MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT

FY 2027 – FY 2032
2027 STATE REPORT ON TRANSPORTATION

WES MOORE – GOVERNOR

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MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) modal administrations: the Secretary's Office (TSO); the Maryland Aviation Administration (MAA); the Maryland Port Administration (MPA); the Motor Vehicle Administration (MVA); the State Highway Administration (SHA); the Maryland Transit Administration (MTA) – and authorities with MDOT oversight, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

In this document, you will find for every major project a Project Information Form (PIF) that includes project details/status, financial information, and construction status; you will also find a sample of minor capital projects. MDOT works together with residents, local jurisdictions, and local and state elected officials to include projects in the CTP that increase safety, preserve investments, enhance transportation services and connections, and improve accessibility and opportunity throughout the state. To help Maryland's citizens review this document, the CTP includes a summary of MDOT's financing and budgeting process and instructions for reading PIFs.

MDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need more information or special assistance for persons with disabilities or limited English proficiency, contact MDOT's Office of Diversity and Equity at **410-865-1397.**

For the hearing impaired, Maryland Relay 711.

For further information about this document or to order a hard copy, please contact Ms. Dawn Thomason at the Maryland Department of Transportation, Office of Planning, Programming, and Project Delivery toll free at 1-888-713-1414, or locally at 410-865-1288. This document is also available online at: *www.ctp.maryland.gov*.

For more information on the Maryland Department of Transportation, please visit us on the web at *www.mdot.maryland.gov*.

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CTP INTRODUCTION

The Maryland Department of Transportation (MDOT)

The Maryland Department of Transportation (MDOT) affects Marylanders *every day in many ways*, connecting families, workers, and employers to life's opportunities. This includes roads for traveling, transit for riding, state trails for biking, walking or rolling, cargo that is shipped to and through the state, license or vehicle registrations being renewed, and global connections taken through our regional and international port and airports.

Meeting all of these different needs involves a complex, interconnected system of roads, sidewalks, tracks, trains, shipping piers, airports, and other infrastructure coming together to provide Marylanders exceptional service and seamless connections. Keeping the system working and delivering for Marylanders every day, all over the state, requires significant investments in safety, upkeep, and improvement of the system. Maryland taxpayers make that investment, and MDOT is focused on getting the most from every dollar entrusted to its care.

Demand for investment exists across the state and needs for funding outstrip MDOT's resources. This situation is not unusual, but it is particularly acute now and in the future years covered by this Consolidated Transportation Program (CTP). The new, post-COVID normal is one of transportation price escalation, unpredictable revenue sources, and a stable of large projects that continue to require resources as they move through the construction pipeline. MDOT is committed to managing these fiscal realities responsibly while continuing its record of delivering for Marylanders. Specifically, MDOT is committed to safety, delivering the high impact projects in the construction pipeline, cutting red tape, and modernizing the systems that drive results.

Delivering for Marylanders With High Impact Projects Now

While this CTP reflects fiscal constraints and consequently difficult choices, each of the post-COVID CTPs have confronted the same challenges to varying degrees. MDOT, with the leadership of the Moore-Miller Administration and the General Assembly, has worked to ensure that the Department is maximizing investments so that, even with constrained resources, Marylanders' needs are still met. The sections below show projects MDOT has advanced or completed in the last year to advance Maryland's transportation priorities.

Meeting Marylanders' Needs for a Safe System

Safety is MDOT's top priority. MDOT is Serious About Safety and is determined to ensure that everyone makes it home safely. Too many Marylanders are killed or injured on Maryland's roadways every day, with 485 traffic fatalities in 2025, of which 120 were pedestrians and bicyclists. MDOT has made protecting the most vulnerable users of the transportation system a priority and 2025 marked a significant drop from 2024 when 161 pedestrians and cyclists were killed. MDOT will maintain a focus on protecting the most vulnerable users of the transportation system, including those who maintain it.

In April 2026, SHA tragically lost two employees within four days of each other in senseless and preventable crashes while they were simply doing their jobs. MDOT will continue to honor their lives and service by advancing bold solutions to improve safety for our employees and all users that depend on Maryland's roadways, transit systems, and other transportation facilities. In July, Governor Moore unveiled a new Maryland highway safety campaign, "Slow the Fast Down," aimed at reducing excessive speed and aggressive driving.

Since the start of the Moore-Miller Administration, MDOT has identified and targeted specific safety hot spots for investment, revamped its designs and standards to ensure safety for all, and increased investment in preventing deaths and injuries for the most at-risk road users.

Some of these ongoing investments include projects like: MD 410 (East-West Highway) in Prince George's County where $21.4 million is being invested to eliminate the channelized right-turn lanes, add sidewalks, and add pedestrian refuge areas and curb extensions; US 1 (Washington Blvd.) in Howard County where $26.0 million is being invested to install new ADA-compliant sidewalks, curbs, ramps, medians, crosswalks, grass buffers, lighting and traffic signals; and MD 2 (Gov. Ritchie Highway) in Anne Arundel County, where $23.6 million is being invested to redesign the roadway in order to increase safety for vulnerable road users. Further, SHA is completing construction on Maryland's first-ever Pedestrian Safety Action Plan project - a transformative $15 million investment bringing new pedestrian, bicycle, and multimodal upgrades to nearly 2.5 miles of

MD 650 (New Hampshire Avenue), stretching from University Boulevard to Powder Mill Road in Prince George's and Montgomery counties. This milestone marks a major step forward for safer, more connected travel for everyone who walks, bikes, rolls, or rides along the corridor. These projects and many others make it safer for children to cross the street to get to school and help to ensure people make it home safely from work.

Meeting Marylanders' Needs for a Reliable System

Safety also means keeping facilities in good working order and providing a positive experience for Maryland drivers. The state resurfaced 154 lane miles, conducted preventative maintenance on 490 lane miles and treated 644 lane miles in Fiscal Year 2026. Bridges also received significant investment. With driving surfaces nearing the end of their useful service life, MDOT replaced the SHA Eisenhower Memorial Highway bridges (I-70) over Crystal Falls Drive in Washington County. SHA completed a bridge deck overlay on US 40 National Pike over I-70. SHA also completed a bridge rehabilitation project on I-70 eastbound on US 522 (Warfordsburg Road). Further, the MD 33 Oak Creek Bridge replacement project is in design in Talbot County. Repairing and replacing infrastructure in a timely way keeps the roadways safe and open to traffic, keeps costs down, reduces impacts on Marylanders' cars, and minimizes emergency repairs and delays.

