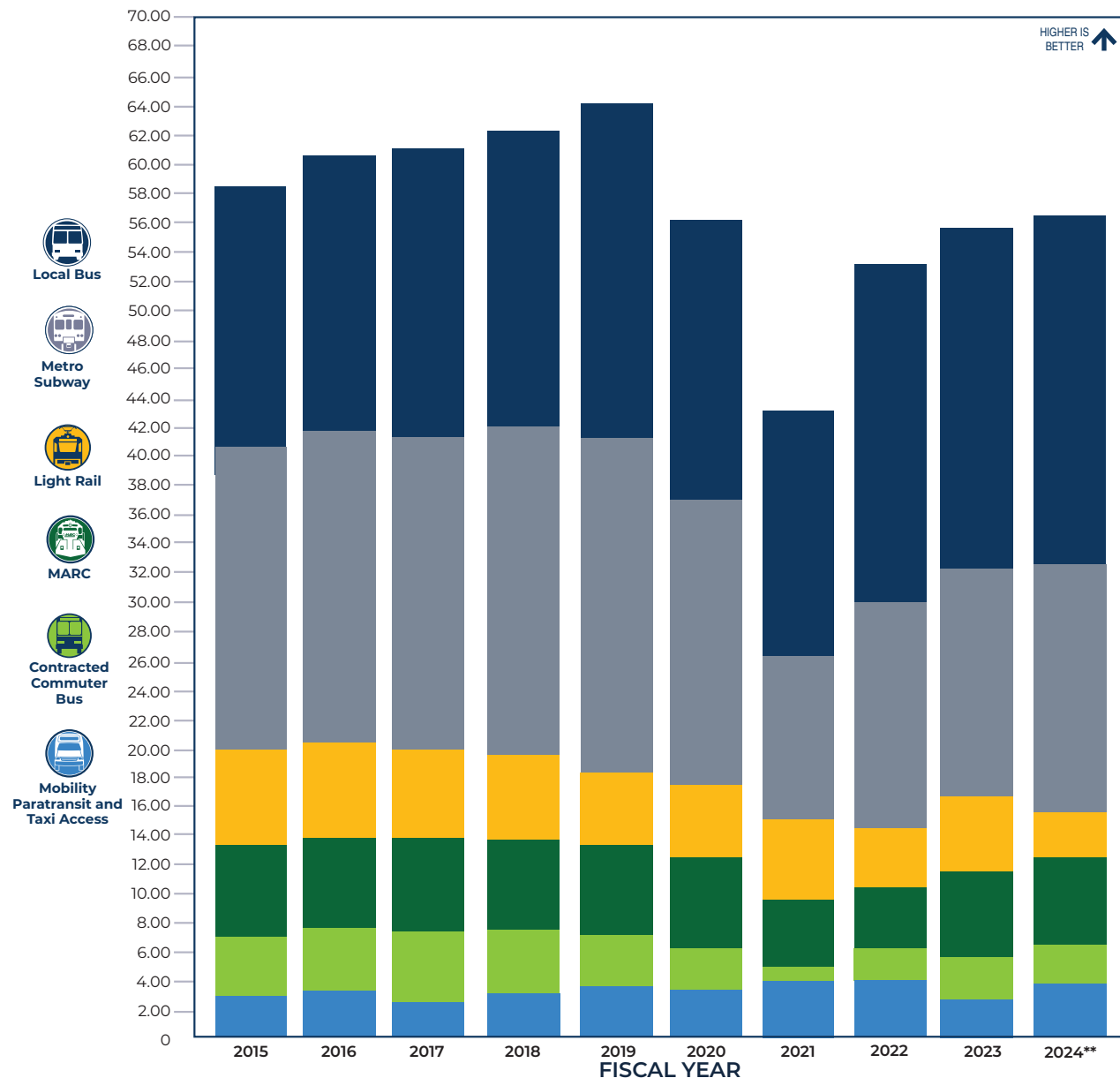
- MTA strives to make fixed-route services accessible for all populations of riders. For seniors and riders with disabilities, MTA uses enhanced wayfinding, better signage and announcement systems to assist the diversity of riders better.
- All of MTA’s planned expansion of the transit system, including 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\*



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



TARGET: OVERALL INCREASE

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

\*\* 2024 data are preliminary and subject to change.

### What Is the Trend?

- The annual revenue vehicle miles of MTA service is now operating near pre-pandemic levels across all transit modes and has been increasing overall since FY 2021. The exceptions are paratransit and taxi access, which have not yet reached pre-pandemic levels, and light rail, which was higher than pre-pandemic levels in FY 2021 and FY 2022 but saw a decrease in FY 2023.



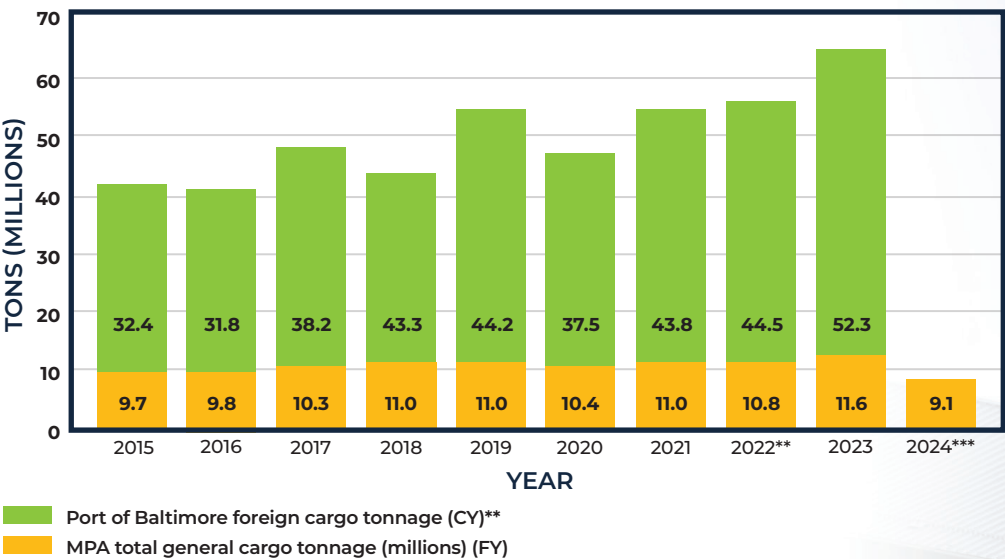
### What Are Future Strategies?

- MTA is advancing BMORE BUS, a transit plan for the Baltimore region that identified bus service improvements that could be possible with expanded resources during the next 10 years.
- MTA also is moving forward on planning for the Red Line and completing construction of the Purple Line light rail project.
- The MARC Growth and Transformation Plan is under development and will shape a 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, 2024 data cannot be reported until early 2025.

\*\* All Port of Baltimore Foreign Cargo Tonnage data have been revised from previous report.

\*\*\* MPA general cargo includes both foreign and domestic waterborne cargo, whereas, Port-wide data includes only foreign waterborne cargo. Port-wide data for CY 2024 is not yet available; FY data for 2024 is an estimate.

