

Ellis Testimony Signed 173.pdf

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Position: FAV

ARTHUR ELLIS, CPA
Legislative District 28
Charles County

ASSISTANT DEPUTY MAJORITY LEADER

Finance Committee

Senate Chair
Joint Committee on the
Management of Public Funds

Chair, Charles, St. Mary's and Calvert
Counties' Senate Delegation



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

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January 23, 2024

**Testimony of Senator Arthur Ellis in Support of Senate Bill 173: Consolidated Transportation
Program - Indian Head Highway - Conversion Into Limited Access Highway**

Dear Chair Guzzone, Vice Chair Rosapepe and Members of the Budget and Taxation Committee:

This bill requires the Secretary of Transportation to include sufficient funds in the Consolidated Transportation Program for fiscal year 2025 and beyond for the planning, design, and reconstruction necessary for the conversion of Maryland Route 210 (Indian Head Highway) in Prince George's County into a limited access highway; and requires, by December 31, 2024, a report to the General Assembly on a timeline and the estimated costs for the conversion of Maryland Route 210 (Indian Head Highway) into a limited access highway.

I urge your favorable report on Senate Bill 173.

Yours in Service,


Arthur Ellis – District 28

Letter in Support of SB 173.pdf

Uploaded by: C. Anthony Muse

Position: FAV

C. ANTHONY MUSE
Legislative District 26
Prince George's County



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Judicial Proceedings Committee
Executive Nominations Committee
Vice Chair, Rules Committee

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

January 23, 2024

Letter of Support from Senator C. Anthony Muse for Senate Bill 173: Consolidated Transportation Program – Indian Head Highway – Conversion Into Limited Access Highway

Dear Chair Guzzone, Vice Chair Rosapepe and Members of the Budget and Taxation Committee:

I am writing to express my support of Senate Bill 173, Consolidated Transportation Program – Indian Head Highway – Conversion Into Limited Access Highway. This bill requires the Secretary of Transportation to include sufficient funds in the Consolidated Transportation Program for certain fiscal years for the planning, design, and reconstruction necessary for the conversion of Maryland Route 210 (Indian Head Highway) in Prince George's County into a limited access highway.

I urge your favorable report on Senate Bill 173.

Sincerely,

C. Anthony Muse

Senator C. Anthony Muse – District 26

SB0173 - SHA - IHH Conversion_LOO_FINAL.pdf

Uploaded by: Patricia Westervelt

Position: UNF

January 24, 2024

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

RE: Letter of Opposition – Senate Bill 173 – Consolidated Transportation Program – Indian Head Highway – Conversion into Limited Access Highway

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) respectfully opposes Senate Bill 173 due to the significant fiscal impact and the circumvention of the established prioritization process.

Senate Bill 173 requires the Secretary of Transportation to: (1) include sufficient funds in the Consolidated Transportation Program (CTP) for fiscal year 2025 and beyond for the planning, design, and reconstruction necessary for the conversion of Maryland Route 210 (Indian Head Highway) in Prince George's County into a limited access highway; and (2) report to the General Assembly on a timeline and the estimated costs for this conversion.

The estimated fiscal impact of Senate Bill 173 to the Transportation Trust Fund (TTF) is in excess of \$1 billion, exclusive of the impacts of inflation. This cost estimate comprises approximately: (1) \$500 million for the remaining work on the 6.5-mile northern segment, including five additional grade-separated interchanges south to Old Fort Road; and (2) project estimates for the additional 6.5 miles of grade-separation to the south. While the State Highway Administration (SHA) continues to pursue the 2004 corridor selected alternative that specified grade-separation and conversion to limited access for the northern 6.5 miles of MD 210, the southern segment of the project has not been studied. As such, Senate Bill 173 requires the State to commit over \$1 billion of its available TTF capacity to a single project, where construction has not been fully developed, and in the same year where budgetary constraints require significant reductions to major expansion projects that are construction ready. The fiscal impact of Senate Bill 173 would also translate to significant project impacts across SHA and MDOT's other modal administrations as funds would need to be reallocated from other projects to meet the requirements of this legislation.

Senate Bill 173 is also inconsistent with the CTP prioritization process, which is currently being evaluated pursuant to the recommendations of the Maryland Commission on Transportation Revenue and Infrastructure Needs, established by Chapter 455, Acts of 2023. The prioritization process is important for transportation project selection, to: (1) provide equal opportunity and due consideration to all candidate projects (2) make informed decisions; (3) make the most of limited resources; and (4) be transparent and accountable.

The Honorable Guy Guzzone
Page Two

MDOT remains committed to improving the safety and mobility of all road users and looks forward to meeting with the sponsor to discuss current activities and future plans within the MD 210 corridor and opportunities for improvement.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 173 an unfavorable report.

Respectfully submitted,

Matt Mickler
Division Chief, Legislative Services
State Highway Administration
410-545-5629

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

SB 173_MAA_UNF.pdf

Uploaded by: Rachel Clark

Position: UNF

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MARYLAND ASPHALT ASSOCIATION



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Paul Bramble
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January 24, 2024

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

RE: SB 173 – UNFAVORABLE – Consolidated Transportation Program - Indian Head Highway - Conversion Into Limited Access Highway

Dear Chair Guzzone and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

This bill requires the Secretary of Transportation to include sufficient funds in the Consolidated Transportation Program (CTP) for FY 2025 and beyond for the planning, design, and reconstruction necessary for the conversion of Maryland Route 210 (Indian Head Highway) into a limited access highway from the I-495 and I-295 ramps to the Charles County border.

MAA respectfully opposes SB 173. This is not how the CTP process is completed. If we allow every legislator to demand funding for projects in their jurisdictions, it sets a new precedent, eroding the process entirely. Additionally, the Transportation Revenue and Infrastructure Needs Commission recently released their interim recommendations, including one that requests that the Maryland Department of Transportation (MDOT) develop and implement a new prioritization process for the 2026-2031 CTP. Therefore, this bill is premature and such requests, at the very least, should wait until MDOT has implemented a new process.

We appreciate you taking the time to consider our request and respectfully request an **UNFAVORABLE** report on Senate Bill 173.

Sincerely,

Tim E. Smith. P.E.
President
Maryland Asphalt Association

SB 173_MTBMA_UNF.pdf

Uploaded by: Rachel Clark

Position: UNF



January 24, 2024

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

RE: SB 173 – UNFAVORABLE – Consolidated Transportation Program - Indian Head Highway - Conversion Into Limited Access Highway

Dear Chair Guzzone and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

This bill requires the Secretary of Transportation to include sufficient funds in the Consolidated Transportation Program (CTP) for FY 2025 and beyond for the planning, design, and reconstruction necessary for the conversion of Maryland Route 210 (Indian Head Highway) into a limited access highway from the I-495 and I-295 ramps to the Charles County border.

MTBMA respectfully opposes SB 173. This is not how the CTP process is completed. If we allow every legislator to demand funding for projects in their jurisdictions, it sets a new precedent, eroding the process entirely. Additionally, the Transportation Revenue and Infrastructure Needs Commission recently released their interim recommendations, including one that requests that the Maryland Department of Transportation (MDOT) develop and implement a new prioritization process for the 2026-2031 CTP. Therefore, this bill is premature and such requests, at the very least, should wait until MDOT has implemented a new process.

We appreciate you taking the time to consider our request and respectfully request an **UNFAVORABLE** report on Senate Bill 173.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association