Maryland travelers continue to be greatly affected by the loss of the Francis Scott Key Bridge, and rebuilding it remains one of the Department's top priorities. The project continues to advance rapidly. Permits were secured in record time, demolition continues to advance, piles are being driven into the riverbed to form the foundation of the new bridge, and design is approaching completion. At the same time, MDOT exercised its right to off-ramp the first contractor and go back out to market to ensure the best value for taxpayers.

MDOT has worked tirelessly to replace the Key Bridge, but it has also taken steps to make things better in the interim. MDOT created new incentives to ease congestion for commuters through carpooling, vanpooling, and taking transit. These programs have seen growth with over 50 vanpools and more than a thousand transit incentives provided. These resources have given commuters new options and helped reduce congestion for drivers.

MDOT is also addressing congestion and reliability on the Baltimore Beltway (I-695), where commuters have long struggled with congestion and unreliable commute times. A traditional widening project would have been both long and prohibitively expensive. MDOT looked for innovative solutions and identified a $184 million investment converting existing median hard shoulders into active travel lanes during peak morning and evening rush hours. When the ongoing I-695 project is finished in 2028, commuters will find their trips faster and more predictable.

Drivers are not the only ones who need quality facilities, so when conditions had deteriorated, MTA replaced the platform at the MARC Laurel Station. The project was completed early and 15 percent under budget. This project replaced the existing platform sub-structure, decking, stairs, and ramp at the station, which serves the Camden Line, keeping this station in a state of good repair. Further, MTA improved accessibility and connections for MARC train travelers. This is just one example of the way in which the Moore-Miller Administration has been addressing the maintenance backlog in the state's transit systems to provide better service and better experience for Marylanders.

Capital investments are also leading to more reliable and efficient service on the Baltimore Metro Subway. Passengers have faced delays and degradation of service as Metro cars have passed their useful life. In January 2026, six brand-new Hitachi railcars-built in Hagerstown by Maryland workers, began serving riders. By 2027, 78 new railcars will be running across the system. These new cars replace the original rail cars that are more than 40 years old. The rollout is part of a more than $400 million generational investment that includes the implementation of a modern communication-based train control signaling system to drastically improve on-time reliability and safety.

Marylanders have come to expect exceptional customer service at MVA. A trip to get a driver's license or renew a vehicle registration used to be an event many Marylanders dreaded, anticipating long lines and even longer waits. MVA has improved efficiency and service, and part of that has required reshaping facilities to better serve customers. Last year, MDOT held a ribbon cutting for the remodeled MVA Glen Burnie Branch Office, enabling full customer service at each station. Capital improvements in facilities and technology have helped the MVA reduce wait times to an average of five minutes statewide, and many now skip the trip entirely, taking care of business through myMVA Online Services.

Meeting Marylanders' Needs for a Stronger Economy

Protecting Marylanders' investments is sound fiscal practice. Getting more out of past investments is a strategy for growing the economy by leveraging investments that have already been made. The Port of Baltimore has had capacity to handle more cargo, employ more people, and move more freight, but was constrained by the inability to accommodate the modern railroad practice of double stacking containers. MDOT's investment helped lift this constraint. In 2026, the Howard Street Tunnel project achieved double-stack clearance. This improved vertical clearances at 22 locations on CSX's rail line between Baltimore and Philadelphia in order to allow double-stack trains to operate into/out of the Port of Baltimore from the north and south, all along the Eastern Seaboard, and out to the Midwest markets by rail. This investment will drive expansion at the Port.

The newly opened A/B Connector and Baggage Handling System at BWI Thurgood Marshall Airport is another place where MDOT is leveraging key investments to fuel further growth. The A/B Connector establishes a seamless, two-story, 142,000 square-foot walkway between Concourses A and B to ease passenger movement. It includes five modernized gate areas with expanded seating and adds 14,000 square-feet of new dining and retail options with upgraded restrooms, all improving the customer experience. It also features a state-of-the-art baggage screening facility capable of processing up to 3,500 bags per hour, significantly speeding up baggage claim times.

MDOT is expanding economic mobility by accelerating its Transit-Oriented Development (TOD) program, including advancing Joint Developments at the Reisterstown Plaza and Rogers Avenue Baltimore Metro Subway stations, as well as the Bowie State and Odenton MARC stations. MDOT is also partnering with WMATA and Montgomery and Prince George's Counties to accelerate housing and economic development near WMATA stations.

These projects, and hundreds of others like them, are improving Marylanders' lives, and improving, protecting, and reinvesting in the transportation infrastructure people rely upon. MDOT is determined to continue delivering for Marylanders in the future but must do so with several known challenges and a highly uncertain environment.

Progress in the Face of Fiscal Challenges

In 2019, a report from the Department of Legislative Services identified weakness and structural issues in MDOT's funding sources that would need to be addressed. The passage of the federal Infrastructure Investment and Jobs Act (IIJA) provided unprecedented levels of federal investment in transportation, and COVID relief funds provided temporary assistance. At that time, many large projects were added to the capital budget and many of those with little advance design (and uncertain costs). This created a pipeline of large capital projects while the underlying structural funding issues went unaddressed, increasing the challenge. Since then, emergency COVID funds have expired, and these structural issues have been exacerbated by large, unpredictable changes in costs and revenues. The Moore-Miller Administration has worked closely with the General Assembly, and transportation revenues were raised in 2024 and 2025 to prevent precipitous declines in the capital budget.

