
Kennedy Highway (I-95)


Hatem Bridge (US 40)

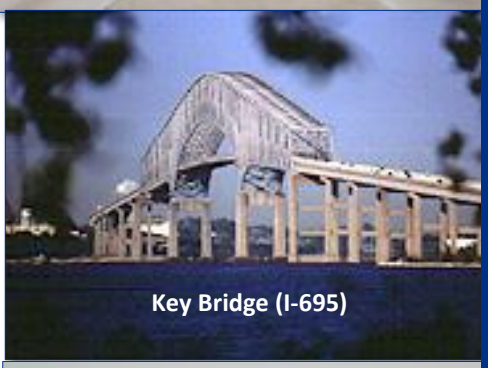
FINAL REPORT

NOVEMBER 2025

FY 2026 TRAFFIC AND TOLL REVENUE FORECAST UPDATE


Fort McHenry Tunnel (I-95)

Harbor Tunnel (I-895)


Key Bridge (I-695)


Nice/ Middleton Bridge (US 301)


Bay Bridge (US 50/301)

Prepared for:

MARYLAND TRANSPORTATION AUTHORITY (MDTA)

CDM Smith

Intercounty Connector (ICC)

I-95 Express Toll Lanes (ETL)

Table of Contents

List of Figures

List of Tables

Chapter 1
Introduction

This letter report includes ten-year forecasts through FY 2035 for the seven "Legacy" toll facilities operated by MDTA, for the Intercounty Connector (ICC), and for the I-95 Express Toll Lanes (ETLs). It summarizes the study analysis, including a presentation of historical traffic and revenue trends, relevant socioeconomic conditions and forecasts, and the ten-year forecast results.

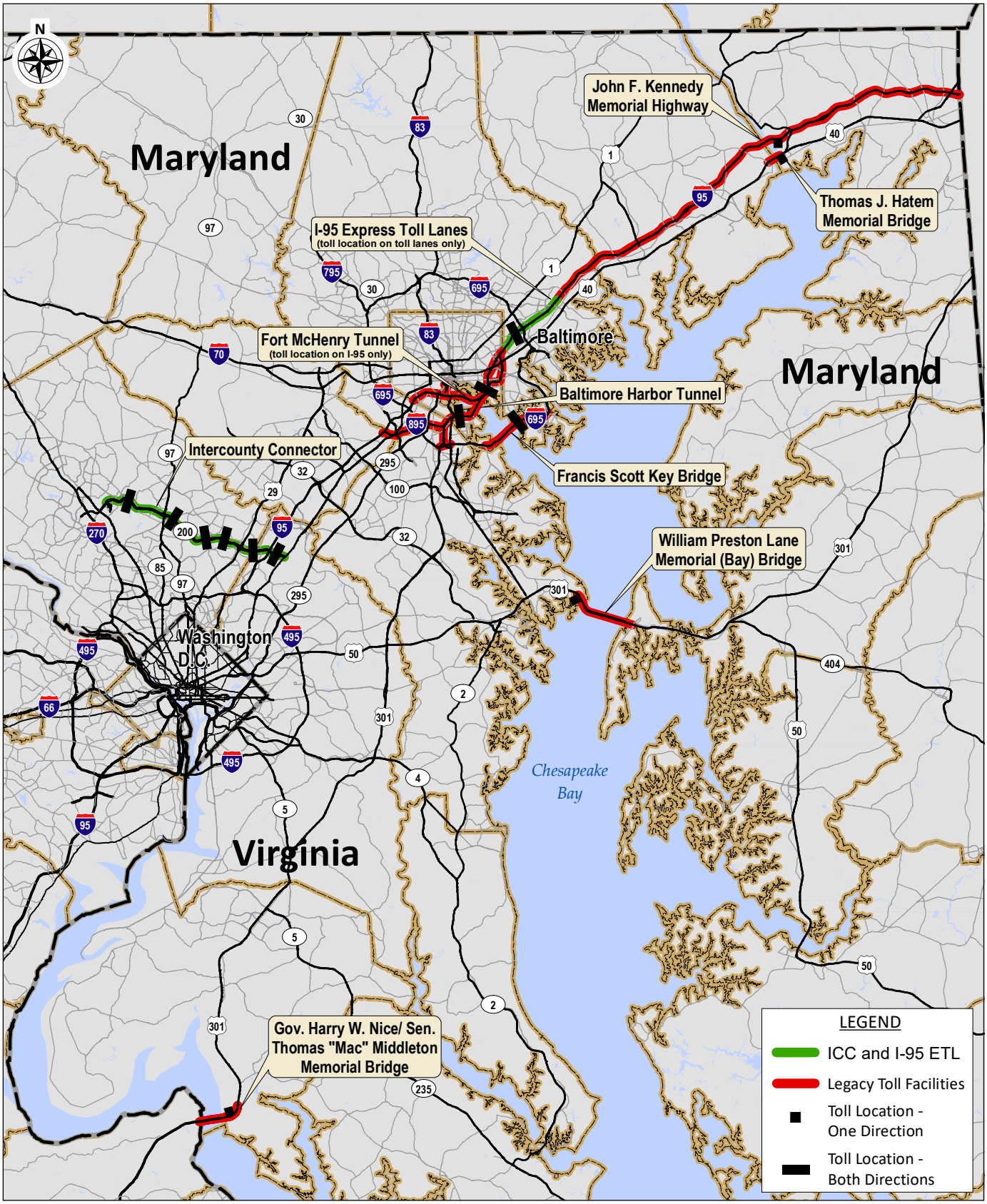
1.1 System Description

The nine facilities operated by MDTA are listed below. Collectively, the first seven facilities in the list below are referred to as the Legacy System.

- Thomas J. Hatem Memorial Bridge (Hatem Bridge, TJH)
- John F. Kennedy Memorial Highway, excluding the I-95 Express Toll Lanes (Kennedy Highway, JFK)
- Baltimore Harbor Tunnel (Harbor Tunnel, BHT)
- Fort McHenry Tunnel (Fort McHenry Tunnel, FMT)
- Francis Scott Key Bridge (Key Bridge, FSK)
- William Preston Lane Jr. Memorial Bridge (Bay Bridge, WPL)
- Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (Nice/Middleton Bridge, HWN)
- Intercounty Connector (ICC/MD 200)
- I-95 Express Toll Lanes (I-95 ETLs)

Figure 1-1 shows the locations of the MDTA Legacy system, ICC, and I-95 ETLs toll facilities and toll gantries in a regional context. As can be implied by the geographic distribution of the different facilities, the MDTA system serves a variety of travel purposes within the regional transportation system and consequently has a diverse mix of traffic classes and payment types.

In the north, the Hatem Bridge and the Kennedy Highway form two parallel crossings of the Susquehanna River. The Hatem Bridge carries US 40 over the river and is the oldest of the MDTA's facilities, having been open to traffic since August 1940. The existing structure replaced an older bridge that first opened in 1910. The John F. Kennedy Memorial Highway is a 50-mile segment of I-95 that was opened in November 1963. It currently has one mainline toll plaza located just east of the Susquehanna River.



FACILITY LOCATION MAP
MARYLAND TOLL FACILITIES

FIGURE 1-1

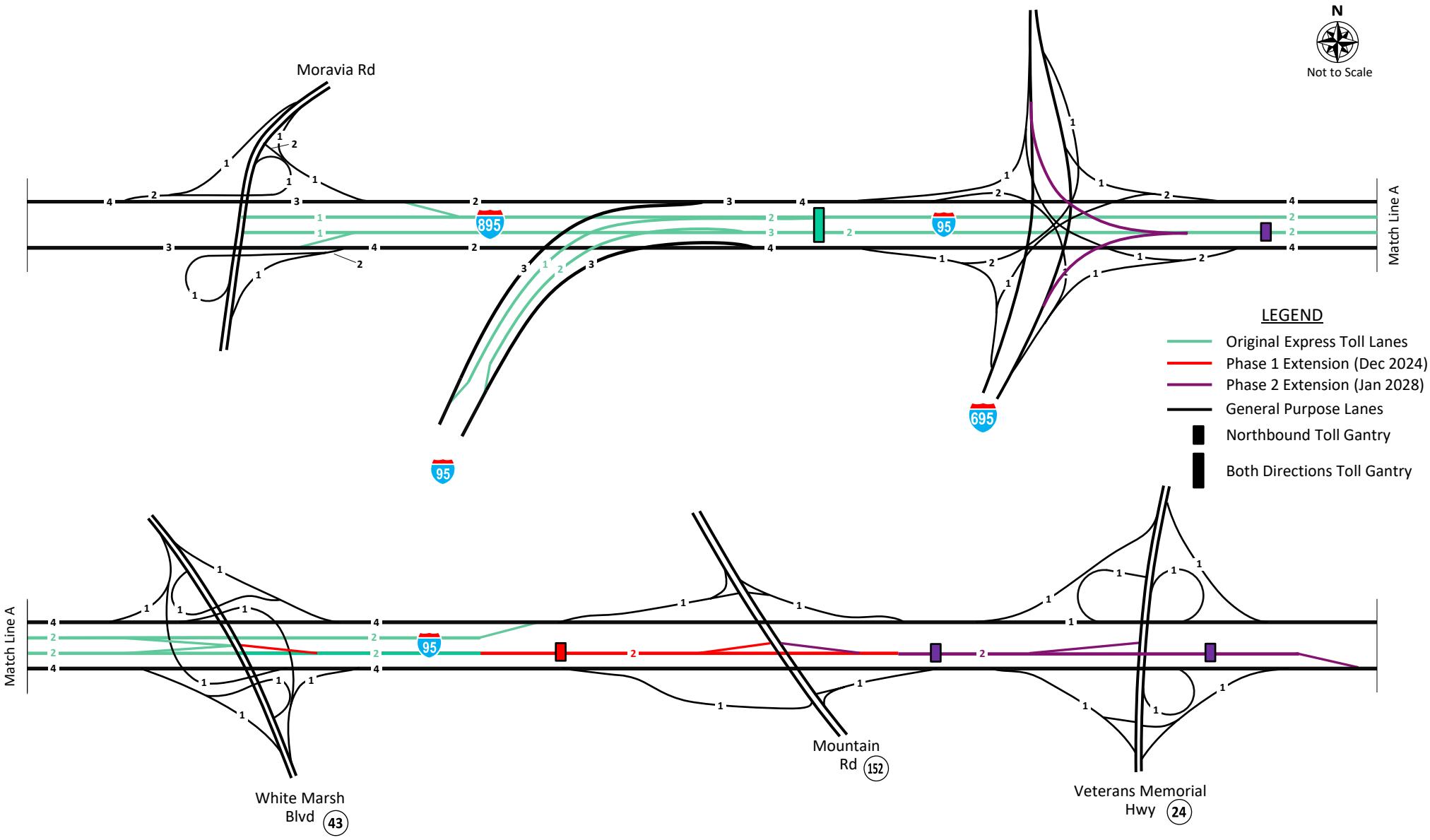
The I-95 ETLs are a separate toll facility on the Kennedy Highway between I-895 and MD 43 in the southbound direction and between I-895 and MD 152 in the northbound direction. The facility, which opened through MD 43 in December 2014, includes two express toll lanes in each direction in between the general purpose lanes on this segment of I-95. The northbound extension to MD 152 opened on December 18, 2024 and the assumed opening date of an additional extension is included in the assumptions in Chapter 4. **Figure 1-2** shows the assumed access and tolling points on the I-95 ETL extension.

There are three alternative MDTA toll routes that cross the Baltimore Harbor in the center of the region: the Baltimore Harbor Tunnel (I-895), the Francis Scott Key Bridge (I-695), and the Fort McHenry Tunnel (I-95), which are collectively referred to as the Baltimore Harbor crossings. The oldest of the three Baltimore Harbor crossings is the Harbor Tunnel which opened in November 1957. The Key Bridge was built to alleviate congestion and delays at the Harbor Tunnel and was opened in March 1977. The newest of these facilities, the Fort McHenry Tunnel, is an eight-lane crossing that opened in November 1985.

In the early hours of March 26th, 2024, the Key Bridge collapsed due to the collision between a cargo ship and one of the bridge supports. This halted all traffic and severely impacted activity at the Port of Baltimore. Since the collapse, traffic has had to divert to the Fort McHenry Tunnel, Baltimore Harbor Tunnel, or other local roads as the rebuilding of the bridge will take several years to complete. Additional details of this event along with other impacts to the forecast and how they have been considered in the forecast will be discussed further in Chapter 4.

The ICC facility is in the northern Washington D.C. metro region and connects I-370 in the Gaithersburg area to I-95 and US 1 near Laurel. The ICC opened in phases. The initial segment between I-370 and MD 97 opened to traffic in February 2011 and began collecting tolls in March 2011. The segment from MD 97 to I-95 opened to traffic in November 2011 and began collecting tolls in December 2011, and the final segment between I-95 and US 1 opened and began collecting tolls in November 2014.

The southern region contains two facilities which carry US 301 to diverse destinations. The Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge was originally opened in December 1940, connecting Maryland with Virginia, thereby allowing travelers making regional through-trips to bypass the Washington DC area. A replacement of the bridge opened on October 12, 2022 which widened the bridge from two lanes per direction to four lanes per direction, improved safety with barrier-separated medians, provided a taller 135-foot clearance for ships to pass underneath, and replaced the toll booths with all-electronic tolling technology. The William Preston Lane Jr. Memorial (Bay) Bridge was first opened to traffic in July 1952 and crosses the Chesapeake Bay. Twenty-one years later in June 1973, a parallel span carrying westbound traffic was opened, with the original span carrying eastbound traffic. A Tier 1 National Environmental Policy Act (NEPA) Study, called the Chesapeake Bay Crossing Study, was completed and considers alternatives to address congestion on the Bay Bridge. A Record of Decision (ROD) on the study and Final Environmental Impact Statement (Final EIS) were approved in April 2022 along with the Selected Corridor Alternative. Final project design and construction will follow final agency decisions based on completion of Tier 2 NEPA Study documents. Currently, there is no timetable for construction of a new crossing.

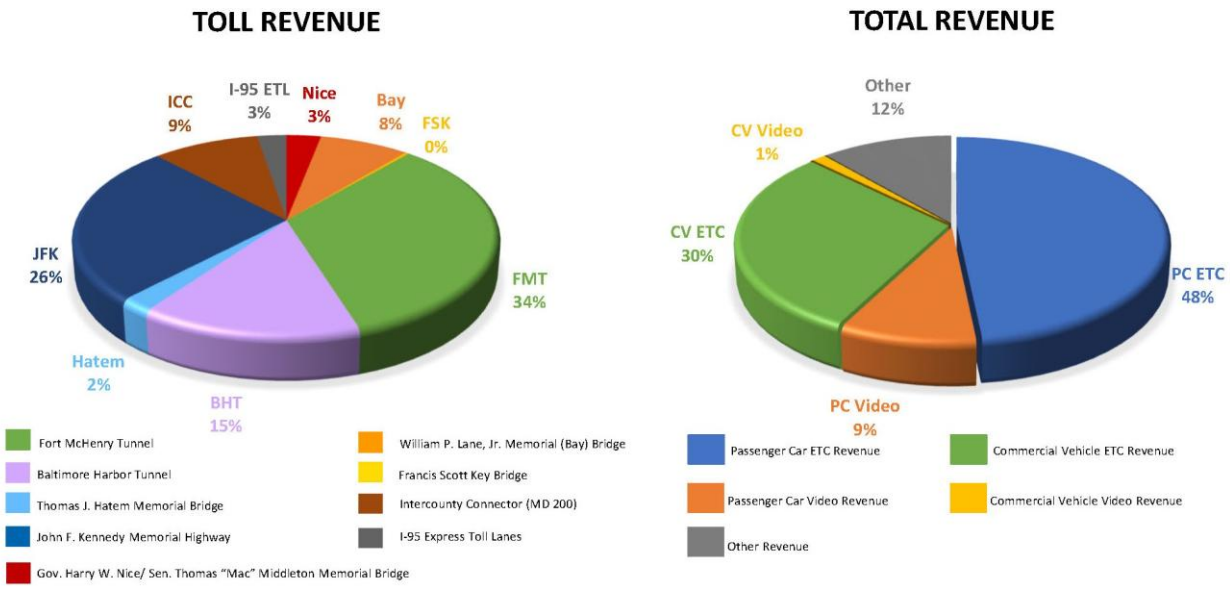


I-95 EXPRESS TOLL LANES (ETL)
EXISTING & FUTURE CONFIGURATION W/ I-695 DC

FIGURE 1-2

For context in this letter report, **Figure 1-3** shows the share of MDTA toll revenue by facility and total revenue by type for the most recent full fiscal year. As shown, 78 percent of toll revenue is from the Kennedy Highway, Fort McHenry Tunnel, Harbor Tunnel, and I-95 Express Toll Lanes, which make up the I-95 corridor and parallel Interstate crossings near downtown Baltimore. Total revenue includes 31 percent commercial vehicle toll revenue, 57 percent passenger car toll revenue, and 12 percent other revenue. Other revenue includes a combination of revenue collected and revenue deductions from unused Commuter Plan and Shoppers Plan trips, transponder fees and sales, the Hatem Bridge E-ZPass program, violation recovery (civil penalties), and commercial vehicle fees and discounts (post-usage discount, high frequency discount, and over-sized permit fees).

Figure 1-3
FY 2025 MDTA Share of Toll Revenue by Facility and Total Revenue by Type



1.2 Toll Rate and Civil Penalty Structure

1.2.1 Standard Toll Rates

Table 1-1 provides the standard Legacy system toll rates and toll collection direction. Toll rates vary by facility, method of payment, and vehicle class. The toll rates are grouped into three categories: Maryland E-ZPass, base toll rates which includes out-of-state E-ZPass and the pay-by-plate payment method, and video payment. Pay-by-Plate was introduced as another payment option for customers on April 29, 2021, which allows customers to pre-register their vehicle's license plate for video payment and receive the prior cash toll rate. A discount for early payment of video tolls was also introduced on April 29, 2021. This allows customers to receive a 15 percent discount (up to $5.00) when they pay their video tolls before an invoice is mailed. Maryland E-ZPass toll rates apply to drivers who register for an E-ZPass account and receive a transponder from MDTA. These customers receive a discount compared to the base toll rate customers and can also enroll in discounts like the shopper and commuter rates and programs further described in **Table 1-2**. The base toll rate applies to out-of-state registered E-ZPass and

pay-by-plate customers. Video customers pay a 50 percent surcharge over the base toll rate. Cash was a payment option at five of the seven Legacy facilities up until March 17, 2020 when cashless collection was initiated as a safety precaution related to the COVID-19 pandemic. The Hatem Bridge and Key Bridge facilities had already been converted to all-electronic tolling in October 2019. Permanent cashless tolling on the facilities that offered a cash payment option before the pandemic was announced on August 6, 2020.

Table 1-1
Standard MDTA Legacy System Toll Rates and Toll Collection Direction

Class	Hatem Bridge (Eastbound)	Kennedy Highway (Eastbound)	Harbor Facilities: FMT, BHT, FSK (Both)	Bay Bridge (Eastbound)	Nice/ Middleton Bridge (Westbound)
Maryland E-ZPass Payment Type					
Commuter[1]	$2.80	$2.80	$1.40	$1.40	$2.10
Shopper[1]	NA	NA	NA	$2.00	NA
2-axle	$6.00	$6.00	$3.00	$2.50	$4.50
3-axle	$11.20	$16.00	$8.00	$8.00	$12.00
4-axle	$16.80	$24.00	$12.00	$12.00	$18.00
5-axle	$48.00	$48.00	$24.00	$24.00	$36.00
6-axle+	$60.00	$60.00	$30.00	$30.00	$45.00
Base Toll Rates: Other E-ZPass Payment Type and Pay-By-Plate Payment Type[2]					
2-axle	$8.00	$8.00	$4.00	$4.00	$6.00
3-axle	$16.00	$16.00	$8.00	$8.00	$12.00
4-axle	$24.00	$24.00	$12.00	$12.00	$18.00
5-axle	$48.00	$48.00	$24.00	$24.00	$36.00
6-axle+	$60.00	$60.00	$30.00	$30.00	$45.00
Video Payment Type[3]					
2-axle	$12.00	$12.00	$6.00	$6.00	$9.00
3-axle	$24.00	$24.00	$12.00	$12.00	$18.00
4-axle	$36.00	$36.00	$18.00	$18.00	$27.00
5-axle	$63.00	$63.00	$36.00	$36.00	$51.00
6-axle+	$75.00	$75.00	$45.00	$45.00	$60.00

[1]Commuter and shopper programs for 2-axle vehicles only. Rates shown are if all trips are used

[2]ITOLs (video images matched to existing E-ZPass accounts) are charged the base toll rate.

[3]Customers that pay their video toll before an invoice is mailed are eligible for a 15% discount

Table 1-2 provides a description of the other MDTA Legacy system discount toll rate programs available to Maryland E-ZPass customers. The programs available for two-axle vehicles aim to provide discounts for drivers who use the MDTA facilities frequently. Commuter plans are available for the Baltimore Harbor crossings, the Nice/Middleton Bridge, and the Bay Bridge. These plans allow customers to complete a set number of trips within a 45-day period at a fixed price on specific facilities. Specific details of the commuter programs are shown in **Table 1-2**. In addition to the commuter plan at the Bay Bridge, there is a shopper plan that allows drivers to take ten trips Sunday through Thursday for $20 over a 90-day period on the Bay Bridge. The Hatem Bridge has two plans offered: Hatem Plan A and Hatem Plan B. Both plans provide unlimited trips for a flat annual fee of $20 and vary slightly in account setup and associated fees.

Two discount plans are offered for commercial vehicles with five-or-more axles: the post usage discount and supplemental rebate plan. The post usage discount reimburses business accounts a percentage of monthly tolls in the range of 10 to 20 percent based on the toll amount accrued in a 30-day period. The supplemental rebate program provides a similar structure for individual accounts by providing a discount in the range of 10 to 20 percent for accounts that make more than 60 trips per month. Also listed in **Table 1-2** are the Baltimore Harbor Tunnel Childs Street ramp and Key Bridge Broening Highway Turnaround tolls which are a lower toll rate for three-or-more axle vehicles using specific ramps near the Harbor Tunnel and Key Bridge

Tolls on the ICC differ from the Legacy system in that they're assessed on particular interchange-to-interchange movements, as shown in **Table 1-3.** The ICC is a cashless facility with E-ZPass, Pay-by-Plate or video payment options. This table provides the two-axle E-ZPass toll rates, which vary from $0.40 to $3.86 depending on the length of the trip and time of day. Higher toll rates are assessed on weekdays during the Peak Periods, which are 6:00 to 9:00 AM and 3:00 to 7:00 PM, compared to the Overnight (11:00 PM to 5:00 AM) and Off-Peak (all other hours) time periods. Tolls differ on the weekends for the Overnight and Off-Peak periods. E-ZPass toll rates are higher for commercial and recreational (boat and camper) vehicles based on the number of axles. Unlike toll rates on the Legacy system, E-ZPass rates are the same on the ICC for customers holding their accounts through MDTA and through other agencies. All video toll customers pay a 50 percent surcharge over the E-ZPass rate with a minimum of $1 and maximum of $15 above the E-ZPass rates. Pay-by-Plate customers pay a rate in between the video toll and E-ZPass customers.

The I-95 ETLs are an express lane facility with a single tolling point in the southbound direction and two tolling points in the northbound direction. Similar to the ICC, toll rates vary by vehicle type and time period. It is a cashless facility with payment method options of E-ZPass, Pay-by-Plate, or video tolling. **Table 1-4** provides the current toll rates by axle and payment type for the existing sections from I-895 to MD 43 and MD 43 to MD 152, as well as the assumed toll rates for the additional northbound extension tolling point which extends through MD 24. Unlike toll rates on the Legacy system, E-ZPass rates are the same on the I-95 ETLs for customers holding their accounts through MDTA and through other agencies. Video toll customers pay a 50 percent surcharge over the E-ZPass rate with a minimum of $1 and maximum of $15 above the E-ZPass rates. Pay-by-plate customers pay a rate that is in between video toll and E-ZPass customers.

Table 1-2
Other MDTA Legacy System Discount Toll Rate Programs and Rates

Program	Details
Baltimore Region Commuter Discount Plan	For E-ZPass Maryland accounts holders driving **two-axle vehicles**. The Baltimore Regional Plan is $70 for 50 trips on the Fort McHenry Tunnel, Harbor Tunnel, Key Bridge, Kennedy HIghway, or Hatem Bridge. Two "trips" are deducted for each crossing of the Kennedy Highway and Hatem Bridge. Plans end after 45 days or when all of the trips are used, whichever comes first.
Nice Bridge Commuter Discount Plan	For E-ZPass Maryland accounts holders driving **two-axle vehicles**. The Nice bridge plan is $52.50 and offers 25 trips. The plans ends after 45 days or when all of the trips are used, whichever comes first.
Bay Bridge Commuter Discount Plan	For E-ZPass Maryland accounts holders driving **two-axle vehicles**. The Bay Bridge Plan is $35.00 and offers 25 trips. The plan ends after 45 days or when all of the trips are used, whichever comes first.
Bay Bridge Shopper Discount Plan	For E-ZPass Maryland accounts holders driving **two-axle vehicles**. The Bay Bridge Shopper plan is $20.00 for ten two-axle trips that can be used Sunday through Thursday. The plan ends after 90 days or when all of the trips are used, whichever comes first.
Hatem Bridge Discount Plan A	An E-ZPass account with transponders valid only at the Hatem Bridge. This plan applies only to **two-axle vehicles**, and includes unlimited trips. This plan is subject to a flat annual fee of $20.00. There are NO account fees, prepaid toll deposits or account statements.
Hatem Bridge Discount Plan B	This discount plan is attached to a normal Maryland E-ZPass account. This plan applies only to **two-axle vehicles**, and includes unlimited trips. This plan is subject to a flat annual fee of $20.00. Account fees apply as with the normal Maryland E-ZPass account.
Post Usage Discount Plan	Business accounts operating **five-or-more-axle vehicles** qualify for an E-ZPass post-usage discount based on the tolls paid in every 30-day period, with a 10 percent discount offered for total monthly tolls of $150.00 to $1,999.99, 15 percent for total monthly tolls of $2,000.00 to $7,500.00 and 20 percent for total monthly tolls of over $7,500.00.
Supplemental Rebate Plan	A supplemental rebate program is offered to **five-or-more-axle vehicles** with individual transponders making 60 or more trips per month. As of July 1, 2015, a 10 percent discount is offered for five- or more-axle vehicle transponders making 60-79 trips per month, 15 percent for 80-99 trips per month, and 20 percent for 100 or more per month.
Baltimore Harbor Childs Street Ramps and Key Bridge Broening Highway Turnaround Toll	Vehicles with a valid E-ZPass Maryland account and transponder will pay $2 per axle for **3, 4, 5 and 6+ axle vehicles** to use the I-895/Childs Street ramps at the Baltimore Harbor Tunnel and when making the Broening Highway Turnaround on the Key Bridge.

Table 1-3
Intercounty Connector Two-Axle E-ZPass Toll Rates by Movement and Time Period

Entrance	Time Period[1]	Exit						
		I-370 / Shady Grove Rd.	SR 97 / Georgia Ave.	SR 182 / Layhill Rd.	SR 650 / New Hampshire Ave.	US 29 / Briggs Cheney Rd.	I-95	Konterra Dr. / US 1
I-370; Shady Grove Rd.	Peak		$1.24	$1.74	$2.37	$2.92	$3.52	$3.86
	Off-Peak		$0.96	$1.35	$1.83	$2.26	$2.72	$2.98
	Overnight		$0.40	$0.56	$0.75	$0.93	$1.12	$1.23
SR 97 / Georgia Ave.	Peak	$1.24		$0.50	$1.13	$1.68	$2.28	$2.61
	Off-Peak	$0.96		$0.40	$0.87	$1.30	$1.76	$2.02
	Overnight	$0.40		$0.40	$0.40	$0.53	$0.72	$0.83
SR 182 / Layhill Rd.	Peak	$1.74	$0.50		$0.62	$1.18	$1.78	$2.11
	Off-Peak	$1.35	$0.40		$0.48	$0.91	$1.37	$1.63
	Overnight	$0.56	$0.40		$0.40	$0.40	$0.56	$0.67
SR 650 / New Hampshire Ave.	Peak	$2.37	$1.13	$0.62		$0.55	$1.15	$1.49
	Off-Peak	$1.83	$0.87	$0.48		$0.43	$0.89	$1.15
	Overnight	$0.75	$0.40	$0.40		$0.40	$0.40	$0.47
US 29 / Briggs Cheney Rd.	Peak	$2.92	$1.68	$1.18	$0.55		$0.60	$0.94
	Off-Peak	$2.26	$1.30	$0.91	$0.43		$0.46	$0.72
	Overnight	$0.93	$0.53	$0.40	$0.40		$0.40	$0.40
I-95	Peak	$3.52	$2.28	$1.78	$1.15	$0.60		$0.44
	Off-Peak	$2.72	$1.76	$1.37	$0.89	$0.46		$0.40
	Overnight	$1.12	$0.72	$0.56	$0.40	$0.40		$0.40
Konterra Dr. / US 1	Peak	$3.86	$2.61	$2.11	$1.49	$0.94	$0.44	
	Off-Peak	$2.98	$2.02	$1.63	$1.15	$0.72	$0.40	
	Overnight	$1.23	$0.83	$0.67	$0.47	$0.40	$0.40	

[1]Time periods are:

Peak Period is defined as 6:00 to 9:00 AM and 4:00 to 7:00 PM on Weekdays (excluding federal holidays).

Off-Peak Period is defined as 5:00 to 6:00 AM, 9:00 AM to 4:00 PM, and 7:00 to 11:00 PM on Weekdays and 5:00 AM to 11:00 PM on Weekends and federal holidays.

Overnight is defined as 11:00 PM to 5:00 AM every day.

