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# Commission on Maryland's Fiscal Structure

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*Financial Status  
of the  
Maryland Department of Transportation*

Presented by  
Secretary John D. Porcari

September 12, 2002

# Maryland in 20 Years

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	<b>TODAY</b>	<b>2020</b>
<b>Population</b>	<b>5.0 Million</b>	<b>6.0 Million</b>
<b>Jobs</b>	<b>2.8 Million</b>	<b>3.5 Million</b>
<b>Vehicle Miles Traveled</b>	<b>48 Billion</b>	<b>68 Billion</b>
<b>BWI Passengers</b>	<b>15 Million</b>	<b>30 Million</b>
<b>Transit Trips</b>	<b>.6 Million</b>	<b>1.0 Million</b>

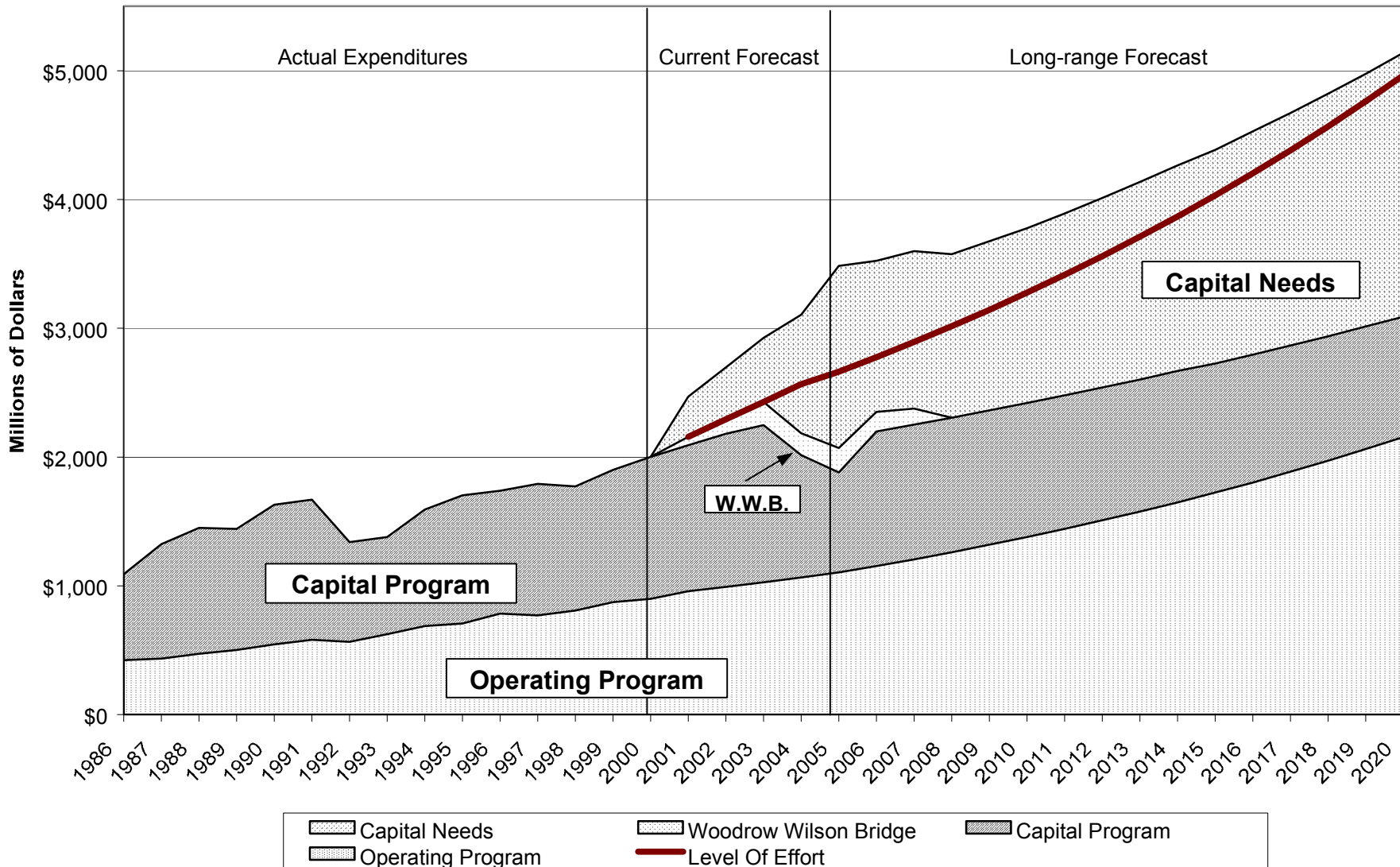
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# Financial Risks to Budget are Increasing

