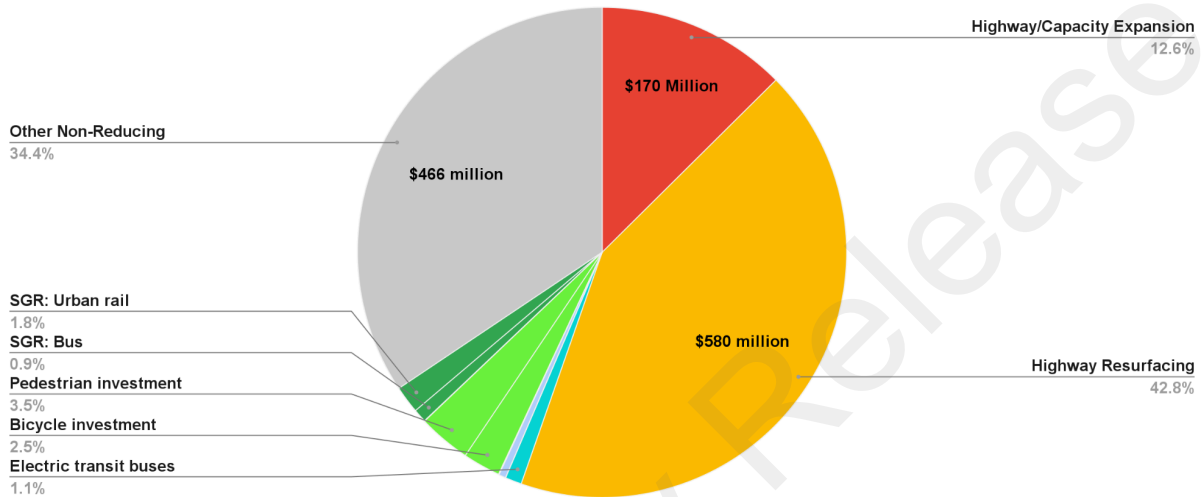


Bipartisan Infrastructure Law Spending Report - Maryland

Obligated IIJA Funds – Maryland

Data from USASpending.gov, updated 2/15/24. Includes obligated discretionary and formula funds. Analyzes 31.33% of anticipated FHWA, ~10% of FTA IIJA FY22-26 apportionments



In an analysis of federal award obligations reported to USASpending.gov, Transportation for America has evaluated **over 1,000** Federal Highway Administration and Federal Transit Administration-funded transportation projects and awards in Maryland, totaling **\$1,324,267,306** in obligated funds.¹ **Obligated highway expansion projects will produce 351,595.19 tonnes of new CO2 equivalent greenhouse gases over pre-IIJA baseline transportation emissions at 2040.**²

Considering emissions-reducing projects like transit, active transportation, and electrification, analyzed obligated IIJA-funded projects will create a **net 35,337 tonnes of new CO2 equivalent GHGs by 2040.**

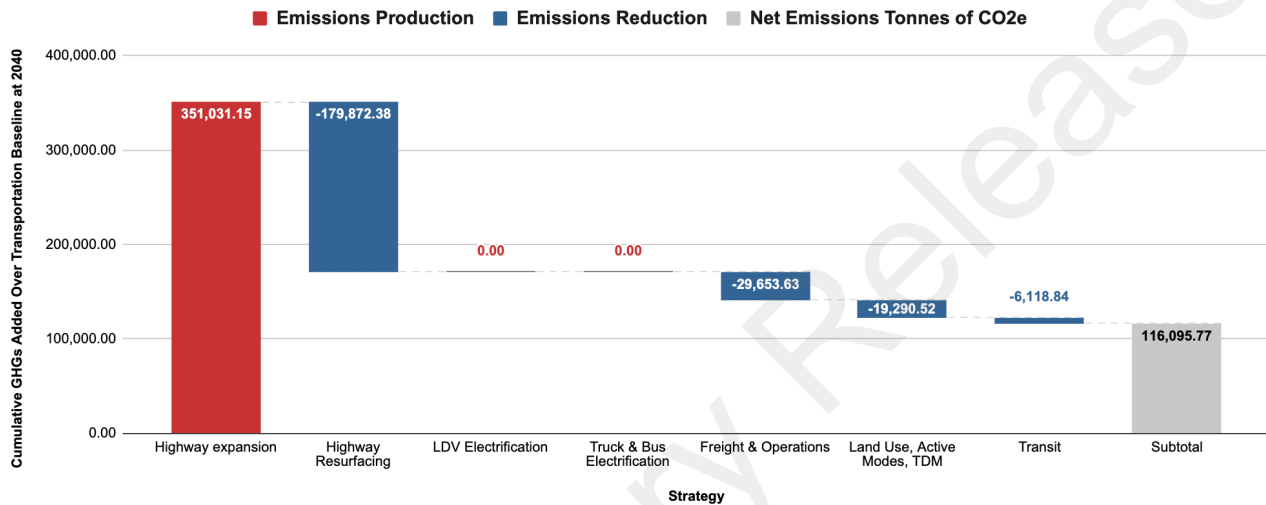
¹ USASpending.gov www.usaspending.gov/search/?hash=adcabf543cc1b41713ceaa9328f9f801