Table 1-4
I-95 Express Toll Lane Toll Rates

Class	Southbound Existing Section (I-895 to MD 43)			Northbound Existing Section (I-895 to MD 43)			Northbound Extension Phase 1 (MD 43 to MD 152)			Northbound Extension Phase 2 (MD 152 to MD 24)		
	Peak	Off-Peak	Overnight	Peak	Off-Peak	Overnight	Peak	Off-Peak	Overnight	Peak	Off-Peak	Overnight
E-ZPass Payment Type												
2-axle	$1.54	$1.19	$0.49	$1.43	$1.11	$0.46	$1.58	$1.22	$0.50	$0.51	$0.40	$0.40
3-axle	$3.08	$2.38	$0.98	$2.86	$2.21	$0.91	$3.17	$2.45	$1.01	$1.02	$0.80	$0.40
4-axle	$4.62	$3.57	$1.47	$4.29	$3.32	$1.37	$4.75	$3.67	$1.51	$1.53	$1.20	$1.20
5-axle	$9.24	$7.14	$2.94	$8.58	$6.63	$2.73	$9.50	$7.34	$3.02	$3.06	$2.40	$2.40
6-axle+	$11.55	$8.93	$3.68	$10.73	$8.29	$3.41	$11.88	$9.18	$3.78	$3.83	$3.00	$3.00
Pay-By-Plate Payment Type												
2-axle	$1.93	$1.49	$0.61	$1.79	$1.38	$0.57	$1.98	$1.53	$0.63	$0.64	$0.50	$0.50
3-axle	$3.85	$2.98	$1.23	$3.58	$2.76	$1.14	$3.96	$3.06	$1.26	$1.28	$1.00	$0.50
4-axle	$5.78	$4.46	$1.84	$5.36	$4.14	$1.71	$5.94	$4.59	$1.89	$1.91	$1.50	$1.50
5-axle	$11.55	$8.93	$3.68	$10.73	$8.29	$3.41	$11.88	$9.18	$3.78	$3.83	$3.00	$3.00
6-axle+	$14.44	$11.16	$4.59	$13.41	$10.36	$4.27	$14.85	$11.48	$4.73	$4.78	$3.75	$3.75
Video Payment Type												
2-axle	$2.54	$2.19	$1.49	$2.43	$2.11	$1.46	$2.58	$2.22	$1.50	$1.51	$1.40	$1.40
3-axle	$4.62	$3.57	$1.98	$4.29	$3.32	$1.91	$4.75	$3.67	$2.01	$2.02	$1.80	$1.40
4-axle	$6.93	$5.36	$2.47	$6.44	$4.97	$2.37	$7.13	$5.51	$2.51	$2.53	$2.20	$2.20
5-axle	$13.86	$10.71	$4.41	$12.87	$9.95	$4.10	$14.26	$11.02	$4.54	$4.59	$3.60	$3.60
6-axle+	$17.33	$13.39	$5.51	$16.09	$12.43	$5.12	$17.82	$13.77	$5.67	$5.74	$4.50	$4.50

Time Periods:

Peak Period is defined as southbound from 6:00 to 9:00 AM Mon to Fri, northbound from 3:00 to 7:00 PM Mon to Fri, and both directions from 12:00 to 2:00 PM Sat and 2:00 to 5:00 PM Sun.

Off-Peak Period is defined as southbound from 5:00 to 6:00 AM/9:00 AM to 9:00 PM Mon to Fri, northbound from 5:00 AM to 3:00 PM/7:00 to 9:00 PM Mon to Fri, and both directions from 5:00 AM to 12:00 PM/2:00 to 9:00 PM Sat and 5:00 AM to 2:00 PM/5:00 to 9:00 PM Sunday.

Overnight is defined as 9:00 PM to 5:00 AM every day.

1.2.2 FY 2023 Temporary Business Rule Changes

On March 17, 2020 MDTA implemented systemwide cashless tolling until further notice like most other larger toll agencies in the United States that had the capability to do so. Permanent cashless tolling on all MDTA facilities was announced on August 6, 2020 to provide convenience for motorists, less engine idling for better fuel efficiency and reduced emissions, decreased congestion, and increased safety. Mailing of Notice of Toll Due (NOTD) video invoices was paused in March 2020 but was resumed in the fall of 2020. This resulted in a backlog of NOTD transactions. To assist customers having to pay these backlogged transactions, the MDTA board approved a customer assistance plan on February 24th, 2022 which was effective immediately. This plan included a civil penalty waiver grace period and ceased referring toll bills to the Central Collection Unit (CCU) and MDOT Motor Vehicle Administration (MDOT MVA) temporarily. The customer assistance plan was terminated on December 14th, 2022.

Additionally, due to the customer assistance plan, civil penalties were not assessed on unpaid video invoices until after the termination of the customer assistance plan. Assessment of the $25 civil penalty resumed beginning December 14th, 2022 for all unpaid video transactions, including those from video invoices issued prior to the expiration of the customer assistance plan. Normal civil penalty collection and enforcement measures such as tax intercept and motor vehicle registration hold/suspension are assumed for this forecast.

While all these video invoices have been mailed, these policy changes are important to recall when reviewing historical trends for collected transactions and revenue in Chapter 2.

1.2.3 Upcoming Toll Rate Changes

There is no future toll rate change assumed for the forecasting period through FY 2035 on the Legacy System and Intercounty Connector. The only toll change assumed in the forecast presented in this report is the additional toll zone on the I-95 ETL northbound extension through MD 24.

1.3 Report Structure

Chapter 2, Historical Traffic and Revenue Trends, provides a summary of historical trends and variations of traffic and revenue on the Legacy bridges, tunnels, and highways operated by the MDTA. Trends in different payment shares are also provided.

Chapter 3, Socioeconomic Review, provides a summary of updated historical trends and forecasts of socioeconomic variables to provide the context for the traffic and revenue growth projections. The socioeconomic trend review consisted of data collection such as the compilation and updating of pertinent variables such as population, employment, income, gasoline prices, and real gross regional product from a number of public and private sources. These included the Bureau of Economic Analysis (BEA), US Census, Bureau of Labor Statistics (BLS), Maryland State Data Center (MD SDC), U.S. Energy Information Administration (EIA), Woods & Poole Economics (W&P), and Moody's Analytics (Moody's).

Chapter 4, Forecasts by Facility, provides a summary of the underlying assumptions and methodology used in the traffic and revenue forecasting process. Also presented in this Chapter

are the 10-year traffic and revenue forecasts by facility and vehicle class for each of the MDTA facilities, including forecasted other revenue.

Chapter 5, Total Forecast Results, summarizes the forecasts for the MDTA system.

Chapter 6, Forecast Comparisons, provides a comparison of the updated forecasts to previous forecasts for the MDTA facilities.

Chapter 2
Historical Trends

This chapter includes analysis of historical traffic, revenue, and payment type trends of the MDTA facilities. Analysis of traffic trends on other routes in Maryland is also provided for context. Recent historical data is especially important as an input to developing the updated forecast documented in this report.

2.1 Maryland Vehicle Miles Traveled

Vehicle miles traveled (VMT) trends were reviewed to better understand the general trends in traffic growth nationally and within Maryland. The Federal Highway Administration develops annual estimates of national and state-wide VMT by roadway type, which have been summarized in **Table 2-1** for years 2007 through 2023 for the United States (U.S.) and Maryland. Data was not yet available for 2024.

Total VMT growth trends for both Maryland and the U.S. have been generally similar during the Great Recession impacted years (2007 to 2009) and years following (2009 to 2019). In general, the trends indicate that total national and statewide Maryland VMT growth is similar. However, growth on Maryland's Interstate highways at 0.6 percent per annum was much lower than the U.S. average of 1.5 percent per annum for the period between 2009 and 2019. Growth on the Maryland interstate system is still occurring, albeit at a lower rate than the nation. The percent of total VMT occurring on Interstate routes has remained relatively constant throughout the past 16 years. Approximately 25 percent of national VMT and 30 percent of Maryland VMT are made on interstate routes, which account for 2.5 percent and 3.9 percent of all roads in the nation and Maryland, respectively.

In 2020, due to travel restrictions and stay-at-home mandates from the COVID-19 pandemic, interstate VMT in the United States and Maryland declined by 13.1 and 19.1 percent, respectively. In 2021, interstate VMT increased by approximately 13 percent over 2020 levels in both the U.S. and Maryland. The U.S. interstate and total VMT in 2021 were still 1.6 percent below pre-pandemic levels of 2019. Maryland interstate and total VMT recovered to 4.3 and 3.0 percent below 2019 levels. In 2022 and 2023, VMT continued to increase post-pandemic, at a slightly slower rate in Maryland compared to the nationwide average. In 2023, Maryland interstate and total VMT increase by 1.6 and 1.1 percent respectively, whereas nationwide the VMT increase by 1.0 and 1.6 percent for interstate and total, respectively.

Table 2-1

National and Statewide Trends in Vehicle Miles Traveled

Calendar Year	United States [1]					Maryland				
	Interstate			Total		Interstate			Total	
	VMT (Millions)	Percent Change	Percent of Total	VMT (Millions)	Percent Change	VMT (Millions)	Percent Change	Percent of Total	VMT (Millions)	Percent Change
2007	745,457	-	24.4	3,049,027	-	17,015	-	30.1	56,503	-
2008	725,078	(2.7)	24.2	2,992,705	(1.8)	16,710	(1.8)	30.4	55,023	(2.6)
2009	722,655	(0.3)	24.3	2,975,804	(0.6)	16,965	1.5	30.7	55,293	0.5
2010	729,015	0.9	24.4	2,985,854	0.3	17,040	0.4	30.4	56,126	1.5
2011	725,787	(0.4)	24.4	2,968,990	(0.6)	16,964	(0.4)	30.2	56,221	0.2
2012	735,915	1.4	24.6	2,988,021	0.6	17,054	0.5	30.2	56,475	0.5
2013	745,106	1.2	24.8	3,006,911	0.6	17,064	0.1	30.1	56,688	0.4
2014	756,374	1.5	24.9	3,040,220	1.1	17,057	(0.0)	30.2	56,432	(0.5)
2015	782,111	3.4	25.1	3,109,937	2.3	17,102	0.3	29.7	57,516	1.9
2016	810,264	3.6	25.4	3,188,972	2.5	17,584	2.8	29.7	59,137	2.8
2017	824,910	1.8	25.6	3,227,358	1.2	17,937	2.0	29.9	59,892	1.3
2018	833,803	1.1	25.6	3,255,347	0.9	17,932	(0.0)	30.1	59,629	(0.4)
2019	842,604	1.1	25.7	3,276,482	0.6	18,059	0.7	30.0	60,136	0.9
2020	732,078	(13.1)	25.1	2,917,383	(11.0)	14,604	(19.1)	28.9	50,592	(15.9)
2021	815,183	11.4	25.9	3,146,281	7.8	16,545	13.3	29.2	56,601	11.9
2022	839,105	2.9	26.1	3,211,120	2.1	16,739	1.2	29.5	56,746	0.3
2023	847,531	1.0	26.0	3,261,800	1.6	17,007	1.6	29.7	57,356	1.1
Average Annual Percent Change										
2007 to 2009		(1.5)			(1.2)		(0.1)			(1.1)
2009 to 2019		1.5			1.0		0.6			0.8
2019 to 2023		0.2			(0.1)		(2.0)			(1.6)

2007-2023 VMT Data source: Table VM-2, Highway Statistics, USDOT FHWA Office of Policy Information.

[1] Includes Puerto Rico.

2.2 MDTA Traffic and Revenue Trends

2.2.1 Collected Transactions and Revenue

This section provides a review of the historical collected toll transaction/trip trends and toll revenue trends for each of the seven MDTA Legacy facilities, I-95 Express Toll Lanes (ETLs), and the Intercounty Connector (ICC). Toll revenue is the revenue that is collected by transponder or by various forms of video payment (and formerly by in-lane cash payment) for payment of published toll rates. Other revenue includes a combination of revenue collected and revenue deductions from unused Commuter Plan and Shoppers Plan trips, transponder fees and sales, the Hatem Bridge E-ZPass® program, violation recovery (civil penalties), and commercial vehicle fees and discounts (post-usage discount, high frequency discount, and over-sized permit fees). The historical transaction/trip and revenue trends by facility for passenger cars, commercial vehicles and total traffic are presented by fiscal year in **Table 2-2**, **Table 2-3**, and **Table 2-4**, respectively. The historical transaction/trip and revenue trends for total vehicles by facility are graphically presented in **Figure 2-1.** The figure also indicates the years during which a toll change occurred which would have impacted T&R trends including toll increases in FY 2010, 2012, and 2014, and the toll decrease in FY 2016.

Table 2-2
MDTA Passenger Car Historical Collected Transactions and Toll Revenue

Fiscal Year	Harbor Tunnel		Fort McHenry Tunnel		Key Bridge[1]		Kennedy Highway		Hatem Bridge		Bay Bridge		Nice/Middleton Bridge		ICC [2]		I-95 ETL [2]	
	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change
Passenger Car Transactions (in millions)																		
2007	24.891	-	40.945	-	10.970	-	12.874	-	5.286	-	12.409	-	3.112	-	-	-	-	-
2008	24.921	0.1	40.879	(0.2)	11.093	1.1	12.722	(1.2)	5.296	0.2	12.312	(0.8)	3.107	(0.2)	-	-	-	-
2009	24.795	(0.5)	39.851	(2.5)	10.601	(4.4)	12.794	0.6	4.942	(6.7)	11.902	(3.3)	3.097	(0.3)	-	-	-	-
2010	24.553	(1.0)	40.583	1.8	9.953	(6.1)	12.977	1.4	4.890	(1.1)	12.093	1.6	3.134	1.2	-	-	-	-
2011	25.397	3.4	42.704	5.2	10.587	6.4	13.565	4.5	4.961	1.4	12.608	4.3	3.181	1.5	-	-	-	-
2012	25.113	(1.1)	41.103	(3.7)	10.048	(5.1)	13.154	(3.0)	4.884	(1.5)	12.766	1.3	3.100	(2.5)	-	-	-	-
2013	23.414	(6.8)	40.116	(2.4)	9.982	(0.7)	12.912	(1.8)	4.391	(10.1)	11.865	(7.1)	3.071	(0.9)	-	-	-	-
2014	24.325	3.9	38.290	(4.6)	9.427	(5.6)	12.690	(1.7)	4.779	8.8	11.878	0.1	3.040	(1.0)	-	-	-	-
2015	26.517	9.0	38.353	0.2	9.632	2.2	13.022	2.6	5.064	6.0	12.008	1.1	3.095	1.8	-	-	-	-
2016	27.653	4.3	38.876	1.4	10.185	5.7	13.401	2.9	4.880	(3.6)	12.398	3.2	3.172	2.5	-	-	-	-
2017	26.974	(2.5)	41.381	6.4	10.257	0.7	13.745	2.6	4.893	0.3	12.692	2.4	3.209	1.2	31.758	-	8.614	-
2018	27.327	1.3	40.546	(2.0)	10.330	0.7	13.576	(1.2)	4.881	(0.2)	12.631	(0.5)	3.123	(2.7)	33.433	5.3	8.915	3.5
2019	20.254	(25.9)	43.955	8.4	11.674	13.0	13.316	(1.9)	4.869	(0.2)	12.706	0.6	3.104	(0.6)	35.231	5.4	9.331	4.7
2020	13.709	(32.3)	38.242	(13.0)	10.793	(7.5)	10.669	(19.9)	4.182	(14.1)	10.723	(15.6)	2.571	(17.2)	31.850	(9.6)	7.341	(21.3)
2021	11.571	(15.6)	25.899	(32.3)	7.558	(30.0)	7.337	(31.2)	2.877	(31.2)	7.909	(26.2)	1.600	(37.7)	10.947	(65.6)	4.840	(34.1)
2022	25.065	116.6	38.186	47.4	10.636	40.7	13.419	82.9	4.207	46.2	13.580	71.7	3.049	90.5	40.030	265.7	8.321	71.9
2023	27.013	7.8	37.787	(1.0)	11.085	4.2	13.023	(3.0)	4.216	0.2	12.984	(4.4)	2.926	(4.0)	33.132	(17.2)	8.308	(0.2)
2024	26.659	(1.3)	38.237	1.2	7.820	(29.5)	12.512	(3.9)	4.371	3.7	12.589	(3.0)	2.953	0.9	33.046	(0.3)	8.440	1.6
2025	27.589	3.5	40.776	6.6	0.369	(95.3)	12.277	(1.9)	4.423	1.2	12.498	(0.7)	2.895	(2.0)	36.580	10.7	9.031	7.0
Passenger Car Revenue (in millions of dollars)																		
2007	29.926	-	56.924	-	10.805	-	58.915	-	1.119	-	24.652	-	7.154	-	-	-	-	-
2008	30.320	1.3	56.381	(1.0)	10.822	0.2	58.013	(1.5)	1.242	11.1	24.452	(0.8)	7.055	(1.4)	-	-	-	-
2009	30.840	1.7	55.224	(2.1)	10.512	(2.9)	58.467	0.8	1.255	1.0	23.740	(2.9)	7.020	(0.5)	-	-	-	-
2010	31.141	1.0	57.211	3.6	10.299	(2.0)	59.246	1.3	1.468	16.9	24.510	3.2	7.190	2.4	-	-	-	-
2011	31.856	2.3	58.288	1.9	10.658	3.5	59.906	1.1	1.622	10.5	25.105	2.4	7.233	0.6	-	-	-	-
2012	42.558	33.6	75.089	28.8	13.800	29.5	67.640	12.9	2.354	45.1	31.786	26.6	8.589	18.7	-	-	-	-
2013	46.871	10.1	87.559	16.6	16.450	19.2	73.602	8.8	3.993	69.6	36.113	13.6	9.577	11.5	-	-	-	-
2014	69.466	48.2	114.982	31.3	22.863	39.0	94.931	29.0	5.007	25.4	54.346	50.5	14.616	52.6	-	-	-	-
2015	77.033	10.9	115.294	0.3	24.330	6.4	97.301	2.5	5.113	2.1	55.630	2.4	15.198	4.0		-	-	-
2016	80.650	4.7	115.994	0.6	24.474	0.6	98.677	1.4	5.279	3.2	35.598	(36.0)	15.156	(0.3)	54.197	-	10.054	-
2017	80.207	(0.5)	124.262	7.1	25.478	4.1	101.363	2.7	5.619	6.5	36.562	2.7	15.419	1.7	58.795	8.5	10.765	7.1
2018	81.602	1.7	121.604	(2.1)	25.670	0.8	100.008	(1.3)	5.215	(7.2)	36.294	(0.7)	14.947	(3.1)	61.320	4.3	11.055	2.7
2019	61.575	(24.5)	132.376	8.9	29.335	14.3	97.883	(2.1)	5.298	1.6	36.714	1.2	14.897	(0.3)	62.688	2.2	11.529	4.3
2020	40.715	(33.9)	113.816	(14.0)	26.513	(9.6)	77.730	(20.6)	4.852	(8.4)	30.174	(17.8)	12.012	(19.4)	51.830	(17.3)	8.820	(23.5)
2021	33.204	(18.4)	74.884	(34.2)	18.604	(29.8)	52.922	(31.9)	3.441	(29.1)	20.684	(31.4)	7.316	(39.1)	18.781	(63.8)	5.873	(33.4)
2022	83.449	151.3	125.465	67.5	30.784	65.5	103.954	96.4	9.278	169.6	43.499	110.3	16.577	126.6	74.373	296.0	10.631	81.0
2023	87.269	4.6	120.463	(4.0)	30.822	0.1	99.059	(4.7)	6.652	(28.3)	39.486	(9.2)	15.169	(8.5)	62.638	(15.8)	10.443	(1.8)
2024	85.682	(1.8)	121.677	1.0	22.092	(28.3)	95.235	(3.9)	7.294	9.7	39.235	(0.6)	15.408	1.6	62.182	(0.7)	10.657	2.0
2025	86.975	1.5	128.522	5.6	1.825	(91.7)	92.636	(2.7)	7.268	(0.4)	38.620	(1.6)	14.750	(4.3)	67.907	9.2	13.814	29.6

[1] The Key Bridge collapsed on March 26, 2024.

[2] Data for the ICC and I-95 ETL are presented beginning in FY 2017 for trips and FY 2016 for revenue due to vehicle class availability in data reporting. ICC transactions reported are trips.

Table 2-3
MDTA Commercial Vehicle Historical Collected Transactions and Toll Revenue

Fiscal Year	Harbor Tunnel		Fort McHenry Tunnel		Key Bridge[1]		Kennedy Highway		Hatem Bridge		Bay Bridge		Nice/Middleton Bridge		ICC [2]		I-95 ETL [2]	
	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change
Commercial Vehicle Transactions (in millions)																		
2007	0.849	-	3.909	-	1.233	-	1.966	-	0.276	-	1.086	-	0.306	-	-	-	-	-
2008	0.850	0.1	3.950	1.1	1.250	1.3	1.930	(1.8)	0.260	(5.6)	1.058	(2.5)	0.284	(7.3)	-	-	-	-
2009	0.739	(13.1)	3.595	(9.0)	1.087	(13.0)	1.848	(4.2)	0.098	(62.1)	0.850	(19.7)	0.250	(12.0)	-	-	-	-
2010	0.672	(9.0)	3.480	(3.2)	1.006	(7.5)	1.773	(4.1)	0.103	4.9	0.901	6.0	0.220	(12.1)	-	-	-	-
2011	0.720	7.1	3.590	3.2	1.060	5.4	1.810	2.1	0.110	6.3	0.950	5.4	0.220	0.1	-	-	-	-
2012	0.637	(11.6)	3.420	(4.7)	1.000	(5.7)	1.670	(7.7)	0.150	36.6	0.900	(5.3)	0.190	(13.6)	-	-	-	-
2013	0.558	(12.3)	3.460	1.2	0.940	(6.0)	1.670	-	0.172	15.0	0.871	(3.2)	0.190	-	-	-	-	-
2014	0.568	1.6	3.586	3.6	0.993	5.6	1.687	1.0	0.169	(1.8)	0.881	1.1	0.203	7.0	-	-	-	-
2015	0.580	2.2	3.494	(2.6)	0.995	0.2	1.668	(1.1)	0.182	7.3	0.847	(3.8)	0.211	3.5	-	-	-	-
2016	0.633	9.1	3.763	7.7	1.010	1.5	1.762	5.7	0.210	15.6	0.874	3.2	0.209	(0.6)	-	-	-	-
2017	0.639	0.8	3.999	6.3	1.054	4.4	1.803	2.3	0.210	(0.2)	0.895	2.4	0.210	0.5	0.875	-	0.400	-
2018	0.685	7.3	4.174	4.4	1.096	3.9	1.875	4.0	0.205	(2.3)	0.887	(0.8)	0.203	(3.7)	0.968	10.6	0.478	19.5
2019	0.585	(14.6)	4.292	2.8	1.153	5.2	1.889	0.7	0.220	7.3	0.887	(0.1)	0.211	4.0	1.056	9.1	0.538	12.5
2020	0.459	(21.5)	4.055	(5.5)	1.142	(0.9)	1.830	(3.1)	0.212	(3.7)	0.824	(7.1)	0.183	(13.3)	1.096	3.8	0.448	(16.6)
2021	0.441	(4.0)	3.335	(17.7)	0.948	(17.0)	1.544	(15.7)	0.184	(12.9)	0.658	(20.1)	0.124	(32.2)	0.378	(65.5)	0.362	(19.3)
2022	0.793	79.9	4.888	46.5	1.354	42.8	2.229	44.4	0.268	45.5	0.928	41.1	0.252	103.1	1.431	278.4	0.679	87.8
2023	0.942	18.8	4.619	(5.5)	1.368	1.0	2.187	(1.9)	0.252	(6.1)	0.875	(5.8)	0.231	(8.2)	0.992	(30.7)	0.680	0.2
2024	0.949	0.7	4.499	(2.6)	1.119	(18.2)	2.045	(6.5)	0.233	(7.5)	0.839	(4.1)	0.218	(5.6)	0.959	(3.3)	0.678	(0.2)
2025	0.976	2.9	5.088	13.1	0.014	(98.7)	2.000	(2.2)	0.229	(1.6)	0.834	(0.6)	0.209	(4.2)	0.975	1.6	0.738	8.8
Commercial Vehicle Revenue (in millions)																		
2007	5.183	-	27.761	-	8.437	-	35.704	-	2.699	-	9.741	-	3.277	-	-	-	-	-
2008	5.007	(3.4)	27.652	(0.4)	8.586	1.8	34.695	(2.8)	2.652	(1.7)	9.427	(3.2)	3.024	(7.7)	-	-	-	-
2009	4.770	(4.7)	27.746	0.3	8.051	(6.2)	36.671	5.7	0.811	(69.4)	8.770	(7.0)	2.750	(9.1)	-	-	-	-
2010	5.869	23.0	36.809	32.7	10.238	27.2	48.103	31.2	1.145	41.2	12.284	40.1	2.956	7.5	-	-	-	-
2011	5.995	2.1	37.029	0.6	10.117	(1.2)	47.484	(1.3)	1.197	4.5	12.512	1.9	2.916	(1.4)	-	-	-	-
2012	6.176	3.0	43.730	18.1	12.020	18.8	48.370	1.9	2.896	142.0	14.956	19.5	3.011	3.3	-	-	-	-
2013	6.203	0.5	51.125	16.9	13.170	9.6	51.104	5.7	3.972	37.2	17.263	15.4	3.588	19.1	-	-	-	-
2014	8.093	30.5	68.147	33.3	17.396	32.1	67.872	32.8	5.168	30.1	25.410	47.2	5.781	61.1	-	-	-	-
2015	8.505	5.1	70.486	3.4	18.645	7.2	69.234	2.0	6.076	17.6	25.529	0.5	6.214	7.5		-		-
2016	9.222	8.4	75.293	6.8	18.805	0.9	72.499	4.7	6.524	7.4	17.193	(32.7)	6.047	(2.7)	5.116	-	1.331	-
2017	9.254	0.3	79.920	6.1	19.464	3.5	74.448	2.7	6.468	(0.9)	17.399	1.2	6.046	(0.0)	5.522	7.9	1.713	28.7
2018	9.786	5.8	83.458	4.4	20.208	3.8	77.192	3.7	6.368	(1.6)	17.136	(94.9)	5.794	(4.2)	6.190	12.1	2.093	22.2
2019	8.690	(11.2)	85.073	1.9	21.196	4.9	78.103	1.2	6.874	8.0	17.030	(0.1)	6.072	4.8	6.627	7.1	2.392	14.3
2020	6.794	(21.8)	80.530	(5.3)	21.036	(0.8)	76.356	(2.2)	6.534	(5.0)	15.823	(7.1)	5.307	(12.6)	6.312	(4.8)	1.931	(19.3)
2021	6.891	1.4	67.334	(16.4)	17.365	(17.5)	64.622	(15.4)	5.802	(11.2)	12.648	(20.1)	3.550	(33.1)	2.532	(59.9)	1.880	(2.7)
2022	12.226	77.4	100.144	48.7	25.071	44.4	93.030	44.0	8.975	54.7	18.117	41.1	7.512	111.6	10.529	315.8	3.459	84.0
2023	14.928	22.1	95.041	(5.1)	25.968	3.6	92.890	(0.2)	8.348	(7.0)	16.948	(5.8)	6.890	(8.3)	7.513	(28.6)	3.513	1.6
2024	13.360	(10.5)	91.005	(4.2)	21.338	(17.8)	86.048	(7.4)	7.956	(4.7)	16.004	(4.1)	6.337	(8.0)	6.865	(8.6)	3.410	(2.9)
2025	14.428	8.0	102.529	12.7	0.277	(98.7)	84.082	(2.3)	7.686	(3.4)	15.657	(2.2)	6.048	(4.6)	6.665	(2.9)	4.651	36.4

[1] The Key Bridge collapsed on March 26, 2024.

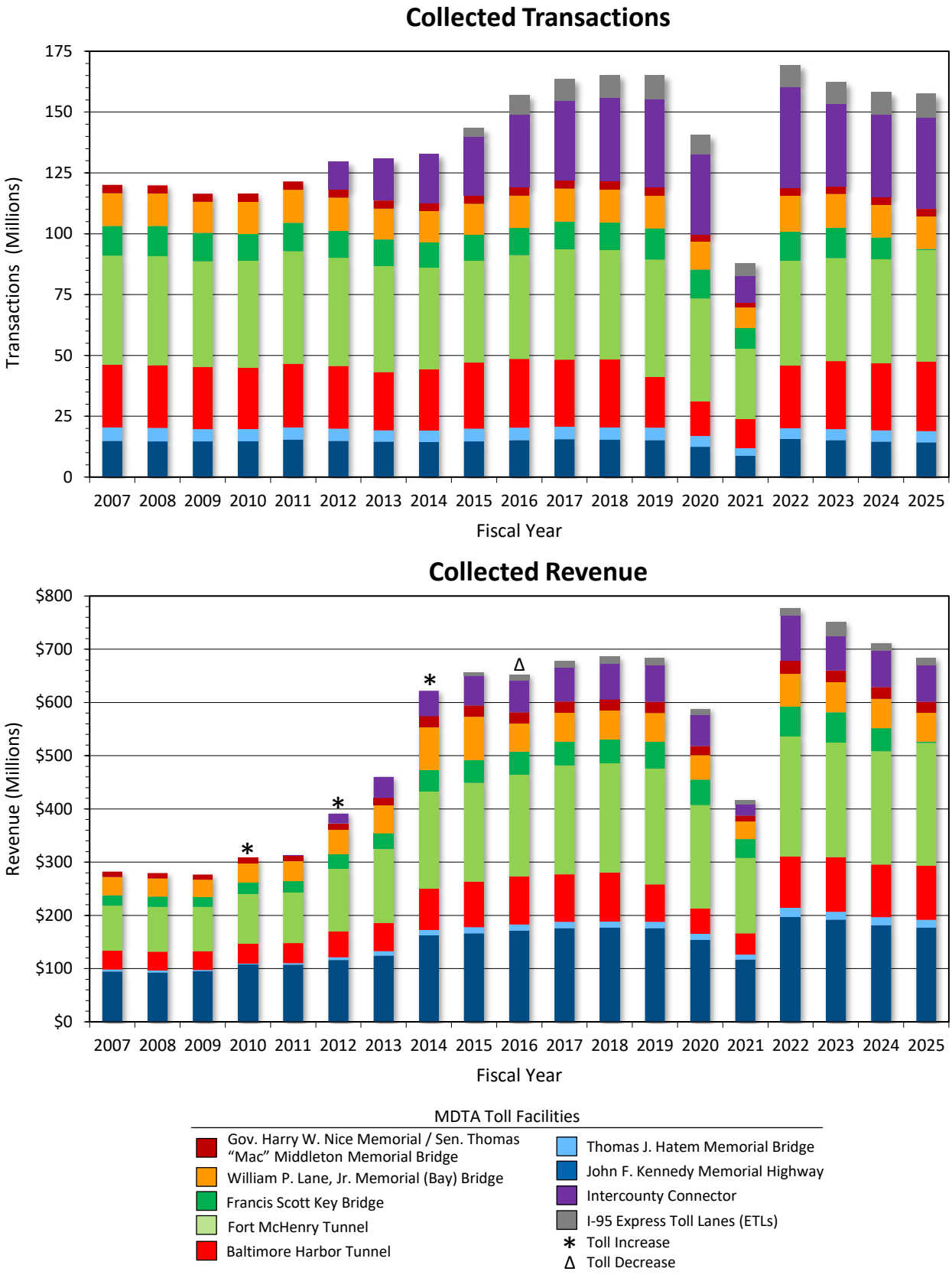
[2] Data for the ICC and I-95 ETL are presented beginning in FY 2017 for trips and FY 2016 for revenue due to vehicle class availability in data reporting. ICC transactions reported are trips.

