

Department of Transportation

MISSION

The Maryland Department of Transportation (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.

KEY GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Additional Guiding Principles, Performance Measures, Key Initiatives, Performance Discussions and Strategies:

[Annual Attainment Report on Transportation System Performance](#)

Goal 1. Enhance Safety and Security - Protect the safety and security of all residents, workers, and visitors.

Obj. 1.1 Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

¹ **Obj. 1.2** Minimize disparities in safety across Maryland's diverse communities.

¹ **Obj. 1.3** Address multimodal safety needs to support a safe, low stress, and secure transportation system.

¹ **Obj. 1.4** Maintain a safe system during adverse weather events, man-made threats, and other system disruptions.

Performance Measures (Calendar Year)	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Est.	2024 Est.	2025 Est.
Number of vehicle miles traveled (billions)	60.1	50.6	56.6	56.8	58.4	58.8	59.6
Annual number of serious injuries on all roads in Maryland	3,125	2,725	3,060	2,975	0	0	0
Annual number of traffic fatalities on all roads in Maryland (including MDTA-owned roads)	535	573	563	564	0	0	0
Traffic fatality rate per 100 million vehicle miles traveled (VMT) on all roads in Maryland	0.89	1.13	0.99	0.99	0	0	0
Annual number of pedestrian fatalities on all roads in Maryland	124	131	126	129	0	0	0
Annual number of pedestrian serious injuries on all roads in Maryland	426	360	417	408	0	0	0

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Goal 2. Deliver System Quality - Deliver a reliable, high-quality, integrated transportation system.

¹ **Obj. 2.1** Provide a multimodal system resilient to changing conditions and hazards.

Obj. 2.2 Increase the percentage of State-owned or funded facilities and assets in a state of good repair.

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.
System preservation funding levels in Consolidated Transportation Program (millions)	\$1,025.8	\$1,153.9	\$941.7	\$1,005.3	\$1,003.1	\$1,160.4	\$1,355.0
^{2,3} Total number of SHA and MDTA bridges	3,200	2,878	2,881	2,890	2,892	2,894	2,894
³ Number of SHA Bridges identified as in Poor Condition	52	36	29	26	22	24	26
³ Number of MDTA bridges identified as in Poor Condition	1	1	0	0	0	0	0
³ Percentage of SHA bridges identified as in Poor Condition	1.8%	1.4%	1.1%	1.0%	0.9%	0.9%	1.0%
MDTA debt service coverage ratio	4.78	3.80	2.70	3.90	3.00	2.70	2.50
MDTA unrestricted cash balance at fiscal year-end (millions)	503	596	418	489	464	357	353
MDTA legal coverage ratio (Rate Covenant)	3.99	3.20	2.00	3.20	2.60	2.20	2.00
³ Overall acceptable pavement condition	93%	92%	92%	92%	92%	92%	92%
³ Number of SHA lane-miles maintained	17,286	17,302	17,361	17,364	17,402	17,417	17,565
SHA maintenance activity expenditures (millions)	59.9	65.1	64.4	66.2	76.4	80.0	85.0
SHA maintenance activity expenditures per lane mile	3,466	3,760	3,711	3,811	4,393	4,593	4,867
³ Percentage of the SHA Highway Network in overall preferred maintenance condition	87.2%	87.2%	84.3%	85.3%	85.0%	85.0%	85.0%

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Obj. 2.3 Minimize travel delays and improve reliability and quality.

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Est.	2024 Est.	2025 Est.
Percent of transit service provided on-time: Local Bus	69%	74%	74%	76%	76%	75%	76%
Baltimore Metro	94%	71%	90%	91%	91%	90%	92%
Light Rail	95%	96%	92%	93%	93%	91%	92%
MARC	87%	92%	94%	94%	94%	94%	94%
Mobility paratransit and Taxi Access	86%	89%	76%	89%	89%	95%	95%
Average Mobility paratransit phone hold time in minutes in peak hour	1.52	1.11	1.02	1.03	1.0	0.5	0.4
³ Total user cost savings for the traveling public including commercial traffic due to incident management (billions)	\$1,393.00	\$1,080.00	\$1,875.25	\$2,030.56	\$2,030.56	\$2,050.00	\$2,050.00
³ Total reduction in incident congestion delay (million vehicle-hours)	32.6	23.5	39.7	41.0	41.0	38.0	38.0

Obj. 2.4 Accelerate project completion through improved project delivery.

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Est.	2024 Est.	2025 Est.
Number of MVA transactions (millions)	11.3	9.5	10.8	12.2	12.2	13.4	13.3
MVA alternative service delivery transactions as percent of total transactions	67%	69%	71%	75%	75%	80%	82%
Total number of toll transactions (in thousands)	168,379	150,590	106,960	160,039	160,039	161,205	161,850
Percent of toll transactions collected by E-ZPass® vs. video tolls	81%	80%	93%	71%	71%	87%	88%
MVA average cost per transaction	\$16.86	\$20.38	\$17.77	\$16.15	\$16.15	\$15.99	\$16.11

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Goal 3. 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.

