



Transportation Investment Priorities Act

Jan 10, 2025



DRAFT PRE-DECISIONAL

Bill Highlights

Updates the current Chapter 30 prioritization process

- Revises the criteria and measures to make the scoring more objective and analytically based,
- Connects the projects' scores/rankings more closely to the award of funding in the CTP,
- Increases the transparency of the process,
- Applies to new capacity projects between \$5 M and \$400 M,
- Requires MDOT to follow similar internal prioritization process for projects under \$5 M.

Codifies and updates other activities

- Alters the makeup, Chair, frequency of meetings, and responsibilities of the Maryland Transportation Commission to provide a public forum to discuss project prioritization, the capital program, and the Department's finances;
- Requires MDOT to adopt certain asset management practices including internal processes for prioritizing investments in existing assets.

Updates to Chapter 30



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Significant Changes Around Chapter 30

- Puts capacity improvements on a biennial schedule.
- Explicitly identifies the amount of funding available for each funding round.
- Creates a new on-line portal for applications and a separate on-line portal for local priority letters.
- Expands eligibility to include MPOs and Transit Agencies
- Adds transparency provisions
 - Public Applications
 - Publication of draft list and explanation of any changes in final list
- Eliminates subjective evaluation criteria

How will projects be evaluated?

Criterion	#	Measure*
Safety	1	Reduction in fatal and serious injuries (F&SI)
	2	Reduction in F&SI per 100M vehicle miles traveled (VMT)**
Accessibility & Mobility	3	Increase in access to jobs
	4	Increase in non-SOV trips
Climate Change & the Environment	5	Reduction in greenhouse gas emissions
	6	Reduction in criteria pollutants
Social Equity	7	Increase in access to jobs for disadvantaged communities
	8	Reduction in fatalities and serious injuries in disadvantaged communities
Economic Competitiveness	9	Reduction person hours of delay
	10	Increase in productivity of land supported by the project
Sustainable Land Use/ Demand Management	11	Increase in non-work accessibility

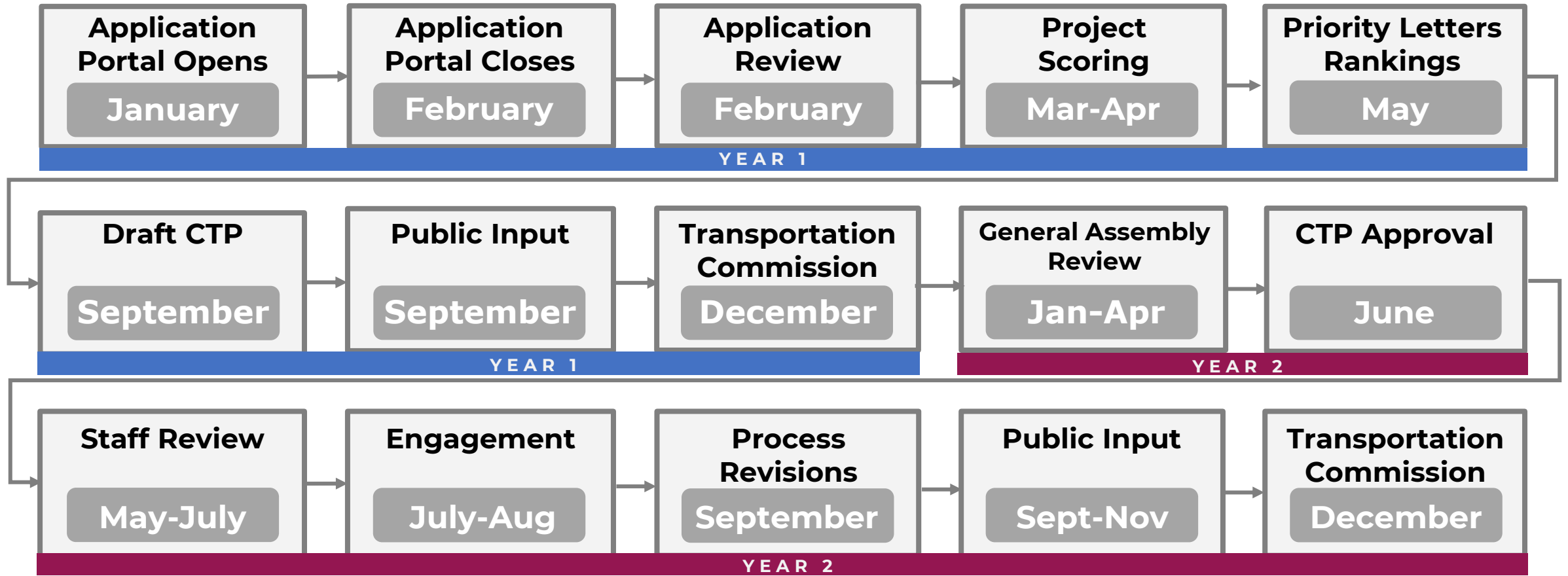
***the measures are not included in the Bill*

***Applies only to non-transit projects*

Project Selection Would be a Three Step Process

1. Project scoring based entirely on data and objective analysis. Project scores are reported based on benefit-per-dollar cost.
2. Publication of rankings and projects that receive funding for public review and input during CTP tour.
3. MDOT Secretary makes changes to funded projects list (if so desired) based on public support/input, geographic equity, or other factors and presents this final list to the MD Transportation Commission at a public meeting (explaining any project substitutions) for review.

Prioritization Process Implementation Biennial Calendar



Other Updates and Codification of Existing Practices

Maryland Transportation Commission

Restructures and reconstitutes the Commission to meet at least quarterly and to include:

- eight (8) members appointed by the Governor,
- two (2) members appointed by the Speaker of the House,
- two (2) members appointed by the President of the Senate , and
- Secretary of Transportation serving as the Commission's Chair.

Identifies the powers and duties of the Commission to include reviewing and making recommendations on—

- MDOT's quarterly operating and capital budget updates;
- MDOT's prioritization process; and
- The Maryland Transportation Plan

Asset Management (Largely Codifying Existing Practice)

MTA

- Directs the Maryland Transit Administration to develop asset management practices for state transit assets, implementing a risk-based system for identifying and prioritizing needs to improve and maintain the condition of transportation assets.
- Requires the Maryland Transit Administration annually to prioritize its investments in state of good repair based on the allocation available for state of good repair.

SHA

- Directs the State Highway Administration to develop asset management practices for state highway assets, implementing a risk-based system for identifying and prioritizing needs to improve and maintain the condition of transportation assets.
- Creates a Highway State of Good Repair Program to improve the condition of pavement, bridges and other key highway assets.
- Requires the State Highway Administration to establish a priority ranking system for key highway assets and to allocate funds in the Program based on this system.
- Directs the Administration to establish performance targets for pavements and bridges that can be sustained over a 20-year period and conduct a comprehensive review of such targets every four years.