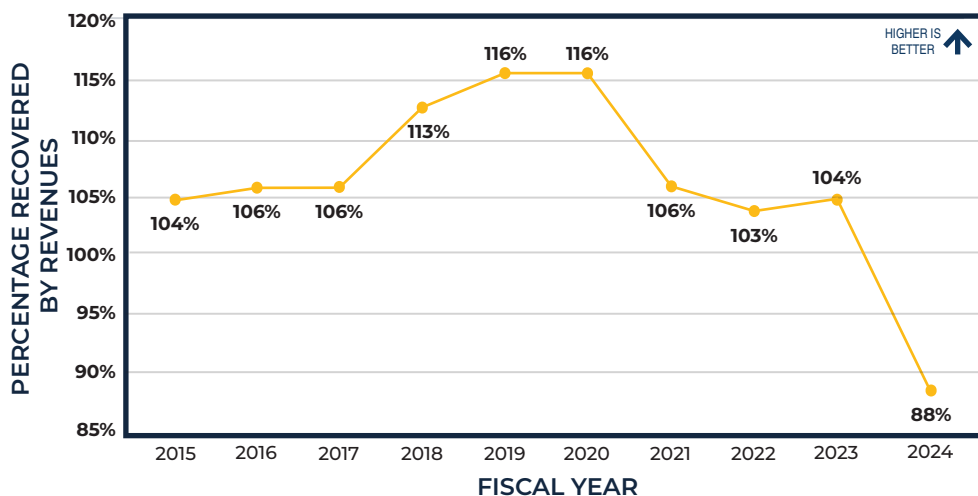
## What Is the Trend?

- Several records were set by the Port in FY and CY 2023. The Port handled 52.3 million tons of cargo worth \$80.8 billion, both surpassing previous marks. Records also were set for containers, farm and construction machinery, and general cargo. The Port of Baltimore is ranked as the 9<sup>th</sup> largest port in the U.S. in terms of foreign cargo tonnage and 9<sup>th</sup> largest in terms of dollar value.
- While bulk products make up approximately 73% of the Port's total international cargo, general cargo products account for 92% of its value.
- Due to the collapse of the Key Bridge, vessel access to the terminals inside of the Key Bridge, including MPA's terminals, were limited severely from March 26 through June 10, 2024. This had a negative effect on the amount of general cargo moved through the State-owned marine terminals in FY 2024.

## What Are Future Strategies?

- Construction on the Maryland portions of the Howard Street Tunnel project began in August 2023. This project will allow the Port of Baltimore to handle double-stacked container trains, increase its container business and generate additional jobs.
- Maryland received a \$31 million USDOT grant to strengthen and update Dundalk Terminal's Berth 11, which will position the Port for continued growth. Upgrades include replacing wharf deck and updating key infrastructure like drainage, utilities, mooring equipment and flood barriers.

## 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.

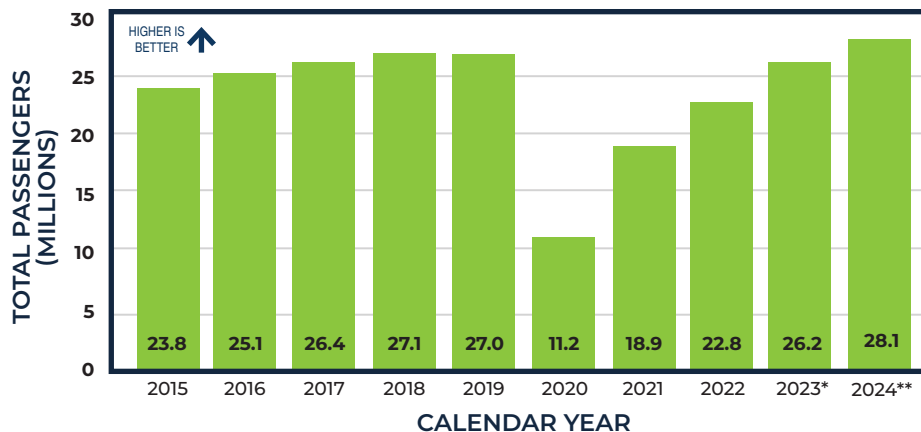
### What Is the Trend?

- Due to the collapse of the Key Bridge, vessel access to the MPA's terminals was limited severely from March 26 through June 10, 2024. This limited access had a negative effect on MPA revenues.

### What Are Future Strategies?

- MPA will continue to market the Port of Baltimore to steamship lines and cargo owners to ensure that they know that the Port has reopened and is capable of handling all ships with no restrictions after the Key Bridge incident.
- In October 2024, double-stacked rail operations to and from the Port of Baltimore launched as a part of the Howard Street Tunnel Project. This will open new opportunities for intermodal rail service in the Northeast and from the Port of Baltimore to Midwest markets, generating thousands of new jobs and delivering critical benefits to the region months earlier than expected.

## BWI MARSHALL AIRPORT TOTAL ANNUAL PASSENGERS



TARGET: INCREASE

\* 2023 data have been revised from previous report.

\*\* 2024 data are preliminary and subject to change.

### What Is the Trend?

- BWI Marshall Airport continues to see an increase in total annual passengers and is projected to surpass pre-pandemic activity levels in CY 2024 with more than 28 million passengers, a new record for the airport. BWI Marshall Airport also set a new record of accommodating more than 1.3 million international passengers in CY 2023, a 2.6% increase from the previous 2018 record.

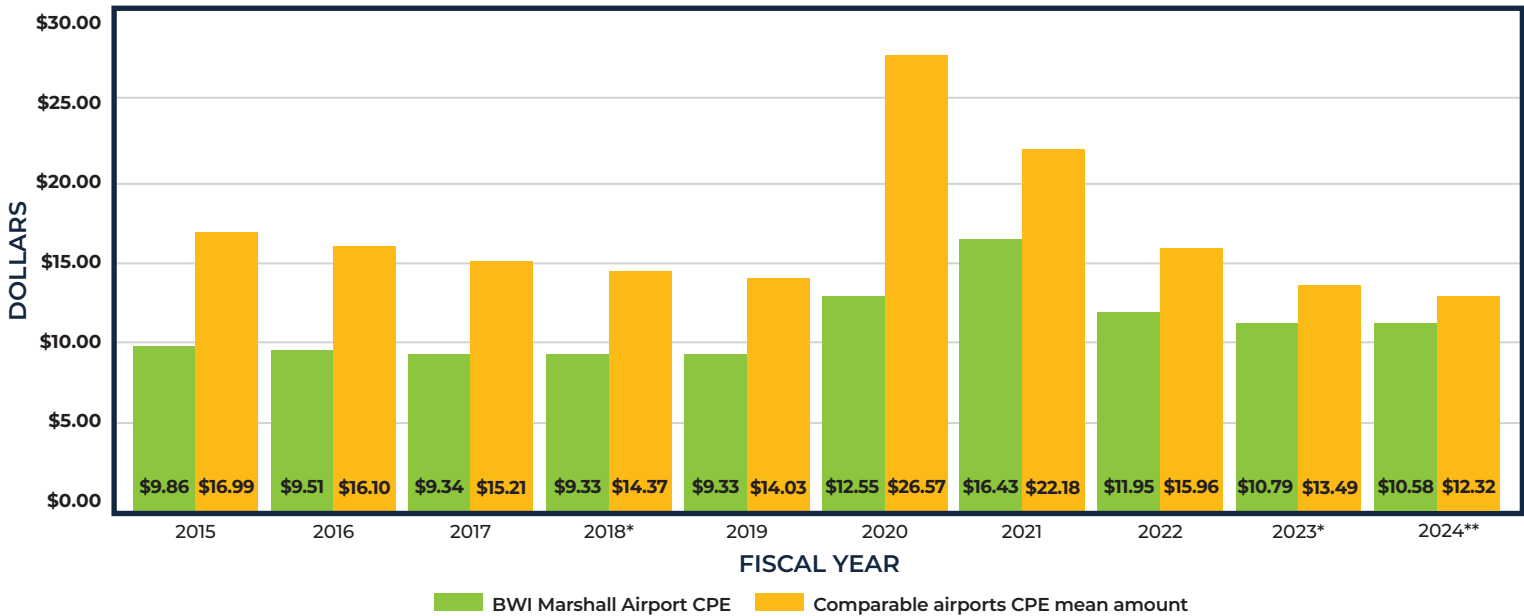
Both June and July 2024 broke the record for monthly passenger traffic with more than 2.6 million passengers, an increase of 11% and 8% during 2023, respectively.

