

February 17, 2026

House Bill 230
Transportation - Consolidated Transportation Program - Prioritization
(Transportation Investment Priorities Act of 2026)

House Appropriations Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** House Bill 230 – Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026). This bill modernizes MDOT’s approach to project prioritization in ways that increase transparency, improve predictability, and provide clearer pathways for counties to engage with the Maryland Department of Transportation (MDOT).

For the last several months, Anne Arundel County has engaged with MDOT through a stakeholder group of counties organized in cooperation with the Maryland Association of Counties (MACo) to review, discuss, and give input on MDOT’s proposed updates to the Chapter 30 legislation. This engagement has been a fruitful way to achieve a greater understanding of the proposed changes and to provide county perspectives to MDOT. House Bill 230 reflects input from the county working group in important ways.

First, it requires that MDOT clarify and delineate the pathway by which counties can request development and evaluation studies otherwise known as feasibility studies. These studies are the first step in project development, and for many jurisdictions it has been difficult to understand how to begin project development in partnership with MDOT. This issue was not addressed in last year’s legislation. By creating a clearer process for MDOT to initiate project development of county requests, House Bill 230 creates a more transparent approach to advancing new projects and positions the prioritization process for success.

Through process changes and a revamping of the Maryland Transportation Commission, the Bill also makes important changes to increase transparency of the scoring and project selection process. The legislation requires that MDOT:

1. Announce the amount of funding available for surface transportation capacity expansion every two years;
2. Explain the scoring methodology and any regular updates to that methodology to the Maryland Transportation Commission and the broader public;
3. Share the project ranking and recommended projects for funding with the Draft Consolidated Transportation Plan (CTP);
4. Use the CTP Tour process to receive feedback on the recommendations; and
5. Explain publicly before the Maryland Transportation Commission any changes made to the list of funded projects to be included in the Final CTP.

Finally, and importantly, the proposed legislation provides a formal cadence and mechanism to review, update, and improve the scoring process over time. The current Chapter 30 statute includes goals and specific measures that MDOT must use to score projects. This legislation specifies the goals that will guide MDOT but does not specify the measures, instead assigning MDOT this responsibility. More broadly, the legislation gives MDOT the ability to implement and refine a scoring process that works for Maryland and its jurisdictions.

The current Chapter 30 process has flaws. Anne Arundel County believes that House Bill 230 addresses many of these issues and represents an improvement over the current system. However, it is inevitable that with the implementation of the updates, new and unforeseen issues will arise. Providing a regular process for counties and other stakeholders to provide input on the scoring and related program elements, and requiring that changes are explained in the public forum of the Maryland Transportation Commission, ensures that the system can respond and evolve in response to experience gained in implementation.

For these reasons, Anne Arundel County respectfully requests a **FAVORABLE** report on House Bill 230.



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County Executive