2025.03.25 RTC Dupuy MD TCA HB84 Senate BT.pdf
Uploaded by: Andrew Dupuy
Position: FAV

RAILS TO Trails conservancy

Baltimore Field Office
10 E. North Avenue
Baltimore, MD 21202

March 25, 2025

Senate Budget and Taxation Committee
Senator Guy Guzzone, Chair
3 West Miller Senate Office Building
Annapolis, MD 21401

RE: House Bill 84 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Hearing date: March 27, 2025

Dear Chair Guzzone:

Rails to Trails Conservancy is the nation's leading trails organization, building a nation connected by trails. RTC reimagines public spaces to create safe ways for everyone to walk, bike and be active outdoors. RTC has a strong presence in Maryland. In addition to its Baltimore Field Office and many Maryland residents working out of its Washington, DC National Headquarters, RTC has two of its TrailNation™ projects – the Baltimore Greenway Trails Network and the Capital Trails Network – in Maryland, and the cross-country Great American Rail-Trail® passes through Maryland, as well.

As a national organization, RTC has followed and supported other states – Colorado and Minnesota – that have already passed laws similar to the Transportation and Climate Alignment Act, and it would be thrilled to see Maryland join their ranks as a national leader in this kind of innovative policymaking. Additional investments in active transportation (trails, biking and walking infrastructure) and public transit would have significant economic, environmental, safety, and health benefits for Marylanders.

In October 2019, Rails to Trails Conservancy released a report, *Active Transportation Transforms America: The Case for Increased Public Investment in Walking and Biking Connectivity.* The report noted (p. 44) that the $20 billion in health savings generated nationally from physical activity due to existing active transportation infrastructure could increase to $48 billion to $92 billion depending on the level of elevated investment. Maryland could see proportional health savings impacts due to increased active transportation infrastructure induced by this legislation.

Sincerely,

Andrew N. Dupuy
Director of State-level Policy

HB 84 Transportation – Major Highway Capacity Expa

Uploaded by: Cait Kerr

Position: FAV

The Nature Conservancy
Protecting nature. Preserving life.

The Nature Conservancy
Maryland/DC Chapter
425 Barlow Pl., Ste 100
Bethesda, MD 20814

tel (301) 897-8570
fax (301) 897-0858
nature.org

Thursday, March 27, 2025

TO: Guy Guzzone, Chair of the Senate Budget & Taxation Committee; and Committee Members
FROM: Cait Kerr, The Nature Conservancy, State Policy Manager; Michelle Dietz, The Nature Conservancy, Director of Government Relations
POSITION: Support HB 84 Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

The Nature Conservancy (TNC) supports HB 84 offered by Delegate Edelson. This bill requires the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major capital transportation projects in the state's six-year capital transportation budget and determine if the overall budget aligns with the state's goals to cut air pollution as required by the Climate Solutions Now Act and consistent with Maryland's Pollution Reduction Plan. MDOT is tasked with achieving, to the maximum extent practicable, a Consolidated Transportation Program whose impact on greenhouse gas emissions and progress toward meeting emissions reduction targets align with our state goals and commitments. This bill further requires MDOT to identify greenhouse gas emission offsets from highway expansion projects costing over $100 million, including providing clean transportation alternatives and/or land use changes to affected residents.

HB 84 calls on MDOT to ensure the state's transportation budget aligns with Maryland's climate goals by investing in new projects that have decreased overall impact in terms of emissions and vehicle miles traveled. These projects include public transit, bike and pedestrian infrastructure, development that reduces vehicle traffic, and solar projects on MDOT property. MDOT is tasked with prioritizing these investments in overburdened and underserved communities. Highway maintenance projects and highway projects funded for construction or that have a completed environmental review process prior to July 2025 would be exempt from this process.

Vehicles make up the largest source of climate pollution from the transportation sector in the state and are a major contributor to unhealthy ozone pollution, as well as emissions of methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Maryland's 2023 Climate Pollution Reduction Plan indicated that reducing vehicle traffic, measured as vehicle miles traveled (VMT), is necessary for the state to meet our climate targets.

Maryland needs to invest in more affordable transportation choices, including public transit, walkable and bikeable communities, and development that brings jobs and amenities closer to where people live. Every Marylander should have affordable and reliable access to jobs, housing, education, food, healthcare, and recreation. It is critical that populations with less access to vehicles, especially overburdened and underserved communities, low-income communities, people with disabilities, students, and seniors have increased mobility options.

HB 84 aims to reduce emissions in order to meet our state's climate commitments, but also aims to protect our health by reducing air pollution and cutting traffic congestion. The bill saves consumers money by decreasing reliance on personal vehicles and makes smart use of our state's limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize investing the state's resources into projects that align with our goals to reduce climate pollution, advance equity, and expand access to transportation choices. TNC commends Delegate Edelson on introducing this bill.

Therefore, we urge a favorable report on HB 84.

LWVMD - HB 84 - Transportation and Climate Alignme
Uploaded by: Casey Hunter
Position: FAV

LEAGUE OF WOMEN VOTERS® OF MARYLAND

TESTIMONY TO THE SENATE BUDGET & TAXATION COMMITTEE

HB 84 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

POSITION: Support

By: Linda T. Kohn, President

Date: March 27, 2025

Since the emergence of the environmental movement in the 1970s, the League of Women Voters has advocated for policies that protect our planet and promote public health. The League believes that advancing clean, affordable, and accessible integrated transportation systems is critical for achieving these outcomes.

The League of Women Voters of Maryland **supports HB 84, the Transportation and Climate Alignment Act (TCA),** which would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all proposed major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

HB 84 passed the House with **bipartisan support.** The TCA is also supported by the **Maryland Department of Transportation**, endorsed by the **Maryland Transit Caucus**, and has broad support from both **urban and rural** communities across the state.

The TCA would advance more affordable, safe, and clean transportation options while reducing climate pollution. Transportation is Maryland's #1 source of climate pollution, and the second-largest household expense after housing. Marylanders deserve better options - like walking, biking, and transit - to reduce their dependence on car trips and ensure equitable access to opportunities like jobs, education, and healthcare.

HB 84 would not only protect our environment by reducing climate pollution, but would tangibly benefit Maryland's communities. **Community benefits of the TCA include:**

- **Saving Marylanders Money:** Reducing vehicle travel by 20% per capita would save Maryland households over $3,000 annually.[1] This puts money back in people's pockets that can go towards meeting basic needs and stimulating local economic growth.
- **Connecting Communities:** Only 8.5% of jobs in the Baltimore region are accessible within one hour by public transit.[2] Expanding transportation options **connects communities** and increases socioeconomic opportunities by improving access to jobs, amenities, and housing options. This would particularly benefit low-income households and communities of color who disproportionately lack access to these opportunities.
- **Increasing Safety:** A 20% per-capita reduction in vehicle travel would prevent an average of 171 automobile crash fatalities and 2,572 crash injuries each year.

The League of Women Voters of Maryland strongly urges a **favorable report on HB 84.**

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[1]Warsing, Ryan, et al. "States Can Quantify the Benefits of Climate-Friendly Transportation Options with RMI's Smarter Modes Calculator." Rocky Mountain Institute, 20 Feb. 2024.

[2] O'Malley, B., Norton, E., & Sweeney, D. (2023, December 19). *2023 Transportation Report Card*. The Central Maryland Transportation Alliance. https://cmtalliance.org/download/2023-transportation-report-card/

HB0084_Transportation_and_Climate_Alignment_Act_ML
Uploaded by: Cecilia Plante
Position: FAV

TESTIMONY FOR HB0084
Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Bill Sponsor: Delegate Edelson
Committee: Budget and Tax
Organization Submitting: Maryland Legislative Coalition
Person Submitting: Cecilia Plante, co-chair
Position: FAVORABLE

I am submitting this testimony in favor of HB0084 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

In order to meet the state's climate goals, we need to stop thinking about highways and roads as our major infrastructure. Transit-oriented development and other alternatives need to become our major focus. Additionally, we need to start thinking more about low-income residents who can't afford cars and/or gas to travel, as well as focusing on the needs of underserved/overburdened communities, which we have ignored in the past.

This bill would require the Maryland Department of Transportation to invest in public transit, walking and biking infrastructure, solar, and transit-oriented development to offset the pollution caused by any major highway expansion projects over $100 million. It will also require the Department to measure and offset climate pollution from all major capital projects in the state's six-year capital transportation budget. This is a responsible way to plan for the future.

We support this bill and recommend a **FAVORABLE** report in committee.

CSG MD HB 84 TCA crossover testimony - Google Docs

Uploaded by: Cheryl Cort

Position: FAV

Coalition for Smarter Growth
DC • MD • VA

Testimony on HB 84
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee

Date: March 25, 2025
Position: FAVORABLE

The Coalition for Smarter Growth (CSG) supports **HB 84**. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. We work extensively in suburban Maryland, focused on Montgomery and Prince George's counties. The **Transportation and Climate Alignment Act (TCA)** will ensure Maryland's transportation investments are aligned with its climate change mitigation goals and provide numerous benefits to the state's residents, workers, and communities.

Transportation is the number one source of the state's greenhouse gas emissions, accounting for 35% of its climate warming pollution, and most of it (82%) is from cars and trucks. Electric vehicles alone will not achieve Maryland's climate goals.

HB 84, would advance affordable transportation choices and job accessibility, and make smart use of our limited public dollars while reducing climate pollution. HB 84 provides a toolkit to evaluate planned transportation investments early on, and, if needed, make improvements to them by giving communities more options to connect residents to jobs and services, while providing accountability on the state's climate goals.

Maryland's Climate Pollution Reduction Plan estimates that the state must invest $1 billion per year to meet its climate targets. For this reason, we can't afford to invest public money in transportation projects that take us backwards and cancel out the climate progress of the state's other investments.

In addition to fostering travel options, HB 84 encourages linking jobs, housing, services and infrastructure investments to provide more compact, attractive, and competitive communities for doing business and creating a home. This approach has been key to attracting and retaining Fortune 500 firms like Marriott and Choice Hotels, not to mention the UM Capital Region Medical Center, to transit-oriented locations. These walkable, accessible places also lower the combined cost of housing plus transportation – a better indicator of affordability than housing costs alone.

Prince George's County has built an economic development strategy around its transit stations with a major focus on the Blue Line corridor, and Montgomery County has made its bus rapid transit, Metro and Purple Line corridors focus areas for economic development. The **TCA, HB 84,** ensures Maryland designs and selects transportation projects that support these climate-friendly, competitive economic centers.

We ask for a **favorable report for HB 84** by the committee. Thank you.

HB0084 - Senate_FAV_City of Rockville_Trans. - Maj
Uploaded by: Christine Krone
Position: FAV

Testimony of the Mayor and Council of Rockville
HB 84 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)
SUPPORT

Thank you to Chair Guzzone and members of the Senate Budget and Taxation Committee for the opportunity for the Rockville Mayor and Council to provide written comments in support of HB 84. We thank Delegate Edelson for sponsoring this important legislation.

The Rockville Mayor and Council and the City's Environment Commission unanimously support this legislation, which seeks to align Maryland's transportation investments with its climate goals by requiring the Maryland Department of Transportation (MDOT) to measure and offset greenhouse gas emissions from major highway projects while prioritizing investment in clean transportation alternatives, especially for underserved communities. The City endorses the provisions which require a greenhouse gas assessment for major transportation projects and investment to offset any highway expansions to bring transportation plans in alignment with State climate goals.

HB 84 furthers the Mayor and Council's Comprehensive Plan, Climate Action Plan, Vision Zero program, and Justice, Equity, Diversity, and Inclusion priorities by:

- Helping Rockville to reduce transportation emissions, which are more than 1/3 of the City's greenhouse gas emissions.
- Requiring that MDOT identify for all major highway expansion projects investments in transit, transit-oriented development, transportation management pedestrian and bicycle facilities, land use changes, and other measures to offset the increase in vehicle miles traveled associated with the project.
- Requiring the prioritization of overburdened and underserved communities when MDOT plans major highway expansion projects.

HB 84 is an innovative and improved approach to the implementation of MDOT major highway expansion projects that supports vision zero and multi-modal options, environmental sustainability, and equity and inclusion. For these reasons, we urge the Committee to provide HB 84 with a favorable report.

TCA Testimony (3).pdf
Uploaded by: Dean Howell
Position: FAV

GREATER GREATER WASHINGTON

Chair Guy Guzzone
and Members, Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis, Maryland 21401

March 25, 2025

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

My name is Dean Howell and I am a Policy Fellow at Greater Greater Washington, a nonprofit that works to advance sustainability and equity in housing, land use, and transportation throughout Greater Washington and beyond. **GGWash strongly supports House Bill 84, the Transportation and Climate Alignment Act**, which would allow the Maryland Department of Transportation (MDOT) to offset pollution from major highway expansion projects with investments in infrastructure for public transit, walking, and biking.

HB 84 would require MDOT to measure the greenhouse gas emissions of major transportation projects, and align the state's capital transportation budget with Maryland's climate goals. For highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities. **These provisions will internalize the costs of the transportation sector that are not currently being accounted for.**

Maryland residents are currently bearing the costs of car-centric transportation infrastructure through increased transportation costs, air pollution, and reduced choice. Those who cannot or do not drive also pay in lost opportunities, reduced healthcare access, and in significantly increased transit time when public transit options are limited or unreliable.

By prioritizing projects that expand public transit and active transportation infrastructure, we can ensure that Marylanders have the ability to choose what mode of transportation suits their needs. The Transportation and Climate Alignment Act will support equitable access for every Marylander to job opportunities, education, and healthcare. **We ask that the Budget and Taxation Committee give this bill a favorable report.**

GREATER **GREATER WASHINGTON**

Sincerely,

Dean Howell
Policy Fellow

Transportation & Climate Alignment HB0084 Testimon

Uploaded by: Debbie Cohn

Position: FAV

Committee:	**Budget and Taxation**
Testimony on:	**HB0084 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)**
Submitting:	**Deborah A. Cohn**
Position:	**Favorable**
Hearing Date:	**March 27, 2025**

Dear Chair Guzzone, Vice-Chair Rosapepe and Committee Members:

Thank you for allowing my testimony today in support of HB0084. I have lived in Montgomery County since 1986. I am concerned about increasing traffic congestion on highways and in densely developed urban areas. I am also concerned about air pollution as our county, like many in Maryland, is consistently a non-attainment area due to ozone induced smog. HB0084 addresses these concerns by ensuring increased support of transit and safe pedestrian and biking options and more transit-oriented development that will reduce trips by personal vehicles and increase use of transit, walking and biking.

Last session's Transportation and Climate Alignment Act was designed to align the state's transportation plan with its climate goals. For nearly six months Del. Edelson, transit and environmental advocates, and the Maryland Department of Transportation (MDOT) worked to integrate those goals into MDOT's process for developing its Consolidated Transportation Plan. HB0084 reflects those discussions. The bill is much stronger and effective and MDOT and advocates are all on board.

HB0084 requires MDOT, as part of most major (*i.e.*, over $100 million) highway expansion projects, to model a project's impact on greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and either concurrently fund a multimodal transportation program to ensure that the net GHG emissions are zero or negative or defer the project until it meets the offsetting requirements for the multimodal program.

Second, starting in the FY2027-2032 Consolidated Transportation Program (CTP) and thereafter, HB0084 requires MDOT annually to evaluate all major capital projects in the CTP for their combined impact on GHG emissions and VMT and requires MDOT, to the extent practicable and subject to state appropriations, to fund offsetting multimodal projects to ensure progress toward the State's GHG emissions reduction goals and set annual statewide and regional declining GHG emission reduction targets.

Mitigating multimodal transportation projects include, *inter alia,* investments in transit, transit oriented development, telecommuting, biking, walking, vehicle charging infrastructure, and solar energy generation on MDOT controlled property. HB0084 prioritizes locating multimodal projects in areas in or near communities impacted by the project, particularly overburdened or underserved communities. Thus, the multimodel projects are designed both to divert traffic off of highly congested roadways and increase more affordable transportation options to reduce the burden on Maryland residents most adversely impacted by air and noise pollution from major highways in their neighborhoods.

As a result of requiring MDOT to include regional targets and mitigation strategies, the bill implicitly encourages such transit solutions as expanding MARC lines into Western Maryland and through Central Maryland into D.C. and Virginia, light rail for residents in Baltimore City and County, and transit options on the Eastern Shore and Southern Maryland. HB84 accordingly received bipartisan support in the House in both urban and rural areas around the state. It deserves similar bipartisan and urban and rural support in the Senate.

State budgets are tight. The fiscal note reflects the terms of the pre-filed bill. It does not take into account subsequent discussions and decisions among MDOT, advocates and the bill sponsor which significantly improve the fiscal implications. MDOT's Climate Pollution Reduction Plan already includes costs to decarbonize the transportation sector. HB0084 should not introduce meaningful long-term costs. It merely reallocates existing costs. By requiring that major highway capital expansion projects not increase GHG emissions, the bill effectively requires redesign of future projects, addressing their scope and redirecting the savings to multimodal projects which would reduce transportation costs for Maryland residents and improve access to jobs, education and amenities. MDOT has indicated it wants to create a new assessment tool in any event to allow it to update its travel demand model, which has not been updated since 2008 and which it uses for overall transportation planning. So even the short term costs raised in the Fiscal Note would be incurred anyway.

Transportation is the second largest expense for most Americans after housing. Marylanders are looking to government to lower their monthly bills and give them more low cost transportation options. A recent poll of Maryland residents shows that over 88 percent of respondents support the state's investing in projects to give people more choices to get to work, school and other destinations, over 78 percent support the state's investing in more public transit, walking and biking infrastructure to offset pollution caused by highway expansion projects that increase driving, and over 68 percent said that having access to better transit and safer and more convenient walking and biking would help them and their family reduce time sitting in traffic and save money on transportation expenses.

HB0084 can address these concerns effectively. Based on results from bills enacted in Colorado and Minnesota in 2021 and 2023, respectively, a bill that gives states flexibility to determine how best to use investments in multimodal programs to eliminate net increases in GHG emissions from state major highway capacity expansion projects works. Expanding affordable transportation options reduces congestion and time stalled in traffic by taking more vehicles off roads, and reduces vehicle costs and air pollution and improves health.[1]

HB0084 provides MDOT flexibility in reducing GHG emissions and includes significant MDOT commitments beyond last year's bill. While the Maryland Transportation Authority's concerns were not resolved in time to allow it to be included in HB0084, it is broadly supportive and anticipates its concerns can be resolved in time to cover its FY2027 projects.

For these reasons, I support HB0084 and request a FAVORABLE report in committee.

[1] https://rmi.org/states-can-quantify-the-benefits-of-climate-friendly-transportation-options-with-rmis-smarter-modes-calculator/; Map shows that by achieving the 20% reduction in VMT included in MDOT's Climate Reduction Plan, average household savings would decrease by $3,271 per year, with 171 fewer annual crash fatalities, 1,251 fewer annual deaths resulting from improved air quality and physical activity and total GHG-e emissions savings from 2024-2050 of 16 million metric tons CO_2-e.

HB0084_Crossover_Favorable_CMTA.pdf
Uploaded by: Eric Norton
Position: FAV

Transportation Alliance

March 27, 2025

Testimony on HB 84 –
Transportation and Climate Alignment Act of 2025 –
Budget & Taxation Committee

Position: Favorable

The Central Maryland Transportation Alliance supports HB 84, which will help to ensure that the state's transportation investments align with its climate and transportation goals.

HB 84 requires the Maryland Department of Transportation (MDOT) to measure and mitigate any increases in climate pollution and traffic caused by highway expansion projects over $100 million. Mitigation options may include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies. This legislation supports Governor Moore's Executive Order directing a whole of government approach to addressing the climate crisis and the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in VMT by 2050 is necessary for meeting the state's climate goals.

In addition to reducing climate pollution, HB 84 would save consumers money - an average of $3,271 per household each year on vehicle costs - and make strategic use of limited infrastructure dollars. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that will measurably achieve its goals.

We encourage a FAVORABLE report for House Bill 84.

ECA testimony on HB 84 - Senate.pdf
Uploaded by: Frances Stewart
Position: FAV

HB0084 - SUPPORT

Frances Stewart, MD
Elders Climate Action Maryland
frances.stewart6@gmail.com
301-718-0446

Testimony on HB0084
Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee
March 27, 2025

Dear Chair Guzzone, Vice Chair Rosapepe, and Members of the Committee, I am writing on behalf of Elders Climate Action Maryland. We urge a favorable report on HB0084.

Elders Climate Action is a nationwide organization devoted to ensuring that our children, grandchildren, and future generations have a world in which they can thrive. The Maryland Chapter has members across the state.

Each day, we see the climate crisis more clearly. We know that Maryland is at risk for sea level rise, flooding from intense rainfall, heat waves, and other extreme weather events. Maryland can also be a leader in moving us to a safer, cleaner future where we all can thrive.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the Transportation and Climate Alignment Act will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

Elders Climate Action Maryland strongly supports HB0084, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

HB0084 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

As elders, we are concerned about current and future generations, but we are especially aware of issues that affect our generation and our grandchildren. We see important benefits from this bill in three areas beyond the vital goal of reducing greenhouse gases.

1. Both children and elders are particularly sensitive to the health effects of air pollution from diesel trucks and other internal combustion vehicles. This bill would decrease exposure to these dangerous pollutants.
2. Physical activities like walking and biking are vital for the health and wellbeing of both generations. Proper pedestrian and biking infrastructure is essential for those activities to be done safely.
3. Many elders do not drive, and most of our grandchildren are too young to do so. Public transit and good biking and pedestrian infrastructure are important for our mobility.

This bill would be of great benefit in all these areas.

HB0084 would protect our health, reduce traffic congestion, and save consumers money - an average of more than $3,000 per household each year on vehicle costs. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We strongly urge a favorable report on HB0084. Thank you.

HB0084 LOS Transit and Climate Alignment Act Cross

Uploaded by: Jed Weeks

Position: FAV

March 25, 2025

Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis, Maryland 21401

SUPPORT: HB0084 Transportation and Climate Alignment Act

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing in support of HB0084.

The Transportation and Climate Alignment Act builds off of successful legislation in other states, ensuring that scarce transportation funding is used in a fiscally responsible manner by only funding projects that advance Maryland's adopted emissions and VMT reduction targets.

Many of the neighbors we represent lack access to a car, and do not benefit from road widenings in suburbs. The resulting induced demand, sprawl, and poor air quality from those widenings means the rest of the state doesn't benefit from them either. We simply have to start making smarter investments with our transportation dollars.

Investments in transit, active transportation, and accessibility for pedestrians have been shown time and again to have a positive return on investment, strengthening Maryland's economy more than any road project.

This legislation would not prevent a choice to invest in road widening, but it would require us to offset the negative externalities of that choice by funding more economically and environmentally productive projects.

We urge the committee to support HB0084 and help advance access to opportunity for all Marylanders.

Sincerely,

Jed Weeks
Executive Director

2025 01 31 HB 84 TCA Written Testimony.pdf
Uploaded by: Kevin Shen
Position: FAV

Union of Concerned Scientists
ucsusa.org Two Brattle Square, Cambridge, MA 02138-3780 t 617.547.5552 f 617.864.9405
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500 12th Street, Suite 340, Oakland, CA 94607-4087 t 510.843.1872 f 510.843.3785
One North LaSalle Street, Suite 1904, Chicago, IL 60602-4064 t 312.578.1750 f 312.578.1751

Testimony on HB 84

Transportation and Climate Alignment Act of 2025

House Appropriations Committee

February 4, 2025
POSITION: SUPPORT

On behalf of The Union of Concerned Scientists (UCS) and our over 7,300 supporters, activists, and Science Network members in Maryland who back science-based advocacy for a sustainable, healthy, and just future. UCS strongly supports **HB 84**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Recent UCS analysis found that investing in improved transportation options and reduced driving could save hundreds of billions of dollars in energy infrastructure and public health costs across the country, along with $5.9 trillion in vehicle ownership costs through 2050. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will help ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

HB 84 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

Decades of scientific research have shown that highway expansion projects are financially unwise, harmful to the climate and detrimental to equity. They fail to decrease congestion and stymie local economic growth, while contributing to air pollution that hurts our hearts and lungs. Assessing and mitigating the harms of transportation projects is a key step in making sure the transportation system serves all Marylanders.

With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We strongly urge a **favorable report on HB 84.**

HB0084_Transportation and Climate Alignment_Budget
Uploaded by: Laurie McGilvray
Position: FAV

Committee:	**Budget and Taxation**
Testimony on:	**HB0084 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)**
Organization:	**Maryland Legislative Coalition Climate Justice Wing**
Submitting:	**Deborah A. Cohn**
Position:	**Favorable**
Hearing Date:	**March 27, 2025**

Dear Chair and Committee Members:

Thank you for allowing our testimony today in support of HB0084. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of nearly 30 grassroots and professional organizations, urges you to vote favorably on HB0084.

Last Session's Transportation and Climate Alignment Act was designed to align the state's transportation plan with its climate goals. For nearly six months Del. Edelson, transit and environmental advocates, and the Maryland Department of Transportation (MDOT) worked to integrate those goals into MDOT's process for developing its Consolidated Transportation Plan. HB0084 reflects those discussions to bring the bill sponsors, MDOT and advocates on board, thus making it a stronger and more compelling bill this year.

HB0084 would require MDOT, as part of most major (*i.e.*, over $100 million) highway expansion projects, to model a project's increases in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and concurrently implement a multimodal transportation program which would ensure that net GHG emissions are zero or negative. The bill prioritizes locating GHG emission offsetting projects in communities most affected by the project.

Second, starting in FY 2027-2032 Consolidated Transportation Program (CTP) and thereafter, HB0084 requires MDOT to annually evaluate all major capital projects in the CTP for their combined impact on GHG emissions and vehicle miles traveled (VMT). If the net impact of these projects increases GHG emissions, MDOT would be required to fund offsetting multimodal projects to ensure that net GHG emissions are zero or negative.

Importantly, *to the maximum extent practicable and subject to appropriations*, the CTP must fund mitigating activities to make the overall plan *more* consistent with MDOT's GHG reduction goals under its 2023 Climate Pollution Reduction Plan. That plan recognized that state goals could not be met by vehicle electrification alone but would also require a 20% reduction in VMT. To that end, the bill requires MDOT to set annual state and regional declining GHG emissions targets that, along with greater numbers of zero emissions vehicles, would achieve the State's Pollution Reduction Plan goals in the road subcategory.

Mitigating multimodal transportation projects include, *inter alia*, investments in transit, transit-oriented development, parking reductions, telecommuting, biking, walking and solar energy

generation on MDOT controlled property. HB0084 prioritizes locating multimodal projects in areas in or near communities impacted by the project, particularly overburdened or underserved communities. Thus, the multimodel projects are designed both to divert traffic off of highly congested roadways and increase more affordable transportation options to reduce the burden on Maryland residents most adversely impacted by air and noise pollution from major highways in their neighborhoods.

State budgets are tight. MDOT's Climate Pollution Reduction Plan already includes costs to decarbonize the transportation sector and made clear that reducing VMT by 20% was necessary to achieve its carbon reduction goals. HB0084 does not introduce additional costs. It merely reallocates those costs. By requiring that major highway capital expansion projects not increase GHG emissions, the bill effectively requires redesign of these projects, reducing their scope and redirecting the savings to multimodal projects. Moreover, HB0084 does not prescribe any particular modeling tool, the U.S. Department of Transportation (DOT) has offered a free or low-cost modeling tool with user support, and MDOT has already agreed to use DOT's best practices for modeling GHG emissions and VMT.

Transportation is the second largest expense for most Americans after housing. Marylanders are looking to government to lower their monthly bills and give them more low-cost transportation options. In a recent poll of Maryland residents, 88 percent of respondents throughout said they would support the state investing in more projects to give people more choices to get to work, school and other destinations. HB0084 addresses those needs. Based on results from bills enacted in Colorado and Minnesota in 2021 and 2023, respectively, a bill that gives states flexibility to determine how best to use investments in multimodal programs to eliminate net increases in GHG emissions from state major highway capacity expansion projects works. Expanding affordable transportation options reduces congestion and time stalled in traffic by taking more vehicles off roads, and reduces vehicle costs[1] and air pollution and improve health.[2]

The Transportation and Climate Alignment Act may provide MDOT more flexibility in reducing GHG emissions than some would prefer, but taken as a whole, HB0084 includes significant MDOT commitments beyond last year's bill. While concerns were not resolved in time to allow HB0084 to cover major Maryland Transportation Authority (MDTA) projects, these issues can be addressed next year in time to cover FY2027 projects.

For these reasons, we support HB0084 and request a FAVORABLE report in committee.

350MoCo
Adat Shalom Climate Action
Cedar Lane Unitarian Universalist Church Environmental Justice Ministry
Chesapeake Earth Holders
Chesapeake Physicians for Social Responsibility

[1] https://rmi.org/states-can-quantify-the-benefits-of-climate-friendly-transportation-options-with-rmis-smarter-modes-calculator/

[2] Id., Map shows that by achieving the 20% reduction in VMT included in MDOT's Climate Reduction Plan, average household savings would decrease by $3,271 per year, with 171 fewer annual crash fatalities, 1,251 fewer annual deaths resulting from improved air quality and physical activity and total GHGe emissions savings from 2024-2050 of 16 million metric tons CO2-e.