### What Are Future Strategies?

- Many projects are underway at BWI Marshall Airport to improve capacity, efficiency, and the customer experience. These include a \$425 million Concourse A/B Connector and Baggage Handling System program, an upgrade of the central utility plant, airfield pavement reconstructions, the addition of two new jet fuel storage tanks and replacement of the hourly garage parking guidance system.
- MAA continues to market the airport and work with its airline partners to provide additional routes and expand BWI Marshall Airport's service offerings.
- MAA received more than \$14 million in federal grants in early 2024 to upgrade terminal facilities at BWI Marshall Airport and enhance the customer experience.



COMPARATIVE AIRLINE COST PER ENPLANED PASSENGER (CPE)



TARGET: BELOW THE MEAN OF COMPARABLE AIRPORTS\*\*\*

\* 2023 data has been revised from previous report.  
\*\* 2024 data is preliminary and subject to change.  
\*\*\* Comparable airports are defined as Washington Reagan National, Washington Dulles International and Philadelphia International.

What Is the Trend?

- In FY 2024, BWI Marshall Airport continued to see strong operational and financial growth. As of May 2024, MAA's enplanements are at 12.2 million, a 9% growth from FY 2023. MAA's Operating Revenues have increased 6.3% or \$16.6 million through May 2024.
- Effective July 1, 2019, MAA entered into a new airline agreement expiring June 30, 2026. Revenues increased due to negotiated terms, facility improvement projects beginning, and a review of operational cost allocation to airline cost centers. Additionally, the terminal rental rates increased by almost 14% in FY 2024 and airfield landing fees decreased by almost 10% due to higher activity and lower airfield capital costs.

What Are Future Strategies?

- BWI Marshall Airport continues to remain competitive in the region by increasing their signatory airlines. Frontier is now a signatory carrier capturing 3.5% of the market share in FY 2024. Sun Country became signatory as of FY 2025. 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.



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

METHOD FOR MOVING FREIGHT	TOTAL VALUE (MILLIONS) CY 2024***	TOTAL TONNAGE (THOUSANDS) CY 2024***
Air	7,149	70
Multiple Modes & Mail Goods	71,498	6,741
Other**	192	64
Pipeline	9,260	45,438
Rail	13,807	21,004
Truck	318,265	225,613
Water	80,794	52,345
All Freight	500,964****	351,276****

TARGET: NONE

\* Source: U.S. Department of Transportation Freight Analysis Framework (FAF5) the FAF version is 5.0, Freight Analysis Framework (FAF) (ornl.gov). FAF 5 is based on 2017 data. 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.

\*\*\* CY 2024 data are preliminary and subject to change.

\*\*\*\* Totals are slightly off when adding due to rounding.

NUMBER OF NONSTOP AIRLINE MARKETS SERVED



TARGET: 2030: 90; 2050: 100

\* Data has been revised from previous report.

What Are Future Strategies?

- MAA's Air Service Development continually meets with airlines to discuss new or increased air service at BWI Marshall Airport, highlighting that it allows airlines access to a large population center with relatively high median household income. Discussions also focus on BWI Marshall Airport's comparatively low airport costs and the MAA air service incentive program.

What Is the Trend?

- Freight value in Maryland has continued to increase since the pandemic when it decreased between CY 2019 and CY 2020. 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 value of freight transported by water is calculated by MPA and the US Army Corps of Engineers. The Port was experiencing significant increases in cargo, which is expected to decrease this year with the collapse of the Key Bridge in March 2024.
- Freight with the highest value in, out and through Maryland travels by truck followed by water then multiple modes and mail.

What Are Future Strategies?

- MPA will support freight movement by leveraging federal and State funding sources along with partnering with private sector shippers, logistics, manufacturing, retail and distribution businesses to increase goods movement within, into and out of Maryland.



What Is the Trend?

- The number of nonstop markets, or destinations, served at BWI Marshall Airport almost has reached pre-pandemic numbers; 92 were serviced in FY 2024 compared to the peak of 93 in FY 2020.
- Southwest Airlines, BWI Marshall Airport's largest carrier, added new nonstop service to Belize, Colorado Springs, Richmond and Seattle. Spirit Airlines, the second largest carrier, added service to Boston, New Orleans, Portland, Sacramento, San Diego and San Jose. Frontier Airlines remained the fastest-growing carrier at BWI Marshall Airport, and they added service to Charlotte, Chicago-Midway, Cleveland, Detroit and Tampa. In Spring 2024, the airport welcomed service from startup carrier BermudAir to Bermuda.



# Goal: Promote Environmental Stewardship

## Minimize and Mitigate the Environmental Effects of Transportation

**Key Outcomes: Four objectives and 11 performance measures support the goal to promote environmental stewardship. 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.**

With the passing of the Climate Solutions Now Act (CSNA) in 2022, Maryland has committed to a nation-leading interim goal of a 60% reduction below 2006 carbon emissions by 2031, progressing to a requirement to reach net-zero emissions by 2045. By adopting the Advanced Clean Cars II (ACC II) regulation, Maryland also has committed to follow California's pioneering goal of requiring all new passenger cars and light trucks sold in the Maryland market to be zero-emission vehicles (ZEV) by model year 2035.

At the end of 2023, MDOT released its Climate Pollution Reduction Plan (CPRP), which lays a framework for the

department to support the State's achievement of its carbon reduction goals. In June 2024, Governor Wes Moore signed an Executive Order to advance the State's CPRP by requiring all agencies to submit a Climate Implementation Plan by November 1, 2024.

