

MARYLAND DRAFT CONSOLIDATED
TRANSPORTATION PROGRAM (CTP)
HIGHLIGHTS BROCHURE
FY 2026 – FY 2031



GOVERNOR'S MESSAGE

You cannot have economic mobility without physical mobility. Investing in Maryland's transportation infrastructure maximizes Maryland's economic potential – creating jobs, growing our economy, and making transportation safer and more reliable for all.

The \$21.5 billion in funding proposed in the Consolidated Transportation Program (CTP) prioritizes construction for critical safety projects and infrastructure revitalization throughout the State, including bridge repairs, resurfacing, safety enhancements, transit investments, and steps to boost economic competitiveness and sustainability at the Port of Baltimore, among other initiatives.

These transportation investments will transform communities throughout Maryland, help to ensure that Maryland families can get from where they live to

where opportunity lies, and offer physical mobility and accessibility to affordable housing, jobs, food, health care, amenities, and other critical services needed for everyday living. Together, we are leaving no one behind.

Thank you for your continued support. In partnership, we are building a brighter future for all Marylanders.

Wes Moore
Governor



ACTING SECRETARY'S MESSAGE



Thanks to the leadership of the Moore-Miller Administration and the Maryland General Assembly, this year's CTP allows the Maryland Department of Transportation to make strategic investments across the State, with a focus on three critical outcomes:

1. improving the safety of our transportation network,
2. preserving our transportation system, and
3. driving economic growth.

Prior to this infusion of resources with the new and increased revenues in 2025, the Department's budget faced major structural pressures that threatened to impact progress in these key areas. Now, we can move forward.

The FY 2026 - FY 2031 Draft CTP features new and continued investment in making our transportation infrastructure safe for all users. That includes projects that will address known safety issues on our roadways, improve bicycle and pedestrian connections, and build more complete streets in Maryland. We are also focused on preserving our transportation system, with projects that will make for more reliable, dependable travel. Because the additional State funding resources allow us to better match federal funding sources, this year's Draft

CTP will include additional construction dollars focused on safety and state of good repair.

These investments in safe, reliable infrastructure are complemented by a broader policy and cultural commitment to safety. While we have seen a positive trend with a decrease in traffic fatalities in 2024 compared to 2023, our work doesn't stop, and our efforts must continue until zero fatalities are achieved. That's why we launched the Serious About Safety initiative – an enhanced, Department-wide program to drive safety goals and save lives – as well as the Complete Streets policy that prioritizes safe, reliable, equitable and sustainable travel across all modes to make roads safer and connect Marylanders to jobs, education, and economic opportunity.

Our transportation investments are also about growing the economy for all Marylanders. Whether that means investing in the future of the Port of Baltimore or leveraging federal funds to create a leading transportation construction workforce development program, MDOT is making investments that create jobs and sustain economic opportunity.

Achieving these goals is only possible due to the tireless work of our entire MDOT team. I want to thank them for their continued work and commitment on behalf of all Marylanders who use our transportation system.