Climate Parents of Prince George's
Climate Reality Project
ClimateXChange – Rebuild Maryland Coalition
Coming Clean Network, Union of Concerned Scientists
DoTheMostGood Montgomery County
Echotopia
Elders Climate Action
Fix Maryland Rail
Glen Echo Heights Mobilization
Greenbelt Climate Action Network
HoCoClimateAction
IndivisibleHoCoMD
Maryland Legislative Coalition
Mobilize Frederick
Montgomery County Faith Alliance for Climate Solutions
Montgomery Countryside Alliance
Mountain Maryland Movement
Nuclear Information & Resource Service
Progressive Maryland
Safe & Healthy Playing Fields
Takoma Park Mobilization Environment Committee
The Climate Mobilization MoCo Chapter
Unitarian Universalist Legislative Ministry of Maryland
WISE

hb84- transportation and GGR- B&T 3-27-2025.pdf
Uploaded by: Lee Hudson
Position: FAV

Delaware-Maryland Synod
Evangelical Lutheran Church in America
God's work. Our hands.

Testimony Prepared for the
Budget and Taxation Committee
on
House Bill 84
March 27, 2025
Position: **Favorable**

Mr. Chairman, and members of the Committee, thank you for this opportunity to testify about caring for creation by decarbonizing the atmosphere. I am Lee Hudson, assistant to the bishop for public policy in the Delaware-Maryland Synod, Evangelical Lutheran Church in America. We are a faith community in three judicatories across our State.

We hold that lowering carbon emissions is a social, economic, and moral necessity for obvious reasons: fire, drought, flood, sea rise, human displacement, storm catastrophe, infrastructure vulnerability, human safety.

The *Climate Solutions Act* of 2022 accelerated GGR targets in Maryland, which we supported. The urgency of the necessary is that we must do more, sooner. Modeled projections of GHG-caused temperature rise are falling short of what is actually occurring. And, apparently, the federal government will now operate with a policy of eliminating GGR goals and accelerating rapidly approaching worst case effects.

House Bill 84 supports an intent of the *Climate Solutions Act* of 2022 by requiring, before public approval and finance, that there be an assessment of the increase in vehicle miles traveled it facilitates, together with prospects for other, less carbon intense transportation projects that should be considered. We support that policy intent.

The worst fire and flood to come cannot be averted by expanding the carbonized economy. And the economic cost is above catastrophic, like carbon's atmospheric events. **House Bill 84** serves the necessary State policy performance in its current and future transportation proposals, spending, and projects to avoid more of the same.

We exhort your favorable report for the sake of Maryland and its people.

Lee Hudson

5699 Meridale Rd. Baltimore, MD 21228 410-230-2860 800-869-5492 fax 410-230-2871

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Uploaded by: Lindsey Mendelson
Position: FAV

GONZALES Polls, Inc.

MARYLAND POLL

January 2025

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Background and Methodology

Patrick E. Gonzales graduated magna cum laude from the University of Baltimore with a degree in political science.

His career in the field of public opinion research began in the mid-1980s as an analyst with *Mason-Dixon Opinion Research*. During this time, Mr. Gonzales helped develop, craft and implement election surveys and exit polls for television and radio in the Baltimore-Washington D.C. metro area.

Mr. Gonzales has polled and analyzed thousands of elections in Maryland and across the country over the past forty years. Further, he and his associates have conducted numerous market research projects, crafting message development plans and generating strategy blueprints for businesses and organizations throughout the state.

Over his decades of conducting public opinion polls, Patrick Gonzales has been widely recognized by his peers for his ability to conduct unbiased surveys, and analyze the results in an impartial, evenhanded manner.

Mr. Gonzales appears frequently on radio and television in the Baltimore-D.C. region as a guest commentator.

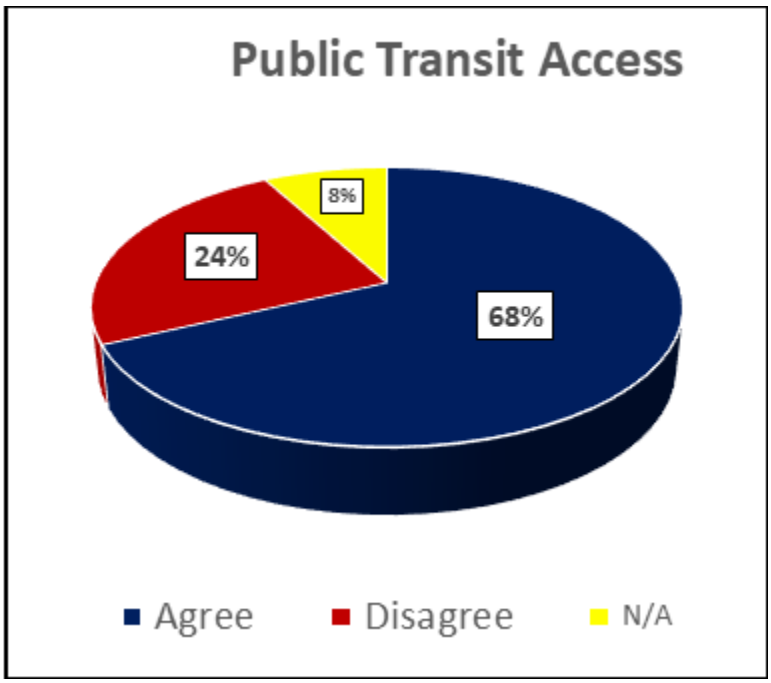
This poll was conducted by ***Gonzales Research & Media Services, Inc.*** from December 27th, 2024 through January 4th, 2025. A total of 811 registered voters in Maryland, who indicated they are likely to vote in the next election, were queried by live telephone interviews, utilizing both landline and cell phone numbers. A cross-section of interviews was conducted throughout the state, reflecting general election voting patterns.

The margin of error (MOE), per accepted statistical standards, is a range of plus or minus 3.5 percentage points. If the entire population was surveyed, there is a 95% probability that the true numbers would fall within this range.

Gonzales Maryland Poll – January 2025 TCA Results

Transportation Climate Alignment

Among Maryland voters, 68% agree having access to better public transit, and safer and more convenient walking and biking, would help them and their families reduce time sitting in traffic or save money on transportation expenses (41% strongly agree and 27% somewhat agree), while 24% disagree (14% strongly disagree and 10% somewhat disagree), with 8% offering no response.



Eighty-three percent of Democrats agree that having better public transit would help them and their families reduce time sitting in traffic or save money, as do 68% of unaffiliated voters.

Among Republicans, 40% agree and 44% disagree.

Public Transit Access	Agree	Disagree
Statewide	68%	24%
Democrat	83%	11%
Republican	40%	44%
Independent	68%	28%
White	65%	26%
African American	74%	20%
Other	69%	22%
Women	68%	25%
Men	68%	21%
18-34	74%	19%
35-49	70%	21%
50-64	65%	28%
65 and older	66%	24%
Rural Maryland	57%	29%
Baltimore City	82%	16%
Baltimore Suburbs	65%	27%
Washington Suburbs	73%	19%

Seventy-eight percent of Marylanders say that they support investing in more public transit, plus walking and biking infrastructure, to offset pollution caused by increased driving (52% strongly support and 26% somewhat support), while 19% oppose this (9% strongly oppose and 10% somewhat oppose).

Invest in Public Transit	Support	Oppose
Statewide	78%	19%
Democrat	84%	12%
Republican	63%	36%
Independent	83%	13%
White	78%	20%
African American	79%	16%
Other	79%	18%

An overarching 88% say they support the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking (62% strongly support and 26% somewhat support), while only 10% oppose (3% strongly oppose and 7% somewhat oppose).

Additional Choices	**Support**	**Oppose**
Statewide	88%	10%
Democrat	96%	3%
Republican	72%	25%
Independent	89%	7%
White	87%	11%
African American	93%	6%
Other	84%	11%
Women	89%	9%
Men	88%	11%
18-34	94%	4%
35-49	90%	8%
50-64	85%	13%
65 and older	86%	11%
Rural Maryland	83%	12%
Baltimore City	94%	5%
Baltimore Suburbs	85%	14%
Washington Suburbs	93%	6%

Appendix A: Data Tables

QUESTION 1: Public Transit Access *Please indicate whether you agree or disagree with the following statement:*

"Having access to better public transit, and safer and more convenient walking and biking, would help me and my family reduce our time sitting in traffic or save us money on our transportation expenses?"

ACCESS TO BETTER PUBLIC TRANSIT	Number	Percent
Agree	553	68.2 %
Disagree	191	23.6 %
No answer	67	8.3 %
Total	811	100.0 %

N=811	ACCESS TO BETTER PUBLIC TRANSIT		
	Agree	Disagree	No answer
RESULTS			
Statewide	553 68.2%	191 23.6%	67 8.3%

N=811	ACCESS TO BETTER PUBLIC TRANSIT		
	Agree	Disagree	No answer
PARTY REGISTRATION			
Democrat	357 82.8%	48 11.1%	26 6.0%
Republican	90 40.2%	99 44.2%	35 15.6%
Unaffiliated	106 67.9%	44 28.2%	6 3.8%

N=811	ACCESS TO BETTER PUBLIC TRANSIT		
	Agree	Disagree	No answer
RACE/ETHNICITY			
White	309 64.9%	122 25.6%	45 9.5%
African American	181 74.2%	49 20.1%	14 5.7%
Other/No answer	63 69.2%	20 22.0%	8 8.8%

N=811	ACCESS TO BETTER PUBLIC TRANSIT		
	Agree	Disagree	No answer
GENDER			
Female	297 68.0%	111 25.4%	29 6.6%
Male	256 68.4%	80 21.4%	38 10.2%

N=811	ACCESS TO BETTER PUBLIC TRANSIT		
	Agree	Disagree	No answer
AGE			
18 to 34	107 73.8%	27 18.6%	11 7.6%
35 to 49	139 69.8%	42 21.1%	18 9.0%
50 to 64	156 65.3%	67 28.0%	16 6.7%
65 and older	151 66.2%	55 24.1%	22 9.6%

N=811	ACCESS TO BETTER PUBLIC TRANSIT		
	Agree	Disagree	No answer
REGION			
Rural Maryland	72 57.1%	37 29.4%	17 13.5%
Baltimore City	51 82.3%	10 16.1%	1 1.6%
Baltimore Suburbs	208 65.4%	86 27.0%	24 7.5%
Washington Suburbs	222 72.8%	58 19.0%	25 8.2%

INTENSITY - *Is that strongly or somewhat agree/disagree?*

ACCESS TO TRANSIT - INTENSITY	Number	Percent
Strongly agree	329	40.6 %
Somewhat agree	224	27.6 %
Somewhat disagree	80	9.9 %
Strongly disagree	111	13.7 %
No answer	67	8.3 %
Total	811	100.0 %

N=811	ACCESS TO TRANSIT - INTENSITY				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
RESULTS					
Statewide	329 40.6%	224 27.6%	80 9.9%	111 13.7%	67 8.3%

N=811	ACCESS TO TRANSIT - INTENSITY				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
PARTY REGISTRATION					
Democrat	228 52.9%	129 29.9%	22 5.1%	26 6.0%	26 6.0%
Republican	51 22.8%	39 17.4%	33 14.7%	66 29.5%	35 15.6%
Unaffiliated	50 32.1%	56 35.9%	25 16.0%	19 12.2%	6 3.8%

N=811	ACCESS TO TRANSIT - INTENSITY				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
RACE/ETHNICITY					
White	180 37.8%	129 27.1%	51 10.7%	71 14.9%	45 9.5%
African American	114 46.7%	67 27.5%	21 8.6%	28 11.5%	14 5.7%
Other/No answer	35 38.5%	28 30.8%	8 8.8%	12 13.2%	8 8.8%

N=811	ACCESS TO TRANSIT - INTENSITY				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
GENDER					
Female	171 39.1%	126 28.8%	44 10.1%	67 15.3%	29 6.6%
Male	158 42.2%	98 26.2%	36 9.6%	44 11.8%	38 10.2%

N=811	ACCESS TO TRANSIT - INTENSITY				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
AGE					
18 to 34	68 46.9%	39 26.9%	12 8.3%	15 10.3%	11 7.6%
35 to 49	87 43.7%	52 26.1%	13 6.5%	29 14.6%	18 9.0%
50 to 64	80 33.5%	76 31.8%	31 13.0%	36 15.1%	16 6.7%
65 and older	94 41.2%	57 25.0%	24 10.5%	31 13.6%	22 9.6%

N=811	ACCESS TO TRANSIT - INTENSITY				
	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree	No answer
REGION					
Rural Maryland	40 31.7%	32 25.4%	13 10.3%	24 19.0%	17 13.5%
Baltimore City	37 59.7%	14 22.6%	5 8.1%	5 8.1%	1 1.6%
Baltimore Suburbs	123 38.7%	85 26.7%	38 11.9%	48 15.1%	24 7.5%
Washington Suburbs	129 42.3%	93 30.5%	24 7.9%	34 11.1%	25 8.2%

QUESTION 2: Investment In Public Transit *Would you support or oppose the state investing in more public transit, walking and biking infrastructure to offset pollution caused by highway expansion projects that increase driving?*

INVEST TO OFFSET POLUTION	Number	Percent
Support	635	78.3 %
Oppose	152	18.7 %
No answer	24	3.0 %
Total	811	100.0 %

N=811	INVEST TO OFFSET POLUTION		
	Support	Oppose	No answer
RESULTS			
Statewide	635 78.3%	152 18.7%	24 3.0%

N=811	INVEST TO OFFSET POLUTION		
	Support	Oppose	No answer
PARTY REGISTRATION			
Democrat	363 84.2%	52 12.1%	16 3.7%
Republican	142 63.4%	80 35.7%	2 0.9%
Unaffiliated	130 83.3%	20 12.8%	6 3.8%

N=811	INVEST TO OFFSET POLUTION		
	Support	Oppose	No answer
RACE/ETHNICITY			
White	370 77.7%	97 20.4%	9 1.9%
African American	193 79.1%	39 16.0%	12 4.9%
Other/No answer	72 79.1%	16 17.6%	3 3.3%

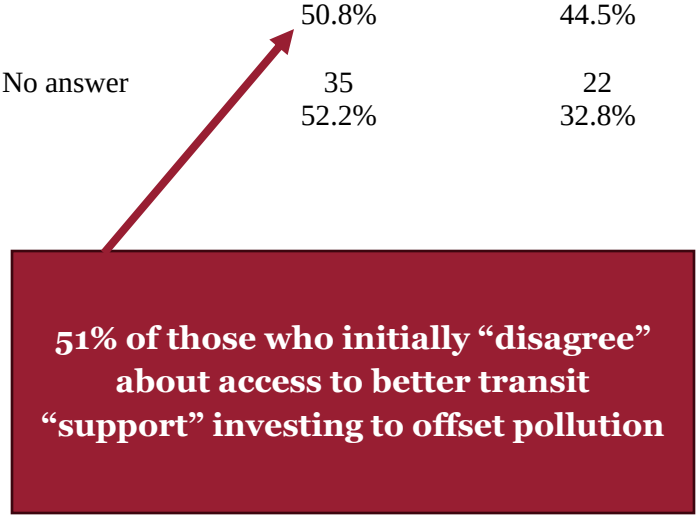
N=811	INVEST TO OFFSET POLUTION		
	Support	Oppose	No answer
GENDER			
Female	341 78.0%	82 18.8%	14 3.2%
Male	294 78.6%	70 18.7%	10 2.7%

N=811	INVEST TO OFFSET POLUTION		
	Support	Oppose	No answer
AGE			
18 to 34	122 84.1%	22 15.2%	1 0.7%
35 to 49	160 80.4%	30 15.1%	9 4.5%
50 to 64	181 75.7%	50 20.9%	8 3.3%
65 and older	172 75.4%	50 21.9%	6 2.6%

N=811	INVEST TO OFFSET POLUTION		
	Support	Oppose	No answer
REGION			
Rural Maryland	94 74.6%	27 21.4%	5 4.0%
Baltimore City	53 85.5%	7 11.3%	2 3.2%
Baltimore Suburbs	239 75.2%	72 22.6%	7 2.2%
Washington Suburbs	249 81.6%	46 15.1%	10 3.3%

Invest to Offset Pollution **by** Access to Better Public Transit

N=811	INVEST TO OFFSET POLUTION		
	Support	Oppose	No answer
ACCESS TO BETTER PUBLIC TRANSIT			
Agree	503 91.0%	45 8.1%	5 0.9%
Disagree	97 50.8%	85 44.5%	9 4.7%
No answer	35 52.2%	22 32.8%	10 14.9%



INTENSITY - *Is that strongly or somewhat support/oppose?*

OFFSET POLUTION - INTENSITY	Number	Percent
Strongly support	421	51.9 %
Somewhat support	214	26.4 %
Somewhat oppose	78	9.6 %
Strongly oppose	74	9.1 %
No answer	24	3.0 %
Total	811	100.0 %

N=811	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
RESULTS					
Statewide	421 51.9%	214 26.4%	78 9.6%	74 9.1%	24 3.0%

N=811	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
PARTY REGISTRATION					
Democrat	270 62.6%	93 21.6%	23 5.3%	29 6.7%	16 3.7%
Republican	76 33.9%	66 29.5%	45 20.1%	35 15.6%	2 0.9%
Unaffiliated	75 48.1%	55 35.3%	10 6.4%	10 6.4%	6 3.8%

N=811	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
RACE/ETHNICITY					
White	241 50.6%	129 27.1%	53 11.1%	44 9.2%	9 1.9%
African American	132 54.1%	61 25.0%	16 6.6%	23 9.4%	12 4.9%
Other/No answer	48 52.7%	24 26.4%	9 9.9%	7 7.7%	3 3.3%

N=811	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
GENDER					
Female	228 52.2%	113 25.9%	43 9.8%	39 8.9%	14 3.2%
Male	193 51.6%	101 27.0%	35 9.4%	35 9.4%	10 2.7%

N=811	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
AGE					
18 to 34	88 60.7%	34 23.4%	19 13.1%	3 2.1%	1 0.7%
35 to 49	112 56.3%	48 24.1%	14 7.0%	16 8.0%	9 4.5%
50 to 64	110 46.0%	71 29.7%	28 11.7%	22 9.2%	8 3.3%
65 and older	111 48.7%	61 26.8%	17 7.5%	33 14.5%	6 2.6%

N=811	OFFSET POLUTION - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
REGION					
Rural Maryland	59 46.8%	35 27.8%	10 7.9%	17 13.5%	5 4.0%
Baltimore City	38 61.3%	15 24.2%	6 9.7%	1 1.6%	2 3.2%
Baltimore Suburbs	155 48.7%	84 26.4%	43 13.5%	29 9.1%	7 2.2%
Washington Suburbs	169 55.4%	80 26.2%	19 6.2%	27 8.9%	10 3.3%

QUESTION 3: Investment In Additional Choices *Would you support or oppose the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking?*

INVEST FOR ADDITIONAL CHOICES	Number	Percent
Support	716	88.3 %
Oppose	79	9.7 %
No answer	16	2.0 %
Total	811	100.0 %

N=811	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
RESULTS			
Statewide	716 88.3%	79 9.7%	16 2.0%

N=811	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
PARTY REGISTRATION			
Democrat	415 96.3%	12 2.8%	4 0.9%
Republican	162 72.3%	56 25.0%	6 2.7%
Unaffiliated	139 89.1%	11 7.1%	6 3.8%

N=811	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
RACE/ETHNICITY			
White	413 86.8%	54 11.3%	9 1.9%
African American	227 93.0%	15 6.1%	2 0.8%
Other/No answer	76 83.5%	10 11.0%	5 5.5%

N=811	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
GENDER			
Female	388 88.8%	39 8.9%	10 2.3%
Male	328 87.7%	40 10.7%	6 1.6%

N=811	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
AGE			
18 to 34	136 93.8%	6 4.1%	3 2.1%
35 to 49	179 89.9%	15 7.5%	5 2.5%
50 to 64	204 85.4%	32 13.4%	3 1.3%
65 and older	197 86.4%	26 11.4%	5 2.2%

N=811	INVEST FOR ADDITIONAL CHOICES		
	Support	Oppose	No answer
REGION			
Rural Maryland	104 82.5%	16 12.7%	6 4.8%
Baltimore City	58 93.5%	3 4.8%	1 1.6%
Baltimore Suburbs	271 85.2%	43 13.5%	4 1.3%
Washington Suburbs	283 92.8%	17 5.6%	5 1.6%

INTENSITY - *Is that strongly or somewhat support/oppose?*

ADDITIONAL CHOICES - INTENSITY	Number	Percent
Strongly support	503	62.0 %
Somewhat support	213	26.3 %
Somewhat oppose	56	6.9 %
Strongly oppose	23	2.8 %
No answer	16	2.0 %
Total	811	100.0 %

N=811	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
RESULTS					
Statewide	503 62.0%	213 26.3%	56 6.9%	23 2.8%	16 2.0%

N=811	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
PARTY REGISTRATION					
Democrat	325 75.4%	90 20.9%	8 1.9%	4 0.9%	4 0.9%
Republican	89 39.7%	73 32.6%	42 18.8%	14 6.3%	6 2.7%
Unaffiliated	89 57.1%	50 32.1%	6 3.8%	5 3.2%	6 3.8%

N=811	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
RACE/ETHNICITY					
White	280 58.8%	133 27.9%	35 7.4%	19 4.0%	9 1.9%
African American	168 68.9%	59 24.2%	12 4.9%	3 1.2%	2 0.8%
Other/No answer	55 60.4%	21 23.1%	9 9.9%	1 1.1%	5 5.5%

N=811	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
GENDER					
Female	285 65.2%	103 23.6%	30 6.9%	9 2.1%	10 2.3%
Male	218 58.3%	110 29.4%	26 7.0%	14 3.7%	6 1.6%

N=811	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
AGE					
18 to 34	116 80.0%	20 13.8%	5 3.4%	1 0.7%	3 2.1%
35 to 49	124 62.3%	55 27.6%	7 3.5%	8 4.0%	5 2.5%
50 to 64	134 56.1%	70 29.3%	24 10.0%	8 3.3%	3 1.3%
65 and older	129 56.6%	68 29.8%	20 8.8%	6 2.6%	5 2.2%

N=811	ADDITIONAL CHOICES - INTENSITY				
	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	No answer
REGION					
Rural Maryland	64 50.8%	40 31.7%	12 9.5%	4 3.2%	6 4.8%
Baltimore City	45 72.6%	13 21.0%	2 3.2%	1 1.6%	1 1.6%
Baltimore Suburbs	191 60.1%	80 25.2%	29 9.1%	14 4.4%	4 1.3%
Washington Suburbs	203 66.6%	80 26.2%	13 4.3%	4 1.3%	5 1.6%

Appendix B: Maryland Poll Sample Demographics

AGE	Number	Percent
18 to 34	145	17.9 %
35 to 49	199	24.5 %
50 to 64	239	29.5 %
65 and older	228	28.1 %
Total	811	100.0 %

PARTY REGISTRATION	Number	Percent
Democrat	431	53.1 %
Republican	224	27.6 %
Unaffiliated	156	19.2 %
Total	811	100.0 %

RACE/ETHNICITY	Number	Percent
White	476	58.7 %
African American	244	30.1 %
Other/No answer	91	11.2 %
Total	811	100.0 %

GENDER	Number	Percent
Female	437	53.9 %
Male	374	46.1 %
Total	811	100.0 %

REGION	Number	Percent
Rural Maryland	126	15.5 %
Baltimore City	62	7.6 %
Baltimore Suburbs	318	39.2 %
Washington Suburbs	305	37.6 %
Total	811	100.0 %

Regional Groupings

Rural Maryland – includes Allegany, Calvert, Caroline, Cecil, Dorchester, Garrett, Kent, Queen Anne's, St. Mary's, Somerset, Talbot, Washington, Wicomico, and Worcester counties.

Baltimore City – includes Baltimore City.

Baltimore Suburbs – includes Anne Arundel, Baltimore, Carroll, Harford, and Howard counties.

Washington Suburbs – includes Charles, Frederick, Montgomery, and Prince George's counties.

HB84_MDSierra_FAV_2_27.pdf
Uploaded by: Lindsey Mendelson
Position: FAV

SIERRA CLUB
MARYLAND CHAPTER

P.O. Box 278
Riverdale, MD 20738

Committee: Budget and Taxation
Testimony on: HB 84- Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)
Position: Support
Hearing Date: March 27, 2025

The Maryland Chapter of the Sierra Club strongly supports HB 84. The Transportation and Climate Alignment Act of 2025 is a **priority bill** for Maryland Sierra Club in the 2025 legislative session. The bill would encourage state investment in public transit, walking, and biking infrastructure to reduce tailpipe pollution and give Marylanders more safe and affordable options to get to work, school, healthcare, and other locations.

Polling shows strong support for transit, walking, and biking investments

Marylanders want more investment in public transit, walking, and biking to cut pollution. Gonzales Research and Media Services, Inc. **conducted a poll** commissioned by Maryland Sierra Club that interviewed 811 registered voters in Maryland between December 27, 2024 and January 4, 2025. The poll indicates that:

- **78% of Marylanders** say they **support investing in more public transit, plus walking and biking infrastructure, to offset pollution caused by highway expansion projects that increase driving**.
- 88% of Marylanders say they support the state investing more in projects that give people additional choices to get to work, school, healthcare and other locations by taking public transit, walking and biking.
- Among Maryland voters, 68% agree having access to better public transit, and safer and more convenient walking and biking, would help them and their families reduce time sitting in traffic or save money on transportation expenses.

Advancing safety, protecting our climate and health

Transportation is the largest source of climate pollution in Maryland. It is also the second largest expense for most Americans after housing. In addition, vehicles are responsible for over 40% of Maryland's NOx emissions that contribute to ozone pollution. Over 80% of Marylanders live in areas designated as being in nonattainment of the National Ambient Air Quality Standards for ozone, with the Baltimore region and Cecil County being in serious non-attainment. Residential neighborhoods located near major roads and highways face disproportionate burdens from transportation pollution and traffic. These neighborhoods are far more often communities of color due to decades of residential segregation, and bear a burden of unsafe pedestrian conditions, higher rates of asthma and other health conditions, and unremitting noise pollution. When the state plans new capacity expansion projects it is important that the impacts on our climate and public health are addressed.

The Transportation and Climate Alignment Act would create more accountability and transparency about the state's six year capital transportation budget, the Consolidated Transportation Program (CTP). The bill would require MDOT to evaluate the climate pollution from all major capital projects in the budget and develop additional clean transportation projects, if necessary, to align the budget with the state's targets to cut climate

pollution. The legislation would also encourage a multimodal approach to transportation planning by requiring that new major highway expansion projects over $100 million are designed from the beginning to offset pollution by funding public transit, bike and pedestrian infrastructure, and other projects that reduce pollution. These investments must be prioritized in overburdened and underserved communities.

Maryland's 2023 Climate Pollution Reduction Plan indicated that reducing vehicle traffic, measured as vehicle miles traveled (VMT), by investing in public transit, transit oriented development, bike and pedestrian infrastructure is necessary for the state to meet its climate targets. The Plan includes a goal to reduce per capita VMT 20% by 2050, which the Rocky Mountain Institute finds would reduce climate pollution by 55 million metric tons (the same as preventing the annual emissions of over 130 methane gas power plants). This legislation would also implement components of Governor Moore's 2024 executive order that called on MDOT to implement a process for evaluating and reducing greenhouse gas emissions in the CTP, invest in new infrastructure to reduce VMT, and establish annual greenhouse gas reduction targets for the transportation sector.

The requirements of this bill are focused on future proposed highway expansion projects. Highway maintenance projects and highway projects funded for construction or that have a completed environmental review process prior to July 2025 would be exempt from this process.

Colorado and Minnesota passed legislation similar to the Transportation and Climate Alignment Act in the last two years. Colorado projects that their policy will save commuters $40 billion by 2050.

For these reasons we urge a favorable report on HB 84.

Lindsey Mendelson
Maryland Sierra Club
lindsey.mendelson@mdsierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

HB0084 - LOS - Transportation - Major Highway Capa

Uploaded by: Matt Mickler

Position: FAV

MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

March 27, 2025

The Honorable Guy Guzzone
Chair, Budget and Tax Committee
3 West Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Support – House Bill 84 – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) supports the amended House Bill 84, as it works to more closely align Maryland's transportation investments and climate goals. Transportation is a significant contributor to greenhouse gases in the State and the Maryland Climate Solutions Now Act requires reductions from the transportation sector. The Moore-Miller Administration is committed to meeting the state's climate goals while growing the economy and meeting Marylanders' transportation needs. MDOT believes House Bill 84 can help us accomplish these goals.

As amended, HB 84 requires MDOT to evaluate the major highway expansion projects for their impacts on vehicle miles traveled (VMT) and greenhouse gas emissions (GHG) and to develop and implement a corresponding multimodal transportation program to offset any increases in VMT and GHG due to corridor capacity expansion. The bill also requires MDOT to evaluate its full portfolio of major expansion projects in the Consolidated Transportation Plan (CTP) for total impacts on VMT and GHGs and, to the maximum extent practicable and subject to appropriations, to fund projects and programs that offset any impacts such that the total impact of the expansion portfolio reduces GHG emissions to be in line with reductions identified as needed from the transportation sector in the State's Carbon Pollution Reduction Plan. Finally, the bill directs MDOT to create the technical capacity and internal processes to carry out the work including updating the Maryland Statewide Transportation Model.

Since last session, MDOT has worked collaboratively with the bill sponsors and environmental partners to identify an approach that balances environmental goals, statewide transportation needs, and implementation considerations. This approach is represented in the bill as it passed the House with the sponsor's amendments.

MDOT believes that the overall approach to addressing GHG emissions from the transportation sector outlined in House Bill 84 is reasonable and that the amended bill strengthens these approaches by clarifying the legislation's scope and improving implementation as MDOT considers major projects and its overall investments in the CTP. For these reasons, MDOT requests that the Committee provide HB 84 a favorable report.