However, the recent revenue increases, while stabilizing, have left challenges. Construction and operating costs continue to increase, revenues remain uncertain, and the federal IIJA is set to expire at the end of September 2026 with future funding levels unknown. This situation, once seen as a temporary post-COVID condition, having persisted for several years, is the current "new normal" in which MDOT must operate. As a result, MDOT faces difficult choices, and this six-year CTP takes those head on. When Maryland households find their expenses are not in line with their income, they do the responsible thing and make hard choices. MDOT owes Marylanders no less.

This CTP includes essential new investments that were not funded in the last CTP – fire equipment at BWI Airport, funds to maintain the 50-foot shipping channel depth at the Port of Baltimore, HVAC units at MVA to protect IT equipment and secure customer information – projects fundamental to operations and life safety. It also includes new investments needed to see high impact projects already in the works through to their completion – the Purple Line, US 15, and I-81. To make room in the budget, difficult choices were made by deferring projects, eliminating projects, and reducing scopes on projects in every mode of the Department. These changes were guided by prioritizing the three goals highlighted below for MDOT's scarce resources:

1. **Safety** —The safety of the transportation system and the people who use it will always be MDOT's first priority. Protecting Marylanders is a fundamental value of this administration and economic costs of accidents, injuries, and deaths are enormous, dwarfing congestion and other costs.
2. **State of Good Repair**—While new infrastructure may help to spur new economic development, people, and businesses have already made investments that rely on existing infrastructure. MDOT is focused on investing in the most critical assets in need of repair, whether that is modernizing the Baltimore Light Rail system or replacing pavement and bridges.
3. **Leveraging Economic Growth on Existing Assets**—When funding is tight, getting more from what MDOT has already built makes even more sense. MDOT is making real investments that will help existing MDOT assets serve as a greater springboard for economic development. That includes investing at Dundalk Marine Terminal and the dredging program to maintain the 50-foot channel that serves the Port of Baltimore. It also includes implementing the Governor's Transit and Housing Opportunity Act to create strong communities and more ridership on our transit assets. Existing road networks can handle traffic better with coordinated signalization, strategic bottleneck interventions, and transportation demand management. MDOT will be looking for these and other opportunities to prioritize targeted investments that can leverage past capacity investments to provide outsized returns.

This CTP takes strong steps towards reconciling MDOT's work program with projected fiscal realities. Even so, as the past several years have shown, the fiscal challenges MDOT faces have been long in the making and will not be solved quickly. MDOT must consistently take a clear-eyed and responsible approach that tightly aligns funding with Department priorities.

Planned Investments

The CTP totals $21.93 billion. The projects highlighted below show how MDOT is directing funding to significantly improve safety, protect the existing transportation system, and better utilize MDOT's existing assets to grow the economy.

Safety Projects

- The Warner Street rail crossing in Baltimore City is a place where people, cars, and trains all traverse the same spaces, creating potential safety risks. The Warner Street Grade Crossing Study and construction of short-term improvements are anticipated to be completed in June 2027 and will improve safety for all users of the system.
- MDOT continues to address pedestrian and bicycle deaths and injuries with the SHA MD 210 Bicycle and Pedestrian Connectivity Project, which is part of an SHA Complete Street Improvements Program in the corridor. This project has achieved NEPA approvals and is advancing to final design.
- SHA is advancing safety projects on MD 97 Montgomery Hills and MD 5 in Great Mills. The MD 97 (Georgia Avenue) Montgomery Hills project is a 0.7-mile project to improve pedestrian, bicycle, and roadway safety, as well as to enhance transit. Construction is expected to begin in spring 2028. The Great Mills project is a comprehensive project spanning a 3,500 foot east-west section of MD 5 from MD 471 (Indian Bridge Road) to MD 246 (Great Mills Road) and includes replacing the St. Mary's River Bridge, widening MD 5 from a two-lane road to a four-lane undivided roadway, and adding a 5-foot bicycle lane and 5-foot sidewalks on both sides of the roadway.
- SHA has initiated a project for US 50 (Ocean Gateway) corridor improvements from Dutchman's Lane to Lomax Street in the town of Easton, in Talbot County. This project includes new ADA-compliant sidewalks, turn lane extensions, and median landscaping.
- MDTA is advancing the Bay Bridge Protection Project. While the bridge's pier protection design and conditions meet the requirements of the bridge's federal permits, the project is designed based on current industry standards to enhance protections for the structures.
- SHA is advancing the construction of upgrades at the US 301 intersection with Smallwood Drive as part of the US 301 Corridor Pedestrian Safety Plan and Improvements. This includes a highly visible striped crosswalk for the north leg of US 301 and the east and west legs of Smallwood Drive, with all right-turn lanes aligned with existing pedestrian ramps, which is expected to be completed in Winter 2026.
- MDOT is committing an average of $1.8 million annually over MDOT's six-year capital program in funding for the Bikeways Program, bringing the

program total to $28.4 million allocated to-date. This funding helps localities ensure safe access for bicyclists and other vulnerable road users.

- SHA is advancing the US 15 project, which will make safety and capacity upgrades, adding a third lane in each direction in Frederick County, addressing merging concerns, and truck safety.
- SHA is moving forward with the I-97 project in Anne Arundel County, which is a 7-mile project to enhance safety and relieve severe bottlenecks, adding one lane in each direction between US 50 and MD 32. Construction is expected to begin in 2028.
- Under the federal Transportation Alternatives Program (TAP) and the state Bikeways grants, the Town of La Plata is finalizing design and preparing to construct a buffered bikeway and shared use path along Willow Lane, MD 6, MD 488, and Radio Station Road to Laurel Springs Regional Park. The project will deliver on the community's strong desire to improve bicycling and connectivity within the Town and to nearby destinations.
- Under TAP and Bikeways grants, Worcester County is completing final design of a shared-use path connecting US 50 and Ocean City to Assateague State Park along the MD 611 corridor. The project will promote safe, multimodal connections between two key tourist destinations with multiple communities, campgrounds, and businesses along the corridor.
- Under a Bikeways grant, Garrett County studied the feasibility of a shared-use path on MD 135, which would provide a key active transportation connection through the Town of Oakland, the Town of Mountain Lake Park, and the Town of Loch Lynn Heights. With strong, positive community feedback, the study has now been adopted by all three Towns and Garrett County.

