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**MARYLAND ASPHALT ASSOCIATION**



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February 20, 2020

Delegate Kumar P. Barve, Chairman  
Environment and Transportation  
251 House Office Building  
6 Bladen Street  
Annapolis, Maryland 21401

**OPPOSE**

Re: **HOUSE BILL 258 – PRINCE GEORGE’S COUNTY – STATE HIGHWAYS – TOLL FACILITIES PG 402-20**

Dear Chairman Barve and Committee Members:

The Maryland Asphalt Association is comprised of 18 producer members representing more than 47 production facilities, 21 contractor members, 24 consulting engineer firms and 39 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

HB 258 would prohibit a State agency from acquiring or constructing a toll road, highway or bridge in Prince George’s County unless the County authorizes it. This legislation is another attempt to stop existing and planned projects for toll roads and highways in suburban Washington. Doing so will only further delay traffic alleviation efforts for an area of the State desperately in need of relief. A 2019 report by TRIP, a national transportation research nonprofit, found the Capital Beltway between Route 1 and Route 29 in Prince George’s County was the worst congested highway in the State during the morning commute.

We appreciate you taking the time to address this important issue and we respectfully urge an unfavorable report on House Bill 258.

Thank you,

A handwritten signature in black ink that reads "Marshall Klinefelter". The signature is written in a cursive style.

Marshall Klinefelter  
President  
Maryland Asphalt Association

# What's the worst commute in Maryland?

**A new report finds that Maryland roads have "the highest traffic volume in the nation" and scores the slowest slogs**

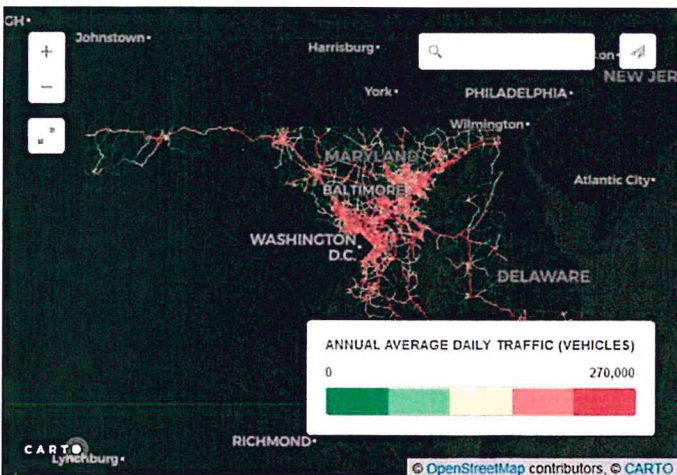
Author: Pete Muntean, Jordan Fischer

WASHINGTON — Maryland drivers, we feel your pain. A just-released report by a nonprofit transportation research firm says that Maryland drivers suffer through the second-longest commutes in the country, bested only by New York and beating California.

“The state’s roads carry the highest traffic volume in the nation,” said the report by TRIP, which underscored that population growth means that lawmakers must invest in long-term transportation projects. Maryland Governor Larry Hogan wants lawmakers to approve a \$17.8 billion dollar plan to relieve congestion by, in part, widening I-495, I-270, and I-70. “High levels of traffic congestion on Maryland’s major urban roads and highways reduce the reliability and efficiency of personal and commercial travel and hamper the state’s ability to support economic development and quality of life,” said the report.

The report, [which you can read in full here](#), ranks the worst commutes by the time of day and type of road.

Use our interactive map below to explore traffic congestion data from the Maryland Department of Transportation and see how your commute stands up:



TRIP says the outer loop of the Capital Beltway between Route 1 and Route 29 is the worst morning highway commute in our region. The Washington region’s worst evening highway commute, the report says, is on the I-270 Spur into I-495 followed closely by the Inner Loop of the Beltway between the Virginia state line and I-270.

The report says the worst arterial roads to drive on in the morning are US 29 between Route 650 and I-495. In the evening, Route 210 Southbound near Kerby Hill and Livingston Road to Palmer road is the worst.

## Maryland Road Congestion

### AM Commute

Rank	Route	Miles
1	1-495 outer Loop - US 1 to US 29	5
2	1-695 Outer Loop - I-795 to Edmondson Ave	7.5
3	1-695 Outer Loop - US 1 to MD 41	4.1
	1-270 Local Southbound - Shady Grove Rd to	
4	Montrose Rd	4.6
5	1-95/1-495 Inner Loop - MD 5 to 1-295	5.7
6	US 50 Westbound - MD 704 to MD 295	6.6
7	1-695 Inner Loop - MD 140 to 1-83	5.4
8	1-270 Southbound - Montrose Rd to 1-270 Spur	3.1
9	MD 295 Southbound - MD 32 to MD 197	4.3
10	1-95 Southbound - MD 212 to 1-495	2.1
11	1-270 Southbound - MD 121 to Middlebrook Road	4.7
12	MD 295 Southbound MD 32 to AA/PG County Line	4.7
	MD 295 Southbound AA/PG County Line to MD	
12	193	4.9
14	1-95/1495 Outer Loop MD 4 to US 50	8
15	1-97 Southbound MD 3 to MD 178	6.4

### PM Commute

Rank	Route	Miles
1	1-695 Inner Loop - MD 139 to MD 542	4.6
	1-270 West Spur Southbound - 1-270 Split to	
2	1-495	2.1
	1-495 Inner Loop - Virginia State Line to 1-270	
3	West Spur	4
	1-495 Outer Loop - MD 187 to Virginia State	
4	Line	5.3
5	1-495 Inner Loop. MD 355 to MD 97	4.1
6	1-495 Inner Loop - MD 650 to MD 201	5.1
7	1-270 Spur Northbound - 1-495 to 1-270	2.3
8	MD 100 Westbound - MD 713 to US 1	2.8
9	1-95/1-495 Inner Loop - MD 202 to MD 214	3.7
10	1-695 Outer Loop - US 1 to MD 170	3.4
11	1-695 Inner Loop - US 1 to US 40	4.9
12	I-695 Inner Loop - US 40 to MD 26	5.8
	1-270 (Local) Northbound - Shady Grove	
12	Road to MD 124	5.4
14	1-95 Northbound - MD 216 to MD 100	7.1
15	I-695 Outer Loop MD - 140 to US 40	7.5

“As Maryland strives to enhance its high performance economy, it will be critical that it is able to provide a well-maintained, safe and efficient 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society,” TRIP said in the report.