

FY 2025 – FY 2030

Highlights of the Maryland Draft Consolidated Transportation Program

State Report on Transportation

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT

FY2025-FY2030
2025 State Report on Transportation

Wes Moore
Governor

Aruna Miller
Lt. Governor

Paul J. Wiedefeld
Secretary

Maryland's Consolidated Transportation Program (CTP)

The Consolidated Transportation Program (CTP) is Maryland's six-year (Fiscal Year 2025 – 2030) capital budget for transportation projects. Through data driven approaches, MDOT seeks to fund the projects and programs that do the most to advance Maryland's goals in the State Plan – to be safer, more affordable, more competitive, more sustainable and to leave no one behind.

This document provides an overview of the CTP and a breakdown by the 2050 Maryland Transportation Plan (MTP) Playbook goals highlighting major accomplishments, performance highlights, grants, and major initiatives underway.

Delivering for Maryland means being strategic and prioritizing finite resources to deliver the state's goals. Marylanders rely on the transportation system to get them to work, recreation, places of worship, and to meet their daily needs. Nothing demonstrated this so starkly as the collapse of the Francis Scott Key Bridge, the human toll and subsequent disruptions to the port economy, freight movement, commutes, and people's daily lives. MDOT's first priority is to see that the existing transportation system is safe and in good condition. The investments in this CTP reflect these values.

Who is the Maryland Department of Transportation (MDOT)?

MDOT is made up of six modal administrations: 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); the Secretary's Office (TSO); – and authorities that are a part of MDOT, including the Maryland Transportation Authority (MDTA) and the Washington Metropolitan Area Transit Authority (WMATA).

MDOT is tasked with statewide transportation planning, covering state roadways, transit, rail, freight movement, pedestrian and bicycle networks, aviation, the Port of Baltimore, and driver and vehicle services. MDOT operates cohesively as ONE Department, united in pursuit of a single shared mission.



MISSION STATEMENT

The Maryland Department of Transportation 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

MDOT Overview

MDOT works to deliver safe, sustainable, intelligent, exceptional and inclusive transportation solutions across Maryland. Active planning, evaluation, investment and implementation of Maryland's transportation system ensures that all efforts and available funds are directed towards creating and sustaining the most efficient, reliable and fiscally prudent transportation options. This allows all Maryland communities to access economic opportunities and connect Maryland with destinations to live, work and play.



Maryland's Transportation Priorities

The Playbook (mdot.maryland.gov/mtp), published last January, sets the long-range vision for the state's transportation system with four goals and five guiding principles. These goals and guiding principles will advance the **Governor's State Plan and priorities** (governor.maryland.gov/priorities) leaving no one behind. MDOT measures transportation system performance against these goals and objectives in the annual Attainment Report (mdot.maryland.gov/AR).


Goals



- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

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

Guiding Principles



- Equity
- Preservation
- Resilience
- Modernization
- Experience

CTP Coordination and Input

CTP coordination and input takes nearly a full year to create through the collaboration and work of MDOT staff with state, regional and local elected officials. Each year, local jurisdictions are encouraged to submit priority projects to the Department by April. It is important for MDOT to hear from local jurisdictions to facilitate collaboration on state and local needs. 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 to prioritize programs and projects under consideration for inclusion in the CTP. The full CTP is located at ctp.maryland.gov.

Francis Scott Key Bridge Collapse



MDOT, a Department overseeing six different modes of transportation, including transit, highways, airports, the port, bridges and tunnels and motor vehicles, expects to face plenty of challenges. Still, the tragic events that occurred March 26, 2024, when the Francis Scott Key Bridge was struck by a cargo ship and collapsed were exceptional. This tragedy sadly cost the lives of six construction crew members who were working on the bridge at the time and presented unique and unprecedented challenges as the main shipping channel to the Port of Baltimore was blocked.

Thanks to the Unified Command, which included the U.S. Coast Guard and the U.S. Army Corps of Engineers, and the unwavering support of Maryland's partners across the state and throughout the nation, the Moore-Miller Administration was able to respond quickly to the families, port workers, first responders, small businesses and surrounding communities most affected by this crisis.