State of Good Repair Projects

- MDOT continues its generational commitment of $1.38 billion in the Baltimore Light Rail Modernization Program, the first major investment in the system since its construction more than 32 years ago. The MTA Light Rail Modernization Project includes new light rail vehicles, train control, traction power substations, station renovations, and maintenance facilities. These elements are actively in stages of procurement.
- MAA is replacing the World War II-era air traffic control tower at Martin State Airport in Baltimore County with a modern state-of-the art air traffic control tower in Middle River. Construction for the Martin State (MTN) Airport Air Traffic Control Tower is underway, and completion is anticipated in January 2027.
- MDTA is undertaking a major structural and electrical rehabilitation of the I-695 Curtis Creek Drawbridge. This includes steel repairs, concrete replacement, and updated traffic infrastructure. Construction is underway with anticipated project completion in fall 2027.
- SHA is advancing the US 50 Rural Opportunities to Use Traffic Technology Enhancements (ROUTE) project, which is an Intelligent Transportation System (ITS) deployment along US 50 between the Bay Bridge and the Eastern Shore to ease congestion. SHA received an Advanced Transportation Technology and Innovation (ATTAIN) grant from the Federal Highway Administration (FHWA) to advance this project.
- In Wicomico Couty, SHA is advancing drainage improvement along MD 349 (Nanticoke Road) including planned pipe replacements and ditch cleaning projects.
- MPA is conducting a service life extension and structure improvement project for the Inter-Connector Bridge spanning between the Dundalk and Seagirt Marine terminals. Construction is underway and completion is expected later in Fall 2026.
- At BWI Thurgood Marshall Airport, a major runway rehabilitation is underway to resurface the entire length of one of the primary commercial runways. The Federal Aviation Administration (FAA) awarded BWI a $62.3 million federal grant specifically for runway and runway lighting rehabilitation.

Growing the Economy

- MDOT is advancing the Baltimore Region Transit-Oriented Development Strategy, which provides partnerships to advance housing, ridership, and connectivity. It also provides opportunities to strengthen communities near transit and to create work, wages, and wealth near transit. MDOT also announced a joint transit-oriented development at the Bowie State MARC Station and launched the Rogers Avenue development solicitation.
- MDOT is supporting the Governor’s efforts in workforce development. MDOT has partnered with the Maryland Department of Labor to create the Road to Careers grant program to prepare workers for skilled careers in Maryland’s transportation and construction sectors. Leveraging federal

transportation funding, the program will provide workforce development grants that will fund workforce training and supportive services, creating a new generation of workers to build the State's critical transportation infrastructure. The program will invest $4 million annually over six years. The first and second round of funding awarded $4 million in each of 2025 and 2026.

- SHA is advancing Maryland's $175 million I-81 widening project in Western Maryland. The I-81 Phase 2 construction will widen the highway from four to six lanes in Washington County enabling continued economic growth and addressing truck safety concerns.
- MTA is 90% complete with the construction of the Purple Line, with work underway at all 21 stations. Overhead catenary system (OCS) installation in Montgomery County is ongoing and light rail vehicle testing continues to advance. The Purple Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing Metrorail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.
- MTA is investing $95 million to support planning and design of the Baltimore Red Line, including community outreach, alignment selection, project phasing, and advancing project design.
- MTA is finalizing the Southern Maryland Rapid Transit (SMRT) Planning and Environment Linkages (PEL) study to evaluate a 19-mile high-capacity transit corridor between the Branch Avenue Metrorail Station in Prince George's County and the Waldorf-White Plains area in Charles County. The SMRT project aims to alleviate congestion along the MD 5 (Branch Avenue) and US 301 (Crain Highway) corridors and connect Southern Maryland commuters directly to the Washington, D.C. region.
- The Chesapeake Bay Crossing Study Tier 2 NEPA study is moving toward completing a final Environmental Impact Statement and Record of Decision. MDTA identified Alternative C, a dual span south of the existing bridges, as the recommended preferred alternative. The FHWA is anticipated to issue the combined Final EIS and Record of Decision (ROD) identifying the Selected Alternative later this year.
- MTA is advancing plans for the 5th Bus Division, with investments of $23 million to complete acquisition of the site and advance preliminary design. The proposed facility is critical for housing and maintaining an expanded transit fleet to address Baltimore regional transit improvements.

These project highlights are just a few examples of the hundreds of projects MDOT will undertake with the capital budget presented in this CTP.

Modernization

Just as the fiscal realities of this budget have required MDOT to be focused on the priorities and projects it pursues, it also requires MDOT to re-examine the way it spends to ensure that each dollar is doing the most it can. Specifically, to ensure its work is done as efficiently and effectively as possible, MDOT is becoming more data driven, transparent, accountable, and efficient with its processes and delivery. The following initiatives demonstrate how MDOT is pursuing these goals.

Project Prioritization

MDOT has spent the last two years developing an improved system to evaluate new capacity projects for funding. The new Project Prioritization System clearly identifies goals and uses data and analyses to evaluate which projects achieve the most per dollar. It systematizes and rationalizes the means by which projects get considered for funding for initial design work. It creates greater certainty in the project funding cycle by clearly giving projects the green light for advanced design, engineering, and construction rather than going phase by phase. These methods should lead to projects calibrated to achieve the greatest benefit from the most strategic interventions, and greater certainty and transparency in project selection and delivery.