Table 2-4
MDTA Total Traffic Historical Collected Transactions and Toll Revenue

Fiscal Year	Harbor Tunnel		Fort McHenry Tunnel		Key Bridge[1]		Kennedy Highway		Hatem Bridge		Bay Bridge		Nice/Middleton Bridge		ICC[2]		I-95 ETL[2]	
	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change
Total Transactions (in millions)																		
2007	25.740	-	44.854	-	12.203	-	14.840	-	5.561	-	13.494	-	3.418	-	-	-	-	-
2008	25.771	0.1	44.829	(0.1)	12.343	1.1	14.652	(1.3)	5.556	(0.1)	13.370	(0.9)	3.391	(0.8)	-	-	-	-
2009	25.534	(0.9)	43.446	(3.1)	11.688	(5.3)	14.642	(0.1)	5.040	(9.3)	12.752	(4.6)	3.347	(1.3)	-	-	-	-
2010	25.226	(1.2)	44.063	1.4	10.959	(6.2)	14.750	0.7	4.993	(0.9)	12.994	1.9	3.354	0.2	-	-	-	-
2011	26.117	3.5	46.294	5.1	11.647	6.3	15.375	4.2	5.070	1.5	13.558	4.3	3.401	1.4	-	-	-	-
2012	25.750	(1.4)	44.523	(3.8)	11.048	(5.1)	14.824	(3.6)	5.034	(0.7)	13.666	0.8	3.290	(3.3)	11.562	-	-	-
2013	23.973	(6.9)	43.576	(2.1)	10.922	(1.1)	14.582	(1.6)	4.563	(9.4)	12.736	(6.8)	3.261	(0.9)	17.198	48.7	-	-
2014	24.893	3.8	41.875	(3.9)	10.419	(4.6)	14.377	(1.4)	4.948	8.4	12.759	0.2	3.243	(0.6)	20.476	19.1	-	-
2015	27.098	8.9	41.847	(0.1)	10.627	2.0	14.690	2.2	5.246	6.0	12.856	0.8	3.305	1.9	24.118	17.8	3.483	-
2016	28.287	4.4	42.639	1.9	11.195	5.3	15.163	3.2	5.090	(3.0)	13.272	3.2	3.381	2.3	29.975	24.3	8.048	131.0
2017	27.612	(2.4)	45.380	6.4	11.311	1.0	15.548	2.5	5.102	0.2	13.587	2.4	3.419	1.1	32.634	8.9	9.014	12.0
2018	28.012	1.4	44.720	(1.5)	11.425	1.0	15.451	(0.6)	5.086	(0.3)	13.518	(0.5)	3.325	(2.8)	34.401	5.4	9.393	4.2
2019	20.839	(25.6)	48.247	7.9	12.827	12.3	15.205	(1.6)	5.089	0.1	13.593	0.5	3.315	(0.3)	36.287	5.5	9.868	5.1
2020	14.168	(32.0)	42.297	(12.3)	11.935	(6.9)	12.499	(17.8)	4.394	(13.6)	11.547	(15.1)	2.753	(16.9)	32.946	(9.2)	7.789	(21.1)
2021	12.011	(15.2)	29.235	(30.9)	8.506	(28.7)	8.881	(28.9)	3.062	(30.3)	8.567	(25.8)	1.724	(37.4)	11.325	(65.6)	5.202	(33.2)
2022	25.858	115.3	43.074	47.3	11.990	41.0	15.648	76.2	4.475	46.2	14.508	69.4	3.301	91.4	41.461	266.1	9.000	73.0
2023	27.955	8.1	42.406	(1.6)	12.453	3.9	15.210	(2.8)	4.468	(0.2)	13.859	(4.5)	3.157	(4.4)	34.124	(17.7)	8.988	(0.1)
2024	27.608	(1.2)	42.736	0.8	8.939	(28.2)	14.557	(4.3)	4.604	3.0	13.428	(3.1)	3.171	0.4	34.005	(0.3)	9.119	1.5
2025	28.565	3.5	45.864	7.3	0.383	(95.7)	14.276	(1.9)	4.652	1.0	13.332	(0.7)	3.104	(2.1)	37.555	10.4	9.770	7.1
Total Revenue (in millions of dollars)																		
2007	35.109	-	84.685	-	19.243	-	94.619	-	3.817	-	34.393	-	10.432	-	-	-	-	-
2008	35.328	0.6	84.032	(0.8)	19.408	0.9	92.707	(2.0)	3.894	2.0	33.879	(1.5)	10.079	(3.4)	-	-	-	-
2009	35.610	0.8	82.970	(1.3)	18.563	(4.4)	95.138	2.6	2.066	(46.9)	32.510	(4.0)	9.770	(3.1)	-	-	-	-
2010	37.010	3.9	94.020	13.3	20.537	10.6	107.349	12.8	2.613	26.5	36.794	13.2	10.146	3.8	-	-	-	-
2011	37.851	2.3	95.316	1.4	20.775	1.2	107.390	0.0	2.819	7.9	37.617	2.2	10.149	0.0	1.474	-	-	-
2012	48.734	28.8	118.819	24.7	25.820	24.3	116.010	8.0	5.250	86.2	46.742	24.3	11.601	14.3	18.063	1,125.4	-	-
2013	53.074	8.9	138.684	16.7	29.619	14.7	124.706	7.5	7.966	51.7	53.376	14.2	13.165	13.5	39.586	119.2	-	-
2014	77.559	46.1	183.130	32.0	40.260	35.9	162.803	30.5	10.174	27.7	79.756	49.4	20.397	54.9	48.029	21.3	-	-
2015	85.538	10.3	185.780	1.4	42.975	6.7	166.535	2.3	11.189	10.0	81.159	1.8	21.412	5.0	56.018	16.6	6.146	-
2016	89.872	5.1	191.287	3.0	43.279	0.7	171.176	2.8	11.803	5.5	52.791	(35.0)	21.203	(1.0)	59.312	5.9	11.385	85.3
2017	89.461	(0.5)	204.182	6.7	44.942	3.8	175.811	2.7	12.087	2.4	53.960	2.2	21.465	1.2	64.317	8.4	12.478	9.6
2018	91.388	2.2	205.063	0.4	45.878	2.1	177.199	0.8	11.582	(4.2)	53.429	(1.0)	20.741	(3.4)	67.511	5.0	13.148	5.4
2019	70.265	(23.1)	217.449	6.0	50.531	10.1	175.987	(0.7)	12.172	5.1	53.744	0.6	20.968	1.1	69.316	2.7	13.921	5.9
2020	47.509	(32.4)	194.346	(10.6)	47.549	(5.9)	154.086	(12.4)	11.386	(6.5)	45.997	(14.4)	17.319	(17.4)	58.142	(16.1)	10.751	(22.8)
2021	40.095	(15.6)	142.219	(26.8)	35.969	(24.4)	117.544	(23.7)	9.243	(18.8)	33.332	(27.5)	10.866	(37.3)	21.313	(63.3)	7.753	(27.9)
2022	95.675	138.6	225.610	58.6	55.855	55.3	196.984	67.6	18.253	97.5	61.615	84.9	24.089	121.7	84.903	298.4	14.090	81.7
2023	102.197	6.8	215.504	(4.5)	56.790	1.7	191.949	(2.6)	15.000	(17.8)	56.434	(8.4)	22.059	(8.4)	70.151	(17.4)	13.956	(0.9)
2024	99.042	(3.1)	212.682	(1.3)	43.430	(23.5)	181.283	(5.6)	15.250	1.7	55.239	(2.1)	21.745	(1.4)	69.047	(1.6)	14.067	0.8
2025	101.403	2.4	231.052	8.6	2.103	(95.2)	176.718	(2.5)	14.953	(1.9)	54.277	(1.7)	20.797	(4.4)	74.572	8.0	18.465	31.3

[1] The Key Bridge collapsed on March 26, 2024.

[2] Data for the ICC and I-95 ETL are presented beginning in FY 2017 for trips and FY 2016 for revenue due to vehicle class availability in data reporting. ICC transactions reported are trips.



HISTORICAL COLLECTED TRANSACTIONS AND COLLECTED TOLL REVENUE BY FACILITY

FIGURE 2-1

Table 2-5 summarizes the average annual percent change in passenger car and commercial vehicle transactions and revenue trends by facility during the Great Recession years (FY 2007 to 2009), post-recession years (FY 2009 to 2019), and pandemic/post-pandemic years from 2019 to 2025 for the Legacy facilities based on the data provided in **Table 2-2** and **Table 2-3**. For all facilities, including the ICC and I-95 ETL, average annual percent change in passenger car and commercial vehicles transactions/trips and revenue are shown for the period from 2017 to 2019 due to data by vehicle class availability for the ICC and I-95 ETLs. FY 2019 to 2025 is shown for all facilities to show the period impacted by the COVID-19 pandemic, cashless conversion, and back-office transition.

Table 2-5
Average Annual Percent Change in Collected Transactions and Revenue by Facility

Fiscal Year	Hatem Bridge	Kennedy Highway	Harbor Tunnel	Fort McHenry Tunnel	Key Bridge[1]	Bay Bridge	Nice/ Middleton Bridge	ICC [2]	I-95 ETL [2]
Passenger Car Transactions (in millions)									
2007 to 2009	(3.3)	(0.3)	(0.2)	(1.3)	(1.7)	(2.1)	(0.2)	-	-
2009 to 2019	(0.1)	0.4	(2.0)	1.0	1.0	0.7	0.0	-	-
2017 to 2019	(0.2)	(1.6)	(13.3)	3.1	6.7	0.1	(1.6)	5.3	4.1
2019 to 2025	(1.9)	(1.6)	6.4	(1.5)	(49.9)	(0.3)	(1.4)	0.8	(0.7)
Passenger Car Revenue (in millions of dollars)									
2007 to 2009	14.8	(1.0)	3.8	(3.8)	(3.4)	(4.7)	(2.4)	-	-
2009 to 2019	38.7	13.2	17.9	22.8	27.0	11.1	19.5	-	-
2017 to 2019	(2.9)	(1.7)	(12.4)	3.2	7.3	0.2	(1.7)	3.3	3.5
2019 to 2025	6.5	(1.1)	7.2	(0.6)	(42.6)	1.0	(0.2)	1.6	3.7
Commercial Vehicle Transactions (in millions)									
2007 to 2009	(40.2)	(3.0)	(6.7)	(4.1)	(6.1)	(11.5)	(9.7)	-	-
2009 to 2019	8.4	0.2	(2.3)	1.8	0.6	0.4	(1.7)	-	-
2017 to 2019	2.4	2.3	(4.3)	3.6	4.6	(0.4)	0.1	9.8	16.0
2019 to 2025	0.8	1.1	10.8	3.5	(58.5)	(1.2)	(0.2)	(1.6)	6.5
Commercial Vehicle Revenue (in millions of dollars)									
2007 to 2009	(112.9)	3.4	(10.2)	(0.1)	(5.8)	(12.8)	(21.0)	-	-
2009 to 2019	59.6	19.6	15.5	29.6	25.4	17.2	20.6	-	-
2017 to 2019	3.1	2.4	(3.1)	3.2	4.4	(1.1)	0.2	9.6	18.2
2019 to 2025	2.3	1.5	10.7	3.8	(58.0)	(1.7)	(0.1)	(31.8)	(21.0)

[1] The Key Bridge collapsed on March 26, 2025.

[2] AAPC for ICC and I-95 ETL transactions/trips and revenue presented beginning FY 2017 due to vehicle class data availability.

As shown in **Table 2-5**, between FY 2007 and FY 2009, the passenger car transactions decreased on all seven Legacy facilities. The smallest decrease in passenger car transactions during this period was 0.2 percent per annum on the Harbor Tunnel and Nice/Middleton Bridge. The commercial vehicle transactions decreased significantly between FY 2007 and FY 2009 on all the legacy facilities, with the largest decrease of 40.2 percent per annum on the Hatem Bridge. Following these decreases associated with the Great Recession, continued economic uncertainty, the Telework Enhancement Act of 2010 which allowed more federal workers to work from home, and several toll increases resulted in the total Legacy system transactions decreasing by 3.4 percent from 116.5 million in FY 2009 to 112.5 million in FY 2014. Due to the toll increases, the

Legacy system revenue grew from about 277 million in FY 2009 to 595 million in FY 2015. Total transactions increased by 2.8 percent in FY 2015 reaching FY 115.7 million, mostly due to the high growth on Hatem Bridge and Baltimore Harbor Tunnel, where transactions increased by 6.0 percent and 8.9 percent respectively, compared to FY 2014. The revenue decreased in FY 2016 by 2.2 percent due to the toll decrease implemented on July 1, 2015. The traffic increases between FY 2015 and FY 2017 on the system were the result of strong economic performance and the FY 2016 toll decrease. This upward trend came to an end in FY 2018, when the system transactions decreased by 0.3 percent. In FY 2019, the transactions decreased further by 2.0 percent, driven especially by the 25.6 drop in transactions on the Baltimore Harbor Tunnel due to construction. Revenue followed a similar trend decreasing by 2.1 percent and 0.7 percent in FY 2018 and FY 2019 respectively. Overall, between FY 2009 and FY 2019, the total legacy system transactions increased by 0.2 percent per annum and revenue increased by 7.8 per annum. Beginning in March 2020, the COVID-19 pandemic caused significant reductions in traffic on the MDTA system. This caused the FY 2020 Legacy system transaction to decrease by 16.4 percent and revenue to decrease by 13.8 percent compared to FY 2019. In FY 2021, ongoing pandemic impacts, back office transition collection issues, and the conversion to cashless tolling have caused a further 24.9 percent decline in transactions over FY 2020. In FY 2022, transactions and revenue increased by 65.1 and 74.2 percent, respectively, over the prior year. This is due to ongoing COVID-19 recovery as well as collections on transactions from previous years due to the business rule changes. In FY 2023, the Legacy system transactions increased by 0.5 percent and revenue decreased by 2.7, a result of fewer transactions collected from prior years after termination of the customer assistance plan. FY 2024 declined by 3.7 and 4.7 percent for transactions and revenue, respectively, primarily due to the impact from the Key Bridge collapse and video revenue collections. The initial impacts of the Key Bridge collapse on the Harbor Crossings and the residual impacts after the reopening of the Port of Baltimore will be discussed in more detail in Chapter 4 and how the impacts were considered in the forecast. FY 2025 showed further declines year-over-year in collected toll revenue on nearly all Legacy facilities, excluding the Harbor Tunnel and Fort McHenry Tunnel which saw further increases due to a full year of the impact of traffic diversion from the collapsed Key Bridge.

For the Intercounty Connector, tolling began on the second segment of the ICC from MD-97/Georgia Avenue to I-95 in FY 2012, making FY 2013 the first full fiscal year of I-370 to I-95 operations on the ICC. Trips then increased by 19.1 percent in FY 2014. This was due primarily to facility "ramp-up," when motorists adjust their travel patterns over time as they become aware of a new facility and the benefits that it offers over their current route of travel. This ramp-up period continued into FY 2015, with a 17.8 percent growth in trips and a 16.6 percent growth in toll revenue. FY 2015 growth also included the opening of the final segment of the ICC in November 2014; a 1.53-mile extension on the eastern end between I-95 and US 1. Trips in FY 2016 grew at a faster rate than FY 2015, which can be attributed in part to the toll reduction implemented on July 1, 2015. Toll revenue for FY 2016 was 5.9 percent higher than FY 2015, which reflects continued robust growth in trips offset in part by the negative revenue impact of the lower tolls. Trips growth for FY 2017 was strong at 8.9 percent. While FY 2018 and FY 2019 had trip growth around 5.5 percent. This strong growth is likely due to increasing regional population and employment as well as the ICC serving as a congestion relief route. As was seen with the Legacy facilities, due to the COVID-19 pandemic, there was a 9.2 decrease in trips and 16.1 percent decrease in revenue in FY 2020 compared to FY 2019. FY 2021 transactions and

revenue were 65.6 and 63.3 percent lower than FY 2020, respectively, due to ongoing pandemic impacts, back office transition collection issues, and the conversion to cashless tolling. In FY 2022 transactions and revenue nearly tripled over FY 2021 due to processing of transactions from the previous fiscal years as well as some recovery from COVID-19 traffic impacts. In FY 2023, transactions and revenue decreased by around 17 percent, resulting from lower collections on transactions from prior years after termination of the customer assistance plan. As video collections from backlog transactions continued to diminish in FY 2024, transactions and revenue decreased over FY 2023 by 0.3 and 1.6 percent, respectively. Toll revenue of $69.0 million shows a return to pre-pandemic levels, considering the FY 2019 toll revenue was $69.3 million. In FY 2025, trips and revenue increased by 10.4 and 8.0 percent, respectively, over FY 2024 from large increases in passenger cars. This is potentially an influence of the federal return to work mandates in the second half of the fiscal year.

The I-95 ETLs opened in FY 2015, and FY 2016 was the first full fiscal year of operations. In FY 2017, transactions and revenue on the ETLs increased by 12.0 percent and 9.6 percent, respectively, compared to FY 2016. This was due primarily to facility ramp-up, the phenomenon that occurs with the opening of a new facility as explained above. This growth continued in FY 2018 and FY 2019, when transactions increased by 4.2 percent and 5.1 percent, respectively, over their previous years. Revenue grew at slightly higher levels than transactions with a 5.4 percent growth in FY 2018 and 5.9 percent growth in FY 2019. Due to COVID-19 pandemic, FY 2020 transactions and revenue decreased significantly by 21.1 percent and 22.8 percent, respectively, compared to FY 2019. Ongoing pandemic impacts, back-office transition collection issues, and the conversion to cashless tolling, caused FY 2021 transactions to be 33.2 percent lower than FY 2020 and revenue to be 27.9 percent lower. In FY 2022, transactions and revenue were 73 and 81.7 percent higher than FY 2021, respectively. Whereas, in FY 2023, transactions decreased by 0.1 percent and revenue decreased by 0.9 percent. In FY 2024, transaction and revenue growth stabilized to 1.5 percent and 0.8 percent, respectively, over FY 2023 before significant growth in FY 2025 from the opening of the northbound extension in December 2024. This extension added seven miles in the northbound direction only. Total FY 2025 transactions and revenue increased by 7.1 and 31.3 percent, respectively.

2.2.2 In-Lane Traffic

This section provides a brief review of the historical raw in-lane traffic trends for each of the seven MDTA Legacy facilities, I-95 ETLs, and the ICC. Data shown is for traffic at the toll gantry locations. Data for the ICC, which has several toll gantries, is shown as the total in-lane traffic at all toll gantries. This data allows analysis of traffic trends without the impacts of recent collection related challenges. **Table 2-6** summarizes this data annually for FY 2019 through FY 2025 for passenger cars and commercial vehicles.

Considering FY 2020 had just three and a half months of COVID-19 impacted travel, FY 2021 made a strong recovery over FY 2020 particularly on the Kennedy Highway and the Bay Bridge for passenger cars. Due to the completion of construction on the Harbor Tunnel, passenger car traffic has increased significantly over FY 2020 and has pulled some traffic back that had diverted to the Fort McHenry and Francis Scott Key Bridge. Commercial vehicle traffic has made a strong recovery and experienced significant growth over FY 2020 for all Legacy facilities. In FY 2022, all facilities had positive growth over FY 2021 with the Kennedy Highway, Bay Bridge, and Nice

Bridge maintaining higher growth than the other facilities. In FY 2023, all facilities had positive growth, excluding the Hatem Bridge and Fort McHenry Tunnel which both decreased by around one percent for total vehicles. In FY 2024, the Key Bridge collapse influenced the Harbor Crossings, but the Legacy system overall had 0.5 percent growth for passenger cars and a 1.6 percent decline for commercial vehicles. The decline in commercial vehicles aligns with our growth forecast which predicted that the high growth that began after the pandemic from increases in e-commerce was not sustainable. FY 2025 showed ongoing trends from FY 2024 but with a full year impact of the collapse of the Key Bridge. The total Legacy system declined by 3.3 percent in FY 2025 over FY 2024, with the three Harbor Crossings declining by 4.6 percent combined.

The ICC and I-95 ETLs did not recover at the same pace as the Legacy facilities after the pandemic due to their larger commuting share of traffic and the congestion relief nature of these two facilities. This sector of traffic dropped significantly as remote working increased during the pandemic. Due to this, the ICC declined by 13.8 percent year-over-year in both FY 2020 and FY 2021 for passenger cars. The I-95 ETLs fared worse in FY 2021 and declined by almost 21 percent, compared to a decline of 17.5 percent in FY 2020. In FY 2022, the ICC and ETLs had positive growth of 24.2 and 34.4 percent, respectively, for passenger cars. Commercial vehicles make up a very small portion of traffic on both of these facilities, but similar to the Legacy facilities they showed less impact due to COVID-19 in FY 2020 and were recovered to 2019 levels between FY 2021 and 2022. In FY 2023, passenger car traffic on the ICC and ETL grew by 7.6 and 0.8, respectively. Similarly, commercial vehicle traffic on the ICC and ETL increased 0.9 and 3.3 percent, respectively. FY 2024 showed strong growth on both facilities of 5.6 and 5.8 percent for the ICC and ETLs, respectively. This growth was primarily due to increasing passenger car traffic, and this trend continued in FY 2025. The ICC increased by four percent over FY 2024, and the ETLs increased by 34.4 percent due to the opening of the northbound extension.

Figure 2-2 provides a graphical representation of the year-over-year trends for in-lane data for FY 2024 and FY 2025 for the total Legacy System. **Figure 2-3** and **Figure 2-4** show the same information for the Intercounty Connector and I-95 ETLs.

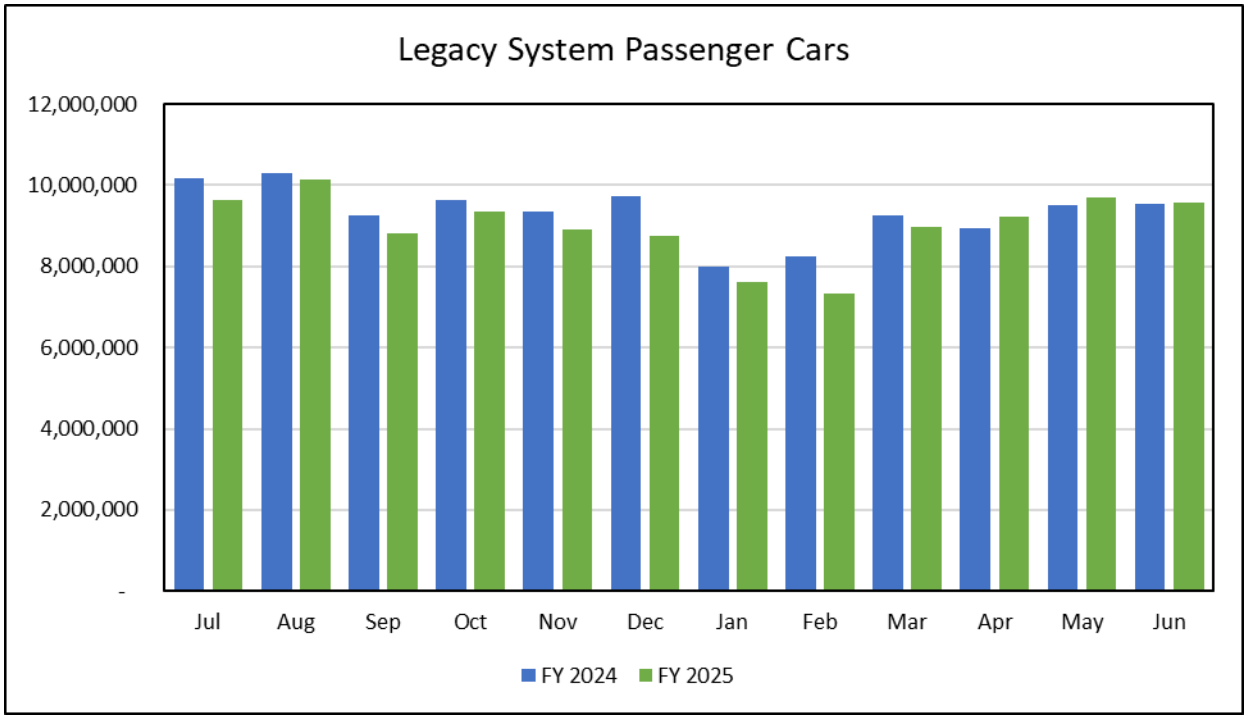
Table 2-6
MDTA In-Lane Traffic by Fiscal Year

Fiscal Year	Hatem Bridge		Kennedy Highway		Harbor Tunnel		Fort McHenry Tunnel		Key Bridge[1]		Bay Bridge		Nice/Middleton Bridge		ICC [2]		I-95 ETL [2]	
	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change
In-Lane Passenger Car Traffic (in millions)																		
2019	4.898	-	13.530	-	20.908	-	44.617	-	11.866	-	12.747	-	3.147	-	104.334	-	9.349	-
2020	4.450	(9.1)	11.367	(16.0)	15.189	(27.3)	40.757	(8.7)	11.821	(0.4)	11.703	(8.2)	2.803	(10.9)	89.920	(13.8)	7.709	(17.5)
2021	4.137	(7.0)	11.472	0.9	17.964	18.3	37.951	(6.9)	10.654	(9.9)	11.510	(1.6)	2.652	(5.4)	77.548	(13.8)	6.100	(20.9)
2022	4.535	9.6	13.445	17.2	26.441	47.2	38.986	2.7	10.936	2.6	12.443	8.1	3.076	16.0	96.283	24.2	8.199	34.4
2023	4.494	(0.9)	13.547	0.8	28.052	6.1	38.502	(1.2)	10.974	0.4	12.674	1.9	3.093	0.6	103.577	7.6	8.263	0.8
2024	4.559	1.5	13.514	(0.2)	28.700	2.3	41.093	6.7	7.982	(27.3)	12.930	2.0	3.097	0.1	109.661	5.9	8.760	6.0
2025	4.584	0.5	13.309	(1.5)	29.659	3.3	44.310	7.8	0.096	(98.8)	12.924	(0.0)	3.106	0.3	114.254	4.2	11.745	34.1
In-Lane Commercial Vehicle Traffic (in millions)																		
2019	0.228	-	1.995	-	0.794	-	4.535	-	1.209	-	0.915	-	0.215	-	3.595	-	0.558	-
2020	0.228	(0.3)	2.022	1.4	0.652	(17.8)	4.496	(0.8)	1.247	3.2	0.923	0.9	0.202	(6.4)	3.528	(1.9)	0.490	(12.1)
2021	0.249	9.4	2.210	9.3	0.681	4.5	4.907	9.1	1.305	4.6	0.943	2.2	0.215	6.4	3.588	1.7	0.478	(2.6)
2022	0.270	8.4	2.349	6.3	0.921	35.2	5.156	5.1	1.402	7.4	0.946	0.3	0.265	23.3	3.758	4.7	0.678	41.9
2023	0.259	(4.1)	2.360	0.4	1.051	14.1	5.042	(2.2)	1.447	3.2	0.924	(2.4)	0.247	(6.8)	3.791	0.9	0.700	3.3
2024	0.256	(1.1)	2.350	(0.4)	1.071	1.9	5.115	1.4	1.210	(16.3)	0.912	(1.3)	0.234	(4.9)	3.732	(1.6)	0.724	3.5
2025	0.254	(0.7)	2.340	(0.4)	1.104	3.1	5.898	15.3	0.212	(82.5)	0.924	1.3	0.229	(2.1)	3.701	(0.8)	1.004	38.6
Total In-Lane Traffic (in millions)																		
2019	5.126	-	15.525	-	21.702	-	49.151	-	13.075	-	13.662	-	3.363	-	107.930	-	9.907	-
2020	4.677	(8.8)	13.389	(13.8)	15.842	(27.0)	45.253	(7.9)	13.068	(0.1)	12.626	(7.6)	3.004	(10.7)	93.448	(13.4)	8.200	(17.2)
2021	4.386	(6.2)	13.682	2.2	18.646	17.7	42.858	(5.3)	11.959	(8.5)	12.453	(1.4)	2.866	(4.6)	81.136	(13.2)	6.578	(19.8)
2022	4.805	9.6	15.795	15.4	27.362	46.7	44.141	3.0	12.338	3.2	13.390	7.5	3.340	16.6	100.041	23.3	8.877	34.9
2023	4.753	(1.1)	15.907	0.7	29.103	6.4	43.544	(1.4)	12.421	0.7	13.598	1.6	3.340	(0.0)	107.368	7.3	8.963	1.0
2024	4.815	1.3	15.864	(0.3)	29.771	2.3	46.208	6.1	9.193	(26.0)	13.842	1.8	3.331	(0.3)	113.393	5.6	9.484	5.8
2025	4.838	0.5	15.649	(1.4)	30.763	3.3	50.208	8.7	0.308	(96.6)	13.848	0.0	3.336	0.1	117.955	4.0	12.749	34.4

[1] The Key Bridge collapsed on March 26, 2024.

[2] Data for the ICC and I-95 ETL are presented beginning in FY 2017 for trips and FY 2016 for revenue due to vehicle class availability in data reporting. ICC transactions reported are trips.

