

HOUSE BILL 230

R2

(PRE-FILED)

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CF SB 62

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

Requested: September 26, 2025

Introduced and read first time: January 14, 2026

Assigned to: Appropriations and Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

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

4 FOR the purpose of altering the required elements of the Consolidated Transportation
5 Program; requiring the Department of Transportation to develop a certain
6 project-based scoring system, identify certain funds available for certain purposes,
7 and solicit requests from certain entities for major surface transportation projects;
8 requiring the Department to evaluate and score certain major surface transportation
9 projects; requiring the Department to publish the scores of certain projects and list
10 of projects recommended for inclusion in the Consolidated Transportation Program;
11 providing that certain major surface transportation projects may be included in the
12 Consolidated Transportation Program only if the project has been evaluated using a
13 certain project-based scoring program; altering the makeup, chair, frequency of
14 meetings, and responsibilities of the Maryland Transportation Commission; and
15 generally relating to transportation planning and investment prioritization.

16 BY repealing and reenacting, with amendments,
17 Article – Transportation
18 Section 2–103.1(a), (c), (e), and (m)(1)(i)1., 2–103.7, 2–203, 2–204(a) and (b), and
19 2–205
20 Annotated Code of Maryland
21 (2020 Replacement Volume and 2025 Supplement)

22 BY repealing and reenacting, without amendments,
23 Article – Transportation
24 Section 2–202
25 Annotated Code of Maryland
26 (2020 Replacement Volume and 2025 Supplement)

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Transportation

2–103.1.

(a) (1) In this section the following words have the meanings indicated.

(2) “Capital project” means:

(i) Any project for which funds are expended for construction, reconstruction, or rehabilitation of a transportation facility by the Department or of a transportation facilities project by the Maryland Transportation Authority; or

(ii) Capital equipment, as defined by the Secretary.

(3) “Construction phase” means the phase of a capital project in which the project is committed and advanced from the project development phase to completion.

(4) “FINAL PROJECT DEVELOPMENT PHASE” MEANS THE PHASE OF A CAPITAL PROJECT IN WHICH THE PROJECT IS ADVANCED FROM PRELIMINARY ENGINEERING THROUGH FINAL DESIGN ACTIVITIES.

(5) “INITIAL PROJECT DEVELOPMENT PHASE” MEANS THE PHASE OF A CAPITAL PROJECT IN WHICH THE PROJECT IS ADVANCED FROM EARLY PLANNING AND FEASIBILITY ANALYSIS TO A LEVEL OF PRELIMINARY ENGINEERING.

[(4)] (6) “Major capital project” means any new, expanded, or significantly improved facility or service that involves planning, environmental studies, design, right-of-way, construction, or purchase of essential equipment related to the facility or service.

[(5)] (7) “Major **SURFACE** transportation project” has the meaning stated in § 2–103.7 of this subtitle.

[(6)] (8) “Minor capital project” means any project for the preservation or rehabilitation of an existing facility or service, including the planning, design, right-of-way, construction, or purchase of equipment essential to the facility or service, and generally not requiring the preparation of an environmental impact assessment.

[(7)] (9) (I) “Project development phase” means the phase of a capital project in which planning, engineering, and environmental studies and analyses are conducted with full participation by the public, prior to **[commitment to]** construction.

(II) **“PROJECT DEVELOPMENT PHASE” INCLUDES THE INITIAL PROJECT DEVELOPMENT PHASE OR FINAL PROJECT DEVELOPMENT PHASE.**

[(8)] (10) (i) “Proposing entity” means a government agency or political subdivision that requests that a transportation project be included in the Consolidated Transportation Program.

(ii) “Proposing entity” includes a county, a municipality, a metropolitan planning organization, **A TRANSIT AGENCY**, and a modal administration or any other agency of the Department.

[(9)] (11) “Purpose and need summary statement” means a brief statement that specifies the underlying purpose and need for a project.

[(10)] (12) “Significant change” means any change that affects the size or character of a project to the extent that the change:

(i) Substantially modifies the capacity, level of service, or cost of the project;

(ii) Alters the function or purpose of the project; or

(iii) Impacts the ability of a modal administration to accomplish the program priorities established by the Secretary in the State Report on Transportation.

[(11)] (13) “State transportation goals” means the goals described in § 2–103.7 of this subtitle.

(14) “TRANSIT AGENCY” MEANS THE MARYLAND TRANSIT ADMINISTRATION OR AN AGENCY THAT OPERATES A LOCALLY OPERATED TRANSIT SYSTEM.

[(12)] (15) “Transportation facilities project” has the meaning stated in **[(§ 4–101(i)] § 4–101** of this article.

[(13)] (16) “Transportation facility” has the meaning stated in § 3–101(l) of this article.

