

MDP FAV Written Testimony - HB 230 - Transportatio

Uploaded by: Andrew Wilson

Position: FAV

HEARING DATE: February 17th, 2026

BILL NO: HB 230

COMMITTEE: Appropriations

POSITION: Support

FOR INFORMATION CONTACT: Andrew Wilson (443) 721-6789

TITLE: Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026)

BILL ANALYSIS:

HB 230 alters the project prioritization framework and process for major surface transportation projects to be considered for inclusion in the Maryland Consolidated Transportation Program (CTP). The bill requires the development of a project-based scoring system and establishes a two-year project review cycle to systematically evaluate candidate projects for inclusion in the CTP.

POSITION AND RATIONALE:

The Maryland Department of Planning (MDP) supports HB 230. Maryland's Sustainable Growth Planning Principles, passed by the Maryland General Assembly through [HB 286/SB 266 of 2025](#) and signed into law by Governor Moore, guide Maryland's growth in a sustainable and more balanced way of managing land use and development. The eight Sustainable Growth Planning Principles on [Land, Transportation, Housing, Economy, Equity, Resilience, Place, and Ecology](#) aim to fairly address economic, social, and environmental factors for both current and future generations.

The Transportation Principle stipulates that the State should "prioritize transportation networks that create **energy efficient, affordable, and reliable access** to jobs, housing, and services." Transportation affects every other Principle, and vice versa; it is especially important for the Land, Economy, Equity, Ecology, and Resilience Principles. HB 230 would mandate a project prioritization framework that operationalizes the Transportation and other Planning Principles. The bill's proposed project prioritization scoring system not only updates the state

transportation goals to align with the Planning Principles, but the revised goals of Safety, Accessibility and Mobility, Climate Change and the Environment, Social Equity, Economic Development, and Sustainable Land Use and Transportation Demand Management establish an objective, quantifiable and transparent evaluation process to weigh the benefits of a project against its cost to the state.

In addition, the project prioritization framework defined in the bill would complement MDP's efforts to work with the Maryland Department of Transportation to ensure that major transportation projects are consistent with the Sustainable Growth Principles, as mandated by §5-7A-02 of the State Finance & Procurement Article.

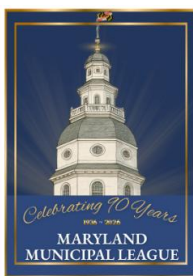
MDP Position

The Maryland Department of Planning respectfully requests a **favorable** report on HB 230.

HB 230 - MML - FAV.pdf

Uploaded by: Bill Jorch

Position: FAV



TESTIMONY

COMMITTEE: House Appropriations

DATE: February 17, 2026

POSITION: Favorable

BILL: HB 230

The Maryland Municipal League (MML) supports House Bill 230: Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026).

HB 230 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, a function of the relatively small land area that municipalities occupy and the high dollar amount threshold for CTP projects. However, there are numerous important projects in the CTP that impact the movement of people and goods in and around municipalities. Local government input in the process is critical and 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.

Specifically, the portion of the bill that standardizes and clarifies the process by which local jurisdictions can identify and request potential transportation capacity projects, including by requiring MDOT to create guidance for local priority letters and by creating a clearer process for early-stage ideas to be evaluated for initial planning will streamline the local input process. Additionally, the proposed project scoring system will weigh the project's benefits against its cost, a focus on lower-cost but high impact projects, potentially opening the door to more municipal projects being selected for inclusion in the CTP.

For these reasons, the League respectfully requests that the committee provide House Bill 230 with a favorable report.

For more information relating to this piece of testimony, please contact:

Bill Jorch: Managing Director, Advocacy and Public Policy, billj@mdmunicipal.org

Roughly 10% of the State's lane miles are in municipalities, which make up less than 5% of the land area.

CSG HB 230 Transp Investment Priorities Act of 202

Uploaded by: Bill Pugh

Position: FAV

**Testimony on HB 230
Transportation Investment Priorities Act of 2026
House Appropriations Committee**

Date: February 13, 2026

Position: SUPPORT

The Coalition for Smarter Growth supports the **Transportation Investment Priorities Act**. 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. We have worked extensively in the Maryland suburbs of DC, in particular in Prince George's and Montgomery counties, and have supported numerous transit, safe streets, and arterial road investments.

HB230 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 effort to modernize the Chapter 30 project scoring program. Adopting HB 230 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 Smart Scale doesn't spread funds thinly across too many projects with the result that many never get built, the Virginia program 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 HB 230 legislation to improve the Chapter 30 process.

HB 230 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, HB 230 will ensure that Maryland's state transportation dollars are spent wisely.

We ask for a **favorable report for HB 230** by the committee. Thank you.

CE Ball 2026 - HB230 Transportation Investment Pri

Uploaded by: Brian Shepter

Position: FAV



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE

3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013 Voice/Relay

Calvin Ball
Howard County Executive
cball@howardcountymd.gov

www.howardcountymd.gov
FAX 410-313-3051

January 30, 2026

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.



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE

3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013 Voice/Relay

Calvin Ball
Howard County Executive
cball@howardcountymd.gov

www.howardcountymd.gov
FAX 410-313-3051

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

T4America Testimony - MD HB 230 Transportation Inv

Uploaded by: Corrigan Salerno

Position: FAV

Testimony of John Robert Smith, Chair of Transportation for America

Chair Barnes, Vice Chair Kaiser, and members of the Committee – thank you for the opportunity to speak today.

For the record, my name is John Robert Smith, and I am here on behalf of Transportation for America to **testify today in support of House Bill 0230 – the Transportation Investment Priorities Act of 2026**. As a former Republican Mayor, I served for 16 years, and during that time, I prioritized investment in transportation choices in my community.

Transportation for America works at the national level and in states to ensure we are getting the most out of transportation investments, and I can tell you in many places we are falling short. Projects take too long, funding often works against our goals, and real decisions are made behind closed doors. The **Transportation Investments Priorities Act** takes important steps to address these issues by:

- defining the process and criteria by which projects will be considered for feasibility studies;
- clearly articulating the goals by which projects will be judged and relying upon data-driven analysis to score them; and
- mandating a number of transparency provisions

Whether you are a Democrat or a former Republican Mayor like me, I think this is something most people can get behind—having clear goals, using data and analysis to identify high returns, and being transparent is just good government.

Across the country, leading states are adopting similar data-driven, performance-based systems. Minnesota, Virginia, and Kentucky have all adopted similar systems, and California is actively pursuing one now. Adoption of this bill will put Maryland among the leading states in the country.