Priority Letters

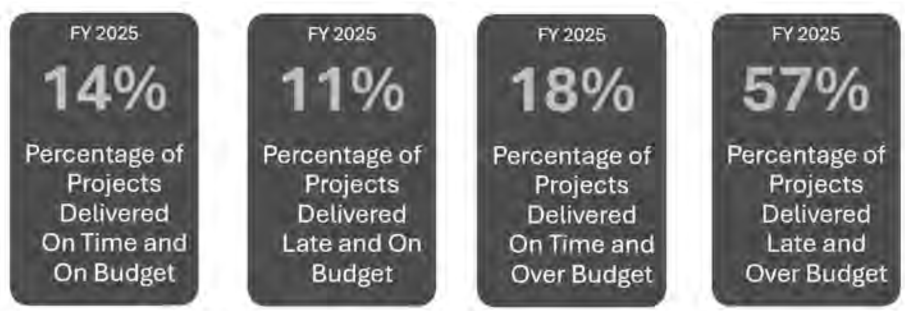
Priority Letters publicly express to MDOT local priorities for major capital projects so those needs can be included in decision making in MDOT's budget. This process had not changed in decades until last year when MDOT created an online portal to make local requests clearer and more consistent to enable better MDOT responsiveness. MDOT also adopted a new Priority Letter reply which provided comprehensive updates on projects discussed in the localities' letters providing a clear and joint understanding of project status where previously differing understandings of project status often prevailed.

Procurement

MDOT continues to improve its procurement processes. This includes updates to the process to meet all current and new state laws and statutes such as climate reporting, as well as ensuring the procurement process is efficient, accessible, and transparent.

On-Time, On-Budget Projects

Until the Moore-Miller Administration, MDOT had not reported its performance in delivering projects on time and on budget publicly. Starting two years ago, MDOT began reporting these industry best-practice metrics in the annual Attainment Report (AR). These metrics not only help the public understand MDOT's performance but also help MDOT to evaluate its processes and make improvements to deliver more projects on time and on budget in the future. In Fiscal Year 2025, MDOT completed 56 major capital projects and system preservation projects. The following statistics show their performance. MDOT is committed to continual improvement in this area.



Note: Measure only tracks completed major capital projects from the FY 2026 – FY 2031 CTP.

Asset Management

MDOT formally initiated its Asset Management Program in 2017, completing its first Strategic Asset Management Plan and adopting an asset management policy in July 2019. The policy commits MDOT to risk-based, data-driven asset management and requires annual reporting of asset inventories, condition information, and State of Good Repair (SGR) needs. MDOT has made great progress in tracking its assets, their conditions, criticality and maintenance/replacement needs. This CTP includes substantial investments that move this work forward ensuring that MDOT is increasingly able to make data driven decisions that minimize life-cycle costs and maximize return on investment. This includes creating lifecycle management plans for critical assets, launching substantial work on Stormwater and Utility asset classes, and upgrading in-field software to improve inventory and maintenance records.

MDOT's efforts to improve its processes, project delivery, accountability, and transparency reach into all of the work MDOT does. The initiatives listed above are examples of these efforts and demonstrate MDOT's commitment to improving its use of taxpayer dollars and getting more from investments, particularly in the face of the uncertain budget landscape. Indeed, the challenges facing the Department, like those facing Marylanders, only highlight the importance MDOT places on delivering for Maryland's citizens.

The transportation system touches people every day as they are getting to work, seeing family, building a business, going to school, and going to worship. However they travel, people rely on MDOT to make sure they have access to life's opportunities. Over the past year, in the face of significant uncertainty, MDOT has delivered real projects that have made a difference for Marylanders all over the state. That uncertainty looks likely to continue and MDOT is determined to keep on delivering. This will be achieved by fully executing on the key projects already in the pipeline and a remaining focused on safety, system preservation and leveraging investments to grow the economy.

Planned Capital Expenditures

DRAFT FY 2027 - FY 2032 CTP SUMMARY *** ($ Millions)					
MODAL ADMINISTRATIONS	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	282.3	46.4	0.7	329.5	1.5%
MVA	94.9	-	-	94.9	0.4%
MAA **	282.2	221.4	337.7	841.2	3.8%
MPA	1,201.9	202.3	48.7	1,452.9	6.6%
MTA	3,287.0	2,156.5	319.2	5,762.6	26.3%
WMATA	2,035.1	-	1,268.5	3,303.6	15.1%
SHA	1,636.6	6,029.5	290.0	7,956.1	36.3%
HUR	2,192.4	-	-	2,192.4	10.0%
Totals	**11,012.4**	**8,656.0**	**2,264.7**	**21,933.2**	**100.0%**
MDTA (Toll Revenue)	-	-	-	8,881.1	N/A

Figures may not sum perfectly due to rounding.

* Funds not received through the Transportation Trust Fund. Includes some funds from the Maryland Transportation Authority (MDTA), Special Transportation Project Revenue Bonds, State General Obligation bonds, and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources, such as airport Passenger Facility Charges fees, airport revenue bonds, and airport rental car Customer Facility Charges, are included in the total.

- TSO – The Secretary's Office
- MVA – Motor Vehicle Administration
- MAA – Maryland Aviation Administration
- MPA – Maryland Port Administration
- MTA – Maryland Transit Administration
- WMATA – Washington Metropolitan Area Transit Authority
- SHA – State Highway Administration
- HUR – Highway User Revenue Capital Grant

*** Starting with the FY 2024 - FY 2029 CTP, MDOT is classifying State General Funds as State funds (in addition to State TTF funds), in prior CTPs these funds were classified as Other funds.

CTP Development

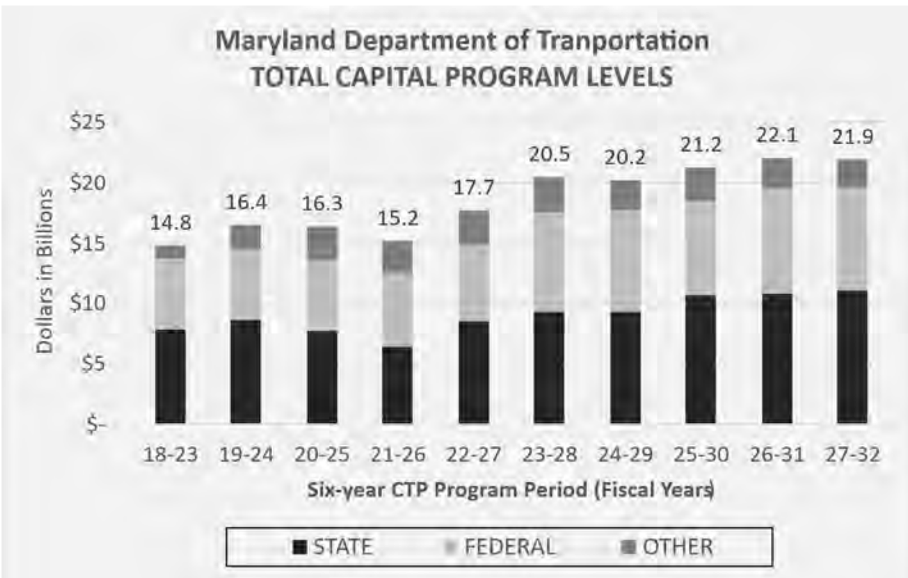
The CTP takes nearly a full year to create through the work and collaboration of MDOT staff with State, regional and local elected officials. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on State and local needs. An element of this collaboration includes local jurisdictions submitting priority letters with their list of project(s) to MDOT by April each year. To ensure that every dollar available for transportation in Maryland is spent efficiently, MDOT employs a strategic decision-making process, using established priorities and criteria for inclusion in the CTP and through the annual CTP Tour meetings.