Respectfully submitted,

Joe McAndrew
Assistant Secretary for
Project Development and Delivery
Maryland Department of Transportation
410-865-1006

Matthew Mickler
Director of Governmental Affairs
Maryland Department of Transportation
410-865-1090

HB 84 - CBF - FAV - B&T.pdf
Uploaded by: Matt Stegman
Position: FAV

CHESAPEAKE BAY FOUNDATION

Environmental Protection and Restoration
Environmental Education

House Bill 84

Transportation – Major Highway Capacity Expansion Projects and Impact Assessments
(Transportation and Climate Alignment Act of 2025)

Date:	March 27, 2025	Position:	**FAVORABLE**
To:	Budget & Taxation Committee	From:	Gussie Maguire, MD Staff Scientist

Chesapeake Bay Foundation (CBF) **SUPPORTS** House Bill 84 which requires analysis of all major highway expansion projects to quantify increases in greenhouse gas (GHG) emissions and vehicle miles traveled. The Department of Transportation (MDOT) must fund offsets to bring net GHG emissions incurred by highway expansion down to zero. The bill also requires that a multimodal transportation program be developed alongside each major highway expansion project to offset net vehicle miles traveled due to highway expansion. The bill has been amended to ensure it applies only to the biggest and most impactful highway projects – those with a total cost of $100 million or more. While this narrows the applicability of the bill, it is still an important step in the right direction.

Maryland's Climate Pathway document identifies the transportation sector as second only to energy as a source of greenhouse gases. Highway expansion projects usually proceed from an analysis of transportation deficiencies such as traffic congestion, travel times, and general environmental impact of the project footprint without consideration of the vehicle miles traveled (VMT) or induced demand from the expanded transportation network. Increased ease of travel by personal vehicle then inadvertently leads to increased harmful emissions. Under this bill, if major highway projects cause a net increase in GHG emissions, the state is required to fund offsetting practices, such as transit and alternative transportation options, alternative energy generation, and land use changes.

Requiring each project plan to include multimodal transport options will strengthen the state's transit network, reduce the number of vehicles on the road, and lessen GHG emissions and other pollutants entering the environment from highway travel. This additional focus will evaluate whether highway expansion is the proper choice for addressing transportation deficiencies. Finally, establishing a baseline of GHG emissions and then an annual declining cap on emissions ensures that MDOT will continue to move in a direction consistent with the state's climate goals.

CBF urges the Committee's FAVORABLE report on HB 84.

For more information, please contact Matt Stegman, Maryland Staff Attorney, at mstegman@cbf.org.

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ATU 689 Favorable Written Testimony HB 84 – TCA.pd
Uploaded by: Matthew Girardi
Position: FAV

Amalgamated Transit Union Local 689

2701 Whitney Place, Forestville, Maryland 20747-3457
Telephone: 301-568-6899 Facsimile: 301-568-0692
www.atulocal689.org

Statement of the Amalgamated Transit Union (ATU) Local 689

HB 84– Transportation and Climate Alignment Act of 2025
March 27th, 2025

TO: The Honorable Guy Guzzone and Members of the Budget and Taxation Committee
FROM: Matthew Girardi, Political & Communications Director, ATU Local 689

ATU Local 689 supports HB 84 and urges the Senate Budget and Taxation Committee to issue a favorable report. This bill would be a transformative measure both for Maryland's transportation system and for working-class Marylanders.

At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, Fairfax Connector, and DASH among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

As such, we know that climate pollution often affects working class people first, including Black and brown communities, immigrants, and frontline workers. It hurts our members and our riders alike. Unfortunately, transportation is Maryland's primary source of climate pollution, and that pollution must be addressed if the state is serious about meeting its goal of reducing emissions by 60% by 2031. The Transportation and Climate Alignment Act of 2025 (TCA) is the vehicle to do just that: aligning expanded transportation with lower emissions options, like extensive, reliable, and accessible mass transit.

Specifically, HB 84 would require the Maryland Department of Transportation (MDOT) and regional transportation planning agencies to measure and mitigate any increases in climate pollution and vehicle travel caused by planned highway expansion projects over $100 million. The Union knows that major highway expansion is not a way to mitigate traffic, create good-paying and sustainable jobs, or increase accessibility. Per a 2023 report by the Central Maryland Transportation Alliance, outside of Baltimore, only 8.5% of jobs in Maryland are accessible within an hour of public transit. This directly undercuts all of the state's efforts to bring people into the middle class, to create walkable and livable communities for working class people, and to increase usage of our public transportation systems.

However, the Union notes that investing in transit is a win-win. In fact, every $1 billion invested in public transportation supports and creates approximately 50,000 jobs. Many of these are good-paying unionized jobs either directly running transit like our members, building transit systems like our brothers and sisters in the building trades, or unlocking access to jobs for workers. Under the TCA, preferred mitigation options would include improving and expanding public transportation, creating bike and pedestrian infrastructure, expanding broadband access, or other smart growth strategies- exactly what is necessary.

Transit workers effectively serve as the frontline workers to the frontline workers. Likewise, many of our members are blue-collar people, Black or brown, and immigrants. Unfortunately, we have seen time and time again that the places where climate pollution hits the worst are the places where we live. It is time to change that and build a better, healthier, more equitable, and more sustainable transportation system.

In sum, passage of HB 84 would protect our health, reduce traffic congestion, and put our strained transportation dollars where they matter most. Creating good jobs for working class Marylanders, reducing pollution in overburdened and neglected communities, and increasing access are what the State should be doing. That means reducing pollution, increasing equity, and expanding transportation choices.

Local 689 thanks Delegate Edelson for introducing this worthy measure and urges the committee to issue a favorable report.

MGA 2025 Testimony Bill HB0084 (Transportation and

Uploaded by: Michael Scepaniak

Position: FAV

Bill: HB0084

Bill Title: Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Position: **Favorable**

Members of the Senate Budget and Taxation Committee,

As a group which views public transit and active transportation as being preferred modes of transportation for maximizing the appeal and productivity of Baltimore and its closest-in suburbs, we feel that HB0084 is a very necessary bill whose time has come.

Over the course of the past couple general assembly sessions, it has become obvious that dollars available for our transportation system are proving to be scarce. We need to make the best use of these infrastructure dollars. To do that, it is important to focus our investments on projects that meet state and regional goals to strengthen our economy, advance equity, improve mobility, and fight climate change.

This bill follows in the footsteps of similar legislation enacted in Colorado (2021) and Minnesota (2023), building off of lessons learned from their years of implementation. Colorado has had several years now to see their legislation yield tangible, positive impacts. It has guided their transportation investment decision-making in significant, needle-moving ways and has proven key to them breaking out of the perpetual and self-defeating cycle of highway expansions.

Highway expansions have proven to be a wasteful use of public dollars. According to a Central Maryland Transportation Alliance analysis of data from the Texas Transportation Institute, between 1982 and 2011, the Baltimore region increased highway lane miles by 76%. During that time, the region's population grew by 48% (from 1.7 million to 2.5 million). Even though road expansion far **outpaced** population growth (76% vs. 48%), traffic congestion got **worse**. One key measure, known as congested lane miles, increased from 31% to 58%, and the annual hours of delay per automobile commuter more than quadrupled from 9 hours a year to 41 hours a year. [1] This bill will prove critical in helping us break free of this self-destructive behavior, focusing our limited funds on only the most worthy and highest-yielding transportation projects.

This bill supports the Maryland Climate Pollution Reduction Plan's finding that a 20% per-capita reduction in vehicle miles traveled (VMT) by 2050 is necessary to meet the state's climate goals. Transformation of our transportation sector has proven to be slow and elusive. To be clear, vehicle electrification is only one part of the solution. Increasing our investments in public transit,

bikeways, pedestrian infrastructure, and other strategies that reduce automobile-based travel is needed to meet our climate goals.

This bill will require the Maryland Department of Transportation and regional transportation planning agencies to measure and **mitigate** any increases in VMT and climate pollution caused by any highway expansion project under consideration that will cost more than $5 million.

The menu of possible mitigation actions is expansive, and will need to be prioritized for implementation in the overburdened and underserved communities (as defined by the Climate Solutions Now Act) most impacted by past highway projects. Such mitigation efforts will help expand people's transportation choices, offer high returns on investment, improve the ability of everyone in our communities to be happy and productive Marylanders, and strengthen the state's economy - all while reducing the long-term costs of our transportation system and reducing climate and other harmful air pollution.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of HB0084**. Thank you for your efforts and the opportunity for us to testify on this legislation.

BaltPOP - Baltimoreans for People-Oriented Places

[1] Eric Norton and Brian O'Malley. "Opinion: More Roads Mean More Congestion". September 4, 2019.
https://www.marylandmatters.org/2019/09/04/opinion-more-roads-mean-more-congestion/

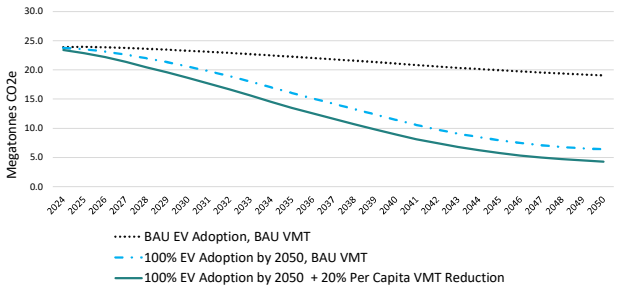
MD_Calc_Summary_Results_ACC2_Scenario.pdf
Uploaded by: Miguel Moravec
Position: FAV

Benefits of 20% Per Capita VMT reduction by 2050 in Maryland, given 100% EV Adoption by 2050

EXECUTIVE SUMMARY

CLIMATE IMPACT

Transportation Emissions Reduction Pathways



By 2050, EV adoption + VMT Reduction would reduce GHG emissions by up to 55 megatonnes MORE than 100% EV Adoption by 2050 alone

That's the same as preventing the annual emissions of 138 natural gas-fired plants!

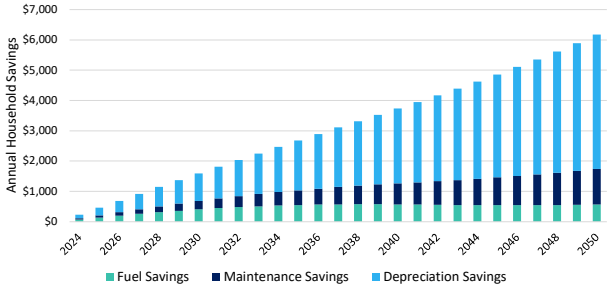
Scroll down ↓

HOUSEHOLD SAVINGS

On average, 20% Per Capita VMT reduction would save each household $3,081 a year from reduced automobile fuel, maintenance, and depreciation costs.

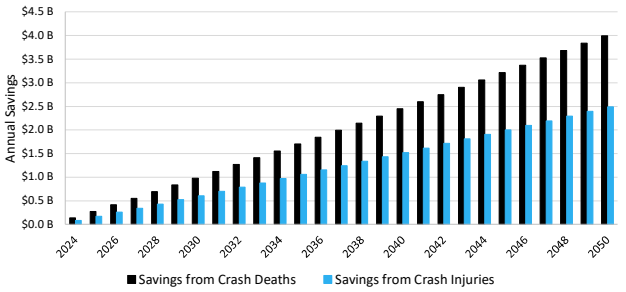
If expanded transportation options allow a family to downsize from two cars to one, household savings increase to $12,000 a year per vehicle.

Annual Direct Household Savings from VMT Reduction



ROAD SAFETY

Savings from Avoided Crash Injuries and Deaths



On average, 20% Per Capita VMT reduction would prevent 171 crash fatalities and 2,572 crash injuries per year.

By 2050, that adds up to $89 billion in savings from avoided medical expenses, damages, and productivity losses.

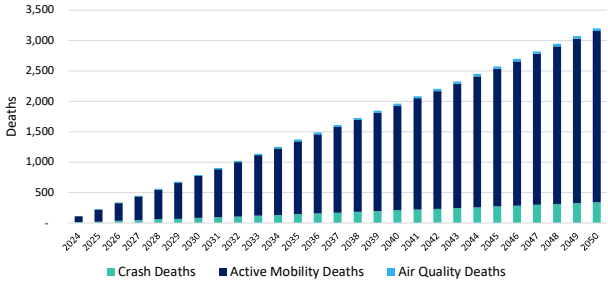
Scroll down ↓

PUBLIC HEALTH

On average, 20% Per Capita VMT reduction would improve crash outcomes and alleviate mortality risks from air pollution and inactivity health outcomes, saving over 1,420 lives per year.

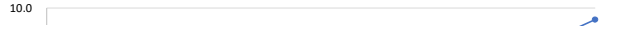
By 2050 and using the US DOT Statistical Value of Life, this would represent $657 billion of avoided life loss.

Avoided Deaths from VMT Reduction

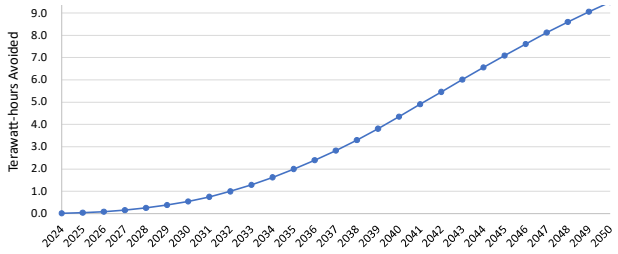


ENERGY DEMAND

Energy Demand Avoided by Reducing EV Charging



By 2050, 20% Per Capita VMT reduction would lower energy



demand by 98 TWh due to reduced electric vehicle charging. This would alleviate strain on the electrical grid to provide reliable service.

That's enough to completely meet New York City's current annual energy demand for 1.9 years!

In the selected EV scenario, 100% EV Adoption by 2050, EVs will be 43% of vehicles by 2035 and will be 99% of vehicles by 2050, requiring new generation from the grid.

RMI MD TCA Testimony 2025 Senate March.pdf
Uploaded by: Miguel Moravec
Position: FAV

RMI
1850 M St NW, Suite 280
Washington, DC 20036

Committee:	**Budget and Taxation Committee**
Testimony on:	**SB 395, "Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)"**
Position:	**Support**
Hearing Date:	**March 27, 2025**

Members of the Committee,

RMI is a nonpartisan, nonprofit organization working to secure a clean, prosperous, zero-carbon future for all by leveraging market-driven solutions.

Marylanders face soaring transportation expenses. According to a 2024 report from the American Automobile Association (AAA), the annual cost of car ownership is at an all-time high of $12,297 per year per vehicle. The average Maryland household has approximately 2 vehicles, doubling this expense.

Maryland is also not on track to meet its climate goals. According to the Department of Transportation's (MDOT) 2023 Carbon Pollution Reduction Plan, the state must further expand clean transportation choices and reduce Vehicle Miles Traveled (VMT) by 20% per capita to achieve climate alignment.

However, MDOT forecasts that current "strategies in progress," although helpful, are not enough to achieve the needed VMT reductions, increasing both household costs and climate pollution.

The enclosed results show our analysis of the benefits to Marylanders if MDOT were to adopt new policies and strategies to achieve its 20% per capita VMT goal by 2050. These potential benefits include:

- **$3,081 of average household savings per year** from reduced vehicle operating costs and depreciation, adding up to **$62 billion in direct cost savings** for Marylanders by 2050
- 55 million metric tons of cumulative CO2e savings
- 171 fewer car crash fatalities on average per year
- 1,420 fewer deaths on average per year from cleaner air & increased physical activity
- 26 hours of annual time savings per resident from congestion relief

Our peer-reviewed methodology is available online at the RMI 'Smarter MODES Calculator' webpage for the Committee's convenience.

Signed,

Miguel Moravec
Senior Associate
RMI

HB0084_IndivisibleHoCo_FAV.pdf
Uploaded by: Peter Alexander
Position: FAV

HB0084

Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Testimony before Appropriations Committee

Hearing February 04, 2025

Position: Favorable

Dear Chair Barnes, Vice-Chair Chang, and members of the committee, my name is Peter Alexander, and I represent the 800+ members of Indivisible Howard County. Indivisible Howard County is also an active member of the Maryland Legislative Coalition (with 30,000+ members). We are providing written testimony today **in support of HB0084**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking. We thank Delegate Edelson for sponsoring this important legislation.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

HB0084 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects and align the state's capital transportation budget with Maryland's climate goals as required by the Climate Solutions Now Act. For major highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

In addition to reducing climate pollution, **HB0084** would protect our health, reduce traffic congestion, and save consumers money - an average of more than $3,000 per household each year on vehicle costs. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We respectfully urge a favorable report.

Peter Alexander, PhD
District 9A
Woodbine, MD 21797

Testimony-HB 84 Senate Hearing -Climate and Transp

Uploaded by: Phil Webster

Position: FAV

Unitarian Universalist Legislative Ministry of Maryland

Testimony in Support of
HB 84 Climate and Transportation Alignment Act of 2025

TO: Chair Guzzone and members of the Budget and Tax Committee
FROM: Phil Webster, PhD, Lead Advocate, Climate Change
Unitarian Universalist Legislative Ministry of Maryland.
DATE: March 27, 2025

The Unitarian Universalist Legislative Ministry of Maryland strongly supports **HB 84** - **Climate and Transportation Alignment Act of 2025** which would ensure that Maryland's transportation planning aligns with the state's climate, social, and economic goals.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Climate and Transportation Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

HB 84 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects **AND** align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act of 2022. For major highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options–like public transit, bike paths, and pedestrian infrastructure–and prioritize investments in overburdened and underserved communities.

The UULM-MD is a faith-based advocacy organization based on Unitarian Universalist Values, including justice, equity, and interdependence. Working to mitigate, adapt to, and build resilience for climate change is central to our beliefs. The **Climate and Transportation Alignment Act** corresponds to both values. Expanding public transportation will benefit underserved communities with quicker and reliable access to employment, education, health care services and shopping. Reducing vehicle miles driven will contribute to meeting the greenhouse gases mandate in the Climate Solutions Now Act of 2022.

The **Climate and Transportation Act** would protect our health, reduce traffic congestion, and save consumers money—an average of more than $3,000 per household each year on vehicle costs. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices.

We strongly urge a favorable report on **HB 84**.

Phil Webster, PhD
Lead Advocate, Climate Change UULM-MD

SUPPORT_HB 84 - F_Transportation Climate Alignment
Uploaded by: Ramon Palencia-Calvo
Position: FAV

MARYLAND LEAGUE OF CONSERVATION VOTERS

March 27, 2025

SUPPORT: HB 84 - Transportation - Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Chair Guzzone and Members of the Committee:

Maryland LCV supports HB 84 - Transportation and Climate Alignment Act of 2025 (TCA) - and we thank Delegate Edelson for his leadership and commitment to reducing harmful pollution, improving access to jobs and essential services, and creating affordable and clean transportation choices for Maryland residents.

Transportation is the largest contributor to greenhouse gas emissions in Maryland and the second-largest expense for families after housing, with its associated pollution disproportionately impacting communities of color and low-wealth communities. Tailpipe emissions, filled with carcinogens, particulate matter, and soot, significantly increase the lifetime risk of cancer, asthma, and heart disease, exacerbating health disparities in vulnerable populations. Our reliance on highways has also led to worsening traffic congestion and air pollution. The TCA provides a solution by ensuring Maryland's transportation investments prioritize clean, affordable, and multimodal options that benefit all residents, addressing both environmental and equity concerns.

The TCA would enhance accountability by requiring the Maryland Department of Transportation (MDOT) to measure and reduce net greenhouse gas emissions from transportation projects, aligning investments with the state's climate goals. The bill prioritizes investments in safe and more equitable transportation like public transit, bike paths, and pedestrian infrastructure

Critically, the TCA ensures that overburdened and underserved communities—those most affected by highway projects and pollution—are prioritized for clean transportation investments. This approach will reduce the disproportionate impacts of air pollution and traffic congestion on these communities while creating healthier, more connected neighborhoods.

The TCA builds on proven successes in states like Colorado and Minnesota, where similar policies have already demonstrated significant benefits. Colorado, for example, has shifted investments toward bus rapid transit corridors and multimodal networks, reducing emissions by 1.5 million metric tons by 2030 and saving commuters $40 billion by 2050. Maryland can adopt this legislation to achieve similar outcomes.

In closing, the Transportation and Climate Alignment Act is a forward-thinking policy that ensures Maryland's transportation system meets the needs of all communities while tackling the urgent challenge of climate change. This legislation paves the way for a safer, more sustainable, and more equitable future for Maryland.

Maryland LCV strongly urges a favorable report on this critical bill.

HB 084_Senate_Maryland Catholics for Our Common Ho
Uploaded by: Robert Simon
Position: FAV

Hearing before the Senate Budget and Taxation Committee
Maryland General Assembly
March 27, 2025

Statement of Support (FAVORABLE)
of Maryland Catholics for Our Common Home on
HB 84, Transportation and Climate Alignment Act of 2025

Maryland Catholics for Our Common Home (MCCH) is a lay-led organization of Catholics from parishes in the three Catholic dioceses in Maryland: the Archdiocese of Baltimore, the Archdiocese of Washington, and the Diocese of Wilmington. It engages in education about, and advocacy based upon, the teachings of the Catholic Church relating to care for creation and respect for all life. MCCH is a grassroots voice for the understanding of Catholic social teaching held by a wide array of Maryland Catholics. So far this year, over 700 Maryland Catholics from 45 different Catholic parishes and religious communities across the State have joined together through MCCH to support several key environmental bills under consideration by the General Assembly. MCCH is independent, though, and should be distinguished as an organization from the Maryland Catholic Conference, which represents the public policy positions of the bishops who lead these three dioceses.

MCCH would like to express its strong support for passage of House Bill 84, the Transportation and Climate Alignment Act of 2025. As Catholics, we view care for God's creation and care for vulnerable groups in society as an integral part of our faith, as taught by recent Popes, including the forceful statements of Pope Francis in his encyclical, *Laudato Si': On Care for Our Common Home*[1] (2015), and in his more recent apostolic exhortation, *Laudate Deum*[2] (2023).

The provisions of House Bill 84 are responsive to the challenges of building a strong, dependable, less-polluting, and equitable transportation system, consistent with the moral call to action that is part of Catholic social teaching.

It would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options—like public transit, bike paths, and pedestrian infrastructure—and prioritize investments in overburdened and underserved communities.

These new policies and requirements will expand and improve transportation choices, which will contribute to an integral improvement to the quality of human life, especially for the poor. These improvements include reduction in traffic congestion (which contributes to air pollution) and reduced traffic injuries and fatalities, in addition to reducing the climate pollution that leads to harmful environmental consequences that are borne disproportionately by vulnerable citizens and

communities. These provisions of House Bill 84 will help our State to meet the environmental and moral imperatives of aligning our transportation and climate policies.

In *Laudato Si'*, Pope Francis identifies transportation as a key factor in the quality of life in urban areas. He describes transportation's interlocking challenges of reducing pollution, developing humane urban design, and improving access to and the quality of public transportation as follows:

> Many cars, used by one or more people, circulate in cities, causing traffic congestion, raising the level of pollution, and consuming enormous quantities of non-renewable energy. This makes it necessary to build more roads and parking areas which spoil the urban landscape. Many specialists agree on the need to give priority to public transportation. Yet some measures needed will not prove easily acceptable to society unless substantial improvements are made in the systems themselves…. (*Laudato Si'*, no. 153)

In *Laudate Deum*, Pope Francis emphasizes the need to act now—and to act courageously and decisively—to correct our relationship with our common home. We cannot afford a failure of "conscience and responsibility." (*Laudate Deum*, no. 52)

For these reasons we strongly urge your support for this bill. Thank you for your consideration of our views and our respectful request for a **favorable** report on House Bill 84.

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[1] The English text of the encyclical, to which the paragraph numbers in the parentheses, can be found at: https://www.vatican.va/content/francesco/en/encyclicals/documents/papa-francesco_20150524_enciclica-laudato-si.html.

[2] The English text of the apostolic exhortation, to which the paragraph numbers in the parentheses refer, can be found at: https://www.vatican.va/content/francesco/en/apost_exhortations/documents/20231004-laudate-deum.html.

Transit Choices Support Letter (HB 84).pdf
Uploaded by: Robin Budish
Position: FAV

TRANSIT CHOICES

516 N. Charles Street, Suite 312 - Baltimore, Maryland 21201

Testimony on HB 84

Transportation and Climate Alignment Act of 2025

Appropriations and Environment and Transportation

Date: March 25, 2025

Position: SUPPORT

Transit Choices strongly supports **HB 84**, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

Transportation is Maryland's #1 source of climate pollution and the second largest expense behind housing. Maryland families deserve more affordable, accessible, and sustainable transportation choices. By prioritizing projects that expand public transit and active transportation infrastructure, the **Transportation and Climate Alignment Act** will ensure that every Marylander has equitable access to opportunities like jobs, education, and healthcare.

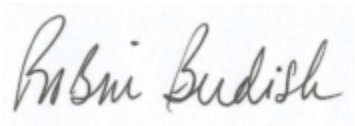
HB 84 would require the Maryland Department of Transportation (MDOT) to measure the greenhouse gas emissions of all major transportation projects, and align the state's capital transportation budget with Maryland's climate goals, as required by the Climate Solutions Now Act. For major highway expansion projects over $100 million, MDOT must offset pollution with cleaner transportation options - like public transit, bike paths, and pedestrian infrastructure - and prioritize investments in overburdened and underserved communities.

We believe that Transportation is a major contributor to greenhouse gas emissions, which are harmful to the environment and human health. Our goal for every Marylander is to protect human health, preserve the environment for present and future generations, and ensure sustainable development.

In addition to reducing climate pollution, **HB 84** would protect our health, reduce traffic congestion, and save consumers money - an average of more than $3,000 per household each year on vehicle costs. With Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce air and climate pollution, advance equity, reduce traffic injuries and fatalities, and expand transportation choices.

We strongly urge a **favorable report on HB 84.**

Sincerely,



Robin Budish
Director

410.528.8696

HB0084_TCA_FAV_ClimateCC.pdf
Uploaded by: Sonia Demiray
Position: FAV

HB0084- SUPPORT

Sonia Demiray
Climate Communications Coalition
sonia@demirayink.com
202-744-2948

HB0084 –Transportation _ Major Highway Capacity Expansion Projects and Impact Assessments
Transportation and Climate Alignment Act of 2025

Appropriations, Environment, and Transportation Committee
March 27, 2025

My name is Sonia Demiray, I am the Executive Director of the Climate Communications Coalition, a member of the Mid-Atlantic Justice Coalition, and of the Maryland Climate Justice Wing. The Climate Communications Coalition urges a favorable report on HB0084.

From a climate perspective, we have not time to waste. It is absolutely imperative that we align the biggest source of pollution in Maryland – transportation - with our climate goals. As of January 25, 2025, the average level of carbon dioxide (CO2) in the atmosphere was 423.3 parts per million (ppm), up from 280 ppm from pre-industrial revolution and comparable only to the Pliocene Climatic Optimum, which occurred over 4 million years ago when no human was alive. Continuing business as usual, and accumulating additional greenhouse gases through transportation will only exacerbate dangerous, expensive, and unpredictable weather events. CO2 does not go away - it accumulates-, staying in the atmosphere for thousands of years.

From the perspective of Marylanders, in addition to reducing pollution, HB0084 would protect our health, reduce traffic congestion, and save consumers money - an average of more than $3,000 per household each year on vehicle costs. It will improve and expand public transit, create a protected bike infrastructure, and locate jobs and amenities near where people live and near transit to reduce Vehicle Miles Traveled (VMT). Currently many Marylanders are stuck in traffic for hours each week. This bill would start mitigating this polluting waste of time and modernize our infrastructure.

Moreover, with Maryland facing a transportation budget crisis, it's critical to prioritize spending the state's scarce dollars on projects that align with its goals to reduce climate pollution, advance equity, and expand transportation choices. The Transportation and Climate Alignment Act of 2025 will ensure that future transportation projects align with the stated goals of reducing emissions by expanding clean transportation. All in all, this bill is key to bringing down our emissions and to accelerate a much needed start multi-modal, modern transit system in Maryland. It will save Marylanders money and time in addition to improving our environment and public health. We urge a favorable report on HB0084.

###

HB0084_ (FAV) Transportation – Major Highway Capac

Uploaded by: Steve Ashurst

Position: FAV

March 25, 2025

HB0084: Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Chair Guzzone and members of the Budget and Taxation Committee,

I support HB0084, which requires the Department of Transportation to perform an impact assessment of a project in planning and implementation phases and implement a corresponding multimodal program.

While many studies show that if you build it, they will come, I'll point to one local study which shows that having Capital Bikeshare in the DC area neighborhoods can reduce congestion by upwards of 4%.[1] It should come as no surprise that we need to start building out our pedestrian and bicycle infrastructure to support active transportation over cars. Additionally, we know that air and noise pollution from electric vehicles is just as high as combustion-engine vehicles.[2] Instead of creating more space for cars, let's all look deeply at what is necessary and offset these expansions with some life-saving pollution free alternatives.

I urge a favorable report on HB0084 so that it can be brought to the floor for a vote.

Sincerely,

Steve Ashurst
14401 Hollyhock Way
Burtonsville, MD 20866
steve.a.md3@gmail.com
330-474-3147

[1] https://www.sciencedirect.com/science/article/pii/S0095069616300420?via%3Dihub#s0070
[2] https://grist.org/transportation/electric-vehicles-are-a-climate-solution-with-a-pollution-problem-tire/

Testimony HB 084-in Senate-CPSR.pdf
Uploaded by: Terrence Fitzgerald
Position: FAV

Testimony on HB 84
Transportation and Climate Alignment Act of 2025
Senate Budget and Taxation Committee

Date: March 27, 2025
Position: SUPPORT

Chesapeake Physicians for Social Responsibility (CPSR) is a statewide evidence-based organization of over 900 physicians and other health professionals and supporters that addresses existential public health threats: nuclear weapons, the climate crisis, and the issues of pollution and toxic effects on health, as seen through the intersectional lens of environmental, racial and social justice.