And, of course, at the national level MD Senator Alsobrooks just introduced last month the Transportation Project Accountability Act of 2026, saying the Act “strengthens public trust and gives everyday Americans the opportunity to know exactly how we are investing in their communities, and whether those investments are delivering real results.”

This is spot on, and this is exactly what the Transportation Investment Priorities Act will do for Maryland. For these reasons, Transportation for America respectfully requests a favorable report. Thank you.

Testimony HB230 DAC.pdf

Uploaded by: Debbie Cohn

Position: FAV

Committee: Appropriations; Environment and Transportation
Testimony on: HB230– Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act)
Submitting: Deborah A. Cohn
Position: Favorable
Hearing Date: February 17, 2026

Dear Chair Barnes and Committee Members:

I have resided in Bethesda for several years. I am concerned, on behalf of my family, several of whom also reside in Maryland, about the cost of transportation projects and the long term impacts of climate warming. Because the transportation sector in Maryland has significant capacity to reduce its greenhouse gas emissions and HB230 has the capacity to prioritize cost-effective projects based on important criteria, I ask for your favorable report on The Transportation Investment Priorities Act.

HB230 updates and clarifies the Chapter 30 transportation project prioritization program¹ to ensure that public funds are spent efficiently and effectively to support projects that will provide residents, businesses and governmental entities maximum economic and safety benefits from limited Highway Trust Funds. The bill requires the Maryland Department of Transportation (MDOT) to continuously reform and improve the project prioritization program to increase transparency and accountability by MDOT and clarity and predictability for state legislative delegations, local jurisdictions, Metropolitan Planning Organizations and other entities that propose major surface transportation projects for inclusion in MDOT's Consolidated Transportation Program (CTP).

The bill's definition of a major surface transportation project is designed to emphasize projects that would expend at least \$5,000,000 specifically to increase the capacity of highway, transit or rail systems to move people and goods. WMATA, MTA projects such as MARC commuter rail, and several other projects subject to different evaluation processes, funding sources or reduced emphasis on increasing capacity are excluded. Proposed major surface transportation projects would compete for inclusion in the CTP based on a data driven project-based scoring system designed to maximize public benefit per dollar spent.

To encourage continually improving quality of major surface transportation projects that MDOT, local jurisdictions and Metropolitan Planning Organizations propose to be included in the CTP, HB230 requires periodic feedback to stakeholders and transparency and clarity regarding the project evaluation process. To that end HB230 sets out six policy goals, including safety, accessibility/mobility, climate change/environment, social equity, economic development, and sustainable land use/transportation demand management, all of which would be examined in relation to the project's cost when evaluating a proposed project for inclusion in the CTP. These changes are intended to increase the economic benefits and value Maryland residents, businesses, and local government receive from limited Highway Trust Fund resources used to fund surface transportation projects.

¹ Chapter 30, Acts of 2017, ([Senate Bill 307](#)); https://mgaleg.maryland.gov/2017RS/chapters_noln/Ch_30_sb0307E.pdf

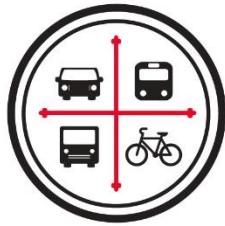
MDOT has been piloting this data driven project prioritization project and understands that perfecting the process will take time. In addition to the feedback built into the process, the bill alters the composition and responsibilities of the Maryland Transportation Commission, which can review certain decisions and methodologies used by MDOT to rank and select projects under the project-based scoring system and advise broadly on the state's transportation system and MDOT's finances.

To improve transparency and prudent use of Maryland's limited Highway Trust Funds and ensure ever-improving quality of proposed and funded major surface transportation projects, I urge this Committee to issue a FAVORABLE report on HB230.

HB0230_Favorable_CMTA.pdf

Uploaded by: Eric Norton

Position: FAV



Transportation Alliance

February 17, 2026

Testimony on HB 230 – *Transportation Investment Priorities Act of 2026* – Appropriations Committee

Position: Favorable

The Central Maryland Transportation Alliance supports HB 230, 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 all Marylanders.

HB 230 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 has passed recent measures to raise more revenue for 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 House Bill 230.

ECA Testimony HB0230 Transportation Priorities.pdf

Uploaded by: Frances Stewart

Position: FAV



HB0230 - SUPPORT
Frances Stewart, MD
Elders Climate Action Maryland
frances.stewart6@gmail.com
301-718-0446

HB0230, Transportation Investment Priorities Act of 2026

Meeting of the Appropriations Committee

February 17, 2026

Dear Chair Barnes, Vice Chair Kaiser, and Members of the Committee, on behalf of Elders Climate Action Maryland, I urge a favorable report on HB0230.

Elders Climate Action is a nationwide organization devoted to ensuring that our children, grandchildren, and future generations have a world in which they can thrive. The Maryland Chapter has members across the state.

Each day, we see the climate crisis more clearly. We know that Maryland is at risk for sea level rise, flooding from intense rainfall, heat waves, and other extreme weather events.

We are particularly concerned about the effects of the transportation sector. It is the largest source of greenhouse gas emissions in Maryland, and recent changes in Federal policy are making it much more difficult to cut emissions in that sector.

We are also acutely aware of the affordability challenges many Maryland households face. Transportation is the second-largest expense for Maryland households, so it plays a key role in affordability. This is especially true for young people, elders, people with disabilities, and those with low or moderate incomes. For those of us on fixed incomes, including many of our members, this is a growing concern. Well-designed transportation programs can make a major difference.

HB0230 updates and clarifies the transportation project prioritization program codified in Chapter 30. The goal is to ensure that public funds are spent efficiently and effectively on transportation projects that deliver the greatest benefits to the community. The bill makes it easier for local partners to request projects, understand how projects are evaluated, and work with the Maryland Department of Transportation (MDOT) to implement shared priorities.

The Chapter 30 project prioritization program has been in place since 2017. Local partners have raised issues with the existing project prioritization process and expressed interest in a process that is fairer (geographically and modally), transparent, predictable, transportation mode neutral, and maximizes the benefit per dollar. HB0230 requires the Maryland Department of Transportation (MDOT) to implement reforms to make it clearer and more predictable for stakeholders, including counties, municipalities, Metropolitan Planning Organizations, and other entities, when proposing transportation projects for inclusion in the MDOT capital program. The bill would update the current Chapter 30 prioritization process by revising the criteria and measures by which projects are scored to include the following:

1. safety
2. accessibility and mobility
3. climate change and the environment
4. social equity, economic development
5. sustainable land use and transportation demand management.

We support these changes, particularly the criteria on climate change and the environment, social equity, and sustainable land use and transportation demand management.

