

SB198 - Transportation Investment Priorities Act o

Uploaded by: Abigail Snyder

Position: FAV

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Shaarei Tfiloh Congregation
Shomrei Emunah Congregation
Suburban Orthodox Congregation
Temple Beth Shalom
Temple Isaiah
Zionist Organization of America
Baltimore District

Written Testimony

Senate Bill 198 - Transportation Investment Priorities Act of 2025
Budget and Taxation Committee – January 29, 2025
Support

Background: Senate Bill 198 would alter the required elements of the Consolidated Transportation Program and Maryland Transportation Plan; require a certain advisory committee to advise the Department of Transportation on the Maryland Transportation Plan; require the Department to develop a certain project-based scoring system and solicit requests from certain entities for major surface transportation projects; and require the Department to evaluate and score certain major surface transportation projects.

Written Comments: It is no secret that there are problems in our current structure under the Department of Transportation. There needs to be changes in the evaluation process for planning and funding projects across the State. Baltimore is a prime example of an area where the current state of MDOT has taken its toll. From abandoned projects to neglected roadways, it is an epicenter for needed upgrades.

By implementing the Transportation Investment Priorities Act and updating Chapter 30, the Maryland Transit Administration can properly develop asset management practices to ensure there is a focus on safety, accessibility, social equity, and sustainability, and the State Highway Administration can establish performance targets for pavements and bridges that can be sustained over a 20-year period and conduct a comprehensive review of such targets every four years. Both of these are key for the longevity of our infrastructure in our State.

For these reasons, the Baltimore Jewish Councils asks for a favorable report on SB198.

The Baltimore Jewish Council, a coalition of central Maryland Jewish organizations and congregations, advocates at all levels of government, on a variety of social welfare, economic and religious concerns, to protect and promote the interests of The Associated Jewish Community Federation of Baltimore, its agencies and the Greater Baltimore Jewish community.

Testimony to MD Assembly.pdf

Uploaded by: Beth Osborne

Position: FAV

Testimony by Beth Osborne, Director of Transportation for America

Transportation Investment Priorities Act of 2025

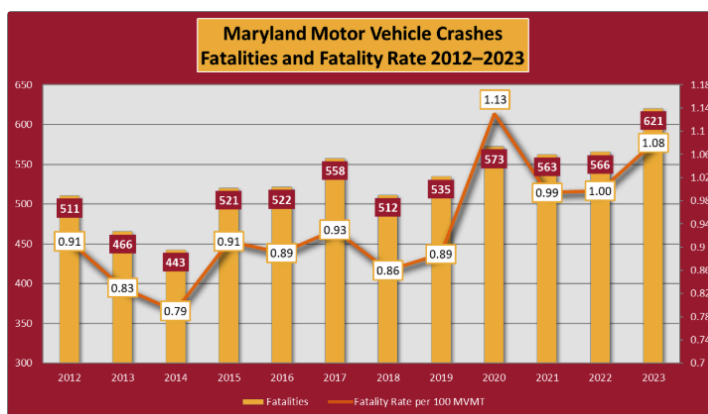
Hearing 1/29/2025 at 10:30 a.m.

Thank you for the opportunity to submit testimony about the Transportation Investment Priorities Act of 2025. With this approach, Maryland becomes a national leader in transportation. This legislation demands the state commit to delivering strong transportation outcomes to the people of Maryland.

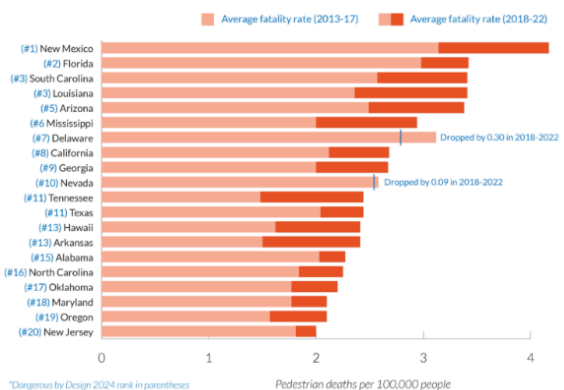
The tradition in the surface transportation program is one of bipartisan spending, somewhat evenly spread around for whatever project is next in line. With this approach, people are given promises of smoother commutes, safer roads, and repaired roads and bridges. While promises of better outcomes are made, no one checks to see if those promises were met and, if not, how the transportation agency could do better. In fact, the failure to reach promised objectives is often the excuse to put more funding into the same type of projects and programs that led to the poor results. The legislation before you would change that.

Transportation agencies promise their investments will produce safer roadways. But the United States is not doing well on transportation safety. The nation falls far behind all other developed nations by a good deal, surpassed only by Colombia and Costa Rica in the International Transport Forum.¹ In Maryland, roadway fatalities have gone from 511 and a rate of 0.91 fatalities per 100 MVMT to 621 fatalities and a rate of 1.08 fatalities per 100 MVMT in 2023.²

In terms of pedestrians, Maryland ranks 18th in the nation in terms of danger to pedestrians and is getting more dangerous.³ In 2002, 24 percent of roadway fatalities were pedestrians (a much higher percentage than those who travel by walking), and 75 percent of those fatalities occurred on state roadways.