(c) (1) The Consolidated Transportation Program shall:

(i) Be revised annually; and

(ii) Include:

1. A list of:

1 A. The State transportation goals;

2 B. Program priorities;

3 C. For projects in the [construction] **PROJECT**
4 **DEVELOPMENT** phase, the criteria used to select **DIFFERENT TYPES OF** major capital
5 projects for inclusion in the capital program; and

6 D. The [manner in which each major transportation project
7 was evaluated and ranked] **RESULTS OF THE EVALUATION OF MAJOR SURFACE**
8 **TRANSPORTATION PROJECTS SELECTED FOR FUNDING** under § 2–103.7 of this
9 subtitle;

10 2. A statement of the Department's projected annual
11 operating costs, set forth separately for the Office of the Secretary and for each modal
12 administration;

13 3. Expanded descriptions of major capital projects;

14 4. A list of major capital projects for the current year, the
15 budget request year, and the 4 successive planning years;

16 5. A list of [anticipated] **ALL IDENTIFIED** minor capital
17 projects[, including a specific list of anticipated special projects] for the current year and
18 the budget request year and an estimate of the Program level for each of the 4 successive
19 planning years;

20 6. A list of major bridge work projects;

21 7. A summary of the capital and operating programs, as
22 defined by the Secretary, for the Maryland Transportation Authority;

23 8. For each listed major capital project, an indication
24 whether the revenue source anticipated to support that project consists of federal, special,
25 general, or other funds;

26 9. The Department's estimates of the levels and sources of
27 revenues to be used to fund the projects in the Program;

28 10. A glossary of terms; and

29 11. A cross-reference table for the information contained in
30 the various parts of the State Report on Transportation.

31 (2) In addition to the items listed in paragraph (1) of this subsection, the
32 Consolidated Transportation Program shall include:

(i) A summary of current efforts and future plans, prepared after consultation with the Director of Bicycle and Pedestrian Access and the Bicycle and Pedestrian Advisory Committee established under § 2–606 of this title:

1. To develop and promote bicycle and pedestrian transportation; and

2. Working together with local jurisdictions, to accommodate in a safe and effective manner pedestrians and bicycles within a reasonable distance for walking and bicycling to rail stops, light rail stops, and subway stations;

(ii) A listing of all bicycle and pedestrian transportation projects expected to use State or federal highway funds; and

(iii) Reflected under the Office of the Secretary, any technology–related project to be funded from the account established under § 2–111 of this subtitle, along with a description and projected cost of each.

(3) In addition to the items listed in paragraph (1) of this subsection, the Consolidated Transportation Program shall include a summary of current efforts and future plans to increase commuter access between the campuses of the University of Maryland, including:

(i) Easing traffic congestion; and

(ii) Use of mass transit.

(4) Annually, the Consolidated Transportation Program shall include a report that:

(i) Identifies each major capital project for which the budget bill or a supplemental budget amendment first requests funds for the project development phase or for the construction phase;

(ii) With respect to each major capital project for which funds are requested in the budget request year, states:

1. The amount of the funds requested; and

2. The total estimated cost of the project;

(iii) Identifies significant changes in the cost, scope, design, or scheduling of major capital projects for each completed fiscal year;

(iv) When there is a significant change in cost, states the amount by which the expenditures that have been authorized exceed the original project estimate;

(v) When there is a significant change, states:

1. The amount by which costs exceed projected costs during each completed fiscal year; and

2. The total amount that has been expended for a major capital project;

(vi) Provides a purpose and need summary statement that includes:

1. A general description and summary that describes why the project is necessary and satisfies State transportation goals, including Climate Action Plan goals required by the Greenhouse Gas Emissions Reduction Act of 2009 under § 2–1205(b) of the Environment Article;

2. The location of the project, including a map of the project limits, project area, or transportation corridor; and

3. A summary of how the project meets the selection criteria for inclusion in the capital program;

(vii) Provides the Maryland Transit Administration state of good repair budget for the current fiscal year and projections for the subsequent fiscal year; and

(viii) Includes any other information that the Secretary believes would be useful to the members of the General Assembly, the general public, or other recipients of the Consolidated Transportation Program.

(5) The total operating and capital expenditures for the Department or for the Office of the Secretary or any modal administration projected in the Consolidated Transportation Program for the budget request year may not exceed the budget request for the Department, Office, or modal administration for that year.

[(6) For a major capital project to be considered for inclusion in the construction program of the Consolidated Transportation Program, a request must be submitted to the Secretary by the proposing entity along with a purpose and need summary statement justifying the project that includes:

(i) The location of the project, including a map of the project limits, project area, or transportation corridor;

(ii) The need for the project;

(iii) A discussion of how the project:

1. Addresses State transportation goals; and

2. Supports local government land use plans and goals; and

(iv) A certification that all members of the legislative delegation of the county in which the project is located have been notified.