The Port reopened fully to vessel traffic June 12, 2024.

CTP Project Prioritization

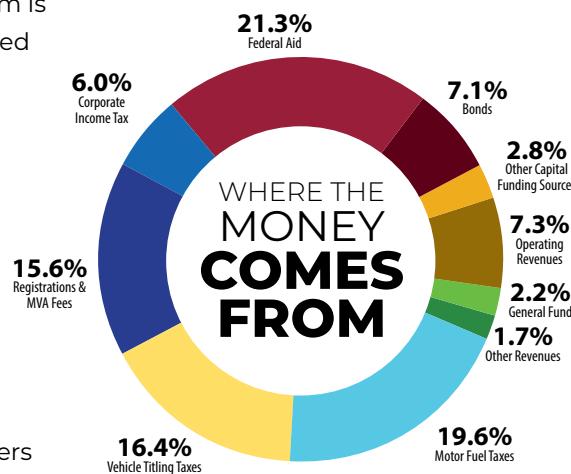
MDOT currently uses the following criteria to identify projects and programs that align with the state's transportation priorities. These criteria include:

- Meets all federal and legal mandates;
- Supports the Department's mission, program priorities and transportation goals;
- Meets all federal match requirements and maximizes federal revenue sources;
- Supports the Governor's State Plan goals and objectives;
- Supports existing project commitments and upholds intergovernmental agreements;
- Is the top priority within a local priority letter;
- Is consistent with local plans; and
- Is included in the regional Metropolitan Planning Organization (MPO) long-range plan (if the project is located within an MPO boundary).

Over the next year, MDOT is working to update its capital project prioritization process. MDOT aims to be clear and transparent on how projects are selected, meeting state transportation goals, better aligning with federal, state and local resources to invest wisely and deliver critical outcomes that advance the Governor's State Plan.

Where the Money Comes From

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues and bond sales, which are assigned to the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other state government operations and programs and occasionally provides additional funding for transportation. MDOT's customers pay user fees for transportation



infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, rental vehicle sales tax and operating revenues. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and Baltimore/Washington International (BWI) Thurgood Marshall Airport and Martin State Airport.

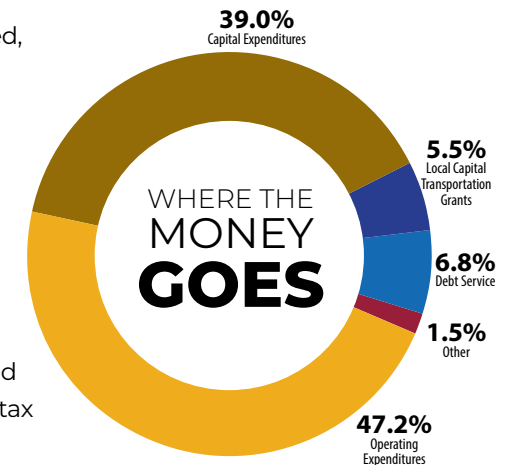
Current funding levels do not provide the investment levels needed to transform the system to meet the state's goals and desired outcomes or targets. Challenges to the state's resources are multilayered: inflation has eroded funding available for transportation investments and the increased fuel efficiency of vehicles and the growing adoption of Electric Vehicles (EVs) challenges Maryland's—and the nation's—reliance on motor fuel tax revenues to fund transportation.

In addition to collecting revenue within the state, Maryland continues to leverage both formula and discretionary funding made available from the 2021 U.S. Infrastructure Investment and Jobs Act (IIJA).

Even with the new user fees, including an increase in vehicle registration fees, BWI Marshall Airport parking fee increases, statewide fee on Transportation Network Companies (TNC) trips, and an increased dealer processing charge, Maryland faces significant challenges. After a 2023 Interim Report, the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN) will continue their work to make recommendations on more sustainable future transportation resources.

Where It Goes

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The TTF supports operation and maintenance of state transportation systems, administration, debt service, grants and capital projects, as well as Maryland's portion of operating and capital subsidies for WMATA. A portion of these funds is directed to General Fund purposes, including environmental, fuel tax collection, and state police programs.