Samantha J. Biddle
Acting Secretary

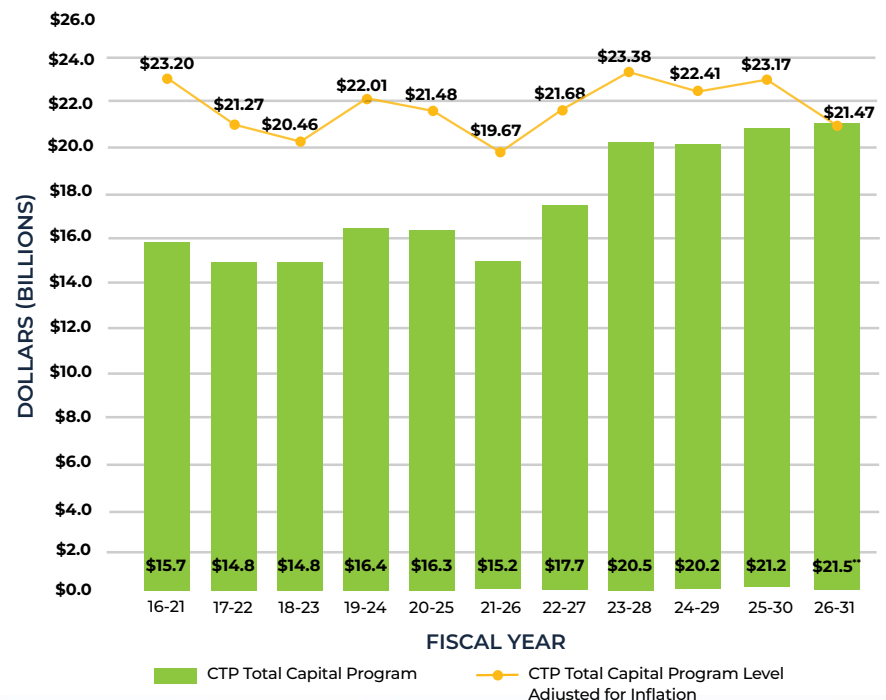
FY 2026 – FY 2031 CTP Highlights

This year's Consolidated Transportation Program (CTP) totals \$21.5 billion over the six-year period, a slight increase from last year. This funding level would not be possible without the revenue increase passed during the last legislative session and signed by Governor Moore. Thanks to the Governor's leadership, the work of the Maryland General Assembly, and tremendous support from stakeholders around the State, additional State funding for transportation of more than \$400 million per year will allow MDOT to **match available federal funding to deliver nearly \$700 million more in transportation investments annually.**

Without this recent increase, the total funding in the six-year CTP period would be almost \$3 billion lower, far below what is needed to meet the safety and state of good repair needs of our system and drive economic development throughout the State. Thanks to this new revenue, the program is now stabilized and focused on making smart investments. Specifically, MDOT remains focused on pursuing its top priorities:

- **improving the safety** of our transportation network,
- **preserving our transportation systems,** and
- **driving economic growth** across Maryland.

CTP TOTAL CAPITAL PROGRAM LEVELS (BILLIONS)*



*CTP Total Capital Program Levels in previous years are adjusted to inflation according to the ENR Construction Cost Index as outlined in the Capital and Real Estate Inflation Factors Memorandum disseminated by MDOT in April 2025.

**2026-2031 are DRAFT values, subject to change.





Improve Transportation Safety

MDOT is **Serious About Safety**. At the 2025 Annual Highway Safety Summit, MDOT launched the “Serious About Safety” initiative, which builds upon the important safety programs already underway at MDOT’s Modal Administrations. Any MDOT-funded project must prioritize safety options throughout all phases of project development.

MDOT is enhancing multimodal infrastructure to improve travel safety, decrease traffic injuries and deaths on Maryland’s roadways, support a low-stress network for pedestrians and bicyclists, and maintain a system that can respond to weather events and roadway incidents effectively.

★ MAJOR ACCOMPLISHMENTS

- MDOT is putting its Complete Streets policy into action to promote safer transportation facilities by updating its practices and manuals and investing in strategic projects.



- In January 2025, MDOT, Maryland State Police, and the Maryland Institute for Emergency Medical Services Systems were awarded \$13.2 million to modernize the State’s crash reporting system. The federal grant provides over five years of funding to streamline the exchange of data across local, State, and federal agencies.
- The State Highway Administration (SHA) completed a \$3.3 million project improving safety and traffic flow at the intersection of MD 12 (Snow Hill Road) and Robins Avenue in the Salisbury area of Wicomico County.
- In FY 2025, MDOT received an \$800,000 grant from the Federal Railroad Administration (FRA) to complete a Statewide Railroad Trespass Study.
- MDOT invested \$10.2 million in FY 2025 to design and construct new sidewalks and pedestrian facilities, including along MD 214 (Central Avenue) in Anne Arundel County, US 1 (Washington Boulevard) in Howard County, and MD 7 (Delaware Avenue) in Elkton, which will dramatically improve the safety of pedestrian activity along these corridors.
- In July 2025, SHA broke ground on the MD 650 Pedestrian Safety Action Plan (PSAP) project. This \$15 million investment will improve pedestrian, bicycle, and multimodal infrastructure along nearly 2.5 miles of MD 650 (New Hampshire Avenue) in Prince George’s and Montgomery counties.