All but two of the top 20 are getting more deadly The most dangerous states are getting more deadly



¹ IRTAD Road Safety Annual Report 2024: <https://www.itf-oecd.org/road-safety-annual-report-2024>

² Zero Deaths Maryland: <https://zerodeathsmd.gov/resources/crashdata/>

³ Dangerous by Design 2024: <https://smartgrowthamerica.org/dangerous-by-design/state-of-the-states/>

Many of the standards, procedures and tools departments of transportation (DOTs) use were originally developed for building Interstates and highways but today are applied to roadways of all kinds. The standard approach is designed to ensure that the maximum number of projected vehicles can move smoothly along the roadway at often inappropriately high speeds throughout its useful life (20 years or more). Anything that might interfere with that goal—narrowed lanes, more crossings, lower speed limits—require special procedures each time they are tried, even if they are necessary to improve safety. This is the case throughout the country. Interestingly, while this approach is meant to protect vehicle movements, it does not.

Departments of transportation promise that highway expansions will get traffic moving and

Urbanized area	Population growth	Freeway lane-miles growth	Growth in delay
Seattle, WA	40%	38%	154%
Memphis, TN	23%	74%	153%
Dallas, TX	67%	42%	152%
Wichita, KS	36%	61%	148%
Rochester, NY	17%	14%	147%
Tampa, FL	51%	108%	147%
Tulsa, OK	18%	66%	147%
Louisville, KY	36%	6%	146%
Baltimore, MD	24%	25%	145%
TOTAL	32%	42%	144%

have for over half a century. But after tens or hundreds of millions of dollars in spending and months of congestion caused by construction, things improve only for a little while. Then due to new travel and development encouraged by the expansion, traffic is worse than ever. Rinse and repeat. As a result, even though highway expansion kept up with population growth in the Baltimore area between 1993 and 2017, congestion increased 144 percent.⁴ Similar results were found in all of the largest 100 metro areas, with congestion getting worse in areas with falling populations.

Clearly highway capacity is not the only problem, but that is what our tools and procedures tell us. Transportation agencies across the country are working with old tools and are not expected to check their work. We need to better project the results of investments and check to see what actually happens.

In this way, the Transportation Investment Priorities Act of 2025 would put Maryland in the lead for better accountability and results. Under this Act, Maryland would clearly state to its public statewide priorities and align its transportation spending with them:

- safety;
- accessibility & mobility;
- climate change & the environment;
- social equity;
- economic competitiveness; and
- sustainable land use/demand management.

It is not only that Maryland would be prioritizing the transportation projects that do the most to further those state priorities. Under this bill, Maryland is quantifying the sort of outcomes that most in the transportation industry dismiss as too difficult to measure and, as a result, make a lower priority. Those include outcomes that are fundamental to transportation, like getting people to jobs, but have never been projected or measured. Outcomes that improve the economy for everyone, such as increasing the productivity of land that support the

⁴ Congestion Con: <https://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf>

transportation project and jobs access to disadvantaged communities. And outcomes that address the future of the state and the communities we leave to our children, like reducing emissions that impact the climate and public health.

This is what it means to be a leader: to try things before anyone else and to figure out how to accomplish new things so that others can follow. With the Transportation Investment Priorities Act, Maryland would move beyond the 1950s era approach to transportation performance management and lead the way in moving the performance of its investments and its transportation system towards the goals set for 2050.

Maryland DOT will also benefit. Through this Act, the DOT will show Marylanders clearly why the department prioritized the projects they are building and what people can expect from those investments. This may seem minor, but people are losing faith with governmental programs and promises and a trust funded program that is 1) unaccountable and 2) out of money is likely to lose that faith first. Under this program, Maryland DOT would not only measure projects by their impact on priority outcomes, but make the full prioritization procedure and the results public.

Before I came to Transportation for America, I spent five years (2009-2014) at the U.S. Department of Transportation (USDOT) serving as Deputy Assistant Secretary before being elevated to Acting Assistant Secretary. In those roles, I ran what was then known as the TIGER Discretionary Grant Program, later called BUILD and RAISE—a first of its kind competitive program where any governmental entity could seek funding directly from USDOT for any kind of surface transportation project, whether highway, transit, rail or active transportation (in fact, we preferred projects that did something for all modes). At first, people struggled to understand what we were doing. One applicant submitted over 60 applications for different portions of a highway expansion, none of which stood on their own nor made much sense in a competitive program.

In fairness, this was very different from what USDOT normally did. We set five priorities⁵: improve safety, state of repair, economic competitiveness, livability and environmental sustainability. USDOT received over 1500 applications in the first round of funding availability. We funded a little over 50. This trend repeated in subsequent rounds of the program. It was my job to explain to anyone who did not receive funding who wanted an explanation why they were unsuccessful and what they needed to do to increase their chance for funding in the following year. Over my time at USDOT, I sat for hundreds of these debriefings and helped people see how to tie their priorities to priority outcomes, seeing many come back the next round and win.

While saying “no” to almost everyone who applied for TIGER funding, it became the most popular program in the federal government, sometimes crashing Grants.gov due to the unusually high level of demand for those funds.

⁵ For the record, I believe 3-5 criteria/priorities to be ideal because most people cannot remember more than five priorities and, beyond 5, each criteria impacts the results less and less.

How could this be? So few successful applicants and so much popular demand for the program to continue? The answer is simple. People appreciated hearing a clear, outcome-based reason for how we chose projects. They not only understood why their project did not get chosen but how they could improve their project to get it funded. The process was clear and predictable. It wasn't about politics or power—it was about aligning their project with at least three of the priorities we explained in the program funding notice.

That is the kind of faith in Maryland DOT's decisionmaking the Assembly would be setting up by passing the Transportation Investment Priorities Act. It would allow state legislators to better support their constituents in developing great project ideas and explain how the funding they appropriated was being used.