Total operating budget spending over the six-year period is \$20.0 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. 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 Transportation Trust Fund. This pressure is increased by the depletion of federal COVID aid relief funds that previously helped to offset declines in transit ridership that were initially associated with COVID but now appear to be a longer-term trend. In FY 2025, Maryland increased its operating grant to WMATA by \$150 million annually to partially address WMATA's fiscal cliff. This amount was matched proportionally by the Commonwealth of Virginia and the District of Columbia, but this amount is insufficient to provide a long-term solution to WMATA's operating deficit.

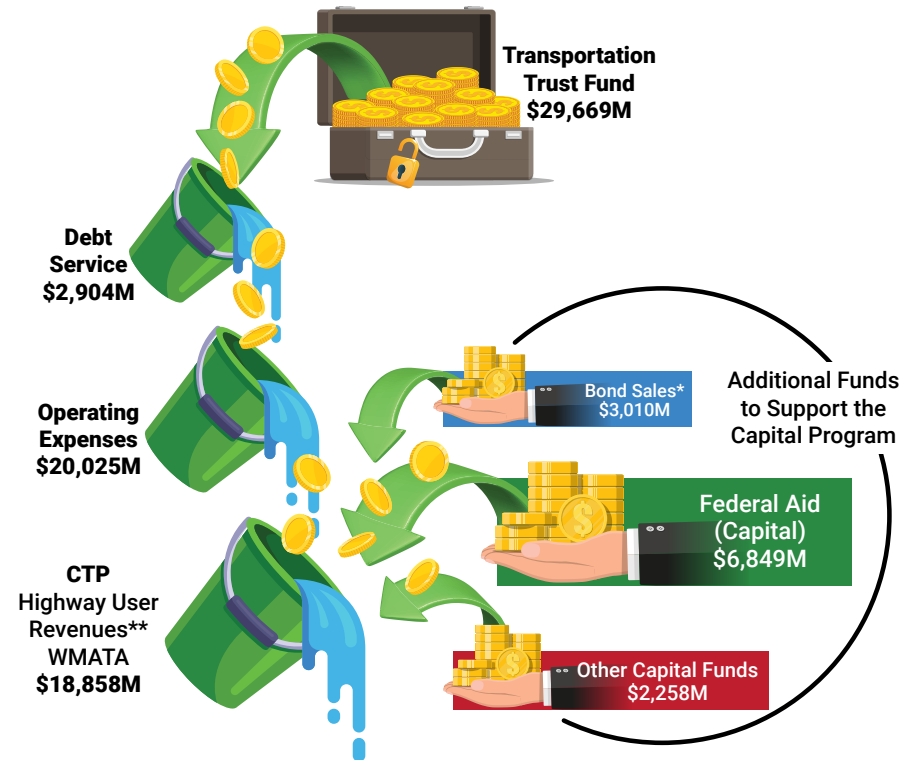
This CTP reflects MDOT's work to meet the Governor's State Plan, focusing on safety, fiscal sustainability, maintaining MDOT's assets, and making strategic investments. MDOT has to live within its means and has had to make tough decisions foregoing some opportunities, trimming some projects and delaying some initiatives. Despite this, this CTP represents significant investments in Maryland's transportation system and does much to advance a safer, more affordable, more competitive, sustainable Maryland that leaves no one behind.

This funding will support a variety of crucial investments, advancing MDOT's priorities and leveraging all of Maryland's federal, state, local and private dollars. These priorities include:

1. Rebuild the Francis Scott Key Bridge
2. Safety, including, but not limited to, implementation of the Complete Streets Policy and Pedestrian Safety Action Plan
3. State of good repair
4. Invest in new infrastructure, such as the Red and Purple Line Transit Lines
5. Transportation system improvements
6. Continue seeking federal discretionary grants
7. Smaller but important programmatic and innovative investments, including but not limited to, MDOT's enhanced Transit Oriented Development Program and Transportation Demand Management Strategies

After operating costs and debt service, the remaining funding goes toward capital projects. This CTP totals \$18.9 billion, including \$2.3 billion for capital grants to Maryland's counties, municipalities, and Baltimore City for local transportation needs. The CTP is funded with \$9.7 billion from the Transportation Trust Fund, \$6.8 billion from federal aid, and \$2.3 billion from other capital funding sources.