To reduce greenhouse gas (GHG) emissions, MDOT is using federal funding to advance carbon reduction projects. MDOT launched the Climate Focused Funding Portal in 2024, which allows applicants to submit project proposals aimed at reducing carbon emissions. These projects will receive funding from the approximately \$94 million Maryland is receiving from the federal government via the Carbon Reduction Program (CRP). Furthermore, MDOT, along with the Maryland Department of the Environment (MDE), were awarded \$80.5 million in Climate Pollution Reduction Grants in 2024 that will go towards infrastructure for zero-emission medium- and heavy-duty vehicles along the I-95 corridor in the State.

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

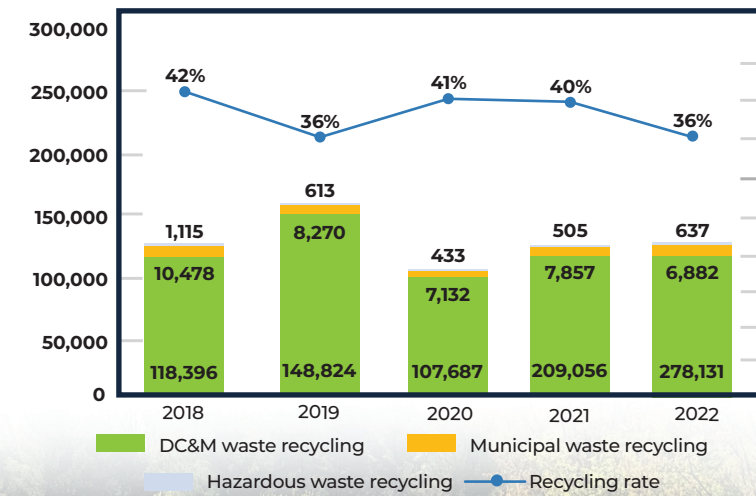
MDOT continues to be a recognized leader in the planning and implementation of transportation resiliency strategies. One of these strategies is to mitigate, minimize or ideally, avoid, adverse impacts that the transportation system can cause to the environment. MDOT goes beyond this by seeking to enhance the natural environment in Maryland. MDOT administers the highly successful Urban Tree Grant Program, which supports tree plantings in areas that have been previously impacted by the removal of trees due to the development of transportation projects. SHA continues to coordinate with the Chesapeake Bay Critical Area Commission to develop a regional banking program. The goal of this program is to develop mitigation in advance of impacts so that projects, including resiliency improvements, can be designed and constructed more efficiently and responsibly. MDOT's Transportation Resilience Improvement Plan (TRIP) was also approved by FHWA in FY 2024.

MPA and the University of Maryland received a grant to study dredged material that can be used for vegetative berms. The initial testing for environmental and physical properties was completed and found to be acceptable. The project moved into the second phase of the project with material blended at different ratios, formed into a berm and planted with grass seed to test the mixtures for vegetative growth.



## 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



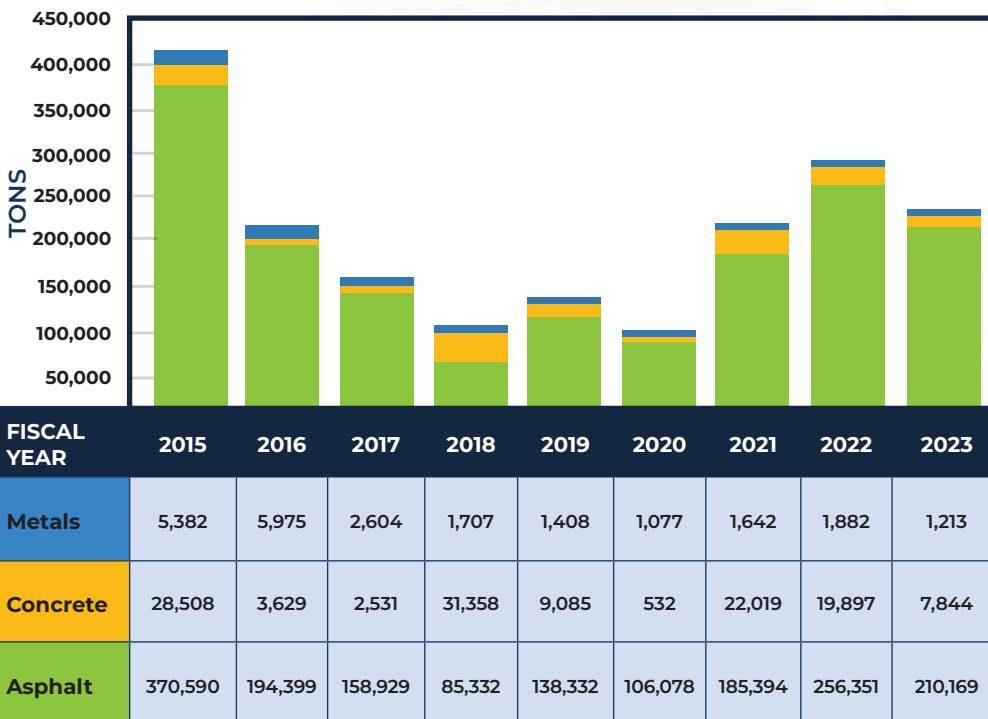
#### What Is the Trend?

- Recycling performance varies from year-to-year and is based heavily on capital improvement project schedules and budgets.
- During calendar years 2022 and 2023, roadway resurfacing initiatives in Frederick, Westminster, and Dayton, and travel way improvements to BWI Thurgood Marshall Airport accounted for most of MDOT's recycled concrete and asphalt tonnages.

#### What Are Future Strategies?

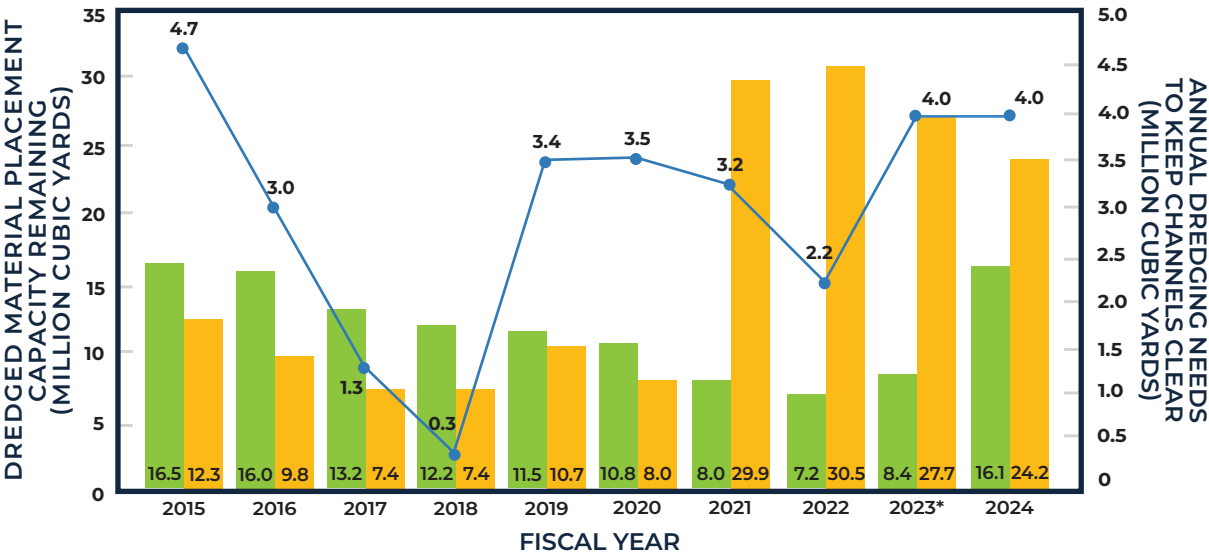
- MDOT has proposed the development of a comprehensive MDOT Waste Reduction and Action Plan, pending approval and funding. This plan would include strategies and best practices for, among other items, implementation of sustainable pavements with revised maintenance projections based on ongoing life cycle assessments. Using this approach would help MDOT more accurately measure travel way performance, reduce maintenance, and diminish Scope 3 (lifecycle) GHG emissions.

