

From: [Nick Henninger-Ayoub](#)
To: [Train Commission](#)
Subject: Project Prioritization
Date: Wednesday, November 01, 2023 10:34:27 AM

As a member of the TRAIN Commission, I vote to support a review and reworking of Maryland's Project Prioritization protocols. I recommend building upon transparent frameworks such as that of North Carolina, with increased emphasis on Maryland's equity, transit, and emissions reduction goals.

Happy to provide further comment at any time.

Best,
Nick Henninger-Ayoub



Maryland

DEPARTMENT OF PLANNING

11/1/2023

301 W. Preston St., Suite 1101
Baltimore, MD 21201

Greetings,

The Maryland Department of Planning (MDP) recommends that Maryland greatly strengthen the current Consolidated Transportation Program (CTP) project prioritization process to better align project investment with state's transportation goals, improve project selection transparency, and provide stakeholders with meaningful input.

The current CTP project selection or prioritization process conducted by MDOT consists of a series of coordination and evaluation efforts through the MDOT annual CTP pre-tour and tour meetings with counties, MDOT internal business units' priority submission, the annual county priority letter submission, meeting federal requirements, and considering Chapter 30 Scoring System, the Maryland Transportation Plan's goals, and the transportation system performance measures updated periodically by the Advisory Committee on Transportation Goals, Benchmarks, and Indicators.

There are pros and cons of these coordination and evaluation efforts which are guided in part by laws and regulations and by MDOT's discretion policies and procedures. However, over the years, the CTP project prioritization process has been criticized for lack of transparency in final decisions (including politicalizing project selection), imbalance of addressing rural or urban needs, lack of meaningfulness and usefulness of Chapter 30 Scoring System, and lack of strong support for transit and alternative transportation projects.

It is our understanding that Chapter 30 Scoring System only applies to major highway and transit capacity projects and excludes the system preservation minor projects. Funding allocation for pedestrian/bicycle projects and certain minor projects that influence community development and place-making are based on MDOT's policy discretion and the support from federal funding programs. MDOT developed project selection criteria and processes for certain pedestrian and bicycle programs. There do not appear to be clear project prioritization processes for other minor community enhancement projects and programs.

MDP suggests considering the following recommendations to strengthen the current CTP project selection/prioritization process.

1. For major transportation projects, first, make an improved/updated and data-driven Chapter 30 Scoring System a key determination factor in the overall project prioritization process. The current Chapter 30 Scoring System does not select projects for funding, and it is only one of the tools that MDOT uses in the project evaluation and selection process. The scoring system lost its credibility since some of the high score projects are not selected for funding. To improve transparency and reduce political influence on project selection, a data-driven evaluation model must be a key step that the state can take to prioritize projects based on how projects align with state transportation goals and objectives. The following are some key recommendations on how to improve and update the scoring system.
 - a. Revise and update goals and measures in the current Chapter 30 Scoring System to ensure the measuring system can rank potential projects based on how well they are likely to advance state's transportation goals. State's transportation goals and objectives are being updated to reflect current and emerging transportation needs. The 2017 Chapter 30 Scoring Model needs an update. This scoring system should measure long-term goal achievement outcomes and not merely measure current conditions and problems such as number of crashes and current traffic volumes. The scoring system should also be updated regularly based on the changing transportation plans and goals.
 - a. The improved and updated scoring system should be applicable across project types and modes of transportation. Since the scoring system is based on the outcomes of how a project would achieve state transportation goals, a multi-modal solution often provides a best outcome.
 - a. Establish a multidisciplinary stakeholder commission/committee to oversee the update and implementation of the scoring system. The commission would assist MDOT in project evaluation and prioritization and conduct outreach and public engagement such as utilizing the current annual CTP tour process.
 - a. Establish a successful scoring process based on the current Chapter 30 Scoring Model and other states' "lesson learned" experiences such as developing a short list of measures capturing top priorities, being directly relevant to goals, being able to differentiate projects, easily understandable for the public, etc. [VDOT's SMART SCALE Process](#), Hawaii DOT SmarTRAC, and [Tennessee DOT's Multimodal Project Scoping Manual](#).
2. MDOT should consider a prioritization and selection process(es) for minor projects that would have positive effects on community development and place-making such as complete street projects, transit-oriented development projects, and pedestrian and bicycle projects. These types of projects are in high demand statewide. Increase funding for these projects will address local and state sustainable growth and economic development goals.

2. Project prioritization should consider costs and benefits so a project can be cost-effective using limited funding resources.

2. Regardless of its size and scale, a major or minor project could play an important role in support of growth in priority funding areas (PFAs). Prioritizing transportation projects to support compact and sustainable growth is consistent with the Maryland Economic Growth, Resource Protection, and Planning Policy, the Priority Funding Area Act, and other state's smart growth initiatives. To do so, MDP would like to see stronger support for transit, alternative transportation, and major projects that mainly support growth and redevelopment inside PFAs and designated growth areas.

2. Overall, other components of the current CTP prioritization process, e.g., the CTP tours, county priority letter submission to reflect local plan and policy priorities, being consistent with state and MPO transportation plans, should continue playing their appreciate roles. Nevertheless, these components should be utilized in a cohesive framework with the elevated role of the improved Chapter 30 Scoring System.

Sincerely,

Secretary Rebecca Flora,

Maryland Department of Planning

From: [Jaclyn Hartman](#)
To: [Train Commission](#)
Subject: FW: TRAIN Feedback Requested by 11/1 COB
Date: Friday, November 03, 2023 4:53:07 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

From: Olugbenle, Oluseyi A. <OAOlugbenle@co.pg.md.us>
Sent: Friday, November 3, 2023 12:36 PM
To: Jaclyn Hartman <JHartman1@mdot.maryland.gov>; Frank Principe <frank.principe@umgc.edu>
Subject: RE: TRAIN Feedback Requested by 11/1 COB

Good Morning Jaclyn and Chair Principe,

Thanks for your email. Please note that I will miss Monday's meeting due to a prior scheduling commitment I am unable to change.

Chair Principe, to answer your question below,

I am grateful for the opportunity to serve on this Commission and share some of the challenges, opportunities, and concerns from a Prince George's County perspective. With regards to the increased emphasis on project prioritization, it is important to note that while developing new methodologies are valuable objectives, other more critical funding mechanisms should be the area of focus. For example, the gas tax which is unreliable, at worst decreasing, is critical and in need of concrete solutions. It would be equally beneficial to focus on alternative funding strategies which is a central objective of our commission work. I would strongly suggest a concerted effort that embraces how future funding mechanisms can best enable growth, vision, and flexibility.

The objective of any new prioritization methodology should enable mobility and transportation options while serving more than just the transportation project itself, but also how communities are served, better connected, and integrated with safe systems, equity, economic development, and a more comprehensive and holistic transportation network. I am excited about how this Commission and the new Administration will use these tools to elevate the discussion and create an approach that expands and enables a methodology that truly leaves no one behind.

Thanks,

Oluseyi Olugbenle

Deputy Director

Department of Public Works and Transportation

Prince Georges County Government

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www.princegeorgescountymd.gov/1002/Public-Works-Transportation



From: Jaclyn Hartman <JHartman1@mdot.maryland.gov>
Sent: Sunday, October 29, 2023 10:40 AM
To: Frank Principe <frank.principe@umgc.edu>
Cc: Lambert, Michele <Michele.Lambert@mlis.state.md.us>; Steve McCulloch <Steve.McCulloch@mlis.state.md.us>; Tony Bridges <tbridges@mdot.maryland.gov>
Subject: TRAIN Feedback Requested by 11/1 COB

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Good morning!

Below is a message from Chairman Principe:

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As a reminder, the next meeting is set for Monday, November 6 at 1:00PM. Please note this is a Monday and not our typical Wednesday. Have a great day!

Jaclyn D. Hartman
Assistant Secretary of Transportation



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Investments

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From: [Jim Kercheval](#)
To: [Train Commission](#)
Cc: [Jaclyn Hartman](#)
Subject: Fwd: TRAIN Feedback Requested by 11/1 COB
Date: Wednesday, November 01, 2023 9:18:27 PM
Attachments: [Jim Kercheval - Feedback for TRAIN Commission 10-31-23.pdf](#)
[MD Transportation Commission Revenue Diagram.pdf](#)

See below. The email address listed in Franks email was missing an S and this bounced back the first time I sent it

Sorry

Jim

James F. Kercheval
Executive Director
The Greater Hagerstown Committee
5 Public Square Suite 601
Hagerstown, MD 21740
(301) 733-8811

Begin forwarded message:

From: Jim Kercheval <JKercheval@greaterhagerstown.org>
Date: November 1, 2023 at 7:53:12 PM EDT
To: TRAINCommision@mlis.state.md.us
Subject: **Re: TRAIN Feedback Requested by 11/1 COB**

Please find my initial feedback for the Commission as requested which includes my initial thoughts on our work so far. I've also included a few items that I'd like to get more information on in the weeks ahead (whether at our meetings or offline).

Based on what we've heard, I do believe we should recommend that Maryland begin the process of developing a new project prioritization process.