(7) (i) The Department shall evaluate requests for major capital projects based on the State's transportation goals and, if applicable, using the measures established under § 2-103.7 of this subtitle, and, as appropriate, criteria as determined by the information submitted by the proposing entity and the availability of funding.

(ii) As part of the evaluation under this paragraph, the Department shall acknowledge the difference between urban and rural transportation needs.]

(6) (I) THE DEPARTMENT SHALL CONSIDER REQUESTS FOR PROJECTS FOR FUNDING IN THE DEVELOPMENT AND EVALUATION PROGRAM, STATE OF GOOD REPAIR PROGRAMS, AND THE PROJECT-BASED SCORING PROGRAM.

(II) AS PART OF ITS CONSIDERATION OF PROJECTS REQUESTED UNDER SUBPARAGRAPH (I) OF THIS PARAGRAPH, THE DEPARTMENT SHALL:

1. ESTABLISH AND PUBLISH CLEAR GUIDELINES FOR A PROPOSING ENTITY TO MAKE A REQUEST FOR EACH PROGRAM, INCLUDING THE FORM OF PRIORITY LETTERS, PROCESSES, AND CRITERIA THAT THE DEPARTMENT WILL USE TO EVALUATE EACH REQUEST;

2. ESTABLISH A WEB-BASED SYSTEM FOR SUBMISSION OF PROJECTS TO BE CONSIDERED FOR INCLUSION IN THE CONSOLIDATED TRANSPORTATION PROGRAM; AND

3. PROVIDE RESPONSES EVERY OTHER YEAR TO EACH REQUEST RECEIVED FOR THE PRIORITIZATION PROGRAM UNDER § 2-103.7 OF THIS SUBTITLE, INCLUDING INFORMATION PERTAINING TO THE DEPARTMENT'S EVALUATION OF THE REQUESTED PROJECT.

[(8)] (7) (i) The Department, in developing a construction or improvement project involving a bridge or other transportation facility that is adjacent to or crosses a waterway for inclusion in the Consolidated Transportation Program, shall consider any reasonable and appropriate measures to provide or improve in the vicinity of the bridge or other transportation facility water access for fishing, canoeing, kayaking, or any other nonmotorized water dependent recreational activity.

(ii) The Department, in consultation with the Department of Natural Resources and interested stakeholders, shall establish:

1 1. Standards and guidelines for identifying appropriate
2 bridges and other transportation facilities to be considered for the provision or
3 improvement of water access under this paragraph; and

4 2. Best practices and cost effective strategies for
5 accommodating water access under this paragraph.

6 **[(9)] (8)** Except as authorized by law, the Consolidated Transportation
7 Program may not include capital transportation grants for roads and highways to counties
8 or municipal corporations for any period beyond the budget request year.

9 **[(10)] (9)** (i) In addition to the items listed in paragraph (1) of this
10 subsection, the Consolidated Transportation Program shall include:

11 1. A table that identifies each project receiving construction
12 funds:

13 A. For the first time in the budget request year; and

14 B. For the first time in the current year if the construction
15 funds were not identified in the budget year in the Consolidated Transportation Program
16 released the previous January; and

17 2. A table that identifies each project receiving planning
18 funds:

19 A. For the first time in the budget request year; and

20 B. For the first time in the current year if the planning funds
21 were not shown in the budget request year in the Consolidated Transportation Program
22 released the previous January.

23 (ii) For each project included in a table required under subparagraph
24 (i) of this paragraph, the table shall identify:

25 1. Where the project is listed in the Consolidated
26 Transportation Program; and

27 2. By fund, the amount included in the current year budget
28 and the budget request year budget for the project.

29 (e) On or before November **[15] 30** of each year, the Department shall visit each
30 county to give local governments and local legislative delegations information about and an
31 opportunity to comment on the **[proposed Consolidated Transportation Program and the**
32 **proposed Maryland Transportation Plan] FOLLOWING:**

1 **(1) THE PROPOSED CONSOLIDATED TRANSPORTATION PROGRAM;**

2 **(2) TRANSPORTATION PERFORMANCE AND THE MARYLAND**
3 **TRANSPORTATION PLAN IN PLAN DEVELOPMENT YEARS;**

4 **(3) IN EVEN-NUMBERED FISCAL YEARS, THE RESULTS OF THE**
5 **PROJECT-BASED SCORING SYSTEM DESCRIBED IN § 2-103.7 OF THIS SUBTITLE; AND**

6 **(4) IN ODD-NUMBERED FISCAL YEARS:**

7 **(I) METHODOLOGY AND PROGRAM COMMENTS RELATED TO**
8 **THE PROJECT-BASED SCORING SYSTEM; AND**

9 **(II) LOCAL PRIORITIES FOR TRANSPORTATION STATE OF GOOD**
10 **REPAIR, ASSET MANAGEMENT, AND INITIAL PROJECT DEVELOPMENT.**

11 (m) (1) (i) Subject to § 2-1257 of the State Government Article:

12 1. On or before [September 1] **OCTOBER 1** of each year, the
13 Department shall submit copies of the proposed Consolidated Transportation Program and
14 the supporting financial forecast to the General Assembly; and
15 2-103.7.