Uses of Transportation Trust Funds (FY 2025 – FY 2030)



*The issuance of additional bonds are limited by two coverage tests and a statutory debt outstanding limit.
 **HUR is shown here as funded from the capital program, which took effect in FY2020.

Enhance Safety and Security:

Protect the safety and security of all residents, workers, and visitors.

Outcome: By protecting the safety of all residents, workers and visitors, MDOT will achieve zero traffic-related fatalities and serious injuries.



Consistent with a commitment to Vision Zero, this goal prioritizes efforts to end traffic deaths among all users of Maryland's roadways, including our roadway workers. Alongside that overarching theme, MDOT specifically intends to reduce disparities in traffic safety among diverse communities, enhance multimodal infrastructure to support a low-stress network for pedestrians and bicyclists, and maintain a system that can respond to weather events and roadway incidents effectively. Under the Moore-Miller Administration, MDOT plans to reverse the current trend of increasing injuries on Maryland's roadways.

Major Accomplishments in 2023 – 2024

- **Secretary Wiedefeld signed the updated Complete Streets Policy on June 6, 2024.** Policy advancements include adding safety features such as bike lanes and pedestrian crossings for safer roads and prioritizing accessible, sustainable travel.
- The Work Zone Safety Campaign was launched by the Maryland Highway Safety Office (MHSO) in partnership with the Baltimore Orioles. It features in-stadium signage, public service announcements, billboards with high-profile personalities, and a brochure outlining legislative changes, distributed in summer 2024.
- MHSO hosted its 20th annual Maryland Remembers Event in November 2023 to honor victims of impaired driving crashes and well as the 22nd annual Driving Under the Influence (DUI) Awards Luncheon event, which recognized 94 officers for DUI enforcement.
- SHA established the Coordinated Highways Action Response Team (CHART) Law Enforcement Liaison Coordination Group and the Maryland State Police Traffic Incident Management (TIM) Unit to collaborate with CHART Field Patrol Units and traffic management centers.



- MHSO provided six highway safety training and conference opportunities for police officers in the past year, which gained national attention through a Lifesavers workshop. The “Surviving the Stop” conference focused on officer safety, danger detection and trauma management at traffic stops.

- MVA won several awards in 2023, including:

- American Association of Motor Vehicle Administrators (AAMVA) Communications Awards.
- The 2023 American Association of State Highway and Transportation Officials (AASHTO) TransComm Skills Award for Script Writing for “Crashes Are No Accident.”



Performance Highlights

358
motorists

In the first five months of CY 2024,
MDTA removed 358 impaired motorists
from Maryland roads.

60
million

MTA provided over 60 million transit rides,
reaching post-pandemic ridership
highs in 2023. This increase
contributes to safer transit systems.

Grants (FY 2024)

- Several Maryland localities received USDOT Safe Streets for All (SS4A) grants in the Round 1 FY24 award cycle, including the City of Annapolis, City of New Carrollton, and Laurel City, totaling \$1,274,254.
- In August 2023, Governor Wes Moore announced more than \$11.5 million in federal highway safety grants to organizations across Maryland as part of a statewide focus to prevent motor vehicle crashes and eliminate roadway fatalities.
- In September 2023, Governor Moore announced \$25.5 million in grants for 40 bicycle, pedestrian and trail projects across Maryland. FY 2024 grants include \$20.8 million in federal funding for 22 projects through the Transportation Alternatives Program (TAP) and the Recreational Trails Program (RTP), and \$4.7 million in state funding for 18 projects through the MDOT Kim Lamphier Bikeways Network Program.