- As of June 2025, the Maryland Aviation Administration (MAA) is nearing completion of an \$8 million fence hardening project at the Baltimore/ Washington International (BWI) Thurgood Marshall Airport, which improves security of the critical airfield operations area.
- In mid-2025, MAA broke ground on the replacement Airport Traffic Control Tower at Martin State Airport. The new tower replaces the previous 1950s tower and will meet current FAA standards and provide controllers with improved line of sight to all portions of the airfield and approach areas to the runway.



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

PERFORMANCE HIGHLIGHTS

Maryland's Coordinated Highway Action Response Team (CHART) responded to

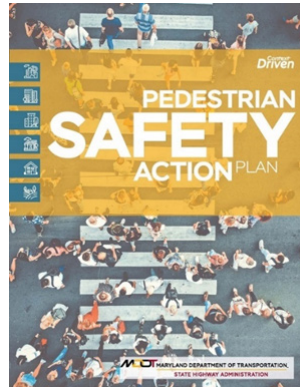
65,710
roadway incidents

including nearly 35,000 disabled vehicles in CY 2024.



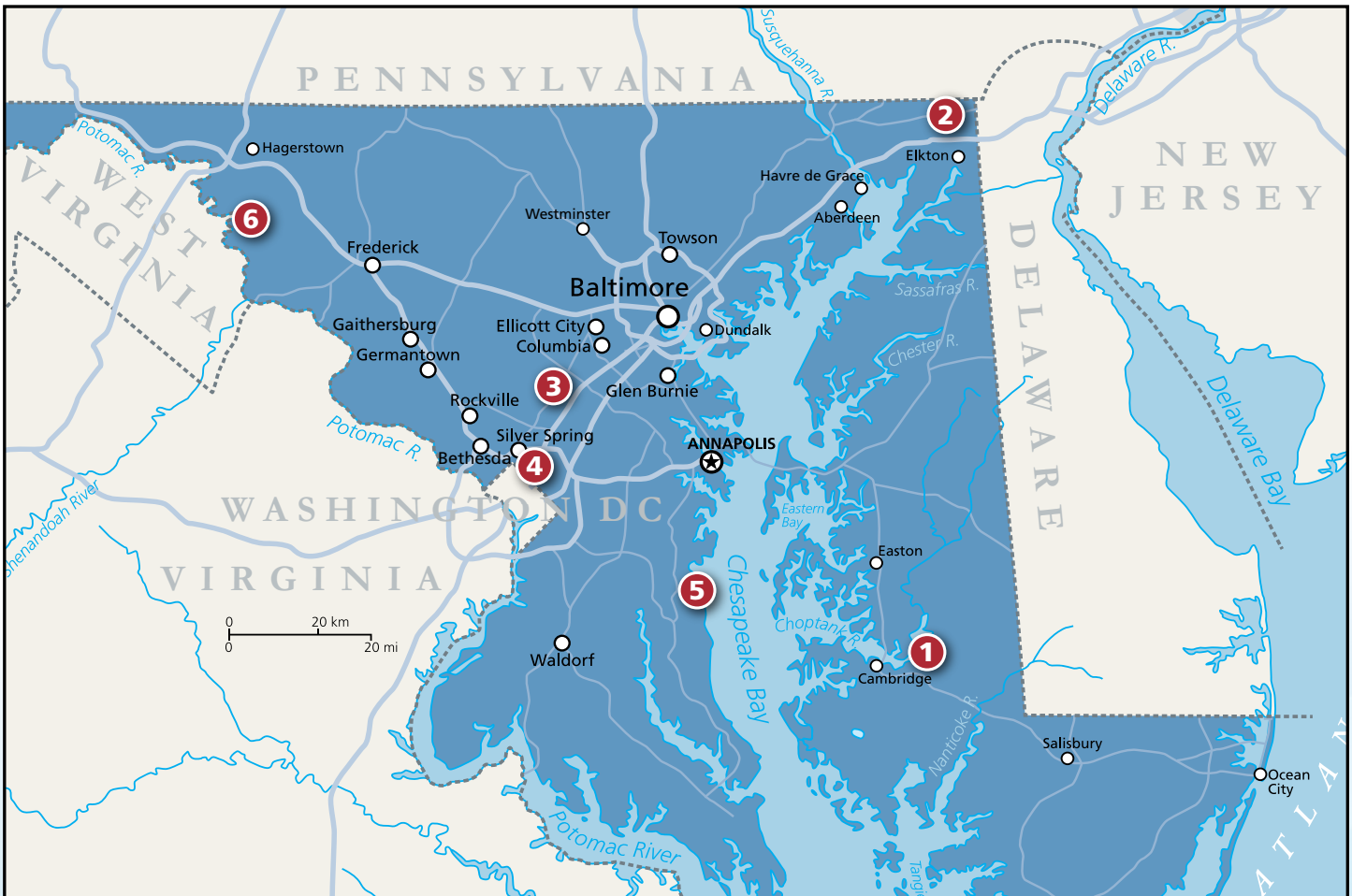
INVESTMENTS IN THIS CTP

- MDOT continues to make progress on the first two rounds of PSAP projects, with 13 total corridors Statewide at various stages of project development.
- SHA, in coordination with local jurisdictions, is advancing Complete Streets "quick-build" demonstration projects



to rapidly improve safety on State roadways in communities across Maryland, including:

- 1 MD 14 (Main Street) in Secretary
- 2 MD 273 (Telegraph Road) in Fair Hill
- 3 MD 198 (Spencerville Road) in Burtonsville
- 4 MD 195 (Carroll Avenue) in Takoma Park
- 5 MD 261 (Lake Shore Drive) in Rose Haven
- 6 MD 65 (N. Church Street)/MD 34 (E. Main Street) in Sharpsburg



- MDOT is developing a new Strategic Highway Safety Plan (SHSP) as a guide for the next five years (2026-2030) to tackle issues like speeding, occupant protection, impaired driving, and pedestrian/bicycle safety, while also addressing emerging technologies, like autonomous vehicles. The SHSP will also focus on education, enforcement, engineering, and timely emergency response to reduce the frequency and severity of crashes.
- Maryland will host the 2026 Lifesavers Annual Conference in April, promoting traffic safety. It brings together professionals from government, law enforcement, public health, education, and advocacy groups to share the latest research, strategies, and technologies to reduce roadway injuries and fatalities.
- SHA is advancing an \$11 million safety and resurfacing project on I-95/I-495 (Capital Beltway) between Livingston Road and south of Auth Road in Prince George's County. The project includes resurfacing improvements to all ramps at the MD 414 (St. Barnabas Road) and MD 5 (Branch Avenue) interchanges.



