

# Funding Prioritization Process

## Chapter 725

*presented by*

**Maryland Department of Transportation  
Office of Planning and Capital Programming**

January 2016



# Presentation Overview

---

- Transportation Funding
- Chapter 725
- Priority Letters
- Project Selection Criteria
- Consolidated Transportation Program (CTP)
- Questions?

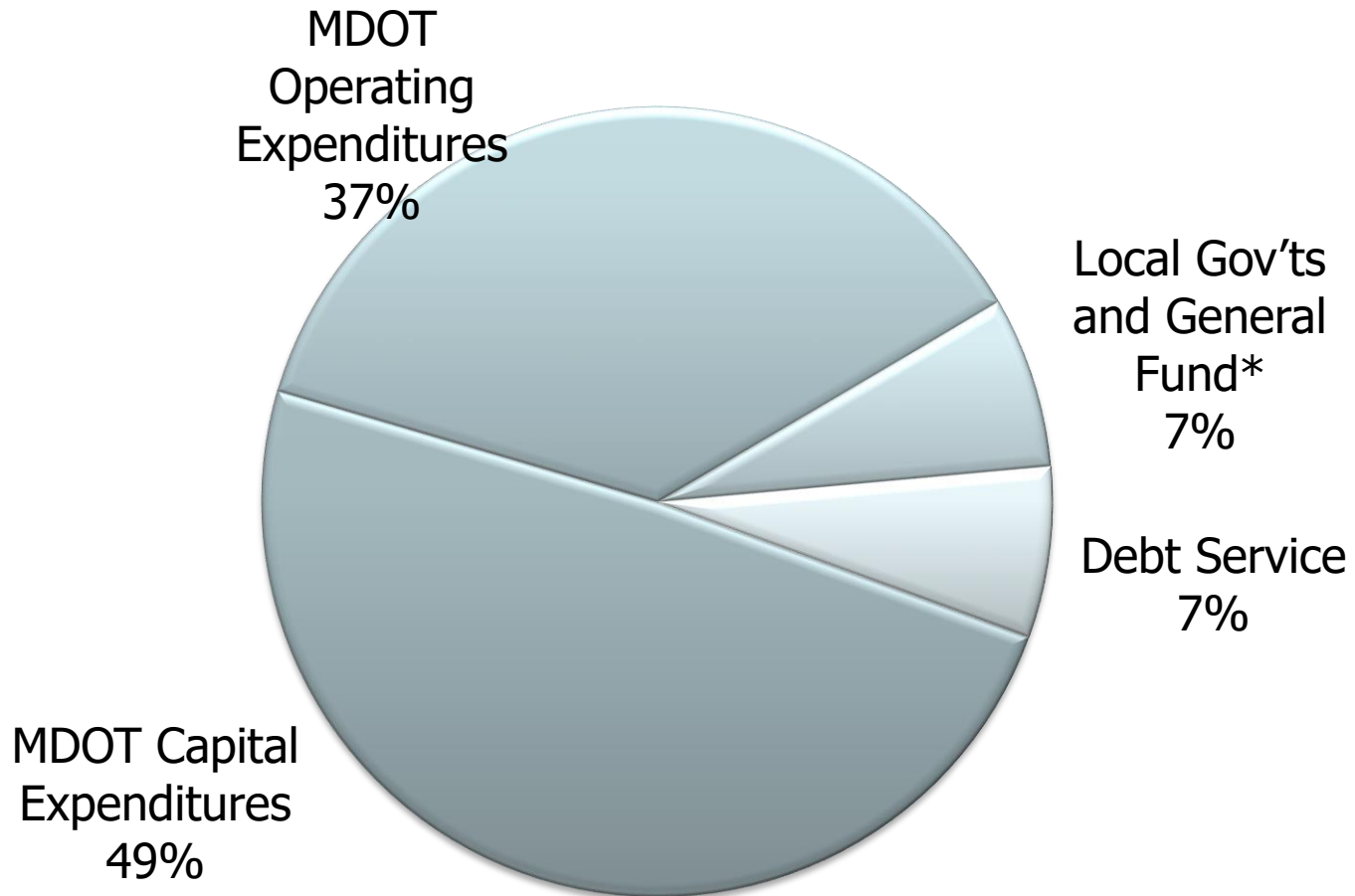