16 (a) (1) In this section the following words have the meanings indicated.

17 **(2) “LOCALLY MANAGED CAPITAL PROJECT” MEANS:**

18 **(I) A CAPITAL PROJECT PERFORMED BY A POLITICAL**
19 **SUBDIVISION IN A RIGHT-OF-WAY THAT IS CONTROLLED BY THE STATE HIGHWAY**
20 **ADMINISTRATION, THE MARYLAND TRANSIT ADMINISTRATION, OR A PASSENGER**
21 **OR FREIGHT RAILROAD; OR**

22 **(II) IN THE CASE OF A POLITICAL SUBDIVISION WITHOUT ANY**
23 **RIGHTS-OF-WAY CONTROLLED BY THE STATE HIGHWAY ADMINISTRATION, A**
24 **CAPITAL PROJECT PERFORMED BY A POLITICAL SUBDIVISION IN A RIGHT-OF-WAY**
25 **CONTROLLED BY THE POLITICAL SUBDIVISION, THE MARYLAND TRANSIT**
26 **ADMINISTRATION, OR A PASSENGER OR FREIGHT RAILROAD.**

27 **(3) “Major capital project” has the meaning stated in § 2-103.1 of this**
28 subtitle.

1 **[(3)] (4)** (i) “Major **SURFACE** transportation project” means a major
2 capital project **THAT IS** in the State Highway Administration or the Maryland Transit
3 Administration **[whose] OR THAT IS A LOCALLY MANAGED CAPITAL PROJECT:**

4 1. **WHOSE** total cost for all phases exceeds \$5,000,000 [and
5 that:

6 1. Increases highway or transit capacity;

7 2. Reduces areas of heavy traffic congestion;

8 3. Improves commute times in areas of heavy traffic
9 congestion;

10 4. Improves transit stations or station areas; or

11 5. Improves highway capacity through the use of intelligent
12 transportation systems or congestion management systems];

13 2. **THAT INCREASES THE CAPACITY OR ABILITY OF THE**
14 **HIGHWAY, TRANSIT, OR RAIL SYSTEM TO MOVE PEOPLE AND GOODS; AND**

15 3. **WHOSE TOTAL COST ATTRIBUTABLE TO THE**
16 **INCREASED CAPACITY EXCEEDS \$5,000,000.**

17 (ii) “Major **SURFACE** transportation project” does not include:

18 1. Projects in the Maryland Aviation Administration, the
19 Maryland Port Administration, **[or] THE MOTOR VEHICLE ADMINISTRATION, THE**
20 **OFFICE OF THE SECRETARY**, the Maryland Transportation Authority, **OR THE**
21 **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY;**

22 2. Maintenance and storage facilities projects;

23 3. Water quality improvement projects;

24 4. Projects related to Maryland’s priorities for total
25 maximum daily load development;

26 5. Safety-related projects that **[do not increase highway or**
27 **transit capacity] RECEIVE FUNDING UNDER 23 U.S.C. § 148 OR THAT DO NOT**
28 **SIGNIFICANTLY INCREASE TRANSIT CAPACITY;**

1 6. [Roads within] **PROJECTS FUNDED, APPROPRIATED,**
2 **OR APPORTIONED UNDER** the Appalachian Development Highway System **PROGRAM;**
3 **[or]**

4 7. Projects that are solely for system preservation **OR STATE**
5 **OF GOOD REPAIR PURPOSES;**

6 8. **PROJECTS WHERE BICYCLE OR PEDESTRIAN**
7 **ELEMENTS ARE ADDED AS A RESULT OF THE DEPARTMENT’S COMPLETE STREETS**
8 **POLICY; OR**

9 9. **PROJECTS FUNDED WITH FEDERAL SOURCES EXEMPT**
10 **FROM THE PROJECT–BASED SCORING PROCESS DUE TO EXISTING EVALUATION**
11 **PROCESSES, INCLUDING:**