- MDOT fully funded the \$107.9 million I-81 Phase 2 expansion project, which includes adding one lane in each direction, expanding I-81 to six lanes. Construction is expected to begin in 2027. The project will address safety issues, aid freight movement, and fuel economic growth in Washington County.
- MDOT funded a \$177.9 million highway widening project for US 15. The project is expected to begin construction in 2028 and will widen US 15 from four to six lanes between I-70 and MD 26 (Liberty Road). The project will address safety and operational issues and remove bottlenecks to ease the way for commerce and promote economic growth.
- SHA is advancing the \$11.9 million Federal Highway Administration (FHWA) grant awarded in May 2023 to install smart technologies along US 50. This project, set to begin construction in 2027 and be completed in 2029, will improve safety and mobility and is expected to save drivers nearly 2.5 million hours once fully deployed.
- MAA has programmed more than \$111 million for safety and security improvements in the six-year CTP, including expansion of the Runway 15R deicing pad to provide additional capacity and efficiency during inclement weather operations.





Preserve the Transportation System

Thanks to the Governor's budget, the Department will also be able to take significant action to further preserve our transportation system and ensure it is in a state of good repair. Marylanders expect a transportation system that provides a reliable, high-quality, and integrated experience. MDOT is committed to providing this by preserving the transportation system while also improving system quality, resiliency, and innovation.

★ MAJOR ACCOMPLISHMENTS

- In October 2024, Maryland was awarded \$38 million for critical transportation and Port infrastructure. This included a \$30.9 million Infrastructure for Rebuilding America (INFRA) grant to the Maryland Port Administration (MPA) for Berth 11-13 Phase 1 and a \$7.5 million INFRA grant to MDTA for resiliency and maintenance improvements to the Curtis Creek Drawbridge as part of the Key Bridge replacement effort.
- In January 2025, MDOT released the Strategic Asset Management Plan, a five-year guide to apply best practices that improve asset management knowledge, enhance system reliability, and promote financial stewardship.
- The Motor Vehicle Administration (MVA) completed \$1.26 million in upgrades to the MDOT network Computer Room Power system – this network supports all of the MDOT-IT infrastructure throughout the State of Maryland.
- The Maryland Transit Administration (MTA) completed multi-year efforts to overhaul and extend the life of 52 light rail vehicles and 63 Maryland Area Regional Commuter (MARC) rail vehicles.