CPSR strongly supports HB 84, which would cut pollution from Maryland's highway system by investing in public transit, walking, and biking.

One can expect multiple health benefits to result from the enactment of the **Transportation and Climate Alignment Act [TCA]:**[1]

--Travel by public transportation is safer per mile traveled than travel by automobile, resulting in fewer traumatic injuries and deaths.
--Protected bike lanes and multi-use trails likewise result in markedly decreased injuries.
--Enabling increased cycling and walking results in the manifold benefits of increased exercise, including improved mental health.
--A decrease in vehicle miles traveled results in decreased tailpipe emission of fine particulate matter and volatile organic compounds, major causes and exacerbators of pulmonary disease.

Perhaps more significant – in the long term - than all of the above is the powerful reduction in Greenhouse Gas Emissions [GHG] that can result from steps like the **TCA**. On behalf of CPSR I would like to place special emphasis on this.

Climate chaos represents an extremely serious threat to our civilization. We are not talking about inconveniences, but very serious changes to the livelihoods of many in the world. The massive fires and hurricanes that we have seen in our country are only part of the picture. Droughts, heat emergencies, and desertification in some regions, and floods and sea level rise in others are already resulting in mass migrations that destabilize nations and trigger wars. As these impacts multiply, there is a real risk of catastrophic changes to our civilization. However, our society is just not taking these threats seriously, as evidenced by our limited policy changes and our failure to fully and rapidly enact those limited changes.

[1] https://www.cdc.gov/transportation/php/about/index.html

According to the Maryland Department of Transportation, the current statewide emissions inventory "shows that on-road transportation is the single largest GHG emissions generator in Maryland, representing 36% of total GHG emissions." [2] Therefore, that is where we should act if we are actually going to try to decrease our contribution to climate change. The **Transportation and Climate Alignment Act** is one step to doing this. It presents MDOT with significant tasks. But if we are going to take the climate crisis seriously, then we are called upon to take serious action, and MDOT has expressed its willingness to take these steps.

Our motto at CPSR, and a fundamental principle of public health, is that **we must prevent what we cannot cure**. The eminent German physician and legislator Rudolf Virchow opined that "politics is nothing else but medicine on a large scale." Therefore, we physicians call on you legislators to help prevent what we cannot cure by taking the step of giving a **favorable report on HB 84.**

Terrence T. Fitzgerald, MD

[2] https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=88#:~:text=The%20current%20statewide%20emissions%20inventory,rail)%20represents%20another%204%20percent

HB0084 crossover FWA - Major Highway Capacity Expa

Uploaded by: Richard KAP Kaplowitz

Position: FWA

HB0084_Crossover Bill_RichardKaplowitz_FWA

03/27/2025

Richard Keith Kaplowitz
Frederick, MD 21703

TESTIMONY ON HB0084 - POSITION: FAVORABLE WITH AMENDMENTS

Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

TO: Chair Guzzone, Vice Chair Rosapepe, and members of the Budget and Taxation Committee
FROM: Richard Keith Kaplowitz

My name is Richard Keith Kaplowitz. I am a resident of District 3. I am submitting this testimony in support of HB0084, Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

This bill passed from 2 House committees in the House with amendments 102-37 on 03/14/25. The cross-filed bill SB0395 was heard on 01/29/25 but did not receive a second hearing. I submitted written testimony on both bills.

I respectfully urge this committee to return a favorable report with its amendments on HB0084

2025 HB0634Testimony Against 2025-03-27.pdf
Uploaded by: Alan Lang
Position: UNF

Testimony Against HB0634

Honorable Senators

Please enter an unfavorable report against HB0634.

I am against

- Establishing the Income Tax Reconciliation Program in the State to allow certain justice-involved individuals to establish installment payment plans and receive a waiver of any interest and penalties that accrue for unpaid income tax due for a taxable year beginning after December 31, 2024, but before January 1, 2030; and
- requiring the Comptroller to administer the Program; requiring the Comptroller, in collaboration with the Department of Public Safety and Correctional Services, to develop an awareness campaign about the Program.

This bill would allow inmates who owe taxes not to be subject to the interest and penalties on unpaid taxes while in prison, even those incarcerated for evading the payment of taxes. An amendment to at least make those convicted of evading taxes to be subject to interest and penalty charges failed to pass.

As law-abiding citizens, I doubt we would get such a consideration if we should make an error on our tax returns and find that we did not pay all of our taxes by April 15 and now face interest and penalties. Why should convicted criminals get a break when the state claims it needs even more tax dollars and wants law-abiding citizens and businesses to pay more to pay the bills of the State?

Please find ways to cut costs and stop finding ways to increase costs or decrease revenues.

Please enter an unfavorable report against HB0634 as one of your first steps in decreasing costs.

Alan Lang
45 Marys Mount Road
Harwood, MD 20776
Legislative District 30B
410-336-9745
Alanlang1@verizon.net
March 27, 2025

HB 84_MDCC_Transportation and Climate Alignment Ac
Uploaded by: Hannah Allen
Position: UNF

MARYLAND
Chamber of Commerce

LEGISLATIVE POSITION:
Unfavorable
House Bill 84 – Transportation and Climate Alignment Act of 2025
Senate Budget & Taxation Committee
Thursday, March 27, 2025

Dear Chair Guzzone and Members of the Committee:

Founded in 1968, the Maryland Chamber of Commerce is the leading voice for business in Maryland. We are a statewide coalition of more than 7,000 members and federated partners working to develop and promote strong public policy that ensures sustained economic health and growth for Maryland businesses, employees, and families.

Imposing the mandates outlined in House Bill 84 will bring highway capacity expansion to a halt, effectively eliminating and discouraging many needed expansion projects. Additionally, existing processes established under the National Environmental Policy Act and the state's Consolidated Transportation Program already guide state and local decision-making, ensuring a balance between essential transportation projects and climate objectives.

HB 84 also requires MDOT to either fund multimodal offsetting activities concurrently with highway expansion products or defer those projects entirely until the offsets are funded. This means essential infrastructure improvements could be indefinitely delayed or defunded if the state cannot identify and fully fund a corresponding set of transit-oriented, pedestrian, or other multimodal initiatives – regardless of whether those initiatives are appropriate or feasible in the impacted region.

This requirement introduces substantial delays to needed and necessary infrastructure projects if offset projects are not feasible or funded in time. It also results in budgetary trade-offs that divert limited state transportation dollars from critical repairs and upgrades to less urgent or less impactful multimodal programs. Such a one-size-fits-all approach disregards the transportation needs of rural and suburban communities, introduces costly new administrative burdens, and sets an unworkable standard that could paralyze progress on critical congestion relief and economic development efforts.

Highway congestion imposes significant costs on businesses due to increased transportation time and delays in the delivery of goods and services. These delays can disrupt supply chains, leading to increased operational costs and decreased efficiency. It is also important to consider that employees spend more and more time commuting to and from work. Unreliable commute times lead to lower worker productivity, hinder attraction of talent, and make access to jobs difficult for those lacking transport options. Maryland ranks in the bottom third nationally for per capita transportation infrastructure investment. As Maryland continues to grapple with persistent transportation infrastructure challenges that impact commute times and business

operations, HB 84 will further negatively impact our highway system. Instead, the Chamber advocates for a multi-pronged transportation system.

As commutes lengthen and infrastructure funding lags behind, Maryland businesses and residents are facing barriers to inclusive economic growth and reduced quality of life. Efficient, dependable transportation unlocks growth opportunities for Maryland businesses and workers. Maryland's transportation infrastructure serves the backbone of our economy, facilitating access to jobs, supplies and services for individuals, and enabling businesses to reach more customers while also benefiting from the efficient movement of goods, services and people. The Chamber believes that improved transportation networks boost economic opportunity, and we work to advance short- and long-term solutions to statewide transportation needs. Highway expansion projects create jobs, generate economic activity and transform Maryland into a leader in 21st-century transportation solutions.

For these reasons, the Chamber respectfully requests an **unfavorable report** on **HB 84**.

HB 84_MTBMA Opp Testimony.pdf
Uploaded by: Michael Sakata
Position: UNF

Opposition to HB 84 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Overview: This legislation requires additional impact assessments for major highway expansion projects over $5 million, mandating costly mitigation plans if emissions or vehicle miles traveled (VMT) increase. While MTBMA supports responsible project assessments, we believe this bill is redundant and could create unnecessary delays and drive up costs and block important infrastructure projects from moving forward. The added steps would not effectively reduce emissions, would complicate approvals, and are in direct conflict with Governor Moore's focus on economic growth. A strong transportation system is about balance, and this bill is exactly the opposite of balance. MTBMA's position: **OPPOSE**

Major Concerns:

- The bill is unnecessary and redundant, as there are already multiple processes in place with NEPA and the CTP to assess GHG and VMT impacts, and adding burdensome new steps to an already complex approval process will only hinder essential infrastructure investments
- States like CA that enacted similar requirements have struggled with increased project delays and cost escalation, raising fears that this is just a backdoor way to kill needed projects
- VMT is the wrong metric to use in assessing transportation projects, as increased VMT is also strongly correlated with job growth, increased prosperity, and reduced congestion, all of which are good things that more investment in infrastructure can deliver
- With rising fuel economy, the link between VMT growth and increased GHG emissions continues to weaken, and COG/TPB data show little added benefit from restricting VMT
- The bill adds $1.5 million in direct new costs to the Transportation Trust Fund over the next five fiscal years to implement the assessments PLUS, as the fiscal note states, *"Total project costs for major highway expansion projects and major capital projects may increase significantly"* as a result of the required offset programs, and that could add BILLIONS more in project costs, making major capacity expansion projects simply unaffordable
- A strong transportation system is vital for economic success, and this bill could hinder that, contradicting the State's economic growth agenda

FAQs:

1. **How does this legislation impact the project approval process?** By requiring additional, redundant assessments of VMT impacts and requiring costly mitigation plans to offset any increase, the bill severely limits Maryland's ability to deliver needed projects. The bill applies to all expansion projects over $5M, a limit so low it will apply to virtually all expansion projects, and could cost Maryland taxpayers billions of dollars in inflated project costs and delays.

2. **Should VMT reduction be a primary performance metric for evaluating projects? <u>No.</u>** Increased VMT is closely correlated with economic prosperity, reduced congestion, and improved travel times, all of which are good things. The problem is, some highway projects that reduce congestion can also result in slight increases in VMT on the specific highway segments that have been improved, even as total VMT on surrounding roads in the corridor may be reduced or remain unchanged. This bill does not account for such nuances and would penalize major congestion-relief projects by requiring costly mitigation in all cases. The point is that VMT (or per capita

VMT) should never be used as a primary performance metric at the project level. We are better off using the metrics widely recognized by industry experts for assessing project-level impacts: Peak-period travel time savings, increased person-throughput, and percent of congested VMT. Those give us a far better idea of the effectiveness of a project than a highly ambiguous metric like VMT.

3. **Is restricting VMT growth an effective way to reduce Green House Gas (GHG) emissions?** **No.** First, emissions per mile rise sharply in heavily congested conditions, even as VMT is reduced. More importantly, rising fuel economy has weakened the link between VMT growth and increased GHG emissions. Regional COG Transportation Planning Board data show clearly that continuing to advance electric vehicle adoption is a far more effective emission-reduction strategy, and their modeling shows very little additional benefit from restricting highway construction to reduce VMT growth. They modeled a scenario with no new highway capacity and VMT still increased 13.5% by 2050, while in that same scenario congestion grew 28% compared to the current long-range plan. So why would we delay needed projects that reduce congestion for no appreciable gain?

4. **Have other states tried this approach, and what have been the results?** **Yes.** Some states including California have enacted similar legislation as part of a national effort by anti-road interest groups to delay and drive up the costs of major highway projects. The results have been more major projects tied up in red tape and not being delivered. It's not a model we should follow.

5. **Does adding capacity to our highway network reduce congestion?** **Yes.** Highway opponents often claim that when we add new highway capacity it just fills up with new traffic, due to so-called "induced demand" effects, but this simply is not true. Induced demand effects are often wildly overstated, and we successfully "build our way out of congestion" all the time. In fact, there are many examples right here in our region, where adding new highway capacity resulted in dramatic and lasting reductions in congestion delays. Examples include the highly successful MD 200 (ICC), the Woodrow Wilson Bridge replacement, Virginia's I-495 Express Lanes, and many more. In every case, lasting improvements were realized and congestion delays were significantly reduced.

6. **Is this bill consistent with the mobility goals in the Maryland Transportation Plan (MTP)?** **No.** The MTP is a long-term plan for 2050 and includes a goal to: *"Minimize travel delays and improve reliability and quality"* and a key strategy to*: "Address congestion and bottlenecks on nationally and regionally significant corridors to facilitate access to major employment, freight, and activity centers."* Because it would effectively block some projects that do the most to address congestion, it is not consistent with the MTP and would undermine our long-term goals.

HB 84_MAA_Opposition Testimony.pdf
Uploaded by: Tim Smith
Position: UNF

MARYLAND ASPHALT ASSOCIATION

SINCE 1954

March 27th, 2025

Senator Guy Guzzone, Chair
Senate Budget and Taxation Committee
3 West, Miller Senate Office Building
Annapolis, MD 21401

RE: HB 84 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)

Dear Chair Guzzone and Members of the Senate Budget and Taxation Committee:

The Maryland Asphalt Association (MAA) represents approximately 120 members, including 20 material producers and 100 contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

House Bill 84 would introduce additional approval requirements for all major highway capacity expansion projects with total costs exceeding $5 million. This includes mandating further impact assessments before a project can be considered for inclusion in the Consolidated Transportation Program (CTP). If an assessment determines that a project would result in a net increase in greenhouse gas emissions or vehicle miles traveled, the state must develop a mitigation plan to offset those increases entirely.

While MAA supports responsible and thorough project evaluations, we believe this legislation is both redundant and unnecessarily burdensome. Existing state and federal processes already ensure rigorous environmental and transportation impact reviews, making this bill an unnecessary layer of bureaucracy. The legislation introduces additional complexity through unproven predictive tools, raising concerns about the feasibility and effectiveness of the required mitigation measures in achieving true net-zero greenhouse gas emissions. Ultimately, this could result in prolonged delays or, more likely, the cancellation of all new highway capacity expansion projects across the state.

Furthermore, this bill directly contradicts Governor Moore's economic growth agenda. For perspective, the cost of building a turn lane at an intersection is greater than $5 million. A well-funded, efficient transportation system is a cornerstone of economic development, and policies that hinder infrastructure investment risk undermining Maryland's long-term competitiveness. Below are graphs illustrating the state's roadway funding needs, shifts in allocation, and the decline in asphalt tonnage due to changing transportation priorities.

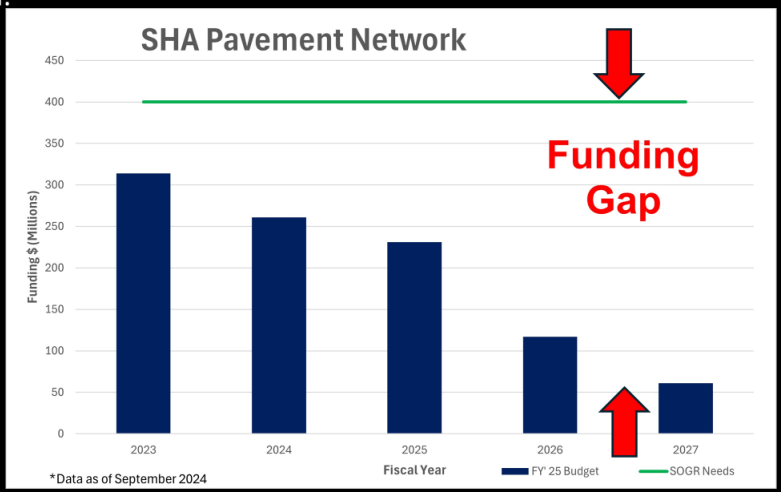
We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on HB 84.

Sincerely,

Tim Smith. P.E.
President
Maryland Asphalt Association

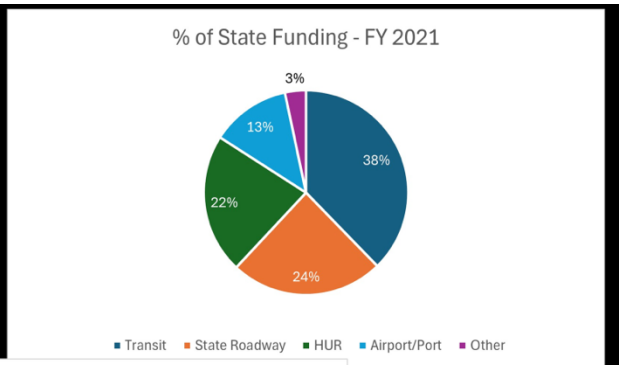
Roadway Funding Needs in Maryland

- State of Good Repair (State of Good Repair)
  - Separate from congestion.
- Existing Budgets.
  - ¼ required for SOGR.
  - 1/3 of recent allocations.
- $400M/yr for SOGR.
  - ~$300M/yr in FY ‘23



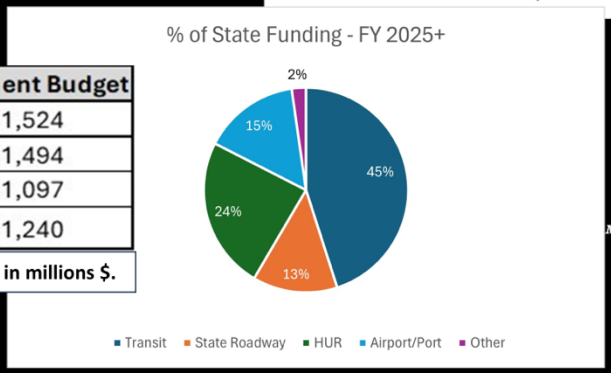
Roadway Funding

- Philosophy shift in allocation.
  - Transit is taking priority.
- Governor’s Budget Proposal.



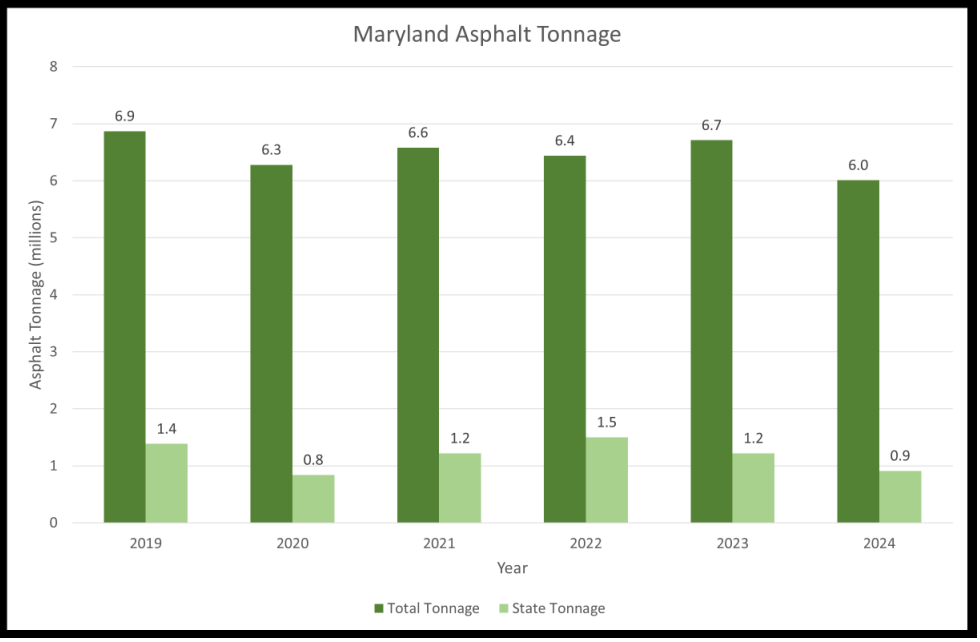
6-yr CTP	Pavement Budget
2023-'28	$1,524
2024-'29	$1,494
2025-'30 Original	$1,097
2025-'30 GO Proposal	$1,240

Budget in millions $.



MARYLAND ASPHALT ASSOCIATION
SINCE 1954

Tonnage


Maryland Asphalt Tonnage
Asphalt Tonnage (millions)
8
7
6
5
4
3
2
1
0
6.9
1.4
6.3
0.8
6.6
1.2
6.4
1.5
6.7
1.2
6.0
0.9
2019
2020
2021
2022
2023
2024
Year
Total Tonnage
State Tonnage

DO NOT SUPPORT OF BILL20250321_11240737.pdf
Uploaded by: Tom Wieland
Position: UNF

I DO NOT SUPPORT THIS BILL:BECAUSE

THIS BILL AS WRITTEN DOES NOT WARRANT IT"S EXPENSE

Tom Wieland

2464 Symphony Lane

Gambrills, Md. 21054

TRIP Report 2019.pdf
Uploaded by: Rocky Moretti
Position: INFO

Keeping Maryland Mobile:

Accomplishments and Challenges in Improving Accessibility in Maryland to Support Quality of Life and a Strong Economy

TRIP
a national transportation research group

Founded in 1971, TRIP ® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

Executive Summary

Accessibility is a critical factor in a state's quality of life and economic competitiveness. The ability of people and businesses using multiple transportation modes to access employment, customers, commerce, recreation, education and healthcare in a timely fashion is critical for the development of a region and a state. Maryland's quality of life and economic development is being hampered by high levels of traffic congestion and reduced accessibility, but stands to benefit from a statewide program to improve accessibility in the Old Line State and could realize significant benefits from a proposal for an even more robust program to improve mobility.

TRIP's "Keeping Maryland Mobile" report examines the mobility and efficiency of the state's transportation system and improvements needed to enhance access.

TRAFFIC CONGESTION IN MARYLAND

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.

- Maryland's major urban highways and roads ranked number one nationally in 2017 for the average amount of traffic carried daily per-lane-mile, and second nationally in average daily commute length from 2013 to 2017.

Rank	State	Average Daily Traffic Per Major Urban Lane Mile 2017	State	Average Daily Commute 2013-2017 (minutes)
1	**Maryland**	**10,962**	New York	33
2	California	10,103	**Maryland**	**32.7**
3	Delaware	9,701	New Jersey	31.5
4	New Jersey	9,626	Massachusetts	29.3
5	Minnesota	9,275	California	28.8

- The following chart shows the number of hours lost annually per average driver in the state's two largest urban areas and the per-driver cost of lost time and wasted fuel due to congestion in 2017.

Urban Area	Hours Lost to Congestion	Annual Cost Per Driver
Baltimore	50	$1,220
Washington, DC	87	$2,007

- In its 2017 state mobility report, the Maryland Department of Transportation State Highway Administration (MDOT SHA) estimates that congestion on the state's highways, freeways and major arterial roads costs the public $3.4 billion annually in the value of lost time and wasted fuel.

- A Center for Transportation Studies report found that, in 2017, of the approximately 1.9 million jobs accessible within a one-hour drive to residents of the Baltimore metro area, only 30 percent are accessible within a 30 minute drive. And, of the approximately 2.6 million jobs accessible within a one-hour drive to residents of the Washington, DC metro area, only 24 percent are accessible within a 30 minute drive.

- The Center for Transportation Studies report also found that, in 2017, the number of jobs accessible within a 40 minute drive in the Baltimore and Washington, DC metro areas during peak commuting hours was reduced by 38 and 47 percent, respectively, as a result of traffic congestion.

MARLAND'S MOST CONGESTED ROADWAYS

In its 2017 annual mobility report, MDOT SHA ranked the state's most congested sections of highways and most congested sections of arterial (non-freeway) roadways. Traffic congestion on these routes significantly reduces the reliability of travel times in these corridors.

- The following chart shows the most congested portions of Maryland highways during weekday AM and PM peak travel hours.

Rank	AM Most Congested Highway Sections		PM Most Congested Highway Sections	
	Route	Miles	Route	Miles
1	I-495 Outer Loop - US 1 to US 29	5	I-695 Inner Loop - MD 139 to MD 542	4.6
2	I-695 Outer Loop - I-795 to Edmondson Ave	7.5	I-270 West Spur Southbound - I-270 Split to I-495	2.1
3	I-695 Outer Loop - US 1 to MD 41	4.1	I-495 Inner Loop - Virginia State Line to I-270 West Spur	4
4	I-270 Local Southbound - Shady Grove Rd to Montrose Rd.	4.6	I-495 Outer Loop - MD 187 to Virginia State Line	5.3
5	I-95/I-495 Inner Loop - MD 5 to I-295	5.7	I-495 Inner Loop - MD 355 to MD 97	4.1
6	US 50 Westbound - MD 704 to MD 295	6.6	I-495 Inner Loop - MD 650 to MD 201	5.1
7	I-695 Inner Loop - MD 140 to I-83	5.4	I-270 Spur Northbound - I-495 to I-270	2.3
8	I-270 Southbound - Montrose Rd to I-270 Spur	3.1	MD 100 Westbound - MD 713 to US 1	2.8
9	MD 295 Southbound - MD 32 to MD 197	4.3	I-95/I-495 Inner Loop - MD 202 to MD 214	3.7
10	I-95 Southbound - MD 212 to I-495	2.1	I-695 Outer Loop - US 1 to MD 170	3.4
11	I-270 Southbound - MD 121 to Middlebrook Road	4.7	I-695 Inner Loop - US 1 to US 40	4.9
12	MD 295 Southbound MD 32 to AA/PG County Line	4.7	I-695 Inner Loop - US 40 to MD 26	5.8
12	MD 295 Southbound AA/PG County Line to MD 193	4.9	I-270 (Local) Northbound - Shady Grove Road to MD 124	5.4
14	I-95/I-495 Outer Loop MD 4 to US 50	8	I-95 Northbound - MD 216 to MD 100	7.1
15	I-97 Southbound MD 3 to MD 178	6.4	I-695 Outer Loop MD - 140 to US 40	7.5

- The following chart shows the most congested portions of Maryland arterial roadways during weekday AM and PM peak travel hours.

Rank	AM Most Congested Arterial Road Sections		PM Most Congested Arterial Roads Sections	
	Route	Miles	Route	Miles
1	US 29 Southbound - MD 650 to I-495	2.3	MD 210 Southbound - Kerby Hill Rd/Livingston Rd to Palmer Rd	2.0
2	MD 212 Westbound - Beltsville Dr to Riggs Rd	1.7	MD 650 Southbound - US 29 to Adelphi Rd	2.3
3	MD 185 Southbound - Jones Bridge Rd to Washington DC Line	1.7	MD 185 Northbound - MD 410 to 1-495	2.1
4	MD 210 Northbound - Swan Creek Rd	1.6	MD 28 Eastbound - E Gude Dr to Bel Pre Rd	2.6
5	MD 28 Westbound - MD 97 to E Gude	1.6	MD 410 Eastbound - Adelphi Rd to MD 295	2.4
6	MD 190 Eastbound - MD 188 to MD 614	1.6	MD 2 Northbound - US 50 to MD 648/Whites Rd	5.8
7	MD 3 Southbound - I-97 to Waugh Chapel Rd	1.6	MD 187 Northbound - MD 188 to I-495	2.5
8	MD 410 Westbound - MD 650 to US 29	1.6	MD 355 Northbound - Gude Dr to Shady Grove Rd	2.6
9	MD 97 Southbound - MD 193 to I-495	1.5	MD 3 Southbound - MD 175 to Waugh Chapel Rd	2.0
10	MD 650 Southbound - Venice Dr to I-495	1.5	MD 170 Southbound - MD 176 to MD 174	2.9
11	MD 27 Southbound - Oak Dr to Brink Rd	1.5	US 1 Northbound - MD 193 to Rhode Island Ave	2.1
12	MD 97 Southbound - MD 496 to MD 140	1.5	MD 115 Westbound - Needwood Rd to Shady Grove Rd	3.6
12	MD 185 Southbound - MD 97 to MD 193	1.5	MD 124 Northbound - Fieldcrest Rd to Brink Rd	2.0
14	MD 190 Eastbound - Stoney Creek Rd to Piney Meetinghouse Rd	1.5	US 1 Northbound - 38th St to Campus Dr/Paint Branch Dr	2.3
15	MD 28 Eastbound - Darnestown Rd to MD 355	1.5	MD 190 Westbound - I-495 to MD 189	3.3

POPULATION, ECONOMIC AND TRAVEL TRENDS IN MARYLAND

The rate of population and economic growth in Maryland has resulted in increased demands on the state's transportation system.

- Maryland's population reached approximately six million residents in 2018, a 14 percent increase since 2000. Maryland's population is expected to increase to approximately 6.9 million people by 2040 and the state is expected to add another 600,000 jobs by 2040.

- From 2000 to 2017, Maryland's gross domestic product (GDP), a measure of the state's economic output, increased by 45 percent, when adjusted for inflation and U.S. GDP increased by 37 percent .

- Vehicle miles traveled (VMT) in Maryland increased by 20 percent from 2000 to 2017 –from 50 billion VMT in 2000 to 60 billion VMT in 2017. The rate of vehicle travel growth in Maryland has accelerated since 2013, increasing by six percent between 2013 and 2017.

- By 2040, vehicle travel on I-495 and I-270 is expected to increase by 10 percent and 15 percent respectively.

- Travel on the InterCounty Connector, a 19-mile tolled highway from I-370 to US 1, which was opened in stages from 2011 to 2014, increased by 35 percent from 2014 to 2016, reaching a daily average of 50,900 vehicles.

FREIGHT TRANSPORTATION IN MARYLAND

Freight shipments in Maryland, which are primarily carried by trucks, are expected to increase significantly through 2040 due to population and economic growth, and changes in business, retail and consumer models, which rely on a faster and more responsive supply chain. The efficiency of freight movement in Maryland is threatened by traffic congestion, which reduces the reliability of goods movement to and from destinations in the state and through the state.

