

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.
- Obj. 1.2** Minimize disparities in safety across Maryland's diverse communities.
- Obj. 1.3** Address multimodal safety needs to support a safe, low stress, and secure transportation system.
- Obj. 1.4** Maintain a safe system during adverse weather events, man-made threats, and other system disruptions.

Performance Measures (Calendar Year)	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.	2026 Est.
Number of vehicle miles traveled (billions)	50.6	56.6	56.8	57.5	58.3	59.1	59.8
Annual number of serious injuries on all roads in Maryland	2,725	3,060	2,975	3,010	0	0	0
Annual number of traffic fatalities on all roads in Maryland (including MDTA-owned roads)	573	563	566	621	0	0	0
Traffic fatality rate per 100 million vehicle miles traveled (VMT) on all roads in Maryland	1.13	0.99	0.99	1.08	0	0	0
Annual number of pedestrian fatalities on all roads in Maryland	131	126	130	157	0	0	0
Annual number of pedestrian serious injuries on all roads in Maryland	360	417	407	458	0	0	0

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

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	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Act.	2025 Est.	2026 Est.
¹ System preservation funding levels in Consolidated Transportation Program (millions)	\$1,153.9	\$941.7	\$1,005.3	\$1,003.1	\$1,115.5	\$1,260.1	\$1,323.7
¹ Total number of SHA and MDTA bridges	2,878	2,881	2,890	2,892	2,894	2,891	2,891
¹ Number of SHA Bridges identified as in Poor Condition	36	29	26	22	22	23	23
¹ Number of MDTA bridges identified as in Poor Condition	1	0	0	0	0	0	0
Percentage of SHA bridges identified as in Poor Condition	1.4%	1.1%	1.0%	0.9%	0.9%	0.9%	0.9%
MDTA debt service coverage ratio	4.20	3.10	4.60	4.00	2.60	2.60	2.60
MDTA unrestricted cash balance at fiscal year-end (millions)	\$596	\$399	\$489	\$860	\$734	\$545	\$400
MDTA legal coverage ratio (Rate Covenant)	3.20	2.40	3.80	3.10	2.00	2.10	2.10
¹ Overall acceptable pavement condition	92%	92%	92%	91%	86%	85%	84%
¹ Number of SHA lane-miles maintained	17,302	17,361	17,364	17,404	17,417	17,466	17,494
SHA maintenance activity expenditures (millions)	\$65.06	\$64.44	\$66.17	\$76.44	\$80.37	\$85.65	\$87.75
SHA maintenance activity expenditures per lane mile	\$3,760	\$3,711	\$3,811	\$4,393	\$4,614	\$4,601	\$4,706
¹ Percentage of the SHA Highway Network in overall preferred maintenance condition	87.2%	84.3%	85.3%	83.9%	85.1%	85.0%	85.0%

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

Performance Measures	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.	2026 Est.
Percent of transit service provided on-time: Local Bus	74%	74%	76%	73%	73%	75%	77%
Baltimore Metro	71%	90%	89%	86%	85%	88%	90%
Light Rail	94%	92%	84%	84%	89%	91%	93%
MARC	92%	93%	92%	90%	89%	92%	92%
Mobility paratransit and Taxi Access	89%	76%	89%	93%	94%	95%	95%
Average Mobility paratransit phone hold time in minutes in peak hour	1.11	1.02	1.03	0.47	0.38	0.36	0.35
¹ Total user cost savings for the traveling public including commercial traffic due to incident management (billions)	\$1,080.00	\$1,875.25	\$2,030.56	\$2,231.00	\$2,050.00	\$2,050.00	\$2,050.00
¹ Total reduction in incident congestion delay (million vehicle-hours)	23.5	39.7	41.0	42.5	38.0	38.0	38.0
¹ Incident clearance time (minutes)	27.0	26.3	26.0	25.4	30.0	30.0	N/A
¹ Annual Vehicles Hours of Delay (VHD)	N/A	118.0	138.0	141.0	142.0	N/A	N/A

Obj. 2.4 Accelerate project completion through improved project delivery.

