



THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

BILL: **HB 230 – Consolidated Transportation Program -
Prioritization (Transportation Investment
Priorities Act of 2026)**

SPONSOR: **Chair, Appropriations Committee, Departmental -
Transportation**

HEARING DATE: **February 17, 2026**

COMMITTEE: **Appropriations**

CONTACT: **Intergovernmental Affairs Office, 301-780-8411**

POSITION: **SUPPORT**

The Office of the Prince George's County Executive **SUPPORTS HB 230**, which would modify the required elements of the Consolidated Transportation Program (CTP); requiring the Maryland Department of Transportation (MDOT) to develop a certain project-based scoring system, identify certain funds available for certain purposes, and solicit requests from certain entities for certain projects; requiring the MDOT to evaluate and score certain major surface transportation projects; altering the makeup, chair, frequency of meetings, and responsibilities of the Maryland Transportation Commission (MTC). No amendments are proposed.

HB Bill 230 introduces a new requirement for MDOT to clearly define the process by which counties may request Development and Evaluation (D&E) or feasibility studies, which is an essential first step in advancing a transportation project. Historically, counties have long faced uncertainty in both initiating project development and inconsistency with projects being advanced through to completion within a reasonable timeframe. By establishing a formal pathway for submitting county transportation project requests, HB 230 improves transparency and supports a statewide prioritization process. Prince George's County supports the intent of creating a clearer process but notes that this results in a major procedural shift at the county level. To avoid delays to high-priority projects, the County stresses the need for elaboration on the timing within the feasibility process and close coordination with MDOT, so our county planning cycles and project submissions can align and be evaluated thoroughly and appropriately with the updated requirements.

The legislation also significantly bolsters transparency in the state's project scoring and selection process through changes to MDOT procedures and updates to the structure and role of the Maryland Transportation Commission (MTC). HB 230 requires MDOT to announce available funding for capacity expansion projects every two years, provide scoring methodology updates, publish project recommendations in the Draft CTP, receive feedback on draft project rankings during the CTP Tour, and publicly justify any changes made before releasing the Final CTP. The legislation also requires that any changes to the list of funded projects included in the Final CTP be explained publicly before the MTC. Prince George's County supports these improvements but emphasizes that they require Prince George's County to assemble more comprehensive project data earlier in the process. The County anticipates the need for clear annual calendars, advance communication of funding levels, and early engagement opportunities to ensure that local priorities are accurately scored and reviewed within the new timeline.

Finally, HB 230 establishes an ongoing process for reviewing, refining, and improving the scoring framework over time. The proposed legislation identifies statewide goals and assigns MDOT the responsibility for determining the specific measures used to evaluate projects. In addition, by creating a process that delineates feasibility, but also creates greater certainty for the projects that are entered into the CTP for full funding is a critical improvement that can avoid the historic logjam of projects entering planning or beyond, and not seen through to fruition, often stalled for decades.

Prince George's County views HB 230 as a significant overall improvement to the existing system by addressing long standing challenges with transparency, consistency, and responsiveness in the transportation prioritization process. Prince George's County appreciates the collaborative approach taken by MDOT in refining and advancing this process with criteria that more directly identifies priorities, while underscoring the continued need for clear guidance, transparency, and regular public reporting to ensure the County can fully participate and adapt as the updated framework is implemented and refined.

For the reasons stated above, the Office of Prince George's County Executive **SUPPORTS HB Bill 230** and asks for a **FAVORABLE** report.