Figure 2-2 Legacy System Passenger Car and Commercial Vehicle In-Lane Trends



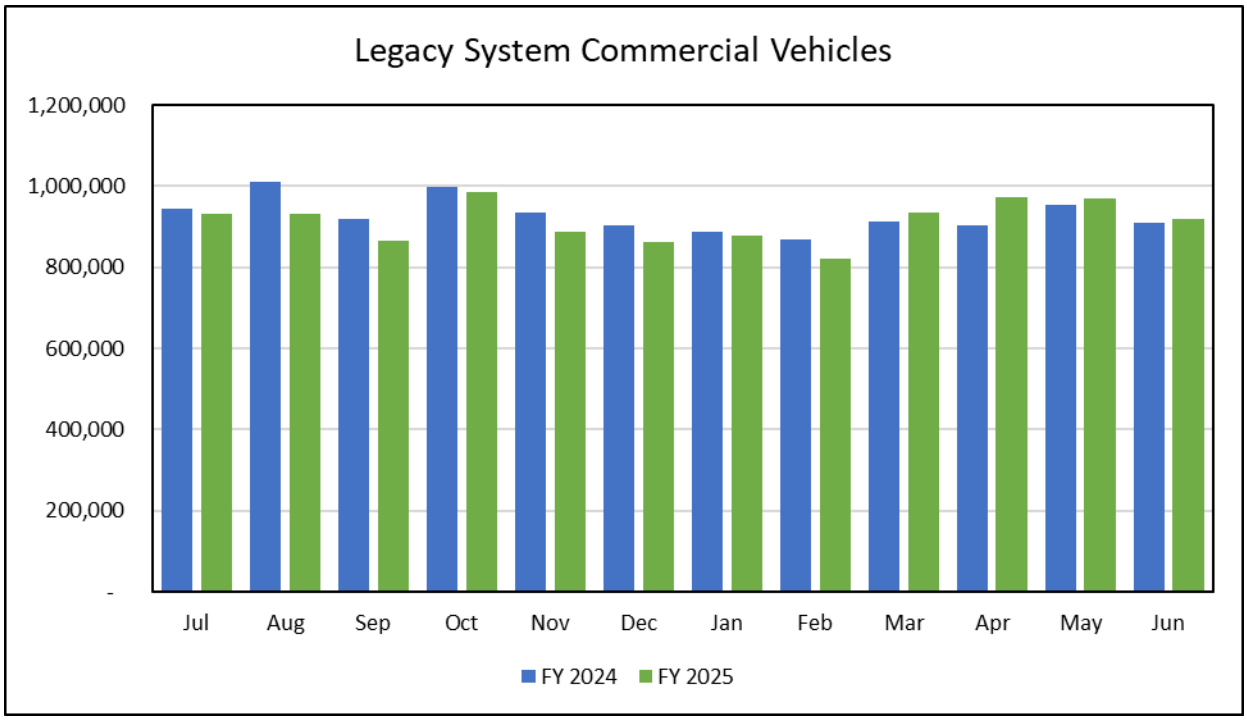
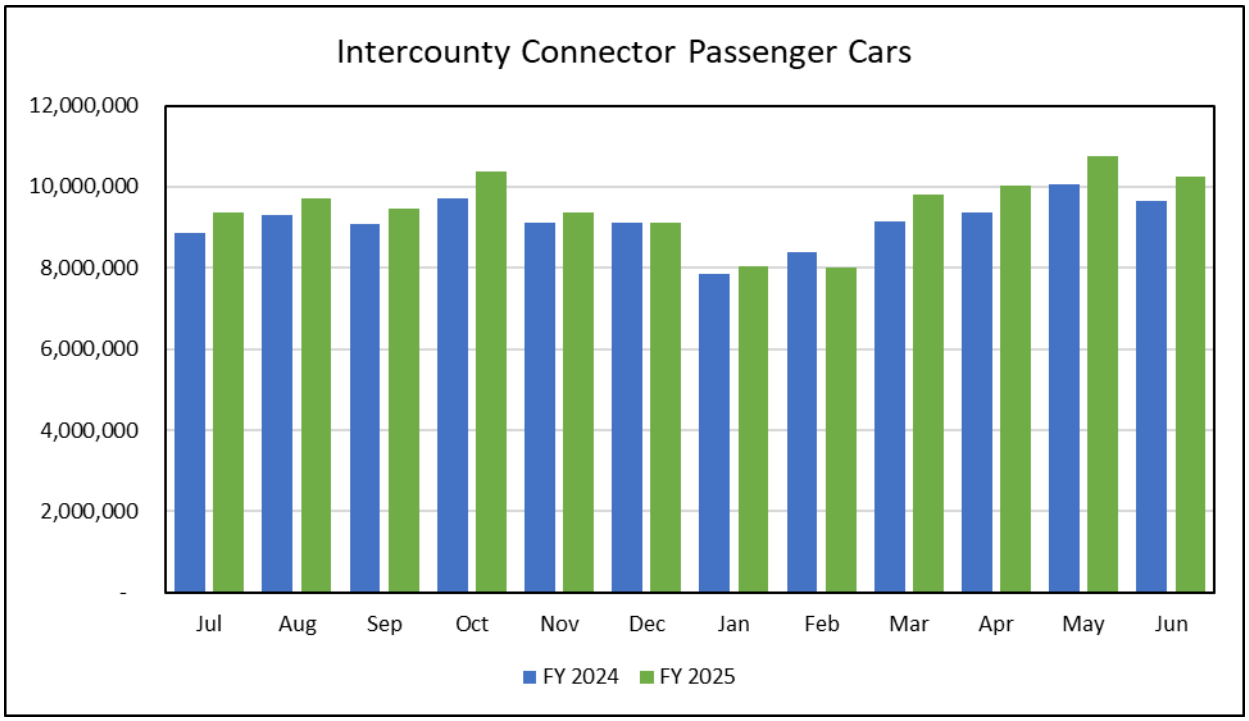


Figure 2-3 Intercounty Connector In-Lane Trends



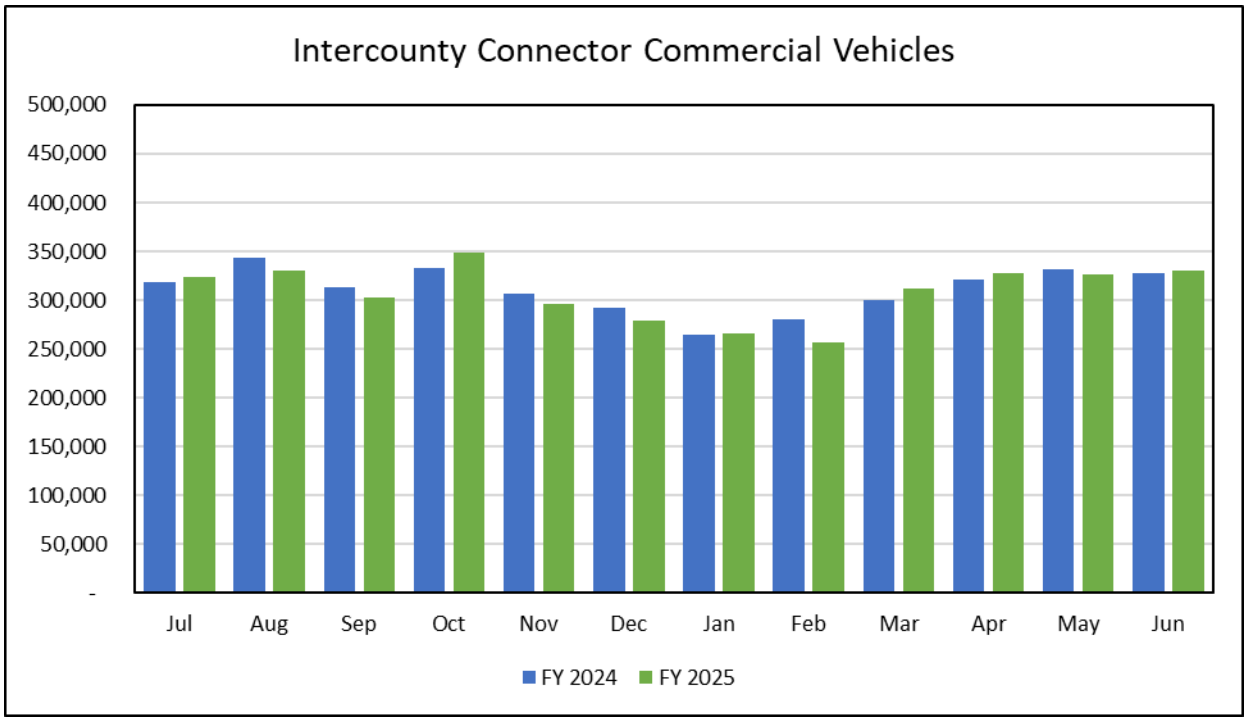
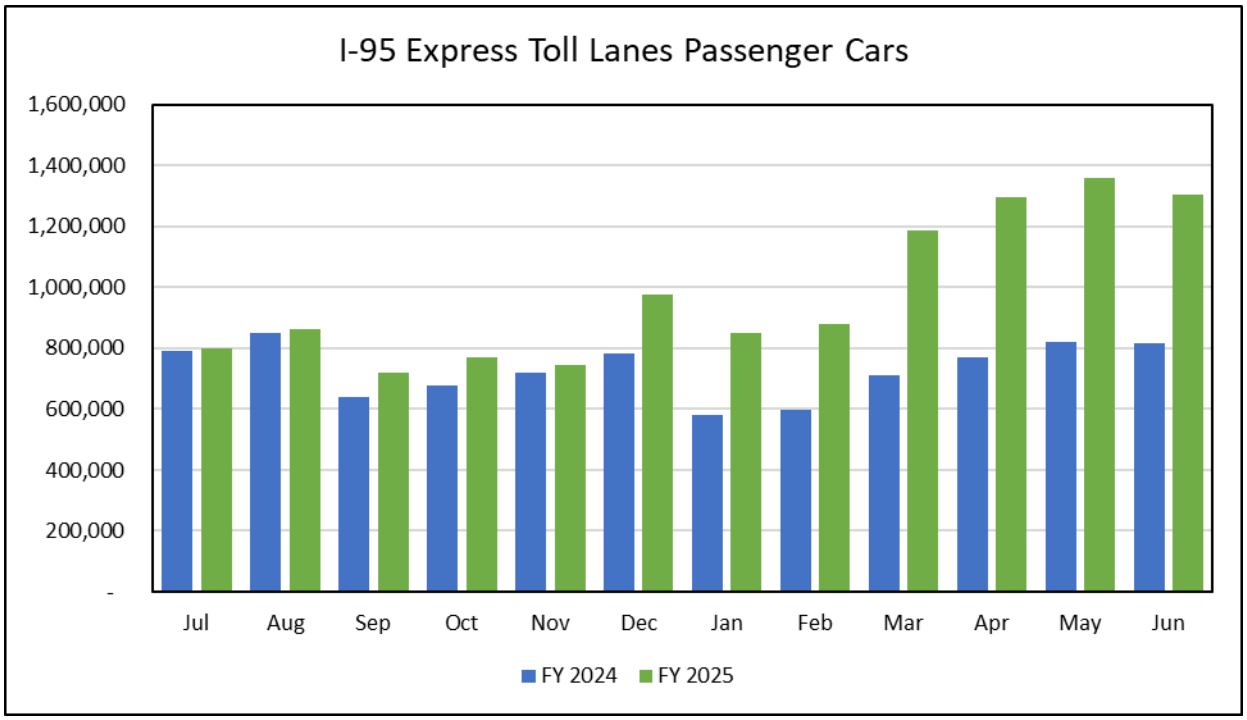
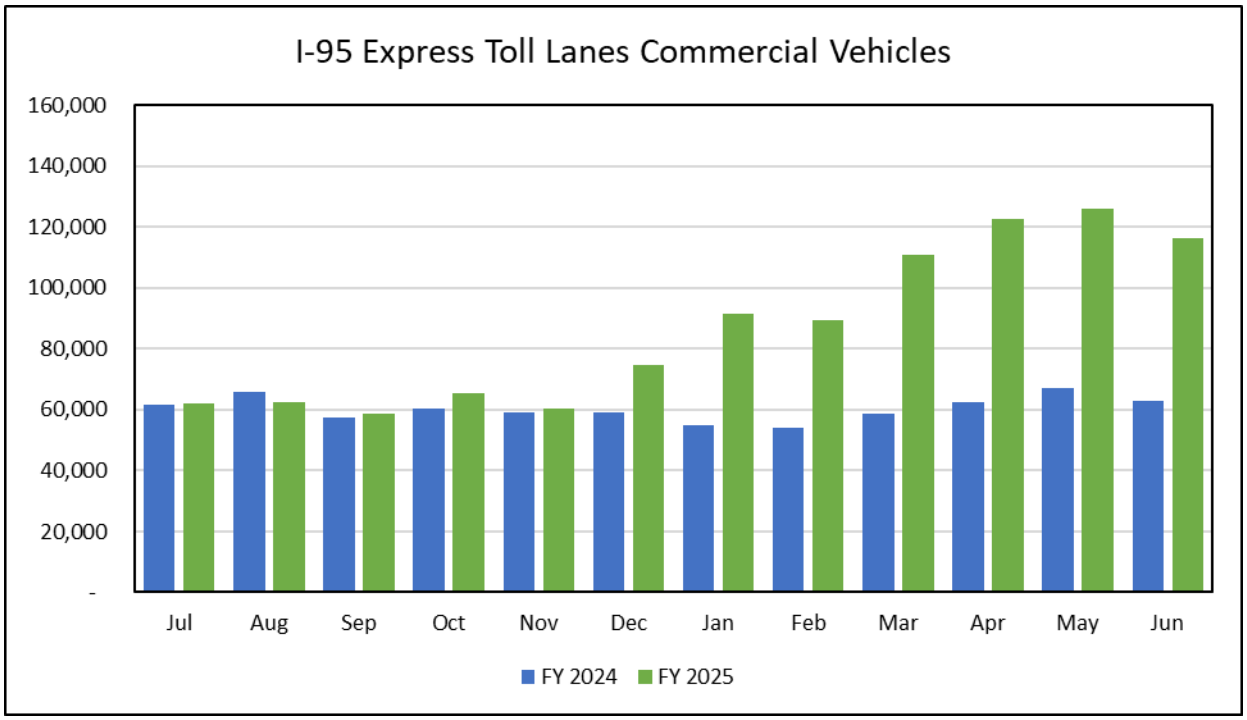


Figure 2-4 I-95 ETL Total Vehicle In-Lane Trends





2.3 Historical Traffic on Other Major Highways

In order to better understand regional traffic growth patterns, historical traffic counts on select competing major routes were reviewed dating back to 2007. These roads include interstates and major highways that compete with or complement the MDTA Legacy facilities. The data presented in this section are based on calendar year average annual daily traffic volumes and associated growth rates at each location. Historical average annual daily traffic volumes and annual growth rates on six Maryland State Highway Authority (MSHA) roadways are presented in **Table 2-7**.

As shown in Table 2-7, the traffic volumes on the northern region MSHA roadway, US 1 (south of Sandy Hook Road), followed a more positive trend compared to the northern MDTA facilities, with an average annual growth of 1.1 percent between 2009 and 2019. This compares to a transaction growth of 0.4 percent for passenger cars and 0.2 percent for commercial vehicles during this period on the Kennedy highway. Toll increases implemented during this period would contribute to the more modest growth trends on the MDTA facilities. From 2019 to 2024, US 1 grew at an average annual rate of 1.4 percent, indicating recovery from COVID-19 impacts plus some additional growth.

The historical average annual daily traffic volumes and annual growth rates for the central region MSHA roadways are represented in Table 2-7 by I-95 (N of MD 100), I-97 (N of MD 176) and I-695 (E of MD 146), which are all located in the Baltimore area. Traffic volumes on the MSHA facilities decreased by an average of 2.0 percent in 2008, most likely due to the impacts of the Great Recession, while traffic volumes on the Central Region MDTA facilities did not experience significant effects of the recession until 2009 with volumes decreasing by 2.7 percent. Traffic volume decreases on the central MDTA facilities also occurred in years 2012 and 2013 due to toll rate increases. During the 2009 to 2019 post-recession period, traffic has increased by 0.2 percent on the MDTA facilities and 0.5 percent on the MSHA facilities in the central region. In the period from 2019 to 2024, MSHA central facilities decreased by 1.8 percent. A significant decrease on I-97 in 2024 contributes to this decline compared to pre-pandemic levels.

The historical average annual daily traffic volumes and annual growth rates on two southern region MSHA roadway is represented by MD 295 (N of MD 100) and US 301 (S of MD 234) in Table 2-7. During the 2009 to 2019 post-recession period, traffic has increased modestly, averaging 0.5 percent per annum on the southern MDTA facilities (Nice/Middleton and Bay Bridges) and 1.3 percent on the combined MSHA facilities. Traffic volume decreases on the southern MDTA facilities occurred in years 2012 and 2013 due to toll rate increases. Following this, both on the MDTA and on the combined Southern Region MSHA facilities, traffic grew at relatively higher levels outside of the pandemic. In the period from 2019 to 2024, the combined southern MSHA roadways declined by 0.2 percent per year, whereas the southern MDTA facilities decreased by 0.6 percent per year.

Table 2-7
Average Annual Daily Traffic Trends on Major Highways

Calendar Year	Northern		Central						Southern			
	US 1 S of Sandy Hook Road		I-95 N of MD 100		I-97 N of MD 176		I-695 E of MD 146		MD 295 N of MD 100		US 301 S of MD 234	
	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change	Value	Change
2007	11,600	-	191,900	-	102,600	-	155,300	-	91,600	-	22,500	-
2008	11,100	(4.3)	188,000	(2.0)	100,600	(1.9)	152,200	(2.0)	88,900	(2.9)	21,400	(4.9)
2009	11,300	1.8	192,100	2.2	105,100	4.5	153,700	1.0	88,900	-	21,800	1.9
2010	10,100	(10.6)	192,900	0.4	105,500	0.4	150,900	(1.8)	89,400	0.6	22,500	3.2
2011	9,900	(2.0)	193,100	0.1	105,600	0.1	151,000	0.1	93,400	4.5	22,100	(1.8)
2012	9,900	-	191,300	(0.9)	106,200	0.6	151,800	0.5	92,600	(0.9)	22,100	-
2013	9,300	(6.1)	193,000	0.9	107,200	0.9	149,500	(1.5)	92,800	0.2	20,800	(5.9)
2014	9,300	-	192,800	(0.1)	107,100	(0.1)	149,300	(0.1)	107,700	16.1	20,800	-
2015	10,100	8.6	207,300	7.5	111,800	4.4	160,500	7.5	108,500	0.7	22,600	8.7
2016	11,500	13.9	201,600	(2.7)	108,700	(2.8)	150,200	(6.4)	103,300	(4.8)	21,900	(3.1)
2017	11,800	2.6	206,400	2.4	111,300	2.4	153,800	2.4	105,400	2.0	22,400	2.3
2018	11,700	(0.8)	205,200	(0.6)	121,100	8.8	152,900	(0.6)	104,500	(0.9)	22,200	(0.9)
2019	12,600	7.7	180,200	(12.2)	122,000	0.7	161,300	5.5	104,500	-	21,800	(1.8)
2020	10,971	(12.9)	145,051	(19.5)	98,182	(19.5)	129,811	(19.5)	87,223	(16.5)	18,031	(17.3)
2021	13,032	18.8	164,052	13.1	104,800	6.7	146,822	13.1	93,880	7.6	21,422	18.8
2022	12,713	(2.4)	165,533	0.9	105,741	0.9	148,143	0.9	94,441	0.6	20,893	(2.5)
2023	13,650	7.4	173,770	5.0	108,602	2.7	152,560	3.0	95,862	1.5	23,360	11.8
2024	13,511	(1.0)	173,421	(0.2)	96,380	(11.3)	152,261	(0.2)	101,720	6.1	23,131	(1.0)
Average Annual Percent Change												
2007 to 2009		(1.3)		0.1		1.2		(0.5)		(1.5)		(1.6)
2009 to 2019		1.1		(0.6)		1.5		0.5		1.6		-
2019 to 2024		1.4		(0.8)		(4.6)		(1.1)		(0.5)		1.2

Source: MSHA AADT Reports.

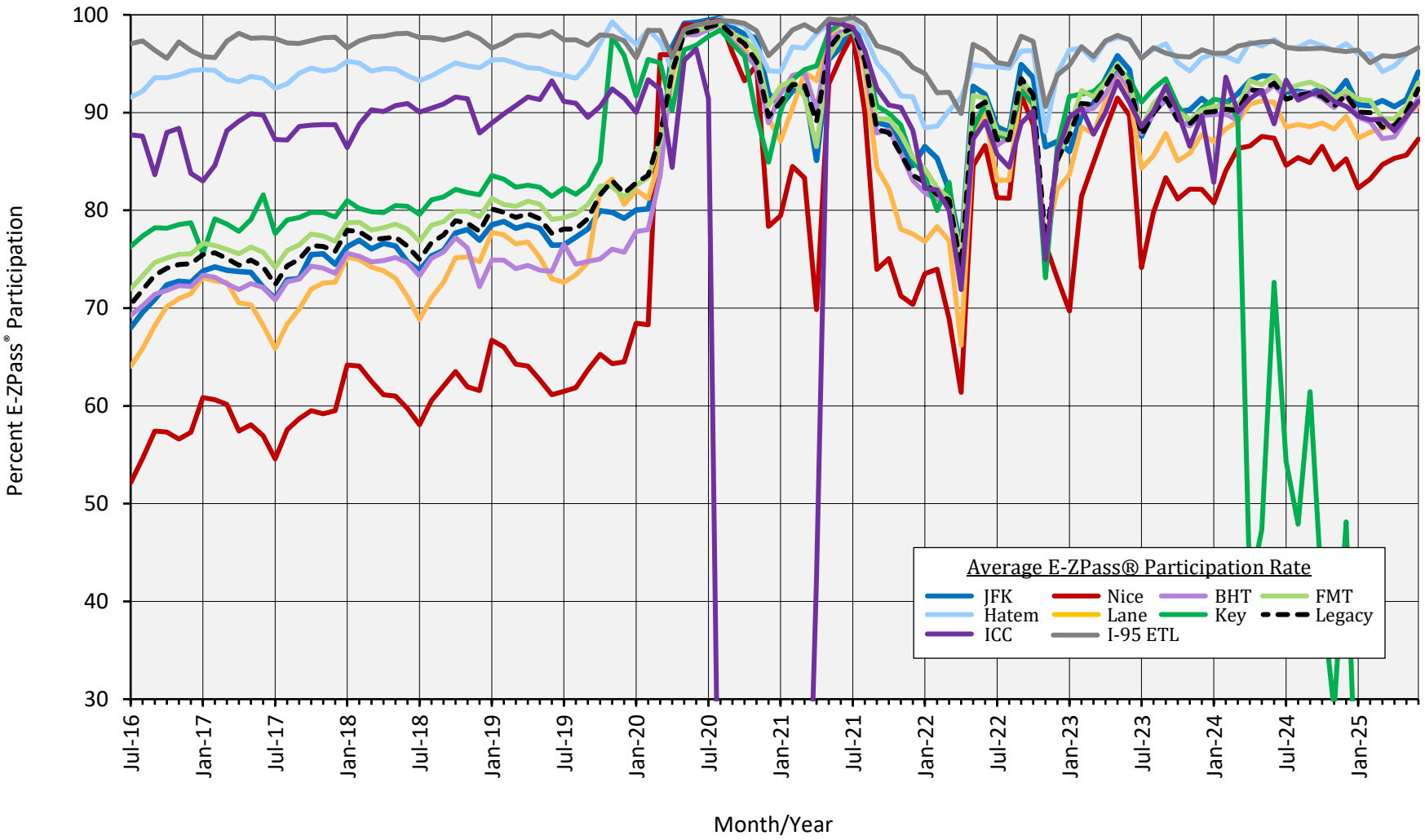
Trends over the past 13-year period for both the MDTA system and the other major highways were used as a reference in assessing the estimated ten-year traffic growth for the traffic and revenue forecasts presented in Chapter 4.

2.4 MDTA E-ZPass® Market Share

In recent years, electronic toll collection has played an increasingly important role in transaction processing for toll agencies across the nation. MDTA collects electronic tolls via E-ZPass® and after the official conversion to All-Electronic Tolling it remains an important component of MDTA tolling. **Figure 2-5** provides a graphic summary of the E-ZPass® market share for each of the seven Legacy facilities, the total Legacy system, the Intercounty Connector, and the I-95 Express Toll Lanes (ETL) from July 2016 through June 2025 for collected transactions.

From July 2019 to February 2020, E-ZPass® transactions accounted for an average of 80.8 percent of the total Legacy system transactions, an increase of 2.9 percent over the same period in FY 2019. Of these, 66.8 percent were made by Maryland E-ZPass® customers, including in-state E-ZPass® customers, commuter plans, shopper plans and Hatem Bridge plans. Over the same time period, in terms of individual facilities, the Thomas J. Hatem Memorial Bridge had the greatest percentage of E-ZPass® customers at 96.3 percent of total transactions over this time period, primarily due to the Hatem Bridge Toll Plans and its conversion to cashless tolling prior to March. The Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge had the lowest percentage of E-ZPass® transactions during this time period at 64.4 percent. On a total system basis, between July 2019 and February 2020, cash transactions accounted for a combined 17.0 percent of all transactions, a decrease of 3.3 percent over same period in FY 2019. Video transactions accounted for 2.1 percent of all transactions made between July 2019 and February 2020.

On March 17, 2020 MDTA implemented systemwide cashless tolling to prevent the potential spread of COVID-19 during exchanges of cash at toll booths. Additionally, mailing of Notice of Toll Due (NOTD) video invoices was paused until October 2020. Due to these changes and other collection challenges related to the back-office transition, E-ZPass® transactions accounted for 94 percent of all Legacy system transactions in April 2020 and about 98 percent of the total transactions in May and June 2020. The pause of the NOTD invoicing mailings and the back-office transition caused FY 2021 and FY 2022 E-ZPass® trends to be more volatile than previous years. In particular, the ICC shows a significant drop in E-ZPass® market share in FY 2021 due to challenges with trip reconstruction related to the back-office transition. By the end of FY 2021 in July, E-ZPass® market share for all facilities was returning to levels seen initially after transition to all-electronic tolling. In FY 2022, as more NOTD invoices were mailed and paid from the paused period, the E-ZPass market share became volatile again as higher shares of video tolls were being paid. Due to this, the share of E-ZPass declined throughout the fiscal year before rebounding in May and June 2022. In FY 2023, there was a significant a drop in E-ZPass market share in November 2022 when the customer assistance plan terminated, causing another influx of video transactions being paid. Through FY 2024 and FY 2025, occasional dips in market share are noticeable, particularly on the Nice Bridge, but the overall trend appears to be steadying compared to the volatility seen since FY 2021.



Note: FY 2021 Intercounty Connector toll revenue collection impacted by delay in trip reconstruction.
FY 2022 and FY 2023 impacted by video toll collection from delayed NOTDs from business rule changes.
FY 2024 and FY 2025 impacted by Key Bridge collapse in March 2024.

Collected Transaction E-ZPass® Marketshare Trends by Facility

FIGURE 2-5

Chapter 3

Corridor Growth Review

3.1 Introduction

Trips on Maryland's tolled facilities are made for many purposes, including commuting, business, commerce, and recreation. Preparing facility traffic forecasts requires evaluating socioeconomic data (SED) that drive trip purposes, such as population, employment, and income. Therefore, historical and projected socioeconomic data are important in developing traffic forecasts. Socioeconomic data are provided by public and private sources for different geographies and time periods. This introduction overviews the socioeconomic data reviewed.

Variables – Include population, employment, unemployment rates, real per capita income, real gross domestic product (GDP), real gross regional product (GRP), inflation, and fuel prices.

Geographies – Geographies profiled include national and three census divisions (U.S., Mid Atlantic, South Atlantic), as well as Maryland and six sub-state regions, as mapped in **Figure 3-1**.

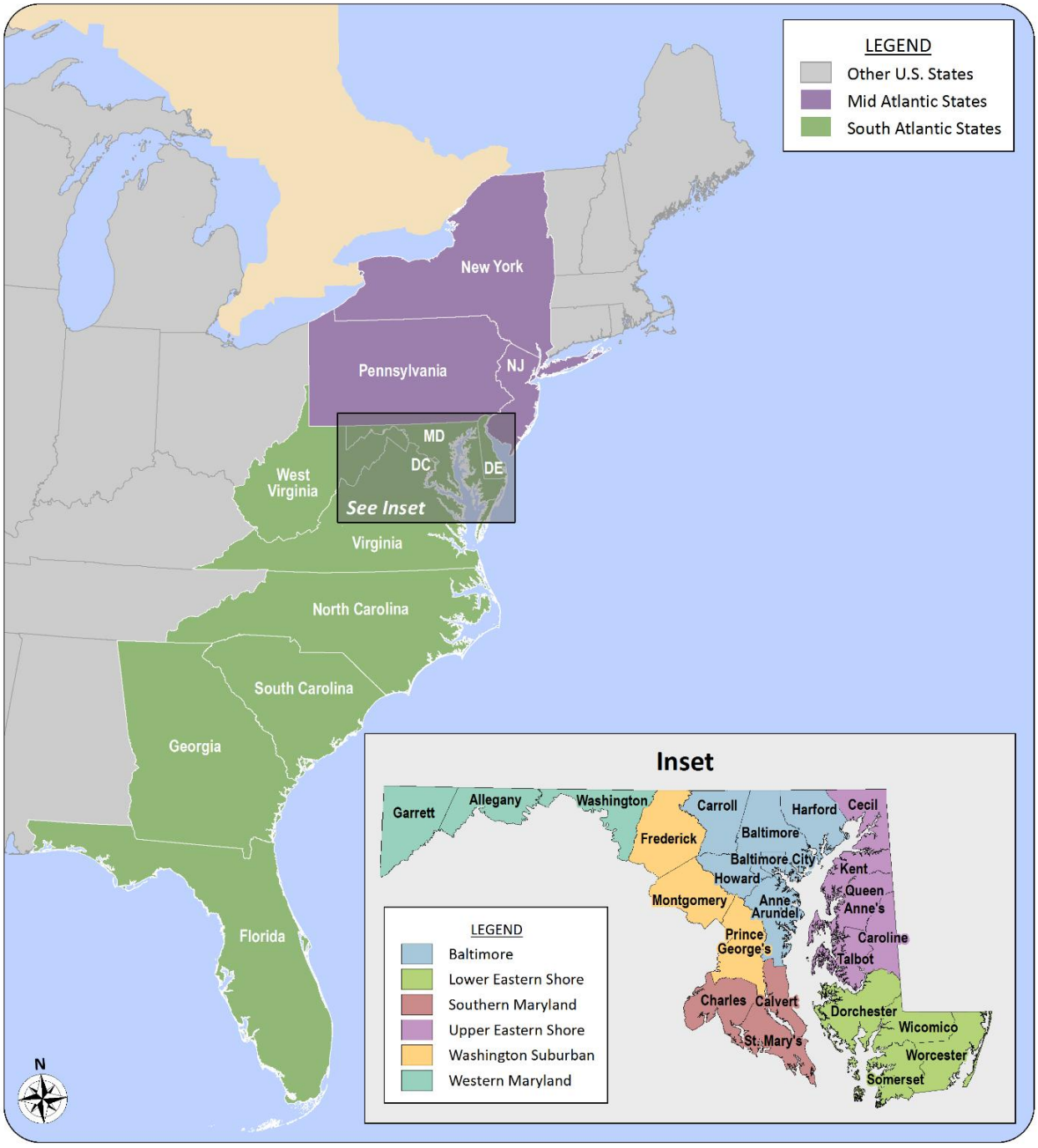
Sources – Government and private sector data sources include:

- United States Bureau of Economic Analysis (BEA)
- United States Bureau of Labor Statistics (BLS)
- Congressional Budget Office (CBO)
- United States Census Bureau (Census)
- Energy Information Administration (EIA)
- Federal Open Market Committee (FOMC)
- Office of Management and Budget (OMB)[1]
- The State of Maryland Department of Planning State Data Center (MD SDC)
- Woods & Poole Economics, Inc., 2025 Complete Economic and Demographic Data Source (WP25)[2]

Analysis Horizon – Historical socioeconomic data are presented annually, including annual growth rates, and compound annual growth rates (CAGR) in the preceding decade. Forecasts are provided for the next decade in five-year increments (2024-2029 and 2029-2034), as available.

[1] OMB typically releases an "Analytical Perspectives" appendix in the annual budget request, which includes "Economic Assumptions"; however, such details are yet unavailable for this year, as the appendixes diverge from historical convention and the normally available "Analytical Perspectives" is not included.
[2] Woods & Poole Economics, Inc. Washington, D.C. Copyright 2025. Woods & Poole does not guarantee the accuracy of this data. The use of this data and the conclusion drawn from it are solely the responsibility of CDM Smith.

Figure 3-1
Geographies Profiled



3.2 Recent Growth Trend Explanatory Factors

This section provides local explanatory context for traffic trends on the MDTA facilities, specifically focusing on the Port of Baltimore cargo tonnage which impacts commercial vehicle traffic, and BWI airport passenger volumes which impact Intercounty Connector passenger vehicle traffic.

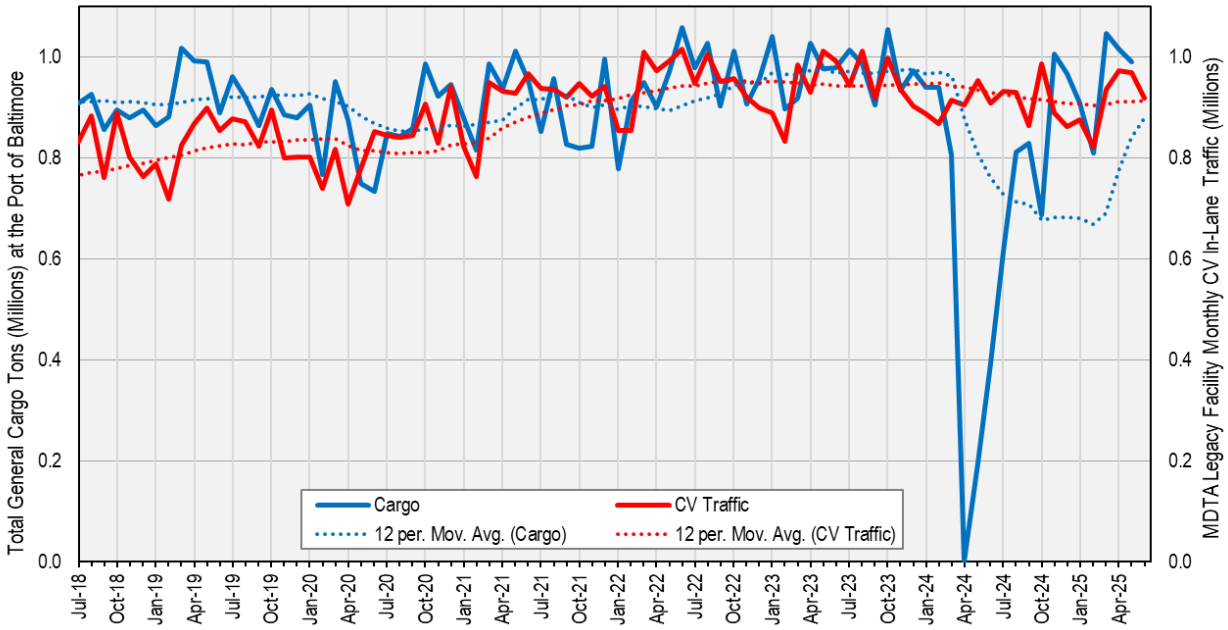
3.2.1 Port of Baltimore Cargo Tons

Shipping and port activity were indirectly impacted by the COVID pandemic, although total general cargo tonnage did not materially change relative to historical trends. Port trends are typically correlated with commercial vehicle movements, as ports are intermodal connectors to surface transportation modes. Port of Baltimore activity affects transactions on the MDTA Legacy facilities, particularly at the Central Region facilities.

