



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.

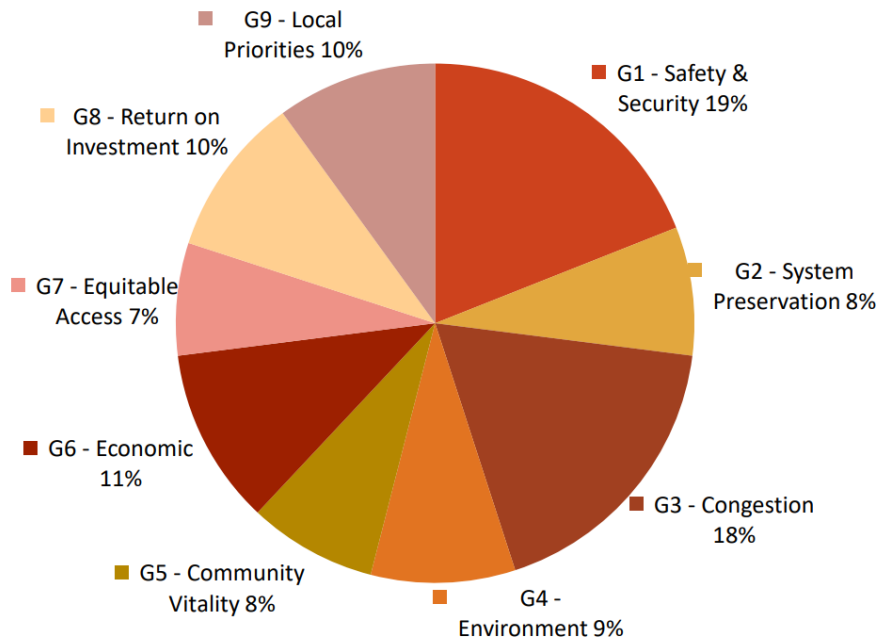


Figure 3.1 Chapter 30 Goal Weights

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.