Obj. 3.1 Enhance Marylanders' satisfaction with the transportation system and MDOT services.

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.
Average MVA branch office customer wait time (minutes)	25.0	17.9	13.3	16.8	7.5	6.2	5.0
Percentage of MVA customers with a wait time under 10 minutes	N/A	N/A	57.8%	49.1%	49.1%	70.0%	73.0%

¹ **Obj. 3.2** Apply enhanced technologies to improve communication and relay real-time information.

¹ **Obj. 3.3** Prioritize the transportation needs of underserved and overburdened communities in project selection and scoping.

¹ **Obj. 3.4** Improve quality of life by providing active transportation and transit access to jobs and opportunities.

Obj. 3.5 Increase transit use, active transportation, and transit-oriented development (TOD).

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.
Transit ridership: Local Bus (thousands)	63,989	55,439	35,370	42,081	46,584	47,835	49,052
Metro	7,275	5,864	1,615	1,856	1,956	1,900	1,950
Light Rail	6,966	4,682	2,458	2,947	3,434	3,512	3,599
Mobility paratransit	2,135	1,693	1,031	1,176	1,913	2,008	2,347
Taxi Access	839	799	537	583	494	515	535
MARC	9,191	6,677	880	987	3,376	4,002	4,025
Contracted Commuter Bus to Baltimore and Washington	3,623	2,619	434	479	1,189	1,216	1,258
Total	94,018	77,773	42,325	50,109	58,946	60,988	62,766
Locally Operated Transit Systems (LOTS)	32,866	25,412	14,977	21,305	24,501	26,097	28,095
MVA operating expenditures (millions)	\$190.43	\$194.18	\$192.21	\$197.00	\$207.50	\$214.20	\$214.20
Passenger trips per revenue vehicle mile: Local Bus	3.0	2.7	2.0	2.1	2.3	2.5	2.7
Metro	1.6	1.4	0.4	0.8	0.2	0.3	0.3
Light Rail	2.3	1.8	0.8	0.9	1.3	1.6	1.8
MARC	1.4	1.2	0.2	0.4	0.5	0.6	0.6
Contracted Commuter Bus to Baltimore and Washington	0.6	0.5	0.9	0.1	0.2	0.2	0.2
All Modes	1.5	1.4	0.7	0.8	1.0	1.0	1.0
Farebox recovery ratio: Local Bus & Contracted Commuter Bus	16%	26%	8%	17%	17%	18%	18%
Metro	13%	11%	6%	7%	13%	13%	14%
Light Rail	13%	11%	4%	7%	12%	12%	13%

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Obj. 3.5 (continued from previous page)

Baltimore area services (without Mobility paratransit)	29%	20%	7%	17%	17%	18%	18%
Washington Contracted Commuter Bus	30%	25%	7%	9%	10%	11%	12%
MARC	30%	23%	1%	11%	15%	12%	13%
WMATA revenue vehicle miles (millions): Metrorail	88.4	99.8	83.8	102.2	108.5	132.3	132.3
Metrobus	37.0	37.0	29.1	37.8	38.2	38.5	38.5
Total	125.4	136.8	112.9	140.0	146.7	170.8	170.8
WMATA passengers per revenue vehicle mile: Metrorail	2.0	1.3	0.3	0.6	0.8	0.9	0.9
Metrobus	3.4	2.6	1.8	2.1	2.7	2.7	2.7
WMATA annual ridership (millions): Metrorail (linked trips)	175.3	132.6	28.2	60.1	88.8	116.5	116.5
Metrobus (unlinked trips)	123.9	96.3	52.1	80.8	102.5	105.6	105.6
MetroAccess (completed trips)	2.3	1.8	1.1	1.3	1.4	1.5	1.5
Total	301.5	230.6	81.3	142.2	192.7	223.7	223.7
WMATA annual ridership Maryland only (millions): Metrorail (linked trips)	62.5	47.3	9.9	21.2	27.3	35.9	35.9
Metrobus (unlinked trips)	40.8	31.7	15.6	24.3	30.8	31.7	31.7
MetroAccess (completed trips)	1.5	1.1	0.6	0.8	0.9	0.9	0.9
Total	104.8	80.1	26.2	46.3	59.0	68.6	68.6
WMATA operating cost per revenue vehicle mile: Metrorail	\$11.70	\$11.06	\$13.16	\$10.31	\$11.63	\$10.37	\$10.37
Metrobus	\$17.93	\$17.83	\$21.80	\$17.84	\$19.87	\$19.29	\$19.29
WMATA farebox recovery ratio: Metrorail	52%	36%	7%	15%	18%	24%	24%
Metrobus	19%	13%	3%	7%	7%	9%	9%
MetroAccess	5%	4%	3%	3%	3%	2%	2%
WMATA systemwide	36%	25%	5%	11%	13%	17%	17%
WMATA operating cost per passenger trip: Metrorail	\$5.90	\$8.32	\$39.17	\$17.53	\$14.21	\$11.78	\$11.78
Metrobus	\$5.35	\$6.86	\$12.16	\$8.35	\$7.41	\$7.04	\$7.04
MetroAccess	\$71.66	\$91.59	\$134.91	\$108.35	\$124.17	\$132.48	\$132.48