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





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



Harbor - annual dredged material capacity remaining\*\*  
Bay Material - annual dredged material capacity remaining  
Annual dredging to keep channels clear, with placement into MPA managed sites (millions)

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

\* Data have been revised from previous report.  
\*\* Harbor capacity is the total remaining volume at Cox Creek and Masonville dredged materials containments facilities (DMCFs).

What Is the Trend?

- Maintaining and improving the shipping channels for safe, unimpeded access to the Port remains a priority and is still on track with four mcy dredged this year. The annual dredged material placement capacity remaining is above 16 mcy for both the Baltimore Harbor DMCFs and Bay Material this year.

What Are Future Strategies?

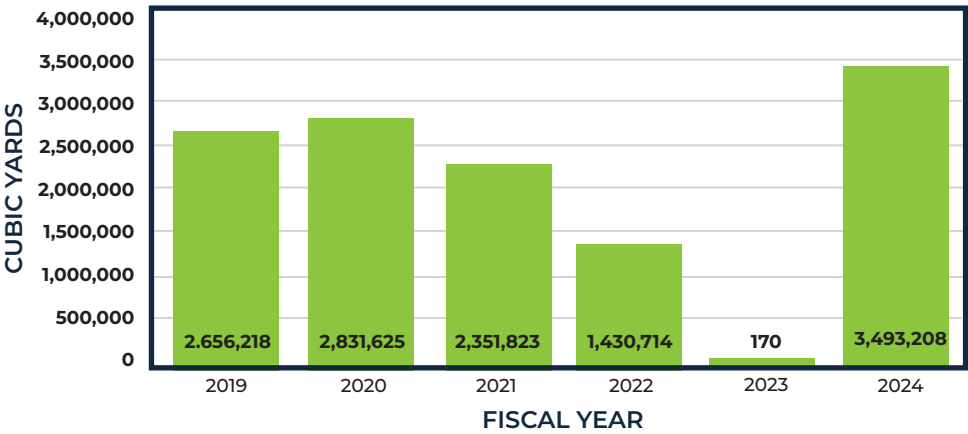
- MPA must have a 20-year plan to handle dredged material placement for all channels serving the Port of Baltimore. MPA plans to achieve this plan by expanding dredged placement sites and using dredged material for beneficial use and innovative reuse as outlined in their Dredged Material Management Program Annual Report.



INCREASE THE BENEFICIAL USE AND INNOVATIVE REUSE OF DREDGED MATERIALS



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?

- The use and innovative reuse of dredged materials increased to nearly 3.5 mcy in FY 2024, well above the 500,000 cubic yard annual target.

What Are Future Strategies?

- MPA is developing the Cox Creek Sediment Technology (STAR) site to continue the advancement of innovative reuse of dredged material.
- MPA continues to investigate other uses of dredged material to meet its ultimate goal of using 500,000 cubic yards of dredged material annually for beneficial use and 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



TARGET: 10% DECREASE OF VMT PER CAPITA BY 2030 AND 20% DECREASE BY 2050 (FROM 2006 BASELINE)

\* 2023 data have been revised from previous report.

\*\* 2024 data are preliminary and subject to change.

What Is the Trend?

- The estimated VMT in 2024 is 1.3% higher compared to CY 2023 but it is down 3.0% compared to CY 2019 pre-pandemic levels. Similarly, VMT per capita is up 1.1% from the previous year and down 5.4% since CY 2019.

What Are Future Strategies?

- MDOT supports all modes of transportation by expanding transit services across the State, finding ways to improve existing transit options and routes and implementing active transportation policies and infrastructure. MDOT also promotes TDM strategies and incentives. Commuter Choice Maryland supports these efforts through outreach, including the incenTrip app and the Maryland Commuter Tax Credit.
- The USDOT awarded \$1,000,000 to MDOT's Office of Real Estate and Economic Development for MDOT to evaluate potential TOD and parking optimization opportunities at commuter rail stations owned by MDOT in the Baltimore region.

## NUMBER OF EMPLOYEE PARTNERS IN STATEWIDE TDM PROGRAMS



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.

CY	NUMBER OF EMPLOYEE PARTNERS
2021	50
2022	48
2023	48
2024	36*

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

\* 2024 value is an estimate subject to change.

### What Is the Trend?

- Participation in the program has decreased during the past few years; several employers who participated when the program launched originally have closed, relocated out of State or focused their attention on other priorities. Conversely, several employers participate consistently, and there is renewed interest through program promotion and through Maryland Commuter Tax Credit registrations.

### What Are Future Strategies?

- Commuter Choice Maryland will continue leveraging relationships with other State agencies and other large employers as well as local TDM program managers to connect with their employer contacts. The program also will seek additional State and local organizations, nonprofits and private sector companies as partners and identify new outreach opportunities where employers are most likely to attend. The program will explore and try new digital business-to-business communications channels to raise awareness of the program.

