

HB1052 Transportation Program – Scoring FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR HB1052 Transportation – Consolidated Transportation Program – Scoring

Bill Sponsor: Delegate Ruth

Committee: Appropriations

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in strong support of HB1052 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.

How in the world did former Governor Hogan's 270/495 project receive a perfect score on the model that is used to score transportation projects? We all know how much of a disaster it would have been in terms of the environmental impact it would have (more cars on the road with more exhaust, more runoff issues), as well as the impact to communities (more pollution and noise) and equity (tolls would be unaffordable for most Marylanders). Many factors were obviously ignored or glossed over.

This bill attempts to modernize the criteria used in the model to ensure that all the factors are taken into account, including the impact on the environment, on underserved/overburdened communities, transportation equity. These are all important considerations that should have been included in the initial scoring for many previous projects. It's about time we looked at transportation from a more holistic point of view. Perhaps we wouldn't be embarrassed by having one of the worst transportation systems in the country.

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

HB 1052 - Transportation – Consolidated Transporta

Uploaded by: Donna Edwards

Position: FAV



MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

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President

Donna S. Edwards

Secretary-Treasurer

Gerald W. Jackson

HB 1052 - Transportation – Consolidated Transportation Program – Scoring House Appropriations Committee March 9, 2023

SUPPORT

**Donna S. Edwards
President**

Maryland State and DC AFL-CIO

Chairman and members of the Committee, thank you for the opportunity to submit testimony in support of HB 1052. My name is Donna S. Edwards, and I am the President of the Maryland State and District of Columbia AFL-CIO. On behalf of Maryland's 300,000 union members, I offer the following comments.

By changing the scoring criteria for the state transportation program, we can incentivize transportation projects that will bring the maximum benefit to our residents, the environment, and our economy. Our transportation affiliates, including SMART-Transportation Division and ATU Local 1300, support this measure because it will accurately calculate the benefits that public transit provides to our state by taking into consideration the social costs of private car trips. Unfortunately, past approaches to the state's transportation program largely focused on congestion relief by expanding highways, without considering other social costs.

This bill requires a comprehensive analysis on how transportation projects can improve the lives of state residents, including how the project impacts climate change mitigation, air quality improvements, greenhouse gas reductions, and economic development. Any transportation program that doesn't include these details would be incomplete. This bill also promotes transparency so that the public can see and understand the scores that projects received.

Importantly, HB 1052 also considers the impact that transportation projects will have on smart growth principles. We support this bill, provided that by smart growth design principles, the state means transit-oriented development that will help get people out of their cars and onto public transit. For public transit to be truly successful, we need to build and design our neighborhoods to make public transit accessible for all. We also believe the bill should add "*Transportation labor organizations*" to the list of organizations that the Workgroup should solicit input from on Page 8.

We urge a favorable report for HB 1052.

HB 1052_CBF_FAV.pdf

Uploaded by: Erik Fisher

Position: FAV



CHESAPEAKE BAY FOUNDATION

Environmental Protection and Restoration
Environmental Education

House Bill 1052

Transportation – Consolidated Transportation Program – Scoring

Date: March 3, 2023

To: House Appropriations Committee

Position: Support

From: Erik Fisher

Interim Executive Director

Chesapeake Bay Foundation (CBF) **SUPPORTS** HB 1052 which develops a project-based scoring system for major transportation projects by factoring in criteria like equitable access to transportation, climate change mitigation, and adherence to smart growth design principles. These criteria will produce projects that benefit multiple spheres, such as resident quality of life, environmental health, and economic vitality.

Equity, climate, and smart growth are important criteria for prioritizing projects.

Throughout Maryland, residents are facing the consequences of underinvested transit projects, from bus delays and trains that never arrive, to increased frustrations with low staffing at transit agencies that contribute to the systems' unreliability.¹

We support this bill's commitment to addressing these issues by moving three specific criteria forward:

- **Equity:** An increase of biking/walking/transit opportunities provides relatively low-cost access to jobs, food, and healthcare, while also reducing pollution and greenhouse gas emissions by taking cars off the roads and increasing physical activity.² Healthier residents result in more thriving communities, with more opportunities for physical mobility (such as improved transit options for people with disabilities), economic well-being (such as increased career options and reduced commute times), and social engagement (such as improved abilities to connect with groups and attend events.) Our state thrives when our communities are healthy and connected, and we support efforts to address deep-rooted equity problems that have fragmented neighborhoods and left them underserved.
- **Climate:** Transit projects are key factors in reducing air pollution throughout the state, particularly in urban areas. It is important to use environmental criteria that prioritize projects based on their potential to improve air quality, reduce greenhouse gas emissions, advance state environmental

¹ DePuyt, Bruce. "Report Finds Maryland Transit Agency Suffers from under-Staffing and High Vacancy Rate." *Maryland Matters*, 9 Dec. 2022, <https://www.marylandmatters.org/2022/12/09/report-finds-maryland-transit-agency-suffers-from-low-staffing-and-high-vacancy-rate/>.