MDOT must be a steward of public dollars, the environment, and the state's climate goals. This is particularly true since the legislature recently increased revenues to the Transportation Trust Fund. This bill will improve the transparency and accountability of the use of these increased funds. For all of these reasons, we strongly urge a favorable report on the Transportation Investment Priorities Act of 2026.

Thank you for your time and consideration.

MDE HB 230 SUP.pdf

Uploaded by: Jeremy D Baker

Position: FAV



**The Maryland Department of the Environment
Secretary Serena McIlwain**

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

Position: Support
Committee: Appropriations
Date: February 17, 2026
From: Jeremy D. Baker, Director of Government Relations

The Maryland Department of the Environment (MDE) **SUPPORTS** HB 230.

Bill Summary

House Bill 230 would adjust the Maryland Department of Transportation's (MDOT) process for planning, evaluating, and funding major transportation projects in excess of \$5 million. The new project scoring would be mandated prior to a project's inclusion in the revised Consolidated Transportation Program (CTP), where evaluations and project rankings must be published. Additionally, the legislation would restructure the Maryland Transportation Commission by reducing its size, changing its leadership, and expanding its advisory role on budgets, scoring, and the state transportation plan. The bill would replace the previous nine goals with six new policy goals: safety, accessibility, climate and environment, social equity, economic development, and sustainable land use.

Position Rationale

MDE supports HB 230 as the bill would integrate critical goals related to climate change and the environment, social equity, sustainable land use, and transportation demand management into the evaluation and scoring of transportation projects in excess of \$5 million dollars. By requiring these items be included, the bill would ensure that infrastructure investments better align with the State's long-term objectives of reducing emissions, protecting public health, and promoting a more sustainable future for Maryland.

Accordingly, MDE asks for a **FAVORABLE** report for HB 230.

HB 0230 FAV FCG OCE LS26 FINAL.pdf

Uploaded by: Jessica Fitzwater

Position: FAV



FREDERICK COUNTY GOVERNMENT
OFFICE OF THE COUNTY EXECUTIVE

Jessica Fitzwater
County Executive

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

DATE: February 17, 2026
COMMITTEE: House Appropriations Committee
POSITION: Favorable
FROM: The Office of Frederick County Executive Jessica Fitzwater

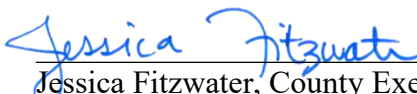
As the County Executive of Frederick County, I urge the committee to give **HB 230 – Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026)** a favorable report. This bill solidifies a new process for CTP and Chapter 30 transportation projects.

Over the past year, MDOT instituted a pilot process that changed the way CTP and Chapter 30 applications and investments operated. Under this program, Chapter 30 submissions occur every two years, Chapter 30 is provided with a larger portion of funding, projects that are not awarded or do not score well are debriefed, a new scoring criteria is instituted, and there is more flexibility to submit bike and pedestrian projects for funding.

Frederick County has used this pilot program over the last year at the direction of MDOT. This program has been impactful for the County as it provides additional certainty and clarity, and has allowed us to submit bicycle and pedestrian projects that were previously not eligible. One of these projects, the Libertytown Sidewalk project, has been a priority for the County and community for years. This new process allowed us to submit the project request for funding, while it was not eligible under the previous Chapter 30 process. Local governments and the State work the best together when there is clarity in project scoring, and this pilot program exemplifies that by providing feedback on projects that are not awarded.

As transportation funding is a priority for Frederick County, my administration supports legislation that increases access to State transportation funding. We work diligently to ensure that our project applications are complete, and our priorities are clear. This pilot program has been successful for Frederick County, and we look forward to continuing to work with the State on our transportation priorities.

Thank you for your consideration of HB 230. I urge you to advance this bill with a favorable



Jessica Fitzwater, County Executive
Frederick County, MD

[NAME]

RE:

February 13, 2026

Page 2

Frederick County: Rich History, Bright Future

Winchester Hall • 12 East Church Street, Frederick, MD 21701 • 301-600-1100 • Fax 301-600-1050
www.FrederickCountyMD.gov

BikeMDetal-HB230MDOTPrioritization-FAV-20260217.pdf

Uploaded by: Jon Korin

Position: FAV



HB230 Consolidation Transportation Prioritization
House Appropriations Committee
Bike Maryland and Statewide Coalition – FAVORABLE

February 17, 2026

Chair and Committee Members,

Our mission is to promote bicycling, increase safety, improve conditions, and provide a voice for bicyclists in Maryland. We partner with advocacy organizations to promote vulnerable road user safety legislation on the state and county level and work with government agencies, including MDOT, police departments, and others to develop funding, policy and awareness campaigns that protect the rights and well-being of bicyclists and pedestrians in Maryland.

We the undersigned represent multiple community-based organizations advocating for safe biking, walking and active transportation, submit this testimony on behalf of tens of thousands of members across the State of Maryland.

We strongly support a new streamlined and transparent Transportation Prioritization process that reflects and incorporates the commitment of the Department and the state of Maryland to Complete Streets and Vision Zero in a safe, accessible, multimodal transportation network. To achieve this, we recommend that projects that incorporate/accommodate safe active transportation and micro-mobility be prioritized as specified in the bill's evaluation and scoring process.

Bike Maryland and the coalition below urge a favorable HB230 committee report and floor vote.

Peter Gray, Chair@bikemd.org

Baltimore Bicycling Club (BBC)
Baltimoreans for People Oriented Places
Bicycle Advocates for Annapolis & Anne Arundel County (BikeAAA)
Bike Harford
Bike Maryland
Bikemore
Bike HoCo
Frederick Bicycle Coalition
Maryland Eastern Shore Trail Network
Washington Area Bicyclist Association (WABA)

HB230 Testimony Towles

Uploaded by: Justin Towles

Position: FAV

JUSTIN M. TOWLES

5110 Saratoga Avenue
Bethesda, MD 20816

410-456-9064
justin.towles@gmail.com

February 17, 2026

Written Testimony
Maryland House of Delegates
Appropriations Committee

RE: Support of HB0230 Transportation Investment Priorities Act of 2026

Chair Barnes, Vice Chair Kaiser, Members of the Committee,

My name is Justin Towles and I am the current Chair of the Maryland Transportation Commission. I write today to offer my full support of House Bill 0230, the Transportation Investment Priorities Act of 2026. I am a lifelong Marylander and have had the privilege of serving in numerous roles throughout my career that give me a high degree of insight into how this legislation can help improve the fairness and efficiency of the process for funding critical transportation projects that benefit our great state. I have served two Members of Congress, in the Office of Governor Martin O'Malley, as a staff member of the Maryland Aviation Administration, as Vice President at the American Association of Airport Executives, and currently as a federal and state aviation/transportation consultant.