Due to the complexity and scope of what the Commission was asked to accomplish in a short amount of time, I have been compiling my initial thoughts and notes on each topic after each meeting while it is fresh on my mind. These are just my initial ideas - not set in stone and subject to change as we dive deeper into any scoring system, framework to prioritize projects, or revenue options.

I thought I'd share those now as well just to put one member's ideas on the table, including a diagram of what a new funding and prioritization process may look like. But I'm keeping an open mind for any ideas that are brought forward from the many great minds of my colleagues. The diagram I created was not intended

to jump ahead in our work – but more as a way for me to simplify my thoughts on what we learned so far.

I appreciate all the work of staff and the other organizations that have helped educate us on the issues surrounding our work. I've found them to be very informative and helpful in this process – knowing the real work will come in 2024.

Thanks,
Jim

James Kercheval, Executive Director
Greater Hagerstown Committee
5 Public Square, Suite 601
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301.733.8811 (office)
301.992.7515 (mobile)
www.GreaterHagerstown.org

From: Jaclyn Hartman <JHartman1@mdot.maryland.gov>

Date: Sunday, October 29, 2023 at 10:40 AM

To: Frank Principe <frank.principe@umgc.edu>

Cc: "Lambert, Michele" <Michele.Lambert@mlis.state.md.us>, Steve McCulloch <Steve.McCulloch@mlis.state.md.us>, Tony Bridges <tbridges@mdot.maryland.gov>

Subject: TRAIN Feedback Requested by 11/1 COB

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As a reminder, the next meeting is set for Monday, November 6 at 1:00PM. Please note this is a Monday and not our typical Wednesday. Have a great day!

mdot.maryland.gov

Jaclyn D. Hartman
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Transportation Investments*
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Feedback for TRAIN Commission

Jim Kercheval

Submitted to: TRAINCommission@mlis.state.md.us on November 1, 2023

General Comments:

- I greatly appreciate the staff and organizations that provided information to the commission over the last 3 months and answered our questions. It was very helpful and informative.
- **A couple areas I would like to learn more about to help with our work:**
 - Transit:
 - Overall, who uses public transit? How do counties compare? How many Maryland households access public transit – I've seen conflicting numbers depending on source.
 - How does MD fund transit compared to other states with similar infrastructure? What portion is subsidized by revenue from drivers? (fuel tax, title/registration fees, Fed fuel tax, etc.). What portion comes from tickets. What has been the historical price changes of fares?
 - Future projections for ride sharing and autonomous vehicles used as a means of private transit service. Thoughts on how this will impact the future of public transit.
 - *Note: I believe public transit is a critical state asset worth investing in and all drivers benefit from the cars that transit keeps from being on our roads. Therefore, it makes sense that some revenue from drivers subsidizes transit. I mainly am trying to better understand the amounts. I also have concerns on future technology and other disrupters that can change how we travel. I would love rail service in our county, but knowing the significant cost on doing that, it's hard to see how it will ever get done and whether it's a good ROI.*
 - MDOT's process for determining how much funding goes to our smaller general aviation airports. BWI is in its own league and demands strong support. But how does Martin State airport (which is owned by the state) compare with the other small airports in Maryland. What has been the historical breakdown in funding given to each of those airports (not counting BWI). *Note: From my experience, HGR Airport has been supported by the state when we have projects that need state assistance or matching funds. But I do not know how our 17 small airports (2 w/ Commercial and 15 without) compare with each other and what their state funding needs are. If we are to restructure our transportation funding system, now is a good time to also look how we fund our small airports and how we would prioritize those projects.*
 - A list of possible revenue sources and the pros and cons of each one (would want some input from Dept of Commerce on each option to see how fees impact economic development)
- Overall, I felt there is a broad consensus among MDOT staff, commission members, and other stakeholders I've talked with that the current scoring system did not function as intended and needs to be dropped or changed. For the sake of transparency and equity, I would be in favor of having the commission develop the framework for a new scoring system and funding system to help prioritize projects for inclusion in the CTP. I also believe that a new system for prioritization can impact the way we look at transportation funding sources, so should we move forward with a new system, we need regular updates between the funding and prioritization subcommittees, so each has a sense of what the other is doing.
- Some early decisions we may want to consider and take a position on:
 - The role of User Fees in any new funding system. Currently user fees including fuel tax, title fees, registration fees, and transit ticket revenue fund a large portion of the HTF. Even much of the Federal money comes from Federal Fuel Tax. You could argue that these fees are more regressive as they have a larger impact on the percentage of household income that goes to transportation on lower income families. Should we continue to fund transportation this way, or should we supplement the HTF with general revenues (property tax, sales, tax, etc.)

Due to the complexity and scope of what the Commission was asked to accomplish in a short amount of time. I have been compiling my initial thoughts and notes on each topic after each meeting while it is fresh on my mind. These are just my initial ideas - not set in stone and subject to change as we dive deeper into any scoring system, framework to prioritize projects, or revenue options. I thought I'd share those as well just to put one member's ideas on the table. But I'm keeping an open mind for any ideas that are brought forward from the many great minds of my colleagues.

Financing/Prioritizing Transportation Infrastructure: (see diagram – just initial thoughts)

- Follow the “Principles of Sound Tax Policy” as created by the nonpartisan Tax Foundation:
<https://taxfoundation.org/wp-content/uploads/2023/06/PrinciplesOfSoundTP.pdf>
 - **Simplicity** - Tax codes should be easy for taxpayers to comply with and for governments to administer and enforce.
 - **Transparency** - Tax policies should clearly and plainly define what taxpayers must pay and when they must pay it. Hiding tax burdens in complex structures should be avoided. Additionally, any changes to the tax code should be made with careful consideration, input, and open hearings.
 - **Neutrality** - Taxes should neither encourage nor discourage personal or business decisions. The purpose of taxes is to raise needed revenue, not to favor or punish specific industries, activities, and products. Minimizing tax preferences broadens the tax base, so that the government can raise sufficient revenue with lower rates.
 - **Stability** - Taxpayers deserve consistency and predictability in the tax code. Governments should avoid enacting temporary tax laws, including tax holidays, amnesties, and retroactive changes, and strive to establish stable revenue sources.
- **Funding Buckets**
 - **Break funding up into 4 specific buckets at the start of the funding process:**
 1. Roads/Bridges
 2. Transit
 3. Aviation
 4. Port
 - Note: We may also want to consider creating a 5th bucket for “Transformational Projects – Flex Funding” as was done in one of the states that presented to us, and use this fund to supplement the other buckets to complete large transformational projects that meet certain criteria.
- **Up front, determine long-term goals for how much of the Transportation Trust Fund (TTF) should annually be allocated to each bucket – transportation types.**
 - This should not be a yearly decision that is constantly changing (as it does now), but these are longer-term goals that should be relatively consistent over time and an early project for the commission.
 - Reviews could take place every 4 or 8 years to establish a new breakdown of percentages for each bucket based on current conditions (aligned with gubernatorial election).
 - We may want to consider setting up a separate Transportation Board/Commission to establish these percentage allocations as the one state that presented to us. This group should be heavily weighted with trained professional, educated in broad aspects of transportation as we saw done in one state. They could also be charged with creating the scoring systems to rank projects.
 - The General Assembly could review and approve any the allocation breakdowns as recommended by this new commission before it goes into effect.
 - **Items to consider as you set these percentages:**
 - Equitable distribution between rural and urban counties (noting impact)
 - Impact on low-income counties (particularly those qualifying for Disparity Grants, having high poverty rates, or high ALICE rates)
 - Regional distribution of funding each year
 - Utilizing a public process to establish allocation percentages and scoring systems provides more transparency on our state’s funding priorities and goals.
 - The percentage set for each bucket can be publicly debated and assigned each time it comes up for consideration – but once approved, that debate has ended for 4 years and we can focus on how to fund projects in each of the 4 buckets with the money we have allotted.
 - Setting the assigned percentages at the beginning of the process will help reduce friction created between supporters of each transportation bucket every year as CTP gets created.

- **Develop Tiers for the level of transit in a county and assign each county to the appropriate tier** (I believe MTA already uses something like this and has 3 tiers).
 - Tiers could be based on things like types of transit available (Rail, bus, both), percentage of people utilizing service, percentage of county that has access to transit service.
 - Possible Example:
 - Tier 1: Counties with rail and bus transit available
 - Tier 2: Counties with some rail access and moderate to high levels of bus transit and bus usage
 - Tier 3: Counties with limited bus transit and limited usage
 - These tiers would be used to determine funding allocations and track how our funding is being equitably distributed around the state.
 - Transit is much different in rural counties than in the urban counties, yet conversations about transit tend to lump things altogether. Having tiers would allow us to discuss transit at different levels.