Additionally, this legislation requires Maryland DOT to publish an annual Attainment Report, reporting on progress made in the priority areas. This is extremely important. Not only should a government agency do its best to project the benefits of investments and ensure those benefits are aligned with statewide priorities, but they should also check their work to ensure that the taxpayers got what was promised. Where projections are off, the state DOT should be honest about it and explain how they are going to improve the way they determine benefits. This way, not only would Maryland be leading the country in how they measure the performance of their transportation projects and system, but Maryland would also be setting itself up to continue to lead by discovering when and how current assumptions are off and finding more accurate and dependable data and models to use.

It is exciting to see the Maryland Assembly considering such an important piece of legislation. In my experience, holding our own agency accountable produces confidence, more support and better outcomes faster than one might expect. Transportation for America strongly supports the Transportation Investment Priorities Act and hopes the Assembly adopts it soon and puts Maryland DOT where it should be—leading the nation forward.

CSG MD SB0198 Transp Investment Priorities Act tes

Uploaded by: Cheryl Cort

Position: FAV

**Testimony on SB 198
Transportation Investment Priorities Act of 2025
Senate Budget & Taxation Committee**

Date: January 27, 2025

Position: SUPPORT

The Coalition for Smarter Growth (CSG) supports **SB 198**. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all. The **Transportation Investment Priorities Act** will ensure Maryland's transportation investments are aligned with state policy goals and that funding decisions are transparent and data driven.

We applaud MDOT's current effort to modernize the Chapter 30 project scoring program. SB 198 would ensure that these efforts guide future administrations in spending Maryland's transportation dollars wisely and with accountability.

In neighboring Virginia, the Smart Scale project funding and prioritization program is regarded as a national success story, because it has resulted in more cost effective projects and solutions. Equally important, because it doesn't spread funds thinly across too many projects with the result that many never get built, SmartScale has ensured that the selected projects are fully funded and are built more expeditiously. These key components of Smart Scale are likewise contained in MDOT's proposed administrative measures and SB 198 legislation to improve the Chapter 30 process.

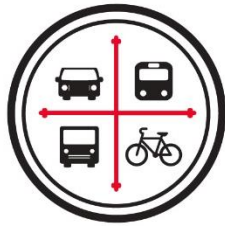
SB 198 ensures consideration of land use, environmental impacts, and demand management solutions. It improves the connection between the state and localities to jointly ensure that local land use decisions are linked to transportation projects that the taxpayers can afford and make sense. At a time when tax resources are scarce, SB 198 will ensure that our state transportation dollars are spent wisely.

We ask for a **favorable report for SB 198** by the committee. Thank you.

SB0198_Favorable_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



Transportation Alliance

January 29, 2025

Testimony on SB 198 – *Transportation Investment Priorities Act of 2025* – Budget & Taxation Committee

Position: Favorable

The Central Maryland Transportation Alliance supports SB 198, which updates and clarifies the transportation project prioritization program codified in Chapter 30. The point is to ensure that public funds are spent efficiently and effectively on transportation projects that deliver the greatest benefits to the community.

SB 198 requires the Maryland Department of Transportation (MDOT) to make reforms to the project prioritization program that has been in place since 2017 so that it is clearer and more predictable for stakeholders including counties, municipalities, Metropolitan Planning Organizations and other entities that propose transportation projects for inclusion in the MDOT capital program.

It is always important for MDOT to be a careful steward of how public dollars are spent, and now more so as the legislature considers separate proposals for increasing revenues to the Transportation Trust Fund. This departmental bill will improve the transparency and accountability of the spending side of the ledger.

We encourage a FAVORABLE report for Senate Bill 198.

SB0198 LOS Project Prioritization.pdf

Uploaded by: Jed Weeks

Position: FAV



January 27, 2025

Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West Wing
11 Bladen Street
Annapolis, MD 21401 - 1991

SUPPORT: SB0198 Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act)

Bikemore, Baltimore City's livable streets advocacy organization representing more than 8,000 advocates and the 30% of Baltimoreans who lack access to a car, is writing in support of SB0198.

We are pleased to see the Maryland Department of Transportation recognize flaws in the original Chapter 30 project scoring program and propose revisions that will create a more transparent process in which both residents and local governments can engage.

We believe this prioritization process, in conjunction with the Moore-Miller administration's commitment to Complete Streets and Vision Zero, will result in projects that deliver safer and more accessible transportation options for all Marylanders.

As the program is more fleshed out, we would like to see consideration of explicit prioritization of active transportation, a differentiation of vehicle and vulnerable road user safety, and eventual incorporation of federal fund source projects into the scoring process.

But we believe that SB0198 is a strong step in the right direction by the Maryland Department of Transportation, and encourage the committee to issue a favorable report.

Sincerely,

Jed Weeks
Executive Director

BikeAAA-FAVSB198MDOTPrioritization20250127.pdf

Uploaded by: Jon Korin

Position: FAV



Support SB198

MDOT Prioritization

Bicycle Advocates for Annapolis & Anne Arundel County
P.O. Box 208, Arnold, MD 21012 www.bikeaaa.org 443-685-4103

Senate Budget & Committee
Annapolis, MD 21401-1991

January 27, 2025

RE: SUPPORT SB198 To prioritize safe active transportation - biking, walking, micromobility

Dear Chair and Members of the Committee,

I am a resident of District 30, president of Bicycle Advocates for Annapolis and Anne Arundel County ("BikeAAA"), Chair of the Anne Arundel County Bicycle Advisory Commission, Member of the 2017 Maryland Bicycle Safety Task Force and avid Maryland cyclist for over 20 years. On behalf of BikeAAA and it's more than 1,000 members, we support SB198.

