

4-4-1: A FORMULA FOR BETTER MARYLAND ROADS

SMOOTHER, STRONGER ROADS WITH A SMARTER INVESTMENT.

MARYLAND'S ROADS ARE DETERIORATING FASTER THAN WE'RE FIXING THEM. IT REQUIRES \$400 MILLION EACH YEAR JUST TO KEEP OUR PAVEMENTS IN GOOD SHAPE, BUT FUNDING IS FALLING SHORT.

WE HAVE A FORMULA FOR SUCCESS. FOR EVERY \$1 MARYLAND INVESTS, WE CAN UNLOCK \$4 IN FEDERAL DOLLARS TO PRESERVE OUR ROADWAY SYSTEM PROPERLY. LET'S MAKE SURE OUR ROADS STAY SAFE, SMOOTH, AND RELIABLE - FOR TODAY AND FOR THE FUTURE.

400 **\$400 MILLION PER YEAR IS NEEDED TO MAINTAIN OUR EXISTING PAVEMENT SYSTEM.**

4 **MARYLAND UNLOCKS \$4 IN FEDERAL FUNDING FOR EVERY**

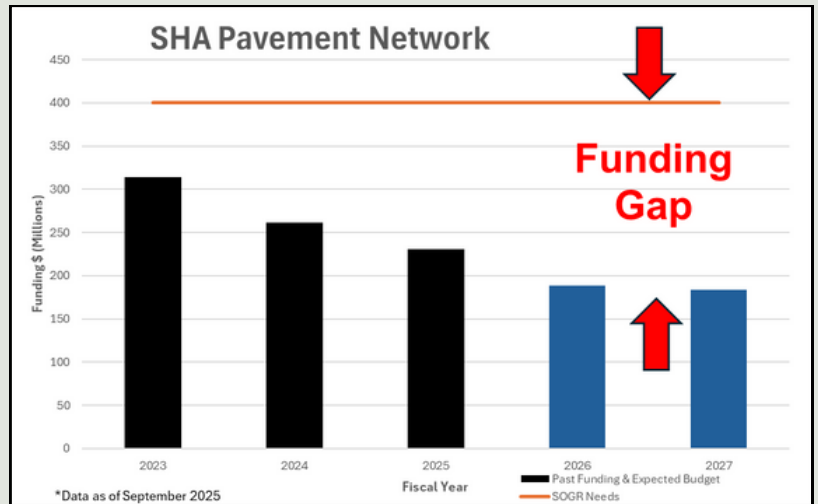
1 **\$1 WE INVEST IN PAVEMENT PRESERVATION.**

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PAVEMENT MATH THAT ADDS UP

\$400 MILLION TO KEEP GOOD ROADS

Maryland needs **\$400 million** each year to keep its pavement system in good repair, but funding in FY 2027 and 2028 is projected to reach **only about \$180 million**. These dollars are strictly for resurfacing and rehabilitation—not adding new lanes—and the need is backed by SHA’s data-driven pavement management system.



1 STATE DOLLAR = 4 FEDERAL DOLLARS

1\$ = 4\$

1 STATE DOLLAR = 4 FEDERAL DOLLARS FOR PAVEMENT PRESERVATION

Unlocking \$400 million in pavement preservation is done with a minimal 20% state \$ investment. For every **\$1** Maryland invests in pavement preservation, the state unlocks **\$4** in federal funding for a total sum of \$5. These funds come from federal fuel tax formula revenues—not competitive grants—ensuring reliable support for maintaining our roads. **That is a great return on investment.**

WITHOUT INVESTMENT, POOR ROADS WILL DOUBLE

MDOT’s own Attainment Report highlights a **\$3.8 billion funding gap** for existing infrastructure, with the **percentage of poor roads expected to double**. Despite this need, pavement preservation funding is set to decline, even as the overall MDOT transportation budget reaches a record high.

UNFUNDED STATE OF GOOD REPAIR BACKLOG LOWER IS BETTER

	FY 2023	FY 2024
Unfunded State of Good Repair Backlog	\$2.2 billion*	\$3.8 billion

TARGET: NONE
* This data has been revised from the last report due to a methodology change.

What Is the Trend?

- It is expected that the percentage of pavements in “Acceptable” condition will decline from 91% in 2023 to 82% after 2027, with the Remaining Service Life deteriorating from 17 years to 15 years.
- Since the percentage of “Poor” pavements is expected to double due to potential budget shortfalls, it likely will cost exponentially more to restore pavements to a state of good repair as a result of more pavements needing costly reconstruction.