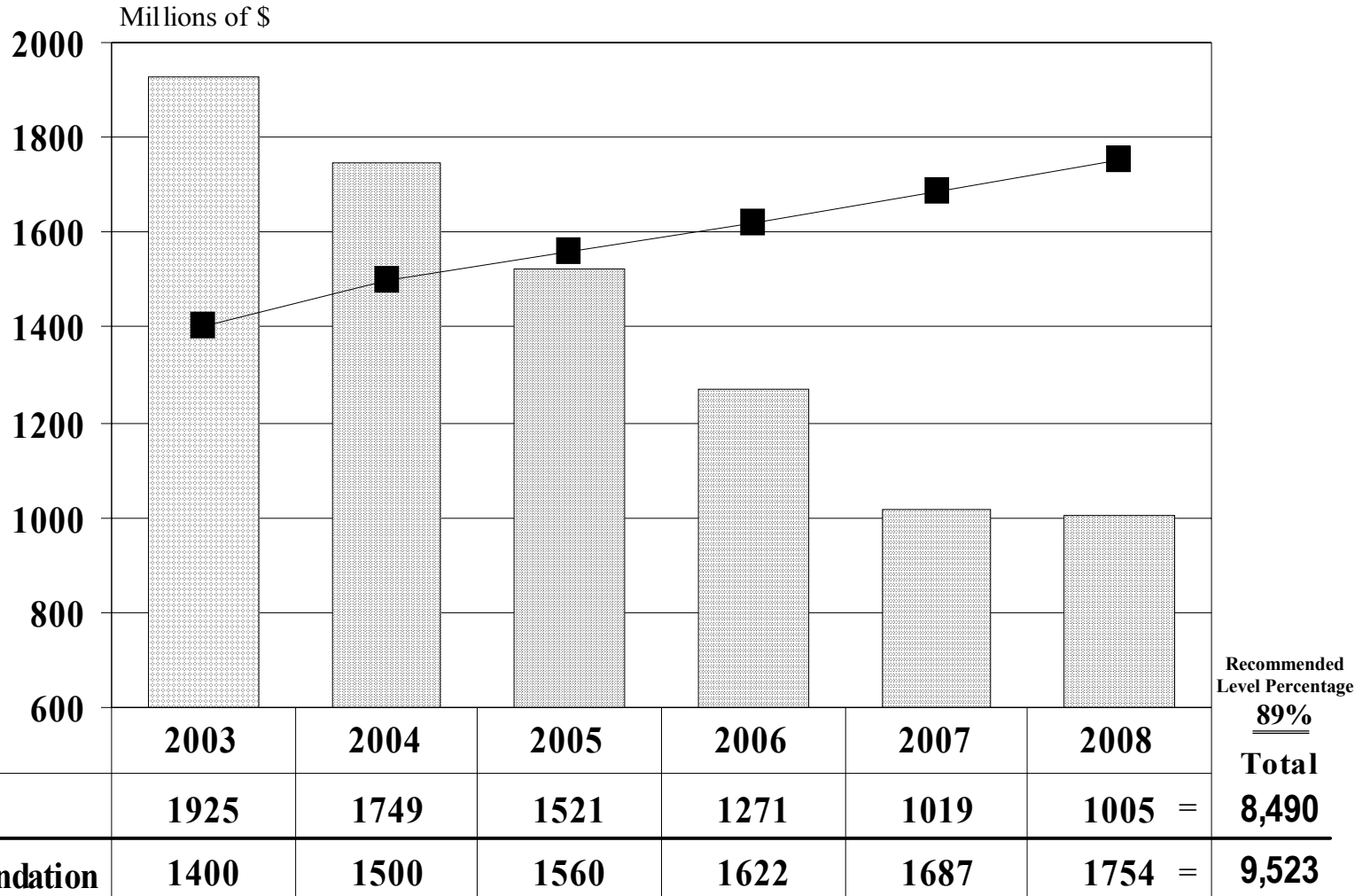
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- The Woodrow Wilson Bridge project.
- Health of the economy and its impact on the General Fund.
- Loss of bonding capacity.
- Security costs at BWI Airport, the Port and other modes.
- Rising costs of preserving our existing transportation network.
- Reduced federal funding for transit projects.