Performance Measures	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Est.	2025 Est.	2026 Est.
Federal grant dollars awarded (millions)	N/A	\$38.93	\$59.49	\$233.00	\$369.56	N/A	N/A
¹ Percentage of projects delivered on-time	N/A	N/A	N/A	31%	N/A	N/A	N/A
Number of MVA transactions (millions)	9.5	10.8	12.2	13.4	13.3	13.4	13.5
MVA alternative service delivery transactions as percent of total transactions	69%	71%	75%	76%	80%	81%	85%
Total number of toll transactions (in thousands)	150,590	132,278	152,204	162,833	165,312	165,843	168,241
Percent of toll transactions collected via E-ZPass®	91%	81%	86%	86%	88%	87%	87%
Percent of toll transactions collected via video tolls	N/A	19%	13%	13%	12%	12%	12%
Percent of toll transactions collected via pay-by-plate	N/A	0%	0%	1%	1%	1%	1%
MVA average cost per transaction	\$20.59	\$17.78	\$16.16	\$15.54	\$16.84	\$15.99	\$15.88

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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	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Act.	2025 Est.	2026 Est.
Average MVA branch office customer wait time (minutes)	17.9	13.3	16.8	7.5	5.3	5.1	5.0
Percentage of MVA customers with a wait time under 10 minutes	N/A	57.8%	49.1%	72.6%	81.9%	83.5%	85.0%
¹ Mean travel time to work (minutes)	N/A	32.50	32.00	31.44	N/A	N/A	N/A

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

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

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	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Act.	2025 Est.	2026 Est.
Transit ridership: Local Bus (thousands)	55,439	35,370	42,081	45,734	47,930	49,500	51,102
Metro	5,864	1,615	2,252	1,756	3,658	3,785	3,867
Light Rail	4,682	2,458	2,947	3,434	4,471	4,650	4,758
Mobility paratransit	1,693	1,031	1,176	1,913	2,106	2,260	2,310
Taxi Access	799	537	583	494	900	1,125	1,159
MARC	6,677	880	987	3,376	3,937	4,025	4,055
Contracted Commuter Bus to Baltimore and Washington	2,619	434	479	1,189	1,291	1,325	1,365
Total Annual Transit Ridership (all modes)	77,773	42,325	50,505	57,896	64,293	66,670	68,616
Locally Operated Transit Systems (LOTS)	25,412	14,977	21,305	24,501	25,128	27,095	29,095
MVA operating expenditures (millions)	\$196.18	\$192.22	\$197.00	\$207.44	\$224.67	\$214.95	\$214.95
Passenger trips per revenue vehicle mile: Local Bus	2.7	2.0	2.1	2.3	2.4	2.7	2.9
Metro	1.4	0.4	0.8	0.2	0.8	0.9	1.0
Light Rail	1.8	0.8	0.9	1.3	1.8	2.1	2.4
MARC	1.2	0.2	0.4	0.5	0.6	0.7	0.8
Contracted Commuter Bus to Baltimore and Washington	0.5	0.9	0.1	0.2	0.2	0.3	0.3
All Modes	1.4	0.7	0.8	1.0	1.5	1.6	1.7
Farebox recovery ratio: Local Bus & Contracted Commuter Bus	6%	6%	6%	7%	7%	8%	9%
Metro	11%	6%	7%	5%	2%	3%	4%
Light Rail	11%	4%	7%	7%	6%	7%	8%

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Obj. 3.5 (continued from previous page)