Major Initiatives Underway

- MHSO collaborated with MPOs to promote ongoing high-visibility enforcement campaigns for pedestrian and bicycle safety, such as Look Alive in the Baltimore Metro area and Street Smart in the Washington Metro area.
- MTA continues to seek grant opportunities to enhance education efforts for safe rail crossings through the Maryland Operation Lifesaver Program and developing at-grade safety projects with Section 130 Program funding.
- SHA invested \$5.2 million in FY 2023 to design and construct new sidewalks in several counties, partnering with local governments to maximize federal funding. SHA also is working on identifying and prioritizing system gaps through initiatives like the Pedestrian Safety Action Plan (PSAP) to improve pedestrian connectivity in corridor projects.
- Grant-funded cannabis intoxication impaired driving labs allow law enforcement officers to witness first-hand the impairing effects of cannabis and the duration of those effects on volunteers who consume a controlled dose of medical cannabis during a specific timeframe.



**OPERATION
LIFESAVER®**
Maryland

Deliver System Quality:

Deliver a reliable, high-quality, integrated transportation system.

Outcome: By investing to achieve system quality, MDOT will create an infrastructure program that is financially sustainable, environmentally resilient and in a state of good repair.



This goal underlines the continued need for maintaining infrastructure in a state of good repair, improving reliability in the transportation system, creating a highly resilient transportation system and ensuring on-time and on-budget project delivery. MDOT will work strategically to address more system preservation needs; to ensure transit is reliable, safe, and convenient; and to improve project delivery.

Major Accomplishments in 2023 – 2024

- MTA continued to improve on-time performance across all modes. In August 2023, MTA launched the QuickLink 40 east-west bus route, which saves riders 25 minutes of travel time each way.



- Maryland signed framework agreements with Delaware and Virginia to expand Maryland Area Rail Commuter (MARC) train service north and south and improve regional connectivity.

- MDOT established an inventory of susceptible assets to manage and monitor the prospective risks and take proactive actions to mitigate flooding hazards.

- MDTA won several Maryland Quality Initiative (MdQI) awards in 2023 and 2024, including for the Nice/Middleton Bridge Replacement Project and the Bay Bridge Automated Lane Closure System.



Performance Highlights

85%

The percentage of the Maryland state highway network in overall preferred maintenance condition remained steady at 85% in 2023.

5.6%

MTA reduced the overall agency vacancy rate by more than 1/3 in one year, ending 2023 at 5.6%.

Major Initiatives Underway

- In the wake of the Key Bridge collapse, one of the major focuses for MDOT is rebuilding the Key Bridge, which is estimated to take four years and has an estimated cost between \$1.7 billion and \$1.9 billion. As that work begins, MDOT has gathered travel demand management (TDM) resources to help mitigate disrupted traffic and commuting patterns for Maryland residents, employees and employers. These include a Key Bridge Commuter Toolkit, promoting existing programs such as the Maryland Commuter Tax Credit, vanpool resources, and the free Guaranteed Ride Home Program, as well as encouraging non-single occupancy vehicle (SOV) modes of transportation to relieve congestion in surrounding areas.
- MDOT is working on the Transportation Systems Management and Operations (TSMO) project, I-695 (Baltimore Beltway) from I-70 to MD 43 (White Marsh Blvd) in Baltimore County. This TSMO project will reduce congestion and delay and increase reliability of travel within the project area. TSMO strategies are cost-effective and requires little to no additional right-of-way. TSMO strategies under this project include conversion of portions of the existing median shoulder to a toll-free travel lane during the morning and evening rush hours, improvement of traffic flow and safety, including Active Traffic Management and Ramp Metering.

Grants

- The Federal Railroad Administration (FRA) awarded approximately \$7 billion to projects in Maryland in CY 2023, including the Frederick Douglass Tunnel, the Susquehanna River Bridge and Penn Station in Baltimore City.
- MTA received a \$213 million Rail Vehicle Replacement grant award to replace each Light Rail car in the fleet with a modern, low-floor vehicle allowing for easier and more accessible boarding and making the Light Rail system more efficient and convenient to use for all passengers.
- MDOT received an \$11.9 million grant from FHWA aimed to reduce congestion on the US 50 corridor for deploying cutting edge software, sensors, traffic cameras and message signs.
- In January 2024, USDOT announced MDTA was awarded \$80 million, the state's first ever Mega Grant for the I-895 at Frankfurst Avenue Interchange Improvement project.
- After the Francis Scott Key Bridge collapse, FHWA provided an immediate release of \$60 million in emergency relief funds to MDOT.



