



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.