This bill directly addresses and greatly improves two of the critical initiatives that ensure a thoughtful, effective, and transparent statewide transportation investment strategy; The Consolidated Transportation Plan and the Maryland Transportation Plan. While I fully support and endorse all provisions within this legislation, which provides much needed structure and clarity around the funding prioritization process, I will direct my comments to the substantive changes to the Maryland Transportation Commission (MTC). Having previously worked in the Governor's Appointments Office, I am keenly aware of the value a well-organized, prioritized, and executed Board or Commission can provide to the state. When I joined the MTC and was thereafter designated Chair, it became apparent to me that the Commission had great potential to be a beneficial discussion forum and an effective advisory group for the Department, providing diverse and informed perspectives on various issues to the Secretary and senior staff. However, it was clear that the Commission had not been fully utilized in the recent past. In discussions with MDOT and other key stakeholders the Commission emerged as a potential key tool in the revamping and enhancement of funding prioritization activities throughout the Department.

The bill reconstitutes the Transportation Commission with specific duties and functions, centered around the Consolidated Transportation Plan, thereby elevating the function of the body and utilizing the forum of informed citizens from both the urban and rural areas around the state to provide maximum value to MDOT and the public. The legislation also gives both the House and Senate leaders appointments to the Commission, in addition to the Governor, and it elevates the role of Chair to be held by the Secretary of Transportation. I could not be happier to see this level of utilization and prioritization of a Commission with such a long and rich history in the state.

Without reservation, I offer my strong support and encourage a favorable report from the Committee.

Sincerely



HB230 - Transportation Investment Priorities Act o

Uploaded by: Lauren Magnotto

Position: FAV

February 13, 2026

The Honorable Ben Barnes
Chair, Appropriations Committee
Maryland House of Delegates

Re: Support for House Bill 230 (Transportation Investment Priorities Act of 2026)

Dear Chair Barnes and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for the Transportation Investment Priorities Act of 2026 (HB 230). This bill will ensure that Maryland's transportation investments are aligned with state policy goals and that funding decisions are transparent, performance-driven, and accountable to the public.

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university, and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth. Our member organizations provide 647,000 direct and supported jobs through their economic activity across the region, and together we leverage our collective resources to identify shared challenges and offer solutions to the region's critical workforce, transportation, and economic development challenges. Recognizing the importance of mobility to our economic competitiveness, the Partnership developed the [Blueprint for Regional Mobility](#), an employer-informed strategy to enhance the transportation system from Baltimore to Richmond. A core recommendation of the Blueprint is to make transportation investment decisions more transparent, more data driven, and more clearly tied to long-term regional outcomes.

MDOT's current Chapter 30 project prioritization process is complex and difficult for local jurisdictions, transportation stakeholders, and residents to navigate. It is often unclear how projects are scored, how those scores translate into funding allocations in the Consolidated Transportation Program (CTP), and how well the process reflects broader state goals. The lack of clarity can make it harder for counties, municipalities, and regional partners to plan effectively, steward limited resources, and build public trust in the process.

HB 230 would strengthen MDOT's project prioritization process by clarifying evaluation criteria, improving transparency around how projects are prioritized, and reinforcing the use of objective performance measures. A clearer and more consistent framework will help ensure that each transportation dollar delivers the greatest possible return for the state. It will also give local governments and project sponsors a better understanding of how to design proposals that advance shared state and regional priorities – from improving access to major job centers to supporting transit-oriented development.

For the business community, predictability and accountability in transportation planning and investments are essential. By reinforcing a transparent, data-informed prioritization process, HB 230 will help Maryland make smarter, more strategic investments that strengthen economic competitiveness and expand opportunities across the state. For these reasons, we urge a **favorable** report on HB 230. Thank you for your consideration and shared commitment to making this region the best place to live, work, and build a business.

Contact:
Emily West





Sr. Vice President, Policy & Initiatives
Ewest@greaterwashingtonpartnership.com



Testimony HB0230_Transportation Investment Priorit

Uploaded by: Laurie McGilvray

Position: FAV



Testimony on: HB0230 – Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026)
Committee: Appropriations
Organization: Maryland Legislative Coalition Climate Justice Wing
Submitting: Laurie McGilvray, Co-Chair
Position: Favorable
Hearing Date: February 17, 2026

Dear Chair and Committee Members:

We are providing our testimony today in support of HB0230. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of 32 grassroots and professional organizations focused on climate justice, urges you to vote favorably on HB0230.

HB0230 updates and clarifies the transportation project prioritization program codified in Chapter 30. The goal is to ensure that public funds are spent efficiently and effectively on transportation projects that deliver the greatest benefits to the community. The bill makes it easier for local partners to request projects, understand how projects are evaluated, and work with the Maryland Department of Transportation (MDOT) to implement shared priorities.

The Chapter 30 project prioritization program has been in place since 2017. Local partners have raised issues with the existing project prioritization process and expressed interest in a process that is more fair (geographically and modally), transparent, predictable, transportation mode neutral, and maximizes the benefit per dollar.

HB0230 requires the Maryland Department of Transportation (MDOT) to make reforms to 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. The bill would update the current Chapter 30 prioritization process by revising the criteria and measures by which projects are scored to include the following:

1. safety,
2. accessibility and mobility,
3. climate change and the environment,
4. social equity, economic development, and
5. sustainable land use and transportation demand management.

We are supportive of these changes, particularly the criteria on climate change and the environment, social equity, and sustainable land use and transportation demand management.

MDOT must be a steward of public dollars but also the environment and the state's climate goals. This is particularly true since the legislature recently increased revenues to the Transportation Trust Fund. This bill will improve the transparency and accountability of use of these increased funds. We encourage a FAVORABLE report for HB0230.