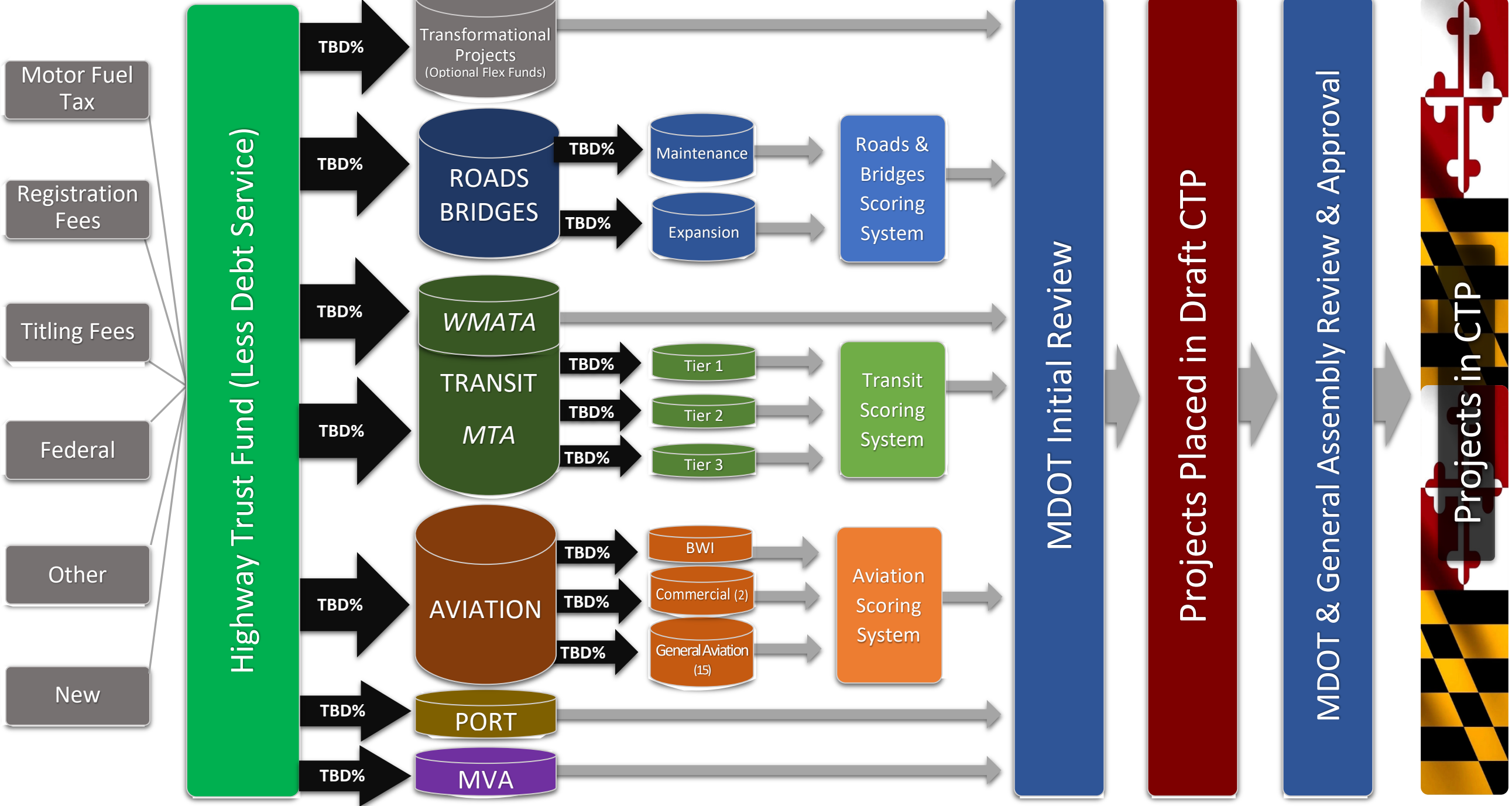
- **Project Scoring System**
 - From my take on Maryland's current scoring system and the other ones we reviewed, it is unrealistic to develop a fair scoring system that compares road projects with transit projects with aviation projects.
 - If we choose to preassign funding to our 4 transportation buckets at the start of the process, we **should develop a unique scoring system for 3 of the 4 transportation types (Roads/Bridges, Transit, and Aviation)** and allow those projects to compete among themselves within their own type. Port projects do not need to be scored as there is just one port to utilize the money we assign to the "Port" bucket at the start of this process. I also do not believe WMATA projects would get scored based on the current way we allocate a specific amount of funding each year to WMATA.
 - The new Transportation Board/Commission established would be charged with developing a scoring system for each bucket with collaboration from MDOT. The General Assembly could approve these systems.
 - Having a scoring system that counties would have access to, would allow them to better prioritize their projects each year for their Priority Letters as they would have a transparent way of knowing how high their projects score and could plan.
 - MDOT should have debrief sessions with each County annually (likely as part of Transportation Tour) to go over with them how their priority projects score and what needs to happen to get it at a more competitive level. **Counties need frank, clear feedback on their priorities so they can plan accordingly and know what has a chance of funding and what does not.**

Equity issues

- **Areas to consider as we develop priority system and funding system:**
 - Rural counties are much different than urban counties.
 - Residents forced to drive more – often out of county for high paying jobs
 - Have minimal public transportation services
 - Higher rates of poverty and ALICE populations – so regressive fees/taxes impact them harder
 - Economic impact of infrastructure that creates new jobs/industries can have a more significant impact on rural populations than in urban counties with larger, more diverse economies and higher educated populations. This should factor in when weighting metrics in any scoring system.
 - Impact to challenged populations (funding sources, and weighting in scoring system). There are many current issues impacting low-income families (housing market, transportation costs and limitations, record-high inflation, etc.). All of these are contributing to the gap between the "haves" and the "have nots". The strength of our state will be determined by how we limit and address the barriers that keep families from becoming self-sustaining (above ALICE threshold).
 - Balance of Transit funding vs Road funding – How much of transit funding is coming from people living in counties without access to meaningful public transit? The amount that any one county funds public transit, should align with the public transit assets that are available to them.
 - Highway User Revenue distribution to Counties and Municipalities
 - Funding of our small airports – those with commercial services (2) and those without (15)

% in Black Arrows Set by a New Transportation Board and Approved By G.A. Every 4 years

Funding and Project Prioritization Structure – Initial Thoughts



From: [Jaclyn Hartman](#)
To: [Train Commission](#)
Subject: FW: TRAIN Feedback Requested by 11/1 COB
Date: Friday, November 03, 2023 3:40:52 PM

From: Laria, Jon M. <Laria@ballardspahr.com>
Sent: Thursday, November 2, 2023 11:24 AM
To: Jaclyn Hartman <JHartman1@mdot.maryland.gov>; Frank Principe <frank.principe@umgc.edu>
Cc: Lambert, Michele <Michele.Lambert@mlis.state.md.us>; Steve McCulloch <Steve.McCulloch@mlis.state.md.us>; Tony Bridges <tbridges@mdot.maryland.gov>
Subject: RE: TRAIN Feedback Requested by 11/1 COB

The answer to the Chair's first question is easy, and hopefully obvious. We should be developing a new process, for all the reasons we have discussed.

A new process could be the subject of 2024 legislation, which would direct MDOT (with whatever constraints and/or oversight the legislation imposes) to develop the process ASAP thereafter and in advance of the next CTP.

Regarding factors, I'm not as facile as others who have been living with the Chapter 30 system since inception, and with transportation budgeting overall, so what I'm hoping for (and what you may be intending) is a matrix that lists existing factors under Chapter 30, how they have driven decisions (including what potential unintended consequences may have occurred), and what other factors may be worth considering (from your own expertise and/or best practices). I think the Commission then needs to discuss all of those and try to reach consensus on what should be included and what role the factors play in final decision-making.

I did review Chapter 30 in Chapter (rather than codified) form, and am curious to know why "Quality of Service" was deleted from the legislation. Also, I am concerned about System Preservation remaining a factor without a clear or refined definition. I would like to know the extent to which System Preservation has been used to support expansion of existing facilities, especially since the measures for it include "the degree to which the project increases the functionality of the facility." In short, when does preservation become expansion?

As to factors that seem necessary to include, I think Chapter 30 factors seem on target in general, though they need to be updated to include consideration of climate change and equity, which are (and should be) state priorities, along with any other relevant state or administration priorities.

It's also not clear to me, from the outside, how the scoring drives actual decision-making, especially with regard to MDOT discretion to fund projects that score poorly or to not fund projects which score well. Language on that topic seems to have been deleted from the bill prior to enactment.

I hope this is helpful in some way, but I really need to see the kind of matrix described above to make truly informed recommendations.

Jon Laria
He/Him/His

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[Baltimore, MD 21202-6174](#)
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From: Jaclyn Hartman <JHartman1@mdot.maryland.gov>
Sent: Sunday, October 29, 2023 10:40 AM
To: Frank Principe <frank.principe@umgc.edu>
Cc: Lambert, Michele <Michele.Lambert@mlis.state.md.us>; Steve McCulloch <Steve.McCulloch@mlis.state.md.us>; Tony Bridges <tbridges@mdot.maryland.gov>
Subject: TRAIN Feedback Requested by 11/1 COB

 **EXTERNAL**

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*Assistant Secretary of Transportation
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Howard County Executive Calvin Ball
Response to TRAIN Commission Questions on Project Prioritization

Question: I am interested in soliciting written feedback from Commission members on whether the Commission should recommend that Maryland begin the process of developing a new project prioritization process, and if so, what factors Maryland should consider in developing that new process (e.g. timeframe for implementation, program goals, administrative requirements, best practices from other states that should be adapted and incorporated in the new process, etc.):

Response:

Yes, I encourage that the TRAIN Commission recommend a new project prioritization process. However, determining a new process through legislation shouldn't come at the expense of solving the CTP funding shortfall in the short term. In addition to a new process, administrative actions can also be taken to improve transparency and document local and regional input to the program.