# Funding

---

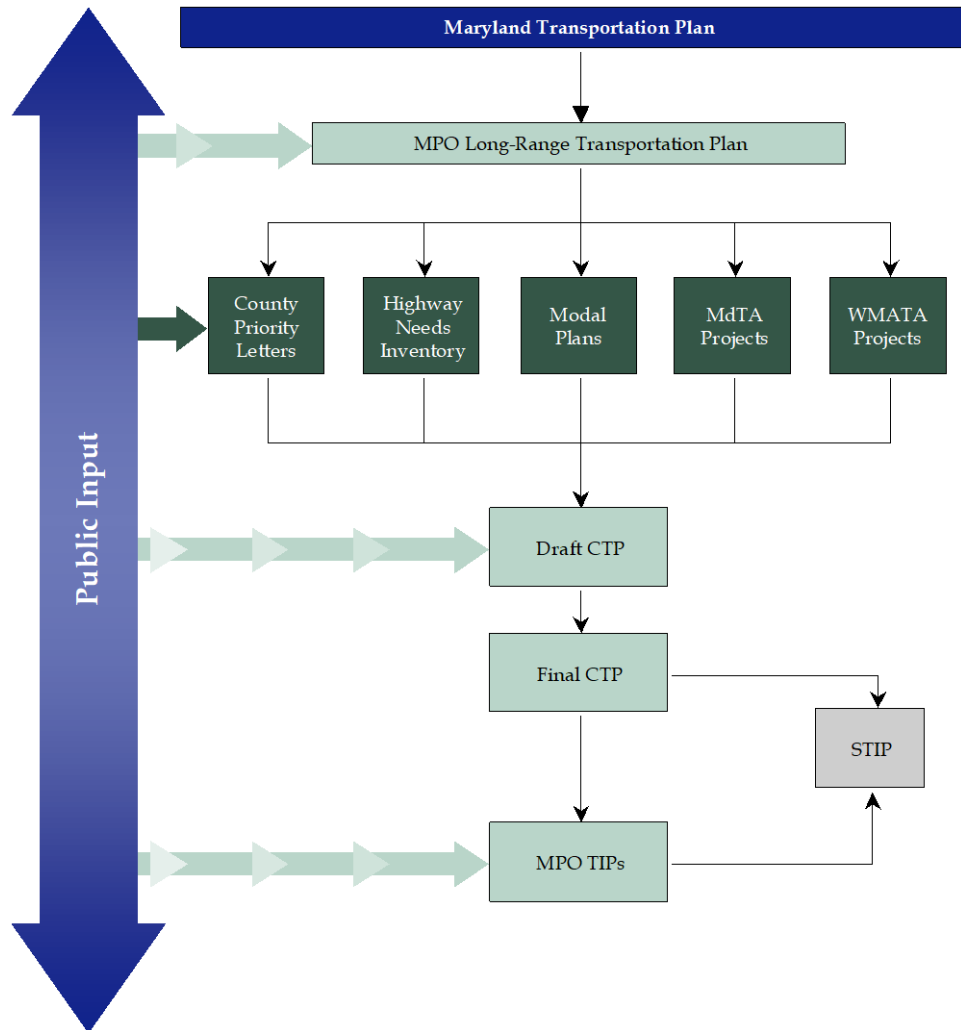
- The source of a majority of “State” funding for transportation needs in Maryland is the Transportation Trust Fund.
- Federal Aid from the FAST Act through the State.
- This allows MDOT to direct resources to priority projects and encourages multi-modal solutions.
- MdTA has a separate toll revenue and bonding capacity for their projects.