350MoCo

Adat Shalom Climate Action

Cedar Lane Unitarian Universalist Church Environmental Justice Ministry

Chesapeake Earth Holders

Chesapeake Physicians for Social Responsibility

Climate Parents of Prince George's

Climate Reality Project

ClimateXChange – Rebuild Maryland Coalition

Coming Clean Network, Union of Concerned Scientists

DoTheMostGood Montgomery County

Echotopia

Elders Climate Action Maryland

Fix Maryland Rail

Glen Echo Heights Mobilization

Greenbelt Climate Action Network

HoCoClimateAction

IndivisibleHoCoMD

Maryland Legislative Coalition

Mizrahi Family Charitable Fund

Mobilize Frederick

Montgomery County Faith Alliance for Climate Solutions

Montgomery Countryside Alliance

Mountain Maryland Movement

Nuclear Information & Resource Service

Progressive Maryland

Safe & Healthy Playing Fields

Takoma Park Mobilization Environment Committee

The Climate Mobilization MoCo Chapter

Unitarian Universalist Legislative Ministry of Maryland

HB230_MDSierra_FAV_2_17 (1).pdf

Uploaded by: Lindsey Mendelson

Position: FAV

Committee: Budget and Taxation**Testimony on: HB 230 Transportation - Consolidated Transportation Program - Prioritization
(Transportation Investment Priorities Act of 2026)****Position: Support****Hearing Date: February 17, 2026**

The Maryland Chapter of the Sierra Club supports the Transportation Investment Priorities Act of 2026. The Maryland Open Transportation Investment Decision Act currently requires the Maryland Department of Transportation (MDOT) to evaluate and score major transportation projects under consideration in the Consolidated Transportation Program (CTP), MDOT's six-year capital budget. This process does not tie the scores to MDOT's funding decisions and does not 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 the transportation sector is the number one source of climate pollution in the state.

The Transportation and Investment Priorities Act of 2026 would increase the transparency of spending decisions by creating a streamlined process for local governments to make funding requests and by requiring MDOT to respond to each request with information on how the project was evaluated using quantifiable measures. Under this legislation, MDOT would create a new process to evaluate projects for their impacts on safety, accessibility and mobility, climate change, the environment, social equity, economic development, and land use and transportation demand management.

Additionally, this legislation would restructure and reconstitute 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).

HB 230 would encourage a more streamlined approach for identifying and prioritizing maintenance ("state of good repair") projects by requiring 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 maintenance backlog. MTA currently has a State of Good Repair backlog of at least \$2.8 billion, as identified in the 2025 Capital Needs Inventory.

We urge a **FAVORABLE** report on HB 230 due to these important advances offered by the bill.

Lindsey Mendelson
Maryland Sierra Club
lindsey.mendelson@mdsierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

HB 230 - MoCo - MCDOT_Wenger _FAV (GA 26).pdf

Uploaded by: Melanie Wenger

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 230

DATE: February 17, 2026

SPONSOR: Chair, Appropriations Committee (By Request – Departmental – Transportation)

ASSIGNED TO: Appropriations

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

POSITION: Support (Montgomery County Department of Transportation)

Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2026)

The Transportation Investment Priorities Act of 2026 modernizes the State's approach to transportation project prioritization, commonly referred to as Chapter 30. The core of the bill enhances transparency and clarity for how transportation projects are identified for funding. The bill requires the Maryland Department of Transportation (MDOT) to clearly articulate how localities can request feasibility studies, as well as announce the funding available for surface transportation capacity expansion projects. The localities will also have to describe the scoring methodology and any updates to the methodology. Project rankings will be shared, along with the recommendations for project funding, as part of the draft Consolidated Transportation Program (CTP). The bill also offers an opportunity to provide feedback on the draft CTP, and revisions can be made prior to it being finalized. Lastly, the bill will require a regular review and potential update to the scoring process. This allows MDOT the flexibility to select and refine the best measures to address the goals.

The Montgomery County Department of Transportation supports this bill because it will improve flexibility and transparency in the Chapter 30 process, which has long been criticized for opacity. 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 sustainable land use and transportation demand management. These broad goals are in close alignment with Montgomery County's priorities.

This bill will benefit the County by increasing transparency and predictability in State transportation funding decisions. It also emphasizes and makes explicit goals that have been shared by the State and County across multiple administrations. 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, all goals identified in the County's long range Thrive 2050 General Plan

In the past, when the County's projects have not scored favorably, staff were not clear why and therefore could not modify future submissions to perform better. The new goals proposed in the bill and the current scoring methodology that was piloted resulted in a more favorable evaluation of the County's transportation projects and a better understanding about project weaknesses and improvements that can be made. The past year's pilot provided a lot of benefit, and we think resulted in changes to the legislation that respond to lessons learned. The Montgomery County Department of Transportation appreciated having the opportunity to work with MDOT to submit projects to test the proposed scoring methodology and provide feedback to inform the current legislation. This should be a model for how future transportation policy and partnership between localities and the State can work.

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 positively impact County residents and businesses, through the expansion of transportation choices, improving travel and supporting future growth.

The Montgomery County Department of Transportation respectfully request that the Appropriations Committee issue a favorable report on House Bill 230.

HB0230-APP-FAV.pdf

Uploaded by: Nina Themelis

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

HB 0230

February 17, 2026

TO: Members of the Appropriations Committee
FROM: Nina Themelis, Director of Mayor's Office of Government Relations
RE: House Bill 230 – Transportation Investment Priorities Act of 2026

POSITION: FAVORABLE

Chair Barnes, Vice Chair Kaiser, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** House Bill (HB) 230.

HB 230 modernizes MDOT's project prioritization process by increasing transparency, predictability, and coordination with local jurisdictions. These updates are particularly important for Baltimore City's Department of Transportation (BCDOT), where BCDOT maintains all roadways and manages a dense, multimodal network that supports residents, commuters, freight movement, and economic activity across the region. A clearer and more structured capital scoring process strengthens alignment between local planning and State investment decisions.

These changes allow for greater opportunities for consideration of City-led transportation projects within the State's Consolidated Transportation Program (CTP) process. Given the scale and complexity of Baltimore's multimodal transportation network, this expanded eligibility supports the advancement of corridor improvements, multimodal upgrades, and capacity enhancements that strengthen safety, economic activity, and equitable mobility— consistent with the goals of jurisdictions across Maryland.

The legislation also clarifies the pathway for requesting project development studies and requires publication of available funding levels and project rankings within the CTP. These provisions strengthen transparency and provide clearer expectations for local capital planning.

For the above stated reasons, the BCA respectfully request a **favorable** report on HB 230.

HB0230 - LOS - TSO - Transportation Investment Pri

Uploaded by: Patricia Westervelt

Position: FAV

February 17, 2026

The Honorable Ben Barnes
Chair, Appropriations Committee
120 Taylor House Office Building
Annapolis MD 21401

RE: Letter of Support – House Bill 230 – Transportation Investment Priorities Act of 2026

Dear Chair Barnes and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 230 as it moves MDOT toward greater transparency, accountability, and data driven decision-making to ensure the best returns on Maryland’s transportation investments. Since first introducing a version of this bill in the 2025 legislative session, MDOT has conducted a pilot scoring round and held intensive coordination sessions with local jurisdictions to inform and refine this proposal.