A new process should follow goals set forth in the Maryland Transportation Plan and Regional Long Range Transportation Plans that are regularly updated every 4-5 years and undergo significant public involvement processes.

Factors to Consider in Developing a New Process

- Regarding factors that Maryland should consider in developing that process, I encourage including a meaningful role for the Metropolitan Planning Organizations (MPOs) into any new process that is proposed.
- Additionally, our transportation project prioritization should ensure that transit expansion and improvement projects are competitive with highway expansion projects. Through this consideration, emphasis on person trips should be prioritized over "vehicle trips" to ensure that the needs of transportation users are being considered rather than mode.
- Safety and System preservation projects should be prioritized in a consistent and transparent way. I encourage MDOT to consider minimizing excess justification requirements from local governments for these types of projects.
- Finally, I encourage that the State be mindful of local jurisdictions and the limited resources that counties and municipalities have access to. A new process should ensure that local governments won't be burdened with new unfunded mandates to develop eligible priority projects. The State should also consider programs (such as funding and technical support) that would help ensure that local governments experiencing significant safety issues on State roadways have assistance in planning and developing projects ready for construction. This greater partnership will assist with project delivery in an efficient manner.

As we discuss timeline for implementation of a new process, I suggest that any changes to the project prioritization process should be considered and implemented over the next 1-3 years in conjunction with the work of the TRAIN Commission. Thank you for the opportunity to provide input and share local perspectives on project prioritization.

I have heard recurring concerns that the CTP process does not seem easily accessible, documented, and explicitly stated/written. Further touched on in the below “transparency & accountability” section, I feel as though this is an imperative overarching piece – making the process accessible, apparent, and explicitly stated.

I represent the transportation construction and materials industry in the DMV region, advocating for over 200 member firms across numerous sectors, with over 35,000 employees in the region.

The other elements listed below are similarly integral to the new process, with listed examples following.

Factors to Consider:

Safety-Centric Prioritization: Prioritizing transportation projects with a strong emphasis on safety, including factors like bridge condition, pavement quality, lighting, signage, and capacity, is essential. This approach aims to minimize the influence of political considerations and create a more safety-focused project prioritization process.

Inclusive Stakeholder Engagement: Inclusivity in stakeholder engagement is vital to ensure the prioritization process accurately reflects the diverse needs of different regions. Similar to Virginia's "Smart Scale," conducting statewide tours and actively listening to stakeholders will help gather input from various communities, addressing specific requirements of both urban and rural areas. North Carolina's workgroup is a good example of how to utilize a bipartisan, consensus-based group to identify needs. Furthermore, it is important to take into consideration NCDOT representative Brian Wert's commentary on how workgroup members can act as ambassadors and educators to the new project process. Workgroup participants can confidently advocate for the workgroup and then spread the word about the process to their constituents, organizations, or regions to educate the public.

Transparency and Accountability: Addressing transparency and accountability concerns is a recurring common theme across all project prioritization processes, especially in discussing Maryland's. There has been an expressed need for a more transparent and accountable system in the planning and funding of transportation projects. A system that follows clear criteria and guidelines will instill trust and confidence in the prioritization process. I believe that Virginia's Smart Scale is a good example of transparency, even from such a simple standpoint of having an accessible website and database.

Economic Development, Innovation, and Access: The prioritization process should not only focus on safety but also consider economic development and improved transportation access. Addressing the unique needs of both urban and rural areas within the constraints of available funding is crucial to ensure a well-balanced approach. This is further touched on below when referring to a possible regional-commission-based approach. There is also a crucial need to analyze post-pandemic ridership/demand paradigms as *new, changing landscapes* that will demand *new* solutions. We cannot confidently serve our state while depending solely on pre-pandemic ridership/demand data as a stable trend. We need to invest in research and development as ridership trends will continue to shift in perhaps unpredictable ways.

Virginia as an Example:

Learning from Virginia's "Smart Scale": Virginia's "Smart Scale" process, which scores and ranks projects based on multiple criteria, can serve as a valuable reference for Maryland. Exploring and adopting elements from this system may lead to a more effective and objective project prioritization process.

Virginia's Regional Commissions: Virginia has implemented a unique approach to address transportation funding challenges by establishing three regional commissions: the Hampton Roads Transportation Accountability Commission (HRTAC), the Northern Virginia Transportation Authority (NVTA), and the Central Virginia Transportation Authority (CVTA). These commissions aim to fund regional transportation projects and utilize various regional funding sources, including sales tax increases, property tax increases, gas and diesel tax increases. The funds collected are specifically allocated to projects within each region, and a portion is distributed to counties and municipalities for localized projects. Notably, the tax increase can be eliminated upon project completion.

Governing Bodies of the Commissions: Each of these three commissions operates with a Board of Directors (BOD) consisting of representatives from local government authorities, state legislators, and local business communities. These stakeholders have a significant role in decision-making and voting on fund allocation for regional transportation projects. This is not dissimilar to the NCDOT workgroup, as it consists of a broad assortment of members.

Revenue Sources for Transportation Projects: The commissions use multiple revenue sources to fund a variety of transportation projects, such as road expansions, bridge and tunnel construction, public transit enhancements, and other infrastructure improvements. These revenue sources include:

1. **Regional Sales Tax:** The commissions collect regional sales tax on retail sales within their respective jurisdictions, which significantly contributes to revenue for funding transportation initiatives.
2. **Grant Funds:** They also have the opportunity to receive federal and state grants to support specific transportation projects and initiatives.
3. **Toll Revenues:** In some cases, the commissions manage toll facilities and collect toll revenues, which are reinvested in transportation projects.

In terms of allocation and prioritization, the commissions assess the transportation needs of their regions and establish project priorities based on factors such as congestion, safety, economic impact, and environmental considerations. They often collaborate with local governments, transportation agencies, and the public to identify key projects and develop a comprehensive transportation plan.

As stated above, the commissions use the tax dollars collected to fund a wide range of transportation projects. In some cases, they may issue bonds to secure additional funding for large-scale projects, with the expectation that future tax revenues will be used to repay the debt. The tax dollars collected by these commissions play a crucial role in maintaining and expanding transportation infrastructure, supporting economic growth, job creation, and improving the quality of life for the communities in their respective regions. These commissions also aim to reduce congestion, enhance safety, and provide more efficient transportation options for residents and businesses.

Again, transparency and accountability are core principles for these commissions, as should be replicated in Maryland's new process. The commissions hold regular reports and public meetings to keep residents informed about how tax dollars are being used for transportation improvements. Audits and financial reviews are conducted to ensure that funds are allocated appropriately and in accordance with legal and regulatory requirements.

Another example of this transparency element is [found here on the Smart Scale website](#); the public can sift through project scores by district and can see where projects are in terms of development and budget.

In summary, Virginia's regional commissions provide an alternative funding model that allows regions to collect and allocate funds for their transportation projects, involving local government representatives, state legislators, and local business communities in the decision-making process. This approach prioritizes transparency, accountability, and local input in transportation funding and can serve as a valuable reference for Maryland's own project prioritization process.

From: [Jaclyn Hartman](#)
To: [Train Commission](#)
Cc: [Lambert, Michele](#)
Subject: FW: TRAIN Feedback: MDOT Response re: Prioritization
Date: Wednesday, November 01, 2023 3:35:07 PM
Attachments: [image001.png](#)

Resending one more time. Looks like the original email was missing a letter in the email address.

From: Joe McAndrew <jmcandrew@mdot.maryland.gov>
Sent: Wednesday, November 1, 2023 3:13 PM
To: TRAINCommission@mlis.state.md.us
Cc: Frank Principe <frank.principe@umgc.edu>; Paul Wiedefeld <PWiedefeld@mdot.maryland.gov>; Christine Nizer <cnizer@mdot.maryland.gov>; Holly Arnold <HArnold@mdot.maryland.gov>; Samantha Biddle <SBiddle@mdot.maryland.gov>; Jaclyn Hartman <JHartman1@mdot.maryland.gov>; Tony Bridges <tbridges@mdot.maryland.gov>
Subject: TRAIN Feedback: MDOT Response re: Prioritization

Chair Principe -

Please find MDOT's response to the TRAIN Commission's project prioritization query below.