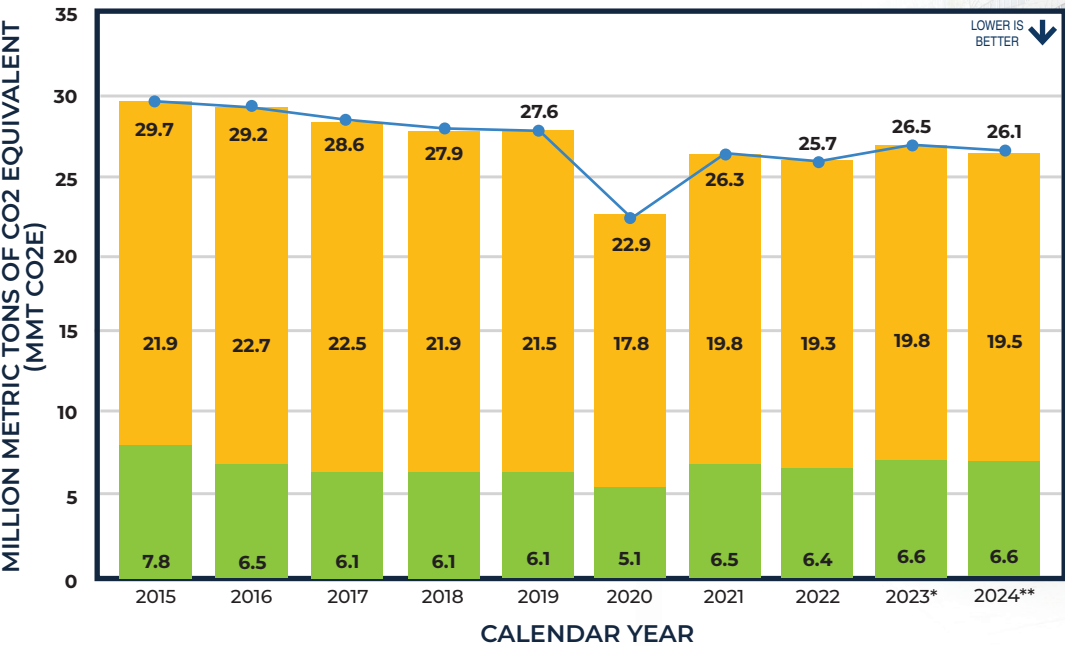




GHG EMISSIONS FROM LIGHT-DUTY VEHICLE (LDV) VMT AND MEDIUM/HEAVY-DUTY VEHICLE (MHDV) VMT



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



Legend: GHG Emission from LDV VMT (Orange), GHG Emission from HDV VMT (Green), GHG Emissions Total from LDV VMT and HDV VMT (Blue line)

TARGET: AS DESCRIBED IN MDOT'S CPRP, THE MMT CO2E PER YEAR TARGET BASED ON IMPLEMENTING COMMITTED STRATEGIES AND POLICIES IS 17.85 MMT CO2E PER YEAR BY 2031. THIS REPRESENTS A REDUCTION OF 41.9% BELOW THE 2006 BASELINE. WITH ADDITIONAL REDUCTIONS FROM POTENTIAL NEW INITIATIVES, GHG EMISSIONS COULD DECREASE TO 15.64 MMT CO2E PER YEAR. THIS REPRESENTS A REDUCTION OF 49.1% BELOW THE 2006 BASELINE.

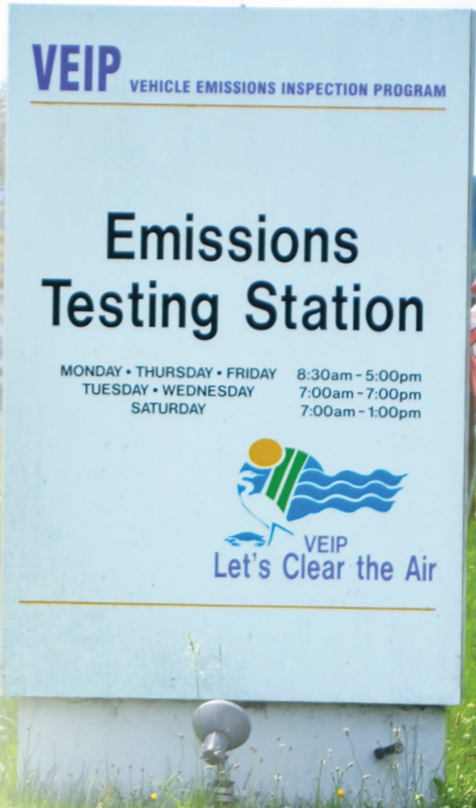
\* 2023 data have been revised using MOVES4 model and final 2023 VMT data  
\*\* Data for 2024 uses MOVES4 model and is preliminary using a projection for 2024 VMT.

What Is the Trend?

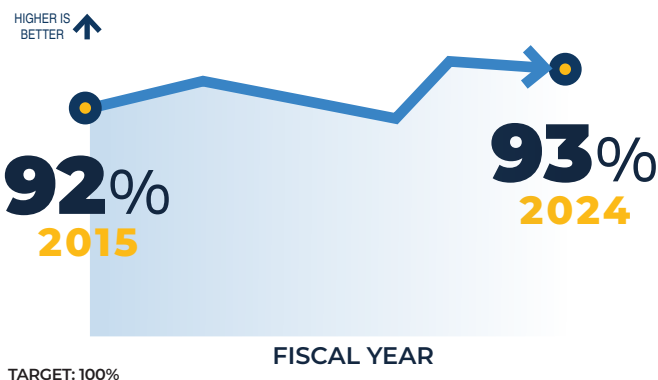
- Though VMT increased annually across the State, GHG emissions from on-road vehicles declined from 26.5 mmt CO2e to 26.1 mmt CO2e due to continued improvements in vehicle efficiency.

What Are Future Strategies?

- The CRP, established by the Bipartisan Infrastructure Law and administered by the Federal Highway Administration (FHWA), provides funding to Maryland over five years supporting MDOT strategic investment to achieve carbon reduction. The first round of CRP has been awarded for State and local government projects that will reduce transportation carbon dioxide emissions.
- MDOT continues to support local government TDM programs to offer free commuter assistance and to support employers in their efforts to develop commuter benefits programs.



## STATEWIDE VEHICLE EMISSIONS INSPECTION PROGRAM (VEIP) TESTING COMPLIANCE RATE



### What Is the Trend?

- VEIP continues to support a healthier Maryland by requiring vehicle testing on their recommended schedule; 93% of registered vehicles in non-attainment counties are in compliance in 2024.

### What Are Future Strategies?

- Identify opportunities to engage with customers about the VEIP program and individual vehicle due dates.

## Objective: Support the Widespread Adoption of Alternative Fuels, Electric Vehicles (EVs) and Innovative Technologies

### PERCENTAGE OF MDOT FLEET COMPRISED OF EVS



The CSNA of 2022 set a target for the electrification of the State's fleet of LDV, defined as vehicles with a gross vehicle weight of 8,500 pounds or less. The target does not apply to vehicles that have special performance requirements necessary for the protection and welfare of the public (police vehicles) or vehicles that are used by MTA or MDOT to provide paratransit service.

