

MARYLAND

Current Condition:

- 27% of state's major urban roads are in poor condition¹
 - 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 old³
 - \$1.9B a year in cost to motorists from driving on roads in need of repair, which is \$460 per year for motorists⁴
 - A total of 2,495 people died on highways from 2009 through 2013⁵
- The Baltimore metropolitan area is the fifth most congested in the nation at a cost of \$1,218 per year to commuters⁶
- Trends show vehicle travel is increasing twice as fast as the addition of lane miles⁷
- Maryland's population grew by 23% between 1990 and 2013⁸
- Vehicle travel on Maryland's interstates increased 52% from 1990 to 2004, while lane miles only increased 21 percent⁹
- 65% of state's urban highways are congested¹⁰
- Congestion costs motorists \$121B a year in wasted time and fuel costs¹¹

Commerce:

- 81% of the \$131 billion worth of commodities delivered annually from sites in Maryland are transported by trucks on the state's highways¹²

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.

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 bridges¹⁵
 - 7% of the state's 5,291 bridges are structurally deficient or functionally obsolete¹⁶
 - 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 2016¹⁸
- FAST delivers 5 years of certainty. 36 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, FAST 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.

¹⁵ FHWA

¹⁶ Ibid.

¹⁷ ASCE

¹⁸ http://articles.baltimoresun.com/2014-03-14/news/bs-md-95-project-20140314_1_mdt-lane-closures-construction-project