- Annually, $369 billion in goods are shipped to and from sites in Maryland, mostly by truck. Seventy-seven percent are carried by trucks and another 16 percent are carried by courier services or multiple mode deliveries, which include trucking.

- The value of freight shipped to and from sites in Maryland, in inflation-adjusted dollars, is expected to increase 110 percent by 2045.

- The following chart shows the five highway locations in Maryland carrying the largest number of large commercial trucks daily, and the five highway locations where large commercial trucks make up the largest share of daily traffic.

Rank	Highest Truck Volume		Highest Truck Percentage Locations	
	Route Location	Daily Trucks	Route Location	Percent
1	I-95 South of MD 175	28,400	US 301 South of Kent County Line	32%
2	I-95 North of MD 24	27,200	I-81 South of PA Line	32%
3	I-95 North of MD 100	27,200	I-81 South of US 11	32%
4	I-95/I-495 South of US 50	26,700	I-70 South of PA Line	31%
5	I-95 South of MD 24	26,500	I-68 West of US 219	30%

- The following chart details the highway segments in Maryland that provide the worst travel reliability for commercial trucks as a result of traffic congestion.

Rank	Least Reliable Routes for Large Commercial Trucks	Miles
1	I-895 Southbound - Moravia Road to Harbor Tunnel Toll Plaza	5
2	I-495 Inner Loop - I-270 - West Spur to MD 185	5.5
3	I-95/I-495 Inner Loop - MD 5 to I-295	5.7
4	I-70 Westbound - South Street to US 15/US 340	3
5	I-695 Outer Loop - MD 140 to MD 26	3.6
6	I-695 Outer Loop - I-95 to MD 147	4.3
7	I-95 Southbound - US 40 to Key Highway	6.2
8	1-270 East Spur Southbound - I-270 Split to I-495/MD 355	3.1
9	I-95 Northbound - Washington Blvd. to Fort McHenry Tunnel Toll Plaza	7.1
10	I-495 Outer Loop - MD 355 to Cabin John Parkway	6

- Highway accessibility was ranked the number one site selection factor in a 2017 survey of corporate executives by Area Development Magazine. Labor costs and the availability of skilled labor, which are both impacted by a site's level of accessibility, were rated second and third, respectively.

PROGRESS IN RELIEVING TRAFFIC CONGESTION IN MARYLAND

Using a combination of programs and projects, the MDOT SHA is addressing Maryland's traffic congestion and reliability challenges. These efforts are aimed at improving the efficiency and expanding the capacity of the state's transportation system.

- MDOT SHA congestion relief programs and projects to improve the efficiency and expand the capacity of the state's major roadways were estimated in 2016 to save approximately $1.6 billion in reduced delays, fuel consumption and emissions.

- MDOT SHA congestion relief efforts include: an incident management program that in 2016 cleared more than 30,000 incidents and assisted approximately 42,000 stranded motorists; improved traffic signalization; the provision of approximately 6,700 park and ride spaces at 106 locations; the use of High Occupancy Vehicle (HOV) lanes on portions of I-270 and US 50; the addition of nine miles of new sidewalks, 88 miles of marked bike lanes and six miles of shared use bike lanes; the addition of four new virtual freight weigh stations; the improvement of eight at-grade rail crossings; and, improvements to ten major intersections and the widening of a portion of MD 355 from Center Drive to West Cedar Lane in Montgomery County.

PROPOSED IMPROVEMENTS TO ENHANCE ACCESSIBILITY IN MARYLAND

Governor Larry Hogan has recommended a transportation plan designed to provide congestion relief, accommodate growth and improve economic development in Maryland. Using innovative design and funding methods, the goal of the plan is to improve the capacity, operations and safety of Maryland's transportation system.

- The $17.8 billion multimodal congestion relief plan includes:

✓ Widening of approximately 70 miles of Interstates in Maryland via funding provided through a public-private partnership, including I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and I-270 from I-495 to I-70, including the east and west I-270 spurs.
✓ A traffic relief plan for portions of the Baltimore Beltway from I-70 to MD 43.
✓ An active traffic management program for I-95 from MD 32 to MD 100.
✓ The expansion of express toll lanes on I-95 from MD 43 to MD 24.
✓ The completion of the Purple Line from the Bethesda Metro Station to the New Carrollton Metro Station.
✓ Improvements to the BaltimoreLink transit system, the METRO system and the MARC system.
✓ A statewide expansion of the smart traffic signal program.

FEDERAL TRANSPORTATION FUNDING IN MARYLAND

Investment in Maryland's roads, highways and bridges is funded by local, state and federal governments. The current five-year federal surface transportation program includes modest funding increases and provides states with greater funding certainty, but falls far short of providing the level of funding needed to meet the nation's highway and transit needs. The bill does not include a long-term and sustainable revenue source.

- Most federal funds for highway and transit improvements in Maryland are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel. Because revenue into the federal Highway Trust Fund has been inadequate to support legislatively set funding levels since 2008, Congress has transferred approximately $53 billion in general funds and an additional $2 billion from a related trust fund into the federal Highway Trust Fund.

Sources of information for this report include the Federal Highway Administration (FHWA), the Maryland Department of Transportation State Highway Administration (MDOT SHA), the American Association of State Highway and Transportation Official (AASHTO), the American Road and Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the U. S. Census Bureau, the Center for Transportation Studies, the Texas Transportation Institute (TTI) and the National Highway Traffic Safety Administration (NHTSA). All data used in the report are the most recent available.

Introduction

Maryland's transportation system provides a vital link for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. An important measure of the adequacy of a state's transportation system is the level of access provided to residents, visitors and businesses. Accessibility is the ease of reaching valued destinations or being reachable from valued destinations. For the public, these destinations include jobs, housing, shopping, recreation and social outings, whereas for businesses these locations include customers, suppliers and employees.

Supporting quality of life and a robust economy in Maryland requires that the state provide an efficient transportation system that provides a high level of accessibility. But, the high level of traffic congestion in Maryland threatens the state's economic competitiveness and is impacting quality of life. Improving mobility in Maryland would enhance economic development opportunities, improve business productivity, and make it easier and more reliable for the public to get to and from valued destinations including work, home, school, shopping and social events.

Population, Travel and Economic Trends in Maryland

Maryland residents and businesses require a high level of personal and commercial mobility. Population increases and economic growth in the state have resulted in an increase in vehicle miles of travel (VMT) and an increased demand for mobility. To foster quality of life and spur continued economic growth in Maryland, it will be critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Maryland's population grew to approximately six million residents in 2018, a 14 percent increase since 2000.[1] Maryland had 4.3 million licensed drivers in 2016.[2] Maryland's population is expected to increase to approximately 6.9 million by 2040 and the state is expected to add 600,000 jobs by 2040.[3]

From 2000 to 2017, Maryland's gross domestic product (GDP), a measure of the state's economic output, increased by 45 percent, when adjusted for inflation. U.S. GDP, adjusted for inflation, increased 37 percent during this period.[4]

From 2000 to 2017, annual VMT in Maryland increased by 20 percent, from approximately 50 billion miles traveled annually to approximately 60 billion miles traveled annually.[5] The rate of vehicle travel growth in Maryland has accelerated since 2013, increasing by six percent between 2013 and 2017.[6] Continued population and economic growth are expected to result in further increases in vehicle travel on the state's most heavily traveled highways. By 2040, vehicle travel on I-495 and I-270 is expected to increase by 10 percent and 15 percent, respectively.[7]

Vehicle travel on the InterCounty Connector, a 19-mile tolled highway from I-370 to US 1, which was opened in stages from 2011 to 2014, increased by 35 percent from 2014 to 2016, reaching a daily average of 50,900 vehicles.[8]

Cost of Congestion in Maryland

Significant levels of traffic congestion on Maryland's major urban highways and roads hamper the state's ability to support economic development and quality of life by reducing the reliability and efficiency of personal and commercial travel, including the transport of goods and services. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to consumers. Increased levels of congestion can also reduce the attractiveness of a location when a company is considering expansion or deciding where to locate a new facility.

Maryland's major urban highways and roads ranked number one nationally in 2017 for the average amount of traffic per-lane-mile, carrying an average of 10,962 vehicles per day.[9] Estimates from the 2013-2017 American Community Survey also indicate that, at 32.7 minutes, Maryland is second only to New York State (33 minutes) in average commute lengths.[10] The average national commute is 26.4 minutes.

Chart 1. States with greatest average daily traffic per lane-mile on major urban highway and roads; states with longest average commute.

Rank	State	Average Daily Traffic Per Major Urban Lane Mile 2017	State	Average Daily Commute 2013-2017 (minutes)
1	**Maryland**	**10,962**	New York	33
2	California	10,103	**Maryland**	**32.7**
3	Delaware	9,701	New Jersey	31.5
4	New Jersey	9,626	Massachusetts	29.3
5	Minnesota	9,275	California	28.8

Source: Federal Highway Administration; United States Census Bureau, American Community Survey

In its 2017 state mobility report, the Maryland Department of Transportation State Highway Administration (MDOT SHA) estimates that congestion costs on the state's highways, freeways and major arterial roads is $3.4 billion annually in the value of lost time and wasted fuel.[11]

Traffic congestion in Maryland is greatest in the Baltimore metro area and the suburbs of the Washington, D.C. metro area. Based on methodology developed by the Texas Transportation Institute, which analyzes urban traffic congestion, TRIP estimated the amount of time and the value of lost time and wasted fuel as a result of traffic congestion in 2017 for the average driver in the Baltimore and Washington, D.C., metropolitan areas. The chart below shows the average number of hours lost annually for each driver in the state's two largest urban areas, and the per-driver cost of lost time and wasted fuel due to congestion.

Chart 2. Annual hours lost to congestion and congestion costs per driver.

Urban Area	Hours Lost to Congestion	Annual Cost Per Driver
Baltimore	50	$1,220
Washington, DC	87	$2,007

Source: TRIP estimates based on Texas Transportation Institute methodology.

Traffic congestion significantly reduces access to jobs and employees. In a 2017 report, the Center for Transportation Studies at the University of Minnesota analyzed accessibility to jobs in private vehicles in the largest 50 urban areas in the U.S. The report found that of the approximately 1.9 million jobs accessible within a one-hour drive to a resident of the Baltimore metro area, only 30 percent are accessible within 30 minutes. Of the approximately 2.6 million jobs accessible within a one-hour drive to a resident of the Washington, DC metro area, only 24 percent are accessible within a 30 minute drive.[12]

The Center for Transportation Studies report also looked at the impact of traffic congestion on reducing accessibility to employment by comparing travel times during peak hours versus non-peak hours. The report found that the number of jobs accessible within 40 minutes during peak commuting times in the Baltimore and Washington, DC metro areas was reduced by 38 and 47 percent, respectively, as a result of traffic congestion.[13]

Maryland's Most Congested Roadways

In its 2017 annual mobility report, MDOT SHA ranked the state's most congested sections of highways and most congested sections of arterial (non-freeway) roadways. Traffic congestion on these routes reduces significantly the reliability of travel times in these corridors.

The following chart shows the most congested portions of Maryland highways during weekday AM and PM peak travel hours.

Chart 3. Most Congested Sections of Maryland Highways During AM and PM Peak Travel Hours.

Rank	AM Most Congested Highway Sections		PM Most Congested Highway Sections	
	Route	Miles	Route	Miles
1	I-495 Outer Loop - US 1 to US 29	5	I-695 Inner Loop - MD 139 to MD 542	4.6
2	I-695 Outer Loop - I-795 to Edmondson Ave	7.5	I-270 West Spur Southbound - I-270 Split to I-495	2.1
3	I-695 Outer Loop - US 1 to MD 41	4.1	I-495 Inner Loop - Virginia State Line to I-270 West Spur	4
4	I-270 Local Southbound - Shady Grove Rd to Montrose Rd.	4.6	I-495 Outer Loop - MD 187 to Virginia State Line	5.3
5	I-95/I-495 Inner Loop - MD 5 to I-295	5.7	I-495 Inner Loop - MD 355 to MD 97	4.1
6	US 50 Westbound - MD 704 to MD 295	6.6	I-495 Inner Loop - MD 650 to MD 201	5.1
7	I-695 Inner Loop - MD 140 to I-83	5.4	I-270 Spur Northbound - I-495 to I-270	2.3
8	I-270 Southbound - Montrose Rd to I-270 Spur	3.1	MD 100 Westbound - MD 713 to US 1	2.8
9	MD 295 Southbound - MD 32 to MD 197	4.3	I-95/I-495 Inner Loop - MD 202 to MD 214	3.7
10	I-95 Southbound - MD 212 to I-495	2.1	I-695 Outer Loop - US 1 to MD 170	3.4
11	I-270 Southbound - MD 121 to Middlebrook Road	4.7	I-695 Inner Loop - US 1 to US 40	4.9
12	MD 295 Southbound MD 32 to AA/PG County Line	4.7	I-695 Inner Loop - US 40 to MD 26	5.8
12	MD 295 Southbound AA/PG County Line to MD 193	4.9	I-270 (Local) Northbound - Shady Grove Road to MD 124	5.4
14	I-95/I-495 Outer Loop MD 4 to US 50	8	I-95 Northbound - MD 216 to MD 100	7.1
15	I-97 Southbound MD 3 to MD 178	6.4	I-695 Outer Loop MD - 140 to US 40	7.5

Source: Maryland Department of Transportation State Highway Administration

The following chart indicates the most congested portions of Maryland arterial (non-highway) roadways during weekday AM and PM peak travel hours.

Chart 4. Most Congested Sections of Maryland Arterial Roadways During AM and PM Peak Travel Hours.

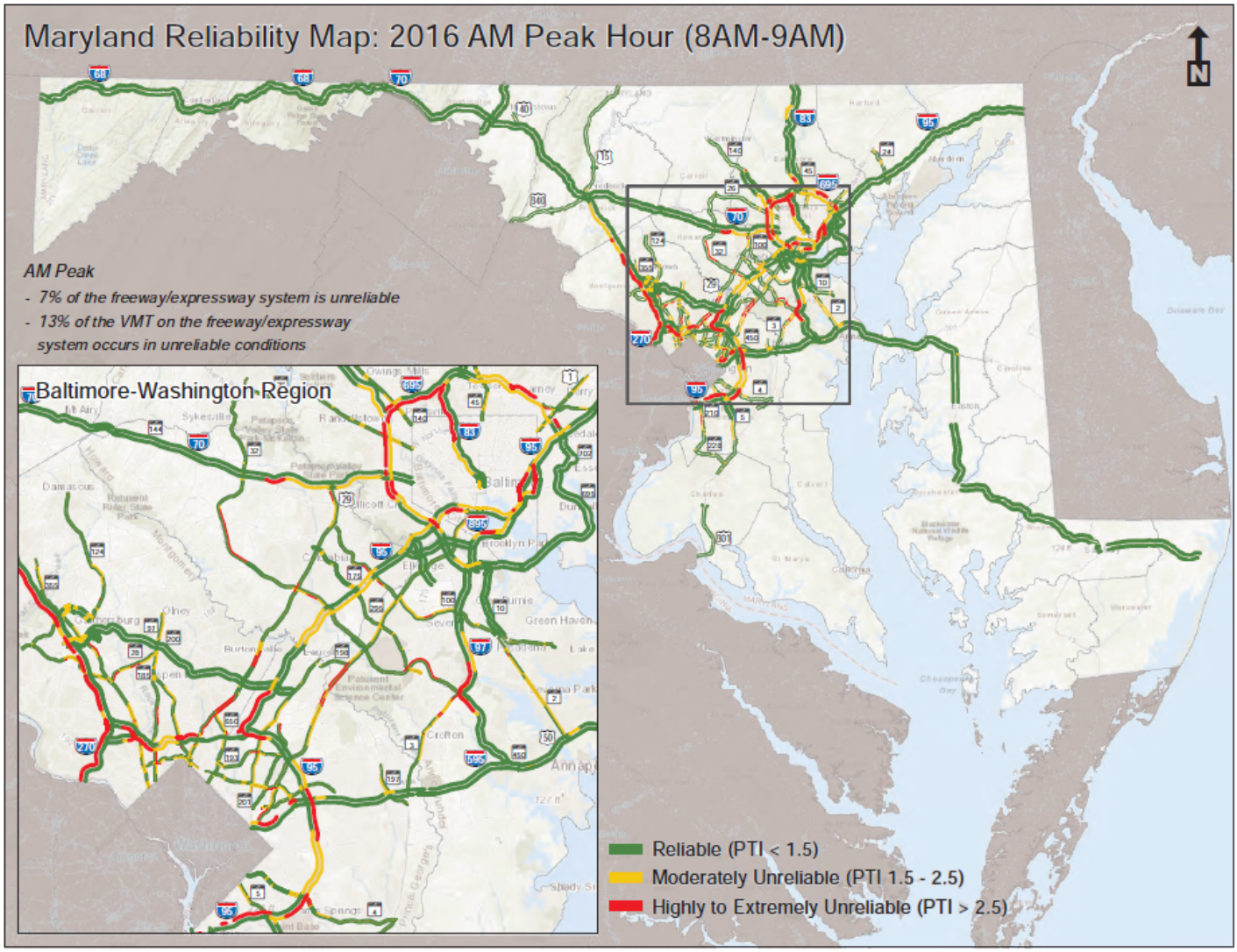
Rank	AM Most Congested Arterial Road Sections		PM Most Congested Arterial Roads Sections	
	Route	Miles	Route	Miles
1	US 29 Southbound - MD 650 to I-495	2.3	MD 210 Southbound - Kerby Hill Rd/Livingston Rd to Palmer Rd	2.0
2	MD 212 Westbound - Beltsville Dr to Riggs Rd	1.7	MD 650 Southbound - US 29 to Adelphi Rd	2.3
3	MD 185 Southbound - Jones Bridge Rd to Washington DC Line	1.7	MD 185 Northbound - MD 410 to 1-495	2.1
4	MD 210 Northbound - Swan Creek Rd	1.6	MD 28 Eastbound - E Gude Dr to Bel Pre Rd	2.6
5	MD 28 Westbound - MD 97 to E Gude	1.6	MD 410 Eastbound - Adelphi Rd to MD 295	2.4
6	MD 190 Eastbound - MD 188 to MD 614	1.6	MD 2 Northbound - US 50 to MD 648/Whites Rd	5.8
7	MD 3 Southbound - I-97 to Waugh Chapel Rd	1.6	MD 187 Northbound - MD 188 to I-495	2.5
8	MD 410 Westbound - MD 650 to US 29	1.6	MD 355 Northbound - Gude Dr to Shady Grove Rd	2.6
9	MD 97 Southbound - MD 193 to I-495	1.5	MD 3 Southbound - MD 175 to Waugh Chapel Rd	2.0
10	MD 650 Southbound - Venice Dr to I-495	1.5	MD 170 Southbound - MD 176 to MD 174	2.9
11	MD 27 Southbound - Oak Dr to Brink Rd	1.5	US 1 Northbound - MD 193 to Rhode Island Ave	2.1
12	MD 97 Southbound - MD 496 to MD 140	1.5	MD 115 Westbound - Needwood Rd to Shady Grove Rd	3.6
12	MD 185 Southbound - MD 97 to MD 193	1.5	MD 124 Northbound - Fieldcrest Rd to Brink Rd	2.0
14	MD 190 Eastbound - Stoney Creek Rd to Piney Meetinghouse Rd	1.5	US 1 Northbound - 38th St to Campus Dr/Paint Branch Dr	2.3
15	MD 28 Eastbound - Darnestown Rd to MD 355	1.5	MD 190 Westbound - I-495 to MD 189	3.3

Source: Maryland Department of Transportation State Highway Administration

Travel time on roadways can vary due to several non-recurring events, including traffic levels, vehicle breakdowns, traffic crashes or poor weather. Because congested roadways are more vulnerable to delays as a result of non-recurring events, travel time on these routes can vary significantly, diminishing the reliability of travel on these routes.

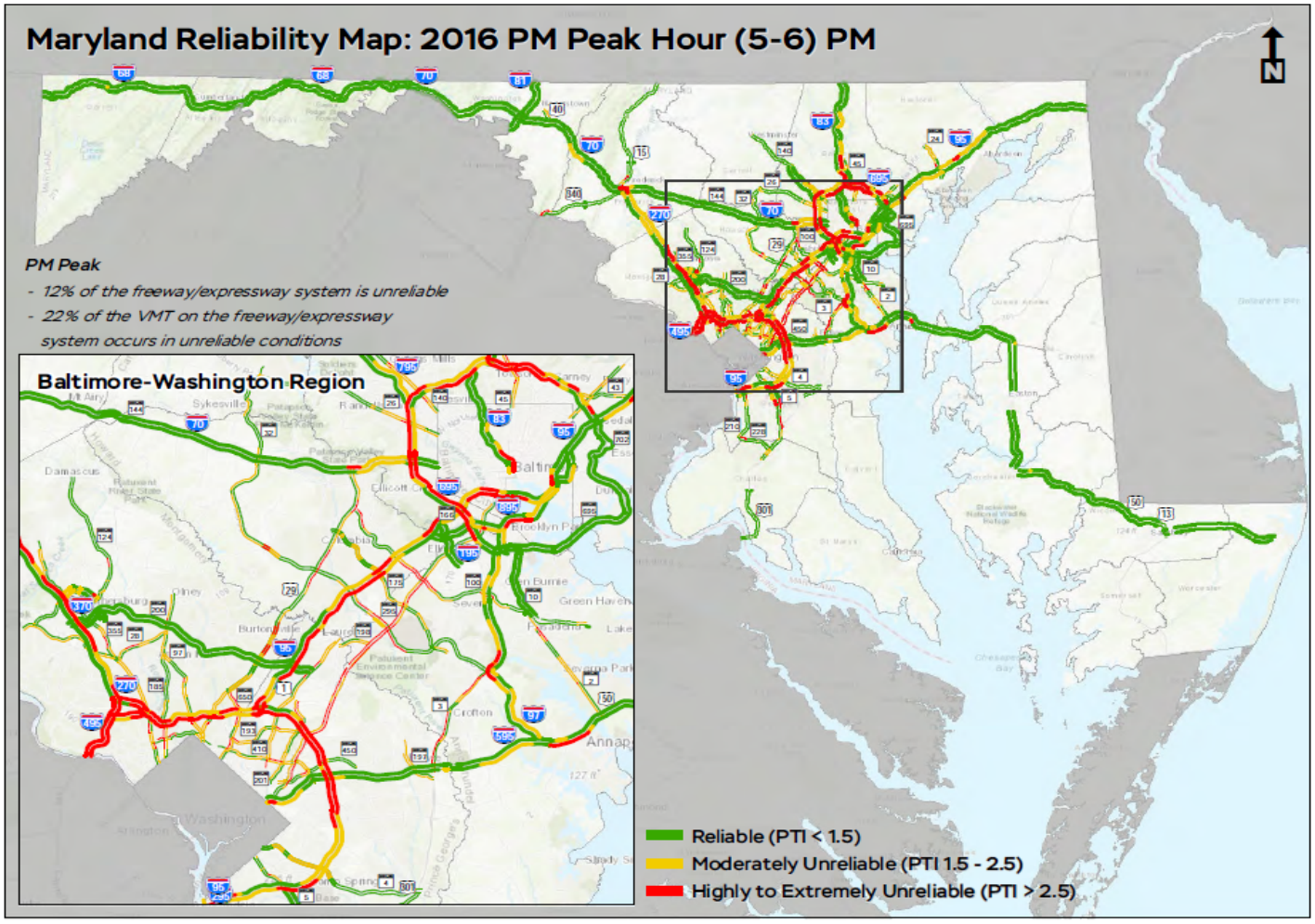
In the following two charts, MDOT SHA rates the reliability of travel on the state's highways during weekday morning and weekday afternoon peak period travel.

Chart 5. Reliability Levels on Maryland Highways During AM Peak Hours



Source: Maryland Department of Transportation State Highway Administration

Chart 6. Reliability Levels on Maryland Highways During PM Peak Hours



Source: Maryland Department of Transportation State Highway Administration

Progress in Relieving Traffic Congestion in Maryland

Using a combination of programs and projects, the MDOT SHA is addressing Maryland's traffic congestion and travel reliability challenges. These efforts include programs and projects aimed to improve the efficiency and expand the capacity of the state's transportation system and in 2016 were estimated to save the state approximately $1.6 billion in reduced delays, fuel consumption and emissions.

These programs include:

Incident management: In 2016 the state's Coordinated Highways Action Response Team (CHART) cleared more than 30,000 traffic incidents and assisted approximately 42,000 stranded motorists.

Improved traffic signalization: In 2016, MDOT SHA re-timed 202 traffic signals and completed an adaptive traffic signal system on MD 24.

Park and ride lots: MDOT SHA maintains more than 6,700 park and ride lots at 106 locations in 20 counties to connect private vehicle commuters to transit.

HOV lanes: HOV lanes are provided on portions of I-270 and US 50 to increase the number of people able to travel through these corridors.

Pedestrian and bike facilities: MDOT SHA provided an additional nine miles of new sidewalks, 88 miles of marked bike lanes and six miles of marked shared use bike lanes in 2016.

Improved freight movement: Four new virtual weigh stations, improvements to eight at-grade rail crossings and initial design work for ten additional truck parking spaces on I-70 westbound at South Mountain were completed in 2016.

Additional capacity: MDOT SHA continues to provide additional roadway capacity at a number of intersections and portions of roadways, including the following in 2016: US 220 at Louise Drive, MD 2 at MD 255, MD 2 at Earleigh Heights Road/Magothy Bridge Road, MD 32 at MD 97, MD 140 at Pleasant Valley Road South, MD 22 at Old Post Road, MD 119 at Orchard Ridge Drive/Kentlands Boulevard, the construction of a new interchange on MD 5 to improve access to the Branch Avenue Metro Station, and widening along MD 355 between Center Drive and West Cedar Lane.

Freight Transportation in Maryland

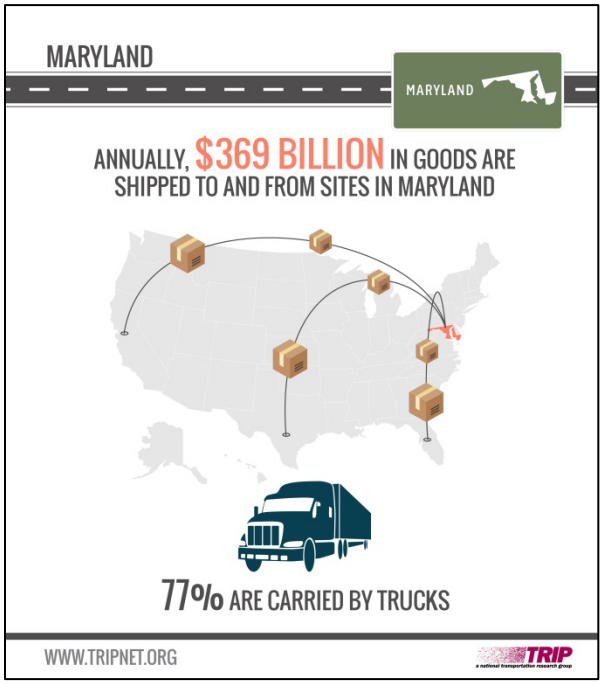
Evolving business and retail models that rely on leaner supply chains, advances in warehouse and supply chain automation, the significant growth in e-commerce, increasing international trade, and the growing logistic networks being developed by Amazon and other large retailers, require timely and reliable freight shipments.

Digitization is resulting in significant improvements in supply chain management, allowing freight brokers, carriers, shippers and receivers to exchange real-time data to more efficiently utilize freight capacity.

In response to the need for more efficient goods movement in the Northeast, numerous warehouse developments have occurred along the I-95 corridor in Maryland, including a one-million square foot distribution center southeast of Baltimore opened by Amazon in 2015.[14]

Highways are vitally important to continued economic development in Maryland, particularly to the state's manufacturing, agriculture and tourism industries. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

Every year, $369 billion in goods are shipped to and from sites in Maryland, mostly by trucks.[15] Seventy-seven percent of the goods shipped annually to and from sites in Maryland are carried by trucks and another 16 percent are carried by courier services or multiple-mode deliveries, which include trucking.[16] The amount of freight shipped in Maryland is expected to more than double over the next 25 years. The value of freight shipped to and from sites in Maryland, in inflation-adjusted dollars, is expected to increase by 110 percent by 2045.[17]



The following chart shows the five highway locations in Maryland carrying the largest number of large commercial trucks daily, and the five highway locations where the greatest share of overall traffic is made up of large commercial trucks.

Chart 7. Highest Maryland Truck Volume and Percentage Locations

Rank	Highest Truck Volume		Highest Truck Percentage Locations	
	Route Location	Daily Trucks	Route Location	Percent
1	I-95 South of MD 175	28,400	US 301 South of Kent County Line	32%
2	I-95 North of MD 24	27,200	I-81 South of PA Line	32%
3	I-95 North of MD 100	27,200	I-81 South of US 11	32%
4	I-95/I-495 South of US 50	26,700	I-70 South of PA Line	31%
5	I-95 South of MD 24	26,500	I-68 West of US 219	30%

Source: Maryland Department of Transportation State Highway Administration

The efficiency of freight movement in Maryland is threatened by traffic congestion, which reduces the reliability of goods movement to and from destinations in the state as well as through the state. The following chart details the highway segments in Maryland that provide the worst travel reliability for commercial trucks as a result of traffic congestion.