- In February 2025, SHA completed \$3.3 million in improvements to the intersections of MD 12 and Robins Avenue in Wicomico County, which will improve traffic flow in the area.
- In the summer of 2025, SHA completed several bridge rehabilitations to enhance safety and durability. This included ten bridges at the I-95/I-695 interchange in southwestern Baltimore County for \$42.3 million, along with a bridge rehabilitation on MD 75 over I-70 for \$5.1 million. The 2025 FHWA National Bridge Inspection Standards submission listed only 20 bridges rated in poor condition, a reduction from 69 in the 2015 submission. This is the lowest number ever recorded and represents less than one percent of SHA's bridge inventory.
- In early 2025, MAA completed the \$22 million installation of two additional 705,000-gallon jet fuel storage tanks at the BWI Marshall North Fuel Farm to meet the growing airline demand and provide sufficient reserve capacity to ensure resiliency of operations in case of supply chain disruption.
- In late 2024, MAA completed the \$19 million full-length pavement rehabilitation of Runway 15-33 at Martin State Airport. With support from the Maryland Air National Guard, this project also corrected grade discrepancies and replaced incandescent lighting and signage with light-emitting diode (LED) systems.

PERFORMANCE HIGHLIGHTS

over 99%

of Maryland residents are
REAL ID compliant,
one of the top rates in the country.

With the increased revenues, according to MTA's 10-year Capital Needs Inventory (CNI) Report, MTA will be able to address

over 90%

of its **state of good repair needs through 2030**.



INVESTMENTS IN THIS CTP

- MTA is launching a \$1.4 billion Light Rail Modernization Project, which will replace the current fleet with modern vehicles and upgrade stations, systems, and maintenance facilities. This is the first significant investment in the light rail system in 30 years and positions the State for future federal transit capacity investments.



- MPA has programmed 64% of its FY 2026-FY 2031 budget for system preservation projects. These projects include the repairs of Fairfield Marine Terminal Pier 4, the reconstruction of Dundalk Marine Terminal Berths 11-13, and projects associated

with maintaining the 50' channel (Mid-Bay, Poplar Island, Cox Creek dredged material containment facility (DMCF), and Masonville DMCF).

- During FY 2026, SHA is investing to improve almost 3,400 lane miles of pavement across the State through patching and resurfacing efforts, which would improve safety and ride quality for hundreds of thousands of daily commuters and visitors.
- MAA has programmed more than \$374 million for system preservation projects, including the completion of several airfield pavement reconstruction projects, passenger boarding bridge replacements, roof replacements, and the Martin State Airport Air Traffic Control Tower replacement.
- MDTA is advancing resiliency and rehabilitation improvements to the Curtis Creek Drawbridge on I-695 as part of a coordinated response to improving travel experiences in rebuilding the Francis Scott Key Bridge.



Drive Economic Growth

The Department is executing the Moore-Miller Administration's directive and taking meaningful action to spur economic growth and create jobs. To support Maryland communities and drive the economy, MDOT aims to:

- improve transportation services,
- leverage technology to improve information for residents,
- increase transit and active transportation use and transit-oriented development (TOD),
- improve quality of life,
- prioritize underserved communities, and
- enhance the competitiveness of the Port of Baltimore and BWI Marshall Airport.



MAJOR ACCOMPLISHMENTS

- The Port of Baltimore's largest cargo facility, Dundalk Marine Terminal, received a \$31 million federal grant to rehabilitate Berth 11-13, which will boost Port capacity and prevent supply chain disruptions.
- MDOT's enhanced TOD Program launched a \$5 million grant and loan program for localities and advanced joint development activities at Reisterstown Plaza Metro Station, Bowie State MARC Station, and Odenton MARC Station. These initiatives will advance efforts to address Maryland's housing and transportation needs, improving the State's ability to attract and retain talent.