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

TARGET: 100% OF LDVS TO BE ZEV BY 2036

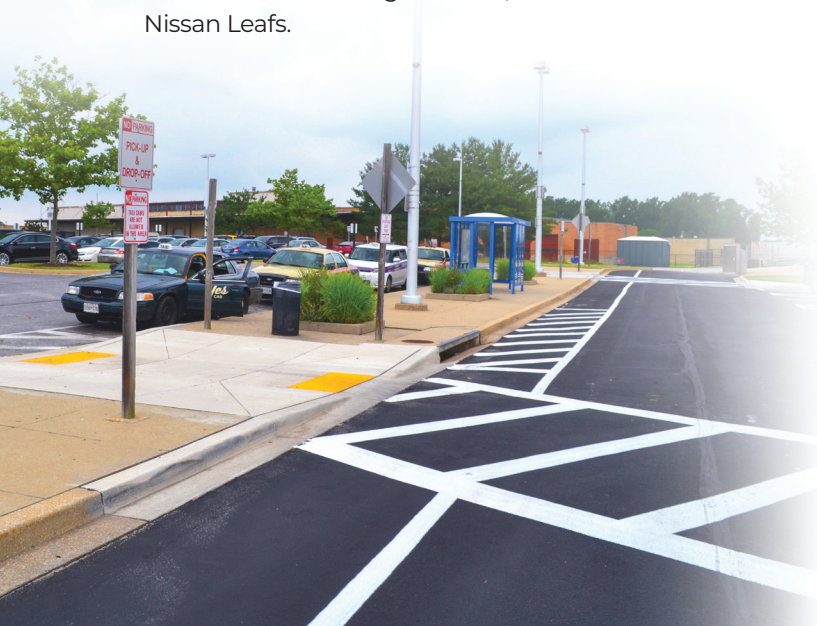
Note: Tracking of LDV Fleet Electrification performance data began in 2024. Prior year metrics utilized various methodologies.

### What Is the Trend?

- All MDOT modal administrations have begun to purchase EVs in accordance with the goals and targets established in the CSNA. EVs in operation include Ford Mustang Mach-Es, Chevrolet Bolts and Nissan Leafs.

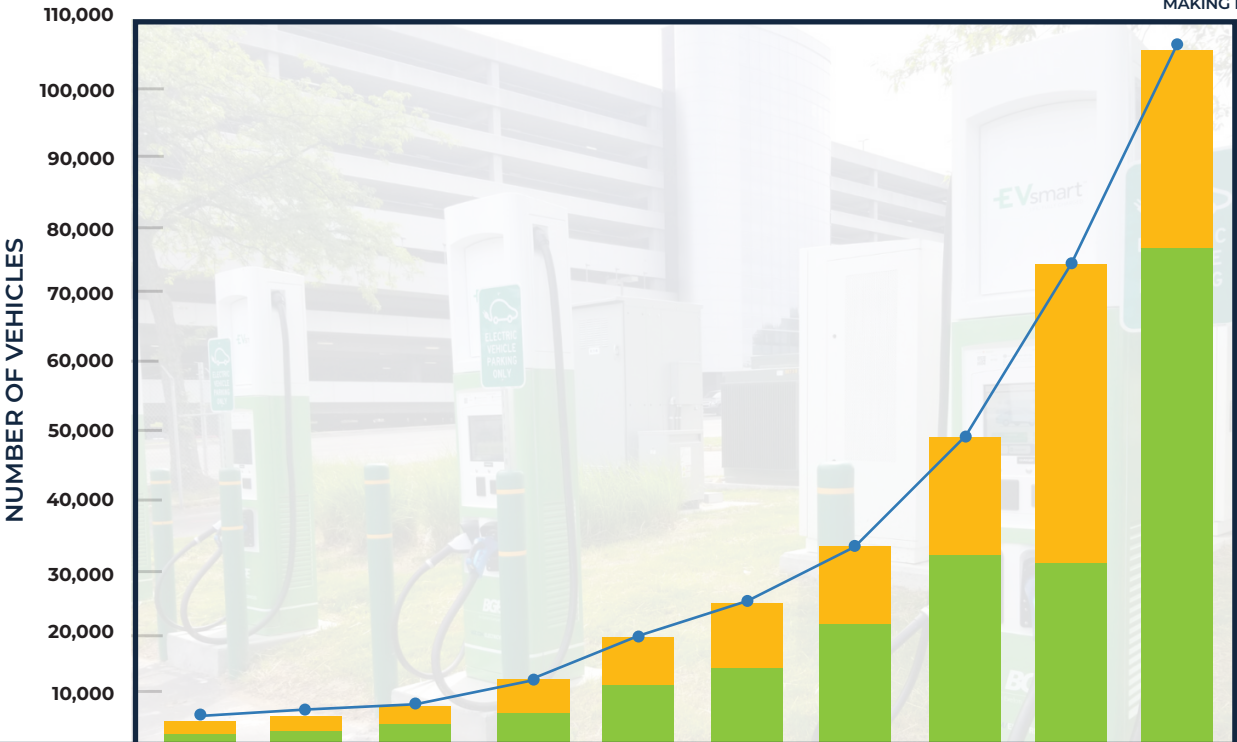
### What Are Future Strategies?

- Modes will continue to utilize the EV Infrastructure Program (EVIP) managed by the Department of General Services (DGS) for assistance with implementing and activating fleet charging. With funding from the DGS EVIP, EV charging has been installed at nine locations, with 15 additional locations planned or currently in procurement.
- MDOT's Fleet Electrification Strategy is guiding the transition of all modal administrations' light-duty fleets to EVs to ensure MDOT meets the goals established by the CSNA. MDOT's Fleet Electrification Working Group was launched in 2024 to address barriers to fleet electrification and create an MDOT-wide charging infrastructure deployment plan and timeline.





PERCENT OF TOTAL REGISTERED VEHICLES THAT ARE EVS



FISCAL YEAR	2015	2016	2017	2018	2019	2020	2021	2022*	2023*	2024
Battery Electric Vehicle (BEV)	1,943	2,643	3,745	5,495	10,938	14,930	21,076	33,230	52,008	76,587
Plug-in Hybrid Electric Vehicle (PHEV)	3,521	4,345	5,624	7,712	9,784	10,812	13,765	19,089	23,853	31,997
BEV + PHEV	5,464	6,988	9,369	13,207	20,722	25,742	34,841	53,219	75,861	108,584
% EVs of total Registered Vehicles	0.1%	0.1%	0.2%	0.3%	0.4%	0.5%	0.7%	1.1%	1.6%	2.2%
Total Registered Vehicles (millions)	4.95	4.99	5.03	5.09	5.13	5.16	5.08	4.78	4.80	4.94

TARGET: 1.1 MILLION EVS IN 2030  
Note: MVA EV registration data (PHEV, BEV, and total) reported as of June 30 each year.  
\* Total registered vehicles and percent of EVs registered from total registered vehicles for 2022 and forward have been updated from previous report.

What Is the Trend?

- 32,723 EVs were registered in Maryland in the 12-month period between July 2023 and July 2024, representing 43% growth in the number of EVs on the road during this time period. This year, Maryland surpassed the milestone of 100,000 total EVs registered in the State.
- EVs now represent more than 2% of all registered vehicles in Maryland and are estimated to represent approximately 12% of new LDV sales in the CY 2023.

What Are Future Strategies?

- Maryland has adopted the ACC II, which requires automakers to increase the share of ZEVs sold beginning with model year 2027 so that by model year 2035, 100% of the passenger car and light-duty truck sales are zero emission. In addition, ACC II establishes increasingly stringent emission standards for gas cars and heavier passenger trucks.
- MDOT conducts educational outreach to consumers by maintaining the MarylandEV online platform. Through the MarylandEV platform, MDOT 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

Expansion of EV charging infrastructure supports Maryland's larger goal of 1.1 million EVs registered in the State by 2030. This goal is a component of ensuring that Maryland meets 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. A Level 2 charger typically takes 4-10 hours to charge an EV battery fully. Each hour of charging on a Level 2 charger adds approximately 10-20 miles of driving range. DCFC is typically available at commercial sites and along highways. Depending on battery size and acceptance rate, DCFCs can charge some EVs up to 80% in as few as 20-30 minutes. Each hour of charging on a DCFC adds approximately 180-240 miles of driving range.