Figure 3-2 compares monthly Port of Baltimore total general cargo tons to total Legacy commercial vehicle (CV) in-lane traffic from July 2018 through June 2025. Tonnage data are sourced from the Maryland Department of Transportation, Port Administration (MPA). Port of Baltimore exhibited some initial cargo declines early in the pandemic (April and May 2020), which rebounded during the summer, and returned to typical levels and monthly fluctuations by the second half of 2022. Legacy facility CV transactions and port tonnage mostly paralleled 12-month moving averages; however, the monthly correlation is relatively weak.

Port volumes almost entirely ceased in April and May 2024 when the Francis Scott Key Bridge collapsed, effectively cutting off the Patapsco shipping channel and Port cargo vessel access. As debris was mostly cleared by June, some cargo activity resumed, with levels less than half historical averages. By late 2024, monthly cargo tonnage resumed historical levels. Even with the second Trump administration's various on-off tariff impositions, volumes in the first half of 2025 approximated historical levels, albeit with more pronounced monthly volatility.

Figure 3-2
Port of Baltimore Cargo Tons vs. Legacy Facilities In-Lane CV Traffic, FY 2018 – 2025 (Monthly)

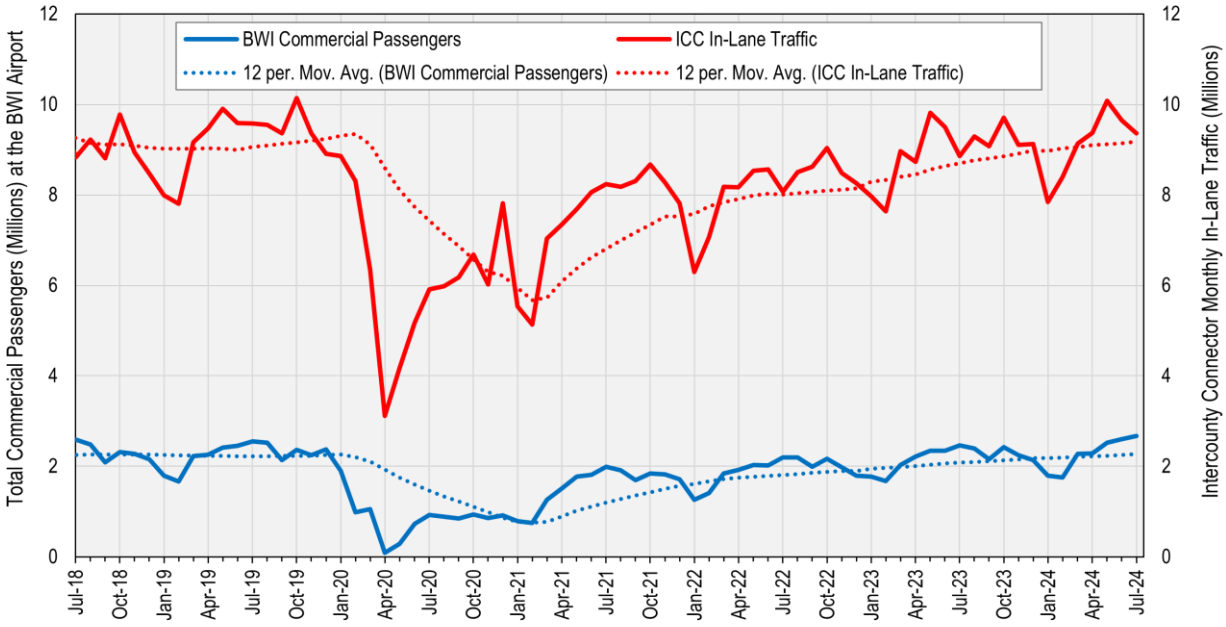


3.2.2 Baltimore/Washington International Airport (BWI) Passengers

Another transportation metric relating to leisure and business travel is airport activity. The Baltimore/Washington International Airport (BWI) passenger data (combined monthly enplanements and deplanements, sourced directly from the airport) are compared against the Intercounty Connector (ICC) monthly passenger car (PC) transactions, per **Figure 3-3**.

When domestic and international travel was halted in April 2020, passenger volumes dropped significantly more than toll transactions. Since the initial pandemic months, travel steadily increased year-over-year with some dampening occurring in winter months, due to seasonal cyclicality. Such seasonality is apparent in both BWI and ICC metrics. Monthly ICC in-lane PC traffic generally parallels BWI passenger volume data closely, not only in the 12-month moving averages, but also with a relatively high monthly correlation, exhibiting the heavy impact airport trips can have on ICC trips. Both BWI and ICC volumes are now similar to pre-COVID 2019 volumes.

Figure 3-3
BWI Airport Passengers vs. ICC In-Lane PC Traffic, FY 2018 – 2025 (Monthly)



3.3 Socioeconomic Variables

Table 3-1 shows historical and forecast socioeconomic variable sources, terms and release dates. **Subsections 3.3.1-3.3.7** discuss historical and forecast trends for population, employment, unemployment rates, real per capita personal income, real gross domestic/regional product, inflation, and fuel prices. Note that the latest available MD SDC income data are from 2015, which are a decade old, although employment was updated in 2022 and population in March 2025.

Table 3-1
Socioeconomic Variables: Terms and Sources

Variable	Term(s)	Historical Data	Forecast Data
Population	Persons	U.S. Census Bureau	Woods & Poole, 2025 MD SDC, Mar. 2025
Employment	Persons	U.S. Bureau of Economic Analysis, U.S. Bureau of Labor Statistics	Woods & Poole, 2025 MD SDC, Oct. 2022
Unemployment	Percentage	U.S. Bureau of Labor Statistics	CBO, Jan. 2025 FOMC, Jun. 2025
Real Per Capita Income	2024$	Woods & Poole, 2025	Woods & Poole, 2025 MD SDC, Jan. 2015
Real Gross Domestic/Regional Product	2024$	U.S. Bureau of Economic Analysis, Woods & Poole, 2025	CBO, Jan. 2025 FOMC, Jun. 2025 Woods & Poole, 2025
Inflation	Annual Percentage Change	U.S. Bureau of Labor Statistics	CBO, Jan. 2025 FOMC, Jun. 2025
Fuel Prices	Price per Gallon, Price per Barrel	Energy Information Administration	Energy Information Administration

3.3.1 Population

Historical

Table 3-2 shows U.S. Census Bureau population for 2014 to 2024 (July 1st estimates). National population increased from 318.3 to 340.1.0 million, equating to 0.7% CAGR; the South Atlantic, which includes Maryland, grew faster at 1.1% annually, and Mid Atlantic growth was 0.3%.

Maryland's population grew 306,000, from 6.0 to 6.3 million, reflecting a 0.5% CAGR. The most populous sub-state region, Baltimore, grew 0.3% annually while Southern Maryland and Washington Suburban grew relatively fast, at 0.8%. Annualized growth in Maryland's other regions ranged from no growth in Western Maryland to 0.5% in Upper Eastern Shore.

Table 3-2
Historical Population

Geography	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	'14-'24
Population (Thousands)												
United States	318,301	320,635	322,941	324,986	326,688	328,240	331,578	332,100	334,017	336,806	340,111	21,810
Mid Atlantic	41,304	41,307	41,287	41,263	41,217	41,138	42,374	42,134	41,984	42,135	42,447	1,143
South Atlantic	62,382	63,117	63,907	64,620	65,230	65,785	66,177	66,681	67,657	68,684	69,677	7,294
Maryland	5,957	5,986	6,003	6,024	6,036	6,046	6,178	6,179	6,192	6,217	6,263	306
Baltimore	2,731	2,741	2,745	2,749	2,751	2,750	2,797	2,797	2,794	2,795	2,805	74
Lower Eastern Shore	211	211	212	212	213	213	213	215	216	218	219	8
Southern Maryland	355	357	360	363	366	369	374	378	380	383	386	31
Upper Eastern Shore	241	241	241	242	243	243	244	245	248	250	252	11
Washington Suburban	2,168	2,184	2,194	2,207	2,213	2,220	2,299	2,293	2,303	2,320	2,348	181
Western Maryland	252	251	251	251	251	250	251	252	251	252	253	1
Annual Percent Change												
United States	0.7%	0.7%	0.7%	0.6%	0.5%	0.5%	1.0%	0.2%	0.6%	0.8%	1.0%	0.7%
Mid Atlantic	0.1%	0.0%	-0.1%	-0.1%	-0.1%	-0.2%	3.0%	-0.6%	-0.4%	0.4%	0.7%	0.3%
South Atlantic	1.1%	1.2%	1.3%	1.1%	0.9%	0.9%	0.6%	0.8%	1.5%	1.5%	1.4%	1.1%
Maryland	0.6%	0.5%	0.3%	0.3%	0.2%	0.2%	2.2%	0.0%	0.2%	0.4%	0.7%	0.5%
Baltimore	0.4%	0.4%	0.1%	0.1%	0.1%	0.0%	1.7%	0.0%	-0.1%	0.0%	0.4%	0.3%
Lower Eastern Shore	0.0%	0.1%	0.2%	0.1%	0.3%	0.4%	-0.1%	0.7%	0.8%	0.7%	0.6%	0.4%
Southern Maryland	0.7%	0.7%	0.8%	0.9%	0.8%	0.8%	1.2%	1.1%	0.6%	0.7%	0.9%	0.8%
Upper Eastern Shore	0.0%	0.1%	0.0%	0.1%	0.4%	0.3%	0.2%	0.7%	0.9%	0.8%	0.9%	0.5%
Washington Suburban	1.0%	0.8%	0.5%	0.6%	0.3%	0.3%	3.6%	-0.2%	0.4%	0.7%	1.2%	0.8%
Western Maryland	-0.3%	-0.3%	0.0%	-0.1%	0.0%	-0.1%	0.4%	0.1%	-0.1%	0.3%	0.3%	0.0%

Forecast

Table 3-3 shows average annual population growth forecasts through 2034 by Woods & Poole (WP25) and the Maryland State Data Center (MD SDC, Mar. 2025).

WP25 projects 0.6% National annualized growth between 2024 and 2034, almost the same pace as recent decade history. WP25 predicts Mid-Atlantic CAGR of 0.2% and South Atlantic at 0.9%.

WP25 projects Maryland's population growth at 0.5% with the MD SDC slightly higher at 0.6%, and that Southern Maryland will grow relatively faster than other regions, at 0.9%, similar to recent history. In Baltimore, WP25 projects 0.4% and Washington Suburban, 0.6% CGAR, and MD SDC projects similarly.

Table 3-3
Forecast Population Growth

	Historical	WP25			MD SDC		
Geography	'14-'24	'24-'29	'29-'34	'24-'34	'24-'29	'29-'34	'24-'34
United States	0.7%	0.6%	0.6%	0.6%	-	-	-
Mid Atlantic	0.3%	0.2%	0.1%	0.2%	-	-	-
South Atlantic	1.1%	0.9%	0.8%	0.9%	-	-	-
Maryland	0.5%	0.5%	0.5%	0.5%	0.6%	0.6%	0.6%
Baltimore	0.3%	0.5%	0.4%	0.4%	0.4%	0.4%	0.4%
Lower Eastern Shore	0.4%	0.4%	0.4%	0.4%	0.8%	0.7%	0.8%
Southern Maryland	0.8%	0.9%	0.9%	0.9%	0.9%	0.9%	0.9%
Upper Eastern Shore	0.5%	0.4%	0.4%	0.4%	0.8%	0.8%	0.8%
Washington Suburban	0.8%	0.6%	0.5%	0.6%	0.7%	0.7%	0.7%
Western Maryland	0.0%	0.2%	0.2%	0.2%	0.5%	0.6%	0.6%

3.3.2 Employment

Historical

Employment data in **Table 3-4** are from the U.S. Bureau of Economic Analysis (BEA) through 2022[3], with 2023 and 2024 derived via applying the Bureau of Labor Statistics' (BLS) annual growth. Between 2014 and 2024, employment increased faster than population but notably declined in 2020 due to COVID-19 (especially in the first half-year). Growth in the South Atlantic was 2.2% CAGR, higher than the Mid-Atlantic (1.1%) and nationally (1.6%). The Mid-Atlantic exhibited the relatively steepest employment decline in 2020 compared to the South Atlantic and the Nation.

Historical Maryland growth was 1.2% CAGR from 2014 to 2024, with a decline in 2020 slightly greater than the Nation, at 3.3% versus 3.2%. Throughout the preceding decade, growth across the substate regions remained generally consistent with statewide trends, aside from minor annual fluctuations. Western Maryland represented the primary exception, as growth in the region plateaued since 2014 in parallel with population trends and experienced its most notable decline in 2020, attributable to the impacts of the COVID-19 pandemic.

[3] BEA discontinued county-level employment due to budgetary constraints as of Nov. 2023: https://www.bea.gov/data/employment/employment-county-metro-and-other-areas

Table 3-4
Historical Employment

Geography	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	'14-'24
Employment (Thousands)												
United States	186,240	190,326	193,426	196,394	200,292	201,622	195,263	202,706	210,414	216,314	218,160	31,920
Mid Atlantic	24,507	24,913	25,244	25,503	25,969	26,089	24,603	25,461	26,555	27,304	27,395	2,888
South Atlantic	35,561	36,541	37,359	38,207	39,204	39,664	39,069	40,848	42,594	43,994	44,283	8,722
Maryland	3,538	3,603	3,659	3,697	3,753	3,745	3,622	3,750	3,867	3,977	4,003	466
Baltimore	1,732	1,765	1,790	1,810	1,839	1,837	1,774	1,835	1,903	1,937	1,954	222
Lower Eastern Shore	117	118	119	120	121	122	117	123	127	132	133	16
Southern Maryland	155	159	164	165	164	165	164	171	175	180	182	27
Upper Eastern Shore	121	122	124	124	127	126	122	128	132	137	136	15
Washington Suburban	1,272	1,297	1,321	1,336	1,361	1,356	1,313	1,355	1,409	1,428	1,434	162
Western Maryland	140	141	141	141	141	140	132	138	140	138	139	0
Annual Percent Change												
United States	2.1%	2.2%	1.6%	1.5%	2.0%	0.7%	-3.2%	3.8%	3.8%	2.8%	0.9%	1.6%
Mid Atlantic	1.7%	1.7%	1.3%	1.0%	1.8%	0.5%	-5.7%	3.5%	4.3%	2.8%	0.3%	1.1%
South Atlantic	2.6%	2.8%	2.2%	2.3%	2.6%	1.2%	-1.5%	4.6%	4.3%	3.3%	0.7%	2.2%
Maryland	1.3%	1.8%	1.6%	1.0%	1.5%	-0.2%	-3.3%	3.5%	3.1%	2.9%	0.7%	1.2%
Baltimore	1.2%	1.9%	1.4%	1.1%	1.6%	-0.1%	-3.4%	3.4%	3.7%	1.8%	0.9%	1.2%
Lower Eastern Shore	0.6%	1.0%	0.8%	0.8%	0.7%	0.3%	-3.9%	5.6%	3.2%	3.8%	0.7%	1.3%
Southern Maryland	1.2%	2.4%	3.0%	0.8%	-0.2%	0.5%	-0.8%	4.2%	2.7%	2.3%	1.2%	1.6%
Upper Eastern Shore	1.4%	0.7%	1.6%	0.3%	1.6%	-0.6%	-3.1%	5.2%	2.7%	3.9%	-0.8%	1.1%
Washington Suburban	1.5%	2.0%	1.8%	1.2%	1.8%	-0.4%	-3.1%	3.2%	4.0%	1.4%	0.4%	1.2%
Western Maryland	0.1%	0.9%	0.2%	-0.3%	0.2%	-1.1%	-5.4%	4.3%	1.8%	-1.2%	0.7%	0.0%

Forecast

Table 3-5 shows employment growth forecasts with 1.1% CAGR nationally through 2034, per WP25, decelerated from the recent historical decade. South Atlantic forecast CAGR (1.3%) is expected to be higher than the U.S. and Mid-Atlantic (1.0%). WP25 forecasts 1.0% CAGR for Maryland, slightly decelerated relative to recent history and close to national forecasts.

According to the MD SDC (Oct. 2022), Maryland's employment forecast is 0.7% through 2034; slower than forecasted by WP25. For Baltimore and Washington Suburban, WP25 projects 1.1% and 0.9%, respectively, with Southern Maryland as the relatively fastest region, at 1.2%.

Table 3-5
Forecast Employment Growth

	Historical	WP25			MD SDC		
Geography	'14-'24	'24-'29	'29-'34	'24-'34	'24-'29	'29-'34	'24-'34
United States	1.6%	1.1%	1.1%	1.1%	-	-	-
Mid Atlantic	1.1%	1.0%	0.9%	1.0%	-	-	-
South Atlantic	2.2%	1.3%	1.3%	1.3%	-	-	-
Maryland	1.2%	1.1%	0.9%	1.0%	0.9%	0.6%	0.7%
Baltimore	1.2%	1.2%	1.0%	1.1%	0.9%	0.5%	0.7%
Lower Eastern Shore	1.3%	0.7%	0.6%	0.7%	0.7%	0.6%	0.7%
Southern Maryland	1.6%	1.2%	1.2%	1.2%	1.1%	0.8%	0.9%
Upper Eastern Shore	1.1%	1.0%	1.0%	1.0%	1.3%	0.8%	1.0%
Washington Suburban	1.2%	1.0%	0.9%	0.9%	0.9%	0.5%	0.7%
Western Maryland	0.0%	0.5%	0.6%	0.5%	0.7%	0.5%	0.6%

3.3.3 Unemployment

Historical

Figure 3-4 shows annual unemployment rates from 2000 to 2024 from the BLS. Maryland's rate was almost universally lower than the Mid-0Atlantic, South Atlantic, and Nation albeit paralleling closely. In 2020, the onset of the COVID-19 pandemic led to a sharp and unprecedented increase in unemployment rates in April, followed by a gradual decline in the subsequent months.

Unemployment rates steadily declined by early 2022 to a relative historical low around 3.6% and remained relatively close since, although small increases occurred in the preceding year. On an annualized basis, national unemployment was 4.0% in 2024, with Maryland at a low 3.0%.

Figure 3-4
Historical Unemployment Rates (Macro Geographies)

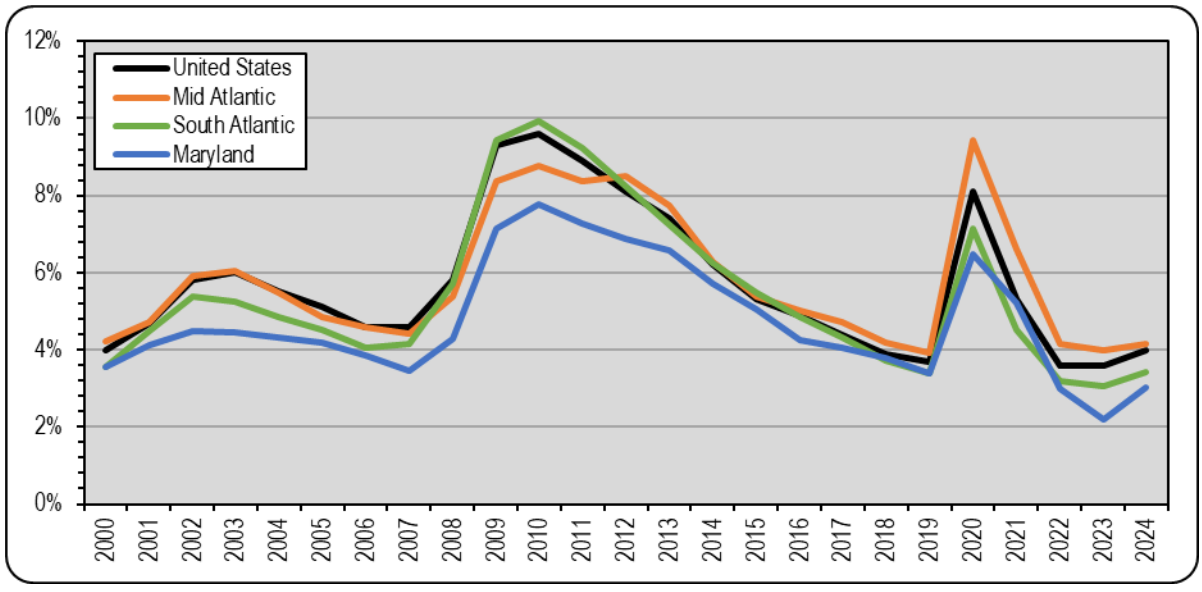
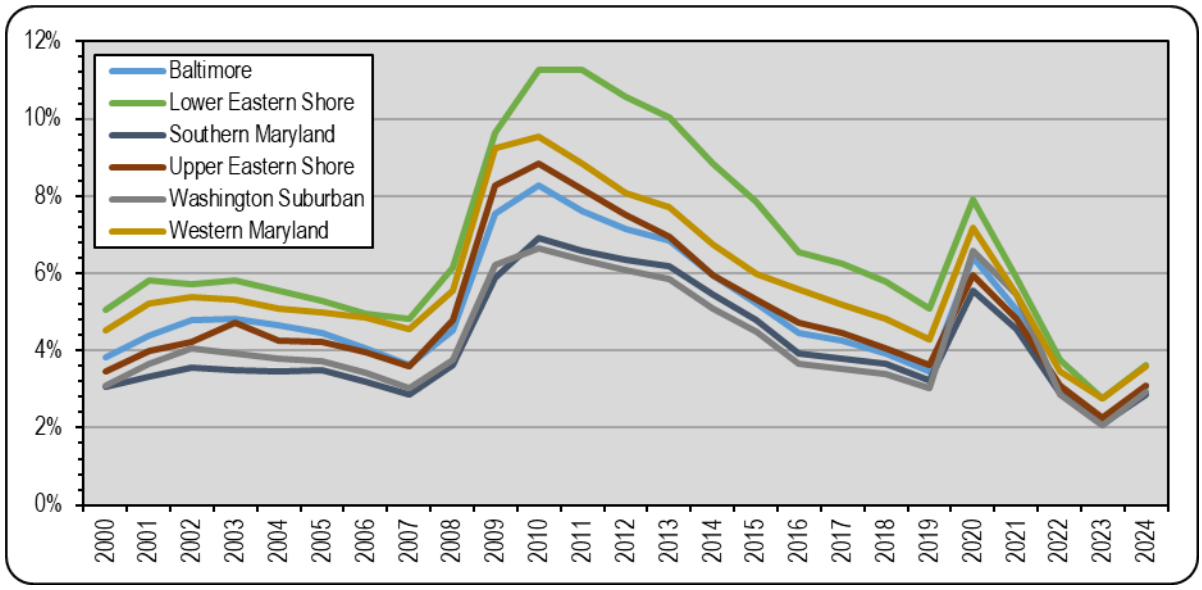


Figure 3-5 shows annual unemployment rates for Maryland's regions. In every year, Southern Maryland and Washington Suburban exhibited lower unemployment rates than elsewhere; unsurprising given the federal (D.C.) jobs concentrated there. Conversely, the Lower Eastern Shore and Western Maryland exhibited relatively higher unemployment rates than elsewhere.

Annual unemployment peaked between 2009 and 2011, during and following the Great Recession, reaching 11.3% in the Lower Eastern Shore, 9.5% in Western Maryland, 8.9% in the Upper Eastern Shore, and 8.3% in Baltimore. In the Washington Suburban region, unemployment peaked at 6.7% while Maryland's statewide rate reached 7.8%. Following those recessionary peak years, unemployment rates steadily declined to historically low levels in 2019. However, similar to the national level, COVID-19 reversed that trend quickly, with extraordinary unemployment rates peaking in the second-and-third quarters of 2020, followed by a steady decline through 2023. Unemployment rate remained relatively low by historical precedent in 2024, albeit increased slightly from 2023. On an annual basis, 2024 resulted in unemployment rates ranging between very low levels of 2.9% and 3.6% for the state regions.

Figure 3-5
Historical Unemployment Rates (Maryland Regions)



Forecast

National unemployment rates in 2020 spiked from COVID-19 and subsequently declined to near-historical lows. Unemployment rate projections from the Congressional Budget Office and the Federal Reserve (FOMC) expect the annual rates to increase slightly in 2025 through 2026 or 2027, mostly stemming from Trump administration tariff policies, a slowing in economic activity observed in the first half 2025, and other geopolitical uncertainties. In the mid- to long-term, national unemployment rates are expected to hover in the low-to-mid 4.0%, per **Figure 3-6**.

Table 3-6 provides additional detail on the short-term unemployment outlook for 2025, 2026, and 2027 (as available), sourced from a wide variety of professional SED forecasters. The table is organized from most optimistic to most pessimistic forecasts for 2025. Data were compiled in August 2025 with most forecasters publishing data between June and July; the 2025 forecasts are narrowly ranging from 4.2% to 4.5%, averaging 4.3% and then rising to 4.5% in 2026.

Figure 3-6
Forecast U.S. Unemployment Rate

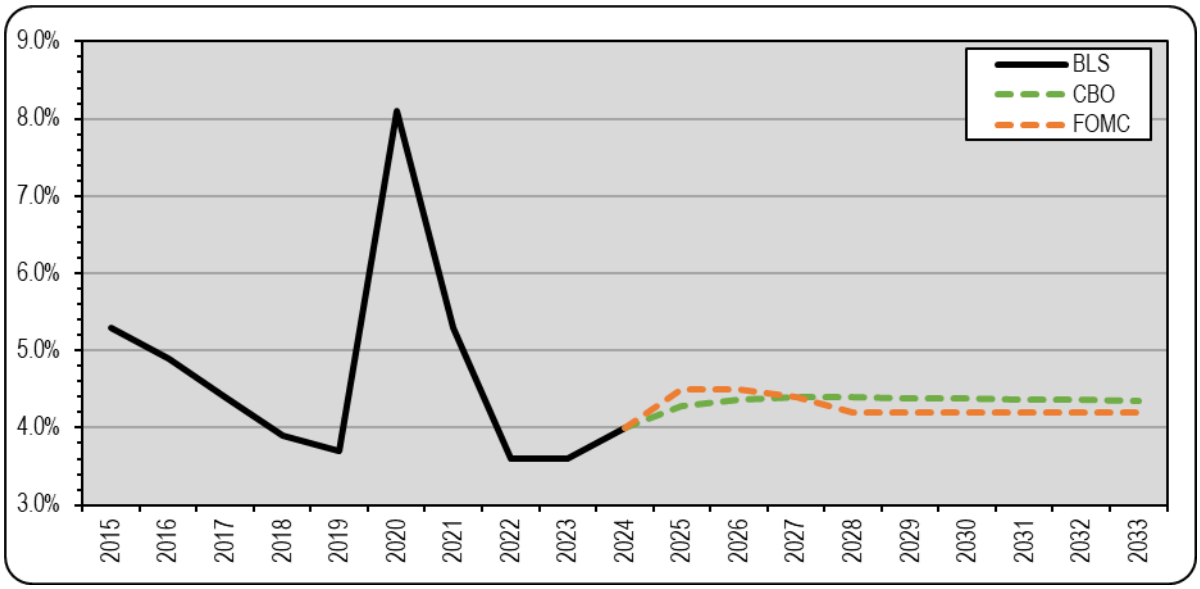


Table 3-6
Short-Term Forecast U.S. Unemployment Rate

Source	Release Date	2025	2026	2027
International Monetary Fund (IMF): World Economic Outlook	April 22, 2025	4.2%	4.2%	4.1%
PNC Financial Services Group	July 3, 2025	4.2%	4.5%	4.3%
Wells Fargo Economics Group	July 10, 2025	4.2%	4.3%	#N/A
Conference Board	July 11, 2025	4.2%	4.3%	#N/A
National Association of Realtors/Fannie Mae	July 11, 2025	4.2%	4.4%	#N/A
Organization for Economic Cooperation and Development (OECD)	June 25, 2025	4.2%	4.3%	#N/A
University of Michigan: Research Seminar in Quantitative Economics (RSQE)	May 16, 2025	4.3%	4.8%	4.7%
Energy Information Administration (EIA): Short-Term Energy Outlook	July 8, 2025	4.3%	4.6%	#N/A
Federal Reserve Bank of Philadelphia: Survey of Professional Forecasters*	May 16, 2025	4.3%	4.5%	4.6%
TD Economics	June 17, 2025	4.3%	4.3%	#N/A
Royal Bank of Canada (RBC) Economics	July 11, 2025	4.3%	4.5%	#N/A
Bank of Montreal (BMO) Capital Markets Economics	July 25, 2025	4.3%	4.6%	#N/A
ScotiaBank Global Economics	July 17, 2025	4.4%	4.7%	#N/A
Federal Reserve Bank: Federal Open Market Committee (FOMC)	June 18, 2025	4.5%	4.5%	4.4%
Average		4.3%	4.5%	4.4%

3.3.4 Per Capita Personal Income

Personal income indicates the relative affluence of a region's residents. Real per capita income includes the sum of wages and salaries, other labor income, proprietors' income, rental income of persons, dividend income, personal interest income, and transfer payments, less personal contributions for government social insurance, on a per-person basis. Real (above inflation) increases in per capita income can lead to an increased willingness to pay tolls.

Historical

Historical real personal income per capita, in constant 2024$[4], is presented in **Table 3-7**, from WP25. Per capita personal income nationally increased from $58,859 in 2014 to $72,098 in 2024, or 2.0% CAGR. In the Mid-Atlantic and South Atlantic, the CAGRs were 1.9% and 2.2%, respectively. Maryland's growth was 1.5%. In Maryland's regions, historical growth was lower than the nation, ranging from 1.1% in Lower Eastern Shore and Washington Suburban to 2.3% in the Upper Eastern Shore.

While historical growth was relatively slower in Maryland than nationally, the absolute real income per capita was relatively higher. At $78,038, Maryland's per capita personal income was 8.2% higher than the Nation, and 13.7% higher than the South Atlantic in 2024. The Washington Suburban region, at $81,401 in 2024, was 12.9% higher than the nation, and Baltimore's $79,811 was 10.7% higher.