² "Transit Equity & Environmental Health in Baltimore." *Bloomberg American Health Initiative*, 21 Sept. 2021, <https://americanhealth.jhu.edu/news/transit-equity-environmental-health-baltimore>.

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403

goals, and avoid impact on environmentally sensitive and protected lands. When vehicles burn fossil fuels, they produce air pollutants such as nitrogen oxides and particulate matter, that not only affect residents, but also are absorbed by the Chesapeake Bay, causing changes in the acidity and vitality of the ecosystem. Nitrogen oxides, for example, can fuel the growth of algae blooms, which can block sunlight from reaching underwater grasses and create low-oxygen “dead zones” that suffocate marine life.³

Transit projects can also advance state environmental goals. Maryland has set the most aggressive greenhouse gas emissions reduction goals in the nation. Under the Climate Solutions Now Act of 2022, a new target has been established at 60% (over 2006 level) by 2031 and net-zero emissions by 2045.⁴ The transportation sector generates the largest share of greenhouse gas emissions, releasing 27% of nationwide emissions⁵, so equitable and effective transit projects hold a key role in attaining these statewide goals.

- Smart growth: Transit-oriented development can also benefit communities by attracting more investment from businesses, developers, and residents. This diversity contributes to neighborhood vibrancy and connectivity and leads to more equitable communities that provide opportunities for all residents.⁶

CBF urges the Committee’s FAVORABLE report on HB 1052.

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

³ “The Dead Zone.” *Chesapeake Bay Program*, <https://www.chesapeakebay.net/issues/threats-to-the-bay/dead-zone>.

⁴ Casey, Susan. “Climate Change Program.” *Maryland Department of the Environment*, <https://mde.maryland.gov/programs/Air/ClimateChange/Pages/index.aspx#:~:text=Maryland%20has%20set%20the%20most,he%20end%20of%20June%202023>.

⁵ “Sources of Greenhouse Gas Emissions.” *EPA*, Environmental Protection Agency, 5 Aug. 2022, <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions>.

⁶ “Transit-Oriented Development.” *Federal Transit Administration*, United States Department of Transportation, 17 Nov. 2022, <https://www.transit.dot.gov/TOD#:~:text=Dense%2C%20walkable%2C%20mixed%2Duse,leads%20to%20more%20equitable%20communities>.

HB1052 - Transportation Consolidated Transportati

Uploaded by: John Hillegass

Position: FAV

March 6, 2023

The Honorable Ben Barnes
Chair, House Appropriations Committee
Room 121, House Office Building
Annapolis, MD 21401

Re: Support for House Bill 1052 to enhance the transparency of the Consolidated Transportation Program

Dear Chair Barnes and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for House Bill 1052, which would establish a workgroup to enhance transparency behind the decision-making and prioritization of the state's transportation investment decisions.

The Partnership is a civic alliance of leading employers in the Capital Region of Baltimore, Washington, and Richmond, who together employ more than 300,000 residents and are committed to making this region one of the best places to live, work, and build a business. Better transportation is central to that vision. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an action-oriented strategy to transform the Capital Region's transportation system into a world class asset that ensures our global competitiveness.

To ensure the best use of limited resources, the Blueprint calls for Maryland to review its performance-driven project scoring program and measure and report the outcomes and equity benefits of each capital investment. House Bill 1052 helps advance that goal by establishing a workgroup to study implementation of the Maryland Open Transportation Investment Decision Act of 2016 and review the prioritization and scoring processes of the state's transportation investment decisions. The workgroup would issue its findings and recommendations by September 1, 2025.

The Partnership encourages a favorable report for this bill which will help create more transparent public-sector decision making that can maximize the benefits of the state's transportation investment program.