² Emissions to investment estimated derived from Georgetown Climate Center Transportation Investment Strategy Tool www.georgetownclimate.org/files/report/GCC_Investment_Tool.pdf, using USA average investment CO2e estimates www.georgetownclimate.org/files/GCC-RMI_State_BIL_Analysis.pdf

While this analysis does not represent all transportation projects in Maryland, federal funding makes up a large portion of states' funding. Most significant projects are at least partially funded by federal programs and this analysis could be considered reflective of highway program priorities.

Maryland Net Emissions Production by Transportation Investment Strategy

AI-Assisted Analysis of USASpending.gov reported project obligations through 2/15/24. Conversions based on GCC Transportation Investment Tool output CO₂e estimates.



Forecasting the reported current spending pattern through FY 2026 for all Bipartisan Infrastructure Law Funds, Maryland's federally funded highway/capacity expansion projects will produce over **1,124,236 cumulative tonnes of new CO₂e**. This is the emissions equivalent to **2.8 natural gas-fired power plants running for a year, or undoing the emissions reduction potential of 313 wind turbines running for a year.**³

³ US EPA www.epa.gov/energy/greenhouse-gas-equivalencies-calculator#results

Maryland: Breakdown of Emissions Production by Project Location

Analysis based on data reported to [USAspending.gov](https://www.usaspending.gov), updated 2/15/24.

Place of performance: County	Reported obligations to highway expansion projects	CO2e produced over baseline emissions by 2040
Prince George's	\$47,385,160.70	97,613.43
Montgomery	\$2,668,804.73	5,497.74
Baltimore	\$29,180,782.22	60,112.41
Howard	\$22,296,548.21	45,930.89
Garrett	\$0.00	0.00
Frederick	\$13,874,484.98	28,581.44
Anne Arundel	\$16,118,240.69	33,203.58
Baltimore (City)	\$690,000.00	1,421.40
Washington	\$8,782,832.02	18,092.63
Cecil	\$3,616,312.63	7,449.60
Allegany	\$43,579.87	89.77
Worcester	\$5,345,993.42	11,012.75
Queen Anne's	\$510,000.00	1,050.60
Harford	\$1,201,277.70	2,474.63
Carroll	\$735,000.00	1,514.10
Wicomico	\$2,612,099.45	5,380.92
Talbot	\$56,314.35	116.01
Somerset	\$0.00	0.00
Dorchester	\$1,153,267.78	2,375.73
Caroline	\$0.00	0.00
St. Mary's	\$12,544,623.26	25,841.92
Calvert	\$420,000.00	865.20
Charles	\$334,553.43	689.18
Kent	\$0.00	0.00
Untagged data	\$833,593	1,717.20
Total for all counties:	\$170,403,468.71	+351,031.15 tonnes CO2e

Maryland FHWA and FTA Funding Strategy Breakdown

Analysis based on data reported to [USAspending.gov](https://www.usaspending.gov), updated 2/15/24. Includes formula, discretionary, and flexed funds.



GCC Investment Tool Strategy	Reported obligated \$	CO2e saved over baseline emissions by 2040
Highway expansion	\$170,403,469	-351,031.15 (Produced CO2e)
Highway resurfacing	\$580,233,484	179,872.38
Light duty EV's: vehicles	\$0	0.00
Light duty EV's: infrastructure	\$0	0.00
Electric trucks - MDT/urban	\$0	0.00
Electric trucks - HDT/short-haul	\$0	0.00
Electric school buses	\$0	0.00
Hydrogen trucks - long-haul	\$0	0.00
Electric microtransit	\$0	0.00
Electric transit buses	\$0	0.00
Freight/intermodal	\$14,947	17.79
System operations	\$6,064,137	29,653.63
Travel demand management	\$732,185	3,243.58
Land use/smart growth	\$0	0.00
Bicycle investment	\$32,904,850	13,490.99
Pedestrian investment	\$44,522,872	5,787.97
Micromobility: e-bike ownership subsidies	\$0	0.00
Micromobility: shared e-scooters & e-bikes	\$0	0.00
Shared ride incentives	\$385,322	11.56
SGR: Bus	\$6,162,860	2,834.92
Bus rapid transit	\$0	0.00
Bus service: expansion	\$0	0.00
Bus service: efficiency	\$0	0.00
Transit fare reduction	\$0	0.00
SGR: Urban rail	\$24,475,365	6,118.84
Urban rail	\$0	0.00
Commuter rail	\$0	0.00
SGR: Commuter/intercity rail	\$0	0.00
Passenger rail electrification	\$0	0.00
Intercity rail	\$0	0.00
Other non-reducing	\$458,367,816	0.00