MARYLAND

Current Condition:
- 27% of state’s major urban roads are in poor condition
  - ASCE road grade of C-
  - 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
  - $1.9B a year in cost to motorists from driving on roads in need of repair, which is $460 per year for motorists
  - A total of 2,495 people died on highways from 2009 through 2013
- The Baltimore metropolitan area is the fifth most congested in the nation at a cost of $1,218 per year to commuters
- Trends show vehicle travel is increasing twice as fast as the addition of lane miles
- Maryland’s population grew by 23% between 1990 and 2013
- Vehicle travel on Maryland’s interstates increased 52% from 1990 to 2004, while lane miles only increased 21 percent
- 65% of state’s urban highways are congested
- Congestion costs motorists $121B a year in wasted time and fuel costs

Commerce:
- 81% of the $131 billion worth of commodities delivered annually from sites in Maryland are transported by trucks on the state’s highways

Need for Federal Investment:
- 48% Federal share of MD highway Capital Program.
- National Interstate Backlog of $185.24b on 47,575 miles of interstate.
  - 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. 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.

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\(^{15}\) FHWA

\(^{16}\) Ibid.

\(^{17}\) ASCE