Sincerely,



Kathy Hollinger
CEO

CC: John Hillegass, Director, Regional Mobility & Infrastructure, Greater Washington Partnership

HB1052_MDSierraClub_fav 9Mar2023.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Appropriations
Testimony on: HB 1052 – “Transportation – Consolidated Transportation Program - Scoring”
Position: Support
Hearing Date: March 9, 2023

The Maryland Chapter of Sierra Club supports HB 1052 that would add climate change mitigation, environmental justice, and adhering to smart growth design principles to the State’s transportation goals. These goals are used by the Department of Transportation (DOT) to score major projects to determine what to include in its annual Consolidated Transportation Program.

The bill also would modify the current transportation goals by measuring congestion improvement by determining the degree to which a proposed project would increase the number of people passing through a corridor using all modes of transportation. Another change would require an assessment of the potential for a project to improve air quality or reduce greenhouse gas emissions. The bill also would require a determination of a proposed project’s potential to improve access to transportation for persons with disabilities.

Adding the goal of adhering to smart growth design principles to the State’s transportation goals would require scoring to start assessing transportation projects for their potential to attract mixed-use development to existing communities near transit, create walkable neighborhoods and a range of housing opportunities, take advantage of compact design, and preserve open space, natural beauty, and critical environmental areas.

In addition, HB1052 would establish a Workgroup on the Maryland Open Transportation Investment Decision Act to make recommendations on what changes should be made to the quantitative methods used by the DOT to calculate scores used to prioritize major transportation projects.

Updating DOT’s goals and scoring process for determining which major projects to pursue makes sense because transportation now is the largest source of climate-disrupting greenhouse gases in Maryland and our nation today, and a major source of toxic pollution. This means the DOT needs to support more transit, bicycle, and pedestrian infrastructure projects and far fewer highway projects, as getting more people out of their gas and diesel-fueled vehicles and traveling by mass transit, bicycles, and walking is critically important. Adhering to smart growth design principles also is key to reducing vehicle miles traveled, traffic congestion, and pollution that fossil-fuel powered vehicles generate.

In summary, HB1052 would make DOT prioritize more major projects that are better for the environment, would improve public health, and would better serve the residents of the state. We urge a favorable report on this bill.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

Transit Endorsement Letter

Uploaded by: Karen Lewis Young

Position: FAV



MARYLAND TRANSIT CAUCUS

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Officers

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Dear Chair Barnes, Vice Chair Chang, and Members of the Appropriations Committee,

The more than 90 members of the Transit Caucus have voted to endorse HB 1052 – Transportation – Consolidated Transportation Program – Scoring.

The Transit Caucus is a bipartisan group of Senators and Delegates committed to supporting legislation that supports a robust, equitable, modern, and effective transit network that serves all Marylanders. To that end, the Caucus is dedicated to advancing reliable and sustainable transportation options for Marylanders. This includes, but is not limited to, interconnected public transit, a transition to clean vehicles, alternatives (walking and biking), and the infrastructure to support these options as safe modes of transit. We believe that ensuring every Marylander has access to a variety of safe and reliable mobility options is a critical element of achieving an equitable, prosperous, and healthy state.

The Caucus respectfully requests a favorable report for this legislation.

Thank you for your consideration.

Sincerely,

Senator Karen Lewis Young

Delegate Jared Solomon

Members

Delegate Gabriel Acevero
Delegate Nick Allen
Delegate Carl Anderton
Delegate Dalya Attar
Senator Malcolm Augustine
Delegate Heather Bagnall
Delegate Sandy Bartlett
Senator Pamela Beidle
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Senator Mary Washington
Delegate Courtney Watson
Delegate Melissa Wells
Delegate Jheanelle Wilkins
Delegate Nicole Williams
Delegate Chao Wu
Delegate Natalie Ziegler
Senator Craig Zucker

HB1052 Bill Testimony .docx.pdf

Uploaded by: Maryland Legislative Latino Caucus

Position: FAV



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MADELIN MARTINEZ, EXECUTIVE DIRECTOR

TO: Delegate Ben Barnes, Chair
Delegate Mark S. Chang, Vice Chair
Appropriations Committee Members
FROM: Maryland Legislative Latino Caucus
DATE: March 7th, 2023
RE: HB1052 Transportation-Consolidated Transportation

Program-Scoring

The MLLC supports HB1052 Transportation – Consolidated Transportation Program – Scoring

The MLLC is a bipartisan group of Senators and Delegates committed to supporting legislation that improves the lives of Latinos throughout our state. The MLLC is a crucial voice in the development of public policy that uplifts the Latino community and benefits the state of Maryland. Thank you for allowing us the opportunity to express our support of HB1052.