We support a new Transportation Prioritization process that reflects and incorporates the commitment of MDOT to Complete Streets and Vision Zero in a safe, equitable comprehensive transportation network. To achieve this, we recommend that projects that incorporate/accommodate active transportation and micro-mobility be prioritized in the evaluation and scoring process. Doing so will:

- Reduce traffic congestion
- Lower the cost of travel
- Promote health
- Provide safe, affordable and equitable transportation choices
- Make Maryland a more attractive and affordable place to live, work and visit

Please support SB198 to reduce traffic congestion while improving safety, especially for people who travel without cars.

Sincerely,

Jon Korin
President, Bicycle Advocates for Annapolis & Anne Arundel County

SB198_MDSierra_FAV_1-29-25.docx (1).pdf

Uploaded by: Lindsey Mendelson

Position: FAV



Committee: Budget and Taxation

**Testimony on: SB 198 Transportation - Consolidated Transportation Program - Prioritization
(Transportation Investment Priorities Act of 2025)**

Position: Support

Hearing Date: January 29, 2025

The Maryland Chapter of the Sierra Club supports the Transportation Investment Priorities Act of 2025. The Maryland Open Transportation Investment Decision Act currently requires the Maryland Department of Transportation (MDOT) to evaluate and score major transportation projects considered for the Consolidated Transportation Program (CTP), MDOT's six-year capital budget. This current process does not tie the scores to MDOT's funding decisions, nor does it provide adequate transparency on the scoring method and why certain projects are included or removed from the CTP. Additionally, the current system does not require projects to be evaluated based on their impact on climate change. This is particularly problematic given that transportation is the largest source of climate pollution in the state.

SB 198 addresses these shortcomings of the current process. It would increase the transparency of spending decisions by creating a streamlined process for local governments to make funding requests and requiring MDOT respond to each request with information on how the project was evaluated. It would also require MDOT to create a new process to evaluate projects for their impacts on safety, accessibility and mobility, climate change and the environment, social equity, economic development, land use, and transportation demand management.

The bill would also restructure the current Transportation Commission and expand their responsibilities to include reviewing and making recommendations on the prioritization process, operating and capital budget updates, and MDOT's long-term plan known as the Maryland Transportation Plan (MTP).

Additionally, the bill would encourage a more streamlined approach for identifying and prioritizing maintenance ("state of good repair") projects. It would require the Maryland Transit Administration (MTA) and the Maryland State Highway Administration (SHA) to implement a risk-based system to identify and prioritize investments to achieve a state of good repair. This is an important step to making progress on the state's deferred maintenance backlog. MTA reported a deferred maintenance backlog of more than \$1.8 billion in the 2022 Capital Needs Inventory.

We urge a **favorable** report on SB 198.

Lindsey Mendelson
Senior Transportation Campaign
Representative
lindsey.mendelson@mdsierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Written Testimony SB 198 – Transportation Investme

Uploaded by: Matthew Girardi

Position: FAV



Statement of the Amalgamated Transit Union (ATU) Local 689

SB 198 – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2025)
January 27th, 2025

TO: The Honorable Guy Guzzone and Members of the Budget and Taxation Committee

FROM: Matthew Girardi, Political & Communications Director, ATU Local 689

ATU Local 689 supports SB 198 and urges the Senate Budget and Taxation Committee to issue a favorable report. This bill would be a great step in shining light on a critical process Local 689 applauds MDOT for it.

At Local 689, we represent over 15,000 transit workers and retirees throughout the Washington DC Metro Area performing many skilled transportation crafts for the Washington Metropolitan Area Transit Authority (WMATA), MetroAccess, Fairfax Connector, and DASH among others. Our union helped turn low-wage, exploitative transit jobs into transit careers. We became an engine for the middle-class of this region.

Building a transportation network that is safe, reliable, and accessible for Marylanders is of the utmost importance to Local 689. As such, we take a great interest in ensuring that the Chapter 30 prioritization process is doing right, especially by working class Marylanders and transit. For too long, that process has been unclear and confusing, frustrating advocates and government officials alike. SB 198 is a step in the right direction.

Specifically, SB 198 would clarify the Maryland Department of Transportation (MDOT) Chapter 30 prioritization process. This important process ensures that Maryland is prioritizing well thought, needed, and sustainable transportation projects. However, time and again, we have seen advocates, elected officials, and administrators asking for clarity on this process and how programs are selected.

We believe that SB 198 is a commonsense rewrite of the process that should make everyone better informed about potential outcomes. We fully agree with re-orienting our state's surface transportation goals around: (1) safety; (2) accessibility and mobility; (3) climate change and the environment; (4) social equity; (5) economic development; and (6) land use and transportation demand management. These are all key to building a transportation system that works for all Marylanders.

Local 689 thanks MDOT for introducing this important measure and urges the committee to issue a favorable report.

SB 198 - MoCo_DOT_Wenger_FAV (GA 25).pdf

Uploaded by: Melanie Wenger

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

SB 198

DATE: January 29, 2025

SPONSOR: Chair, Budget and Taxation Committee (By Request – Departmental – Transportation)

ASSIGNED TO: Budget and Taxation Committee

CONTACT PERSON: Melanie Wenger (melanie.wenger@montgomerycountymd.gov)

POSITION: Support (Department of Transportation)

Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2025)

Senate Bill 198 would require the Maryland Department of Transportation to revise the system for evaluating, scoring, and prioritizing capital transportation projects to be considered for funding and inclusion in the Consolidated Transportation Program.

