

Preamble

WHEREAS, Residents in the Metropolitan Washington Region, particularly those in Northern Virginia and suburban Maryland, face the second longest daily commutes in the United States, with only Los Angeles area residents spending more time each day commuting to work; and

WHEREAS, Residents in the Metropolitan Washington Region have the highest per capita income lost because of transportation gridlock and pay nearly \$1,260 per year in higher consumer prices because of the effects of traffic congestion; and

WHEREAS, By the year 2020, trips to or from work will increase by 2.5 million per day, for a total of 6.1 million trips per day with suburb-to-suburb work trips accounting for 3 of every 4 work trips; and

WHEREAS, Trips to and from work comprise only 25% of all daily trips in the Metropolitan Region; and

WHEREAS, By the year 2025, the total increase in daily work and nonwork trips in the Washington Metropolitan Region will increase by 38%, from approximately 12.8 million trips per day to approximately 17.6 million trips per day, yet according to currently adopted regional long range plans, highway lane miles will increase by only 13% over the same period, from approximately 12,500 to approximately 14,100 lane miles, leaving a much greater gap between projected demand and available capacity than exists today, according to the Metropolitan Washington Area Council of Governments; and

WHEREAS, By the year 2020, traffic volumes across existing bridges in the Metropolitan Washington Region will ~~carry~~ increase to more than 400,000 trips above design capacity each day, yet Virginia, Maryland, and the District of Columbia have had difficulty coordinating long term regional transportation and related growth policies; and

WHEREAS, Although there is frequent and beneficial coordination among executive branch officials and local government officials in Maryland, Virginia, and the District of Columbia, a more formal structure for coordinating transportation solutions may be beneficial in improving transportation and mobility for residents of the Metropolitan Washington Region, particularly residents of Northern Virginia and suburban Maryland; and

WHEREAS, Because of the increasing amount of commuter traffic between the Metropolitan Washington Region and Baltimore, discussions of a Regional Transportation Authority would be aided on the Maryland side by the addition of a House and Senate representative from the Baltimore area; now, therefore,

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That

(a) The Virginia-Maryland-District of Columbia Joint Legislative Commission on Interstate Transportation is requested to study, in consultation with the governing bodies of counties in the Metropolitan Washington Region and the