The decision to limit the weighting disparity between different goals and different measures is an attempt to limit the impact of politics on transportation priorities. For instance, MDOT under Governor Hogan weighted congestion at 18%, while equitable access was weighted only 7%, and environment at 9%. The changes proposed in HB1052 will improve the CTP's scoring system by making it more independent from changes in gubernatorial administrations and ensure that equity cannot be treated with such low importance. Latinos are particularly vulnerable to environmental injustice. Maryland has the nation's second worst air pollution from cars, trucks and buses,¹ and Marylanders who face the greatest exposure to transportation pollution are those who live near highways, along major freight corridors, and in urban areas, such as in Prince George's County² and Baltimore City.³ People of color make up a significant percent of the population in these areas.⁴ A study published by the NIH in 2016 found associations between exposures to particulate matter and reduced lung function in Latino children with asthma from different geographical regions in the United States.⁵

HB1052 alters the project prioritization scoring system of the Consolidated Transportation Program. The alteration ensures that no goal is weighted 5% higher than the lowest-weighted goal, and no measure of each goal is weighted 10% higher than the lowest-weighted measure of each goal. This introduces adherence to smart growth design principles, transit-oriented development, and a heightened focus on environmental justice. The results of the reprioritized Consolidated Transportation Program will ensure that Latinos are not disproportionately impacted by pollution.

For these reasons, the Maryland Legislative Latino Caucus respectfully requests a favorable report on HB1052.

¹ [Pinto de Moura, M. C. \(2019, November 15\). *Inequitable Exposure to Air Pollution from Vehicles in Maryland. The Equation.*](#)

² [U.S. Census Bureau Quickfacts: Prince George's county, Maryland. United States Census Bureau. \(2020\).](#)

³ [Pinto de Moura, M. C. \(2019, November 15\). *Inequitable Exposure to Air Pollution from Vehicles in Maryland. The Equation.*](#)

⁴ *ibid.*

⁵ [Neophytou AM, White MJ, Oh SS, et al. Air Pollution and Lung Function in Minority Youth with Asthma in the GALA II \(Genes-Environments and Admixture in Latino Americans\) and SAGE II \(Study of African Americans, Asthma, Genes, and Environments\) Studies. *Am J Respir Crit Care Med.* 2016;193\(11\):1271-1280. doi:10.1164/rccm.201508-1706O](#)

HB1052 - Ruth - Sponsor Testimony - FAV.pdf

Uploaded by: S Ruth

Position: FAV



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

SPONSOR TESTIMONY IN SUPPORT OF HB1052
(TRANSPORTATION - CONSOLIDATED TRANSPORTATION PROGRAM - SCORING)

Delegate Sheila Ruth
March 7, 2023

Maryland uses a project-based scoring system known as the “Chapter 30 Scoring Model” which assigns a score to each major transportation project in the Consolidated Transportation Program (CTP). The projects are ranked by score in an appendix to the CTP. MDOT is not required to prioritize projects with higher scores for funding.

The scores are based on a series of goals established in Transportation Section 2-103.7. MDOT has developed quantitative methods for calculating a value for each goal. The scores for each goal are then assigned a weight within the overall score. For example, in the [current Chapter 30 model](#), the goal to reduce congestion is weighted at 18% of the total, environmental stewardship at 9%, and equitable access at 7%. You can see all the weights in the chart below.