The Montgomery County Department of Transportation supports this bill which better aligns the evaluation and scoring metrics for transportation projects with the State's goals as articulated in the *2050 Maryland Transportation Plan*. The bill proposes to evaluate projects based on how they address the following: safety, accessibility and mobility, climate change and the environment, social equity, economic development, and land use and transportation demand management.

Consistent with the legislation, the County is focused on delivering projects that improve safety; expand transportation options for County residents, businesses, and visitors; improve the efficiency of the existing system with limited roadway expansion; mitigate the climate impacts of the transportation sector; address past inequities; and support more compact and walkable land use patterns. In this past, the County's projects have not scored favorably.

The new metrics proposed in the bill will improve the ability for the County's transportation projects to compete favorably for funding. The County is focused on advancing projects such as bus rapid transit, growing our active transportation network, and other investments that address capacity without widening County and State roadways. Having the State prioritize projects such as these through funding commitments would benefit County residents and businesses, through the expansion of transportation choices, improving travel and supporting future growth.

For these reasons, the Montgomery County Department of Transportation respectfully requests that the Budget and Taxation Committee advance this legislation.

SB 198 - Transportation – Consolidated Transportat

Uploaded by: Michael McMillan

Position: FAV

Amalgamated Transit Union Local 1300

126 W. 25th Street, Baltimore, Maryland 21218
Telephone: 410-889-3566 Facsimile: 410-243-5541
www.atu1300.org

Proudly representing the transit workers of the MTA!



SB 198 - Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2025)

Favorable

Senate Budget and Taxation Committee
January 29th, 2025

ATU Local 1300 represents over 3,000 transit workers at the Maryland Transit Administration (MTA). This includes bus operators, bus mechanics, rail operators, rail maintenance workers, and more. Our members keep Maryland moving every day.

For years, we have heard members of the General Assembly and local elected officials complain about how opaque and confusing the Chapter 30 transportation prioritization process is. We believe that SB 198 is a commonsense rewrite of the process that should make everyone better informed about potential outcomes. We fully agree with re-orienting our state's surface transportation goals around: (1) safety; (2) accessibility and mobility; (3) climate change and the environment; (4) social equity; (5) economic development; and (6) land use and transportation demand management.

We urge a favorable report on SB 198.

SB0198 - TSO - LOS - Transportation Investment Pri

Uploaded by: Patricia Westervelt

Position: FAV

January 29, 2025

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

RE: Letter of Support – Senate Bill 198 – Transportation Investment Priorities Act of 2025

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 198 as it moves MDOT toward greater transparency, accountability and data driven decision-making to ensure the best returns on Maryland's transportation investments.

Senate Bill 198 updates reporting elements in the Consolidated Transportation Program (CTP), alters the composition and responsibilities of the Maryland Transportation Commission, requires MDOT to adopt certain asset management practices, and, updates the Chapter 30 scoring process which is used to rank new capacity enhancing projects in the CTP.

The current Chapter 30 prioritization process was adopted by the legislature in 2017 but has come to be viewed by external stakeholders as unwieldy, relying on a large number of criteria which makes the scoring process unclear. In addition, once scores are assigned to projects, the relationship between a project's score and its funding in the CTP are not evident to stakeholders or the public. The current Chapter 30 process also presents certain challenges for the Department, principally the fact that the language in law makes it difficult for MDOT to update the process to reflect new or better evaluation criteria, eliminate subjective measures, or respond to certain stakeholder process concerns.

SB 198 addresses these issues by providing a clear framework of goals and processes for the prioritization system while allowing MDOT to determine the exact methods of carrying the scoring forward. Specifically, the bill identifies six overarching goals upon which projects should be rated: Safety, Access and Mobility, Climate and Environment, Equity, Economic Competitiveness, and Land use and Demand Management. The bill directs that MDOT develop data driven, analytical methods to rank new capacity projects against these goals and each other. This provides MDOT clear direction, goals, and parameters for developing the system but leaves MDOT with appropriate flexibility in execution, allowing the system to improve and evolve over time as experience with the system is gained and new data and tools are developed.

SB 198 includes measures to ensure that the prioritization process is as transparent as possible to stakeholders and the public, to instill confidence that transportation investments are going to the projects that do the most to advance state goals and help protect the integrity of the process as

circumstances and administrations change. Specifically, the bill requires that the details of the scoring system be published and that more information be made available about both major and minor projects. It requires that the Maryland Transportation Plan establish goal areas and that the Annual Achievement Report establishes targets and reports on progress towards their achievement. Further, Senate Bill 198 directs MDOT to supply guidance and develop an electronic portal for local priority letters. Each of these steps will help to improve the transparency and efficiency of the process.

Further, SB 198 reconstitutes the Maryland Transportation Commission to create a body that will act as a regular forum where the scores, funded projects, and scoring process will be announced, discussed and made explicit. This will include discussion of any changes to the scoring system that may be proposed as well as discussions of any instances where the projects that are included in the CTP for funding differ from the rankings the projects receive through the prioritization process. These differences are often perceived as a “black box”, and this will add tremendous transparency to the process.