The current Chapter 30 prioritization process for transportation capacity projects was adopted by the General Assembly in 2017 but has come to be viewed by external stakeholders as an unwieldy system relying on a large number of criteria and measures 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 has not been evident to stakeholders or the public. This lack of transparency has led to requests for change, including by the Commission on Transportation Revenue and Infrastructure Needs (TRAIN Commission). For MDOT, the current Chapter 30 process also presents certain challenges. The fact that the current process is codified in detail in legislation makes it difficult for MDOT to update and refine that process.

The bill takes three core steps to improve accountability and transparency regarding the decisions that MDOT makes to fund transportation capacity expansion projects.

First, the legislation provides greater transparency and standardization of the process by which local jurisdictions and MDOT modal administrations can request the evaluation of transportation projects. These transportation project ideas are limited to those that will expand the surface transportation system and be advanced to a level of preliminary design. This element has been refined this year and stemmed from local engagement. The bill also directs MDOT to supply guidance and an electronic portal for local priority letters.

Second, the legislation reforms the “Chapter 30” scoring process used to rank new capacity projects in the Consolidated Transportation Program (CTP). Specifically, the bill identifies six goal areas upon which projects should be rated: safety, accessibility and mobility, climate, and environment, social equity, economic development, and sustainable 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 with clear direction,

The Honorable Ben Barnes
Page Two

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. Following passage of this legislation, MDOT would issue guidance that discusses the specific scoring criteria and how considerations of mode and regional differences should be considered in the scoring.

HB 230 includes process measures to ensure that the prioritization process is transparent to stakeholders and the public. Specifically, the bill requires that the details of the scoring system be published alongside individual projects scores in the Draft CTP. Following the publication of the draft scores and ranking in the draft CTP, the bill directs MDOT to take feedback through the CTP Tour and allows the Secretary to make changes to the ranking based on policy considerations that she identifies.

Third, the legislation revamps the Maryland Transportation Commission (MTC) with new membership and responsibilities. The bill reconstitutes the MTC 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 for subsequent rounds and recommendations to include projects for funding in the CTP that do not align with rankings received through the prioritization process.

Additionally, based on feedback from the Department of Budget and Management (DBM), the legislation shifts the introduction of the draft CTP from September 1 to October 1. This shift will better align the CTP development process with the development of the operating budget.

The changes being sought by HB 230 are supported by a competitively awarded \$2 million federal grant through the Prioritization Process Pilot Program, a program intended to expand the use of data-driven, outcome-oriented capital investment decision-making.

Taken together, the measures proposed in HB 230 help to ensure that MDOT continues to move forward with data driven, transparent processes that will make it a leader among state Departments of Transportation nationally and ensure that Marylanders are getting the greatest return on investment of each transportation dollar spent. For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant House Bill 230 a favorable report.

Respectfully submitted,

Joe McAndrew
Assistant Secretary
Maryland Department of Transportation
410-865-1006

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

Testimony in support of HB0230 - Transportation In

Uploaded by: Richard KAP Kaplowitz

Position: FAV

HB0230_RichardKaplowitz_FAV
02/17/2026
Richard Keith Kaplowitz
Frederick, MD 21703

TESTIMONY ON HB#/0230 – FAVORABLE

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

TO: Chair Barnes, Vice Chair Kaiser and members of the Appropriations Committee

FROM: Richard Keith Kaplowitz

My name is Richard K. Kaplowitz. I am a resident of District 3. I am submitting this testimony in support of HB#0230, Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026)

The Maryland Consolidated Transportation Program (CTP) is a comprehensive, six-year capital budget for transportation projects,, drafted annually by the [Maryland Department of Transportation \(MDOT\)](#). It outlines funding for major projects, including roads, transit, aviation, and port improvements across the state, with the Draft FY 2026-2031 plan totaling \$21.5 billion in planned investments. ¹

The Maryland Department of Transportation has as its mission: ²

The Maryland Transportation Commission shall consider any request for the dedication of transportation facilities in memory or honor of individuals or groups of significance to the state of Maryland. Formed in 1971, the Maryland Transportation Commission (MTC) studies the State transportation system (Chapter 526, Acts of 1970) and advises the Secretary of Transportation and Department Administrators on policy and programs.

The required elements of the CTP include:

[The CTP is] Maryland’s six-year, fiscally constrained capital budget for transportation projects, mandated to align with the Maryland Transportation Plan (MTP). It requires detailed project justifications, including location maps, purpose/need statements, and alignment with state goals like safety, system preservation, and economic development. Key elements include six-year funding, project prioritization based on Chapter 30, and inclusion of all Transportation Trust Fund projects.

This bill will alter the required elements of the Consolidated Transportation Program; requiring the Department of Transportation 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 Department to evaluate and score certain major surface transportation projects; altering the makeup, chair, frequency of meetings, and responsibilities of the Maryland Transportation Commission; etc.

I respectfully urge this committee to return a favorable report and pass HB0230.

¹ Google AI Search “What is the Maryland Consolidated Transportation Program”

² <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PagelId=86>

MEPPN HB0230 Favorable.pdf

Uploaded by: Steve Holt

Position: FAV



TESTIMONY ON

HB 230 – Transportation Investment Priorities Act of 2026

FAVORABLE

TO: House Appropriations Committee

FROM: The Rev. Steve Holt, member of the Maryland Episcopal Public Policy Network (MEPPN)

DATE: February 17, 2026

Dear Chair Barnes, Vice Chair Kaiser, and Honorable Members of the Committee,

The Maryland Episcopal Public Policy Network supports HB 230 to update and clarify our transportation project prioritization program. Transportation is a critical issue that affects how we care for each other as human beings and how we take care of the creation that has been entrusted to us. It is vital that we ensure we are spending our public funds on transportation projects that deliver equitable results to all Marylanders and demonstrate proper concern for our environment.

HB 230 requires the Maryland Department of Transportation (MDOT) to make reforms to the project prioritization program so that it is more transparent for everyone involved. This transparency and accountability is necessary so that we can fully understand the impact of these projects on important goals such as increasing affordability and reducing environmental impacts, and we can align our transportation spending with our values and with our commitment to best serving all people and communities.

The Maryland Episcopal Public Policy Network (MEPPN) requests a FAVORABLE report.

The Maryland Episcopal Public Policy Network (MEPPN) is a ministry of The Episcopal Diocese of Maryland, The Episcopal Diocese of Washington, and The Delaware-Maryland Synod ELCA

Anne Arundel County _App_FAV_HB230.pdf

Uploaded by: Tom Ni

Position: FAV

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.