These criteria ask if a project:

- Meets federal or other legal mandates (e.g., stormwater compliance or FAA regulations to maintain airport permits);
- Supports MDOT's program priorities and MTP goals;
- Meets federal program requirements and maximizes the Department's use of federal revenue sources;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is consistent with local plans and priorities; and
- Is included in the regional MPO's long-range plan (if the project is located within an MPO boundary).

FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

The Transportation Trust Fund (TTF) is Maryland's dedicated transportation fund and serves as the financial foundation for the Maryland Department of Transportation (MDOT). Unlike most state agencies, which rely primarily on the state's General Fund, the TTF is supported through dedicated transportation-related taxes and fees, federal aid, operating revenues, and bond proceeds. These resources finance the operation, preservation, and improvement of Maryland's multimodal transportation system, and include environmental stewardship, congestion relief and maintaining the competitiveness of Maryland's Port of Baltimore and BWI Marshall Airport.



WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, bond sales, and other sources which are assigned to the TTF. These are represented in the graphic that follows.

In total, MDOT's operating and capital spending from all fund sources, including nonbudgeted capital funding, is $47.5 billion over the six-year period. MDOT continually looks for opportunities to maximize its financial resources by leveraging alternative financing sources such as alternative forms of debt, partnering with local jurisdictions and private entities, and applying for competitive federal grants.

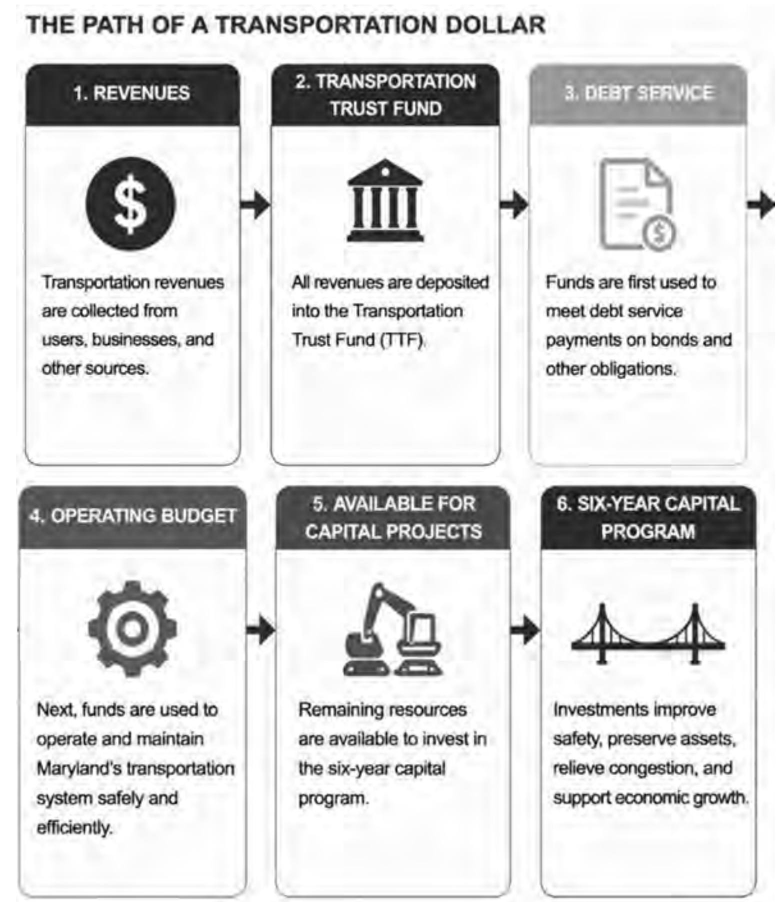
WHERE THE MONEY GOES...

The Transportation Trust Fund supports the planning, development, operation, maintenance, construction, and rehabilitation of the state's transportation network, including transit, roads, bridges, ports and airports; transportation grants to local governments; and debt service. Per Maryland law, a portion of certain transportation revenues are directed for General Fund purposes, including environmental, tax collection, and state police programs.

By law, there is a hierarchy that directs the order in which MDOT's revenues are utilized. Debt service requirements on transportation bonds must be met before TTF funds can be allocated to other transportation purposes. Total debt service over the six-year period is $3.2 billion. Debt service repays the Consolidated Transportation Bonds issued by MDOT to help fund its capital program. Debt service in FY 2027 is $ 451million, will increase to $486 million in FY 2028, and will average roughly $569 million over the remaining forecast period.

After meeting debt service obligations, the next allocation of MDOT revenues is to operating expenditures. The total operating budget spending over the six-year period is $21.7 billion. The TTF 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. While Maryland receives immense economic, societal, and environmental benefit from its transit operations, this funding responsibility, and the lack of a dedicated funding source for transit, places significant pressure on the TTF.

After debt service and operating costs, the remaining funding goes toward capital projects. This CTP totals $21.93 billion, including $2.20 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with $11.10 billion from the Transportation Trust Fund, $8.66 billion from federal aid, and $2.17 billion from other capital funding sources.