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.

Outcome: By expanding transportation options to allow Maryland's diverse communities to access opportunities and to support the movement of goods, MDOT will expand transit and active transportation use, and bolster the regional economy.

To ensure transportation is doing all it can to support communities and the economy, MDOT seeks to improve Marylanders' satisfaction with transportation services, leverage technology to improve information for residents, increase transit and active transportation use and transit-oriented development, improve quality of life through transportation alternatives, prioritize needs of underserved communities, and enhance the competitiveness of the Port of Baltimore and BWI Marshall Airport.

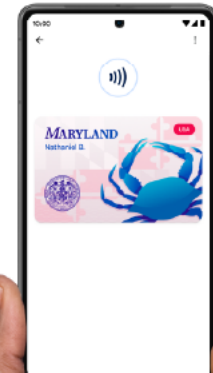
Major Accomplishments in 2023 – 2024

- MPA completed the construction of Dundalk Marine Terminal- Berth Three, which strengthened the berth for better accommodation of heavy roll-on/roll-off farm and construction machinery.
- **BWI Marshall Airport** was recognized at the Skytrax 2023 World Airport Awards as **one of the Top Ten List of Most Improved Airports and one of North America's Top Ten Best Regional Airports.**
- To cultivate a diverse, inclusive and future-ready workforce equipped to meet the needs of the region, and to reduce overall vacancies, MTA improved the wages of bus and rail operators, and held multiple onsite job fairs and hiring events to engage communities.
- MTA is focused on enhancing customer experience by improving real-time vehicle predictions, upgrading signals and signage around stations and launching a Customer Experience Office.
- Committed to providing convenient and accessible payment methods for its customers, MVA announced the Maryland Mobile ID in Samsung Wallet in addition to Apple Wallet and Google Wallet.



Add your ID to your phone with Google Wallet.

Securely store and show your ID with Google Wallet



Performance Highlights

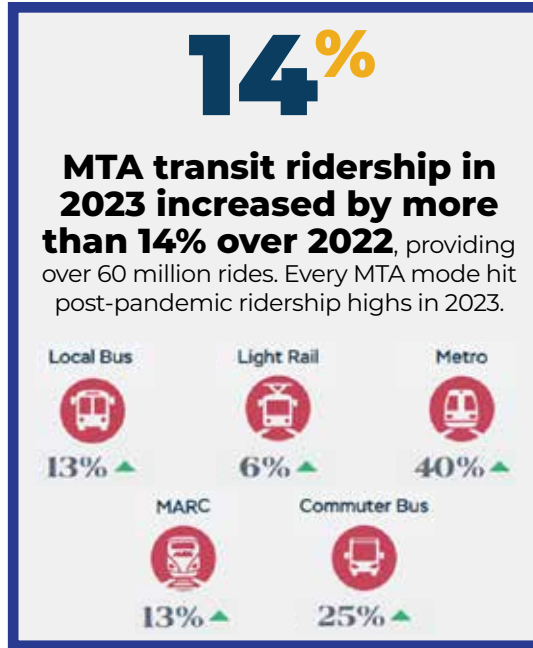
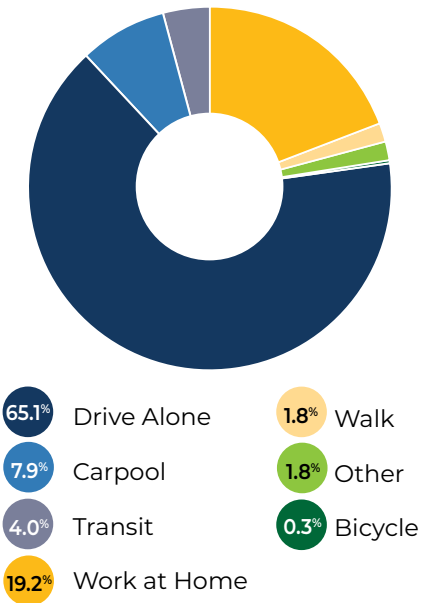
444^K

More than **444,000 passengers** cruised from the Port of Baltimore in 2023, representing the **third-highest passenger total** in the Port's history and the most since 2012.