Chart 8. Least Reliable Highway Routes for Large Commercial Trucks Due to Traffic Congestion

Rank	Least Reliable Routes for Large Commercial Trucks	Miles
1	I-895 Southbound - Moravia Road to Harbor Tunnel Toll Plaza	5
2	I-495 Inner Loop - I-270 - West Spur to MD 185	5.5
3	I-95/I-495 Inner Loop - MD 5 to I-295	5.7
4	I-70 Westbound - South Street to US 15/US 340	3
5	I-695 Outer Loop - MD 140 to MD 26	3.6
6	I-695 Outer Loop - I-95 to MD 147	4.3
7	I-95 Southbound - US 40 to Key Highway	6.2
8	1-270 East Spur Southbound - I-270 Split to I-495/MD 355	3.1
9	I-95 Northbound - Washington Blvd. to Fort McHenry Tunnel Toll Plaza	7.1
10	I-495 Outer Loop - MD 355 to Cabin John Parkway	6

Source: Maryland Department of Transportation State Highway Administration

The cost of road and bridge improvements is more than offset by the reduction of user costs associated with driving on rough roads, the improvement in business productivity, the reduction in delays and the improvement in traffic safety.

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. Highway accessibility was ranked the number one site selection factor in a 2017 survey of corporate executives by Area Development Magazine. Labor costs and the availability of skilled labor, which are both impacted by a site's level of accessibility, were rated second and third, respectively.[18]

Improvements Proposed to Enhance Accessibility in Maryland

Addressing Maryland significant traffic congestion challenges will require investment in projects that can provide additional capacity along some of the state's most heavily traveled highway and transit corridors and further investment in projects that improve the efficiency of the state's transportation system.

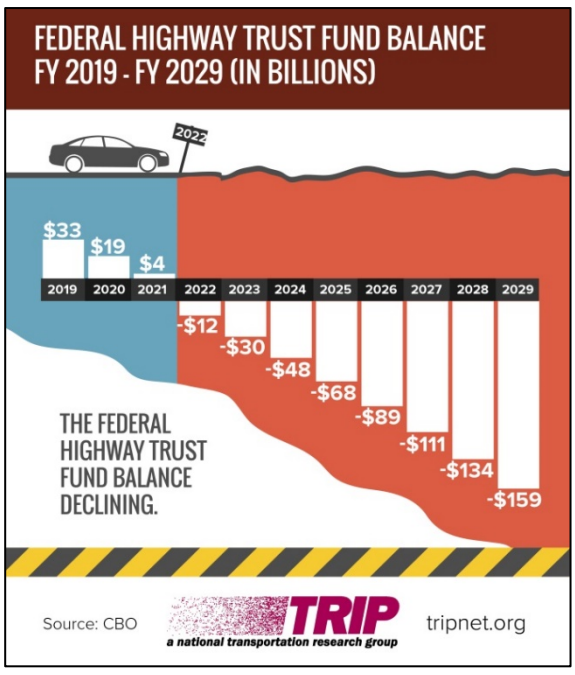
Maryland Governor Larry Hogan has recommended a transportation plan designed to provide congestion relief, accommodate growth and prosperity in Maryland. Using innovative design and funding methods, the goal of the plan is to improve the capacity, operations and safety of Maryland's transportation system.

The $17.8 billion multimodal, congestion relief plan includes:

- Widening of approximately 70 miles of Interstates in Maryland with funding provided though public-private partnerships, including the following: I-495 from south of the American Legion Bridge to east of the Woodrow Wilson Bridge and I-270 from I-495 to I-70, including the east and west I-270 spurs.
- A traffic relief plan for portions of the Baltimore Beltway from I-70 to MD 43.
- An active traffic management program for I-95 from MD 32 to MD 100.
- The expansion of express toll lanes on I-95 from MD 43 to MD 24.
- The completion of the Purple Line from the Bethesda Metro Station to the New Carrollton Metro Station.
- Improvements to the BaltimoreLink transit system, the METRO system and the MARC system.
- A statewide expansion of the smart traffic signal program.

Federal Transportation Funding

Investment in Maryland's roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's existing transportation system. The federal government is a critical source of funding for Maryland's roads, highways, bridges and transit systems and provides a significant return in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax.



Most federal funds for highway and transit improvements in Maryland are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline

and a 24.4 cents-per-gallon tax on diesel fuel. Because revenue into the federal Highway Trust Fund has been inadequate to support legislatively set funding levels since 2008, Congress has transferred approximately $53 billion in general funds and an additional $2 billion from a related trust fund into the federal Highway Trust Fund.[19]

Signed into law in December 2015, the Fixing America's Surface Transportation Act (FAST Act), provides modest increases in federal highway and transit spending. The five-year bill also provides states with greater funding certainty and streamlines the federal project approval process. But, the FAST Act does not provide adequate funding to meet the nation's need for highway and transit improvements and does not include a long-term and sustainable funding source.

The five-year, $305 billion FAST Act will provide a boost of approximately 15 percent in highway funding and 18 percent in transit funding over the duration of the program, which expires in 2020.[20] In addition to federal motor fuel tax revenues, the FAST Act will also be funded by $70 billion in U.S. general funds, which will rely on offsets from several unrelated federal programs including the Strategic Petroleum Reserve, the Federal Reserve and U.S. Customs.

Conclusion

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.

With the heaviest traveled major urban roadways in the country, the second-longest average commute in the nation, and as home to two of the most heavily congested urban areas in the nation, it is critical that Maryland have a robust transportation plan capable of improving mobility and accessibility, which is vital to the state's residents, businesses and visitors.

# # #

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TRIP Report 2023.pdf
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Keeping Maryland Mobile: Providing a Modern, Sustainable Transportation System in the Old Line State

A National Transportation Research Nonprofit

tripnet.org

MAY 2023

Founded in 1971, TRIP ® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

Executive Summary

Accessibility and connectivity are critical factors in a state's quality of life and economic competitiveness. The growth and development of a state or region hinges on efficient and safe access to employment, customers, commerce, recreation, education and healthcare via multiple transportation modes. As Maryland emerges from the COVID-19 pandemic, quality of life in the Old Line State, and the pace of the state's economic growth, will be closely tied to the condition, efficiency, safety and resiliency of its transportation system.

An adequate and reliable source of transportation funding will be critical to Maryland's ability to provide the system of roads, highways, bridges and transit that will be needed to support commerce within the state by connecting the state to markets around the globe, while providing the safe and efficient mobility needed to support a high quality of life and strong economy in Maryland.

TRIP's "Keeping Maryland Mobile" report examines the use and reliability of Maryland's surface transportation system and the importance of the recent reauthorization of the federal surface transportation program. The report also looks at the challenges Maryland faces to accommodate future transportation growth and sustain adequate funding despite the potential of increasing fuel efficiency standards and the adoption of electric vehicles. Sources of information for this report include the Maryland Department of Transportation State Highway Administration (MDOT SHA), the Federal Highway Administration (FHWA), the Bureau of Transportation Statistics (BTS), the U.S. Census Bureau, the Texas Transportation Institute (TTI), the American Road & Transportation Builders Association (ARTBA), and the National Highway Traffic Safety Administration (NHTSA).

TRAFFIC CONGESTION IN MARYLAND

Congested roads, highways and bottlenecks choke commuting and commerce and cost Marylanders $5.8 billion in 2022 in the form of auto delay, truck delay, and wasted fuel and emissions. Vehicle miles of travel (VMT) in Maryland increased by 20 percent from 2000 to 2019, and by six percent from 2014 to 2019. Due to the COVID-19 pandemic, vehicle travel in Maryland dropped by as much as 47 percent in April 2020 (compared to vehicle travel during the same month the previous year). By 2022, Maryland's overall VMT levels had rebounded to five percent below 2019's pre-pandemic levels. The chart below details the annual hours lost to congestion, congestion costs per driver and the average amount of fuel per driver wasted annually due to congestion in the state's largest urban areas.

Urban Area	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Baltimore	59	$1,371	22
Maryland DC Suburbs	99	$2,465	39

Increasing congestion on Maryland's major highways and roads hampers the state's ability to support economic development and quality of life by reducing the reliability and efficiency of personal and commercial travel, including the transport of goods and services.

Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to consumers. Increased levels of congestion can also reduce the attractiveness of a location when a company is considering expansion or deciding where to locate a new facility. The charts below include a list of Maryland's fifteen most congested highway and arterial road segments during weekday morning and evening commutes.

Rank	AM Most Congested Highway Sections		PM Most Congested Highway Sections	
	Route	Miles	Route	Miles
1	I-495 Outer Loop - PG Co. Line to MD 97	4	I-495 Inner Loop - I-270 East Spur to MD 97	3.4
2	I-695 Outer Loop- MD 43 to Cromwell Bridge Rd.	3	I-695 Inner Loop - MD 139 to Providence Rd	3.7
3	I-695 Outer Loop - MD 122 to MD 144	3	MD 295 NB - MD 410 to MD 193	3.1
4	I-270 Local SB - I-370 to MD 189	3	I-895 NB - Frankfurst Ave. to Holabird Ave.	3.2
5	I-270 SB - Shady Grove Rd. to MD 189	3	I-695 Inner Loop - I-95 to US 40	3.5
6	US 50 Westbound - MD 410 to DC Line	4	MD 295 SB - MD 175 to MD 198	4.0
7	I-695 Inner Loop - Stevenson Rd. to I-83	3	I-270 Local NB - I-370 to Watkins Mill Road	2.9
8	I-895 NB - Frankfurst Ave. to Holabird Ave.	3	I-95/I-495 Inner Loop - I-95 to MD 295	3.2
9	MD 295 SB - MD 198 to Powder Mill Rd.	6	MD 295 NB - MD 198 to MD 175	4.1
10	I-95 SB - South of MD 200 to I-495	3	I-95/I-495 Outer Loop - MD 450 to MD 201	3.5
11	MD 295 SB - MD 193 to MD 410	3	I-270 NB - MD 121 to MD 109	4.1
12	I-270 SB - MD 80 to MD 109	4	I-95 NB - MD 2 to Fort McHenry Tunnel East	3.0
13	I-495 Outer Loop - MD 187 to MD 190	3	I-495 Inner Loop - VA Line to I-270 West Spur	3.9
14	I-95/I-495 Inner Loop - MD 414 to I-295	3	I-895 SB - MD 150 to Harbor Tunnel West	3.3
15	I-95/I-495 Inner Loop - I-95 to MD 295	4	I-270 NB - MD 189 to I-370	3.2

Rank	AM Most Congested Arterial Road Sections		PM Most Congested Arterial Roads Sections	
	Route	Miles	Route	Miles
1	MD 28 WB - W. Gude Rd. to Muddy Branch Rd.	2.1	US 301 SB - MD 381 to McKendree Rd/Cedarville Rd.	2.6
2	MD 410 WB - MD 650 to MD 390	2.9	MD 193 EB - I-495 to MD 650	2.0
3	MD 185 SB - I-495 to MD 191	2.1	MD 26 WB - Washington Ave. to Brenbrook Dr.	2.0
4	US 301 SB - Short Cut Rd. to Charles Co. Line	2.2	MD 177 WB - MD 100 to Catherine Ave.	2.0
5	MD 177 EB - Catherine Ave. to Schmidts Ln.	2.3	MD 26 EB - Brenbrook Dr. to I-695	2.2
6	MD 355 NB - Beach Dr./Grosvenor Ln. to Montrose Pkwy	2.1	MD 140 EB - Owings Mills Blvd. to McDonogh Rd./Craddock Ln.	2.1
7	MD 2 NB - College Parkway to Robinson Rd.	2.5	MD 650 SB - US 29 to Adelphi Rd.	2.3
8	MD 28 EB - Baltimore Rd. to MD 97	2.3	MD 177 EB - Waterford Rd. to MD 607	2.2
9	MD 424 SB - MD 3 to MD 450	2.4	MD 2 NB - College Pkwy. to Robinson Rd./Leelyn Dr.	2.5
10	MD 2 SB - MD 665 to Mayo Rd.	2.6	MD 30 NB - MD 30 Business (North) to MD 27	2.4
11	MD 97 SB - MD 586 to MD 390	2.0	MD 140 WB - Craddock Ln./McDonogh Rd. to Owings Mills Blvd	2.1
12	MD 108 WB - MD 182 to Bowie Mill Rd.	2.3	MD 212 NB - MD 410 to Adelphi Rd.	2.5
13	MD 2 SB - MD 10 to Robinson Rd.	2.9	MD 355 SB - Montrose Pkwy. to Beach Dr./ Grosvenor Ln.	2.3
14	MD 410 WB - Riverdale Rd. to US 1	2.2	MD 355 SB - Plummer Dr. to Odendhal Dr.	2.3
15	MD 97 NB - MD 390 to MD 586	2.0	MD 500 EB - DC Line to MD 410	2.1

Traffic congestion significantly reduces access to jobs and employees. In a 2020 report, (data was collected prior to the onset of the COVID-19 pandemic) the Center for Transportation Studies at the University of Minnesota found that of the approximately 1.9 million jobs accessible within a one-hour drive to a resident of the Baltimore metro area, only 51 percent are accessible within 40 minutes. Of the approximately 2.6 million jobs accessible within a one-hour drive to a resident of the Washington, DC metro area, only 45 percent are accessible within a 40-minute drive.

The Center for Transportation Studies report also found that the number of jobs accessible within 40 minutes during peak commuting times in the Baltimore and Washington, DC metro areas was reduced by 46 and 52 percent, respectively, as a result of traffic congestion.

Location	Jobs Reachable by Auto Within 60 Minutes	Percent of Jobs Reachable by Auto Within 40 Minutes	Percent Reduction of Jobs Reachable by Auto Within 40 Min. Due to Congestion
Baltimore	1,867,890	51%	46%
Washington, DC	2,603,119	45%	52%

The Center for Transportation Studies found that in 2020 (pre-COVID-19 pandemic) in the Baltimore and Washington, DC urban areas 111,973 and 310,582 jobs were accessible within a one-hour transit trip, respectively. In the Baltimore and Washington, DC urban areas 41,307 and 46,516 jobs were accessible within one hour by travel on a low-stress bicycle network and 90,214 and 193,483 jobs were accessible within one hour by travel on a low or medium-stress bicycle network, respectively.

Location	Jobs Reachable by Transit Within 60 Minutes	Jobs Reachable by Low-Stress Bicycle Within 60 Minutes	Jobs Reachable by Low and Medium-Stress Bicycle Within 60 Minutes
Baltimore	111,973	41,307	90,214
Washington, DC	310,582	46,516	193,483

TRAFFIC BOTTLENECKS IN MARYLAND

When a portion of a highway or signalized arterial roadway experience a significant reduction in travel speeds, they are deemed bottlenecks. Often these bottlenecks form at interchanges or intersections and the resulting delays spread to adjacent roadway segments. Based on the volume of traffic, traffic speed, and the extent and length of the delay, the chart below ranks the ten worst highway bottlenecks in Maryland. A list of Maryland's 20 worst highway bottlenecks is included in the report.

Rank	Top Highway Bottlenecks	Average Length (Mi.)
1	MD 295 Northbound at Powder Mill Rd.	3
2	US 50 Westbound at William Preston Lane Bridge	4
3	I-895 Northbound at Harbor Tunnel Thruway	2
4	I-270 Northbound at MD 109/Exit 22	6
5	I-270 Northbound at MD 85/Exit 31	8
6	MD 295 Southbound at MD 198	3
7	US 50 Eastbound William Preston Lane Bridge	5
8	I-270 Southbound at MD 109/Exit 22	4
9	MD 295 Southbound at Riverdale Rd	3
10	I-495 Inner Loop at I-270 Spur	5

When signalized intersections carry more traffic than they can efficiently accommodate, traffic operations degrade, resulting in most motorists having to wait through more than one green light indication before being able to go through the intersection. The following list indicates the 15 worst performing intersections in Maryland during morning and evening peak travel periods.

Rank	AM Most Congested Arterial Intersections	PM Most Congested Arterial Intersections
1	MD 4 at MD 337/Presidential Pkwy	MD 500 at MD 410/Adelphi Rd
2	MD 26 at Lord Baltimore Dr/ I-695 OL Off Ramp	US 301 at Cedarville Rd/McKendree Rd
3	US 29 at Rivers Edge Rd	MD 4 at FDR Blvd
4	MD 5 @ Surratts Rd	MD 500 at Eastern Ave
5	MD 210 at Livingston Rd/Kerby Hill Rd	MD 410 at MD 212
6	MD 2 at Tarragon Ln	MD 41 at Putty Hill Ave
7	MD 4 at Chaneyville Rd	MD 5 at MD 637 (Naylor Rd)
8	MD 108 at Old Baltimore Rd	MD 119 at I-370/Sam Eig Hwy
9	MD 410 at MD 212	US 1 at US 1AL/Hamilton St
10	MD 210 at Wilson Bridge Dr	MD 4 at MD 337/Presidential Pkwy
11	MD 4 at Dower House Rd	US 15 SB Ramps at Rosemont Ave/Schley Ave
12	MD 124 at Warfield Rd	MD 210 at Livingston Rd/Kerby Hill Rd
13	MD 450 at 48th Street	MD 414 at Ramp from I-95 WB
14	MD 355 at MD 911/Wootten Pkwy	MD 355 at Jones Bridge Rd/Center Dr
15	MD 193 at E. Franklin Ave/Franklin Ave	MD 2 at MD 4 (Sunderland)

FREIGHT TRANSPORTATION IN MARYLAND

The health and future growth of Maryland's economy is riding on its surface transportation system. Annually, $403 billion worth of freight are shipped to or from sites in Maryland, an amount that is anticipated to grow by 73 percent in inflation-adjusted dollars by 2045.

The amount of freight transported in Maryland and the rest of the U.S. is expected to increase significantly as a result of economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

The following chart shows the five highway locations in Maryland carrying the greatest number of large commercial trucks daily, and the five highway locations where large commercial trucks make up the largest share of daily traffic.

Rank	Highest Truck Volume		Highest Truck Percentage Locations	
	Route Location	Daily Trucks	Route Location	Percent
1	I-95 North of I-695	29,300	MD 159 – South of US 40	36%
2	I-95/I-495 North of US 50	23,200	I-81 South of PA Line	36%
3	I-81 North of I-70	20,600	I-81 South of US 11	32%
4	I-695 West of Greenspring Ave	18,200	US 522 N of I-70	31%
5	I-495 East of MD 185	16,200	MD 313 – South of US 301	30%

The efficiency of freight movement in Maryland is threatened by traffic congestion, which reduces the reliability of goods movement to and from destinations in and through the state. The following chart details the highway segments in Maryland that provide the worst travel reliability for commercial trucks as a result of traffic congestion.

Rank	Least Reliable Routes for Large Commercial Trucks	Miles
1	US 50/US 301 WB - Chester Station Ln. to Bay Bridge	3.2
2	I-495 Outer Loop - I-95 to US 29	3.2
3	US 50 EB - Bay Dale Drive to Oceanic Drive	3.8
4	I-495 Inner Loop - MD 187 to MD 97	4.5
5	I-695 Outer Loop - MD 122 to MD 144	3.1
6	I-695 Outer Loop - MD 43 to Cromwell Bridge Rd	3.1
7	I-695 Inner Loop - MD 139 to Providence Road	3.3
8	I-95/ I-495 Inner Loop - MD 5 to Woodrow Wilson Bridge	5.6
9	I-895 SB - I-95 to Ponca Street	3.2
10	I-270 NB - Shady Grove Road to Watkins Mill Road	3.7
11	US 50 WB - MD 410 to Columbia Park Road	3.1
12	I-95/I-495 Inner Loop - I-95 to MD 201	3.2
13	I-95 NB - US 1 Alt to Ft McHenry Tunnel	3.2
14	I-270 West Spur SB - I-270 Split to I-495	1.7
15	I-270 SB - MD 80 to MD 109	3.8

PROGRESS IN RELIEVING TRAFFIC CONGESTION IN MARYLAND

Using a combination of programs and projects, the Maryland Department of Transportation and State Highway Administration is taking steps to address Maryland's traffic congestion and reliability challenges. These efforts are aimed at improving the efficiency and expanding the capacity of the state's transportation system.

- MDOT SHA's congestion relief programs and projects to improve the efficiency and expand the capacity of the state's major roadways were estimated in 2020 to save approximately $1.2 billion in reduced delays, fuel consumption and emissions.

  MDOT SHA congestion relief efforts include:
  - ✓ An incident management program that in 2020 cleared approximately 35,000 incidents and assisted approximately 35,000 stranded motorists.
  - ✓ Improved traffic signalization.
  - ✓ The provision of more than 13,500 park and ride spaces at 107 locations.
  - ✓ The use of High Occupancy Vehicle (HOV) lanes on portions of I-270 and US 50.
  - ✓ The addition of 9.6 miles of new sidewalks with 66 projects in 21 counties, improvements to six directional miles for biker access, increasing the directional miles of marked bike facilities provided by MDOT to over 450.
  - ✓ Nineteen virtual weigh stations are in operation and design work begun (presently on hold) for up to 20 additional truck parking spaces at the I-70 Welcome Center in Frederick County.
  - ✓ The addition of roadway capacity at a number of intersections and portions of roadways, including the following in 2020: MD 2/4 from Fox Run Boulevard to Commerce Lane; MD 32 from Main Street to Macbeth Way; MD 180 from Swallowtail Drive to US 15/340 ramps; MD 22 from Prospect Mill Road to MD 136; I-270 and Watkins Mill Road; MD 97 at Randolph Road; I-81 from Potomac River Bridge to MD 63; US 113 from MD 365 to North of Five Mile Branch; US 50 at MD 589 and MD 346 from US 113 to Healthway Drive.

THE IMPACT OF TRANSPORTATION INVESTMENT ON ECONOMIC GROWTH IN MARYLAND

According to a report by the American Road & Transportation Builders Association, the design, construction and maintenance of transportation infrastructure in Maryland supports approximately 78,000 full-time jobs across all sectors of the economy. These workers earn $3.5 billion annually. Approximately one million full-time jobs in Maryland in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state's transportation network.

MARYLAND'S TRANSPORTATION SYSTEM AND FUNDING

Investment in Maryland's roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's existing transportation system.

The level of highway investment in Maryland is likely to increase as a result of the five-year federal Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, which will provide $4.6 billion in road, highway and bridge funding in Maryland from 2022 to 2026, resulting in a 36 percent increase in federal funding in 2022.

According to the Status of the Nation's Highways, Bridges, and Transit, 24th Edition, submitted to Congress by the United States Department of Transportation (USDOT) in 2021, the nation faces a $1 trillion backlog in needed repairs and improvements to the nation's roads, highways and bridges.[1] The USDOT report found that the nation's annual investment in roads, highways and bridges by all levels of government should be increased by 55 percent annually to improve the conditions of roads, highways and bridges, relieve traffic congestion and improve traffic safety.[2]

The USDOT report also found that the nation faces a $105 billion backlog in needed repairs and improvements to the its transit systems.[3] The USDOT report found that the nation's annual investment in transit repairs and improvements by all levels of government should be increased by 30 percent to improve the condition and expand the service of the nation's transit systems.[4]

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic analysis by IHS Markit found that that every dollar spent on highway and bridge improvements results in $3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.

Sources of information for this report include the Federal Highway Administration (FHWA), the Maryland Department of Transportation and State Highway Administration (MDOT SHA), the American Road and Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the U. S. Census Bureau, the Center for Transportation Studies, the Texas Transportation Institute (TTI) and the National Highway Traffic Safety Administration (NHTSA). All data used in the report are the most recent available.

Introduction

Maryland's surface transportation system provides a vital link for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Supporting quality of life and a robust economy in Maryland requires that the state provide an efficient, safe and well-maintained transportation system that allows for a high level of accessibility, connectivity and safety. Maryland relies on a diverse economy including tourism, finance, retail, government services, manufacturing, agriculture and education. A safe, well-maintained and reliable network of roads and bridges is critical to each of these sectors and to the economic health of the state and the nation.

Adequate investment in Maryland's transportation network will help enhance economic development opportunities and improve business productivity while making it easier for the public to get to and from destinations including work, home, school, shopping and social events.

Population, Travel and Economic Trends in Maryland

Maryland residents and businesses require a high level of personal and commercial mobility. Population increases and economic growth in the state have resulted in an increase in vehicle miles of travel (VMT) and an increased demand for mobility and connectivity. To foster quality of life and spur continued economic growth, it will be critical that Maryland provide an efficient, safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Maryland's population has grown steadily, reaching approximately 6.2 million residents in 2022, a 16 percent increase since 2000.[5] Maryland had approximately 4.4 million licensed drivers in 2021.[6]

From 2000 to 2021, Maryland's gross domestic product (GDP), a measure of the state's economic output, increased by 45 percent when adjusted for inflation.[7] U.S. GDP, adjusted for inflation, increased 48 percent during this period.[8]

From 2000 to 2019, annual VMT in Maryland increased by 20 percent, from approximately 50 billion miles traveled annually to approximately 60 billion miles traveled annually.[9] From 2014 to 2019 vehicle travel in Maryland increased by six percent.[10] Due to the COVID-19 pandemic, vehicle travel in Maryland dropped by as much as 47percent in April 2020 (as compared to vehicle travel during April 2019). By 2022, Maryland's overall VMT levels had rebounded to five percent below 2019's pre-pandemic levels.[11]

Transportation Funding in Maryland

Investment in Maryland's roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's existing transportation system.

Most federal funds for highway and transit improvements in Maryland are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel (additional revenue is generated by fees on the sale of large trucks, a highway use tax levied on vehicles in excess of 55,000 pounds and a tax on the sale of large truck tires).

Revenue from the motor fuel tax -- a critical source of transportation funding -- is likely to erode as a result of increasing vehicle fuel efficiency and the increasing use of electric vehicles. The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon.[12] The share of electric vehicles of total passenger vehicle sales in the U.S. is expected to increase to five percent by 2023 and 60 percent by 2040, by which time electric vehicles will represent approximately 30 percent of the passenger vehicle fleet.[13]

The level of highway investment in Maryland will increase as a result of the five-year federal Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, which will provide $4.6 billion in road, highway and bridge funding from 2022 to 2026, resulting in a 36 percent increase in federal funding for Maryland in 2022.[14]

Maryland federal-aid eligible roads, bridges and highways include the most critical routes in the state, including the Interstate Highway System, major highways and important rural and urban routes. Federal-aid eligible roadways in Maryland account for 32 percent of state lane-miles and carry 89 percent of all vehicle miles of travel in the state.[15] Fifty-two percent of Maryland's bridges by count, and 84 percent of bridges measured by deck area are eligible for Federal aid.[16]

According to the Status of the Nation's Highways, Bridges, and Transit, 24th Edition, submitted to Congress by the United States Department of Transportation (USDOT) in 2021, the nation faces a $1 trillion backlog in needed repairs and improvements to the nation's roads, highways and bridges.[17] This backlog includes $556 billion for highway rehabilitation; $132 billion for bridge rehabilitation; $181 billion for system expansion and $143 billion for system enhancement.[18] The USDOT report found that the nation's current $107 billion annual investment in roads, highways and bridges by all levels of government should be increased by 55 percent to $166 billion annually to improve the conditions of roads, highways and bridges, relieve traffic congestion and improve traffic safety.[19]

The USDOT report also found that the nation faces a $105 billion backlog in needed repairs and improvements to its transit systems.[20] The USDOT report found that the nation's current $18.8 billion annual investment in transit repairs and improvements by all levels of government should be increased by 30 percent to $24.7 billion annually to improve the condition and expand the service of the nation's transit systems.[21]

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic analysis by IHS Markit found that that every dollar spent on highway and bridge improvements results in $3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.[22]

Traffic Congestion in Maryland

While traffic congestion is largely constrained to the state's urban areas, increasing congestion on Maryland's major highways and roads hampers the state's ability to support economic development and quality of life by reducing the reliability and efficiency of personal and commercial travel, including the transport of goods and services. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to consumers. Increased levels of congestion can also reduce the attractiveness of a location when a company is considering expansion or deciding where to locate a new facility.

Based on a 2021 report on urban mobility by the Texas Transportation Institute that analyzes urban traffic congestion levels and provides estimates on the amount of time and the value of lost time and wasted fuel as a result of traffic congestion, TRIP has estimated in the following chart the average number of hours lost annually for each driver, the per-driver cost of lost time and wasted fuel due to congestion and the average amount of fuel per driver wasted annually due to congestion in Maryland's largest urban areas.

Chart 1. Annual hours and fuel lost to congestion and congestion costs per driver.

Urban Area	Hours Lost to Congestion	Annual Cost Per Driver	Gallons of Fuel Wasted Per Driver
Baltimore	59	$1,371	22
Maryland DC Suburbs	99	$2,465	39

Source: TRIP estimate based on Texas Transportation Institute Analysis.

Congested roads, highways and bottlenecks choke commuting and commerce and cost Marylanders $5.8 billion in 2022 in the form of auto delay, truck delay, and wasted fuel and emissions.[23]

Traffic congestion significantly reduces access to jobs and employees. In a 2020 report, (data was collected prior to the onset of the COVID-19 pandemic) the Center for Transportation Studies at the University of Minnesota analyzed accessibility to jobs in private vehicles in the largest 50 urban areas in the U.S. The report found that of the approximately 1.9 million jobs accessible within a one-hour drive to a resident of the Baltimore metro area, only 51 percent are accessible within 40 minutes. Of the approximately 2.6 million jobs accessible within a one-hour drive to a resident of the Washington, DC metro area, only 45 percent are accessible within a 30-minute drive.[24]

The Center for Transportation Studies report also looked at the impact of traffic congestion on reducing accessibility to employment by comparing travel times during peak hours versus non-peak hours. The report found that the number of jobs accessible within 40 minutes during peak commuting times in the Baltimore and Washington, DC metro areas was reduced by 46 and 52 percent, respectively, as a result of traffic congestion.[25]

Chart 2. Transportation Reliability Impact on Accessibility to Employment.

Location	Jobs Reachable by Auto Within 60 Minutes	Percent of Jobs Reachable by Auto Within 40 Minutes	Percent Reduction of Jobs Reachable by Auto Within 40 Min. Due to Congestion
Baltimore	1,867,890	51%	46%
Washington, DC	2,603,119	45%	52%

Source: Center for Transportation Studies.