- In spring 2025, MDOT and SHA, in coordination with Montgomery County and the Washington Metropolitan Area Transit Authority (WMATA), decreased commute times by creating nearly seven miles of bus-only lanes on MD 97 (Georgia Avenue) between Silver Spring and Glenmont as well as five miles of bus-only lanes on MD 193 (University Boulevard) between Wheaton and Northwood Park.
- In December 2024, MDTA completed the extension of the Northbound Express Toll Lanes along I-95, providing travelers with a more reliable travel experience and enhancing the resilience of the existing infrastructure.
- MPA advanced work with CSX and FRA on the Howard Street Tunnel Project, which reached its halfway point in July 2025, to create a double-stack clearance route to and from the Port of Baltimore and improve the Port's connectivity to key Midwest markets. Work within the tunnel is scheduled to be complete by November 2025 and fully operational in spring 2026.
- MPA signed a new five-year contract with Carnival Cruise Line that keeps the world's largest cruise provider serving the Port of Baltimore. The agreement took effect on January 1, 2025, and includes a five-year renewal option.
- Working with the Maryland Department of Labor, MDOT has announced the first recipients of \$4 million in funding from the Road to Careers grant program in the spring 2025 to support the next generation of skilled workers and employees.

PERFORMANCE HIGHLIGHTS

The total passenger traffic at BWI Marshall Airport reached

27.1^M

in 2024, an increase of almost **3.3% over 2023**. July 2024 was the busiest month ever at the airport, with more than **2.66 million** passengers.

The number of EVs (Plug-in Hybrid EV + Battery EV) exceeded

135^K

in FY 2025, increasing the EV share to about **2.6% of the total registered vehicles in the State**. As of June 2025, the State has 1,416 charging stations (4,062 ports).

The Seagirt Marine Terminal processed

4,211

trucks

in April 2025, the highest number of trucks since the Key Bridge collapse.

The Port of Baltimore handled

45.9^M

tons of cargo in 2024, its second-best year ever to 2023's record year of 52.3 million tons. The dollar value of cargo was **\$62 billion**, the third highest ever.

MTA ridership **increased by**

2.3%

from June 2024 to May 2025 compared to the same time last year. MTA provided more than **69.8 million rides** between June 2024 and May 2025.

More than

80%

of the Purple Line, a 16-mile light rail line from New Carrollton to Bethesda, is now complete. The Purple Line is expected to open in late 2027.

The Port of Baltimore **generates** about

20,300

direct jobs, with more than 273,000 jobs overall linked to Port activities.

BWI Marshall Airport **generates** about

29,000

direct jobs, with more than 107,000 jobs overall created and supported by BWI Marshall Airport.



INVESTMENTS IN THIS CTP

- Rebuilding the Key Bridge on I-695 is a primary focus of the CTP, with MDOT doing all it can to expedite the reopening of this important transportation connection while improving transportation options to lessen the impact to travelers during its rebuild. In 2025, Governor Moore unveiled the new design concept for the Key Bridge.



- MDOT is helping commuters impacted by the Key Bridge collapse by providing free resources for employees and employers, including program information, incentives, and support from Commuter Choice Maryland. These programs include carpool and vanpool ride matching services, incentives, and a free Guaranteed Ride Home program.
- The State will invest \$15 million in the Tradeport Atlantic's Terminal Container Project, increasing container capacity by 70%, generating more than \$1 billion in private sector investment, and producing more than 8,000 new jobs for Marylanders.

- BWI Marshall Airport's primary terminal taxiway— supporting about 70% of passenger activity—is undergoing a major multi-phase rebuild. Phase 2 kicked off in May 2024, with completion expected in January 2026. Upgrades to Concourses A and B and baggage systems are also underway and expected to be completed this year.



- MDOT's Solar Energy Initiative, with \$50 million from the Maryland Energy Administration, will further the Department's commitment to the environment and help address energy needs in the State.