Baltimore area services (without Mobility paratransit)	20%	7%	7%	7%	6%	7%	8%
Washington Contracted Commuter Bus	25%	7%	9%	10%	11%	12%	13%
MARC	23%	1%	11%	15%	12%	13%	14%
WMATA revenue vehicle miles (millions): Metrorail	79.9	72.8	53.1	72.5	98.6	115.5	115.5
Metrobus	31.6	29.2	36.3	38.0	38.6	38.1	38.1
Total	111.5	102.1	89.5	110.5	137.2	153.5	153.5
WMATA passengers per revenue vehicle mile: Metrorail	1.7	0.4	1.1	1.3	1.2	1.0	1.0
Metrobus	3.0	1.8	2.2	2.7	3.0	2.9	2.9
WMATA annual ridership (millions): Metrorail (linked trips)	132.6	28.2	60.1	95.8	123.2	113.7	113.7
Metrobus (unlinked trips)	96.3	52.1	80.8	102.5	117.6	111.4	111.4
MetroAccess (completed trips)	1.8	1.1	1.3	1.4	1.4	1.5	1.5
Total	230.6	81.3	142.2	199.7	242.2	226.6	226.6
WMATA annual ridership Maryland only (millions): Metrorail (linked trips)	47.3	9.9	21.2	27.3	19.8	19.9	19.9
Metrobus (unlinked trips)	31.7	15.6	24.3	30.8	37.1	35.2	35.2
MetroAccess (completed trips)	1.1	0.6	0.8	0.9	0.9	0.9	0.9
Total	80.1	26.2	46.3	59.0	57.7	56.0	56.0
WMATA operating cost per revenue vehicle mile: Metrorail	\$13.81	\$15.14	\$19.84	\$17.44	\$13.23	\$11.44	\$11.44
Metrobus	\$20.87	\$21.69	\$18.56	\$20.02	\$19.90	\$22.09	\$22.09
WMATA farebox recovery ratio: Metrorail	36%	7%	15%	18%	23%	25%	25%
Metrobus	13%	3%	7%	7%	7%	6%	6%
MetroAccess	4%	3%	3%	3%	2%	3%	3%
WMATA systemwide	25%	5%	11%	13%	16%	17%	17%
WMATA operating cost per passenger trip: Metrorail	\$8.32	\$39.17	\$17.53	\$13.19	\$10.59	\$11.61	\$11.61
Metrobus	\$6.86	\$12.16	\$8.35	\$7.42	\$6.53	\$7.55	\$7.55
MetroAccess	\$91.59	\$134.91	\$108.35	\$124.19	\$132.47	\$117.52	\$117.52

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Obj. 3.5 (continued from previous page)

Operating cost per revenue vehicle mile: Local Bus	\$16.50	\$16.60	\$16.80	\$23.10	\$22.44	\$22.70	\$22.90
Metro	\$16.90	\$18.52	\$17.50	\$15.80	\$20.90	\$21.20	\$21.50
Light Rail	\$17.80	\$22.32	\$20.13	\$28.21	\$29.12	\$30.00	\$25.67
Mobility Paratransit	\$6.80	\$6.90	\$7.10	\$10.56	\$9.28	\$9.65	\$9.88
MARC	\$28.80	\$37.90	\$37.10	\$24.90	\$29.80	\$30.10	\$30.30
Contracted Commuter Bus to Baltimore and Washington	\$11.60	\$125.40	\$38.70	\$8.70	\$11.05	\$11.25	\$11.55
Taxi Access	\$8.50	\$16.90	\$15.20	\$11.73	\$9.89	\$10.01	\$10.20
All Modes	\$14.30	\$18.40	\$18.30	\$20.10	\$17.60	\$18.20	\$18.70
¹ Miles of new sidewalks added in Maryland	N/A	7.80	6.90	5.20	N/A	N/A	N/A
¹ Commute mode share for transit	N/A	2.99%	3.95%	4.88%	N/A	N/A	N/A
Number of sites of TOD in planning, design, or development pipeline (WMATA/MTA)	N/A	8	8	18	18	N/A	N/A
Total joint development housing units (WMATA/MTA)	N/A	4,325	4,325	6,270	6,270	N/A	N/A

