



Maryland Commission on
Transportation Revenue and Infrastructure Needs

Investing in a Better Transportation System for All Marylanders

Nick Henninger-Ayoub, Commissioner
Presentation to Baltimore Transit Choices
February 29, 2024

Background

The Maryland Commission on Transportation Revenue and Infrastructure Needs (the TRAIN Commission) was established by Chapter 455, Acts of 2023, to review, evaluate, and make recommendations on the prioritization and funding of transportation projects.

Governor Wes Moore named Frank J. Principe, Jr., Senior Vice President of Government Affairs and Strategic Partnerships at the University of Maryland Global Campus, to chair the Commission.

The TRAIN Commission comprises legislators; representatives from local government, transportation, industry, business, labor and environmental organizations; and several members of the Moore-Miller Administration.





Charge

The TRAIN Commission is required to review, evaluate and make recommendations concerning:

- 1.The funding sources and structure of the Maryland Transportation Trust Fund;
- 2.Transportation funding in other states;
- 3.Short- and long-term transportation funding needs;
- 4.Options for public-private partnerships;
- 5.Changes in transportation technology and trends;
- 6.Practices for prioritizing project funding;
- 7.Options for regional transportation authorities;
- 8.Options for sustainable, long term transportation funding; and
- 9.Practices to improve project delivery.

The TRAIN Commission is required to submit an interim report to the Governor and Maryland General Assembly by January 1, 2024, and a final report by January 1, 2025.

Roll Call

- **Paul J. Wiedefeld**, Secretary, Maryland Department of Transportation
- **Helene T. Grady**, Secretary, Department of Budget and Management
- **Kevin Anderson**, Secretary, Department of Commerce
- **Rebecca L. Flora**, Secretary, Department of Planning
- **Charlie Scott**, Washington Metropolitan Area Transit Authority
- **Holly Arnold**, Maryland Transit Administration
- **Chrissy Nizer**, Motor Vehicle Administration
- **Nick Henninger-Ayoub**, Greater Baltimore Committee
- **Mary D. Kane**, Maryland Chamber of Commerce
- **Jon M. Laria**, Central Maryland Transportation Alliance
- **Oluseyi Olugbenle**, Department of Public Works and Transportation, Prince George's County
- **Josh Tulkin**, Maryland Sierra Club
- **Antoine M. Thompson**, Greater Washington Region Clean Cities Coalition
- **Ragina Ali**, AAA Mid-Atlantic
- **Cathrin Banks**, The Maryland and Delaware Railroad Company
- **Thomas Huesman**, The Fraley Group Corporation
- **Calvin Ball**, Maryland Association of Counties
- **David Winstead**, Maryland Municipal League
- **Mike Sakata**, Maryland Transportation Builders and Materials Association
- **Patricia Stevens**, Worcester County Bicycle and Pedestrian Coalition
- **Jon Haines**, American Federation of State, County and Municipal Employees
- **Greg Akerman**, Baltimore-DC-Metro Building Trades
- **Todd R. Mohn, PE**, Department of Public Works and Transportation, Queen Anne's County
- **James Kercheval**, Greater Hagerstown Committee

2023 Meeting Topics

August

A broad overview of transportation operations and capital programming in the State, as well as analyses on the sustainability of the motor fuel tax revenue, impact of federal Infrastructure Investment and Jobs Act funding, and long-term funding challenges for transit agencies across the country

September

A presentation from MDOT on MDOT's draft 2024-2029 Consolidated Transportation Program including presentations from each modal administration

October

An overview of concerns from Maryland counties and municipalities and presentations from transportation officials from other states on the implementation of transportation funding prioritization systems

November

A presentation on revenue impacts of electric and hybrid vehicles and an overview of tolling in Maryland

December

The discussion and adoption of interim findings and recommendations

Interim Recommendations

Part I – Registration Fees

Recommendation 1: In response to the urgency of the need to find revenue for the fiscal 2025 budget, the commission recommends that the General Assembly consider, in the 2024 legislative session, options to collect additional revenue to help account for the loss of revenue to the TTF from the increased adoption of EVs and/or plug-in hybrid vehicles. These options could include adding a new registration fee for electric and/or plug-in hybrid vehicles or increasing registration fees for all drivers (acknowledging current commitments of registration fees outside of transportation, including the surcharge collected and allocated under §§ 13-954 and 13-955 of the Transportation Article).

Recommendation 2: The commission recommends that MVA explore different fee amounts or payment options for low-income individuals.

Interim Recommendations

Part II – Tolls

Recommendation 3: The Commission recommends that the General Assembly consider requiring MDTA to adjust toll rates, including on out-of-state E-Z Passes, to maximize toll revenues to generate new revenue to support projects in Maryland's broader transportation system outside of MDTA.

Interim Recommendations

Part III – Consolidated Transportation Program

Recommendation 4: 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 2026-2031 CTP. The current process lacks consistency and uniformity and can be improved to promote fairness. While the commission was interested in prioritization processes in Illinois, North Carolina, and Virginia, 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 fiscal 2026-2031 CTP. The commission believes that a new process should attach funding decisions to statewide priorities.

Interim Recommendations

Part III – Consolidated Transportation Program, continued

Recommendation 5: 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 appropriate allocation of funds to expand and improve our roads, bridges, rail transit, and bus transit;
- the role of active transportation;
- emphasizing a comprehensive 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;
- the different needs of rural and urban counties; and
- the use of separate scoring systems for roads/bridges and transit.

Interim Recommendations

Part III – Consolidated Transportation Program, continued

Recommendation 6: In developing a prioritization process, MDOT should standardize local priority letters, create a process to provide comments to local governments related to request projects, and always present a balanced draft CTP in September prior to the local road show.

TRAIN-Related Bills

House	Senate	Title
	SB0131 (Ellis)	Transportation - Consolidated Transportation Program - Categorization and Equitable Distribution of Projects
HB0913 (Fraser-Hidalgo)	SB1065 (Guzzone)	Motor Vehicles - Registration - Annual Surcharge
HB1070 (Korman)	SB1093 (Guzzone)	Maryland Toll Rate Reform Act of 2024



Proposed Topics for 2024

- Expansion of speed camera program and tolling statewide (Commissioner Henninger-Ayoub);
- What other states are doing to develop a vehicle-miles-traveled (VMT) fee (Commissioner Winstead);
- How road user charges or VMT fee could be integrated into the E-ZPass system (Commissioner Sakata);
- Developing revenue generating opportunities surrounding transit stations and exploring other funding sources (Commissioner Ackerman); and
- Consideration of seeking Maryland voter approval of a bond initiative similar to the Clean Water, Clean Air, and Green Jobs Environmental Bond Act approved by New York voters in 2022 (Commissioner Thompson).



Other Topics for 2024

1. **The funding sources and structure of the Maryland Transportation Trust Fund;**
2. Transportation funding in other states;
3. Short- and long-term transportation funding needs;
4. **Options for public-private partnerships;**
5. Changes in transportation technology and trends;
6. Practices for prioritizing project funding;
7. **Options for regional transportation authorities;**
8. **Options for sustainable, long term transportation funding; and**
9. **Practices to improve project delivery.**

Thank You!



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