MDOT encourages the TRAIN Commission to recommend that Maryland begin the process of developing a new project prioritization process, with the following recommended considerations:

- Proposed goals: Improve project selection, improve MD's project pipeline, increase transparency, and provide greater accountability
- Establish new prioritization process to replace Chapter 30 through legislation in the 2024 General Assembly Session
- Bill should direct MDOT to create prioritization program during the interim with input from the TRAIN Commission and stakeholders from the General Assembly, counties, cities, transit agencies, and the public
- MDOT should use prioritization process for FY26-31 Draft CTP (i.e., summer 2025)
- Require the Secretary to develop performance metrics related to the following goal areas: safety, accessibility and mobility (e.g., congestion reduction), climate change and the environment, equity, economic factors, and land use
- Require the Secretary to select and fund enhancement and expansion projects at SHA and MTA; this would include state and federal-aid formula funds for use in the prioritization process, with exceptions for specialized federal-aid formula programs (e.g., Transportation Alternatives, NEVI, Appalachian Highway Development System)
- Encourage a similar evaluation process be established for MDTA and WMATA

Best,
Joe

Joe McAndrew
Assistant Secretary



Office | 410.865.1395
Email | jmcandrew@mdot.maryland.gov

Maryland Department of Transportation
7201 Corporate Center Drive, Hanover, MD 21076

From: [Cathrin Banks](#)
To: [Train Commission](#)
Subject: TRAIN Feedback re Project Prioritization Process
Date: Wednesday, November 01, 2023 2:08:52 PM

Good afternoon Jaclyn,

I do believe the project prioritization process should be reevaluated in order to ensure transparency and fairness, and to maximize the impact of state dollars spent. While I think additional information and discussion is needed to determine the most critical factors that need rethinking, several things stand out to me:

The current process for counties and municipalities providing priority projects, and how that feedback is weighed, should be reevaluated. It seems to me that the lack of consistency and uniformity in how counties and municipalities communicate their priorities to MDOT is a problem. The way that MDOT solicits priority information from the various stakeholders should be standardized. Then, the mechanism through which this feedback is assessed and weighed as part of the prioritization process should also be looked at to ensure transparency to the stakeholders and the public.

There should be an analysis of how to promote fairness across various modes of transportation when determining project funding. It seems to me, under the current process, large(r) scale transit projects are always going to be weighed more favorably than, for instance, a freight project. While transit is undoubtedly an extremely important part of the overall transportation plan, we should not forget the importance of other modes of transportation (freight, inter- and multi-modal, etc.). All modes of transportation factor into the health of the state's overall transportation system, and all should be considered for funding equally.

As for timeframe for implementation, I do think projects (even smaller projects, or those that do not have as big of an impact from a statewide perspective) that are "shovel ready" should be weighed favorably as compared to projects that are still in the very early stages of planning.

On a related note, while this may not be directly applicable to the project prioritization process, I think the state should consider discretionary, competitive grant programs aimed at specific modes of transportation to supplement funding through the TTF.

Thank you for taking the time to gather this feedback. I look forward to our next meeting on 11/6.

Best,

Cathrin

Cathrin Banks

President & General Counsel
The Maryland and Delaware Railroad Company
www.mdde.com

Executive Vice President
Managing Partner
Chesapeake and Delaware, LLC
www.chesapeakeanddelaware.com

Comments on Draft Preliminary Report
Jim Kercheval



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401-1991

MEMORANDUM

To: Members, Maryland Commission on Transportation Revenue and Infrastructure Needs

From: Frank J. Principe, Jr., Chair

Date: November 21, 2023

Re: Interim Recommendations

1. The Maryland General Assembly should authorize the Motor Vehicle Administration (MVA) to collect an additional registration fee for electric and/or hybrid vehicles.

At its first meeting, the Maryland Commission on Transportation Revenue and Infrastructure Needs (Commission) heard from the Department of Legislative Services (DLS) about the sources and uses of the Transportation Trust Fund (Trust Fund). Motor fuel taxes make up the largest share of funding to the Trust Fund (24%), while other major sources of funding include federal funds (20%) and titling taxes (19%).

The motor fuel tax has served as the primary source of funding for transportation projects in the United States for almost 100 years because it was an efficient proxy for a direct user fee. However, at its first meeting, the Commission heard from Ed Regan, a transportation consultant with 45 years of experience working for various transportation-related consulting firms, that, because of increasing fuel efficiency and the dramatic shift toward electric vehicles (EVs), Maryland may have reached its peak of revenue from the motor fuel tax. In Maryland, total fuel sales experienced a large decrease in 2020 due to the COVID-19 pandemic, and in both 2021 and 2022 total fuel sales continued to be lower than the 2019 motor fuel sales. This trend in Maryland is similar to motor fuel sales statistics in other states like Virginia, New York, Delaware, and Pennsylvania. The Commission heard that the United States likely reached peak fuel consumption in 2019 and that as EV sales begin to surge, future fuel consumption and motor fuel tax revenues will continue to decline significantly.

At its first meeting, the Commission also heard about the nationwide trends in EV sales for both battery EVs and plug-in hybrid EVs. Between 2017 and 2020, new EV sales in the United States averaged 300,000 per year. By 2021, annual EV sales had more than doubled to 635,000. That increase has continued in 2022 to a total of 915,000, and EV sales are on track to reach 1.3 million in 2023. In Maryland, EV registrations have increased from less than 10,000 vehicles in 2016 to almost 70,000 in 2022. As of 2022, Maryland ranked 12th in the country for the highest number of EVs per 1,000 residents, at 9.16. Additionally, in March 2023, Governor Wes Moore announced

Maryland's adoption of California's Advanced Clean Cars II rule which requires manufacturers to continuously increase the share of EVs they sell so that by model year 2035 EVs will account for 100% of passenger car and light truck sales.

We should include the dollar amounts on what this is estimated to be

The decrease in revenue from the motor fuel tax is a reality for the Trust Fund. At its second meeting, the Commission heard from the Maryland Department of Transportation (MDOT) that the fiscal 2024-2029 Draft Consolidated Transportation Program (CTP) submitted in September 2023 was not balanced, in that programmed capital spending exceeds projected funding by \$2.1 billion over the six-year program. This results from the combination of decreased revenues and additional operating spending to address employee compensation, contract escalations, and collective bargaining costs.

Were these the only two items that created the deficit? Were any new projects added? If so, that should be included.

At its fourth meeting, the Commission had a discussion related to collecting an additional fee on EVs and hybrid vehicles to generate funding to supplant lost revenue to the Trust Fund from the motor fuel tax. The Commission heard from Deron Lovas, Chief of Environment and Sustainable Transportation with MDOT, and Colleen Turner, Associate Vice President and Senior Project Manager with Michael Baker International, that 33 states have enacted an EV registration fee, and 11 states have proposed an EV registration fee. The average EV fee is \$128 while the average hybrid vehicle fee is \$63. Some Commissioners raised the concern that an increased registration fee for EVs may discourage individuals from choosing to purchase an EV or hybrid vehicle. However, according to MDOT, that concern has not been validated in states with EV registration fees.

Should mention that "Fairness" was the driving factor for consideration of this fee. EV's use roads but pay nothing. (Hybrid's pay some gas tax which is why fees are about 50% lower than EV's)

The Commission also heard from MDOT about different revenue projections if Maryland were to enact an additional registration fee on EVs or hybrid vehicles. In looking at modeling options, MVA determined that a \$220 fee per EV registration would be an accurate proxy for the average annual gas tax payment by a non-EV Maryland vehicle owner. If MVA was authorized to collect a \$200 registration fee for EVs and hybrid vehicles, the fee could potentially generate \$40 million in additional revenue in fiscal 2025 and would increase to \$118 million in fiscal 2029. Under a different model with a fee of \$200 for EVs and \$100 for hybrid vehicles, MVA projected an additional \$39 million in fiscal year 2025, increasing to \$110 million in fiscal 2029. Although this would provide a significant new source of revenue to the Trust Fund, the Commission noted that this new revenue alone would not sufficiently supplant funding lost from the decrease in motor fuel tax revenue.

"and create more equity by assessing a fee to all vehicles..."

In discussing a recommendation option related to EV fees, Commissioners voiced concerns about requiring MVA to collect this new fee. While other states are doing something similar, Commissioners agreed that they could not determine the specific appropriate fee for MVA to collect, how to differentiate fees for EVs and hybrid vehicles, or whether MVA should instead increase registration fees on all vehicles to compensate for the lack of revenues from EVs and hybrid vehicles. **The Commission recommends that the Maryland General Assembly authorize MVA to collect an additional registration fee on EVs and hybrid vehicles.** Having this flexibility will allow MVA to weigh all of these options and determine if and/or when an additional fee is appropriate and how to balance the fee amount against the desire to increase EV ownership.

"voiced the pros and cons of requiring MVA to collect this new fee..."

I do not believe we ever officially discussed whether or not we could determine an appropriate fee as that meeting was more information gathering with some questions and occasional comments. While one person pointed out the option of charging a \$25 fee across the board, I did not get the sense that there was a consensus to consider this option. Considering the driving reason for assessing EV/Hybrid fees was due to "fairness" (all vehicles should pay something), I would not be supportive of this approach. While I recognize that it is simpler and spreads out the burden across more payers – lowering the cost per payer, this approach is more about raising revenue than the fairness of enacting EV/Hybrid Fees. I would prefer asking that question at our meeting, and if most of the commission feel it should be an option, then include it. Otherwise leave it out. Perhaps, word this part... "While it was the consensus of the Commissioners to support some fee similar to what other states are doing, we did not determine the specific appropriate fee for MVA to collect or how to differentiate fees for EV's and hybrid vehicles."