12 A. **CONGESTION MITIGATION AIR QUALITY FUNDS;**

13 B. **TRANSPORTATION ALTERNATIVES FUNDS;**

14 C. **PROTECT PROGRAM FUNDS;**

15 D. **CARBON REDUCTION PROGRAM FUNDS; AND**

16 E. **FUNDS FROM A FEDERAL PROGRAM ESTABLISHED BY**
17 **THE FEDERAL GOVERNMENT AFTER JANUARY 1, 2024, WITH SPECIFIC RULES THAT**
18 **SIGNIFICANTLY RESTRICT THE TYPES OR LOCATIONS OF PROJECTS THAT MAY BE**
19 **FUNDED.**

20 (b) The Department shall:

21 (1) [In accordance with federal transportation requirements, develop a
22 project–based scoring system for major transportation projects using the goals and
23 measures established under subsection (c) of this section;] **DEVELOP, IN CONSULTATION**
24 **WITH THE APPLICABLE METROPOLITAN PLANNING ORGANIZATIONS, A**
25 **PROJECT–BASED SCORING SYSTEM THAT:**

26 (I) **IS CONSISTENT WITH THIS SUBTITLE;**

27 (II) **IS DEVELOPED IN ACCORDANCE WITH FEDERAL**
28 **TRANSPORTATION REQUIREMENTS; AND**

29 (III) **EVALUATES THE MAJOR SURFACE TRANSPORTATION**
30 **PROJECTS USING OBJECTIVE AND QUANTIFIABLE MEASURES FOR THE GOALS**

1 **ESTABLISHED UNDER SUBSECTION (C) OF THIS SECTION THAT CONSIDER THE**
2 **BENEFITS OF A PROJECT RELATIVE TO ITS COST TO THE STATE;**

3 (2) Develop the weighting metrics for each goal and measure established
4 under subsection (c) of this section;

5 (3) [On or before January 1, 2018, develop a model consistent with this
6 section that uses the project-based scoring system developed under this subsection to rank
7 major transportation projects being considered for inclusion in the draft and final
8 Consolidated Transportation Program;] **PROVIDE AN OPPORTUNITY FOR THE**
9 **MARYLAND TRANSPORTATION COMMISSION TO REVIEW AND COMMENT ON THE**
10 **GOALS, MEASURES, AND METRICS DEVELOPED;**

11 (4) [Use the model developed under this subsection to rank major
12 transportation projects being considered for inclusion in the draft and final Consolidated
13 Transportation Program; and] **PUBLISH THE GUIDELINES DEVELOPED FOR THE**
14 **IMPLEMENTATION OF THIS SECTION;**

15 (5) [Make the model developed under item (3) of this subsection and any
16 ranking under item (4) of this subsection available to the public:

17 (i) As an appendix to the Consolidated Transportation Program;
18 and

19 (ii) On the Department's website] **AT LEAST EVERY 2 YEARS, IN**
20 **COORDINATION WITH THE MARYLAND TRANSPORTATION COMMISSION, REVIEW**
21 **AND UPDATE THE GUIDELINES, AS NECESSARY;**

22 (6) **IDENTIFY THE AMOUNT OF FUNDS AVAILABLE FOR EACH 2-YEAR**
23 **FUNDING CYCLE AFTER NEEDS ASSOCIATED WITH THE FOLLOWING HAVE BEEN**
24 **CONSIDERED:**

25 (I) **OPERATING, ADMINISTRATION, AND MAINTENANCE COSTS**
26 **OF THE DEPARTMENT;**

27 (II) **GRANTS TO OTHER ENTITIES, INCLUDING:**

28 1. **DISTRIBUTION OF HIGHWAY USER REVENUES TO**
29 **LOCAL GOVERNMENTS CONSISTENT WITH TITLE 8, SUBTITLE 4 OF THIS ARTICLE;**

30 2. **DISTRIBUTION OF LOCALLY OPERATED TRANSIT**
31 **SYSTEM GRANTS; AND**

**3. DISTRIBUTION OF FUNDS TO THE WASHINGTON
METROPOLITAN AREA TRANSIT AUTHORITY;**

**(III) ADMINISTRATIVE COSTS, INCLUDING SALARIES, WAGES,
AND FRINGE BENEFITS, RELATED TO OVERSIGHT AND IMPLEMENTATION OF THE
DEPARTMENT'S CAPITAL PROGRAM;**

(IV) CAPITAL FUNDING THAT INCLUDES:

**1. FUNDS FOR CAPITAL PROJECTS OF THE MARYLAND
AVIATION ADMINISTRATION, THE MARYLAND PORT ADMINISTRATION, THE MOTOR
VEHICLE ADMINISTRATION, AND THE OFFICE OF THE SECRETARY;**