15%

The total passenger traffic at BWI Marshall Airport reached **26.2 million** in 2023 — an increase of **almost 15% over 2022.** 2023 International passenger traffic set a new annual record in 2023, and BWI Marshall Airport was the busiest airport in the region.

CY 2022 Commute Mode Share



\$80.8^B

The Port of Baltimore also surpassed 2022 highs, handling **52.8 million tons** of cargo worth **\$80.8 billion** in 2023. Records also were set for containers, farm and construction machinery, and general cargo.

Grants

- MAA received more than \$14 million in grants in early 2024 to upgrade terminal facilities at BWI Airport and more than \$5 million for the construction of a new air traffic control tower at Martin State Airport.
- MTA received \$20 million in federal grants for the Mondawmin Mobility Hub and \$8.8 million for the Penn-Camden Connector.



Major Initiatives Underway

- Construction on the Maryland portions of the Howard Street Tunnel project began in August 2023. This project will allow the Port of Baltimore to handle double-stacked container trains, increase its container business, and generate additional jobs.
- In 2023, MTA began replacing the existing Light Rail fleet with modern and accessible vehicles.
- **In June 2023, Governor Moore announced the re-launch of the Red Line project**, a proposed premium transit corridor between Woodlawn, downtown Baltimore and Bayview. Light Rail was selected to advance to detailed environmental study, and ultimately apply to enter the FTA Capital Investments Grants program in 2024.
- MTA continues to advance construction on the Purple Line, a 16-mile light rail line from New Carrollton to Bethesda, and is now more than 65 percent complete and light rail vehicles have started to arrive in Maryland. The Purple Line will open in late 2027. This new transit line (in addition to the Red Line) expands transit access in densely populated census tracts, many of which are designated overburdened and underserved.
- Many projects are underway at BWI Marshall Airport, including a \$425 million A/B Connector and Baggage Handling System, a Terminal C/D Connector that will include baggage handling improvements, an upgrade of the central utility plant, airfield pavement reconstruction, the addition of two new jet fuel storage tanks and replacement of the hourly garage parking guidance system.
- Maryland is investing almost \$32 million towards upgrades to Martin State Airport, including replacing pavement and enhancing the airport runway, improving taxiway connections and upgrading electrical components. Construction for a new Air Traffic Control Tower at Martin State Airport will begin soon, replacing the existing control tower that is more than 70 years old.
- **MDOT supports TDM through its Commuter Choice Maryland program and partnerships.** Commuter Choice Maryland collaborates with other TDM program managers to hit the target of 500 employers statewide in the free Employer Partner Program.
- MDOT is implementing the Maryland Statewide Truck Parking Study.

Promote Environmental Stewardship:

Minimize and mitigate the environmental effects of transportation.

Outcome: By utilizing environmentally focused strategies and setting sustainability goals, MDOT will protect Maryland's natural, historic and cultural resources and minimize the impacts of fossil fuel consumption and other environmentally harmful practices.



The Moore-Miller Administration is committed to leading the nation in combatting climate change, and MDOT is doing its part to seek fundamental shifts in the environmental impacts of the transportation system. MDOT is working to meet emission-reduction goals consistent with the transportation sector's targets under the Climate Solutions Now Act.

Major Accomplishments in 2023 – 2024

- MDOT published two important climate plans in 2023, defining its approach and goals for the foreseeable future:
 - The **2023 MDOT Climate Pollution Reduction Plan**, which defines MDOT's approach to support the requirements of the CSNA. The CSNA requires the Maryland Department of the Environment (MDE) to submit a plan that reduces statewide greenhouse gas (GHG) emissions by 60% from 2006 levels by 2031 ("60 by 31"). Notably, the 2020 emissions inventory developed by MDE shows that transportation is the single largest GHG emissions generator in Maryland, representing 35% of total GHG emissions.
 - The federally required **2023 Carbon Reduction Strategy**, which was developed in consultation with the MPOs in Maryland and documents strategies, programs and projects to further address transportation sector emissions.
- MDOT submitted, and the federal government approved, its 2023 National Electric Vehicle Infrastructure (NEVI) plan, which is required to receive to access NEVI formula program funding.