Table 3-7
Historical Real Personal Income Per Capita (2024$)

Geography	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	'14-'24
Total Real Personal Income/Capita (2024$)												
United States	58,859	61,000	61,535	62,991	64,518	66,297	69,768	73,043	70,302	71,151	72,098	13,239
Mid Atlantic	67,069	69,499	70,745	72,790	74,107	75,803	79,417	81,885	78,361	79,488	80,639	13,570
South Atlantic	55,313	57,663	58,354	59,919	61,178	62,997	65,839	69,035	66,753	67,698	68,636	13,323
Maryland	67,509	69,868	71,146	71,949	72,524	73,650	76,526	78,236	75,531	76,817	78,038	10,530
Baltimore	66,890	68,962	69,952	70,983	71,857	73,611	77,209	79,300	76,760	78,343	79,811	12,921
Lower Eastern Shore	50,042	52,442	51,851	52,827	52,442	52,538	55,486	58,122	56,066	54,556	56,074	6,032
Southern Maryland	65,139	67,378	68,202	68,454	68,790	70,086	73,489	73,268	70,291	71,726	73,214	8,075
Upper Eastern Shore	60,555	62,426	63,792	64,924	65,801	68,130	71,141	74,247	72,026	72,910	75,654	15,099
Washington Suburban	73,242	76,108	77,970	78,535	78,766	79,065	80,882	82,232	79,346	80,617	81,401	8,159
Western Maryland	48,826	50,007	51,047	51,332	52,360	53,294	56,659	58,489	55,039	55,727	55,914	7,088
Annual Percent Change												
United States	2.8%	3.6%	0.9%	2.4%	2.4%	2.8%	5.2%	4.7%	-3.8%	1.2%	1.3%	2.0%
Mid Atlantic	1.9%	3.6%	1.8%	2.9%	1.8%	2.3%	4.8%	3.1%	-4.3%	1.4%	1.4%	1.9%
South Atlantic	3.0%	4.2%	1.2%	2.7%	2.1%	3.0%	4.5%	4.9%	-3.3%	1.4%	1.4%	2.2%
Maryland	0.9%	3.5%	1.8%	1.1%	0.8%	1.6%	3.9%	2.2%	-3.5%	1.7%	1.6%	1.5%
Baltimore	1.7%	3.1%	1.4%	1.5%	1.2%	2.4%	4.9%	2.7%	-3.2%	2.1%	1.9%	1.8%
Lower Eastern Shore	2.8%	4.8%	-1.1%	1.9%	-0.7%	0.2%	5.6%	4.7%	-3.5%	-2.7%	2.8%	1.1%
Southern Maryland	0.5%	3.4%	1.2%	0.4%	0.5%	1.9%	4.9%	-0.3%	-4.1%	2.0%	2.1%	1.2%
Upper Eastern Shore	1.3%	3.1%	2.2%	1.8%	1.3%	3.5%	4.4%	4.4%	-3.0%	1.2%	3.8%	2.3%
Washington Suburban	-0.3%	3.9%	2.4%	0.7%	0.3%	0.4%	2.3%	1.7%	-3.5%	1.6%	1.0%	1.1%
Western Maryland	3.0%	2.4%	2.1%	0.6%	2.0%	1.8%	6.3%	3.2%	-5.9%	1.3%	0.3%	1.4%

[4] WP25 provides real income per capita in 2017$, per current BEA data conventions; dollars in inflated to 2024$ using WP25's PCE index.

Forecast

Table 3-8 provides real personal income per capita forecasts. According to WP25, national growth is projected at 1.6% CAGR between 2024-2034. The Mid-Atlantic, South Atlantic, Maryland, and sub-state regions are expected to exhibit similar growth patterns, ranging between 1.4% and 1.7%. Maryland's SDC forecasts a relatively slower growth than WP25, with decelerating growth below 1.0% CAGR; however, the data are outdated, from 2015.

Table 3-8
Forecast Real Personal Income Per Capita Growth

	Historical	WP25			MD SDC		
Geography	'14-'24	'24-'29	'29-'34	'24-'34	'24-'29	'29-'34	'24-'34
United States	2.0%	1.6%	1.5%	1.6%	-	-	-
Mid Atlantic	1.9%	1.7%	1.6%	1.7%	-	-	-
South Atlantic	2.2%	1.7%	1.6%	1.6%	-	-	-
Maryland	1.5%	1.6%	1.5%	1.6%	0.9%	0.8%	0.8%
Baltimore	1.8%	1.8%	1.6%	1.7%	0.9%	0.8%	0.9%
Lower Eastern Shore	1.1%	1.7%	1.5%	1.6%	0.9%	0.9%	0.9%
Southern Maryland	1.2%	1.5%	1.4%	1.4%	1.0%	0.9%	0.9%
Upper Eastern Shore	2.3%	1.4%	1.3%	1.4%	0.9%	0.8%	0.9%
Washington Suburban	1.1%	1.5%	1.3%	1.4%	0.8%	0.7%	0.7%
Western Maryland	1.4%	1.5%	1.4%	1.5%	1.0%	0.9%	0.9%

3.3.5 Gross Domestic/Regional Product

Gross domestic product (national level) and gross regional product (state- and county-level) measure the value of all goods and services produced within a geographic area and are general indicators of a region's economic activity.

Historical

Historical real gross domestic product (GDP) and gross regional product (GRP), in real 2024$[5], are presented in **Table 3-9**. Real GDP grew at 2.5% CAGR between 2014-2024, and a relatively large 2.2% annual decline in 2020 from COVID-19 effectively reset the national economy to 2018 levels. However, 2021 rebounded beyond pre-COVID 2019 levels and GDP grew steadily since. Overall, 2014-2024 growth in the Mid-Atlantic was 2.9%, and the South Atlantic was 1.7% annually. At 1.6%, Maryland's real GRP historical growth rate was slightly more than half the U.S.

Data in **Tables 3-2** and **3-4** showed in 2024, Maryland comprised 9.0% of the South Atlantic's population and employment, respectively. **Table 3-9** shows that Maryland accounted for 13.0% of the South Atlantic's real GRP. Within Maryland, the sub-state regions of Baltimore and Washington Suburban accounted for 87.8% of Maryland's real GRP in 2024.

[5] BEA provides real GDP and GRP in 2017$; dollars are inflated to 2024$ using WP25's PCE index. BEA provided recent county-level data through 2023; 2024 county data are based on WP25's growth.

Table 3-9
Historical Real Gross Domestic/Regional Product (2024$)

Geography	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	'14-'24
Gross Regional Product (2024$ billions)												
United States	22,553	23,218	23,640	24,221	24,939	25,584	25,030	26,546	27,213	27,999	28,782	6,228
Mid Atlantic	4,042	4,176	4,288	4,402	4,515	4,627	4,546	4,848	5,033	5,183	5,354	1,312
South Atlantic	3,489	3,559	3,609	3,667	3,749	3,822	3,693	3,871	3,945	4,019	4,115	627
Maryland	457.4	467.8	484.1	493.6	497.1	497.1	480.1	502.6	514.3	522.2	533.8	76.4
Baltimore	225.2	229.9	237.8	242.7	245.2	246.7	238.4	250.4	257.0	261.2	267.4	42.1
Lower Eastern Shore	12.0	12.5	12.7	12.6	12.5	12.3	11.8	12.9	13.4	13.0	13.2	1.2
Southern Maryland	21.1	21.7	22.8	23.4	22.2	22.2	22.4	22.3	22.7	23.1	23.6	2.4
Upper Eastern Shore	11.9	12.4	12.8	13.2	13.5	13.5	12.9	13.8	14.2	14.6	14.8	2.9
Washington Suburban	173.6	177.8	183.8	187.6	189.2	188.3	181.4	189.3	193.2	196.5	201.1	27.4
Western Maryland	13.5	13.5	14.1	14.2	14.4	14.1	13.3	14.0	13.7	13.9	14.0	0.6
Annual Percent Change												
United States	2.5%	2.9%	1.8%	2.5%	3.0%	2.6%	-2.2%	6.1%	2.5%	2.9%	2.8%	2.5%
Mid Atlantic	2.4%	3.3%	2.7%	2.6%	2.6%	2.5%	-1.8%	6.7%	3.8%	3.0%	3.3%	2.9%
South Atlantic	1.7%	2.0%	1.4%	1.6%	2.2%	1.9%	-3.4%	4.8%	1.9%	1.9%	2.4%	1.7%
Maryland	1.6%	2.3%	3.5%	2.0%	0.7%	0.0%	-3.4%	4.7%	2.3%	1.6%	2.2%	1.6%
Baltimore	1.6%	2.1%	3.4%	2.0%	1.1%	0.6%	-3.3%	5.0%	2.6%	1.6%	2.4%	1.7%
Lower Eastern Shore	4.8%	4.1%	1.4%	-0.8%	-0.6%	-1.7%	-4.4%	9.4%	4.2%	-3.1%	1.7%	0.9%
Southern Maryland	2.2%	2.5%	5.4%	2.5%	-5.3%	0.3%	0.9%	-0.8%	1.8%	2.0%	1.9%	1.1%
Upper Eastern Shore	1.0%	3.8%	3.9%	2.8%	2.6%	-0.1%	-4.8%	7.1%	3.4%	2.6%	1.6%	2.2%
Washington Suburban	1.2%	2.4%	3.4%	2.0%	0.9%	-0.5%	-3.6%	4.4%	2.0%	1.7%	2.3%	1.5%
Western Maryland	2.9%	0.2%	4.3%	0.8%	1.2%	-1.9%	-6.1%	5.5%	-1.8%	1.1%	1.3%	0.4%

Forecast

Table 3-10 provides gross domestic/regional product forecasts. WP25 projects 1.9% annual real growth through 2034 nationally, and for the South Atlantic slightly faster (2.0%), with Maryland's GRP at the national 1.9%. Within Maryland, the highest real GRP growth is expected in Baltimore (2.0%) and Southern Maryland (1.9%).

Table 3-10
Forecast Real Gross Domestic/Regional Product Growth

	Historical	WP25		
Geography	'14-'24	'24-'29	'29-'34	'24-'34
United States	2.5%	1.9%	1.9%	1.9%
Mid Atlantic	2.9%	1.8%	1.7%	1.7%
South Atlantic	1.7%	2.1%	2.0%	2.0%
Maryland	1.6%	2.0%	1.8%	1.9%
Baltimore	1.7%	2.1%	1.9%	2.0%
Lower Eastern Shore	0.9%	1.4%	1.4%	1.4%
Southern Maryland	1.1%	1.9%	1.9%	1.9%
Upper Eastern Shore	2.2%	1.6%	1.7%	1.6%
Washington Suburban	1.5%	1.9%	1.7%	1.8%
Western Maryland	0.4%	1.2%	1.3%	1.3%

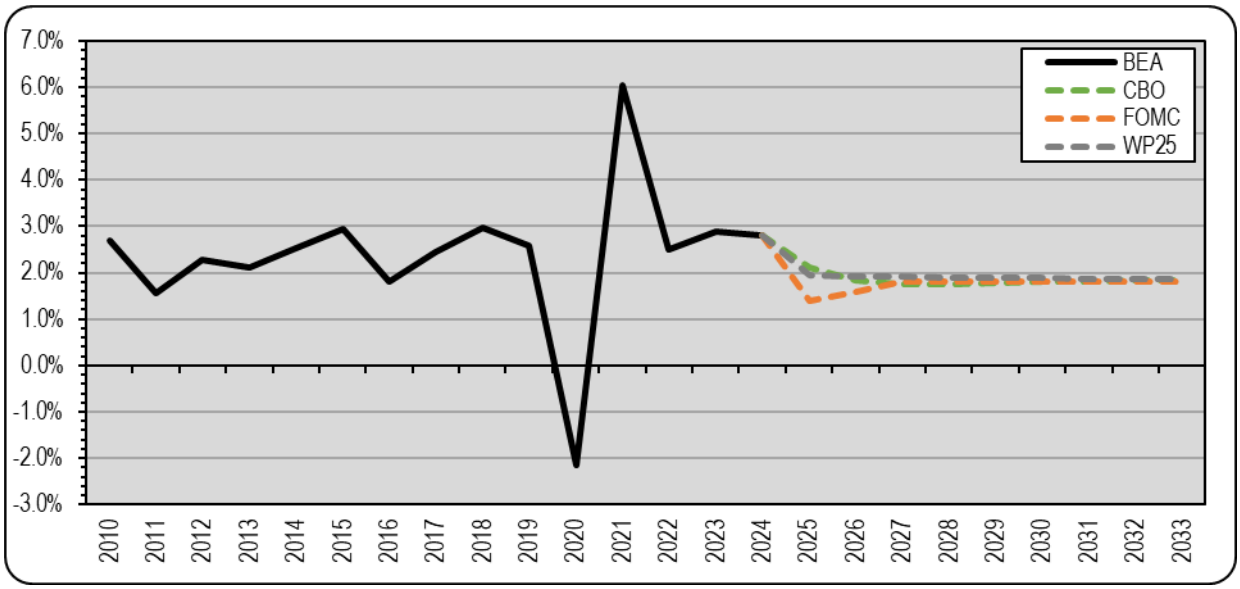
Table 3-11 provides detail on short-term GDP outlook for 2025, 2026, and 2027 (as available), sourced from various private and public sector agencies, and is organized from most optimistic to most pessimistic for 2025. As shown, most forecasters expect continued growth in 2025, albeit at a decelerated pace of 1.5%, with an average of 1.7% in 2026 and 2.0% in 2027.

Table 3-11
Forecast Short-Term Real GDP Growth

Source	Release Date	2025	2026	2027
Woods & Poole Economics, Inc.	July 21, 2025	1.9%	1.9%	1.9%
International Monetary Fund (IMF): World Economic Outlook	April 22, 2025	1.8%	1.7%	2.0%
PNC Financial Services Group	July 3, 2025	1.7%	1.5%	1.9%
TD Economics	June 17, 2025	1.7%	2.1%	#N/A
Organization for Economic Cooperation and Development (OECD)	June 25, 2025	1.6%	1.5%	#N/A
Conference Board	July 11, 2025	1.6%	1.4%	#N/A
Bank of Montreal (BMO) Capital Markets Economics	July 25, 2025	1.5%	1.5%	#N/A
Royal Bank of Canada (RBC) Economics	July 11, 2025	1.5%	1.3%	#N/A
ScotiaBank Global Economics	July 17, 2025	1.5%	1.5%	#N/A
Federal Reserve Bank of Philadelphia: Survey of Professional Forecasters*	May 16, 2025	1.4%	1.6%	2.2%
University of Michigan: Research Seminar in Quantitative Economics (RSQE)	May 16, 2025	1.4%	1.6%	2.2%
World Bank	June 27, 2025	1.4%	1.6%	1.9%
Energy Information Administration (EIA): Short-Term Energy Outlook	July 8, 2025	1.4%	1.9%	#N/A
Federal Reserve Bank: Federal Open Market Committee (FOMC)	June 18, 2025	1.4%	1.6%	1.8%
Wells Fargo Economics Group	July 10, 2025	1.4%	1.9%	#N/A
National Association of Realtors/Fannie Mae	July 11, 2025	1.3%	2.3%	#N/A
National Association for Business Economics (NABE)*	June 2, 2025	1.3%	1.4%	#N/A
Average		1.5%	1.7%	2.0%

Figure 3-7 shows real GDP historical growth from 2010-2024 and forecasted growth for about the next decade by the CBO, FOMC, and WP25. In 2025/6, the forecasts range between 1.4% and 2.1% growth. After that, all sources forecast an expected convergence somewhat below 2.0% into the future, a slight deceleration from long-term historical averages.

Figure 3-7
Forecast Mid-Term Real GDP Growth



3.3.6 Inflation

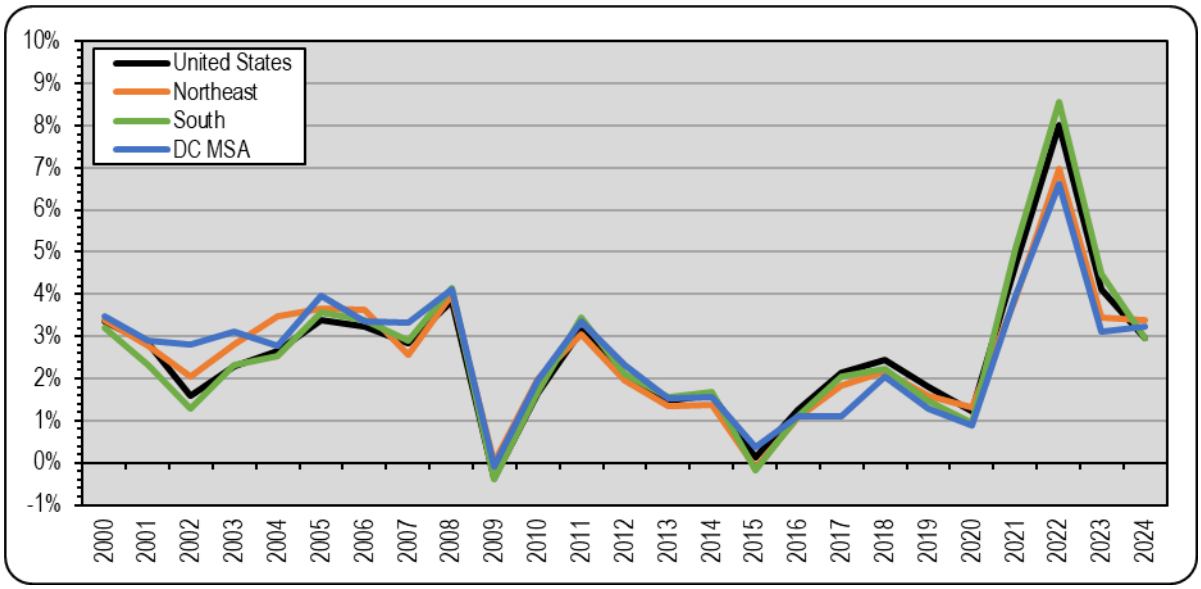
Comparing inflation rates with future toll policy plans can indicate the relative real cost of tolls over time. For example, if toll rates are unchanged during an inflation period, the real toll costs become relatively less expensive.

Historical

From 2000-2024, the national inflation rate[6] via the BLS averaged 2.6%, ranging from a high of 8.0% recently in 2022 to a low of -0.4% in 2009. **Figure 3-8** shows that inflation rates in the Northeast,[7] South,[8] and Washington DC MSA[9] closely tracked the U.S. rate. Although inflation was quite high since 2021 as a function of COVID-19 related factors (pent up demand, supply restrictions due to labor shortages, supply chain restrictions, etc.), the FED FOMC has implemented monetary tightening policies aimed at curtaining further inflation and has had some success in 2023 and into 2024. In 2024, inflation averaged 3.0%, still higher than the targeted annual 2.0%. Preliminary estimates for the first months in 2025 exhibit stubborn inflation trends, declining to 2.3% in April, but increasing back close to 3.0% in the subsequent months, mostly relating to administration policies, such as tariffs.

[6] Measured by the Consumer Price Index for urban consumers (CPI-U).
[7] Northeast census defined as CT, ME, MA, NH, NJ, NY, PA, RI, and VT.
[8] South census defined as AR, AL, DE, DC, FL, GA, KY, LA, MD, MS, NC, OK, SC, TN, TX, VA, and WV.
[9] Washington-Arlington-Alexandria, DC-MD-VA-WV Metropolitan Statistical Area.

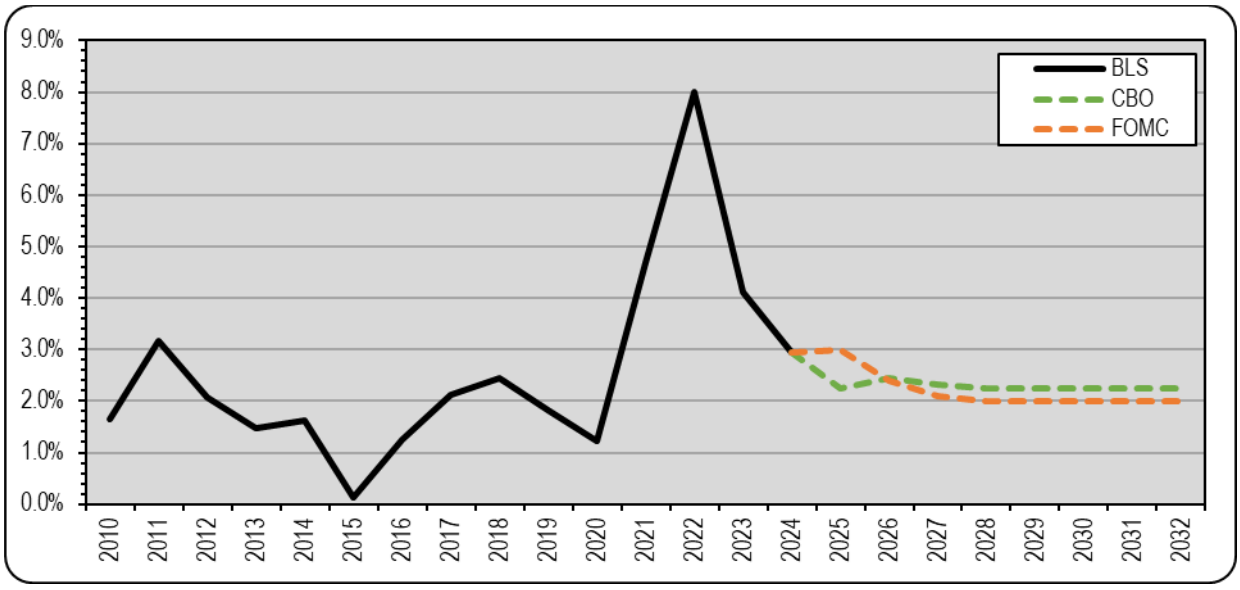
Figure 3-8
Historical Inflation (CPI-U)



Forecast

Figure 3-9 shows the national inflation forecasts by the CBO and FOMC. In 2025, the CBO expected national inflation to reduce further to around 2.2%; however, that source released in January, prior to the new administration and the accompanying tariff policies resulting in higher than expected inflation. FOMC measures inflation via the Personal Consumption Expenditure (PCE) index, which closely parallels the CPI-U measure and expects 3.0% in 2025, followed by a reduction to close to the official 2.0% target (that is, monetary policy will work as expected).

Figure 3-9
Forecast Inflation (CPI-U)



3.3.7 Fuel Prices

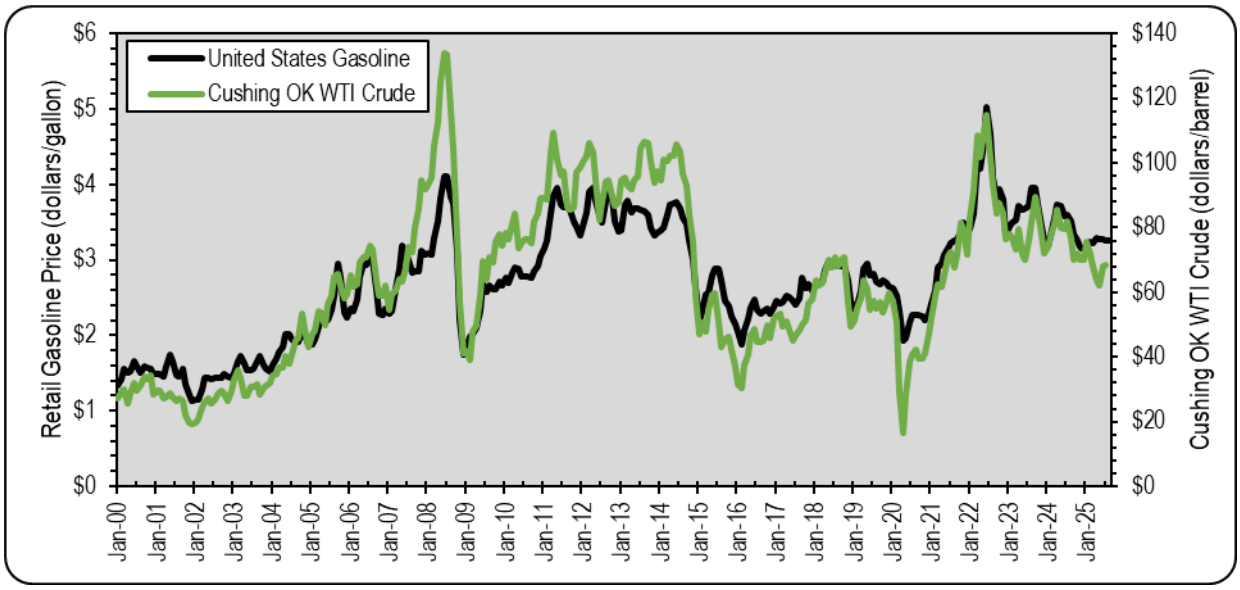
Fuel prices are another important variable related to traffic forecasting. Fuel price increases beyond inflation leads to increasing vehicle operating cost and generally less travel, including less travel on toll facilities. In the reverse, declining fuel prices results in generally more travel. Such divergences and behavioral responses are typically short-lived (within a year).

Historical

Figure 3-10 illustrates the monthly crude oil[10] and retail gasoline prices[11] from 2000 to mid-2025. The price data in Figure 3-10 are shown in nominal dollars (i.e., current dollars)[12] and are measured by price per barrel (crude oil) and price per gallon (gasoline).

U.S. gasoline prices ranged from a low of $1.13 per gallon in December 2001 to a high of $5.03 per gallon in June 2022. Monthly gasoline since declined to around $3.30. Retail gasoline prices in the Central Atlantic[13] and Lower Atlantic[14] generally tracked national prices, with the Central Atlantic typically 1.9% higher and the Lower Atlantic 3.6% lower.

Figure 3-10
Historical Fuel Prices (Current $)



Gasoline retail prices generally mirrors crude oil prices since crude oil historically accounted for approximately 50% of gasoline's production costs. **Figure 3-10** shows that crude oil ranged from $16.55 in April 2020 to $133.88 in June 2008, a with some pronounced volatility in certain months attributable to various reasons (recessions, OPEC, hurricanes, supply/storage shortages, etc.).

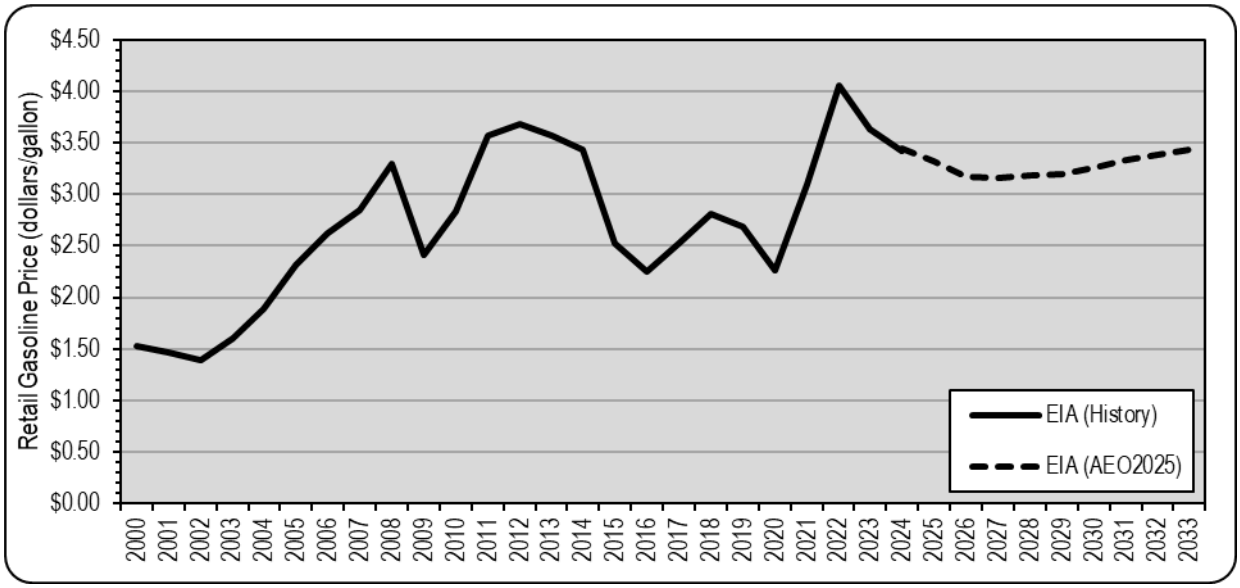
[10] Cushing OK WTI (West Texas Intermediate) spot price per barrel, free on-board delivery.
[11] Retail price per gallon of unleaded gasoline, all grades, all formulations.
[12] 2000 data are presented in 2000 dollars, 2001 data in 2001 dollars, etc.
[13] Central Atlantic includes DE, DC, MD, NJ, NY and PA.
[14] Lower Atlantic includes FL, GA, NC, SC, VA and WV.

Crude oil averaged approximately $65.00 per barrel in 2018, $57.00 in 2019, dropping to $41.00 in 2020, mostly due to the precipitous drop in late-Spring/early-Summer with the onset of COVID-19. In 2021, prices increased to $68.00 per barrel and in 2022 to $95.00 then down to $78.00 in 2023 and $77.00 in 2024; as of July 2025, prices are $68.00

Forecast

Figure 3-11 provides national gasoline price forecasts in current dollars. Retail gasoline prices, averaging $4.06 in 2022 increased notably since 2016, and then declined somewhat to $3.42 in 2024; the EIA expects prices to steadily reduce through 2027 to $3.16 and thereafter increase between a nickel and a dime annually.

Figure 3-11
Forecast Fuel Price (Current $)



Chapter 4

Forecasts by Facility

This chapter summarizes the development of the forecasts of future year transactions and toll revenue for the MDTA system. Separate sections and discussions are provided for the overall assumptions, the Legacy facilities, ICC, I-95 ETLs, and other revenue. The 10-year annual forecast results by facility through FY 2035 are included in this chapter. Monthly forecasts for FY 2026 and FY 2027 are also included.

4.1 Assumptions

Transaction and revenue forecasts were predicated upon the following basic assumptions, which are considered reasonable by CDM Smith for purposes of the forecast:

1. The MDTA toll facilities and approach roads will continue to be well-maintained and effectively signed;
2. No competing highway projects other than those identified in this report will be constructed or significantly improved during the forecast period;
3. MDTA will continue to operate within its business rules and practices;
4. For the purposes of this forecast, it is assumed that no toll rate or toll schedule adjustments will be made during the forecasting period. **Chapter 1** presents the assumed toll schedule;
5. Annual revenue estimates are expressed in future year dollars (nominal);
6. No major recession, natural disasters, future pandemics, or other significant exogenous events will occur that would significantly reduce travel in the region;
7. Socioeconomic growth, including related to population and employment, will occur as presented in this study; and
8. Motor fuel will remain in adequate supply, and future price increases will not significantly exceed the long-term rate of inflation.

Any significant departure from these basic assumptions could materially affect forecasted transactions and toll revenue.

Detailed Assumptions

In addition to the basic assumptions listed above, several other more specific assumptions were made as provided in **Table 4-1**.