	FY 2023	FY 2024*
<b>Level 2 Charging Ports</b>	3,037	3,753
<b>DCFC Ports</b>	782	995
<b>Total Charging Ports</b>	3,819	4,748
<b>Charging Ports Per Thousand Residents**</b>	0.62	0.77

TARGET: WILL BE DEVELOPED BY THE ZERO EMISSION VEHICLE INFRASTRUCTURE PLAN

\* Charging ports data: Alternative Fuels Data Center 6/30/2024. Population data: population estimates from the US Census, MD Population: 6,164,660.



## What Is the Trend?

- By June 30, 2024, there were more than 1,600 publicly accessible charging stations in Maryland with more than 4,700 charging ports. Approximately 20% of public charging ports are DCFCs.
- MDOT conditionally awarded its first round of National EV Infrastructure (NEVI) funding in July of 2023 to install charging stations with up to 130 DCFC ports.
- MDOT has allowed Maryland electric utilities to install and operate public EV Charging stations on MDOT-owned sites, under the terms of the Public Service Commission (PSC) EV Pilot Program Phase 1. These chargers are allowed to operate through 2025, and will be subject to a new PSC Order governing Phase 2.
- MDOT and MDE, as part of a regional 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.

## What Are Future Strategies?

- MDOT will release future round(s) of its NEVI Program, funding additional charging installations to fully build out Maryland's EV AFCs.
- MDOT will continue to work on the Zero Emission Vehicle Infrastructure Plan (ZEVIP) and Multi-Agency Strategy, required by the Governor's Executive Order on implementing Maryland's CPRP, into 2025.
- MDOT is continuing to seek grant funds for EV charging installations via Round 2 of the Charging and Fueling Infrastructure Grant Program. MDOT participated in a multi-State application with neighboring States. If awarded, this effort would deploy medium- and heavy-duty EV charging and/or hydrogen fueling along the I-81 corridor to I-78 corridor from Maryland through New Jersey.





# Glossary

GLOSSARY TERM	DEFINITION
<b>Annual Attainment Report on Transportation System Performance (AR)</b>	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. <a href="http://www.mdot.maryland.gov/AR">www.mdot.maryland.gov/AR</a>
<b>Calendar Year (CY)</b>	The period of 12 months beginning January 1 and ending December 31 of each reporting year.
<b>Commuter Choice Maryland</b>	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. <a href="http://www.commuterchoicemaryland.com">www.commuterchoicemaryland.com</a>
<b>Complete Streets</b>	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.
<b>Coordinated Highways Action Response Team (CHART)</b>	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.
<b>Cost Per Enplaned Passenger (CPE)</b>	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.
<b>Consolidated Transportation Program (CTP)</b>	A six-year program of capital projects, which is updated annually to add new projects and reflect changes in financial commitments.
<b>Disadvantaged Community</b>	Defined by the federal analysis tool US DOT Equitable Transportation Community (ETC) Explorer, an interactive web application that uses 2020 census tracts and data, to explore the cumulative burden communities experience, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability and Social Vulnerability.
<b>Electric Vehicle (EV)</b>	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.
<b>E-ZPass®</b>	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.
<b>Fiscal Year (FY)</b>	A yearly accounting period covering the period between July 1 and June 30 of each reporting year.
<b>Federal Fiscal Year (FFY)</b>	A yearly accounting period covering the period between October 1 to September 30 of each reporting year.
<b>Freight Analysis Framework (FAF)</b>	The FAF creates a comprehensive picture of freight movement among States and major metropolitan areas by all modes of transportation. The FAF integrates data from a variety of sources. Starting with data from the Commodity Flow Survey (CFS) and international trade data from the Census Bureau, FAF incorporates data from agriculture, extraction, utility, construction, service and other sectors. The FAF is produced through a partnership between the USDOT Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA).
<b>Greenhouse Gas (GHG)</b>	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 US GHG emissions.
<b>Light-duty Vehicles (LDV)</b>	LDV refer to vehicles that have maximum Gross Vehicle Weight Rating less than 8,500 lbs.
<b>Locally Operated Transit Systems (LOTS)</b>	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.

GLOSSARY TERM	DEFINITION
<b>Infrastructure Investment and Jobs Act (IIJA)</b>	The IIJA (also known as the Bipartisan Infrastructure Law, or BIL) was signed into law by President Biden on November 15, 2021, authorizing \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that total going toward “new” investments and programs.
<b>Maryland Transportation Plan (MTP) or “The Playbook”</b>	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.
<b>Medium/heavy-duty Vehicles (MHDV)</b>	MHDV refer to vehicles that have a Gross Vehicle Weight Rating of more than 10,000 lbs.
<b>Modal Administrations</b>	MDOT’s modal administrations include Maryland Aviation Administration (MAA); Maryland Port Administration (MPA); Maryland Transit Administration (MTA); Motor Vehicle Administration (MVA); and State Highway Administration (SHA). The MDOT Secretary also serves as Chairman of the Maryland Transportation Authority (MDTA).
<b>Municipal Separate Storm Sewer System (MS4) Permit</b>	MS4 permits allow the State to discharge stormwater collected by their storm sewer systems to the water bodies.
<b>Overburdened and Underserved Communities</b>	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 75 <sup>th</sup> percentile Statewide. Underserved communities are defined as any census tract where the most recent census survey shows: <ul style="list-style-type: none"> <li>• At least 25% of the residents qualify as low-income;</li> <li>• At least 50% of the residents are non-white; or</li> <li>• At least 15% of the residents have limited English proficiency.</li> </ul>
<b>State Report on Transportation (SRT)</b>	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.
<b>Strategic Highway Safety Plan (SHSP)</b>	A SHSP is a federally required Statewide-coordinated safety plan that provides a framework for reducing highway fatalities and serious injuries on roadways.
<b>Transit-Oriented Development (TOD)</b>	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.”
<b>Transportation Demand Management (TDM)</b>	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).
<b>Vehicle Emissions Inspection Program (VEIP)</b>	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.
<b>Vehicle Miles Traveled (VMT)</b>	A measurement of the total miles traveled by all vehicles.
<b>Vision Zero</b>	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.
<b>Zero Emissions Vehicle (ZEV)</b>	A ZEV is a vehicle that does not emit tailpipe emissions of greenhouse gases or criteria pollutants. ZEVs include, but are not limited to, BEVs and hydrogen fuel cell electric vehicles (FCEVs).





# 2025 Annual Attainment Report

## On Transportation System Performance

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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.  
Additional copies are available by calling 410-865-1288; Toll Free 888-713-1414; or online at [www.mdot.maryland.gov](http://www.mdot.maryland.gov).

*This document is available in alternative formats upon request.*