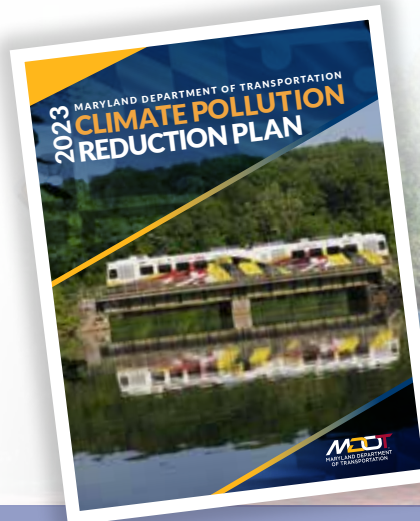
Performance Highlights



59%

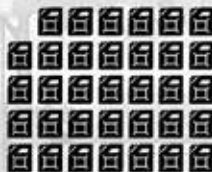
EV registrations surpassed **100,000** total in May 2024, increasing by **59%** under the Moore-Miller Administration.

20%

MDOT aims to achieve a **10% reduction** in VMT per capita by **2030**, and then a **20% reduction** by **2050**.



100,000 
ELECTRIC VEHICLES REGISTERED IN MARYLAND! 


 **34 MILLION GALLONS OF TOTAL ANNUAL FUEL REDUCTION**

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MOTOR VEHICLE ADMINISTRATION

Major Initiatives Underway

- BWI Marshall Airport became the 7th major U.S. commercial airport to launch a zero-waste sustainability program that collaborates with partners to collect used cooking oil and convert it into renewable fuels. Monthly, more than five tons of cooking oil from BWI Marshall Airport kitchens is recycled into sustainable aviation fuel by Mahoney Environmental.
- Consumers are taking advantage of the amended Maryland EV Tax Credit that took effect July 1, 2023, which allows buyers to claim a State tax credit up to \$3,000 for their purchase of a new EV. The tax credit will be in effect through June 30, 2027.
- SHA facilities are continuously upgrading to more efficient systems, including converting site light to light-emitting diode (LED) and replacing outdated heating, ventilation, and air conditioning (HVAC) systems.
- EV charging stations are being implemented across the state for the state-owned light-duty fleet through the Maryland Department of General Services (DGS).
- The Mid-Chesapeake Bay Island Ecosystem Restoration project continues to restore the eroding James and Barren Islands and protect Dorchester County's shoreline. Mid-Bay will eventually replace Poplar Island as the state's primary receiving site for Chesapeake Bay channel dredged sediment.
- MPA started to develop the Cox Creek Sediment Technology and Reuse (STAR) site to continue the innovative reuse of dredged material.

Grants

- 
- In September 2023, MDOT won an \$11.5 million award through the federal discretionary Consolidated Rail Infrastructure and Safety Improvement (CRISI) Program to acquire three new battery electric locomotives and one battery charger at the Port of Baltimore.
 - MDOT was awarded almost \$5 million to begin piloting EV charger projects for its NEVI plan and, in July 2024, received NEVI Round 1 Conditional Award funding of \$12.1 million to implement 23 projects spanning 15 counties across Maryland.
 - In 2023, MPA received more than \$600,000 from FHWA for equipment replacement and planning to reduce heavy-duty truck emissions at Port facilities.

FY 2025 – FY 2030

Highlights of the Maryland Draft Consolidated Transportation Program

State Report on Transportation

We're Going GREEN!

The Maryland Department of Transportation (MDOT) is committed to minimizing adverse impacts, conserving natural resources, and integrating sustainability and active transportation into all aspects of transportation systems. Our commitment extends to the environment, our customers, our staff and the communities in which we operate. As such, MDOT will no longer be providing printed copies of the complete Consolidated Transportation Program (CTP) book.



Visit the website to learn
more and download a pdf:
ctp.maryland.gov