Table 4-1
Detailed Forecast Assumptions

Assumption Category	Assumption Detail
Growth	The growth forecast produced by the econometric update (WT#12) and used in the last three annual forecasts was used for this study. Based on recent in-lane trends, minor adjustments were made to the near-term growth in FY26 and FY27.
Construction	Duration of significant impacts from I-895 AET conversion shortened from 18 months to 12 months and schedule shifted to occur after 1 year completion of new FSK bridge.
FSK Replacement	The new FSK bridge will be open to traffic on December 1 2030.
NOTD Collection Rates	Collection rates were adjusted based on recent trends in FY25 after enforcement at the CCU/MVA levels fully resumed. Based on recent trends, the collection rate at the NOTD level was lowered but was increased at both the citation and MVA/CCU levels. The 3 percentage point increase in collection rate at the combined citation/MVA/CCU level reflects recent data from after the full resumption of CCU/MVA enforcement (July 2024). In aggregate, the payment rate across all payment levels is about 1.5 percentage points higher in FY26 than last year's forecast, but the payment rate is unchanged FY29 onwards.
Video Toll Payments	A portion of FY25 video revenue ($7.7 million toll revenue + $29.1 million civil penalty fees) was assumed to be one-time payments of older (2023 and older) video transactions that would not continue in future fiscal years.
Toll Changes	No future systemwide toll rate changes are assumed.
Forecasting Approach	All transactions and toll revenue as well as civil penalty revenue are forecasted in the month of collection (cash accounting).

Assumptions related to the construction projects listed in **Table 4-1** are discussed in more detail later in this chapter.

4.2 Legacy System

This section provides an overview of the development of the traffic and toll revenue forecasts for the Legacy system. The inputs to the forecast included toll rates by payment method, traffic growth forecasts, E-ZPass® participation percentages, and the impacts associated with planned roadway improvements on the Legacy facilities.

4.2.1 Forecast Methodology

Econometric models were developed for the Legacy system traffic growth forecasts as detailed in in the report *Maryland Transportation Authority FY 2023 Traffic and Toll Revenue Forecast Update*. The econometric models sought to establish correlative relationships between various socioeconomic independent variables (such as population, employment, GRP, etc.) and the dependent variable, transactions. The traffic growth used in this current study is based on the growth from the econometric analysis with adjustments as necessary to account for the most recent traffic and economic trends related to inflation and gas prices, long-term pandemic-related commuting trend changes, as well as construction impacts summarized in the subsequent section. Passenger car and commercial vehicle transactions were forecasted independently by facility using these growth rates and by benchmarking to actual FY 2025 trends.

Assumptions including those related to the Key Bridge collapse, construction impacts, and NOTD payment rates were then applied to the estimated normal growth rates. The end-product of the model was a baseline 10-year forecast of transactions and revenue by facility, by vehicle class (passenger cars and commercial vehicles), and by method of payment.

4.2.2 Francis Scott Key Bridge Collapse

This section summarizes the estimated diversion impacts of the Francis Scott Key Bridge on March 26, 2024, and how the impacts were considered in this Legacy System annual forecast update.

To quantify the impacts of trip diversion after the collapse, CDM Smith requested the latest transaction data from MDTA which captured the amount of traffic at I-895 Baltimore Harbor Tunnel (BHT) and the I-95 Fort McHenry Tunnel (FMT), which are the two alternatives that cross the Patapsco River. Using the daily gantry transaction data, along with monthly TVI data, the recapture rate for revenue at these two facilities was estimated to be around 40 percent. While many vehicles were able to divert to the tunnels on I-95 and I-895, certain commercial vehicles are banned from using these facilities due to their size and hazardous waste restrictions. Furthermore, as congestion increases on the tunnels due to the traffic shift, some additional MDTA customers may choose to divert or forego their trip altogether. Because of this, a share of traffic could shift to non-MDTA facilities such as the I-695 outer loop around Baltimore or local roads through the downtown area.

4.2.3 Construction

The major construction projects expected to impact traffic and revenue on the MDTA Legacy system are described below. In reviewing these projects and estimating the traffic impacts, it was estimated that during the construction periods, some traffic would divert to the next best alternative tolled or toll-free crossing if possible, while a small portion of more discretionary trips would be suppressed.

1. **Eastbound Span of William Preston Lane, Jr Memorial Bridge (US-50)** – This project will rehabilitate the deck of the eastbound span of the William Preston Lane (Bay) Bridge. Construction began in January 2023 and initial construction and material procurement will continue through the end of 2023. Major construction will be performed primarily during off-peak night-time closures which will begin in Winter 2023/2024. Preliminary completion is estimated for Fall 2026.

2. **Baltimore Harbor Tunnel (I-895) AET Conversion -** This project supports the recent conversion of the facility to cashless tolling by permanently removing the existing toll plaza and installing a gantry system. The project scope also includes geometric improvements to the adjacent interchange ramps at Childs Street, Frankfurst Avenue, and Shell Road to comply with AASHTO standards, as well as removal and replacement of the Shell Road ramp, Frankfurst Avenue, and access road bridge structures along I-895. Consideration is being given to performing work excluding I-895 first to avoid impacting the increased traffic due to the FSK Bridge collapse. One year after FSK reopens, the construction impacts are anticipated to reduce I-895 down to a single lane in each direction for a duration of 12 months (December 2031 through November 2032).

3. **I-95 ETL Northbound Extension –** This project will involve the widening and reconstruction of I-95 northbound and is divided into two phases. The first phase involved an extension from MD 43 to MD 152 and was open to traffic in December 2024. The second phase, which is currently under construction, extends the ETL from MD 152 to north of MD

24. Once both phases are complete, the lane configuration from MD 43 to MD 24 will be four general purpose lanes and two ETLs. From MD 24 northbound the configuration will be three general purpose lanes and two ETLs. The ETLs will transition to a single lane ETL and then run concurrent to the three GP lanes until the four lanes transition back to three lanes in advance of the MD 136/Calvary Road Overpass approximately two miles north of MD 24. The completion of construction through the MD 24 Interchange is scheduled for winter of 2027/2028. Coinciding with the completion of the northbound extension, direct connectors from I-695 eastbound and westbound to I-95 northbound will open as well.

Additional construction projects on the MDTA facilities and competing non-MDTA highways and arterials were also reviewed, but it was determined that the construction activity associated with these projects will result in negligible impacts on MDTA traffic and toll revenue. This includes the subgrade improvements east of Bear Creek and the rehabilitation of decks at the Curtis Creek bascule span approaches on I-695. In prior years, these projects were forecasted to cause diversion from the Key Bridge to the Harbor Tunnel or Fort McHenry Tunnel. Due to the collapse of the Key bridge, these projects have been expedited and will be complete before the reopening of the bridge, therefore causing no impacts to traffic and revenue during the forecast period.

4.2.4 Forecast Results

Table 4-2 presents actual collected transactions and toll revenue for the Legacy system for FY 2025 and forecasted collected transactions and toll revenue for FY 2026 through FY 2035 by passenger cars and commercial vehicles. The forecasts reflect collections after assumed reductions due to unbillable and unpaid trips. **Table 4-3** provides historical and forecasted total transactions and toll revenue for the Legacy system by facility. FY 2026 transactions and revenue are forecasted to increase over FY 2025 due to returns in normal collections and growth trends, and a forecasted bump in the fourth quarter of the fiscal year from the tax intercept season based on current transactions that have been referred to date. The Key Bridge replacement is assumed to open in the fall of 2030, or FY 2031, which is the reason for the larger increase in transactions and revenue compared to FY 2030. Following the reopening, the Harbor Tunnel AET conversion will begin, as detailed previously in **Section 4.2.2**, allowing the new Key Bridge to absorb some of the potential diversion from the construction. FY 2032 and 2033 are affected by the I-895 construction at the BHT. For FY 2034 onwards, transactions and revenue are not assumed to be impacted by such large construction projects and reflect expected normal growth through the end of the forecast period in FY 2035.

Table 4-2
Total Legacy System Forecasted Transactions and Toll Revenue Collected by Class

Fiscal Year	Transactions (Millions) [1]			Toll Revenue ($ Millions) [1]		
	PC	CV	Total	PC	CV	Total
2025 [2]	100.8	9.4	**110.2**	$ 370.3	$ 230.7	**$ 601.0**
2026	101.8	9.5	**111.3**	376.3	235.0	**611.3**
2027	101.8	9.5	**111.3**	374.0	235.3	**609.2**
2028	102.8	9.6	**112.4**	377.9	237.0	**614.9**
2029	103.3	9.6	**112.9**	379.7	237.4	**617.1**
2030	104.1	9.6	**113.7**	382.3	238.4	**620.7**
2031	109.1	10.0	**119.2**	396.4	246.3	**642.7**
2032	113.1	10.3	**123.3**	409.3	252.6	**661.8**
2033	113.7	10.3	**124.0**	411.3	253.5	**664.8**
2034	114.9	10.4	**125.3**	415.6	255.7	**671.3**
2035	115.7	10.5	**126.2**	418.4	256.9	**675.3**

[1] Includes impacts due to leakage, including unpaid transactions.

[2] Represents actual data.

Table 4-3
Legacy System Historical and Forecasted Transactions and Toll Revenue Collected by Facility

Fiscal Year [1]	Transactions (Millions) [4]								Percent Growth
	JFK	Hatem	BHT	FMT	FSK	Bay	Nice	Total [2]	
2019	15.2	5.1	20.8	48.2	12.8	13.6	3.3	**119.1**	(2.0)
2020 [3]	12.5	4.4	14.2	42.3	11.9	11.5	2.8	**99.6**	(16.4)
2021	8.9	3.1	12.0	29.2	8.5	8.6	1.7	**72.0**	(27.7)
2022	15.6	4.5	25.9	43.1	12.0	14.5	3.3	**118.9**	65.1
2023	15.2	4.5	28.0	42.4	12.5	13.9	3.2	**119.5**	0.6
2024 [3]	14.6	4.6	27.6	42.7	8.9	13.4	3.2	**115.0**	(3.7)
2025	14.3	4.7	28.6	45.9	0.4	13.3	3.1	**110.2**	(4.2)
2026	14.4	4.7	28.6	47.0	0.1	13.4	3.1	**111.3**	1.0
2027	14.4	4.7	28.7	47.1	0.0	13.3	3.1	**111.3**	0.1
2028 [3]	14.5	4.7	29.1	47.6	0.0	13.4	3.2	**112.4**	1.0
2029	14.6	4.7	29.3	47.8	0.0	13.4	3.2	**112.9**	0.4
2030	14.7	4.7	29.6	48.1	0.0	13.4	3.2	**113.7**	0.7
2031	14.7	4.7	28.9	47.1	7.1	13.4	3.2	**119.2**	4.8
2032 [3]	14.8	4.7	23.1	50.4	13.5	13.5	3.3	**123.3**	3.5
2033	14.9	4.7	24.5	49.8	13.3	13.5	3.3	**124.0**	0.5
2034	14.9	4.8	29.2	47.3	12.3	13.5	3.3	**125.3**	1.1
2035	15.0	4.8	29.5	47.7	12.4	13.6	3.3	**126.2**	0.7
Fiscal Year [1]	Toll Revenue ($ Millions) [4]								Percent Growth
	JFK	Hatem	BHT	FMT	FSK	Bay	Nice	Total [2]	
2019	176.0	12.2	70.3	217.4	50.5	53.7	21.0	**601.1**	(0.7)
2020 [3]	154.1	11.4	47.5	194.3	47.5	46.0	17.3	**518.2**	(13.8)
2021	117.5	9.2	40.1	142.2	36.0	33.3	10.9	**389.3**	(24.9)
2022	197.0	18.3	95.7	225.6	55.9	61.6	24.1	**678.1**	74.2
2023	191.9	15.1	102.2	215.5	56.8	56.4	22.1	**660.0**	(2.7)
2024 [3]	181.3	15.3	99.0	212.7	43.4	55.2	21.7	**628.7**	(4.7)
2025	176.4	15.0	101.4	231.1	2.1	54.3	20.8	**601.0**	(4.4)
2026	178.6	14.9	103.0	238.7	0.6	54.5	20.9	**611.3**	1.7
2027	178.3	14.8	102.9	238.5	0.0	54.1	20.7	**609.2**	(0.3)
2028 [3]	179.7	14.9	104.3	240.8	0.0	54.4	20.9	**614.9**	0.9
2029	180.2	14.9	105.0	241.6	0.0	54.4	21.0	**617.1**	0.4
2030	181.2	14.9	106.0	242.9	0.0	54.6	21.1	**620.7**	0.6
2031	182.1	14.9	103.8	231.7	34.1	54.7	21.3	**642.7**	3.5
2032 [3]	183.5	15.0	83.9	238.4	64.5	55.0	21.5	**661.8**	3.0
2033	184.0	15.0	88.0	237.1	64.0	55.1	21.6	**664.8**	0.4
2034	184.9	15.1	105.3	228.6	60.5	55.2	21.8	**671.3**	1.0
2035	185.8	15.1	106.4	229.9	60.8	55.4	21.9	**675.3**	0.6

[1] Actual data presented for FY 2019 through FY 2025.

[2] Summations may not equal total due to rounding.

[3] Leap Year

[4] Includes impacts due to leakage, including unpaid transactions.

For purposes of budgeting and the tracking of actual versus forecasted transactions and revenue, monthly forecasts of transaction and toll revenue were developed for FY 2026 and FY 2027. **Table 4-4** provides the forecasted monthly transactions and **Table 4-5** provides the forecasted monthly toll revenue for the total Legacy system.

Additionally, to support ongoing efforts related to the Key Bridge collapse and the impacts on MDTA revenue, **Table 4-6** provides the estimated lost revenue throughout the 10-year forecast period due to the bridge collapse. In order to estimate this value, a hypothetical forecast was created assuming the Key Bridge collapse did not occur. This forecast was then compared to the forecast presented in Table 4-2 and Table 4-3 to estimate the toll revenue lost strictly from the collapse of the bridge. As shown in the table, the lost revenue from ranges from $9.3 million in FY 2024 to $36.1 million in FY 2030. The combined lost revenue for all years is $240.1 million. In addition to the lost toll revenue, $14.8 million is estimated to be lost in the other revenue category, yielding a combined revenue impact of $257.9 million. The combined lost revenue impact is higher than the lost revenue estimated in the September 2024 forecast because of the revised diversion impacts and schedule for the reopening of the Key Bridge, which was pushed out two years.

Table 4-4
Monthly Collected Transactions by Method of Payment
FY 2026 and FY 2027

Month	Commuters & Shoppers	MD E-ZPass	Full Fare E-ZPass	Video	Official Duty	Hatem Plan A & B	Total 2-Axle	E-ZPass	Video	Total 3+ Axle	Total [1]
FY 2026											
July	1.408	3.378	2.527	0.820	0.085	0.298	**8.516**	0.750	0.028	**0.778**	**9.294**
August	1.527	3.454	2.487	0.836	0.080	0.301	**8.686**	0.790	0.028	**0.818**	**9.504**
September	1.702	3.630	2.304	0.811	0.091	0.294	**8.831**	0.819	0.027	**0.846**	**9.677**
October	1.605	3.465	2.231	0.807	0.091	0.296	**8.494**	0.804	0.026	**0.830**	**9.324**
November	1.615	3.502	2.253	0.794	0.082	0.285	**8.532**	0.738	0.027	**0.765**	**9.297**
December	1.570	3.393	2.222	0.766	0.079	0.264	**8.293**	0.697	0.027	**0.724**	**9.016**
January	1.550	2.929	1.932	0.758	0.086	0.273	**7.527**	0.721	0.026	**0.747**	**8.275**
February	1.582	3.012	1.701	0.696	0.087	0.263	**7.341**	0.697	0.025	**0.722**	**8.063**
March	1.711	3.221	2.061	0.923	0.095	0.286	**8.297**	0.747	0.035	**0.782**	**9.079**
April	1.684	3.469	2.559	0.938	0.092	0.297	**9.039**	0.776	0.034	**0.810**	**9.849**
May	1.705	3.874	2.596	0.978	0.095	0.307	**9.554**	0.833	0.035	**0.868**	**10.422**
June	1.521	3.517	2.439	0.787	0.094	0.306	**8.663**	0.773	0.028	**0.801**	**9.464**
FY TOTAL	**19.179**	**40.844**	**27.311**	**9.915**	**1.056**	**3.468**	**101.774**	**9.145**	**0.345**	**9.490**	**111.264**
FY 2027											
July	1.403	3.426	2.542	0.811	0.086	0.299	**8.567**	0.753	0.028	**0.781**	**9.348**
August	1.523	3.504	2.502	0.830	0.081	0.303	**8.743**	0.794	0.027	**0.821**	**9.564**
September	1.698	3.683	2.318	0.813	0.091	0.295	**8.898**	0.823	0.027	**0.850**	**9.747**
October	1.601	3.516	2.244	0.813	0.091	0.297	**8.562**	0.807	0.026	**0.834**	**9.396**
November	1.611	3.553	2.267	0.804	0.083	0.286	**8.604**	0.741	0.027	**0.769**	**9.373**
December	1.565	3.443	2.235	0.769	0.080	0.265	**8.357**	0.700	0.027	**0.727**	**9.083**
January	1.547	2.974	1.944	0.760	0.086	0.274	**7.585**	0.725	0.026	**0.751**	**8.336**
February	1.579	3.057	1.712	0.699	0.088	0.264	**7.398**	0.700	0.025	**0.725**	**8.123**
March	1.708	3.269	2.074	0.690	0.095	0.287	**8.123**	0.751	0.026	**0.777**	**8.900**
April	1.680	3.521	2.575	0.701	0.093	0.298	**8.868**	0.779	0.025	**0.805**	**9.672**
May	1.700	3.931	2.611	0.732	0.095	0.308	**9.377**	0.837	0.026	**0.863**	**10.240**
June	1.516	3.567	2.454	0.795	0.095	0.307	**8.734**	0.777	0.028	**0.805**	**9.539**
FY TOTAL	**19.131**	**41.444**	**27.477**	**9.217**	**1.064**	**3.483**	**101.816**	**9.188**	**0.318**	**9.506**	**111.323**

[1] Includes impacts due to leakage, including unpaid transactions. Summations may not equal total due to rounding.

Table 4-5
Monthly Collected Toll Revenue by Method of Payment
FY 2026 and FY 2027

Month	Commuters & Shoppers	MD E-ZPass	Full Fare E-ZPass	Video	Official Duty	Hatem Plan A & B	Total 2-Axle	E-ZPass	Video	Total 3+ Axle	Total [1]
FY 2026											
July	$2.086	$11.949	$13.185	$5.292	-	-	**$32.512**	$18.389	$0.792	**$19.181**	**$51.693**
August	2.254	12.212	12.769	5.363	-	-	**32.597**	19.158	0.775	**19.933**	**52.530**
September	2.499	12.764	11.851	5.190	-	-	**32.304**	19.874	0.741	**20.615**	**52.919**
October	2.360	12.186	11.516	5.155	-	-	**31.217**	19.615	0.726	**20.341**	**51.557**
November	2.373	12.372	11.555	5.064	-	-	**31.364**	18.187	0.744	**18.931**	**50.295**
December	2.298	11.901	11.531	4.915	-	-	**30.645**	17.340	0.758	**18.098**	**48.743**
January	2.267	10.195	9.915	4.867	-	-	**27.243**	18.076	0.751	**18.827**	**46.070**
February	2.316	10.501	8.678	4.483	-	-	**25.978**	17.246	0.715	**17.962**	**43.940**
March	2.513	11.256	10.576	6.141	-	-	**30.488**	18.694	1.036	**19.729**	**50.217**
April	2.474	12.093	12.936	6.254	-	-	**33.758**	18.881	1.023	**19.905**	**53.662**
May	2.504	13.544	13.264	6.483	-	-	**35.794**	20.489	1.043	**21.532**	**57.326**
June	2.249	12.450	12.635	5.024	-	-	**32.358**	19.157	0.793	**19.950**	**52.308**
FY TOTAL	**$28.192**	**$143.422**	**$140.412**	**$64.231**	**-**	**-**	**$376.258**	**$225.107**	**$9.897**	**$235.004**	**$611.262**
FY 2027											
July	$2.080	$12.135	$13.261	$5.217	-	-	**$32.693**	$18.482	$0.781	**$19.263**	**$51.956**
August	2.249	12.404	12.844	5.319	-	-	**32.816**	19.254	0.758	**20.012**	**52.828**
September	2.494	12.967	11.918	5.195	-	-	**32.575**	19.973	0.742	**20.716**	**53.290**
October	2.354	12.381	11.583	5.176	-	-	**31.494**	19.714	0.732	**20.446**	**51.941**
November	2.368	12.570	11.622	5.113	-	-	**31.672**	18.279	0.756	**19.035**	**50.707**
December	2.293	12.093	11.598	4.923	-	-	**30.907**	17.427	0.758	**18.185**	**49.092**
January	2.264	10.364	9.973	4.877	-	-	**27.477**	18.167	0.754	**18.921**	**46.398**
February	2.313	10.674	8.728	4.488	-	-	**26.202**	17.332	0.713	**18.045**	**44.247**
March	2.510	11.440	10.637	4.388	-	-	**28.976**	18.788	0.740	**19.528**	**48.504**
April	2.469	12.289	13.014	4.471	-	-	**32.243**	18.976	0.732	**19.708**	**51.950**
May	2.497	13.760	13.341	4.638	-	-	**34.236**	20.593	0.746	**21.339**	**55.575**
June	2.244	12.644	12.707	5.067	-	-	**32.662**	19.255	0.800	**20.054**	**52.717**
FY TOTAL	**$28.134**	**$145.722**	**$141.226**	**$58.872**	**-**	**-**	**$373.953**	**$226.240**	**$9.011**	**$235.251**	**$609.204**

[1] Includes impacts due to leakage, including unpaid transactions. Summations may not equal total due to rounding.

Table 4-6
Estimate of Lost Transactions and Revenue from Key Bridge Collapse

Fiscal Year [1]	Transactions - Impact of FSK Collapse							
	Difference				Percent Difference			
	BHT	FMT	FSK	Total Harbor Crossing	BHT	FMT	FSK	Total Harbor Crossing
2024	0.4	0.7	(3.1)	**(2.0)**	1.6%	1.7%	-25.9%	**-2.4%**
2025	1.0	1.8	(11.5)	**(8.7)**	3.7%	4.0%	-98.2%	**-10.6%**
2026	1.4	1.9	(11.6)	**(8.3)**	5.2%	4.3%	-99.3%	**-10.0%**
2027	1.4	1.9	(11.8)	**(8.4)**	5.3%	4.3%	-100.0%	**-10.0%**
2028	1.5	2.0	(11.9)	**(8.5)**	5.3%	4.3%	-100.0%	**-10.0%**
2029	1.5	2.0	(12.0)	**(8.5)**	5.3%	4.3%	-100.0%	**-10.0%**
2030	1.5	2.0	(12.0)	**(8.6)**	5.2%	4.2%	-100.0%	**-10.0%**
2031	0.5	0.7	(5.0)	**(3.9)**	1.7%	1.4%	-41.5%	**-4.4%**
2032	0.0	0.0	(0.0)	**(0.0)**	0.0%	0.0%	-0.2%	**0.0%**
2033	-	-	-	**-**	0.0%	0.0%	0.0%	**0.0%**
Total	**9.2**	**12.9**	**(79.0)**	**(56.9)**	**3.4%**	**2.8%**	**-64.7%**	**-6.7%**

Fiscal Year	Toll Revenue - Impact of FSK Collapse							
	Difference				Percent Difference			
	BHT	FMT	FSK	Total Harbor Crossing	BHT	FMT	FSK	Total Harbor Crossing
2024	$1.1	$4.5	($14.9)	**($9.3)**	1.1%	2.2%	-25.6%	**-2.5%**
2025	$2.4	$18.1	($56.2)	**($35.8)**	2.5%	8.5%	-97.9%	**-9.7%**
2026	$3.8	$18.9	($57.4)	**($34.7)**	3.9%	8.7%	-99.1%	**-9.3%**
2027	$3.9	$19.2	($58.4)	**($35.2)**	4.0%	8.8%	-100.0%	**-9.3%**
2028	$4.0	$19.3	($58.9)	**($35.6)**	4.0%	8.7%	-100.0%	**-9.3%**
2029	$4.0	$19.3	($59.1)	**($35.8)**	4.0%	8.7%	-100.0%	**-9.4%**
2030	$4.0	$19.3	($59.4)	**($36.1)**	3.9%	8.6%	-100.0%	**-9.4%**
2031	$1.0	$6.9	($25.6)	**($17.7)**	1.0%	3.1%	-42.9%	**-4.6%**
2032	$0.1	$0.1	($0.2)	**($0.1)**	0.1%	0.0%	-0.2%	**0.0%**
2033	-	-	-	**-**	0.0%	0.0%	0.0%	**0.0%**
Total	**$24.3**	**$125.6**	**($390.0)**	**($240.1)**	**2.5%**	**5.6%**	**-65.3%**	**-6.3%**

4.3 Intercounty Connector

4.3.1 Forecast Methodology and Assumptions

Base ICC annual collected trip and toll revenue forecasts were made using a review and analysis of the most recent historical trends (pre-pandemic) and the latest fiscal year and adjusting base growth rates estimated in the most recent previous ICC forecast update, as necessary. Estimated trips and revenue reflects collected toll revenue by MDTA after assumed reductions due to leakage of unbillable and unpaid trips. The forecasts reflect the assumptions listed in **Section 4.1**, including those listed in **Table 4-1** related to MDTA business rules.

Related to other projects that may potentially impact the ICC, previous sketch-level modeling of the impacts of the Maryland I-495 and I-270 Managed Lanes Traffic Relief Plan (TRP) on the ICC showed the potential for impacts on ICC traffic. On May 12, 2021 the recommended preferred alternative (RPA) for the TRP program was announced to be **American Legion Bridge I-270 to I-370 (Phase 1 South).** This RPA focuses solely on building a new American Legion Bridge and delivering two high occupancy toll (HOT) managed lanes in each direction on Phase 1 South. No action was taken on the remainder of I-495 east of the I-270 eastern spur. Based on sketch-level modeling, Phase 1 South is not anticipated to have any negative impacts on the ICC forecast projections and could instead have a positive impact. In the future should other phases of the TRP program advance, the potential impacts would need to be monitored. Sketch-level modeling has shown that the ICC appeared to be negatively impacted by priced managed lanes on the I-495 north beltway between I-270 and I-95, as this section of I-495 is parallel to and serves as an alternative route to the ICC for some trips.

4.3.2 Forecast Results

Table 4-7 provides the Intercounty Connector actual collected trips and revenue for FY 2025 and the forecasted collected trips and revenue for FY 2026 through FY 2035, by ETC and video. ETC transactions and revenue are both forecasted to increase in FY 2026, whereas video transactions are forecasted to decrease as older transactions dissipate. Latest daily in-lane traffic trends show the recovery from the pandemic for commuters has leveled off in the most recent fiscal year, so no additional recovery beyond normal growth was assumed in the forecast.

For purposes of budgeting and the tracking of actual versus forecasted transactions and revenue, monthly forecasts of transaction and toll revenue were developed for FY 2026 and FY 2027. **Table 4-8** presents the Intercounty Connector monthly forecasted trips and collected toll revenue for FY 2026 and FY 2027.

Table 4-7
Intercounty Connector Forecasted Collected Annual Trips and Collected Toll Revenue

Fiscal Year	Trips (Millions) [1]			Toll Revenue ($ Millions) [1]		
	E-ZPass	Video	Total	E-ZPass	Video	Total
2025 [2]	34.1	3.5	**37.6**	$ 64.5	$ 10.0	**$ 74.6**
2026	34.7	3.4	**38.2**	65.9	9.9	**75.9**
2027	35.4	3.3	**38.7**	67.2	9.3	**76.5**
2028	36.2	3.3	**39.5**	68.7	9.5	**78.2**
2029	36.8	3.4	**40.2**	69.9	9.7	**79.5**
2030	37.6	3.5	**41.0**	71.3	9.8	**81.1**
2031	38.1	3.5	**41.7**	72.4	10.0	**82.4**
2032	38.8	3.6	**42.4**	73.7	10.2	**83.8**
2033	39.3	3.6	**43.0**	74.6	10.3	**84.9**
2034	39.9	3.7	**43.6**	75.8	10.5	**86.2**
2035	40.5	3.7	**44.3**	76.9	10.6	**87.6**

[1] Includes impacts due to leakage, including unpaid transactions.

[2] Represents actual data.

Table 4-8
Intercounty Connector Forecasted Collected Monthly Trips and Collected Toll Revenue

Month	Trips (Millions) [1]				Toll Revenue ($ Millions) [1]			
	PC E-ZPass	CV E-ZPass	Video	Total	PC E-ZPass	CV E-ZPass	Video	Total
FY 2026								
July	3.183	0.090	0.270	**3.542**	$5.479	$0.626	$0.770	**$6.875**
August	2.756	0.078	0.271	**3.104**	4.806	0.558	0.773	**6.138**
September	2.970	0.084	0.275	**3.330**	5.200	0.620	0.782	**6.602**
October	2.854	0.084	0.264	**3.202**	5.020	0.595	0.750	**6.365**
November	2.771	0.076	0.273	**3.120**	4.832	0.539	0.781	**6.152**
December	2.557	0.067	0.277	**2.901**	4.447	0.487	0.793	**5.727**
January	2.469	0.062	0.260	**2.791**	4.247	0.420	0.742	**5.409**
February	2.358	0.058	0.248	**2.664**	4.201	0.446	0.709	**5.356**
March	2.941	0.078	0.333	**3.352**	5.228	0.565	0.992	**6.785**
April	2.740	0.073	0.325	**3.137**	4.906	0.523	0.957	**6.386**
May	3.111	0.084	0.352	**3.547**	5.491	0.618	1.039	**7.147**
June	3.113	0.083	0.291	**3.486**	5.502	0.592	0.826	**6.920**
FY TOTAL	**33.821**	**0.916**	**3.439**	**38.176**	**$59.359**	**$6.588**	**$9.915**	**$75.863**
FY 2027								
July	3.246	0.091	0.277	**3.614**	$5.588	$0.631	$0.791	**$7.010**
August	2.810	0.078	0.279	**3.167**	4.901	0.563	0.795	**6.259**
September	3.029	0.085	0.285	**3.399**	5.303	0.625	0.808	**6.737**
October	2.911	0.085	0.271	**3.267**	5.120	0.600	0.770	**6.490**
November	2.826	0.076	0.281	**3.183**	4.928	0.543	0.802	**6.273**
December	2.608	0.068	0.284	**2.960**	4.535	0.491	0.813	**5.840**
January	2.518	0.063	0.266	**2.847**	4.331	0.424	0.757	**5.512**
February	2.405	0.059	0.254	**2.718**	4.284	0.450	0.726	**5.460**
March	2.999	0.079	0.255	**3.332**	5.331	0.570	0.726	**6.627**
April	2.794	0.074	0.247	**3.114**	5.003	0.528	0.695	**6.226**
May	3.173	0.085	0.268	**3.525**	5.599	0.623	0.756	**6.979**
June	3.175	0.083	0.298	**3.557**	5.611	0.598	0.847	**7.055**
FY TOTAL	**34.493**	**0.925**	**3.265**	**38.683**	**$60.535**	**$6.648**	**$9.287**	**$76.470**

[1] Includes impacts due to leakage, including unpaid transactions.

4.4 I-95 ETLs

4.4.1 Forecast Methodology and Assumptions

The I-95 ETL forecasts were made using a spreadsheet modeling methodology. To update the I-95 model for this forecast, a re-benchmarking was performed based on the latest collected transactions and revenue data to refine inputs such as E-ZPass market share and vehicle class distribution. Additionally, the first portion of the northbound extension opened in December 2024 and revisions were made to account for the updated average toll shown in the actual data thus far. The daily data was used to compare the raw traffic growth to the growth forecast assumed in the model.