**2. FUNDS FOR HIGHWAY SYSTEM PRESERVATION AND
STATE OF GOOD REPAIR; AND**

**3. FUNDS FOR THE TRANSIT PROJECTS WHERE THE
PRIMARY PURPOSE IS STATE OF GOOD REPAIR; AND**

**(V) ALL OTHER CAPITAL NEEDS FOR PROJECTS NOT SUBJECT
TO THE PROJECT-BASED SCORING SYSTEM FOR MAJOR SURFACE TRANSPORTATION
CAPITAL PROJECTS; AND**

**(7) (I) AT LEAST EVERY 2 YEARS AND SUBJECT TO AVAILABLE
FUNDING, SOLICIT REQUESTS FROM THE DEPARTMENT, LOCAL JURISDICTIONS,
AND APPROPRIATE METROPOLITAN PLANNING ORGANIZATIONS FOR MAJOR
SURFACE TRANSPORTATION PROJECTS TO BE EVALUATED; AND**

**(II) REQUIRE EACH REQUESTER TO CERTIFY THAT ALL
MEMBERS OF THE LEGISLATIVE DELEGATION TO THE GENERAL ASSEMBLY THAT
REPRESENTS THE COUNTY IN WHICH THE PROJECT IS LOCATED HAVE BEEN
NOTIFIED OF THE REQUEST.**

**(c) (1) The [State transportation goals are:] DEPARTMENT SHALL
EVALUATE MAJOR SURFACE TRANSPORTATION PROJECTS BASED ON POLICY GOALS.**

**(2) PROJECTS SHALL BE EVALUATED ON HOW THEY ADDRESS THE
FOLLOWING GOALS:**

(i) Safety [and security];

(ii) [System preservation] ACCESSIBILITY AND MOBILITY;

(iii) [Reducing congestion and improving commute times] **CLIMATE CHANGE AND THE ENVIRONMENT;**

(iv) [Environmental stewardship] **SOCIAL EQUITY;**

(v) [Community vitality;] **ECONOMIC DEVELOPMENT; AND**

(vi) [Economic prosperity;

(vii) Equitable access to transportation;

(viii) Cost effectiveness and return on investment; and

(ix) Local priorities] **SUSTAINABLE LAND USE AND TRANSPORTATION DEMAND MANAGEMENT.**

[(2) In evaluating whether and to what extent a major transportation project satisfies the goals established under paragraph (1) of this subsection, the Department shall assign a score for each goal using the weighting metrics developed by the Department under subsection (b)(2) of this section and the following measures:

(i) For safety and security:

1. The expected reduction in total fatalities and severe injuries in all modes affected by the project; and

2. The extent to which the project implements the Maryland State Highway Administration's Complete Streets policies.

(ii) For system preservation:

1. The degree to which the project increases the lifespan of the affected facility;

2. The degree to which the project increases the functionality of the facility; and

3. The degree to which the project renders the facility more resilient.

(iii) For reducing congestion and improving commute times:

1. The expected change in cumulative job accessibility within an approximately 60-minute commute for highway projects or transit projects;

1 2. The degree to which the project has a positive impact on
2 travel time reliability and congestion; and

3 3. The degree to which the project supports connections
4 between different modes of transportation and promotes multiple transportation choices.

5 (iv) For environmental stewardship:

6 1. The potential of the project to limit or reduce harmful
7 emissions;

8 2. The degree to which the project avoids impacts on State
9 resources in the project area and adjacent areas; and

10 3. The degree to which the project advances the State
11 environmental goals.

12 (v) For community vitality:

13 1. The degree to which the project is projected to increase the
14 use of walking, biking, and transit;

15 2. The degree to which the project enhances existing
16 community assets; and

17 3. The degree to which the project furthers the affected
18 community's and State's plans for revitalization.

19 (vi) For economic prosperity:

20 1. The projected increase in the cumulative job accessibility
21 within an approximately 60-minute commute for projects;

22 2. The extent to which the project is projected to enhance
23 access to critical intermodal locations for the movement of goods and services; and

24 3. The projected increase in furthering nonspeculative local
25 and State economic development strategies in existing communities.

26 (vii) For equitable access to transportation:

27 1. The expected increase in job accessibility for
28 disadvantaged populations within an approximately 60-minute commute for projects; and

29 2. The projected economic development impact on
30 low-income communities.

(viii) For cost effectiveness and return on investment:

1. The estimated travel time savings divided by the project cost;

2. The degree to which the project leverages additional federal, State, local, and private sector transportation investment; and

3. The degree to which the project will increase transportation alternatives and redundancy.

(ix) For local priorities, the degree to which the project supports local government transportation priorities, as specified in local government priority letters.]