While I agree that there was support in the room to explore payment options for low-income individuals, I would ask the commissioners whether there is a consensus to recommend they explore lower fees. Considering there is no lower gas tax options for low-income drivers, I do not see this a good taxing policy to provide income breaks here and ignore the gas-tax payers (which will have many more low-income drivers)

November 21, 2023
Page 3

Additionally, the Commission recommends that MVA explore different fee amounts or payment options for low-income individuals.

2. The Maryland General Assembly should require the Maryland Transportation Authority (MDTA) to adjust toll rates to maximize toll revenue in order to generate additional revenues to help support Maryland’s broader transportation system.

Since 1971, MDTA has been responsible for constructing, managing, operating, and improving the State’s toll facilities and for financing new revenue-producing transportation projects. Generally, MDTA may issue revenue bonds without obtaining the consent of any instrumentality, agency, or unit of the State and without any proceedings or the happening of any condition or terms other than those specifically required by State law. MDTA is a non-budgeted State agency, meaning that its budget is not subject to the General Assembly’s appropriation process.

MDTA has the authority to set tolls on transportation facilities projects under its supervision. Tolls must provide funds that, when combined with bond proceeds and other available revenues, are sufficient to (1) pay maintenance, repair, and operating costs for transportation facilities projects that are not otherwise paid for; (2) pay the interest and principal of any outstanding bond issues; (3) create reasonable reserves for these purposes; and (4) provide funds for the cost of replacements, renewals, and improvements. Toll revenues are deposited into the Transportation Authority Fund, which is wholly separate from the Trust Fund. However, any funds collected by MDTA from rentals, rates, fees, tolls, and other charges and revenues that are not needed to meet the obligations of the Transportation Authority Fund and the trust agreement between MDTA and bond holders or to provide adequate and complete payment of all principal and interest on all bonds issued in connection with specified transportation facilities projects may be transferred to the Trust Fund, upon the recommendation of the Secretary of Transportation and approval by the Board of Public Works.

At its second meeting, the Commission heard from MDTA regarding their 2024-2029 CTP, for which MDTA’s budget includes 180 projects totaling \$2.7 billion. MDTA explained that, because MDTA is a non-budgeted agency solely supported by self-generated revenue and tolls were last raised nearly a decade ago, MDTA has significant operating costs and may be facing a toll increase in the coming years. When asked by Commissioners, MDTA explained that toll reductions in 2015 reduced MDTA’s revenue by more than \$500 million in anticipated revenues over the past eight fiscal years. Although a plan was adopted at the time of the reductions to help mitigate the impact of the toll reductions, it was assumed that toll increases would resume in fiscal 2024. Commissioners asked what increased revenue for MDTA could be generated from increasing tolls. For illustrative purposes only, DLS completed an analysis of an increase of \$0.50 for all vehicles that would yield \$81.4 million in additional revenue to MDTA.

At the Commission’s fourth meeting, DLS provided an analysis that a \$0.50 increase for all out-of-state vehicles would yield \$26.7 million in additional revenue to MDTA. Although MDTA already applies a discounted rate for two-axle vehicles with a Maryland-issued E-ZPass transponder at many of its tolled facilities (compared to vehicles using an E-ZPass transponder from another state), Commissioners were interested in how increased revenue from passenger vehicles with

I believe that one of the selling points to the public for tolling roads is that they act like an enterprise fund where the fees users pay come back to support the projects tolls are charged on. This follows the guidance of good tax policy. While I realize this has been done in other states, I do not feel the amount of funding generated would be worth going against good policy and would make it harder to sell tolls in the future. I would also be concerned that eventually the politics that always influence the allocation of resources could get us to the point where too much of the revenue would be pulled out of the long-term asset management plans of MDTA for broader transportation projects and our toll roads/bridges would be neglected. Then there were also the court challenges taking place in other states. I would poll the commission at the next meeting on this before including it. (Though I may be in the minority here)

non-Maryland-issued E-ZPass transponders could be deposited into a special fund as a revenue source for transportation-related purposes unrelated to the tolled highway. Because a change like this would require an enabling act, **the Commission recommends that the Maryland General Assembly require MDTA to adjust toll rates to maximize toll revenues to generate additional revenue to support Maryland’s broader transportation system.**

3. MDOT should reevaluate the prioritization process used for CTP development and project prioritization with the goal of adopting a new consistent and fair process for the 2026-2031 CTP.

Maryland law establishes a decades-old process for developing the CTP that includes the submission of county priority letters, the publication of a draft CTP by September 1, a visit to each county and Baltimore City to review the draft CTP as part of the fall CTP tour, and submission of the final CTP in January as part of the Governor’s budget submission.

More recently, Chapter 30 of 2017 required MDOT to develop a project-based scoring system model for ranking major transportation projects for inclusion in the CTP. While MDOT uses the model to evaluate, score, and rank proposed projects for inclusion in the CTP, MDOT is not required to use the model to prioritize projects for inclusion in the CTP.

The annual scoring cycle begins in January. Applications must be completed and submitted by proposing entities by March 1. In the four months following application submission, MDOT processes applications, validates project information and eligibility, collects necessary technical data, and completes all modeling and forecasting. Beginning in July, MDOT utilizes the modeling results and technical data to evaluate each project across nine goals and 23 measures (established in statute), calculate the scores, and determine the final ranking of projects. The final ranking then helps inform the development of the Draft CTP in August. The Draft CTP is made public in early September. The final project scores and rankings are included as an appendix in the Draft CTP and are also posted on MDOT’s website.

During the Commission’s meetings over the 2023 interim, MDOT sent a survey to stakeholders to solicit input on CTP development and the project prioritization process to generate feedback. Although MDOT only received 33 responses, the themes in the responses were similar to concerns Commissioners expressed during presentations around the prioritization process. Common concerns the Commission heard were that the processes are not transparent, it is unclear why a project is or is not funded, and the scoring results are not reflected in projects selected for inclusion in the CTP. During presentations from the Maryland Association of Counties and the Maryland Municipal League, the Commission heard recommendations related to the benefits around standardization, the need for clearer and earlier information in project selection, and the need for local input in prioritization.

At its third meeting, the Commission heard from North Carolina and Illinois about the development and implementation of each state’s specific transportation project prioritization system. Although each system must be uniquely tailored to the needs to the state, Commissioners generally

ADD

“and the overall fairness and ability of using one scoring system to compare multiple types of projects (roads, bridges, transit, aviation, rural/urban, etc.)”

ADD “; and (4) equitably evaluate projects in a diverse transportation system”.

You may also want to add somewhere in this section that the states that presented did not have the same transportation system as MD with a port and major transit system that receives a large portion of the funding in the TTF.

November 21, 2023
Page 5

agreed that a prioritization process is important for transportation project selection to (1) make informed decisions; (2) make the most of limited resources; and (3) be transparent and accountable.

The Commission recommends that MDOT develop a new draft prioritization process to present to the Commission during the 2024 interim, with the goal of implementing the new prioritization process for the 2026-3031 CTP. The current process lacks consistency and uniformity and can be improved to promote fairness. The Commission was not comfortable recommending the implementation of a specific prioritization process and agrees that MDOT should develop a new draft prioritization process with the goal of implementing the new prioritization process for the FY 2026-2031 CTP.

The Commission further recommends that the prioritization process have performance metrics related to safety, accessibility and mobility, climate change and the environment, equity, economic factors, and land use. The Commission recommends that the new prioritization process also take into consideration:

- the goals set forth in the Maryland Transportation Plan and regional long range transportation plans and modal strategic and long-range plans;
- providing a meaningful role for stakeholders;
- the importance of transit expansion and improvement projects; and
- emphasizing a holistic approach to road projects that (1) enables mobility and alternative transportation options rather than focusing on just the road project itself; (2) improves how communities are served, connected, and integrated with safe systems; (3) addresses equity; (4) furthers economic development; and (5) results in a more comprehensive transportation network.

Change to: “The equitable allocation of funds to expand and improve our roads, bridges, rail transit, bus transit, and airports.”
This report should be neutral and not push funding for one mode over another

ml:sm/AM:CL/cgs

CONSIDER ADDING:

- The different needs of rural and urban counties (roads as well as transit)
- equitable distribution of transportation funding across the state
- The movement of freight to adequately serve the state and nation and the impact of truck traffic on safety and road infrastructure
- the use of separate scoring systems for each of the three major modes of transportation: roads/bridges, transit, and aviation

Misc comments:

- Thank you to the chair and MDOT team who prepared the draft report. We were presented with a lot of information in a very short timeframe and had very little time to discuss as a group our positions on various topics, but I believe you provided a good overview of what we do so far.
- Overall, I believe the report needs to be neutrally worded and not favor one type of transportation mode over another as all are important in their own way to serve the needs of the entire state. Same needs to be said for urban needs vs rural needs. I felt that the original draft seems to favor transit to some degree and did not necessarily reflect the rural views of our transportation system. For example, the last section on the prioritization system only mentioned the importance of funding Transit expansion in the bullet points, and not the expansion/improvement of roads or airports. It had a bullet point on roads, but that was more about taking a holistic view of road infrastructure needs than just addressing capacity and congestion.
- I would also include where appropriate that the commission only had a very limited amount of time before a preliminary report was due to gather and digest information on a vast, complex issue, and that there is a lot more to consider as we fulfill the goals set by the General Assembly. These first four months mainly included information gathering and we did not have the time for in-depth discussion on strategies to address our charge which we plan do in the coming year.
- We should consider adding an appendix with some of the key information that can help the General Assembly as they work on these transportation issues next session, utilizing the graphics in some of the key slides provided by our presenters or from other sources (Where's funding come from, Where does it go, How process works, etc.). I included some other graphics below that I was looking at last week. While they may not all be the right ones for this report (most are national data), they are good examples of simple graphics that provide insight into this complex issue.
- I think it's important to recognize and for the General Assembly to know that drivers are providing almost all of the revenue for transportation improvements. They not only cover the costs to operate, maintain, and expand the infrastructure they use (roads/bridges), they subsidize our other modes of transportation at levels few other states do. While there are valid points to expect some subsidy of transit by drivers as that pulls cars off of the roads and makes roads less congested, from a sound tax policy standpoint, the amount of subsidy that comes from drivers in MD is not justified. Particularly when considering less than 1 out of 10 people use transit services in MD. It is still important we continue to adequately fund our Transit system (I'm not recommending cuts), but I'm not convinced taxing drivers to the level we do is the best approach. Therefore, I would not support efforts to divert any new tax on drivers to transit. I would prefer we look at other revenue streams as needed.