Once the spreadsheet model was updated, it was used to develop the 10-year forecast. The I-95 ETL forecast used the assumptions described in **Section 4.1** and the assumption of the second phase of the northbound extension. The first extension which opened in FY 2025 was through MD 152, and the remaining extension to MD 24 will open in FY 2028. The second phase includes widening I-95 to accommodate two ETL lanes as well as I-695 direct connectors as detailed in the construction impacts discussion within **Section 4.2**. A schematic showing the I-95 ETL extensions is included in **Chapter 1**. A baseline growth forecast was applied to estimate future volumes on the corridor. Based on the calibrated settings within the model, the future year models estimated what percent of traffic will choose to use the ETLs based on capacity, estimated future speeds within the corridor, value of time, toll rates, and travel time reliability.

4.4.2 Forecast Results

Table 4-9 provides the forecasted annual trips and toll revenue for the total of the existing section and planned extensions of the I-95 ETLs, including the I-695 direct connectors. Access changes to and from the ETLs are planned with the opening of the extension in FY 2028.

Table 4-9
I-95 ETL Total with Extensions Forecasted Collected Annual Trips and Toll Revenue

	Trips (Millions) [1]			Toll Revenue ($ Millions) [1]		
Fiscal Year	E-ZPass	Video	Total	E-ZPass	Video	Total
2025 [2][3]	9.4	0.3	**9.8**	$ 17.6	$ 0.9	**$ 18.5**
2026	10.3	0.4	**10.7**	22.8	1.0	**23.8**
2027	10.7	0.4	**11.1**	23.8	1.1	**24.9**
2028 [4]	13.0	0.5	**13.4**	29.5	1.3	**30.9**
2029	15.0	0.6	**15.6**	35.4	1.6	**37.0**
2030	15.6	0.6	**16.1**	36.8	1.7	**38.4**
2031	16.1	0.6	**16.7**	38.2	1.7	**40.0**
2032	16.7	0.6	**17.3**	39.7	1.8	**41.5**
2033	17.3	0.6	**18.0**	41.1	1.9	**42.9**
2034	17.9	0.7	**18.6**	42.6	1.9	**44.5**
2035	18.6	0.7	**19.2**	44.1	2.0	**46.1**

[1] Includes impacts due to leakage, including unpaid transactions.

[2] Represents actual data.

[3] Phase 1 of northbound extension opened in December 2024.

[4] Phase 2 of northbound extension and I-695 DCs assumed opening on Jan 1, 2028.

For purposes of budgeting and the tracking of actual versus forecasted trips and revenue, monthly forecasts of collected trips and toll revenue were developed for FY 2026 and FY 2027. **Table 4-9** provides the monthly forecasted collected trips and toll revenue for the I-95 ETLs by passenger car and commercial vehicle.

Table 4-10
I-95 ETL Forecasted Monthly Collected Trips and Toll Revenue

Month	Trips (Millions) [1]			Toll Revenue ($ Millions) [1]		
	E-ZPass	Video	Total	E-ZPass	Video	Total
FY 2026						
July	0.902	0.037	**0.939**	$ 1.971	$ 0.098	**$ 2.070**
August	0.969	0.036	**1.005**	2.122	0.096	**2.218**
September	0.866	0.036	**0.902**	1.921	0.096	**2.017**
October	0.884	0.035	**0.920**	1.957	0.093	**2.050**
November	0.870	0.032	**0.901**	1.911	0.085	**1.996**
December	0.835	0.031	**0.866**	1.848	0.082	**1.930**
January	0.711	0.026	**0.736**	1.609	0.068	**1.677**
February	0.664	0.022	**0.686**	1.496	0.059	**1.555**
March	0.813	0.027	**0.840**	1.832	0.073	**1.905**
April	0.926	0.032	**0.958**	2.020	0.084	**2.104**
May	0.930	0.032	**0.962**	2.055	0.085	**2.140**
June	0.934	0.034	**0.968**	2.058	0.091	**2.148**
FY TOTAL	**10.303**	**0.381**	**10.684**	**$ 22.801**	**$ 1.009**	**$ 23.810**
FY 2027						
July	0.940	0.039	**0.979**	$ 2.059	$ 0.103	**$ 2.162**
August	1.010	0.038	**1.048**	2.217	0.100	**2.316**
September	0.903	0.038	**0.941**	2.007	0.100	**2.107**
October	0.922	0.037	**0.959**	2.044	0.097	**2.141**
November	0.906	0.033	**0.940**	1.996	0.088	**2.085**
December	0.870	0.032	**0.903**	1.930	0.085	**2.016**
January	0.741	0.027	**0.768**	1.681	0.071	**1.752**
February	0.692	0.023	**0.715**	1.563	0.062	**1.625**
March	0.848	0.028	**0.876**	1.914	0.076	**1.990**
April	0.966	0.033	**0.999**	2.110	0.087	**2.198**
May	0.969	0.033	**1.003**	2.147	0.088	**2.236**
June	0.973	0.036	**1.009**	2.149	0.095	**2.244**
FY TOTAL	**10.741**	**0.397**	**11.138**	**$ 23.819**	**$ 1.052**	**$ 24.871**

[1] Includes impacts due to leakage, including unpaid transactions.

4.5 Other Revenue

4.5.1 Forecast Methodology and Assumptions

In addition to collected toll revenue, MDTA also collects "Other Revenue" associated with the operation of its facilities. These have been summarized into the following categories:

1. Unused Commuter and Shoppers Plan Trips
2. Transponder Fees and Sales
    a. Transponder sales
    b. Monthly Service Fees
3. Hatem E-ZPass® program
4. Violation Recovery
5. Commercial Vehicle Fees and Discounts
    a. Post-Usage Discount
    b. Supplemental Rebate Plan
    c. Over-Size Permit Fee

The following sub-sections provide a description of each of the other revenue categories that are considered in this forecast. Note that previously CDM Smith also included another category called concession revenue in the annual forecast update. At the direction of MDTA, in this forecast concession revenue is no longer included in other revenue.

Unused Commuter and Shoppers Plan Trips

MDTA provides customers the option to enroll in commuter plans which provide discounts for frequent trips. As discussed previously in **Chapter 1,** MDTA offers three different Commuter Plans based on the facilities included in the plan as well as a Shoppers Plan. All plans allow customers to purchase a large number of discounted trips that must be used in a specific time period. Any remaining balance after the time periods have expired is included in other revenue as "unused pre-paid trip revenue".

Transponder Fees and Sales

As of May 23, 2018, the $7.50 cost for the Standard E-ZPass® transponder was eliminated, while costs for the Exterior Mount and Flex transponders are $13.50 and $16.50, respectively. The Standard is the more typical windshield mounted transponder, the Exterior is mounted to a passenger car's front license plate, and the Flex is for those traveling on Express Lanes and allows vehicles to indicate if they have the number of people in their vehicle to qualify for out-of-state HOV discounts using the switch to display "HOV On".

Prior to July 1, 2015, account holders were subject to a monthly account fee of $1.50. Accounts making three-or-more transactions per month were exempt from this fee, but any user with less than three transactions were charged. As of July 1, 2015, this monthly account fee was eliminated for Maryland E-ZPass® account holders. Monthly fees are still assessed on Maryland E-ZPass® accounts for out-of-state customers but were temporarily paused in FY 2022 as part of customer focused business rule changes. These fees were resumed in FY 2023 on August 10th, 2022.

Hatem E-ZPass® Program

The Hatem Bridge E-ZPass® Program provides drivers with two possible plan options. Choice A allows drivers with a two-axle vehicle to pay $20 per year for unlimited trips without any additional fees or prepaid toll deposits. However, this plan allows the E-ZPass® to only be used on the Hatem Bridge, and cannot be used at other toll facilities or with other E-ZPass® discount plans. Choice B is an add-on to a standard Maryland E-ZPass® account. This allows drivers to pay $20 per year for unlimited trips at the Hatem Bridge. There are associated account maintenance fees for non-Maryland accounts as well as a pre-paid toll balance, but this plan also gives drivers a discount off the base toll rate for two-axle vehicles at all Maryland toll facilities, excluding the Intercounty Connector and I-95 Express Toll Lanes, and can be combined with other discount plans. The discount provided is 37.5 percent for the Bay Bridge and 25 percent for all other facilities. Revenue associated with purchasing these plans is included in the other revenue.

Violation Recovery

Historical violation recovery data through FY 2023 have been provided by MDTA. Prior to FY 2016, "violation fees" were charged to drivers who chose not to initially pay their toll. Since video customers are no longer assessed "violations fees" but are instead assessed civil penalties if they do not pay their video tolls within 45 days, no estimates of future "violation fee" revenue for the Legacy facilities, the ICC and I-95 Express Toll Lanes are included in the other revenue forecast. Future forecasts of civil penalty revenue are based on the following assumptions:

- Civil penalties were reduced from $50 to $25 in FY 2021 for all transactions with civil penalties and will remain at $25 for the duration of the forecast.
- Civil penalty collections in FY 2023 were impacted due to the MDTA customer assistance program which was initiated in February 2022 and terminated December 14, 2022. Civil penalty collections are assumed to be returned to normal procedure since FY 2024.
- MVA/CCU enforcement fully resumed around January 2024 and is assumed to continue throughout the forecast period.

Commercial Vehicles Fees and Discounts

There are two available discount programs for commercial vehicles with five-or-more-axles. The first plan is the post-usage plan, which is account specific and can be used on all eligible facilities. With this plan, each account is assessed after 30 days and the post-usage discount is calculated based on the total toll usage. The fee estimates for this program were developed from existing data and historical trends.

The other available discount plan is similar in that it is account specific and can be used on all eligible facilities. With this plan however, the account assessment after 30 days calculates the discount based on the total trips per transponder.

In addition to the two discount plans available to commercial vehicles, there is a fee for over-sized and/or overweight vehicles. As of May 1, 2009, a $25 permit fee was charged and covered all MDTA maintained roadways along the vehicle's route. This fee is a one-time charge and is not applied at any specific tolling location.

4.5.2 Forecast Results

Table 4-11 provides the historical and forecasted other revenue for the Legacy facilities, ICC, and I-95 ETLs. Historical data is shown for FY 2019 through FY 2025. Due to the business rule changes taken by MDTA, other revenue increased significantly from FY 2021 to FY 2025. This is due to an increase in processing of the backlogged video transactions, leading to an increase in civil penalty collections particularly in FY 2023 and FY 2024, after the termination of the customer assistance plan. FY 2025 saw a jump in civil penalties due to the resumption of MVA/CCU enforcement, causing a surge in one-time payment on old transactions. Other revenue is forecasted to decrease slightly in FY 2026 due to the reduction of backlog transactions before stabilizing for the remainder of the forecast. Overall, other revenue is forecasted to grow an average of 1.3 percent per year from FY 2027 through the end of the forecast period in FY 2035.

Table 4-12 provides the FY 2026 and FY 2027 monthly other revenue forecast for the combined Legacy facilities, ICC, and I-95 ETLs.

Table 4-11
Other Revenue by Facility

Fiscal Year [1]	Legacy Facilities								Intercounty Connector & I-95			Total Other Revenue [2]
	Service Fees and Sales				Violation Recovery	Commercial Vehicles			Service Fees and Sales		Violation Recovery	
	Unused Pre-Paid Trip Revenue	Trans-ponder Sales	Monthly Account Fees	Hatem E-Z Pass Program	Civil Penalties	Post-Usage Discount	High Frequency Discount	Over-size Permit Fee	Trans-ponder Sales	Monthly Account Fees	Civil Penalties	
2019	14.00	(0.60)	1.59	1.68	21.27	(8.58)	(1.20)	1.26	(0.10)	0.27	10.19	**39.78**
2020	10.64	0.22	2.05	1.69	16.93	(8.63)	(1.30)	1.06	0.04	0.34	11.93	**34.96**
2021	4.49	(0.12)	2.01	1.57	13.66	(6.76)	(0.84)	1.05	(0.00)	0.05	3.58	**18.70**
2022	11.41	0.33	(0.32)	1.76	18.03	(10.87)	(1.02)	1.19	0.04	(0.04)	6.17	**26.68**
2023	16.90	0.29	2.36	1.86	14.42	(8.54)	(0.97)	1.28	0.03	0.26	5.47	**33.36**
2024	17.18	0.31	3.16	1.85	44.39	(8.49)	(0.89)	1.18	0.04	0.37	12.13	**71.23**
2025	17.26	0.30	3.52	1.90	57.63	(7.92)	(0.66)	1.11	0.04	0.41	15.75	**89.34**
2026	17.30	0.30	3.31	1.92	54.13	(8.03)	(0.81)	1.15	0.04	0.41	16.05	**85.77**
2027	17.43	0.30	3.33	1.93	33.50	(8.07)	(0.81)	1.15	0.04	0.42	10.17	**59.40**
2028	17.61	0.31	3.37	1.94	33.67	(8.12)	(0.82)	1.16	0.04	0.45	10.51	**60.11**
2029	17.69	0.31	3.38	1.94	33.90	(8.14)	(0.82)	1.16	0.04	0.47	10.89	**60.83**
2030	17.82	0.31	3.41	1.95	34.09	(8.17)	(0.82)	1.17	0.04	0.48	11.10	**61.37**
2031	17.94	0.31	3.43	1.95	34.00	(8.51)	(0.85)	1.22	0.04	0.49	11.32	**61.35**
2032	18.02	0.31	3.45	1.96	36.48	(8.68)	(0.87)	1.24	0.04	0.50	11.53	**63.98**
2033	18.13	0.31	3.46	1.96	36.45	(8.72)	(0.88)	1.25	0.05	0.51	11.76	**64.28**
2034	18.32	0.32	3.50	1.97	36.93	(8.84)	(0.89)	1.26	0.05	0.52	11.95	**65.08**
2035	18.44	0.32	3.53	1.97	37.21	(8.88)	(0.89)	1.27	0.05	0.53	12.16	**65.70**

Source: Historical data from MDTA

(1) FY 2019 - 2025 represents actual data.

(2) Summations may not match total due to rounding.

Table 4-12
Forecasted Monthly Other Revenue

Month	Total Other Revenue
FY 2026	
July	$6.239
August	5.631
September	6.044
October	5.843
November	6.173
December	6.425
January	6.032
February	6.348
March	10.687
April	11.267
May	8.847
June	6.232
FY TOTAL	**$85.767**
FY 2027	
July	$4.944
August	4.408
September	4.731
October	4.541
November	4.906
December	5.154
January	4.712
February	5.045
March	5.017
April	5.593
May	5.380
June	4.969
FY TOTAL	**$59.401**

Chapter 5
Total Forecast Results

This chapter provides a summary of the total MDTA system collected transactions/trips and revenue for all facilities. **Table 5-1** provides the total annual collected transactions for the Legacy system and total trips for the Intercounty Connector (ICC) and I-95 ETLs for FY 2025 actual and the FY 2026 to FY 2035 forecast.

Table 5-1
Total System Collected Transactions/Trips

Fiscal Year	Transactions (millions)				
	Legacy	ICC	I-95 ETL	Total [1]	Percent Change
2025 [2]	110.2	37.6	9.8	**157.5**	-
2026	111.3	38.2	10.7	**160.1**	1.7
2027	111.3	38.7	11.1	**161.1**	0.6
2028	112.4	39.5	13.4	**165.4**	2.6
2029	112.9	40.2	15.6	**168.7**	2.0
2030	113.7	41.0	16.1	**170.8**	1.3
2031	119.2	41.7	16.7	**177.6**	3.9
2032	123.3	42.4	17.3	**183.1**	3.1
2033	124.0	43.0	18.0	**184.9**	1.0
2034	125.3	43.6	18.6	**187.5**	1.4
2035	126.2	44.3	19.2	**189.7**	1.2

[1] Summations may not equal total due to rounding.

[2] Represents actual data.

Table 5-2 provides the total system collected revenue, summarized by Legacy system toll revenue, ICC toll revenue, I-95 ETL toll revenue, and other revenue for all MDTA facilities for FY 2025 actual and the FY 2026 to FY 2035 forecast.

Figure 5-1 provides a graphical representation of the share of transactions/trips by facility for the first year and last year of the 10-year forecast, FY 2026 and 2035. In FY 2026, the Legacy system is forecasted to account for 69 percent of total transactions and trips, and the I-95 ETLs are forecasted to account for the smallest share at 7 percent. By FY 2035, due to comparatively higher growth rates on the ICC and I-95 ETLs, and the I-95 ETL extension, the Legacy system is forecasted to account for 67 percent of total transactions. ICC trips are forecasted to reduce from 24 to 23 percent, and the I-95 ETL trips are forecasted to increase to 10 percent by FY 2035.

Table 5-2
Total System Collected Toll and Other Revenue

Fiscal Year	Revenue ($ millions)					
	Legacy	ICC	I-95 ETL	Other [1]	Total [2]	Percent Change
2025 [3]	601.0	74.6	18.5	89.3	**783.4**	-
2026	611.3	75.9	23.8	85.8	**796.7**	1.7
2027	609.2	76.5	24.9	59.4	**769.9**	(3.4)
2028	614.9	78.2	30.9	60.1	**784.1**	1.8
2029	617.1	79.5	37.0	60.8	**794.5**	1.3
2030	620.7	81.1	38.4	61.4	**801.7**	0.9
2031	642.7	82.4	40.0	61.4	**826.4**	3.1
2032	661.8	83.8	41.5	64.0	**851.1**	3.0
2033	664.8	84.9	42.9	64.3	**856.9**	0.7
2034	671.3	86.2	44.5	65.1	**867.1**	1.2
2035	675.3	87.6	46.1	65.7	**874.6**	0.9

[1] Includes Other Revenue from Legacy, ICC, and I-95 ETL. Does not include concession revenue.

[2] Summations may not equal total due to rounding.

[3] Represents actual data.

Figure 5-1
Share of Collected Transactions/Trips, FY 2026 and FY 2035

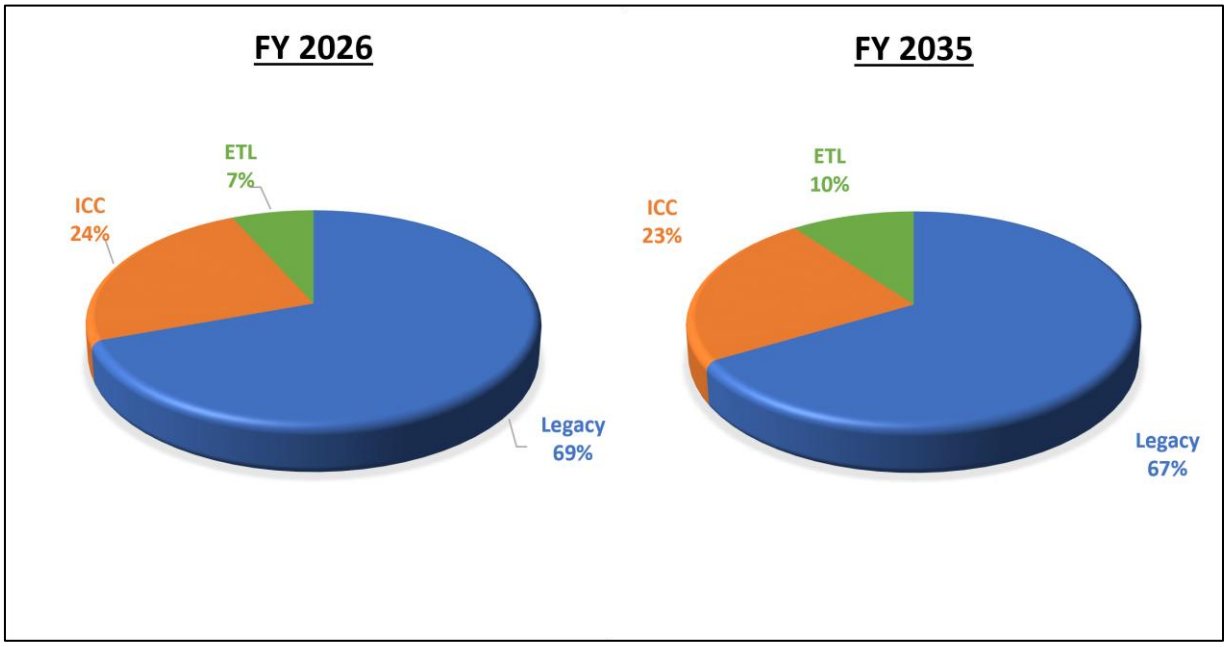


Figure 5-2 provides the same graphical representation for collected total revenue, separated by facility toll revenue and other revenue. Due to the higher share of transactions, the Legacy system also provides the highest share of total revenue and is forecasted to remain constant at 77 percent between FY 2026 and FY 2035. The ICC will also remain constant at 10 percent and I-95 ETLs will increase slightly from FY 2026 to FY 2035 due to the I-95 ETL extension and the higher projected growth rate for ICC. Other revenue is forecasted to decrease from 11 percent to 8 percent from the decreasing amount of civil penalties paid.

Figure 5-2
Share of Collected Total Revenue, FY 2026 and FY 2035

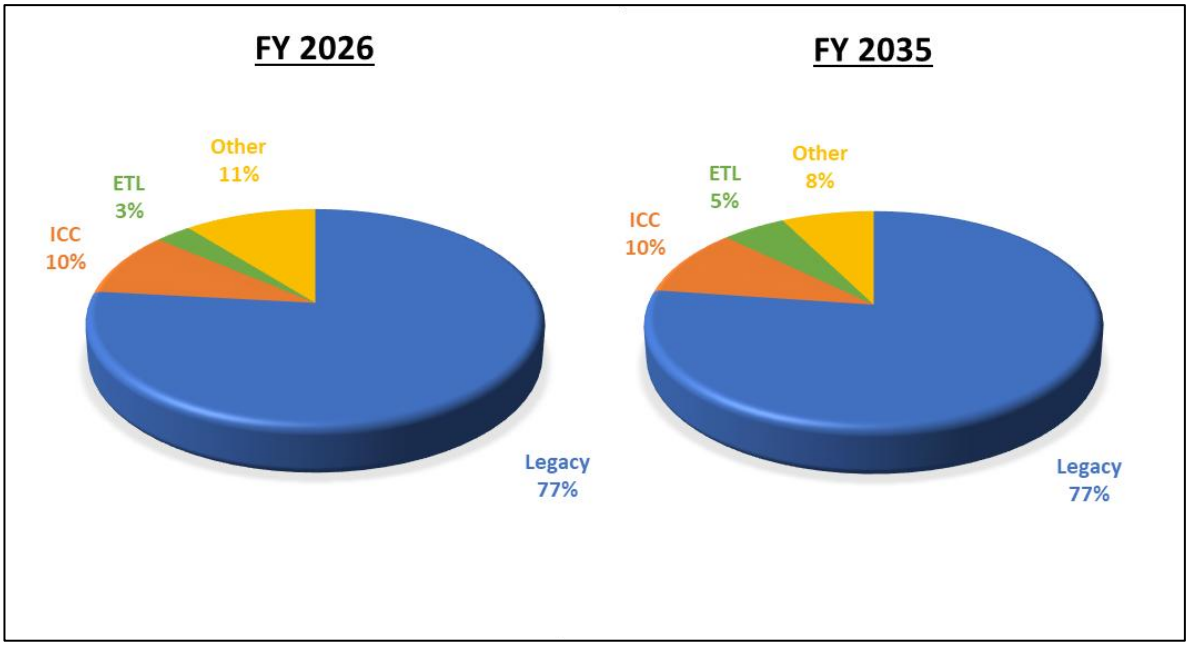


Table 5-3 summarizes the FY 2026 and FY 2027 monthly forecasted transactions, toll revenue, and other revenue for the combined Legacy system, ICC, and I-95 ETL's.

Table 5-3
Total System Collected Monthly Transactions, Toll Revenue, and Other Revenue

Month	Transactions (Millions) [1]	Revenue ($ Millions) [1][2]		
		Toll	Other	Total
FY 2026				
July	13.775	60.638	6.239	**66.877**
August	13.613	60.886	5.631	**66.516**
September	13.909	61.538	6.044	**67.582**
October	13.446	59.972	5.843	**65.815**
November	13.318	58.443	6.173	**64.616**
December	12.783	56.400	6.425	**62.824**
January	11.802	53.157	6.032	**59.189**
February	11.413	50.852	6.348	**57.199**
March	13.271	58.906	10.687	**69.594**
April	13.944	62.152	11.267	**73.419**
May	14.931	66.614	8.847	**75.461**
June	13.918	61.377	6.232	**67.609**
FY TOTAL	**160.123**	**$ 710.934**	**$ 85.767**	**$ 796.701**
FY 2027				
July	13.941	61.129	4.944	**66.073**
August	13.779	61.403	4.408	**65.810**
September	14.087	62.134	4.731	**66.866**
October	13.622	60.572	4.541	**65.113**
November	13.496	59.065	4.906	**63.971**
December	12.946	56.947	5.154	**62.102**
January	11.950	53.662	4.712	**58.375**
February	11.556	51.332	5.045	**56.378**
March	13.108	57.121	5.017	**62.138**
April	13.785	60.374	5.593	**65.967**
May	14.768	64.789	5.380	**70.169**
June	14.104	62.016	4.969	**66.985**
FY TOTAL	**161.143**	**$ 710.545**	**$ 59.401**	**$ 769.946**

[1] Includes impacts due to leakage, including unpaid transactions.

[2] Other revenue does not include concession revenue.

Chapter 6
Forecast Comparisons

This chapter provides comparisons of the current forecasts for the Legacy system, Intercounty Connector, and I-95 ETLs against the previous forecasts from the September 2024 annual forecast update in the report "FY 2025 Traffic and Revenue Forecast Update."

Table 6-1 provides the forecast comparison for the Legacy system, with actual revenue shown for FY 2025 in the current forecast. Passenger car revenue is forecasted to be lower than the previous forecast in all years due to benchmarking to latest actual trends and updated construction impacts for the FSK bridge replacement. Commercial vehicles are forecasted to decrease by around half a percent in years not impacted by construction impact changes.

Table 6-1
Legacy System Toll Revenue Comparison

Fiscal Year	Passenger Cars			Commercial Vehicles			Total Vehicles		
	Sept. 2024	% Diff - Current vs. Sept. 2024	Current [1]	Sept. 2024	% Diff - Current vs. Sept. 2024	Current [1]	Sept. 2024	% Diff - Current vs. Sept. 2024	Current [1]
2025	$ 372.4	-0.5%	$ 370.3	$ 233.4	-1.1%	$ 230.7	$ 605.7	-0.8%	$ 601.0
2026	377.2	-0.3%	376.3	235.3	-0.1%	235.0	612.5	-0.2%	611.3
2027	381.6	-2.0%	374.0	236.5	-0.5%	235.3	618.1	-1.4%	609.2
2028	386.8	-2.3%	377.9	238.4	-0.6%	237.0	625.1	-1.6%	614.9
2029	398.2	-4.6%	379.7	246.2	-3.6%	237.4	644.4	-4.2%	617.1
2030	405.2	-5.6%	382.3	251.0	-5.0%	238.4	656.2	-5.4%	620.7
2031	411.1	-3.6%	396.4	252.5	-2.5%	246.3	663.6	-3.1%	642.7
2032	415.0	-1.4%	409.3	254.2	-0.7%	252.6	669.2	-1.1%	661.8
2033	416.8	-1.3%	411.3	254.5	-0.4%	253.5	671.4	-1.0%	664.8
2034	419.6	-1.0%	415.6	255.6	0.1%	255.7	675.2	-0.6%	671.3
2035	-	-	418.4	-	-	256.9	-	-	675.3

[1] Actual revenue shown for 2025.

Table 6-2 provides the forecast comparison for the Intercounty Connector. The current forecast is higher than the September 2024 forecast by 4.0 percent in FY 2026, tapering down to 3.6 percent by FY 2028. This increase is due to benchmarking to the latest trends on the ICC including the average toll, which more accurately adjusts the vehicle class distribution and trip length.

Table 6-2
Intercounty Connector Comparison

Fiscal Year	Sept. 2024	% Diff - Current vs. Sept. 2024	Current [1]
2025	$ 70.8	5.3%	$ 74.6
2026	72.1	5.2%	75.9
2027	73.7	3.8%	76.5
2028	75.5	3.6%	78.2
2029	76.8	3.6%	79.5
2030	78.3	3.6%	81.1
2031	79.5	3.6%	82.4
2032	81.0	3.6%	83.8
2033	82.0	3.6%	84.9
2034	83.3	3.6%	86.2
2035	-	-	87.6

[1] Actual revenue shown for 2025.

Table 6-3 provides the forecast comparison for the I-95 ETLs. In the current forecast, near-term projections were revised to the latest FY 2025 trends including the opening of the first northbound extension in December. Corrections to the average toll after the opening were applied to the forecast, causing a long-term increase of 7.4 percent reached by FY 2030.

Table 6-3
I-95 ETLs Comparison

Fiscal Year	Sept. 2024	% Diff - Current vs. Sept. 2024	Current [1]
2025	$ 17.0	8.6%	$ 18.5
2026	21.3	11.8%	23.8
2027	22.3	11.8%	24.9
2028	28.7	7.5%	30.9
2029	34.5	7.5%	37.0
2030	35.8	7.4%	38.4
2031	37.2	7.4%	40.0
2032	38.6	7.4%	41.5
2033	40.0	7.4%	42.9
2034	41.4	7.4%	44.5
2035	-	-	46.1

[1] Actual revenue shown for 2025.

Table 6-4 provides the forecast comparison for other revenue. Actual FY 2025 other revenue came in much higher than forecast due to overperformance in civil penalty collections. FY 2026 other revenue is forecasted to be higher than the previous forecast due to the assumptions for collections enforcement and changes to the video collections assumptions. By reflecting the recent historical trend of a reduced share of customers paying at the NOTD level, there is a larger pool of customers that are assumed to pay at the citation level and therefore will pay civil penalties. Due to this, the civil penalty revenue was increased in the range of 10 to 12 percent compared to the September 2024 forecast.

Table 6-5 provides the forecasted total revenue comparison for the entire MDTA system.

Table 6-4
Other Revenue Comparison[1]

Fiscal Year	Sept. 2024	% Diff - Current vs. Sept. 2024	Current [2]
2025	$ 54.8	63.0%	$ 89.3
2026	51.6	66.3%	85.8
2027	52.0	14.1%	59.4
2028	52.7	14.0%	60.1
2029	53.2	14.4%	60.8
2030	54.5	12.6%	61.4
2031	55.3	10.9%	61.4
2032	56.1	14.1%	64.0
2033	56.6	13.5%	64.3
2034	57.1	14.0%	65.1
2035	-	-	65.7

[1] Other revenue forecasts do not include concession revenue.

[2] Actual revenue shown for 2025.

Table 6-5
Total System Revenue Comparison

Fiscal Year	Total System		
	Sept. 2024	% Diff - Current vs. Sept. 2024	Current [1]
2025	$ 748.4	4.7%	$ 783.4
2026	757.5	5.2%	796.7
2027	766.1	0.5%	769.9
2028	782.0	0.3%	784.1
2029	808.9	-1.8%	794.5
2030	824.8	-2.8%	801.7
2031	835.6	-1.1%	826.4
2032	844.8	0.7%	851.1
2033	850.0	0.8%	856.9
2034	856.9	1.2%	867.1
2035	-	-	874.6

[1] Actual revenue shown for 2025.