Maryland's Transportation Financial Plan at a Glance

The Transportation Trust Fund finances Maryland's transportation system through a structured financial plan that balances available resources with debt obligations, operating needs, and long-term capital investments. MDOT’s Financial Plan includes a 6-year forecast of all projected funding sources and uses and is routinely reviewed to monitor the health of the TTF. The following provides a high-level overview of transportation revenues included in the financial plan that supports the CTP.

STATE REVENUE PROJECTIONS

During the 2024 and 2025 legislative sessions, Governor Moore and the Maryland General Assembly enacted measures to stabilize funding for Maryland’s transportation system. These actions strengthened MDOT’s ability to deliver essential transportation services, improve system safety and reliability, and advance strategic projects such as the Red Line. Although these steps have been critical, they primarily serve as short-term solutions. Construction and operating costs continue to rise, revenue growth remains uncertain, and the federal Infrastructure Investment and Jobs Act (IIJA) is set to expire at the end of September, with future funding levels unknown.

Chapters 717 (2024) and 604 (2025) established new and increased transportation revenue sources. New fees include an annual electric vehicle registration surcharge, transportation network company fees, and a fee on tire purchases. Fee increases include the vehicle titling tax, vehicle registration fees, and various MVA fees. Revenues from rental cars were also modified, and portions of the sales tax on electricity at electric vehicle charging stations and the capital gains tax were directed to the TTF.

Projected State-sourced revenues, federal aid, and bond issuances total $44.7 billion from FY 2027 through FY 2032. Outside of a few taxes and fees that indexed annually to inflation, little to no growth is expected across most revenue sources during the six-year period.

Revenue Sources

The TTF benefits from a diverse mix of revenues and uniquely supports Maryland’s roadway network, MTA and WMATA transit systems, port and airport activities, and the Motor Vehicle Administration.

Motor Fuel Tax. Motor Fuel Tax revenue is historically the largest State-sourced transportation revenue. It is projected to generate $8.0 billion over six years, after statutory deductions. The tax rate is indexed annually by the Comptroller based on inflation and average gas prices. The FY 2027 rate is 46.6 cents per gallon, a slight increase from the prior year. Modest rate increases are expected, but declining fuel consumption will temper revenue growth.

Motor Vehicle Titling Tax. The Motor Vehicle Titling Tax is another major source of revenue, representing 16.7% of total funding. Revenues are projected at $7.9 billion over six years. The tax rate is 6.5% of a vehicle’s fair market value, less trade-in allowances. Rental vehicles, previously exempt prior to the 2025 legislative session, are now taxed at 3.5%. Revenues correspond closely with vehicle prices and business cycles.

Motor Vehicle Registration and Miscellaneous Fees. Registration fees, electric vehicle surcharges, emissions inspection fees, and other MVA fees are projected to generate $6.9 billion over six years.

Operating Revenues. Operating revenues total $3.2 billion, consisting of: airport operations (flight activity charges, rent, user fees, parking, concessions): $2.1 billion; transit fare revenue: $732 million; and Port terminal operations and rent: $349 million.

Corporate Income Tax. Corporate income tax revenue is projected at $2.7 billion. Revenues are shared among the TTF, the Higher Education Investment Fund, and the General Fund. The TTF share of the corporate income tax decreases from 22% to 20% beginning in FY 2028 and remains at 20% moving forward.

Capital Gains Tax. A 2% tax on capital gains applies to high-income earners with a federal adjusted gross income exceeding $350,000. This revenue source is shared between the General Fund and the TTF and the TTF portion is estimated at $593 million over the six-year period.

Bond Issuances. MDOT anticipates issuing $3.6 billion in bonds to support its capital program. MDOT's credit ratings are strong: AAA (Standard & Poor's), Aa1 (Moody's), and AA+ (Fitch), due in part to its strong financial management practices and its 15-year limit on debt maturities. State law limits MDOT's total outstanding debt to $5 billion. Additional limits on annual debt issuances and on a ratio of net revenues to debt service also ensure debt affordability.

Federal Aid. Federal aid is projected to total $9.5 billion, largely supporting capital projects. The Infrastructure Investment and Jobs Act (IIJA) increased funding levels for federal formula and discretionary grant programs. Most federal programs require matching State funds, and all federal dollars are reimbursable, necessitating upfront spending from the TTF.

Other Funds. Additional revenues include: tire fees: $138 million; rental vehicle sales/use tax and EV charging station sales/use tax: $280 million; transportation network company fees: $296 million; and transfers from the General Fund, reimbursements, interest income, and other miscellaneous revenue sources: $1.6 billion.

FEDERAL AID ASSUMPTIONS

The current federal authorization is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which provides a historic level of federal funding for highway, transit, and other multimodal projects. The IIJA was signed by President Biden on November 15, 2021, and provides authorization for FFY 2022 through 2026. The IIJA authorization is scheduled to expire at the end of FFY 2026, and Congress is currently considering surface transportation reauthorization legislation to establish federal transportation policy and funding levels beyond FFY 2026. Formula funds are currently being distributed based on FFY 2025 appropriations. This Act is more expansive in scope than prior transportation authorization bills and much of the discretionary funding was both authorized and appropriated in the legislation.

Highways and Transit

Based on current FHWA apportionments, MDOT is expected to receive approximately $861 million in highway formula funding in Federal Fiscal Year 2026. Transit formula funding assumptions have not been updated and therefore continue to reflect the Federal Fiscal Year 2025 planning estimate of $365 million.

Federal highway program funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the appropriated money can be obligated in any given year. This ceiling is referred to as obligation authority and is imposed by Congress annually in response to prevailing economic policy. This CTP assumes an obligation authority level of 87.2 percent for Federal Fiscal Year 2026 and comparable levels over the remainder of the CTP planning period.

Washington Metropolitan Area Transit Authority (WMATA)

In total, WMATA expects to receive $660 million in federal capital funding in Fiscal Year 2027. This includes $486 million in FTA formula grants and $31.1 million in other federal grants for bus and rail preservation activities. Overall, WMATA's six-year capital budget is $13.5 billion in Fiscal Year 2027 through 2032. This includes $6 billion in state/local funding, $2 billion in debt (including debt generated from bond sales utilizing the jurisdictional dedicated capital funding), $4.1 billion from federal sources, $965 million in prior year funding, and $363 million in prospective federal grants.