The final portion of the bill continues the themes of transparency and data-driven decision-making by requiring MDOT to adopt certain asset management practices. These practices include developing prioritization systems for investment decision-making within MDOT’s asset management programs, forecasting asset conditions and performance targets and other measures that MDOT considers to be sound management practices. MDOT supports these provisions as many of them codify practices that MDOT has already implemented or aspires to implement in the near future.

Taken together, the measures proposed in Senate Bill 198 help to ensure that MDOT continues to move forward with data driven, transparent processes that will make it a leader among departments of transportation across the country and ensure that Marylanders are getting the greatest return on each transportation dollar spent. For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 198 a favorable report.

Respectfully submitted,

Joe McAndrew
Assistant Secretary, Planning and Project
Development
Maryland Department of Transportation
410-865-1006

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

SB 198 Ray Baker Baltimore DC Building Trades (FAV

Uploaded by: Ray Baker

Position: FAV



January 29, 2025

The Honorable Guy Guzzone, Chair
The Honorable Jim Rosapepe, Vice Chair
Budget and Tax Committee
101 James Senate Office Building
Annapolis, MD 21401

**Testimony of Ray Baker, Maryland Director, Baltimore-DC Building Trades
on SB 198: Transportation - Consolidated Transportation Program -
Prioritization (Transportation Investment Priorities Act of 2025)
Position: FAVORABLE**

Thank you, Chair Guzzone, Vice Chair Rosapepe, and Members of the Budget and Tax Committee for the opportunity to offer testimony on SB 198.

My name is Ray Baker. I am the Maryland Director of the Baltimore-DC Building Trades (BDCBT). The BDCBT's 28 affiliates represent more than 30,000 union construction workers across Maryland, Virginia, and the District of Columbia.

BDCBT supports SB 198. We appreciate Governor Moore's and the Maryland Department of Transportation's (MDOT) effort to make the state's approach to prioritizing surface transportation projects more data driven. We agree, especially when capital budgets are tight, that it is important that every dollar invested in surface transportation delivers maximum value to the residents of Maryland and advances the state's critical goals.

SB 198 also incorporates processes to make project selection more transparent, with greater accountability and public engagement. Community input, including from residents, businesses, nonprofits, as well as the local workforce, ensures meaningful and measurable outcomes.

We also support that MDOT will kick off its new scoring system with a pilot round in 2025, which will create a great opportunity for feedback from stakeholders.

BDCBT urges the committee to issue a favorable report on SB 198.

Ray Baker
Maryland Director, BDCBT
RBaker@BDCBT.org
410.585.7862

ACECMD - 2025 Testimony - SB198.pdf

Uploaded by: Rory Murray

Position: FAV



Hon. Guy Guzzone, Chairman
Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis, MD 21401

Hon. Jim Rosapepe Vice Chair
Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis, MD 21401

Organization: ACEC/MD

Bill: SB198 - Transportation - Consolidated Transportation Program - Prioritization
(Transportation Investment Priorities Act of 2025)

Position: Support

Chairman Guzzone, Vice-Chair Rosapepe 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 SB198. 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 or our government affairs consultant, Rory Murray at Murray@providence.llc.

Respectfully,

Maria Donovan
Executive Director
ACEC/MD

SB 198 - MML - FWA.pdf

Uploaded by: Bill Jorch

Position: FWA



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

January 29, 2025

Committee: Senate Budget and Taxation Committee

Bill: SB 198 - Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2025)

Position: Favorable with Amendments

Reason for Position:

The Maryland Municipal League (MML) supports Senate Bill 198 with amendments. The bill alters certain aspects of the Maryland Department of Transportation (MDOT) Consolidated Transportation Program (CTP) and the prioritization process of its projects. Municipal governments are intrinsically interested in the projects that are selected for inclusion in the CTP and the manner in which that is done.

Currently, there are few municipally managed projects that are included in the CTP as a result of the small land area that municipalities occupy and the high dollar amount threshold for CTP projects. However, municipalities are eligible and encouraged to submit priority letters to the Department on behalf of other projects they deem worthy of consideration. These priority letters have a point value assigned to them in the project scoring model.

There are several aspects of the bill as introduced that are beneficial to municipal governments.

- The proposed state of good repair highway program may lead to the inclusion of more municipal projects targeting existing assets.
- The creation of a category called “small surface transportation projects” is aimed at lower cost projects that again may lead to more funding for municipal projects.
- The proposed project scoring system will weigh the project’s benefits against its cost, possibly allowing more lower-cost but high impact projects to receive funding.

MML’s amendments are conceptual but focus on two main areas.

- Clarifying the process for local input on both projects submitted by a local government but also projects submitted by other entities.
- Improved notification to local governments of upcoming deadlines in the CTP process.

For these reasons, the Maryland Municipal League respectfully requests a favorable report on Senate Bill 26 with amendments. For more information, please contact Bill Jorch, Director, Public Policy and Research at billj@mdmunicipal.org. Thank you in advance for your consideration.

SB0198-BT_MACo_SWA.pdf

Uploaded by: Kevin Kinnally

Position: FWA



Senate Bill 198

Transportation - Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2025)

MACo Position: **SUPPORT**
WITH AMENDMENTS

To: Budget & Taxation Committee

Date: January 29, 2025

From: Dominic J. Butchko and Kevin Kinnally

The Maryland Association of Counties (MACo) **SUPPORTS SB 198 WITH AMENDMENTS**. This bill realigns the prioritization “scoring” formula and county application requirements for the funding from the Consolidated Transportation Program (CTP), Maryland’s six-year capital budget for major transportation projects.