The Center for Transportation Studies also examined job accessibility by public transit and by bicycles in the nation's largest urban areas. Bicycle access is classified by the level of safety provided to bicyclist in a corridor, based on a route's characteristics including the presence of bike lanes, street lane configurations and prevailing traffic speeds.[26]

The reports found that in 2020 (pre COVID-19 pandemic) in the Baltimore and Washington, DC urban areas 111,972 and 310,582 jobs were accessible within a one-hour transit trip, respectively. In the Baltimore and Washington, DC urban areas 41,307 and 46,516 jobs were accessible within one hour by travel on a low-stress bicycle network and 90,214 and 193,483 jobs were accessible within one hour by travel on a low or medium-stress bicycle network, respectively.[27]

Chart 3. Employment Accessibility by Transit and Bicycle in Maryland's Largest Urban Areas (2020).

Location	Jobs Reachable by Transit Within 60 Minutes	Jobs Reachable by Low-Stress Bicycle Within 60 Minutes	Jobs Reachable by Low and Medium-Stress Bicycle Within 60 Minutes
Baltimore	111,973	41,307	90,214
Washington, DC	310,582	46,516	193,483

Source: Center for Transportation Studies, University of Minnesota.

In its 2021 annual mobility report, MDOT SHA ranked the state's most congested sections of highways and most congested sections of arterial (non-freeway) roadways. Traffic congestion on these routes reduces significantly the reliability of travel times in these corridors.

The following chart shows the most congested portions of Maryland highways during weekday AM and PM peak travel hours.

Chart 4. Most Congested Sections of Maryland Highways During AM and PM Peak Travel Hours.

Rank	AM Most Congested Highway Sections		PM Most Congested Highway Sections	
	Route	Miles	Route	Miles
1	I-495 Outer Loop - PG Co. Line to MD 97	4	I-495 Inner Loop - I-270 East Spur to MD 97	3.4
2	I-695 Outer Loop- MD 43 to Cromwell Bridge Rd.	3	I-695 Inner Loop - MD 139 to Providence Rd	3.7
3	I-695 Outer Loop - MD 122 to MD 144	3	MD 295 NB - MD 410 to MD 193	3.1
4	I-270 Local SB - I-370 to MD 189	3	I-895 NB - Frankfurst Ave. to Holabird Ave.	3.2
5	I-270 SB - Shady Grove Rd. to MD 189	3	I-695 Inner Loop - I-95 to US 40	3.5
6	US 50 Westbound - MD 410 to DC Line	4	MD 295 SB - MD 175 to MD 198	4.0
7	I-695 Inner Loop - Stevenson Rd. to I-83	3	I-270 Local NB - I-370 to Watkins Mill Road	2.9
8	I-895 NB - Frankfurst Ave. to Holabird Ave.	3	I-95/I-495 Inner Loop - I-95 to MD 295	3.2
9	MD 295 SB - MD 198 to Powder Mill Rd.	6	MD 295 NB - MD 198 to MD 175	4.1
10	I-95 SB - South of MD 200 to I-495	3	I-95/I-495 Outer Loop - MD 450 to MD 201	3.5
11	MD 295 SB - MD 193 to MD 410	3	I-270 NB - MD 121 to MD 109	4.1
12	I-270 SB - MD 80 to MD 109	4	I-95 NB - MD 2 to Fort McHenry Tunnel East	3.0
13	I-495 Outer Loop - MD 187 to MD 190	3	I-495 Inner Loop - VA Line to I-270 West Spur	3.9
14	I-95/I-495 Inner Loop - MD 414 to I-295	3	I-895 SB - MD 150 to Harbor Tunnel West	3.3
15	I-95/I-495 Inner Loop - I-95 to MD 295	4	I-270 NB - MD 189 to I-370	3.2

Source: Maryland Department of Transportation State Highway Administration.

The following chart lists the most congested portions of Maryland arterial (non-highway) roadways during weekday AM and PM peak travel hours.

Chart 5. Most Congested Sections of Maryland Arterial Roadways During AM and PM Peak Travel Hours.

Rank	AM Most Congested Arterial Road Sections		PM Most Congested Arterial Roads Sections	
	Route	Miles	Route	Miles
1	MD 28 WB - W. Gude Rd. to Muddy Branch Rd.	2.1	US 301 SB - MD 381 to McKendree Rd/Cedarville Rd.	2.6
2	MD 410 WB - MD 650 to MD 390	2.9	MD 193 EB - I-495 to MD 650	2.0
3	MD 185 SB - I-495 to MD 191	2.1	MD 26 WB - Washington Ave. to Brenbrook Dr.	2.0
4	US 301 SB - Short Cut Rd. to Charles Co. Line	2.2	MD 177 WB - MD 100 to Catherine Ave.	2.0
5	MD 177 EB - Catherine Ave. to Schmidts Ln.	2.3	MD 26 EB - Brenbrook Dr. to I-695	2.2
6	MD 355 NB - Beach Dr./Grosvenor Ln. to Montrose Pkwy	2.1	MD 140 EB - Owings Mills Blvd. to McDonogh Rd./Craddock Ln.	2.1
7	MD 2 NB - College Parkway to Robinson Rd.	2.5	MD 650 SB - US 29 to Adelphi Rd.	2.3
8	MD 28 EB - Baltimore Rd. to MD 97	2.3	MD 177 EB - Waterford Rd. to MD 607	2.2
9	MD 424 SB - MD 3 to MD 450	2.4	MD 2 NB - College Pkwy. to Robinson Rd./Leelyn Dr.	2.5
10	MD 2 SB - MD 665 to Mayo Rd.	2.6	MD 30 NB - MD 30 Business (North) to MD 27	2.4
11	MD 97 SB - MD 586 to MD 390	2.0	MD 140 WB - Craddock Ln./McDonogh Rd. to Owings Mills Blvd	2.1
12	MD 108 WB - MD 182 to Bowie Mill Rd.	2.3	MD 212 NB - MD 410 to Adelphi Rd.	2.5
13	MD 2 SB - MD 10 to Robinson Rd.	2.9	MD 355 SB - Montrose Pkwy. to Beach Dr./ Grosvenor Ln.	2.3
14	MD 410 WB - Riverdale Rd. to US 1	2.2	MD 355 SB - Plummer Dr. to Odendhal Dr.	2.3
15	MD 97 NB - MD 390 to MD 586	2.0	MD 500 EB - DC Line to MD 410	2.1

Source: Maryland Department of Transportation State Highway Administration.

Traffic Bottlenecks in Maryland

When a portion of a highway or signalized arterial roadway experience a significant reduction in travel speeds, they are deemed bottlenecks. Often these bottlenecks form at interchanges or intersections and the resulting delays spread to adjacent roadway segments. Based on the volume of traffic, traffic speed and the extent and length of the delay, the following chart ranks the worst highway bottlenecks in Maryland.[28]

Chart 6. Top Maryland Highway Bottlenecks.

Rank	Top Highway Bottlenecks	Average Length (Mi.)
1	MD 295 Northbound at Powder Mill Rd.	3
2	US 50 Westbound at William Preston Lane Bridge	4
3	I-895 Northbound at Harbor Tunnel Thruway	2
4	I-270 Northbound at MD 109/Exit 22	6
5	I-270 Northbound at MD 85/Exit 31	8
6	MD 295 Southbound at MD 198	3
7	US 50 Eastbound William Preston Lane Bridge	5
8	I-270 Southbound at MD 109/Exit 22	4
9	MD 295 Southbound at Riverdale Rd	3
10	I-495 Inner Loop at I-270 Spur	5
11	I-495 Inner Loop at MD 193/University Blvd	4
12	I-695 Inner Loop at MD 122/Security Blvd	3
13	I-495 Outer Loop at MD 193/University Blvd	2
14	I-495 Inner Loop at I-270	2
15	MD 295 Northbound at I-95/I-495	4
16	I-95 Southbound at MD 272	8
17	I-495 Northboudn at I-495/I-95/Capital Beltway	2
18	I-495 Outer Loop at MD 97/Georgia Ave	3
19	I-495 Inner Loop at I-295	3
20	I-270 Northbound at MD 117/W Diamond Ave	3

Source: Maryland Department of Transportation State Highway Administration.

When signalized intersections carry more traffic than they can efficiently accommodate, traffic operations degrade resulting in most motorists having to wait through more than one green light indication before being able to go through the intersection. The following list indicates the worst performing intersections in Maryland during morning and evening peak travel periods.[29]

Chart 7. Worst Performing Maryland Signalized Intersections During AM and PM Peak Travel Hours.

Rank	AM Most Congested Arterial Intersections	PM Most Congested Arterial Intersections
1	MD 4 at MD 337/Presidential Pkwy	MD 500 at MD 410/Adelphi Rd
2	MD 26 at Lord Baltimore Dr/ I-695 OL Off Ramp	US 301 at Cedarville Rd/McKendree Rd
3	US 29 at Rivers Edge Rd	MD 4 at FDR Blvd
4	MD 5 @ Surratts Rd	MD 500 at Eastern Ave
5	MD 210 at Livingston Rd/Kerby Hill Rd	MD 410 at MD 212
6	MD 2 at Tarragon Ln	MD 41 at Putty Hill Ave
7	MD 4 at Chaneyville Rd	MD 5 at MD 637 (Naylor Rd)
8	MD 108 at Old Baltimore Rd	MD 119 at I-370/Sam Eig Hwy
9	MD 410 at MD 212	US 1 at US 1AL/Hamilton St
10	MD 210 at Wilson Bridge Dr	MD 4 at MD 337/Presidential Pkwy
11	MD 4 at Dower House Rd	US 15 SB Ramps at Rosemont Ave/Schley Ave
12	MD 124 at Warfield Rd	MD 210 at Livingston Rd/Kerby Hill Rd
13	MD 450 at 48th Street	MD 414 at Ramp from I-95 WB
14	MD 355 at MD 911/Wootten Pkwy	MD 355 at Jones Bridge Rd/Center Dr
15	MD 193 at E. Franklin Ave/Franklin Ave	MD 2 at MD 4 (Sunderland)

Source: Maryland Department of Transportation State Highway Administration.

Freight Transportation in Maryland

Today's culture of business demands that an area has well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system, including its highways, railroads, air and maritime ports, a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in Maryland. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

The amount of freight transported in Maryland and the rest of the U.S. is expected to increase significantly as a result of economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

Annually, $403 billion worth of freight are shipped to or from sites in Maryland, an amount that is anticipated to grow by 73 percent in inflation-adjusted dollars by 2045. [30]

The following chart shows the five highway locations in Maryland carrying the largest number of large commercial trucks daily, and the five highway locations where the greatest share of overall traffic is made up of large commercial trucks.

Chart 8. Highest Maryland Truck Volume and Percentage Locations.

Rank	Highest Truck Volume		Highest Truck Percentage Locations	
	Route Location	Daily Trucks	Route Location	Percent
1	I-95 North of I-695	29,300	MD 159 – South of US 40	36%
2	I-95/I-495 North of US 50	23,200	I-81 South of PA Line	36%
3	I-81 North of I-70	20,600	I-81 South of US 11	32%
4	I-695 West of Greenspring Ave	18,200	US 522 N of I-70	31%
5	I-495 East of MD 185	16,200	MD 313 – South of US 301	30%

Source: Maryland Department of Transportation State Highway Administration.

The efficiency of freight movement in Maryland is threatened by traffic congestion, which reduces the reliability of goods movement to, from and through the state. The following chart details the highway segments in Maryland that provide the worst travel reliability for commercial trucks as a result of traffic congestion.

Chart 9. Least Reliable Highway Routes for Large Commercial Trucks Due to Traffic Congestion.

Rank	Least Reliable Routes for Large Commercial Trucks	Miles
1	US 50/US 301 WB - Chester Station Ln. to Bay Bridge	3.2
2	I-495 Outer Loop - I-95 to US 29	3.2
3	US 50 EB - Bay Dale Drive to Oceanic Drive	3.8
4	I-495 Inner Loop - MD 187 to MD 97	4.5
5	I-695 Outer Loop - MD 122 to MD 144	3.1
6	I-695 Outer Loop - MD 43 to Cromwell Bridge Rd	3.1
7	I-695 Inner Loop - MD 139 to Providence Road	3.3
8	I-95/ I-495 Inner Loop - MD 5 to Woodrow Wilson Bridge	5.6
9	I-895 SB - I-95 to Ponca Street	3.2
10	I-270 NB - Shady Grove Road to Watkins Mill Road	3.7
11	US 50 WB - MD 410 to Columbia Park Road	3.1
12	I-95/I-495 Inner Loop - I-95 to MD 201	3.2
13	I-95 NB - US 1 Alt to Ft McHenry Tunnel	3.2
14	I-270 West Spur SB - I-270 Split to I-495	1.7
15	I-270 SB - MD 80 to MD 109	3.8

Source: Maryland Department of Transportation State Highway Administration.

The ability of Maryland's and the nation's freight transportation system to accommodate the growing demand for freight movement efficiently and safely could be hampered by inadequate transportation capacity, a lack of adequate safety features on some transportation facilities, institutional barriers to enhancing the nation's freight facilities, a lack of adequate funding for needed improvements to the freight network, and a shortage of drivers.

The need to improve the U.S. freight network is occurring at a time when the nation's freight delivery system is being transformed by advances in vehicle autonomy, manufacturing, warehousing and supply chain automation, increasing e-commerce, and the growing logistic networks being developed by Amazon and other retail organizations in response to the demand for a faster and more responsive delivery and logistics cycle.

The Importance of Transportation to Economic Growth in Maryland

Investments in transportation improvements in Maryland play a critical role in the state's economy. A report by the American Road & Transportation Builders Association found that the design, construction and maintenance of transportation infrastructure supports the equivalent of approximately 78,000 full-time jobs across all sectors of the state economy, earning these workers approximately $3.5 billion annually.[31] These jobs include approximately 39,000 full-time jobs directly involved in transportation infrastructure construction and related activities. Spending by employees and companies in the transportation design and construction industry supports an additional 39,000 full-time jobs in Maryland.[32] Transportation construction in Maryland contributes an estimated $638 million annually in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[33]

Approximately one million full-time jobs in Maryland in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn approximately $40 billion in wages and contribute an estimated $7.2 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[34]

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system. Highway access has a significant impact on the competitiveness of a region's economy. In a 2022 survey of corporate executives by Area Development Magazine, highway accessibility was ranked fifth out of 28 selection factors in choosing a location.[35]

Improving Transportation Safety, Resiliency and Efficiency

Recognizing that extreme weather, sea level change, and changes in environmental conditions may threaten the condition and longevity of the nation's transportation infrastructure, transportation agencies have begun to assess vulnerabilities and consider the resilience of their transportation assets during the transportation planning process. Transportation agencies across the country have begun to incorporate resilience in asset management plans, addressing resilience in project development and design and optimizing operations and maintenance practices.[36]

Based on the importance of maximizing the level and safety of mobility provided by its transportation system, transportation agencies are adopting Transportation Systems Management and Operations (TSMO) practices and incorporating improved resiliency into their transportation network. While a TSMO program does not eliminate the need for capacity expansions along some routes, it helps enhance the mobility of an existing corridor as much as possible.

A TSMO program adopts an integrated set of strategies to improve traffic flow and safety on a portion of a roadway, including work zone management, traffic incident management, freight management, traveler information, traffic signal coordination, ramp management, transit management and improved bicycle and pedestrian crossings.[37] The benefits of TSMO can include reduced traffic congestion, reduced fuel consumption and reduced emissions.

Progress in Relieving Traffic Congestion in Maryland

Using a combination of programs and projects, the MDOT SHA is addressing Maryland's traffic congestion and travel reliability challenges. These efforts include programs and projects aimed to improve the efficiency and expand the capacity of the state's transportation system and in 2020 were estimated to save the state approximately $1.2 billion in reduced delays, fuel consumption and emissions.

These programs include:

Incident management: In 2020 the state's Coordinated Highways Action Response Team (CHART) cleared approximately 35,000 traffic incidents and assisted approximately 35,000 stranded motorists.

Improved traffic signalization: In 2020, MDOT SHA re-timed 56 traffic signals and implemented smart/adaptive traffic signals that support real-time signal timing adjustments in seven additional corridors containing 66 signals, increasing the number of adaptive signal systems in operation statewide to 18, which is improving traffic flow.

Park and ride lots: MDOT SHA maintains more than 13,500 park and ride spaces at 107 locations in 20 counties to connect private vehicle commuters to transit.

HOV lanes: HOV lanes are provided on portions of I-270 and US 50 to increase the number of people able to travel through these corridors.

HOV lanes- Managed and Express Toll Lanes: Maryland added two managed or tolled facilities in 2014 to provide congestion relief. The 19-mile MD 200 (Intercounty Connector) provides tolled highway access (toll rates vary by time of day) from I-370 in Montgomery County to US 1 in Prince George's County. Express toll lanes were added on I-95 from south of I-895 in Baltimore City to north of MD 43 in Baltimore County, which provide motorists an alternative to the free, general-purpose lanes and which also carry transit vehicles for free.

Pedestrian and bike facilities: MDOT SHA provided an additional 9.6 miles of new sidewalks with 66 projects in 21 counties during 2020, and improved six directional miles for biker access, increasing the directional miles of marked bike facilities provided by MDOT to over 450.

Improved freight movement: Nineteen virtual weigh stations are in operation and design work has begun (presently on hold) for up to 20 additional truck parking spaces at the I-70 Welcome Center in Frederick County.

Additional capacity: MDOT SHA continues to provide additional roadway capacity at a number of intersections and portions of roadways, including the following in 2020: MD 2/4 from Fox Run Boulevard to Commerce Lane; MD 32 from Main Street to Macbeth Way; MD 180 from Swallowtail Drive to US 15/340 ramps; MD 22 from Prospect Mill Road to MD 136; I-270 and Watkins Mill Road; MD 97 at Randolph Road; I-81 from Potomac River Bridge to MD 63; US 113 from MD 365 to North of Five Mile Branch; US 50 at MD 589 and MD 346 from US 113 to Healthway Drive.

Conclusion

As Maryland emerges from the COVID-19 pandemic it will be critical that the state can provide a reliable 21st-century transportation system that can accommodate the mobility demands of a modern society.

Maryland continues to make progress in providing transportation improvements that are improving the reliability of the state's most heavily traveled roads and highways. The return of vehicle travel in Maryland to near pre-COVID levels is an encouraging sign that the state is rebounding from the pandemic. But, with the heaviest traveled major urban roadways in the country, the second-longest average commute in the nation, and as home to two of the country's most heavily congested urban areas, it is critical that Maryland is able to make the transportation improvements necessary to improve reliable access, which is vital to the state's residents, businesses and visitors.

# # #

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Maryland Transportation by the Numbers

MEETING THE STATE'S NEED FOR SAFE, SMOOTH AND EFFICIENT MOBILITY

MARCH 2025

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Founded in 1971, TRIP ® of Washington, DC, is a nonprofit organization that researches, evaluates and distributes economic and technical data on surface transportation issues. TRIP is sponsored by insurance companies, equipment manufacturers, distributors and suppliers; businesses involved in highway and transit engineering and construction; labor unions; and organizations concerned with efficient and safe surface transportation.

MARYLAND KEY TRANSPORTATION FACTS

THE HIDDEN COSTS OF DEFICIENT ROADS

Driving on Maryland roads that are deteriorated, congested and that lack some desirable safety features costs Maryland drivers a total of $12 billion each year. TRIP has calculated the cost to the average motorist in the state's largest urban areas in the form of additional vehicle operating costs (VOC) as a result of driving on rough roads, the cost of lost time and wasted fuel due to congestion, and the financial cost of traffic crashes. The chart below shows the cost of deficient roads statewide and for the average driver in the state's largest urban areas.

Location	VOC	Congestion	Safety	TOTAL
Baltimore	$959	$1,313	$535	$2,807
Frederick/Hagerstown	$564	$638	$568	$1,770
Maryland DC Suburbs	$788	$2,183	$493	$3,464
Maryland Statewide	**$3.7 Billion**	**$5.6 Billion**	**$2.7 Billion**	**$12 Billion**

MARYLAND ROADS PROVIDE A ROUGH RIDE

Nearly half – 49 percent- of major locally and state-maintained roads and highways in Maryland are in poor or mediocre condition. Driving on rough roads costs the average Maryland driver $843 annually in additional vehicle operating costs – a total of $3.7 billion statewide. The chart below details pavement conditions on major roads in the state's largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Baltimore	40%	22%	11%	27%
Frederick/Hagerstown	22%	17%	10%	51%
Maryland DC Suburbs	29%	23%	15%	34%
Maryland Statewide	**29%**	**20%**	**13%**	**38%**

MARYLAND BRIDGE CONDITIONS

Five percent of Maryland's bridges (250 of 5,484 bridges) are rated in poor/structurally deficient condition, meaning there is significant deterioration of the bridge deck, supports or other major components. Sixty-three percent of the state's bridges are rated in fair condition and the remaining 32 percent are in good condition. Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In Maryland, 43 percent of the state's bridges were built in 1969 or earlier. The chart below details bridge conditions statewide and in the state's largest urban areas.

	Poor/Structurally Deficient		Fair		Good		Total Bridges
	Number	Share	Number	Share	Number	Share	
Baltimore	57	5%	806	70%	294	25%	1,157
Frederick/Hagerstown	27	3%	473	60%	295	38%	786
Maryland DC Suburbs	43	4%	637	58%	411	38%	1,091
Maryland Statewide	**250**	**5%**	**3,463**	**63%**	**1,771**	**32%**	**5,482**

MARYLAND ROADWAYS ARE CONGESTED

In 2019, the state's transportation system carried 60.2 billion annual vehicle miles of travel (VMT), a 20 percent increase since 2000. Due to the Covid-19 pandemic, vehicle travel in Maryland dropped by as much as 47 percent in April 2020 (as compared to vehicle travel during the same month the previous year). By 2023, vehicle miles of travel in Maryland had rebounded to four percent below pre-pandemic levels, returning to 57.9 billion annual vehicle miles of travel.

Congested roads choke commuting and commerce and cost Maryland drivers $5.6 billion each year in the form of lost time and wasted fuel. The chart below shows the annual number of hours lost to congestion, the cost of lost time and wasted fuel, and gallons of fuel lost to congestion for the average driver in the state's largest urban areas in 2024.

Location	Hours Lost to Congestion	Annual Cost per Driver	Gallons of Fuel Wasted per Driver
Baltimore	55	$1,313	19
Frederick/Hagerstown	23	$638	9
Maryland DC Suburbs	86	$2,183	31

MARYLAND TRAFFIC SAFETY AND FATALITIES

In the decade from 2013 to 2023 the number of traffic fatalities in Maryland increased 31 percent and the state's fatality rate increased 28 percent. The number of traffic fatalities in Maryland has increased nearly every year since 2018. From 2018 to 2023, the number of traffic fatalities in Maryland increased 19 percent and the fatality rate increased 23 percent.

MARYLAND TRAFFIC FATALITY DATA									
	2013	2018	2019	2020	2021	2022	2023	2013-2023 Change	2018-2023 Change
Traffic Fatalities	465	512	535	573	563	564	610	31%	19%
Fatalities per 100M VMT	0.82	0.86	0.89	1.13	0.99	0.99	1.05	28%	23%

From 2018 to 2022, 25 percent of those killed in crashes in Maryland involving motorized vehicles were pedestrians or bicyclists, a total of 646 pedestrian fatalities and 47 bicyclist fatalities over the five-year period. The chart below indicates the number of pedestrian, bike and total traffic fatalities in Maryland from 2018 to 2022 and the overall share of pedestrian and bicycle fatalities.

Year	Total Fatalities	Pedestrian Fatalities	Bicyclist Fatalities	Share Bike and Ped.
2018	512	131	6	**27%**
2019	535	124	10	**25%**
2020	573	134	15	**26%**
2021	563	129	6	**24%**
2022	564	128	10	**24%**
TOTAL	**2,747**	**646**	**47**	**25%**
AVERAGE	**549**	**129**	**9**	**25%**

Traffic crashes imposed a total of $8.2 billion in economic costs in Maryland in 2022 and traffic crashes in which a lack of adequate roadway safety features, while not the primary factor, were likely a contributing factor, imposed $2.7 billion in economic costs. The chart below shows the number of people killed in traffic crashes in the state's largest urban areas between 2018 and 2022, and the cost of traffic cashes per driver.

Location	Ave. Fatalities 2018-2022	Crash Costs per Driver
Baltimore	119	$535
Frederick/Hagerstown	40	$568
Maryland DC Suburbs	157	$493

In early 2022 the U.S. Department of Transportation adopted a comprehensive National Roadway Safety Strategy, a roadmap for addressing the nation's roadway safety crisis based on a Safe System approach. The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and improved Post-Crash Care.

MARYLAND TRANSPORTATION FUNDING

Improvements to Maryland's roads, highways and bridges are funded by local, state and federal governments.

The state faces a significant shortfall in the amount of transportation funding needed to move forward with improvements to the transportation network. The Maryland Department of Transportation's (MDOT) six-year capital spending plan shows that MDOT's operating costs and spending outpace revenue by $1.3 billion.

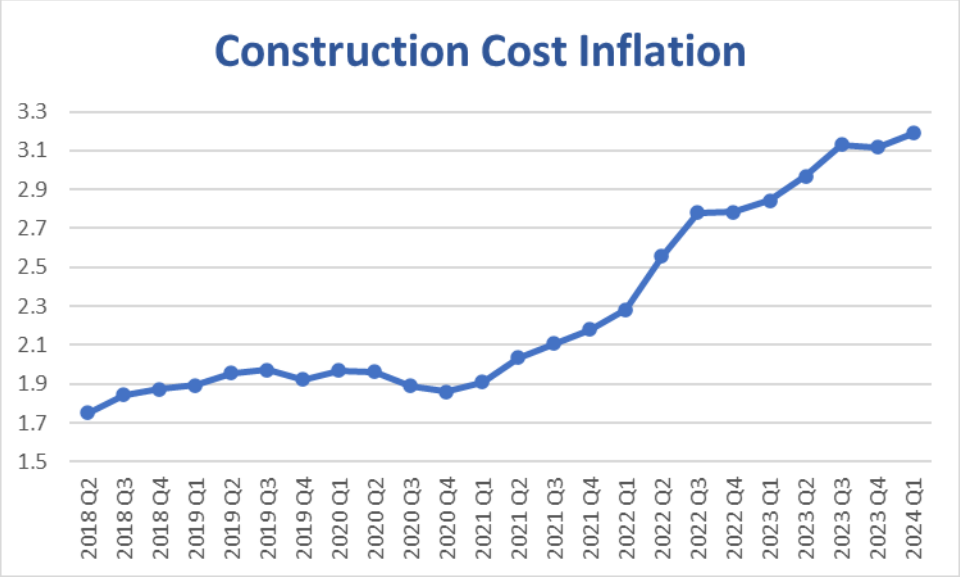
In addition to state transportation funding, the Infrastructure Investment and Jobs Act (IIJA), signed into law on November 2021, will provide $4.1 billion in federal funds to the state for highway and bridge investments in Maryland over five years, representing a 29 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program. Federal funds currently support 32 percent of the revenue used by MDOT to fund highway and bridge improvements.

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic analysis by IHS Markit found that that every dollar spent on highway and bridge improvements results in $3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.

The ability of revenue from Maryland's motor fuel tax – a critical source of state transportation funds – to keep pace with the state's future transportation needs is likely to erode as a result of increasing vehicle fuel efficiency, the increasing use of electric vehicles and inflation in highway construction costs.

The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by 2040, to 37 miles per gallon. The share of electric vehicles of total passenger vehicle sales in the U.S. is expected to increase from eight percent in 2024 to 49 percent by 2030.

Increasing inflation has also hampered Maryland's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 46 percent from the beginning of 2022 through the first quarter of 2024.



TRANSPORTATION AND ECONOMIC DEVELOPMENT

In 2022 Maryland's freight system moved 305 million tons of freight, valued at $390 billion. From 2022 to 2050, freight moved annually in Maryland by trucks is expected to increase 54 percent by weight and 98 percent by value (inflation-adjusted dollars). This anticipated growth in freight transport in Maryland, and the rest of the U.S., is a result of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

According to a report by the American Road & Transportation Builders Association, the design, construction and maintenance of transportation infrastructure in Maryland supports approximately 77,800 full-time jobs across all sectors of the state economy. These workers earn $3.5 billion annually. Approximately one million full-time jobs in Maryland in key industries like tourism, retail sales, agriculture and manufacturing are completely dependent on the state's transportation network.

Sources of information for this report include AAA, the AAA Foundation for Traffic Safety, the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the Federal Highway Administration (FHWA), the Maryland Department of Transportation (MDOT), the National Highway Traffic Safety Administration (NHTSA), , the Texas Transportation Institute (TTI), The Transportation Research Board (TRB), the U.S. Census Bureau, and the U.S. Department of Transportation. Cover photo credit: iStockPhoto.com.

INTRODUCTION

Maryland's roads, highways and bridges form vital transportation links for the state's residents, visitors and businesses, providing daily access to homes, jobs, shopping, natural resources and recreation. Modernizing Maryland's transportation system is critical to quality of life and economic competitiveness in the Old Line State. Inadequate transportation investment, which will result in deteriorated transportation facilities and diminished access, will negatively affect Maryland's economic competitiveness and quality of life.