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

Performance Measures	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Act.	2025 Est.	2026 Est.
Percent of MPA operating budget recovered by revenues	116%	106%	103%	104%	88%	104%	104%
MPA total general cargo tonnage (millions)	10.4	11.0	10.8	11.6	9.1	9.6	9.6
MPA roll-on/roll-off tonnage (thousands)	765.4	795.7	960.0	1227.6	1034.8	850.0	850.0
MPA auto tonnage (thousands)	943.2	996.0	842.9	831.6	688.4	835.0	843.0
MPA imported forest products tonnage (thousands)	495.3	637.6	813.2	795.3	578.0	810.0	818.0
Containers (Loaded TEUs) (thousands)	730.1	787.3	750.7	788.3	610.8	790.0	790.0
International cruises using MPA's terminal	69	0	67	95	88	93	93
Ports of call at MPA's terminal	5	0	2	1	4	6	3
Cruise passengers embarking/debarking MPA's terminal	311,131	0	221,352	428,202	376,627	424,885	393,528
MAA percent BWI Marshall Airport revenue over operating expenses	80%	4%	68%	34%	33%	49%	48%
BWI Marshall Airport cost per enplaned passenger	\$12.55	\$16.43	\$11.95	\$10.79	\$10.58	\$10.98	\$11.21
Number of nonstop markets served	93	86	88	89	92	94	96
¹ Total passengers at BWI Marshall Airport (millions)	11.205	18.868	22.805	26.200	28.140	29.981	30.730
¹ Annual BWI Marshall Airport passenger growth rate	-58.49%	68.40%	20.86%	14.89%	7.40%	6.54%	2.50%

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Obj. 3.7 Leverage infrastructure to bolster inclusive economic growth.

Performance Measures	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Act.	2025 Est.	2026 Est.
Total contract amounts awarded to Airport Concession Disadvantaged Business Enterprises (ACDBE)	\$37,017,529	\$36,345,746	\$44,556,081	\$32,678,403	N/A	N/A	N/A
Total contract amounts awarded to Disadvantaged Business Enterprises (DBE)	\$200,085,502	\$125,942,263	\$116,987,630	\$197,598,977	\$219,463,473	N/A	N/A
Total contract amounts awarded to Minority Business Enterprises (MBE)	\$387,421,630	\$508,288,523	\$612,771,840	\$445,391,926	\$613,119,492	N/A	N/A
Total contract amounts awarded to Small Business Enterprises (SBE)	\$6,000,000	\$22,487,200	\$10,292,342	\$20,500,000	\$8,000,000	N/A	N/A
Total contract amounts awarded to Veteran-Owned Small Business Enterprises (VSBE)	\$28,198,262	\$15,614,985	\$26,670,455	\$15,826,920	\$14,825,658	N/A	N/A
Small Business Enterprises (SBE) participation in MDOT contracts	1.0%	4.3%	1.9%	2.4%	1.2%	N/A	N/A
Veteran-Owned Small Business Enterprises (VSBE) participation in MDOT contracts	1.5%	0.6%	1.0%	0.6%	0.5%	N/A	N/A
Minority Business Enterprises (MBE) participation in MDOT contracts	19.9%	23.3%	22.6%	20.0%	19.2%	N/A	N/A
Disadvantaged Business Enterprises (DBE) participation in MDOT contracts	18.2%	24.1%	20.2%	20.7%	24.5%	N/A	N/A

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

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	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Act.	2025 Est.	2026 Est.
Annual dredging to keep channels clear, with placement into MPA managed sites (cubic yards) (millions)	3.5	3.2	2.2	0.4	4.0	2.5	3.1
Dredged material placement capacity remaining (cubic yards) (millions) for the Bay	8.0	29.9	30.5	27.7	24.2	22.5	20.5
Dredged material placement capacity remaining (cubic yards) (millions) for Harbor	10.8	8.0	7.2	8.4	16.1	15.4	14.2
¹ Transportation-related air pollution reduction (NOx reduction - tons/year)	N/A	29,817	27,130	25,085	N/A	N/A	N/A

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	2020 Act.	2021 Act.	2022 Act.	2023 Act.	2024 Act.	2025 Est.	2026 Est.
Percentage of vehicles registered in the State that are alternative fuel, electric, or hybrid-electric	12.6%	12.4%	10.3%	10.9%	11.8%	12.2%	12.8%
Percentage of Light Duty electric vehicles in the MDOT Light Duty Vehicle (LDV) fleet, excluding police vehicles	N/A	N/A	N/A	N/A	3.8%	N/A	N/A
¹ Total transportation CO2 emissions per capita (MMT CO2e/pop)	N/A	4.26	4.17	4.11	N/A	N/A	N/A

NOTES

¹ Most recent "actual" year data is estimated.