MARYLAND

Current Condition:

- 27% of state's major urban roads are in poor condition[1]
    - ASCE road grade of C-[2]
    - The majority of the roadways in the state network are reaching an age that requires major rehabilitation or reconstruction; approximately 84% of the roadways in MDSHA's network are at least 30 years old[3]
    - $1.9B a year in cost to motorists from driving on roads in need of repair, which is $460 per year for motorists [4]
    - A total of 2,495 people died on highways from 2009 through 2013[5]
- The Baltimore metropolitan area is the fifth most congested in the nation at a cost of $1,218 per year to commuters[6]
- Trends show vehicle travel is increasing twice as fast as the addition of lane miles[7]
- Maryland's population grew by 23% between 1990 and 2013[8]
- Vehicle travel on Maryland's interstates increased 52% from 1990 to 2004, while lane miles only increased 21 percent[9]
- 65% of state's urban highways are congested[10]
- Congestion costs motorists $121B a year in wasted time and fuel costs[11]

Commerce:

- 81% of the $131 billion worth of commodities delivered annually from sites in Maryland are transported by trucks on the state's highways[12]

Need for Federal Investment:

- 48% Federal share of MD highway Capital Program.[13]
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.[14]
    - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS.

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[1] TRIP
[2] ASCE
[3] ASCE
[4] ASCE
[5] FHWA
[6] ASCE
[7] Ibid.
[8] US Census
[9] ASCE
[10] Ibid.
[11] TRIP
[12] Ibid.
[13] ARTBA
[14] AASHTO and FHWA

FAST Act ⟶ *What this does for Maryland*

Prioritize Bridge Reconstruction and Safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
    - MD's 317 structurally deficient bridges[15]
    - 7% of the state's 5,291 bridges are structurally deficient or functionally obsolete[16]
    - Current ASCE grade of B-[17]

Improving Commerce

- Over the life of the bill (FY2016-FY2020), MD will receive $95,552,765 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, MD, through the Nationally Significant Freight and Highway Projects (NSFHP), a $4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-term 5-year Certainty:

- Total share over 5 years of the FAST Act: $4,424,078,083 that the state would not get otherwise.
- Major State Projects that can benefit from the FAST Act:
    - Construction on I-95: Two-year construction planned to repair and replace drainage troughs, to resurface bridge decks, and other miscellaneous structural repairs has hopes of completion in 2016[18]
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on MD's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, EPW Bill is cutting red tape and accelerating project delivery to increase MD's ability to efficiently finish projects.
- FAST gives MD the ability to prepare for the next 50 years. With a focus on innovation, MD can better deploy technology to improve the state transportation network.

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[15] FHWA
[16] Ibid.
[17] ASCE
[18] http://articles.baltimoresun.com/2014-03-14/news/bs-md-95-project-20140314_1_mdta-lane-closures-construction-project