Maryland Aviation Administration (MAA)

The FAA, through the Airport Improvement Program (AIP,) is authorized to provide federal entitlement and discretionary funding for airport projects. MAA estimates annual AIP entitlement funding is $7.4 million for BWI Marshall Airport during the six-year period, which increased as a result of changes to the entitlement calculation provision in the FAA Reauthorization Act of 2024. In addition, MAA receives an annual entitlement of $150,000 for Martin State Airport (MTN), a Non-Hub Reliever Airport.

Maryland Port Administration (MPA)

Unlike other MDOT modes, the Maryland Port Administration does not receive recurring federal formula funding. MPA receives approximately $4.9 million annually through the Energy Transfer Port Program to support maintenance dredging, while the Port also benefits from U.S. Army Corps of Engineers appropriations for navigation and dredging projects and competitive federal grant programs. These federal investments help maintain navigable channels, modernize port infrastructure, and support the Port of Baltimore's long-term competitiveness.

EVALUATING PERFORMANCE

Performance Driven

MDOT is a performance driven organization, assessing transportation system performance through data before making decisions to plan and invest. This is done through the Annual Attainment Report on Transportation System Performance (AR), the annual Managing for Results (MFR), and federal baseline performance measures.

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop the AR. The main objectives of the AR are to do the following:

- Report on progress toward achieving the goals and objectives in the MTP and the CTP; and
- Establish performance indicators that quantify achievement of these objectives; and set performance targets.

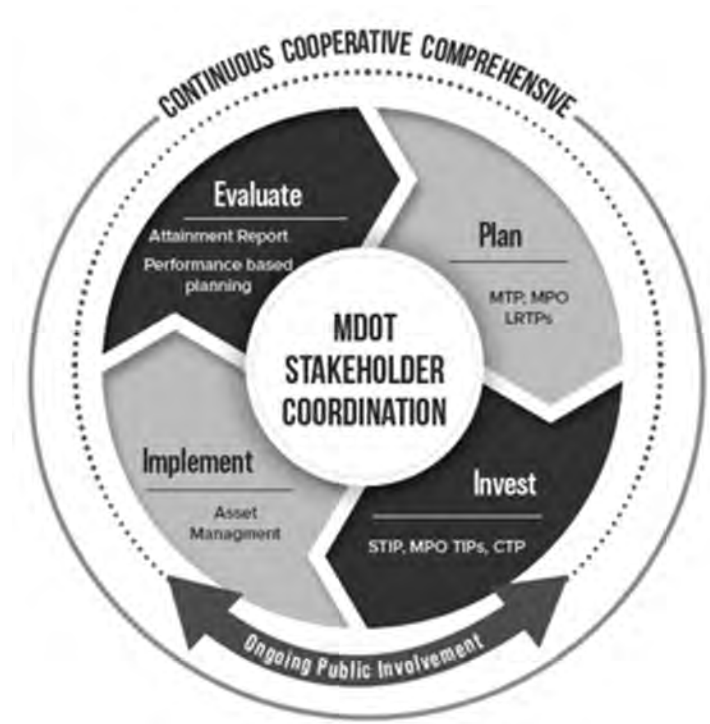
The performance measures evolve and are updated periodically in a collaborative effort between the Secretary's Office, MDOT's modal administrations, and, every 4-5 years, with an AR Advisory Committee. The performance measures were updated in 2023 using input from the AR Advisory Committee, based on the updated 2050 MTP Goals and Objectives (please visit *www.mdot.maryland.gov/ARAC*). The AR shows whether MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportation system.

To maintain the highest standards that MDOT's customers expect, MDOT must understand where it is succeeding and where extra effort is needed toward achieving critical policy goals. The AR provides the performance measure information needed to make those decisions. The annual CTP outlines where MDOT will be making investments in the coming years on the state's multi-modal transportation system. The AR demonstrates the success of those investments and where improvements can continue to be made to ensure that taxpayer dollars are having the greatest impact in improving the lives of Marylanders.

Since 1996, MDOT also has participated in the state's MFR effort as part of the budget process. MFR is a strategic planning, performance measurement, and budgeting process that emphasizes use of resources to achieve measurable results, accountability, efficiency, and continuous improvement in state government programs.

Through coordination with MPOs and adjacent state DOTs, MDOT initiated baseline performance measures and targets for the MAP-21/FAST Act federal safety, infrastructure condition, and system performance measures. These system performance measures are described in the System Performance Report included with the 2050 MTP.

MDOT will continue to work with USDOT, the regional MPOs and other stakeholders to demonstrate the effectiveness of MDOT's programs.



HOW TO READ THIS DOCUMENT

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth, and a brief explanation of how it fits with the goals of the MTP. It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project during the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting or alternatives under study.

Funding Phases

Planning – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope of improvements and to obtain environmental approvals.

Engineering – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.

Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.

Utilities – This funding is used to pay for utility relocations that are required by the project that are the responsibility of MDOT.

Construction – This last stage includes the costs of building the designed facility.

Total – This is the sum of any funding shown for Planning, Engineering, Right-of-Way, and Construction.

Federal-Aid – This is the amount of the total that will utilize federal funding.

Special – This is the funding coming from the Transportation Trust Fund, including funding from the state's General Fund that is transferred to the TTF.

Other – This is funding from sources that are neither federal nor special. This funding could be from counties, General Obligation bonds, airport bond issuances or private entities.

Construction does not begin until a project receives necessary environmental permits, the state meets air and water quality requirements, and the contracts are bid. PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs.

The CTP also contains information on minor projects. These projects are smaller in scope and cost.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ...2026...	...2027...	...2028...	...2029...	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	229	229	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	83,086	68,602	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Total	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	83,315	68,831	2,671	7,284	1,800	1,800	1,800	1,800	0	14,484	0
Other	0	0	0	0	0	0	0	0	0	0	0