



Hon. Ben Barnes, Chairman  
Appropriations Committee  
120 Taylor House Office Building  
Annapolis, MD 21401

Hon. Mark Chang, Vice Chair  
Appropriations Committee  
120 Taylor House Office Building  
Annapolis, MD 21401

**Organization:** ACEC/MD

**Bill:** HB20 - Transportation - Consolidated Transportation Program - Prioritization  
(Transportation Investment Priorities Act of 2025)

**Position:** Support

Chairman Barnes, Vice-Chair Chang, and Members of the Committee,

The American Council of Engineering Companies/MD (ACEC/MD) is the representative organization for approximately 90 consulting engineering firms of various sizes across the state. These firms play a crucial role in serving both the public and private sectors by actively participating in the design and development of essential infrastructure such as public water and wastewater systems, bridges, highways, building structures, and environmental projects.

Our organization's member firms collectively employ approximately 7,000 individuals statewide, and approximately forty percent of ACEC/MD's membership is comprised of certified small, minority-owned, or women-owned businesses, reflecting our commitment to diversity and inclusion within the engineering industry. We respectfully **support** this bill.

I am writing to express our strong support for HB20. These updates represent a critical step forward in fostering transparency, equity, and efficiency in Maryland's transportation planning and project implementation processes.

The proposed framework for evaluating project requests under key transportation programs, including the Development and Evaluation Program, State of Good Repair Programs, and the Prioritization Program, is a significant improvement. By requiring the Department to publish clear guidelines, implement a web-based submission system, and provide timely feedback on project requests, stakeholders will benefit from a streamlined and transparent process. These enhancements ensure that local governments and other stakeholders receive consistent and timely updates on their proposed projects, ultimately fostering greater accountability and collaboration.

We also commend the updates to the Maryland Transportation Plan (MTP), which emphasize long-term planning, equity, and performance accountability. The inclusion of 10- and 20-year forecasts for the state's transportation needs—divided into State of Good Repair and Capacity Expansion—is a forward-thinking approach that underscores the importance of balancing maintenance with growth. Additionally, the requirement for performance measures to track the implementation of the MTP ensures that progress remains measurable and aligned with Maryland's broader transportation priorities.

The revisions to the Department's annual meetings with local governments and legislative



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

delegations further strengthen transparency and collaboration. By expanding the scope of these meetings to include updates on the Consolidated Transportation Program, the Maryland Transportation Plan, and the project-based scoring system, stakeholders are better equipped to provide informed input. The inclusion of scoring methodology discussions and feedback mechanisms ensures that local priorities are effectively considered within the broader state framework.

The proposed updates to asset management practices and performance targets are another critical component of this legislation. By requiring the State Highway Administration to establish transparent methodologies for fund allocation and meet federal compliance standards, Maryland is ensuring the efficient maintenance and operation of its highway systems. The establishment of long-term performance targets for pavements, bridges, and other key assets—along with regular reviews and updates—provides a robust framework for sustainable infrastructure management. The Highway State of Good Repair Program further reinforces this by prioritizing projects that improve and maintain the condition of critical assets, using a data-driven ranking system to allocate funds efficiently.

In conclusion, the proposed changes represent a comprehensive and forward-looking approach to addressing Maryland's transportation challenges. ACEC/MD fully supports these updates and believes they will enhance transparency, equity, and accountability in the state's transportation system. We appreciate your leadership on these critical issues and look forward to continuing our collaboration to advance Maryland's infrastructure goals.

For any comments, inquiries, or further information, please do not hesitate to contact me at [Maria@providence.llc](mailto:Maria@providence.llc) or our government affairs consultant, Rory Murray at [Murray@providence.llc](mailto:Murray@providence.llc).

Respectfully,

Maria Donovan  
Executive Director  
ACEC/MD