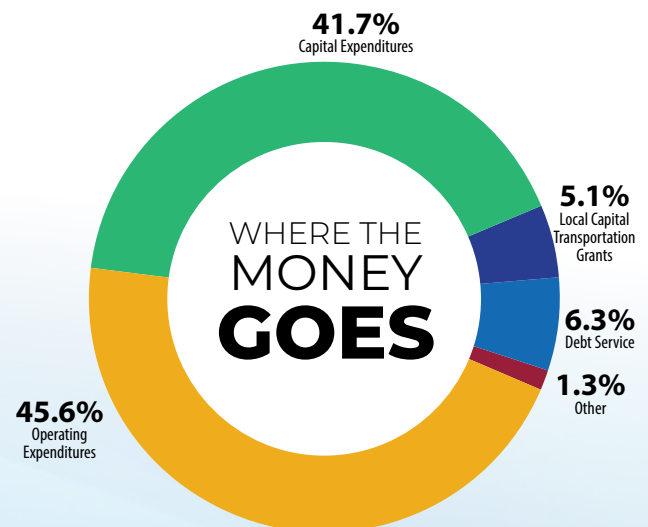
MDOT's Budget and the CTP

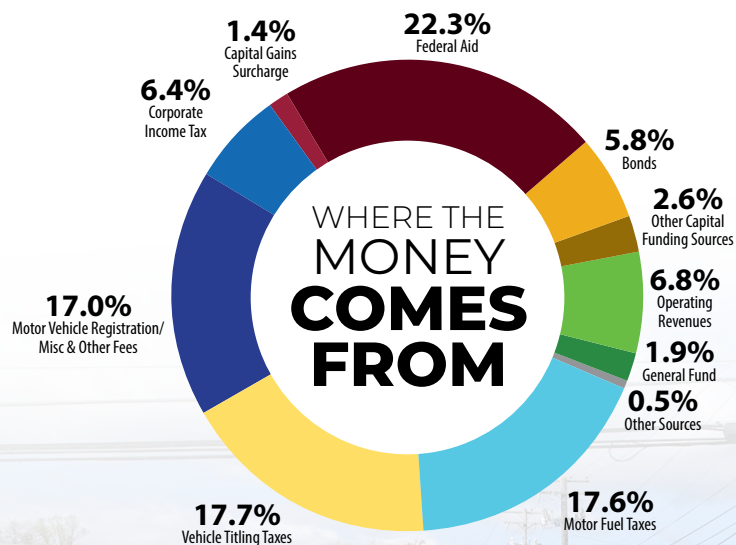
This year's CTP totals \$21.5 billion over six years, which is only part of the MDOT's total budget.

State funding for transportation is predominantly from the Transportation Trust Fund, which supports MDOT investments through a dedicated account, separate from the State's General Fund. The Transportation Trust Fund utilizes a variety of revenue sources, including dedicated taxes and user fees, federal aid, operating revenues, and bond sales.

In total, MDOT's spending from all funding sources is \$45.8 billion over the six-year period. This funding covers debt service and the operating and capital budgets.

The total operating budget spending over the six-year period is \$20.9 billion. The Transportation Trust Fund is unique in providing funding for two major metropolitan area transit agencies, MTA and WMATA. Nearly two-thirds of operating budget spending is dedicated to transit operations.





After operating costs and debt service, the remaining funding goes toward capital projects—the CTP. This CTP totals \$21.5 billion, including \$2.3 billion for capital grants, known as Highway User Revenues (HUR), to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with \$10.9 billion from the Transportation Trust Fund, \$8.3 billion from federal aid, and \$2.2 billion from other capital funding sources.



Investing Wisely

MDOT is committed to investing transportation funds wisely to improve safety, preserve the transportation system, and drive the economy. It is important that every dollar spent does as much as possible to achieve the State's goals. MDOT is focused on a heart-led, data-driven process to improve transparency and accountability over time. This year, the Department is:

- utilizing the Strategic Asset Management Plan to better address our greatest state of good repair needs Department-wide,
- launching several initiatives to improve consistency and transparency with our local, State and regional partners,
- leveraging a \$2 million award for the Prioritization Pilot Program, and
- continuing efforts to improve the Chapter 30 project prioritization process.

For more information, visit: mdot.maryland.gov/Prioritization.

Learn more about the CTP at:
www.ctp.maryland.gov

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

With the release of this Draft CTP, MDOT is putting forward investments and actions that will help make this vision a reality.



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

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For more information on Maryland transportation, please visit us on the web at mdot.maryland.gov/planning or contact us at Planning@mdot.maryland.gov.