A handwritten signature in blue ink, appearing to read "Stuart Pittman".

Steuart Pittman
County Executive

hb230testimony.pdf

Uploaded by: Marcus Jackson

Position: FWA



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.

ACEC:MD - 2026 Testimony - HB230 — Transportation

Uploaded by: Rory Murray

Position: UNF



Hon. Ben Barnes
House Appropriations Committee

Hon. Marc Korman
House Environment And Transportation Committee

RE: HB230 — Transportation - Consolidated Transportation Program - Prioritization (Transportation Investment Priorities Act of 2026)

Position: Oppose

On behalf of the American Council of Engineering Companies Maryland (ACEC/MD), we respectfully oppose HB230. ACEC/MD represents Maryland’s private-sector engineering firms that design and deliver the transportation, water, environmental, and public works infrastructure that local governments and the State rely upon every day. Our members are deeply invested in stable, predictable transportation funding because it drives capital planning, project readiness, and delivery performance and economic growth across Maryland.

We recognize and appreciate that the Maryland Department of Transportation (MDOT) has proactively shared information about the proposed project-based scoring process and has engaged stakeholders in discussions about improving the CTP framework. We also agree there is a need for a more efficient, predictable CTP process that allows projects to move more smoothly through the development pipeline and provides the public and local governments with a clearer understanding of how major surface transportation projects are evaluated and advanced. However, despite this outreach, we remain concerned that HB 230, as constructed, could unfairly skew outcomes and does not yet deliver the mode-neutral, transparent, and easily understandable framework that Maryland needs.

Mode Neutrality, Road Users, and Highway Needs

As written, the project-based scoring structure and the redefined goals risk unfairly advantaging transit, rail, and multi-modal projects over needed highway improvements that serve the vast majority of Marylanders’ daily trips. Recent commuter data indicate that auto mode share for commute trips increased from 69% in 2023 to 74% in 2024 as a decreasing share of trips were displaced by telecommuting: 17% in 2023 to 14% in 2024.¹ In addition, the study found “the portion of commute trips made by transit decreased, despite overall increases in transit volume reported by regional operators. This indicates that **new commuters, including those transitioning from telecommuting, adopted transit at a lower rate than auto modes.**”² Lastly, another recent article noted “Marylanders are spending more time on the road, with the state’s average one-way commute time rising to 31.5 minutes in 2023, **the second longest commute in the country**, according to the latest Census Bureau data.”³

Despite this clear usage pattern, the criteria in HB 230 only indirectly address congestion, **even**

¹ *Maryland Commuter Survey*. NCSG. (n.d.). <https://www.umdsmartgrowth.org/projects/maryland-commuter-survey/>

² *Id.*

³ Smith, S. (2025, November 30). *Maryland has the second highest commute time in the U.S., new numbers show - maryland matters*. Maryland Matters. <https://marylandmatters.org/2025/11/30/maryland-has-the-second-highest-commute-time-in-the-u-s-new-numbers-show/>



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

though congestion and travel time reliability are core elements of Maryland's economic competitiveness and its ability to attract and retain residents and businesses. A scoring system that does not directly and explicitly weight congestion relief, travel time savings, and network performance risks deprioritizing projects that are critical to commuters, freight movement, and regional economic growth, particularly in areas where transit is not a realistic alternative for most trips. At a minimum, any statutory scoring framework should be explicitly mode-neutral, ensuring that highway, transit, and multi-modal projects are evaluated fairly based on their relative contributions to safety, mobility, and economic development, without predetermining favored modes in practice.

Mobility for the Vast Majority of Residents

While transit and multi-modal investments are essential components of a balanced system, the criteria established in HB 230 do not clearly and directly address the mobility challenges faced by the vast majority of the traveling public, particularly in suburban and rural areas where transit options are limited. Each year, every local jurisdiction submits a list of its highest-priority transportation projects, including those related to transit, roadways, and bicycle or pedestrian improvements. In some cases, local matching funds may be available through specific sources, such as casino impact funds or developer proffers, but the project scoring process could affect eligibility for these funds. Many of these funding sources also carry time constraints, requiring that the funds be used within a set number of years or risk being reclaimed by the provider. Local input of what their constituent need should not be overlooked for a one-size fits all plan.

The bill's restructured goals, focusing on accessibility and mobility, climate change and the environment, social equity, economic development, and sustainable land use and transportation demand management, **leave congestion and travel time reliability only as indirect considerations, if at all.** Without explicit recognition of congestion relief, travel time savings, and network performance, Maryland risks under-investing in critical highway improvements that support job access, goods movement, and quality of life for most residents.

Cost-Benefit and Efficient Use of Funds

From a cost-benefit perspective, it is essential that the CTP's project-based scoring framework compare investments on a consistent basis, including cost per user, cost per unit of travel time saved, and cost per unit of reliability or safety improvement. **Given that highways carry the overwhelming majority of trips and support freight and service movement statewide, even modest improvements to key corridors can generate substantial aggregate travel time savings and economic benefits.** If the statutory criteria effectively down-weight congestion relief and travel time improvements, where highway projects often perform strongly on a per-dollar basis, the State could end up steering limited dollars toward projects that serve far fewer users at higher cost, reducing overall system efficiency and economic return.

A mode-neutral, analytically grounded scoring framework should explicitly incorporate user volumes and cost-effectiveness metrics so that projects across all modes are compared fairly on benefits delivered per dollar invested. Without that explicit direction, there is a risk that the scoring process will favor projects that align with broadly stated goals but do not provide the greatest mobility or economic benefit for the majority of Marylanders.

Competitiveness and Clarity Compared to Neighboring States

Maryland competes directly with surrounding states for jobs, residents, and private investment, all of which depend on a transportation network that can reliably move people and goods. If the CTP scoring framework does not clearly elevate congestion relief, regional mobility, and economic connectivity, Maryland may fall farther behind neighboring jurisdictions that have aggressively addressed highway congestion and bottlenecks as part of their economic strategy. North Carolina has explicitly used targeted investment in highways and congestion relief as part of its economic strategy, and it is now one of the fastest-growing states. We do appreciate the intent to make the CTP process more streamlined and understandable, including requirements to publish project scores, rankings, and recommended funded projects. However, the statutory language describing the goals and scoring structure remains too vague and high-level, which will inevitably lead to differing interpretations, inconsistent application over time, and uncertainty for local governments and project sponsors.