# Where The Money Goes



*\*Includes local HUR restoration, pending*

# State Development Process





# Chapter 725 - 2010 Laws of Maryland

---

The Annotated Code of Maryland Title 8, section 612(c) states:

“the local governing body and a majority of the local legislative delegation shall establish a list of priorities from among those secondary system projects listed in the needs inventory and the Administration shall engage in initial project planning upon the request of the local governing body and a majority of the local legislative delegation in the order established in the list of priorities.”



# Chapter 725 - 2010 Laws of Maryland

---

- Requires additional clarity and standards to define the evaluation and selection process.
- Agreed Upon Priorities of the County Government and Legislative Delegation.
- Develops relationship between Priority Projects and Maryland Transportation Plan/Local Land Use Plans.
- MDOT developed written guidance and project questionnaire.



# County Priority Letters

---

- Priority letters represent each County's internal ranking of State projects deemed most important based on local need and local input.
- Priority letters involve requests for a wide variety of project funding such as transit improvements, highway reconstruction, and TOD Designation.
- Counties have the opportunity to develop a Priority Letter every year prior to the development of the CTP.
- Multi-modal submissions enable local governments to have a greater impact on all State transportation investment decisions.





# County Priority Letters

---

- Priority letters should have limited number of priority projects for Capital Projects.
- Capital Projects should be in prioritized order of Major Projects (>\$10 Million).
- Project Questionnaire should be filled out for each Major Project.
- Based upon input from MDOT, the Governor decides which projects are funded in the CTP based on internal rankings, external discussions, State and MTP Goals and Objectives, and the amount of funding available.



# Fair – Balanced – Transparent Project Selection Criteria

---

- Many factors determine when and if a project is funded.
- Safety and System Preservation are critical and required to be funded first by law.
  - System Preservation Projects are evaluated on **technical** grounds for need
  - Each mode determines the greatest preservation needs and distributes funding accordingly, using performance data.
  - Levels of funding do not change much year to year as costs go up.



# Fair – Balanced - Transparent Project Selection Criteria

---

- Project Selection Criteria also account for:
  - State Transportation Goals (MTP)
  - Investment Priorities:
    - Supporting Economic Development and Jobs
    - System Improvements
    - System Preservation
    - Public Private Partnerships (P3)
    - Transit Oriented Development (TOD)
    - Bicycle and Pedestrian Travel
    - Environment
    - Safety & Security
    - Freight