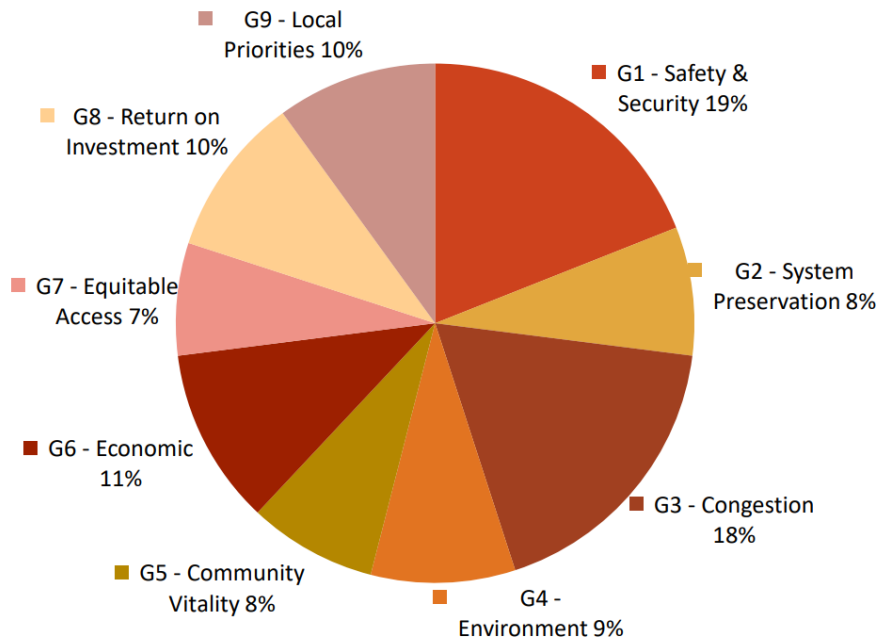


Figure 3.1 Chapter 30 Goal Weights

The Chapter 30 scoring system has somewhat of a checkered past. It was initially established in the Maryland Open Transportation Investment Decision Act of 2016 (2016 HB1013), which was passed by the General Assembly and vetoed by then-Governor Hogan. The General Assembly overrode the veto in April 2016. Then in 2017, Governor Hogan introduced a bill he called the “Road Kill Bill Repeal,” which attempted to repeal the scoring system. Instead a compromise was reached, and SB307, or CH30, was passed, that modified the scoring system goals and gave MDOT more flexibility in implementing them.

SB307/CH30 also established a workgroup to evaluate the model and how it might be used, as well as look at similar scoring systems in other states and make recommendations. Unfortunately, the [workgroup never met and was disbanded.](#)

With a new administration, it’s time to take another look at this model and how we determine funding for major transportation projects. Because the workgroup never met, the model never received the deep evaluation that it should have. Additionally, our state’s goals have evolved since 2017. Most notably, we recently passed major climate change legislation that set ambitious goals for reducing greenhouse gas emissions. Our transportation goals should reflect that, yet climate is never mentioned in the Chapter 30 statute and plays a very minor role in the actual calculations.

As introduced, HB1052 makes some changes to the goals in Transportation Section 2-103.7 and to the way the goals are weighted. It also restarts the workgroup that was originally included in the 2017 bill. However, after discussions with MDOT, I came to the conclusion that making changes to the statute before a workgroup is formed and makes recommendations is premature as further changes would essentially require that the work to update the model be done twice. Working with MDOT, I’ve submitted an amendment that removes the section of the bill that would have made changes to the goals in the statute and only restarts the workgroup. With MDOT’s agreement, I’ve also added climate change, environmental justice, and smart growth design as items that the workgroup should consider for possible inclusion in the model.

I ask for a favorable report for HB1052 with the MDOT amendment.

HB1052-983828-01.pdf

Uploaded by: S Ruth

Position: FAV



HB1052/983828/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

07 MAR 23
10:04:53

BY: Delegate Ruth
(To be offered in the Appropriations Committee)

AMENDMENTS TO HOUSE BILL 1052
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, strike line 2 in its entirety and substitute “**Workgroup on the Maryland Open Transportation Investment Decision Act**”; strike beginning with “requiring” in line 3 down through “Program;” in line 7; in line 8, after “Act” insert “to evaluate certain aspects of the Consolidated Transportation Program and alternative transportation projects”; in line 9, after “to” insert “the Workgroup on the Maryland Open Transportation Investment Decision Act and”; strike beginning with “and” in line 9 down through “scoring” in line 10; and strike in their entirety lines 11 through 15, inclusive.

AMENDMENT NO. 2

On page 1, in line 17, strike “the Laws of Maryland read as follows”.

On pages 1 through 7, strike in their entirety the lines beginning with line 18 on page 1 through line 3 on page 7, inclusive.

On page 7, in line 19, strike “, as enacted by Section 1 of this Act,”.

On page 8, strike beginning with the comma in line 1 down through “Act” in line 2; in line 6, strike the comma; in the same line, after “shall” insert “:

(1)”;

in lines 7, 8, and 9, strike “(1)”, “(2)”, and “(3)”, respectively, and substitute “(i)”, “(ii)”, and “(iii)”, respectively; in line 8, after “organizations;” insert “and”; strike beginning

with “the” in line 9 down through “(5)” in line 11; in line 12, after “expertise” insert “; and

(2) consider that the State transportation goals may include:

(i) climate change mitigation;

(ii) environmental justice; and

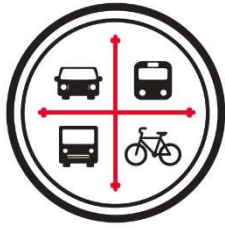
(iii) adherence to smart growth design principles”;

in line 16, strike “3.” and substitute “2.”; in lines 17 and 18, in each instance, strike “Section 2 of”; and in line 17, strike “this Act” and substitute “It”.