Major projects affected by the bill, essentially those targeting capacity or congestion, would be “scored” using a detailed and rigid statutory scheme. The bill enumerates a variety of sensible metrics to be part of this analysis for each project. However, it also includes a number of specific standards or calculations that apply to certain modes or projects, but not others. As a result, the multiple scoring tenets within SB 198 would likely redirect more resources to Maryland’s urban/suburban core – completely discounting the priorities of rural communities, which are usually in more dire need of funding assistance. If the scoring system is followed to its implied conclusion, many parts of the state may find top priorities perpetually overlooked for other areas’ whose expansions are simply better suited to these specific and narrowly defined categories that do not account for regional differences.

The Commonwealth of Virginia, whose “Smart Scale” program is among the models for this Maryland proposal, recognized these potential shortcomings in a single-score system, and created a district-based component to its allocation process. SB 198 includes no comparable provision. Testifying before the recent Transportation Revenue and Infrastructure Needs Commission, MACo also urged a process that would avoid creating technical barriers that could keep smaller jurisdictions from being able to properly identify and assess local priorities for State consideration. A burdensome application process should not be the *de facto* driver of infrastructure investment decisions. MACo urges attention to both of these concerns via bill amendments, and stands ready to collaborate with the Committee to that end.

An understandable and practical scoring system for major capital projects may serve many interests. As drafted, counties are wary of unwarranted regional and barricading effects. Accordingly, MACo urges the Committee to issue a **FAVORABLE WITH AMENDMENTS** report for SB 198, and help ensure broad, fair participation from all Maryland regions and modes.

MGA 2025 Testimony Bill SB0198 (Transportation Inv

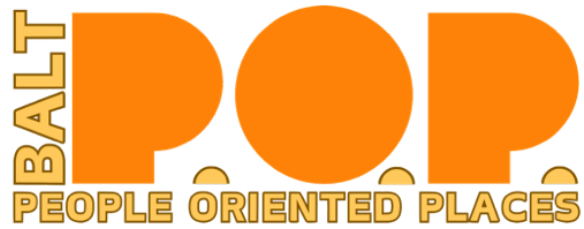
Uploaded by: Michael Scepaniak

Position: FWA

Bill: SB0198

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

Position: **Favorable with amendments**



Members of the Senate Budget and Taxation Committee,

As a group which recognizes the pervasive ways our transportation network impacts the livability, appeal, and productivity of our communities, we are happy to see SB0198 being requested by the Maryland Department of Transportation (MDOT).

The project scoring program pursuant to Chapter 30 of the Code of Maryland has been in need of reform ever since it was first implemented in 2017. Satisfaction with the program, among both elected officials and ordinary citizens, is minimal if nonexistent.

The manner in which MDOT goes about determining the projects it chooses to include in its annual Consolidated Transportation Program (CTP) is essentially a black box. Stakeholders are repeatedly left wondering how they are to properly engage with the process, especially with regards to the priority letters. What ends up coming out the other side in each year's draft CTP seems to always be met with frustration and surprise.

Given that, we applaud MDOT for their willingness to take a step back and re-envision the program. We have attended one of the stakeholder briefings that MDOT has used to present their proposed changes to the program. Overall, we are pleased. However, we do have a few concerns.

It would appear that MDOT wants to see funds flowing from federal programs such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives (TA), Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT), and the Carbon Reduction Program (CRP) made exempt from this new prioritization process. Given that CMAQ, CRP, and TA tend to be restrictive federal sources that tend to favor public transit (which we favor over highways), this seems agreeable. But, given MDOT's ability to flex funds from these programs into other programs, this exemption makes us leery. As such, we'd prefer to see projects funded with these federal funds included in the scoring process.

As part of the current CTP process, there is no real opportunity for citizens to make direct, substantive comments on the draft CTP. As residents hailing primarily from Baltimore City and Baltimore County, these are our opportunities to provide input on the CTP:

1. Comments are accepted during Capital Improvement Program (CIP) citizen input meetings held by the planning departments each Winter. The hope is that comments made during these meetings are somehow reflected in the priority letters submitted come the following April.
2. Oral comments from the public, which typically must be limited to 1 to 2 minutes in length, may **sometimes** be allowed at the CTP “tour” meetings held each Fall. Each CTP document is hundreds of pages long. Providing nuanced and constructive feedback on such a substantive document in such a brief format is frequently impossible.

These comment opportunities pale in comparison to those provided for related and/or peer documents such as MDOT’s long-range Maryland Transportation Plan (MTP) and the Baltimore Regional Transportation Board’s long-range Long Range Transportation Plan (LRTP) and short-range Transportation Improvement Program (TIP). For the MTP, LRTP, and TIP, ample opportunity is provided to submit at-length written comments on the draft documents. Similar opportunity should be provided for the public to submit the same depth and quality of comments on the CTP - directly to MDOT.

This new prioritization process includes a revamp of the evaluation criteria. Two of those criteria give us pause:

1. The safety criterion needs to be subdivided - between safety for motorists and safety for vulnerable road users. Roadway geometries that make the transportation system **more** safe for motorists frequently make it **less** safe for non-motorists. A larger number of wider lanes on straight, level roadways with unobstructed clear zones to the sides that encourage consistent, uniform automobile speeds enhances the safety of motorists. But these same features drastically diminish the safety of non-motorists. For these vulnerable road users, fewer lanes on narrow, complex, twisting roadways with street trees to the sides that naturally foster cautious driving and slower speeds is the recipe that enhances their safety.
2. The land use and transportation demand management criterion intrigues us. We aren’t sure what it will look like, but given that we are a group that advocates for better transportation and land use options, it sounds promising. We hope that it will be a measure of the degree to which a project will foster induced demand and financially draining low-density development (i.e., “sprawl”). We suspect that we would favor seeing this criterion subdivided, as well - between land use and transportation.