Data for FY 2023 (from early MDOT presentation)

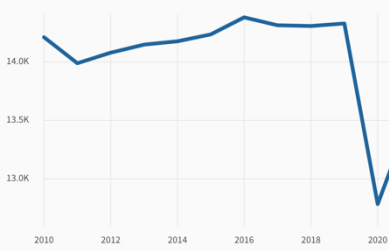
- 24% Motor fuel taxes
- 7% Registration fees
- 19% Titling fees
- 20% Federal funds (which almost all are generated from drivers)
70% revenue comes from drivers – over \$14.3B (only 49% of last year's CTP revenue went back to roads/bridges -\$10B)

How much people drive

In **2021**, the average American with a license drove **13,549** miles.

The Bureau of Transportation Statistics measures the amount of driving in the US using the concept of vehicle miles traveled, the sum of all distances driven in a period. The agency also tracks the number of licensed drivers in the US. The two data points can be combined to calculate the amount driven by the average driver.

Vehicle miles traveled per licensed driver
In 2021, the average American with a license drove 13,549 miles.



Source: [Bureau of Transportation Statistics](#)

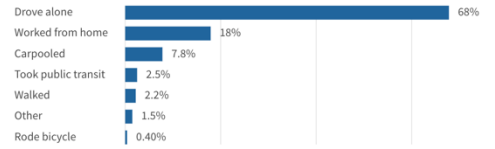


How people commute

In **2021**, **67.8%** of workers went to their place of work by driving alone.

Means of commute for workers 16 and older: 2021

In 2021, 67.8% of workers went to their place of work by driving alone.



The Census Bureau's [American Community Survey](#) tracks commuting characteristics for workers over 16 years old.

Source: [Census Bureau](#)

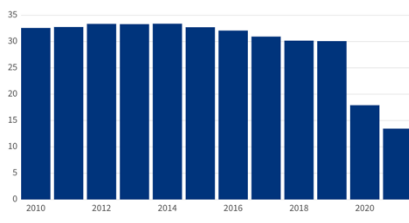


Transit use

In **2021**, the average person took **13.5** transit rides.

The Department of Transportation has several metrics measuring public transportation use, including the number of rides people take on transit of any type, including buses and subway trains.

Transit rides per capita
In 2021, the average person took 13.5 transit rides.



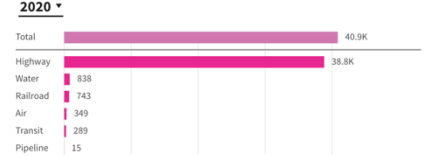
Source: [Bureau of Transportation Statistics](#)



Transportation-related deaths

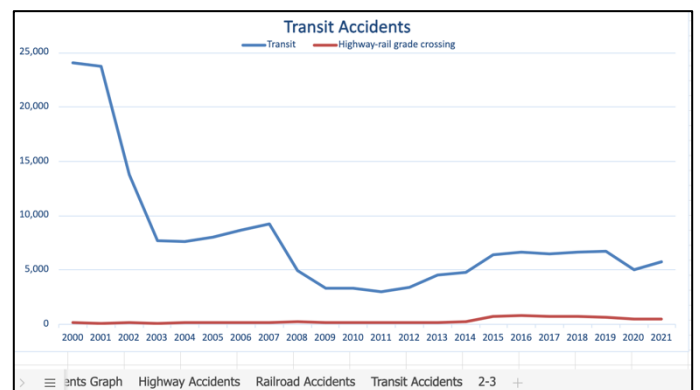
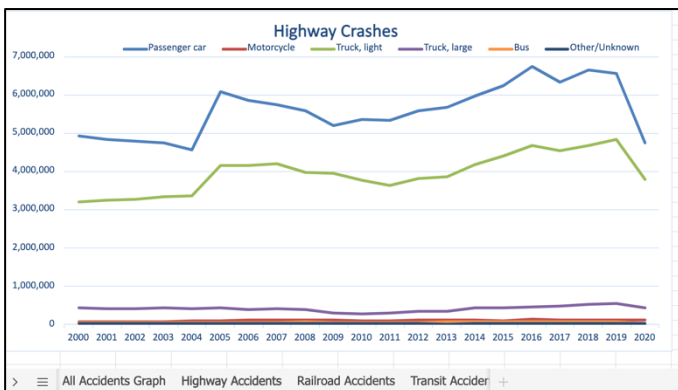
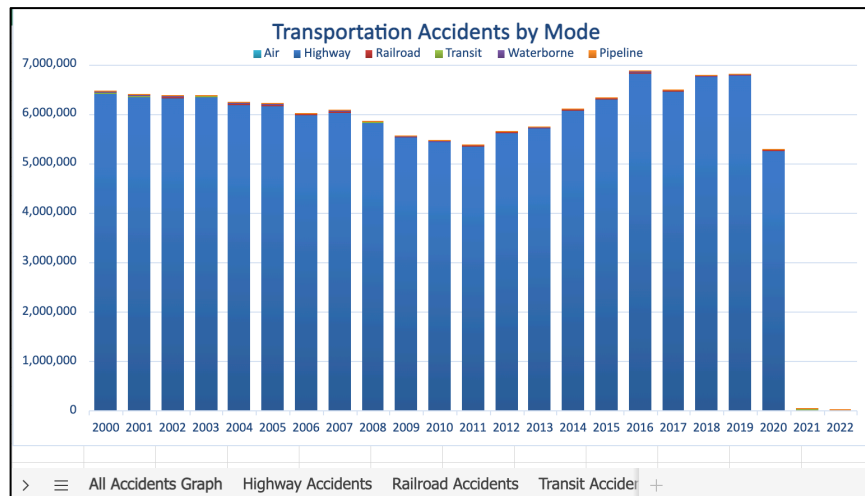
In **2020**, **38,824** people died in traffic-related incidents.

Transportation-related deaths by mode of transportation: 2020



The Bureau of Transportation Statistics catalogs deaths across different means of transportation. However, the agency cautions that there are differences in what counts as a transportation-related death based on a mode of transportation.

Source: [Bureau of Transportation Statistics](#)



From: [David Winstead](#)
To: [Train Commission](#)
Subject: Input for commission
Date: Thursday, December 07, 2023 2:37:07 PM

Given the magnitude of increased federal funding for infrastructure in recent years to Maryland, the Governor and the Legislature should consider holding the highway users fees to local jurisdictions at the same level as FY2024. Local municipalities do not have the cushion of recent increases in federal funding that the State of Maryland has received, thus they do not have the ability to handle the proposed 8% decrease, and meet local O&M transportation needs.

From: [Thomas Huesman](#)
To: [Train Commission](#)
Subject: Re: MDOT Budget Update
Date: Thursday, December 07, 2023 2:06:16 PM

Two Questions

- 1) I'm having a hard time with the word Maximize tolls is too vague !
- 2) We haven't really discussed the charging station system and any taxes or fees that could be leveled against the same.

Regards,

Tom Huesman

On Thu, Dec 7, 2023 at 1:43 PM Lambert, Michele <Michele.Lambert@mlis.state.md.us> wrote:

As a reminder, any additional recommendations being proposed by Commission members need to be sent to the Train Commission email (TrainCommission@mlis.state.md.us) by tomorrow, 12/8. We will compile all additional recommendations and any comments we've received to distribute to Commission members and post on the hearing schedule website no later than Monday. Thanks!