HB 1052_CMTA_FWA.pdf

Uploaded by: Brian O'Malley

Position: FWA



Transportation Alliance

March 9, 2023

Testimony on HB 1052– *Transportation – Consolidated Transportation Program – Scoring Appropriations*

Position: Favorable With Amendments

The Central Maryland Transportation Alliance supports HB 1052.

The Transportation Alliance has long been in support of efforts to increase transparency and accountability for the state’s transportation project selection and funding decisions. Back in 2010, we testified in favor the Smarter Transportation for Maryland Act, which was passed and signed into law. Prior to that law, the Consolidated Transportation Program (CTP) did not even mention or have any connection to our state transportation goals. That bill required that priority letters submitted must say how a project will achieve our goals and that the CTP should address how projects will achieve goals. With the passage of that law the project information forms in the CTP began to include checkboxes indicating which of our state goals each project would support. It was a small step in the right direction.

Six years later, we supported the Maryland Open Transportation Investment Decision Act (MOTIDA). That bill was intended to take Maryland a step further where major projects would be evaluated and scored. States like Virginia and North Carolina were implementing evaluation processes to help them improve project selection and we supported Maryland moving in that direction. Despite strong opposition from the Governor, the General Assembly passed and then overrode a veto to make MOTIDA the law. Despite this, the Governor and the Department of Transportation continued to oppose the law and thwart its implementation. The following session, the General Assembly passed a bill that revisited the project scoring and watered down MOTIDA. This became known as Chapter 30 Scoring. Under the previous administration Chapter 30 project scoring has been reduced to a small appendix at the end of the CTP, instead of a robust and transparent process like Virginia’s Smart Scale program.

With a new Governor and Secretary of Transportation, we believe this is an opportune time to re-visit project scoring for Maryland. By convening the MOTIDA Workgroup, the new administration, along with local governments and other stakeholders, can evaluate the current Chapter 30 scoring process and recommend improvements that could bring the law in line with its original intent: ensuring that our transportation investments are being used wisely and in ways that provide real, measurable improvements to Marylanders’ lives.

We respectfully request Favorable report with the sponsor amendments offered by Del. Ruth.

HB1052 - TSO - Ch. 30 - SUPP_FINAL.pdf

Uploaded by: Patricia Westervelt

Position: FWA

March 9, 2023

The Honorable Ben Barnes
Chair, House Appropriations Committee
Room 121, House Office Building
Annapolis Maryland 21401

RE: Letter of Support with Amendments – House Bill 1052 – Transportation – Consolidated Transportation Program – Scoring

Dear Chair Barnes and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 1052, with the adoption of the sponsor amendments. MDOT would like to note for the Committee that it has engaged in conversations with the bill sponsor about areas of concern in the bill related to the Chapter 30 Scoring Model, as drafted, as well as common goals. MDOT looks forward to continuing its working relationship with the bill sponsor.

House Bill 1052 originally was comprised of two sections. Section 1, as amended by the bill sponsor, removes the prescriptive Chapter 30 Scoring Model requirements. Section 2 establishes a Workgroup on the Maryland Open Transportation Investment Decision Act to evaluate the model required under Transportation Article § 2–103.7(b), with recommendations due by September 1, 2025. Additionally, in the process of conducting the evaluations, the Workgroup shall consider that the State transportation goals may include climate change mitigation, environmental justice, and smart growth design principles.

The current Chapter 30 Scoring Model was developed by an implementation group comprised of regional planners, capital programming staff, subject matter experts from transportation business units, and representatives from the Maryland Association of Counties and Maryland Municipal League. It has been five years since this group developed the project-based scoring model consistent with the requirements of Transportation Article § 2–103.7(b). The MDOT agrees that it is time for a reexamination of the Chapter 30 Scoring Model to see if what has changed since then, look at what has been done around the country, particularly in Virginia, and determine the best path forward.

For these reasons, the Maryland Department of Transportation respectfully requests that the Committee grant House Bill 1052 a favorable report as amended.

Respectfully submitted,

Heather Murphy
Director of Planning and Capital Programming
Maryland Department of Transportation
410-865-1275

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