A system that is not clearly defined in statute will be harder to compare to peer states' approaches and may send mixed signals to employers and residents evaluating Maryland's long-term infrastructure strategy. To truly improve competitiveness, the CTP process must be both streamlined and easily understandable, with clearly defined, measurable, and mode-neutral criteria that the public and stakeholders can see applied consistently over time.

Vagueness of Goals and Risk of Differing Interpretations

The bill replaces more specific, measurable goals, such as system preservation, reducing congestion and improving commute times, environmental stewardship, and local priorities, with broad concepts like climate change and the environment, social equity, economic development, and sustainable land use and transportation demand management. While these are important policy areas, the statutory language does not provide clear, objective direction on how trade-offs will be evaluated across projects, modes, and regions. This vagueness will almost certainly result in differing interpretations across administrations and staff, making it harder for local governments, the public, and private sector partners to understand how projects will score and how decisions are made.

Over time, this could erode confidence in the CTP process rather than build it, and could make it more difficult to align local land use and transportation priorities with State investment decisions. Clarifying and tightening the language of the goals so that they are measurable, mode-neutral, and explicitly connected to congestion relief and mobility for the majority of users would significantly improve the bill.

Conclusion and Request

We support the goal of an improved, more transparent CTP process that moves projects more efficiently and gives the public clearer insight into how transportation investments are prioritized. However, HB 230 as drafted risks unfairly advantaging transit, rail, and multi-modal projects over essential highway improvements, only indirectly addresses congestion, a core driver of Maryland's competitiveness, and relies on vague statutory goals that will lead to differing interpretations and



AMERICAN COUNCIL OF ENGINEERING COMPANIES/MARYLAND

uncertainty. **In short, Maryland has the 6th worst roads in the Country⁴ and the second longest average commute time. This bill will exacerbate these issues.**

For these reasons, we respectfully request an unfavorable report on House Bill 230 and stand ready to work with the Committee, MDOT, and other stakeholders on a mode-neutral, clearly defined framework that better addresses the mobility needs of Maryland's residents and employers while advancing the State's policy goals.

Respectfully,

Maria K. Donovan

Maria Donovan
Executive Director
ACEC/MD

⁴ U.S. states with the worst roads [2025 edition]. (n.d.). <https://constructioncoverage.com/research/states-with-the-worst-roads>

HB 230_MAA_UNF.pdf

Uploaded by: Tim Smith

Position: UNF



Delegate Ben Barnes, Chair
Appropriations Committee
120 Taylor House Building
Annapolis, MD 21401

Delegate Marc Korman, Chair
Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

February 17, 2026

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

Dear Chair Barnes, Chair Korman and Members of the Committees:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

MAA appreciates the Department's willingness to meet and discuss the bill and its overall approach. We support the concept of a transparent, data-driven scoring mechanism to help prioritize transportation investments. Objective evaluation tools can improve public confidence and strengthen long-term planning. However, as drafted, HB 230 is not something we can support.

First, the bill's structure is heavily weighted in a manner that disadvantages roadway capacity and improvement projects. The proposed scoring criteria appear designed in a way that inherently favors certain project types over others, rather than creating a balanced framework that evaluates all modes fairly based on their distinct purposes and performance metrics. We firmly believe there should be two separate evaluation systems: one for roadway projects and one for transit projects. Roadway and transit projects serve fundamentally different functions and should not be forced into a single scoring framework. Attempting to measure both through a single system risks distorting priorities and producing outcomes that do not reflect Maryland's full transportation needs.

Second, the bill lacks sufficient transparency. While it establishes a scoring structure, it does not provide adequate clarity regarding how criteria are weighted, how trade-offs are resolved, or how final decisions are made when projects compete across categories. Without greater transparency and accountability in the methodology, stakeholders and taxpayers cannot meaningfully evaluate whether funding decisions are balanced and justified.

We are also concerned about the exclusion of certain entities, including WMATA and the Maryland Transportation Authority. If the goal is to create a comprehensive, objective framework for prioritizing transportation investments, carving out major components of the State's transportation system undermines that objective and creates inconsistency across agencies.

Finally, while we appreciate the exclusion of system preservation projects from the scoring framework, this provision does little to address our concerns. System preservation is already not prioritized at the level necessary to maintain Maryland's aging infrastructure in a true state of good repair. Excluding preservation from scoring does not guarantee it will receive adequate or protected funding, nor does it correct the existing imbalance in prioritization.



Maryland's transportation system depends on maintaining and modernizing its roadway network, which remains the backbone of economic activity, freight movement, emergency response, and daily commuting. Any project selection framework must reflect that reality in a balanced and transparent manner. For these reasons, the Maryland Asphalt Association respectfully urges an unfavorable report on House Bill 230 unless substantial revisions are made to ensure transparency, fairness across modes, and appropriate treatment of roadway investments.

Sincerely,

A handwritten signature in black ink that reads 'Tim Smith'.

Tim E. Smith. P.E.
President
Maryland Asphalt Association

HB0230-APP_MACo_LOI.pdf

Uploaded by: Dominic Butchko

Position: INFO



House Bill 230

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

MACo Position: **LETTER OF
INFORMATION**

To: Appropriations and
Environment and Transportation

Date: February 17, 2025

From: Dominic J. Butchko

MACo respectfully submits this Letter of Information on HB 230, the Transportation Investment Priorities Act of 2026. The bill proposes updates to the structure and content of the Consolidated Transportation Program (CTP), including refinements to the project-based scoring framework, new transparency and publication requirements, and changes to the composition and responsibilities of the Maryland Transportation Commission.

The CTP is the Maryland Department of Transportation's (MDOT) six-year capital program that identifies, schedules, and funds major state transportation investments across modes—highways, transit, aviation, and port facilities. Updated and published annually, the CTP translates long-range planning into a fiscally constrained, project-specific program that outlines which projects will advance, associated timelines, and funding levels. For counties, the CTP is the principal mechanism through which state transportation priorities are implemented locally, shaping mobility, economic competitiveness, infrastructure capacity, and quality of life.

MACo commends MDOT for its collaborative engagement with counties throughout the interim and for efforts to incorporate local input into provisions that govern how transportation priorities are assessed and reflected in the CTP. Counties recognize that clarifying required CTP elements and creating a more explicit prioritization framework can strengthen transparency around project selection and improve predictability for local planning.

Overall, MACo appreciates MDOT's responsiveness and the bill's direction toward clearer, more transparent transportation planning. While counties continue to have general implementation considerations – particularly regarding scoring criteria, submission processes, and opportunities for local input – HB 230 represents constructive progress and provides a stronger foundation for shared understanding of how the State's major transportation investments are prioritized.