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Obj. 3.5 (continued from previous page)

Operating cost per revenue vehicle mile: Local Bus	\$16.03	\$16.50	\$16.60	\$16.80	\$23.10	\$17.20	\$23.10
Metro	\$17.80	\$16.90	\$18.52	\$17.50	\$15.80	\$16.10	\$16.30
Light Rail	\$15.80	\$17.80	\$22.32	\$20.13	\$28.21	\$29.12	\$30.00
Mobility Paratransit	\$5.82	\$6.80	\$6.90	\$7.10	\$10.56	\$10.73	\$10.90
MARC	\$24.82	\$28.80	\$37.90	\$37.10	\$24.90	\$25.00	\$26.00
Contracted Commuter Bus to Baltimore and Washington	\$9.79	\$11.60	\$125.40	\$38.70	\$8.70	\$9.20	\$9.80
Taxi Access	\$8.00	\$8.50	\$16.90	\$15.20	\$11.73	\$11.80	\$11.90
All Modes	\$12.95	\$14.30	\$18.40	\$18.30	\$20.10	\$20.30	\$20.50

Obj. 3.6 Improve the efficiency and competitiveness of the Port of Baltimore and BWI Thurgood Marshall Airport.

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.
Percent of MPA operating budget recovered by revenues	116%	116%	106%	103%	104%	104%	104%
MPA total general cargo tonnage (millions)	11.0	10.4	11.0	10.8	11.6	11.7	11.8
MPA roll-on/roll-off tonnage (thousands)	886.0	765.4	795.7	960.0	1227.6	1200.0	1100.0
MPA auto tonnage (thousands)	1196.0	943.2	996.0	842.9	831.6	835.0	835.0
MPA imported forest products tonnage (thousands)	586.0	495.3	637.6	813.2	795.3	800.0	810.0
Containers (Loaded TEUs) (thousands)	746.0	730.1	787.3	750.7	788.3	804.0	820.0
⁴ International cruises using MPA's terminal	94	69	0	67	95	102	94
⁴ Ports of call at MPA's terminal	1	5	0	2	1	5	4
⁴ Cruise passengers embarking/debarking MPA's terminal	424,114	311,131	0	221,352	221,352	470,600	436,600
MAA percent BWI Marshall Airport revenue over operating expenses	40%	80%	4%	68%	48%	37%	39%
BWI Marshall Airport cost per enplaned passenger	\$9.33	\$12.55	\$16.43	\$11.95	\$10.25	\$10.59	\$11.05
Number of nonstop markets served	90	93	86	88	88	86	86
³ Total passengers at BWI Marshall Airport (millions)	26.990	11.205	18.868	22.805	26.289	29.652	31.860
³ Annual BWI Marshall Airport passenger growth rate	-0.57%	-58.49%	68.40%	20.86%	20.86%	12.79%	7.45%

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Goal 4. Promote Environmental Stewardship - Minimize and mitigate the environmental effects of transportation.

¹ **Obj. 4.1** Protect and enhance the natural environment through avoidance, minimization, and mitigation of adverse impacts related to transportation infrastructure.

Obj. 4.2 Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.
Annual dredging to keep channels clear, with placement into MPA managed sites (cubic yards) (millions)	3.4	3.5	3.2	2.2	0.5	5.5	3.6
Dredged material placement capacity remaining (cubic yards) (millions) for Poplar Island	10.7	8.0	29.9	30.5	30.5	25.7	23.8
Dredged material placement capacity remaining (cubic yards)	11.5	10.8	8.0	7.2	7.2	15.7	14.0

¹ **Obj. 4.3** Minimize fossil fuel consumption, reduce greenhouse gas emissions, and improve air quality.

Obj. 4.4 Support the widespread adoption of alternative fuels, electric vehicles and innovative technologies.

Performance Measures	2019 Act.	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.
Percent of vehicles registered in the State that are alternative fuel, electric, or hybrid-electric	12.6%	12.6%	12.4%	13.2%	20.5%	21.1%	22.1%

NOTES

¹ For performance measures related to these objectives, please refer to the Annual Attainment Report on Transportation System Performance (AR).

² The number of bridges decreased in 2020 due to a change in the definition of bridges.

³ Most recent "actual" year data is estimated.

⁴ The entire cruise industry was shut down in March 2020 due to COVID-19 and remained under a CDC-issued "no sail" order unless certain criteria were met. Cruises resumed from Baltimore in fiscal year 2022.