To accommodate population and economic growth, maintain its level of economic competitiveness and achieve further economic growth, Maryland will need to maintain and modernize its roads, highways and bridges by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, reliable and safe mobility for residents, visitors and businesses. Making needed improvements to Maryland's roads, highways, bridges and transit systems could also provide a significant boost to the state's economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

This report examines the condition, use and safety of Maryland's roads, highways and bridges, and the state's future mobility needs. Sources of information for this report AAA, the AAA Foundation for Traffic Safety, the American Association of State Highway and Transportation Officials (AASHTO), the American Road & Transportation Builders Association (ARTBA), the Bureau of Transportation Statistics (BTS), the Federal Highway Administration (FHWA), the Maryland Department of Transportation (MDOT), the National Highway Traffic Safety Administration (NHTSA), the Texas Transportation Institute (TTI), The Transportation Research Board (TRB), the U.S. Census Bureau, and the U.S. Department of Transportation. In addition to statewide data, the TRIP report includes regional data for the following areas: Baltimore, Frederick/Hagerstown and Maryland DC suburbs. An urban area is defined as a region's municipalities and surrounding suburbs for pavement condition and congestion data; bridge and traffic fatality data include a region's major counties.[1]

POPULATION, TRAVEL AND ECONOMIC TRENDS IN MARYLAND

Maryland motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it is critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Maryland's population grew to nearly 6.3 million residents in 2024, an increase of 18 percent since 2000.[2] Maryland had approximately 4.4 million licensed drivers in 2022.[3]

From 2000 to 2019, annual VMT in Maryland increased by 20 percent.[4] Due to the COVID-19 pandemic, vehicle travel in Maryland dropped by as much as 47 percent in April 2020 (as compared to vehicle travel during April 2019). By 2023, vehicle miles of travel (VMT) in Maryland had rebounded to four percent below pre-pandemic levels, reaching 57.9 billion miles traveled annually.[5]

From 2000 to 2023, Maryland's gross domestic product (GDP), a measure of the state's economic output, increased by 57 percent, when adjusted for inflation.[6] U.S. GDP increased 61 percent during the same period.[7]

CONDITION OF MARYLAND ROADS

The life cycle of Maryland's roads is greatly affected by the state and local governments' ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

The pavement data in this report, which is for all arterial and collector roads and highways, is provided by the Federal Highway Administration (FHWA), based on data submitted annually by the Maryland Department of Transportation (MDOT) on the condition of major state and locally maintained roads and highways. Pavement data for Interstate highways and other principal arterials is collected for all system mileage, whereas pavement data for minor arterial and all collector roads and highways is based on sampling portions of roadways as prescribed by The Federal Highway Administration (FHWA) to ensure the data collected is adequate to provide an accurate assessment of pavement conditions on these roads and highways.

Statewide, nearly half of Maryland's major roads are in poor or mediocre condition. Twenty-nine percent of Maryland's major locally and state-maintained roads are in poor condition and 20 percent are in mediocre condition.[8] Thirteen percent of Maryland's major roads are in fair condition and the remaining 38 percent are in good condition.[9]

Thirty-eight percent of Maryland's major locally and state-maintained urban roads and highways have pavements rated in poor condition and 23 percent are in mediocre condition.[10] Twelve percent are in fair condition and the remaining 26 percent Maryland's major urban roads are rated in good condition.[11]

Eight percent of Maryland's major locally and state-maintained rural roads and highways have pavements rated in poor condition and 14 percent are in mediocre condition.[12] Fifteen percent are in fair condition and the remaining 64 percent of Maryland's rural roads are rated in good condition.[13]

The chart below details pavement conditions on major urban roads in the state's largest urban areas and statewide.[14]

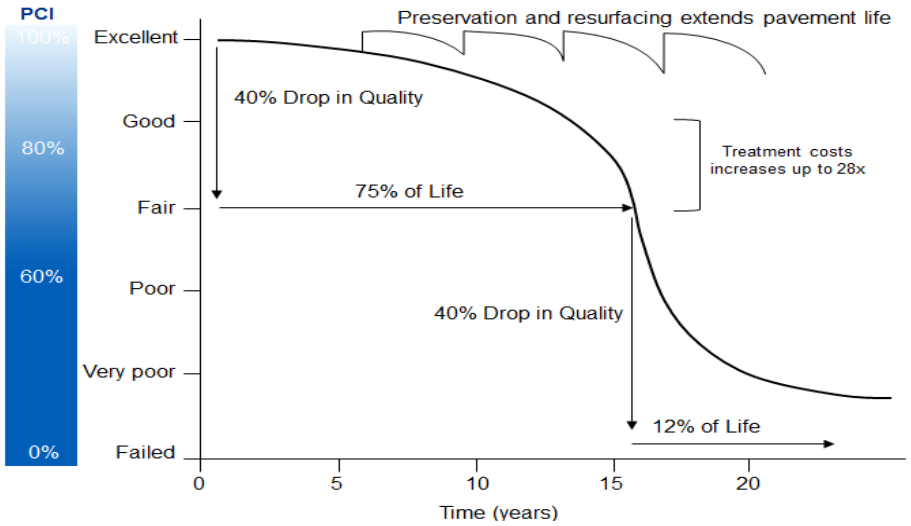
Chart 1. Pavement conditions on major urban roads in Maryland's largest urban areas and statewide.

Location	Poor	Mediocre	Fair	Good
Baltimore	40%	22%	11%	27%
Frederick/Hagerstown	22%	17%	10%	51%
Maryland DC Suburbs	29%	23%	15%	34%
Maryland Statewide	**29%**	**20%**	**13%**	**38%**

Source: TRIP analysis of Federal Highway Administration data.

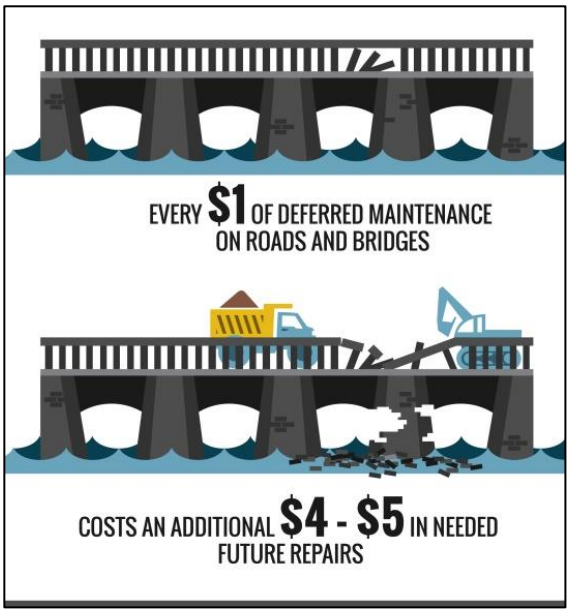
Pavement failure is caused by a combination of traffic, moisture and climate. Moisture often works its way into road surfaces and the materials that form the road's foundation. Road surfaces at intersections are more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads are fixed before they require major repairs because reconstructing roads costs approximately four times more than resurfacing them.[15] As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and costly reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 2. Pavement Condition Cycle Time with Treatment and Cost



Source: North Carolina Department of Transportation (2016). [2016 Maintenance Operations and Performance Analysis Report.]

Long-term repair costs increase significantly when road and bridge maintenance is deferred, as road and bridge deterioration accelerates later in the service life of a transportation facility and requires more costly repairs. A report on maintaining pavements found that every $1 of deferred maintenance on roads and bridges costs an additional $4 to $5 in needed future repairs.[16]



THE COST TO MOTORISTS OF ROADS IN INADEQUATE CONDITION

TRIP has calculated the additional cost to motorists of driving on roads in poor, mediocre or fair condition. When roads are in poor, mediocre or fair condition – which may include potholes, rutting or rough surfaces – the cost to operate and maintain a vehicle increases. These additional vehicle operating costs (VOC) include accelerated vehicle depreciation, additional vehicle repair costs, increased fuel consumption and increased tire wear. TRIP estimates that additional VOC borne by Maryland motorists as a result of deteriorated road conditions is $3.7 billion annually, an average of $843 per driver statewide.[17] The chart below shows additional VOC per motorist in the state's largest urban areas.

Chart 3. Vehicle operating costs per motorist as a result of driving on deteriorated roads.

Location	VOC
Baltimore	$959
Frederick/Hagerstown	$609
Maryland DC Suburbs	$788
Maryland Statewide	**$3.7 Billion**

Source: TRIP estimates.

Additional vehicle operating costs have been calculated in the Highway Development and Management Model (HDM), which is recognized by the U.S. Department of Transportation and more than 100 other countries as the definitive analysis of the impact of road conditions on vehicle operating costs. The HDM report is based on numerous studies that have measured the impact of various factors, including road conditions, on vehicle operating costs.[18] The HDM study found that road deterioration increases ownership, repair, fuel and tire costs. The report found that deteriorated roads accelerate the pace of depreciation of vehicles and the need for repairs because the stress on the vehicle increases in proportion to the level of roughness of the pavement surface. Similarly, tire wear and fuel consumption increase as roads deteriorate since there is less efficient transfer of power to the drive train and additional friction between the road and the tires.

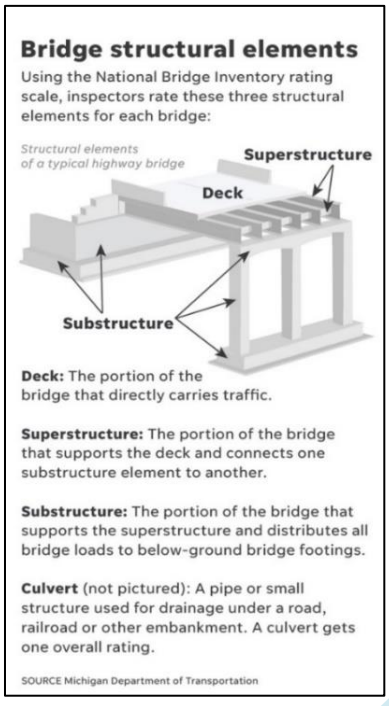
TRIP's additional VOC estimate is based on taking the average number of miles driven annually by a motorist, calculating current VOC based on AAA's driving cost estimates and then using the HDM model to estimate the additional VOC paid by drivers as a result of substandard roads.[19] Additional research on the impact of road conditions on fuel consumption by the Texas Transportation Institute (TTI) is also factored into TRIP's vehicle operating cost methodology.

BRIDGE CONDITIONS IN MARYLAND

Maryland's bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical facilities, and facilitating commerce and access for emergency vehicles.

Five percent (250 of 5,484) of Maryland's locally and state-maintained bridges are rated in poor/structurally deficient condition.[20] This includes all bridges that are 20 feet or more in length. A bridge is deemed structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.

Bridges that are structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel and reduce the efficiency of the local economy.



Sixty-three percent of Maryland's locally and state-maintained bridges have been rated in fair condition.[21] A fair rating indicates that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure or superstructure. The remaining 32 percent of the state's bridges are rated in good condition.[22]

The chart below details the condition of bridges statewide and in Maryland's largest urban areas.

Chart 4. Bridge conditions statewide and in Maryland's largest urban areas.

	Poor/Structurally Deficient		Fair		Good		Total Bridges
	Number	Share	Number	Share	Number	Share	
Baltimore	57	5%	806	70%	294	25%	1,157
Frederick/Hagerstown	27	3%	473	60%	295	38%	786
Maryland DC Suburbs	43	4%	637	58%	411	38%	1,091
Maryland Statewide	**250**	**5%**	**3,463**	**63%**	**1,771**	**32%**	**5,482**

Source: TRIP analysis of Federal Highway Administration National Bridge Inventory (2024).

Most bridges are designed to last 50 years before major overhaul or replacement, although many newer bridges are being designed to last 75 years or longer. In Maryland, 43 percent of the state's bridges were built in 1969 or earlier.[23]

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, ensuring that a facility has good drainage and replacing deteriorating components. But most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

TRAFFIC CONGESTION IN MARYLAND

Traffic congestion causes significant delays in Maryland, particularly in its larger urban areas, choking commuting and commerce. Traffic congestion robs commuters of time and money and imposes increased costs on businesses, shippers and manufacturers, which are often passed along to the consumer. Increased levels of congestion can also reduce the attractiveness of a location to a business when considering expansion or where to locate a new facility.

Based on TTI methodology, TRIP estimates the value of lost time and wasted fuel in Maryland in 2024 is approximately $5.6 billion a year. The chart below shows the number of hours lost to congestion annually for each driver in the state's largest urban areas, the per-driver cost of lost time and wasted fuel due to congestion, and the gallons of fuel lost annually.

Chart 5. Annual hours lost to congestion and congestion costs per driver (2024).

Location	Hours Lost to Congestion	Annual Cost per Driver	Gallons of Fuel Wasted per Driver
Baltimore	55	$1,313	19
Frederick/Hagerstown	23	$638	9
Maryland DC Suburbs	86	$2,183	31

Source: TRIP analysis based on TTI Urban Mobility Report.

TRAFFIC SAFETY IN MARYLAND

In the decade from 2013 to 2023 the number of traffic fatalities in Maryland increased 31 percent and the state's fatality rate increased 28 percent. [24] Fatalities in the state rose steadily in recent years, with the number of traffic fatalities in Maryland increasing nearly every year from 2018 to 2023.[25] From 2018 to 2023, the number of traffic fatalities in Maryland increased 19 percent and the fatality rate increased 23 percent.[26]

Chart 6. Traffic Fatalities and Fatality Rate per 100M VMT in Maryland, 2013 and 2018-2023.

MARYLAND TRAFFIC FATALITY DATA									
	2013	2018	2019	2020	2021	2022	2023	2013-2023 Change	2018-2023 Change
Traffic Fatalities	465	512	535	573	563	564	610	31%	19%
Fatalities per 100M VMT	0.82	0.86	0.89	1.13	0.99	0.99	1.05	28%	23%

Source: National Highway Traffic Safety Administration.

The chart below shows the average number of people killed in traffic crashes in the state's largest urban areas between 2018 and 2022 and the cost of traffic crashes per driver. According to a 2015 National Highway Traffic Safety Administration (NHTSA) report, the economic costs of traffic crashes includes work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs, and emergency services.[27]

Chart 7. Average fatalities between 2018 and 2022 and the annual cost of crashes per driver.

Location	Ave. Fatalities 2018-2022	Crash Costs per Driver
Baltimore	119	$535
Frederick/Hagerstown	40	$568
Maryland DC Suburbs	157	$493

Source: TRIP analysis of NHTSA data.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics and roadway features. Roadway features that impact safety include the number of lanes, lane widths, lighting, lane markings, rumble strips, shoulders, guard rails, other shielding devices, median barriers and intersection design.

Traffic crashes in Maryland imposed a total of $8.2 billion in economic costs in 2023.[28] TRIP estimates that roadway features, while not the primary cause of a crash, were likely a contributing factor in approximately one-third of all fatal traffic crashes, resulting in $2.7 billion in economic costs in Maryland in 2023.[29] According to a National Highway Traffic Safety Administration (NHTSA) report, the economic costs of traffic crashes includes work and household productivity losses, property damage, medical costs, rehabilitation costs, legal and court costs, congestion costs, and emergency services.[30]

From 2018 to 2022, 25 percent of those killed in crashes in Maryland involving motorized vehicles were pedestrians or bicyclists, a total of 646 pedestrians and 47 bicyclist fatalities over the five-year period.[31] The chart below indicates the number of pedestrian, bicyclist and total traffic fatalities in Maryland from 2018 to 2022 and the overall share of pedestrian and bicyclist fatalities.

Chart 8. Maryland bicyclist and pedestrian fatalities 2017-2021.

Year	Total Fatalities	Pedestrian Fatalities	Bicyclist Fatalities	Share Bike and Ped.
2018	512	131	6	**27%**
2019	535	124	10	**25%**
2020	573	134	15	**26%**
2021	563	129	6	**24%**
2022	564	128	10	**24%**
TOTAL	**2,747**	**646**	**47**	**25%**
AVERAGE	**549**	**129**	**9**	**25%**

Source: National Highway Traffic Safety Administration.

The significant increase in traffic fatalities since the onset of the pandemic appears largely related to increased risks being taken by drivers. In an October 2021 report, the National Highway Traffic Safety Administration found that "after the declaration of the public health emergency in March 2020, driving patterns and behaviors in the United States changed significantly. Of the drivers who remained on the roads, some engaged in riskier behavior, including speeding, failure to wear seat belts, and driving under the influence of alcohol or drugs."[32]

The AAA Foundation for Traffic Safety (AAAFTS) drew similar conclusions about the role of increased risks being taken by drivers during the pandemic. A survey taken of drivers in October and November 2020 by the AAAFTS asked whether their level of driving had decreased, remained the same or increased since the beginning of COVID-19 related restrictions, and whether the motorist had engaged in a variety of risky driving behaviors in the previous 30 days.[33] In a February 2022 brief about the survey, the AAAFTS noted that drivers who maintained or increased their pre-COVID travel levels indicated that they were more likely to engage in risky driving behavior, including speeding, not wearing a seat belt, being impaired and driving aggressively. "It is possible that many of the individuals who were willing to travel—and even increase their travel—despite the health risks associated with the pandemic were already more willing than average to take other risks," the AAAFTS report found.[34]

In early 2022 the U.S. Department of Transportation adopted a comprehensive National Roadway Safety Strategy, a roadmap for addressing the nation's roadway safety crisis based on a Safe System approach that acknowledges the following: humans make mistakes and are physically vulnerable; traffic deaths and serious injuries are unacceptable; traffic deaths and serious injuries need to be reduced by the provision of a redundant transportation system that reduces or minimizes crashes and ensures that, if crashes do occur, they do not result in serious injury or death.[35]

Chart 9. The Safe System Approach.

Source: Federal Highway Administration.

The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives:

- Safer People: Encourage safe, responsible behavior by people who use our roads, and create conditions that prioritize their ability to reach their destination unharmed.
- Safer Roads: Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- Safer Vehicles: Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- Safer Speeds: Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.
- Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

Improving safety on the nation's roadways will require that additional steps are taken to make further progress in achieving the Safe System's objectives. NHTSA, which provides states with roadway safety grants, requires states to submit annually a state highway safety plan. The state plans outline numerous steps states are taking to improve traffic safety. Elements of these state roadway safety plans aimed at addressing the Safe System objectives include:

- Safer People: education on speeding, impaired or disadvantaged driving; education on safe pedestrian and bicycling behavior; education on driving safely around large commercial vehicles; enforcement of commercial driver license and vehicle weight

requirements; extension of safety belt laws and their enforcement to include all passenger vehicle occupants; enhancing enforcement action of speeding, impaired, aggressive and distracted driving, particularly at high-risk locations; increase penalties, particularly for repeat offender drivers; and increased enforcement at work zones.

- Safer Roads: converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; improved signalization and lighting at intersections; adding or improving median barriers; improved roadway lighting; adding centerline or shoulder rumble strips; improving pedestrian and bicycle facilities, including sidewalks and bike lanes and providing pedestrian crossing islands; improved work zone safety measures; wider lanes and paved shoulders; upgrading roads from two lanes to four lanes; providing or improving lane markings; updating rail crossings; eliminating vertical pavement drop-offs; and providing large truck parking spaces.
- Safer Vehicles: Support the development, testing and deployment of connected and autonomous vehicle technology such as collision avoidance, lane departure avoidance systems and turning detection systems.
- Safer Speeds: Where appropriate, provide roadway features to encourage safer speeds, including traffic roundabouts and curb extensions; improved signage and dynamic speed signing at high-risk locations; education on the consequences of speeding; and increased speeding enforcement, particularly at high-risk locations.
- Post-Crash Care: Reduce crash response time including the use of emergency vehicle preemption technology; improve emergency response to multi-vehicle or hazardous material crashes; and increase access to level one or two trauma centers for seriously-injured crash victims.

Improving safety on Maryland's roadways can be achieved through further improvements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and, a variety of improvements in roadway safety features. The severity of serious traffic crashes could be reduced through roadway improvements, where appropriate, such as converting intersections to roundabouts; removing or shielding roadside objects; the addition of left-turn lanes at intersections; the signalization of intersections; adding or improving median barriers; improved lighting; adding centerline or shoulder rumble strips; providing appropriate pedestrian and bicycle facilities, including sidewalks and bicycle lanes; providing wider lanes, wider and paved shoulders; upgrading roads from two lanes to four lanes; providing better road and lane markings; and updating rail crossings.

The U.S. has a $146 billion backlog in needed roadway safety improvements, according to a 2017 report from the AAA Foundation for Traffic Safety. The report found implementing these cost-effective and needed roadway safety improvements on U.S. roadways would save approximately 63,700 lives and reduce the number of serious injuries as a result of traffic crashes by approximately 350,000 over 20 years.

TRANSPORTATION AND ECONOMIC GROWTH

Today's culture of business demands that an area have well-maintained and efficient roads, highways and bridges if it is to remain economically competitive. Global communications and the impact of free trade in North America and elsewhere have resulted in a significant increase in freight movement, making the quality of a region's transportation system a key component in a business's ability to compete locally, nationally and internationally.

Businesses have responded to improved communications and the need to cut costs with a variety of innovations including just-in-time delivery, increased small package delivery, demand-side inventory management and e-commerce. The result of these changes has been a significant improvement in logistics efficiency as firms move from a push-style distribution system, which relies on large-scale warehousing of materials, to a pull-style distribution system, which relies on smaller, more strategic movement of goods. These improvements have made mobile inventories the norm, resulting in the nation's trucks literally becoming rolling warehouses.

Highways are vitally important to continued economic development in Maryland. As the economy expands, creating more jobs and increasing consumer confidence, the demand for consumer and business products grows. In turn, manufacturers ship greater quantities of goods to market to meet this demand, a process that adds to truck traffic on the state's highways and major arterial roads.

The ability of the nation's freight transportation system to efficiently and safely accommodate the growing demand for freight movement could be hampered by inadequate transportation capacity, a lack of adequate safety features on some transportation facilities, institutional barriers to enhancing the nation's freight facilities, a lack of adequate funding for needed improvements to the freight network and a shortage of drivers.

The need to improve the U.S. freight network is occurring at a time when the nation's freight delivery system is being transformed by advances in vehicle autonomy, manufacturing, warehousing and supply chain automation, increasing e-commerce, and the growing logistic networks being developed by Amazon and other retail organizations in response to the demand for a faster and more responsive delivery and logistics cycle.

In 2022 Maryland's freight system moved 305 million tons of freight, valued at $390 billion.[36] From 2022 to 2050, freight moved annually in Maryland by trucks is expected to increase 54 percent by weight and 98 percent by value (inflation-adjusted dollars).[37] This anticipated growth in freight transport in Maryland, and the rest of the U.S., is a result of further economic growth, changing business and retail models, increasing international trade, and rapidly changing consumer expectations that place an emphasis on faster deliveries, often of smaller packages or payloads.

Investments in transportation improvements in Maryland play a critical role in the state's economy. A report by the American Road & Transportation Builders Association found that the design, construction and maintenance of transportation infrastructure supports the equivalent of approximately 77,800 full-time jobs across all sectors of the state economy, earning these workers approximately $3.5 billion annually.[38] These jobs include approximately 39,000 full-time jobs directly involved in transportation infrastructure construction and related activities. Spending by employees and companies in the transportation design and construction industry supports an additional 39,000 full-time jobs in Maryland.[39] Transportation construction in Maryland contributes an estimated $637.9 million annually in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[40]

Approximately one million full-time jobs in Maryland in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn $39.7 billion in wages and contribute an estimated $7.2 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.[41]

Local, regional and state economic performance is improved when a region's surface transportation system is expanded or repaired. This improvement comes as a result of the initial job creation and increased employment created over the long-term because of improved access, reduced transport costs and improved safety.

Highway access has a significant impact on the competitiveness of a region's economy. Increasingly, companies are looking at the quality of a region's transportation system when deciding where to re-locate or expand. Regions with congested or poorly maintained roads may see businesses relocate to areas with a smoother, more efficient and more modern transportation system.

IMPROVING TRANSPORTATION SAFETY, RESILIENCY AND EFFICIENCY

Recognizing that extreme weather, sea level change, and changes in environmental conditions may threaten the condition and longevity of the nation's transportation infrastructure, transportation agencies have begun to assess vulnerabilities and consider the resilience of their transportation assets during the transportation planning process. Transportation agencies across the country have begun to incorporate resilience in asset management plans, addressing resilience in project development and design and optimizing operations and maintenance practices.[42]

Based on the importance of maximizing the level and safety of mobility provided by its transportation system, transportation agencies are adopting Transportation Systems Management and Operations (TSMO) practices and incorporating improved resiliency into their transportation network. While a TSMO program does not eliminate the need for capacity expansions along some routes, it helps enhance the mobility of an existing corridor as much as possible.

A TSMO program adopts an integrated set of strategies to improve traffic flow and safety on a portion of a roadway, including work zone management, traffic incident management, freight management, traveler information, traffic signal coordination, ramp management, transit management and improved bicycle and pedestrian crossings.[43] The benefits of TSMO can include reduced traffic congestion, reduced fuel consumption and reduced emissions.

MARYLAND TRANSPORTATION FUNDING

Investment in Maryland's roads, highways and bridges is funded by local, state and federal governments. A lack of sufficient funding at all levels will make it difficult to adequately maintain and improve the state's existing transportation system.

The state faces a significant shortfall in the amount of transportation funding needed to move forward with improvements to the transportation network. The Maryland Department of Transportation's (MDOT) six-year capital spending plan shows that MDOT's operating costs and spending outpace revenue by $1.3 billion.[44]

In addition to state funds, the federal government is a critical source of funding for Maryland's roads, highways, bridges and transit systems and provides a significant return in road and bridge funding based on the revenue generated in the state by the federal motor fuel tax. Most federal funds for highway and transit improvements in Maryland are provided by federal highway user fees, largely an 18.4 cents-per-gallon tax on gasoline and a 24.4 cents-per-gallon tax on diesel fuel.

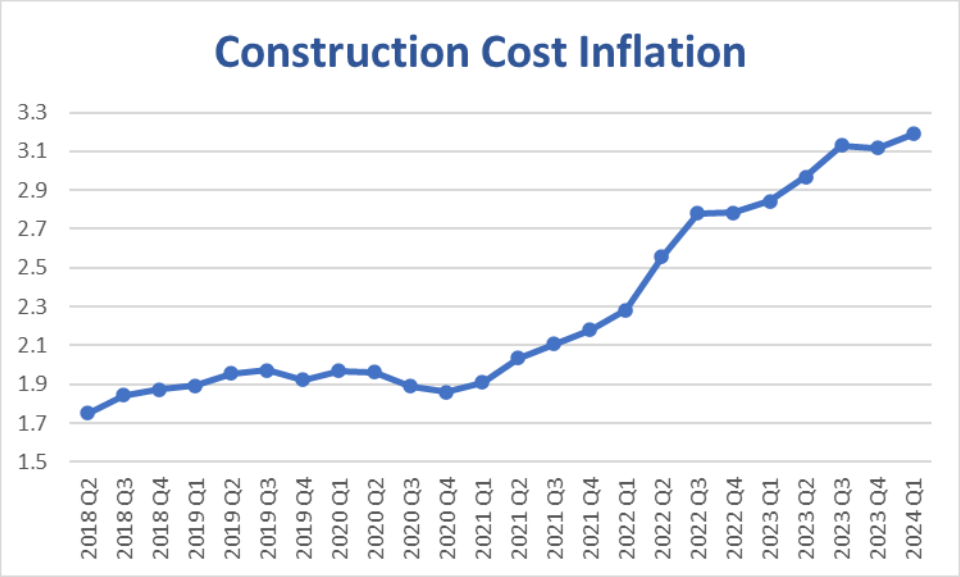
The federal Infrastructure Investment and Jobs Act (IIJA), signed into law on November 2021, will provide $4.1 billion in federal funds to the state for highway and bridge investments in Maryland over five years, representing a 29 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program.[45] Federal funds currently support 32 percent of the revenue used by MDOT to fund highway and bridge improvements.[46]

Revenue from Maryland's motor fuel tax – a critical source of state transportation funding -- is likely to erode as a result of increasing vehicle fuel efficiency, the increasing use of electric vehicles and the impact of highway construction inflation. The average fuel efficiency of U.S. passenger vehicles increased from 20 miles per gallon in 2010 to 24.5 miles per gallon in 2020. Average fuel efficiency is expected to increase another 31 percent by 2030, to 32 miles per gallon, and increase 51 percent by

2040, to 37 miles per gallon.[47] The share of electric vehicles of total passenger vehicle sales in the U.S. is expected to increase from eight percent in 2024 to 49 percent by 2030.[48]

Increasing inflation has also hampered Maryland's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 46 percent from the beginning of 2022 through the first quarter of 2024.[49]

Chart 10. FHWA's national highway construction cost index.



Source: Federal Highway Administration.

Highway and bridge spending multiplies through the economy by stimulating additional output. A 2021 macroeconomic analysis by IHS Markit found that that every dollar spent on highway and bridge improvements results in $3.4 dollars in combined direct, indirect and induced output from industries throughout the economy, resulting in a multiplier for highway and bridge investment of 3.4.[50]

CONCLUSION

As Maryland works to enhance its thriving, growing and dynamic state, it will be critical that it is able to address the most significant transportation issues by providing a 21st century network of roads, highways, bridges and transit that can accommodate the mobility demands of a modern society.

Numerous projects to improve the condition and expand the capacity of the state's roads, highways, bridges and transit systems will not proceed without a substantial boost in funding. Maryland will need to continue to modernize its surface transportation system by improving the physical condition of its transportation network and enhancing the system's ability to provide efficient, safe and reliable mobility for residents, visitors and businesses. Making needed improvements to the state's roads, highways, bridges and transit systems would provide a significant boost to the economy by creating jobs in the short term and stimulating long-term economic growth as a result of enhanced mobility and access.

If Maryland is unable to complete needed transportation projects it will hamper the state's ability to improve the condition and efficiency of its transportation system or enhance economic development opportunities and quality of life.

# # #

ENDNOTES

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