Michele Lambert

Senior Committee Counsel

House Appropriations Committee

Department of Legislative Services

Phone: 410-946-5376

Cell: 410-259-0640

Email: Michele.lambert@mlis.state.md.us

From: Jaclyn Hartman <JHartman1@mdot.maryland.gov>
Sent: Thursday, December 07, 2023 6:53 AM
To: 'Frank Principe' <frank.principe@umgc.edu>; 'antoinethompson@yahoo.com' <antoinethompson@yahoo.com>; 'cball@howardcountymd.gov' <cball@howardcountymd.gov>; 'cbanks@mdde.com' <cbanks@mdde.com>; Charlie <CScott@wmata.com>; Christine Nizer <cnizer@mdot.maryland.gov>; David Winstead <dlwinstead@comcast.net>; 'gakerman@bdcbt.org' <gakerman@bdcbt.org>; Guzzone, Guy

Senator <Guy.Guzzone@senate.state.md.us>; Beidle, Pamela Senator <Pamela.Beidle@senate.state.md.us>; helene.grady2@maryland.gov; Holly Arnold <HArnold@mdot.maryland.gov>; Feldmark, Jessica Delegate <Jessica.Feldmark@house.state.md.us>; Jim Kercheval <jkercheval@greaterhagerstown.org>; Jon Haines <jon.n.haines@gmail.com>; Jon M. <laria@ballardspahr.com>; 'josh.tulkin@mdsierra.org' <josh.tulkin@mdsierra.org>; kevin.anderson1@maryland.gov; Korman, Marc Delegate <Marc.Korman@house.state.md.us>; Chang, Mark Delegate <Mark.Chang@house.state.md.us>; 'mkane@mdchamber.org' <mkane@mdchamber.org>; Michael Sakata <msakata@mtbma.org>; Nick Henninger-Ayoub <nickh@gbc.org>; Oluseyi A. <oaolugbenle@co.pg.md.us>; Patti Stevens <patti59.stevens@gmail.com>; Paul Wiedefeld <PWiedefeld@mdot.maryland.gov>; Ragina <rali@aaamidatlantic.com>; Rebecca Flora -MDP- <rebecca.flora@maryland.gov>; Hershey, Steve Senator <Steve.Hershey@senate.state.md.us>; Thomas Huesman <thuesman@thefraleygroup.com>; Todd Mohn <tmohn@qac.org>
Cc: Samantha Biddle <SBiddle@mdot.maryland.gov>; Tony Bridges <tbridges@mdot.maryland.gov>; Joe McAndrew <jmcandrew@mdot.maryland.gov>; Heather Murphy <hmurphy@mdot.maryland.gov>; David Sohns <dsohns@mdot.maryland.gov>; Caleb Weiss <cweiss@mdot.maryland.gov>; McCulloch, Steve <Steve.McCulloch@mlis.state.md.us>; Lambert, Michele <Michele.Lambert@mlis.state.md.us>; Sprinkle, Jody <Jody.Sprinkle@mlis.state.md.us>; shaina.hernandez@maryland.gov; tunji.adenekan@maryland.gov; Rachel Kleinhandler - GOV- <rachel.kleinhandler@maryland.gov>; David Turner -GOV- <david.turner@maryland.gov>; maureen.regan <maureen.regan@maryland.gov>; Gartner, Bruce <bgartner@howardcountymd.gov>; Facchine, Felix <fefacchine@howardcountymd.gov>; Jennifer LaHatte -DBED- <jennifer.lahatte@maryland.gov>; Raquel Coombs -DBM- <raquel.coombs1@maryland.gov>; Yasmin Behram -MDP- <yasmin.behram@maryland.gov>; 'kristin.fleckenstein@maryland.gov' <kristin.fleckenstein@maryland.gov>; thompsonantoine21@gmail.com
Subject: MDOT Budget Update

Good morning!

Attached are a number of documents for your review and consideration:

- MDOT Final CTP Overview Press Release – Press release issued this week alongside documents providing an overview of MDOT’s upcoming FY 2025 operating budget and FY 2024-2029 CTP and the reductions necessary to balance the budget
- Final CTP Overview – Provides information about transportation investments and reductions
- HUR Budget Reductions – Details the FY 2025 funding levels for highway user revenue grants at the county and municipality level
- LOTS Budget Reductions – Details the FY 2025 funding levels for grants to locally operating transit systems (LOTS)

- TRAIN Commission Meeting 3 Followups – Followup items from the 3rd meeting

We look forward to seeing you next week!



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Comment of Antoine M. Thompson
Executive Director
Greater Washington Region Clean Cities Coalition
Submitted to the Maryland Commission on Transportation Revenue and Infrastructure Needs
November 14, 2023

Dear Chairman Principe,

My name is Antoine M. Thompson, longtime resident of Prince George's County, Commissioner on the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN), and CEO/Executive Director of the Greater Washington Region Clean Cities Coalition (GWRCCC). Our Coalition is one of nearly 75 Clean Cities Coalitions around the country supported by the US Department of Energy. We are a public-private partnership composed of representatives of the Metropolitan Washington Council of Governments, the District government, regional governments, national trade associations, public and private companies and public utility companies. We are headquartered in the District of Columbia and have programmatic responsibility for the region including District of Columbia, Northern Virginia, and Maryland.

Personally, I have been engaged in clean transportation and environmental policy work for more than 20 years, including being a New York State Senator and the former chair of the NY Senate Standing Committee on Environmental Conservation, championing green initiatives, climate justice, and expanding access to investments in public transit.

I, and GWRCCC strive to ensure a just and equitable future for all members of the community, leaving nobody behind, especially those in lower income communities that are most vulnerable to environmental hazards. A clean future in the transportation and infrastructure sectors strongly aligns with the goals of GWRCCC, which is why I write before you today.

First and foremost, it is crucial to take equity into consideration when deploying transportation and infrastructure projects. Historically, disadvantaged communities have been disproportionately affected by

environmental hazards and lack of access to essential services. Prince George's County faces significant challenges, including the worst air quality in the state, directly due to the high concentration of highways, trucks, and vehicles. These conditions pose severe health risks to our residents, especially vulnerable populations such as elderly citizens, women and children.

Along with many of my ideas to address these issues, I strongly recommend the increased incorporation of electric vehicle (EV) charging stations at transit stations across Maryland. These stations should be made accessible not only for city fleets and buses, but also for consumers who utilize park and ride/kiss and ride facilities. It is imperative to initiate this effort by 2024, with the state providing immediate funding support. Additionally, solar panels should be installed on transit station rooftops and bus shelters, not only promoting renewable energy but also ensuring safety by illuminating these areas at night.

We next must also enhance the efficiency and accessibility of public transportation in key areas of the state. To do this, it is imperative to invest in the expansion and improvement of transit stations and bus services. For example, in Upper Marlboro, Maryland, where I currently reside, the disparity between the 30-45 minute car commute to my office in DC and the 2-2.5 hour public transportation journey underscores the need for strategic enhancements. By strategically allocating resources to upgrade transit infrastructure and optimize bus routes in such regions, we can significantly reduce travel times and promote a more sustainable and convenient mode of transportation for residents.

Moreover, I urge the commission to increase funding for public transportation initiatives, including the retrofitting and repowering of existing fleets with cleaner methods like biodiesel and electric. By accelerating the transition to cleaner fuels, especially in medium-heavy duty vehicles, some of the state's largest emitters, Maryland can significantly reduce its carbon footprint and improve air quality. Furthermore, any funding provided for public transportation, transit projects, and transit services should be contingent upon the development and implementation of aggressive plans to deploy EV charging stations for riders at all transit stations in the state of Maryland.

Separately, I strongly recommend the consideration of a proposed transportation and infrastructure bond act. This funding mechanism could be utilized to support a variety of initiatives, including the procurement of clean public transit vehicles, clean school buses, implementation of much needed road and infrastructure projects, and the purchasing of private low/zero emission vehicles. By leveraging such a bond act, the state can make substantial progress in advancing its commitment to sustainable transportation solutions.

Furthermore, small-scale, mom and pop fueling stations are a key component to the greater Washington region's economy. I encourage the state to explore incentives for these small-scale fueling stations to transition to cleaner fuels. This approach would not only make clean fuels more widely available, but also accelerate the inevitable adoption of EVs. Additionally, these incentives would complement federal funding, like the National Electric Vehicle Infrastructure (NEVI) program, which is recognized as an incumbent step in promoting EV infrastructure. Subsequently, as electrification intensifies, these initiatives support the seamless transition and cleanup of underground gas tanks and superfund sites efficiently on the forefront.

In regards to the proposed flat rate EV fees. I believe that the state should postpone this idea until EV cars and charging stations are more widespread, such as when the state reaches its set goal of 300,000 EV registrations. This would indirectly encourage disheartened citizens from buying EV's. Furthermore, it could also be presented as an extra incentive provided by Maryland, alongside an excise tax credit.

In conclusion, I urge the state to actively support these initiatives. The state's involvement is essential to driving the widespread, and smooth, adoption of cleaner transportation technologies. As well as, ensuring that the benefits of these advancements are accessible to all communities, including those historically disadvantaged. I strongly urge the TRAIN Commission to prioritize equity in the deployment of transportation and infrastructure projects. By implementing EV charging stations, promoting the use of cleaner fuels, and ensuring the safety and accessibility of public transportation, Maryland can create a more sustainable and equitable transportation system for all residents.

I would like to thank the TRAIN commission for your attentive awareness to these salient issues. I, and GWRCCC stand ready to assist the State of Maryland as it works toward our similar goals. If you have any questions, please contact me at (202) 671-1580 or antoinethompson@gwrccc.org.

Sincerely,

Antoine M. Thompson

Antoine M. Thompson

Executive Director