(d) (1) The score of a major **SURFACE** transportation project shall be based solely on the **PROJECT'S CAPACITY TO SATISFY THE** goals [and measures] established under subsection (c) of this section **RELATIVE TO THE PROJECT'S COST TO THE STATE.**

(2) [The] **BY THE TIME OF THE RELEASE OF THE DRAFT CONSOLIDATED TRANSPORTATION PROGRAM IN EACH EVEN-NUMBERED FISCAL YEAR, THE** Department shall [make the scores of all projects evaluated for inclusion in the Consolidated Transportation Program and assigned a score under the model available to the public:

(i) As an appendix to the Consolidated Transportation Program; and

(ii) On the Department's website] **PUBLISH IN THE CONSOLIDATED TRANSPORTATION PROGRAM AND ON THE DEPARTMENT'S WEBSITE THE SCORES OF ALL PROJECTS EVALUATED, THE RANKING OF ALL PROJECTS EVALUATED, AND THE LIST OF PROJECTS RECOMMENDED TO RECEIVE FUNDING WITHIN AVAILABLE FUNDS IN THE CONSOLIDATED TRANSPORTATION PROGRAM.**

(3) AFTER THE RELEASE OF THE DRAFT CONSOLIDATED TRANSPORTATION PROGRAM, THE SECRETARY SHALL CONSIDER COMMENTS ON EACH PROJECT'S EVALUATION IN DEVELOPING A FINAL RECOMMENDATION FOR PROJECT FUNDING.

(4) (I) BEFORE THE RELEASE OF THE FINAL CONSOLIDATED TRANSPORTATION PROGRAM IN EACH EVEN-NUMBERED FISCAL YEAR, THE SECRETARY MAY MAKE ANY CHANGES TO THE RECOMMENDED PROJECT LIST THAT THE SECRETARY DETERMINES IS APPROPRIATE.

1 **(II) A MODIFICATION BY THE SECRETARY MAY BE**
2 **INCORPORATED INTO THE FINAL CONSOLIDATED TRANSPORTATION PROGRAM**
3 **ONLY AFTER THE SECRETARY HAS PRESENTED THE MODIFICATIONS TO THE**
4 **MARYLAND TRANSPORTATION COMMISSION FOR THE COMMISSION’S REVIEW.**

5 **(E) (1) ON THE COMPLETION OF A ROUND OF PROJECT EVALUATIONS,**
6 **THE DEPARTMENT SHALL UNDERTAKE A REVIEW OF THE PROJECT–BASED SCORING**
7 **SYSTEM AND RELATED GUIDELINES TO DETERMINE WHETHER MODIFICATIONS TO**
8 **THE GUIDELINES ARE NECESSARY.**

9 **(2) IF THE DEPARTMENT DETERMINES THAT MODIFICATIONS ARE**
10 **NECESSARY, THE RECOMMENDED MODIFICATIONS SHALL BE PRESENTED TO THE**
11 **MARYLAND TRANSPORTATION COMMISSION FOR REVIEW.**

12 **(F) (1) EXCEPT AS PROVIDED IN PARAGRAPH (2) OF THIS SUBSECTION, A**
13 **MAJOR SURFACE TRANSPORTATION PROJECT MAY BE INCLUDED IN THE**
14 **CONSOLIDATED TRANSPORTATION PROGRAM FOR CONSTRUCTION ONLY IF IT HAS**
15 **BEEN EVALUATED BY THE PROJECT–BASED SCORING PROGRAM IN THIS SUBTITLE.**

16 **(2) THE REQUIREMENT UNDER PARAGRAPH (1) OF THIS SUBSECTION**
17 **DOES NOT APPLY TO A PROJECT IF, ON OR BEFORE JUNE 30, 2025, THE PROJECT**
18 **HAS:**

19 **(I) PROGRESSED THROUGH 30% COMPLETION OF THE DESIGN**
20 **PHASE; OR**

21 **(II) BEEN SUBJECT TO AN AGREEMENT WITH A LOCAL**
22 **JURISDICTION FOR FINAL PROJECT DEVELOPMENT OR CONSTRUCTION.**

23 **[(e)] (G)** Nothing in this section may be construed to impede or alter:

24 (1) The priority letter process that outlines local transportation priorities
25 for the Department’s consideration for inclusion in the Consolidated Transportation
26 Program under § 2–103.1 of this subtitle;

27 (2) The Department’s visit to each county under § 2–103.1(e) of this
28 subtitle; or

29 (3) The inclusion of local transportation priorities in the Consolidated
30 Transportation Program.

31 2–202.

32 There is a Maryland Transportation Commission in the Department.

2–203.