The reimplementing of the Chapter 30 project scoring process that MDOT has proposed with this bill holds tremendous promise. The amendments we’d like to see made to this bill are as follows:

1. Include projects funded with federal funds in the scoring process.
2. Provide a full-fledged public comment opportunity on the draft CTP.

3. Subdivide the “safety” and “land use and transportation demand management” evaluation criteria.

With these changes included, we feel that what we’ll end up with is a much-improved prioritization and CTP process that we can all be proud of.

We hope the committee finds these points helpful and convincing and we urge its members to **vote in favor of SB0198, with our suggested amendments**. Thank you for your efforts and the opportunity for us to testify on this legislation.

[BaltPOP - Baltimoreans for People-Oriented Places](#)

SB 198_HB 20 FINAL.pdf

Uploaded by: Sarah Peters

Position: FWA



Bill: SB 198/HB 20 – Transportation Investment Priorities Act of 2025

Position: Support with Amendments

Dear Chair, Vice Chair, and Members of the Committee:

On behalf of the City of Gaithersburg, I write to express our general support for SB 198/HB 20, which aims to enhance the prioritization and transparency of transportation projects within the Consolidated Transportation Program (CTP). We believe this legislation represents a significant step toward more effective transportation planning and resource allocation in Maryland. We also appreciate the MD Department of Transportation meeting with us to share this information and hear some of our concerns. We respectfully request the following amendments:

Inclusion of Municipal Representation:

Amend § 2–203 of the bill to require that at least one member be an employee of the Maryland Municipal League (MML).

Municipalities play a crucial role in local transportation planning and implementation. Ensuring representation from MML will provide a stronger voice for cities and towns in the scoring and prioritization process.

Clarification on Advocacy for Non-Municipal Projects:

Provide guidance on how municipalities can voice support for critical regional projects that they do not initiate or manage, such as the I-270 North project, within the project scoring portal.

Municipalities need a clear mechanism to express the importance of large-scale, state-led transportation projects that have significant local and regional impacts but are not directly managed by the municipality. This will ensure that such projects receive appropriate consideration within the prioritization process.

We appreciate the commitment to enhancing Maryland's transportation infrastructure and we respectfully request your support with the above amendments. Please feel free to contact me if you have any questions.

Respectfully submitted,

Jud Ashman, Mayor
City of Gaithersburg

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
301-258-6300 • FAX 301-948-6149 • cityhall@gaithersburgmd.gov • gaithersburgmd.gov

MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Lisa Henderson
Yamil Hernández
Jim McNulty
Robert Wu

CITY MANAGER
Tanisha R. Briley

sbtest198.pdf

Uploaded by: Marcus Jackson

Position: UNF



The Voice of Merit Construction

Mike Henderson

*President
Greater Baltimore Chapter
mhenderson@abcbaltimore.org*

Chris Garvey

*President & CEO
Chesapeake Shores Chapter
cgarvey@abc-chesapeake.org*

Dan Bond CAE

*President & CEO
Metro Washington Chapter
dbond@abcmetrowashington.org*

Tricia Baldwin

*Chairman
Joint Legislative Committee
tbaldwin@reliablecontracting.com*

Marcus Jackson

*Director of Government Affairs
Metro Washington Chapter
mjackson@abcmetrowashington.org*

*Additional representation by:
Harris Jones & Malone, LLC*

6901 Muirkirk Meadows Drive
Suite F
Beltsville, MD 20705
(T) (301) 595-9711
(F) (301) 595-9718

January 29, 2025

TO: BUDGET AND TAXATION COMMITTEE

FROM: ASSOCIATED BUILDERS AND CONTRACTORS

RE: S.B. 198 – TRANSPORTATION – CONSOLIDATED
TRANSPORTATION PROGRAM – PRIORITIZATION
(TRANSPORTATION INVESTMENT PRIORITIES ACT OF 2025)

POSITION: OPPOSE

The Associated Builders and Contractors (ABC) opposes S.B. 198 which is before you today for consideration. We believe that this legislation presents several significant concerns.

The bill introduces overly complex and burdensome requirements for the Maryland Department of Transportation (MDOT). The mandated advisory committee, project-based scoring system, and complex solicitation process will create significant administrative hurdles, delaying critical transportation projects and diverting resources from actual construction and maintenance.

The rigidity of the proposed scoring system and prioritization process could limit MDOT's ability to respond effectively to unforeseen circumstances, such as natural disasters, economic downturns, or rapid population growth. Flexibility is crucial for ensuring that transportation investments remain responsive to the evolving needs of the state.

The bill's focus on a statewide scoring system does not explicitly address equity considerations. It is unclear how this system will ensure that transportation investments are fairly distributed across all regions of the state, particularly underserved communities. The bill's focus on a statewide scoring system does not explicitly address equity considerations. It is unclear how this system will ensure that transportation investments are fairly distributed across all regions of the state, particularly underserved communities.

On behalf of the over 1,500 ABC members in Maryland, thank you for your time and consideration of these concerns. We respectfully request that you oppose SB 198.

Marcus Jackson, Director of
Government Affairs