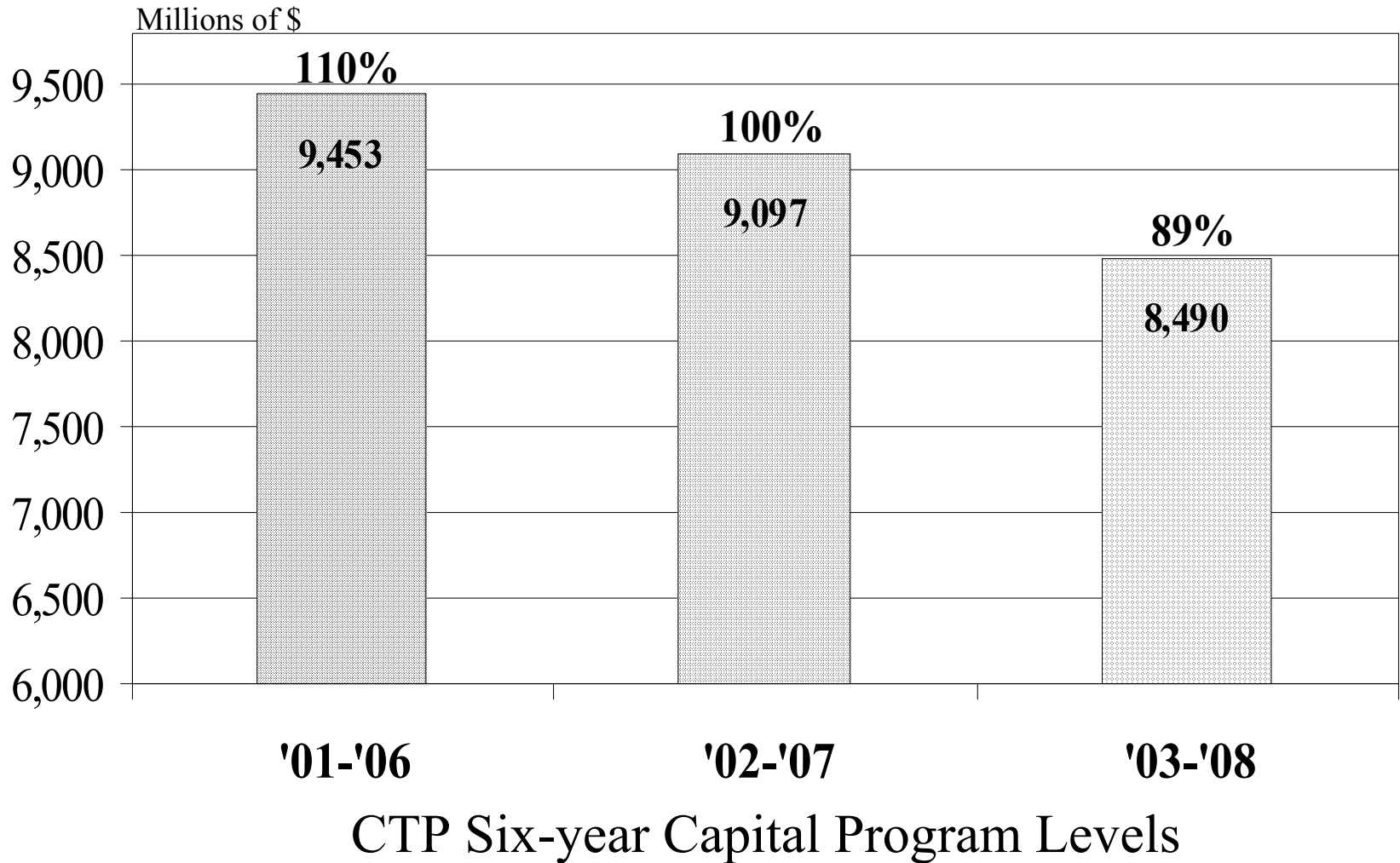
# Commission on Transportation Investment Recommended Level of Effort



# Maryland Department of Transportation Capital Program vs. Commission Recommendation FY 2003 - FY 2008



# MDOT's Success Rate at Meeting CTI's Recommended Funding Levels



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- Getting back to the CTI recommended levels will require looking at ways to increase transportation funding.
- It has been 10 years since the State increased the motor fuel tax.
  - The longest the State has ever gone without a revenue increase. However, a change in this rate alone will not solve the long-term problem.
- The CTI recognized that traditional transportation funding sources cannot produce sufficient revenue to meet the 20-year needs.
- Additional revenues need to be identified to ensure the State has adequate transportation funding to meet the growing needs of Maryland's citizens.