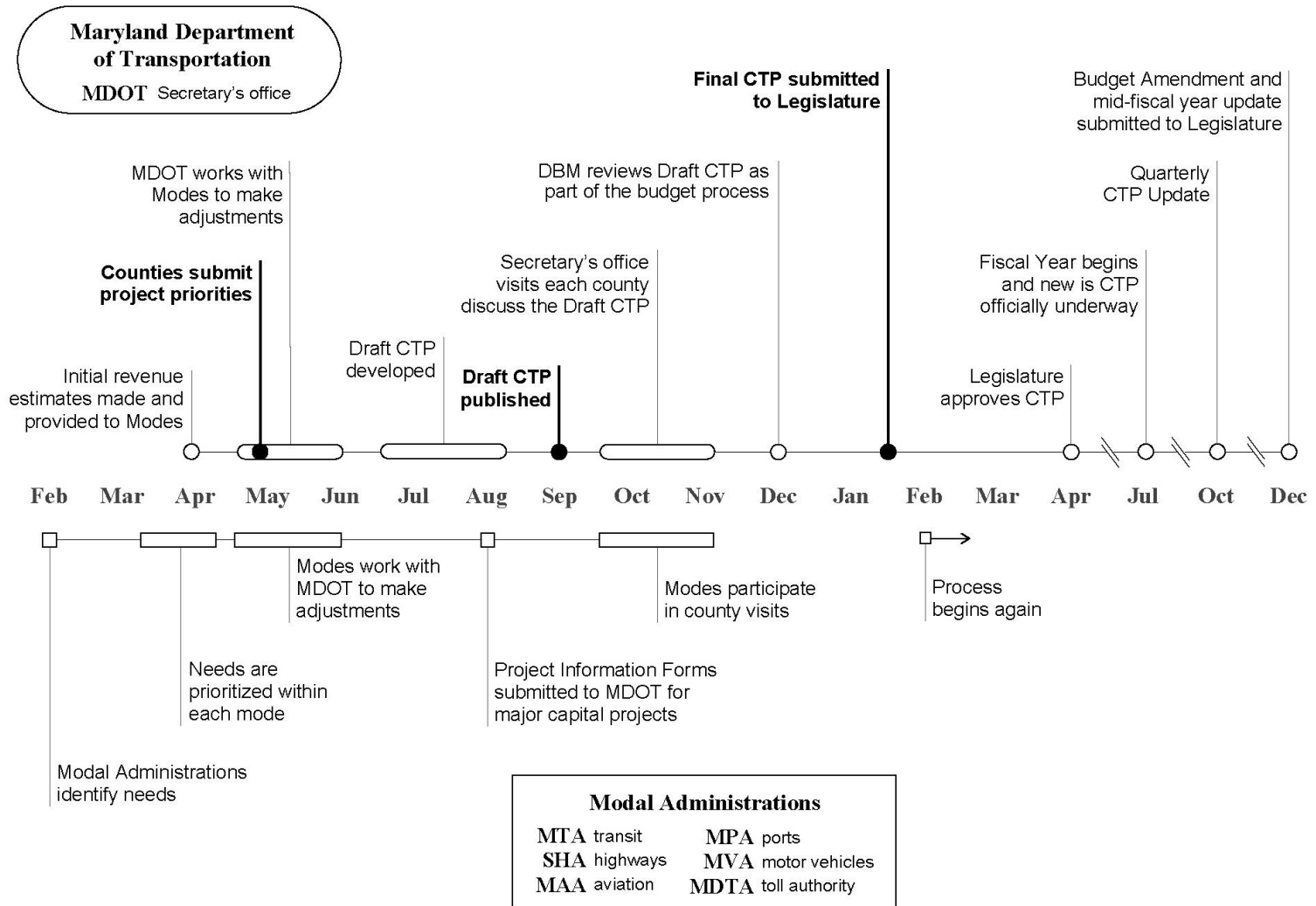


# Fair – Balanced - Transparent Project Selection Criteria

---

- Meets all federal and other legal mandates, including match requirements.
- Supports the Department's program/investment priorities.
- Supports State plans and objectives.
- Supports existing project commitments and agreements.
- Supports multimodal transportation.
- Is the top priority of the local jurisdiction.
- Is consistent with local plans.
- Is included in the regional long range plan.

# CTP Development Process





# Consolidated Transportation Program

---

- The Consolidated Transportation Program (CTP) is the Department's fiscally constrained 6 year capital budget for major and minor transportation projects for all modes of transportation.
- Each year, a draft CTP is presented to local elected officials & citizens throughout Maryland for comment (CTP Tour).
  - ▶ Based upon input from MDOT, the Governor decides which projects are funded based on internal rankings, external/public discussions, State and MTP Goals and Objectives, and the amount of funding available.



# Links and Contact

---

## Guidance website:

[http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/County\\_Priority\\_Letters/Chapter\\_725.html](http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/County_Priority_Letters/Chapter_725.html)

## Project Questionnaire:

[http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/County\\_Priority\\_Letters/Documents/Project\\_Questionnaire\\_2.docx](http://www.mdot.maryland.gov/Office%20of%20Planning%20and%20Capital%20Programming/County_Priority_Letters/Documents/Project_Questionnaire_2.docx)

Tyson Byrne – Baltimore Metropolitan Area Regional Planner,  
[tbyrne@mdot.state.md.us](mailto:tbyrne@mdot.state.md.us),  
410-865-1284, or toll-free in Maryland at 888-813-1414