



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE

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The Honorable Marc Korman
Chair, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

Dear Chair Korman and Members of the Environment and Transportation Committee:

I am writing in strong support of House Bill 230 – the Transportation Investment Priorities Act of 2026. Proposed by the Moore-Miller Administration, 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 MDOT.

During the last several months, my transportation team 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. House Bill 230 reflects input from the County working group in several 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 important first step in project development for many transportation projects. For many jurisdictions, it has historically been difficult to begin project development in partnership with MDOT through existing processes. By creating a clearer process for MDOT to initiate project development in response to County requests, House Bill 230 creates a more transparent and accessible 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 proposed legislation outlines 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 Program (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.



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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 and assigns MDOT the responsibility of determining the specific measures that will be used to score projects. Through these changes, MDOT will have the ability to implement and refine a scoring process that works for Maryland and its jurisdictions.

We believe House Bill 230 addresses many of the current challenges with the Chapter 30 process and represents an improvement to the current system. As these updates are made, we look forward to MDOT's efforts to ensure a regular process for counties and other stakeholders to provide input on the scoring and related program elements. Through these efforts, we can better ensure that the system can respond and evolve in response to key feedback gained during the implementation process.

For these reasons, Howard County supports the adoption of the legislation and respectfully requests a favorable report on House Bill 230. Thank you for your consideration of this testimony.

Sincerely,

Calvin Ball
Howard County Executive