(a) The Commission consists of the following [17] members:

(1) [As ex officio members, the seven regional members of the State Roads Commission; and

(2) Ten members appointed by the Governor with the advice of the Secretary] **THE SECRETARY, OR THE SECRETARY’S DESIGNEE;**

(2) EIGHT MEMBERS APPOINTED BY THE GOVERNOR, WITH AT LEAST FOUR MEMBERS REPRESENTING URBANIZED AREAS AND AT LEAST TWO MEMBERS REPRESENTING RURAL AREAS;

(3) TWO MEMBERS APPOINTED BY THE SPEAKER OF THE HOUSE; AND

(4) TWO MEMBERS APPOINTED BY THE PRESIDENT OF THE SENATE.

(b) An appointed member may not be [an]:

(1) **AN officer or employee of the Department EXCEPT FOR THE SECRETARY;**

(2) A STATE ELECTED OFFICIAL; OR

(3) AN APPOINTED OFFICIAL OF THE STATE EXCEPT FOR THE SECRETARY.

(C) Each appointed member shall be a resident of this State and have interest and, preferably, experience in at least one of the fields under the jurisdiction of the Department.

[(c)] (D) (1) Each appointed member serves for a term of [3] 4 years and until his successor is appointed and qualifies. [The terms of appointed members shall be staggered as required by the original appointments to the Commission, three of which were made for a 3–year term, four of which were made for a 2–year term, and three of which were made for a 1–year term.]

(2) THE TERMS OF MEMBERS ARE STAGGERED AS REQUIRED BY THE TERMS PROVIDED FOR MEMBERS OF THE COMMISSION ON JULY 1, 2026.

(3) EACH APPOINTED MEMBER MAY BE REAPPOINTED AT THE DISCRETION OF THE APPOINTING AUTHORITY.

1 **[(2)] (4)** A member appointed to fill a vacancy in an unexpired term serves
2 only for the remainder of that term.

3 **(E) THE SECRETARY MAY APPOINT A DESIGNEE WHO SERVES IN THE**
4 **SECRETARY'S CAPACITY WHEN THE SECRETARY IS NOT AVAILABLE.**

5 2–204.

6 (a) The [Governor shall designate one of the appointed members of the
7 Commission as its Chairman] **SECRETARY IS THE CHAIR OF THE COMMISSION.**

8 (b) The Commission shall meet, at a time and place designated by the
9 Commission or its [Chairman] **CHAIR:**

10 (1) At least once each [month] **QUARTER**; and

11 (2) At any other time that the Secretary requests.

12 2–205.

13 (a) (1) The [Maryland Transportation] Commission shall study the entire
14 transportation system of this State and regularly discuss with the Secretary any matter
15 relating to this State's transportation system.

16 (2) [Each of the seven regional members of the State Roads Commission,
17 who serve as ex officio members of the Maryland Transportation Commission, shall:

18 (i) Conduct a continuing survey of the secondary highways, as
19 defined in § 8–101 of this article, in that member's region; and

20 (ii) Report on the highway needs and problems of that region to the
21 Maryland Transportation Commission.

22 (3)] The [Maryland Transportation] Commission may request of the
23 Secretary any information relating to the Department that is needed for the Commission's
24 studies, surveys, and deliberations.

25 (b) The Commission shall [advise] **HAVE THE FOLLOWING POWERS AND**
26 **DUTIES:**

27 (1) **ADVISE** and make recommendations to the Secretary and the heads of
28 the units in the Department on all matters that concern transportation policy formation
29 and program execution;

1 **(2) REVIEW, ADVISE, AND MAKE RECOMMENDATIONS TO THE**
2 **SECRETARY ON THE DEPARTMENT’S QUARTERLY OPERATING AND CAPITAL**
3 **BUDGET UPDATES;**

4 **(3) REVIEW, ADVISE, AND MAKE RECOMMENDATIONS REGARDING**
5 **THE GUIDELINES TO IMPLEMENT THE PROJECT-BASED SCORING SYSTEM UNDER §**
6 **2-103.7 OF THIS TITLE; AND**

7 **(4) REVIEW, ADVISE, AND MAKE RECOMMENDATIONS REGARDING**
8 **THE MARYLAND TRANSPORTATION PLAN.**

9 SECTION 2. AND BE IT FURTHER ENACTED, That the terms of the members of
10 the Maryland Transportation Commission appointed in accordance with this Act shall
11 expire as follows:

12 (1) of the members appointed by the Governor:

13 (i) two members in 2027;

14 (ii) two members in 2028;

15 (iii) two members in 2029; and

16 (iv) two members in 2030;

17 (2) of the members appointed by the Speaker of the House:

18 (i) one member in 2028; and

19 (ii) one member in 2029; and

20 (3) of the members appointed by the President of the Senate:

21 (i) one member in 2027; and

22 (ii) one member in 2028.

23 SECTION 3. AND BE IT FURTHER ENACTED, That this Act shall take effect July
24 1, 2026.