

# Proposed New Capital Expansion Prioritization Program

February 13, 2025



# Vision & Context

**Deliver a data-driven, performance-based project prioritization process that maximizes the transportation value to Maryland**

Supports:

- Governor Moore's directive to be data-driven and heart-led to create a safer, more affordable, more competitive state that leaves no one behind
- Directives from Secretary Wiedefeld and the TRAIN Commission to develop a new prioritization process

# Why Update Existing Ch. 30 Process?

- Developed in 2017 by the Legislature in Opposition to the Administration which has hindered it's implementation.
- Measures are established in 2017 legislation restricting adaptability.
- Current process is not seen by partners as data-driven or influential in determining project selection/funding.
- Current process is not seen as transparent or fair.
- Can be a driver for other needed change.
- Opportunity to work cooperatively between the legislature and administration to establish new process– keeping the good and improving where needed.

# Significant Changes From Chapter 30

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

# Prioritization Parameters



# Eligible Modes

- Surface transportation
    - Highway
    - Public Transportation
    - Nonmotorized Transportation
- (Consistent with Chapter 30 parameters)



# Eligible Project Types

- ‘Capacity enhancing’
- >\$5 million
- Project readiness requirements:
  - minimum level of design
  - feasibility study
  - as applicable, alternatives analysis

# Eligible Applicants

- County governments
- State government agencies\*
- MPOs\*
- Transit agencies\*
- Independent cities
- Municipalities

\*These entities cannot apply under the current Chapter 30 process.



# Applications

- Limited number of submissions per funding level per applicant with number scaled to size (e.g., larger entities can submit more applications than smaller entities).
- Two levels of funding to apply for\*:
  1. Under \$20 million
  2. \$20 million to \$400 million

*\*Projects above \$400 million to be considered outside this process*

# Moving from Annual to Biennial for Capacity Improvement Projects: Considerations

- Does not change the amount of funding available for award overall
- Increases the funding available to award in a funding cycle
- Reduces the number of times applicants can apply for funding
- Provides time for staff to review prioritization process and make improvements based on results
- Allows for opportunity to fully-fund projects creating greater certainty for communities, as well as MTA/SHA and their contractors

# Selection Would be a Three Step Process

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

# Scoring Measures & Criteria

# Values

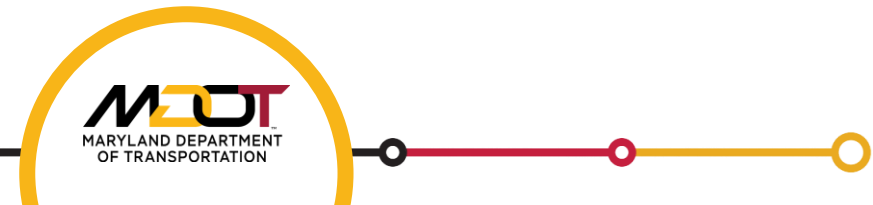
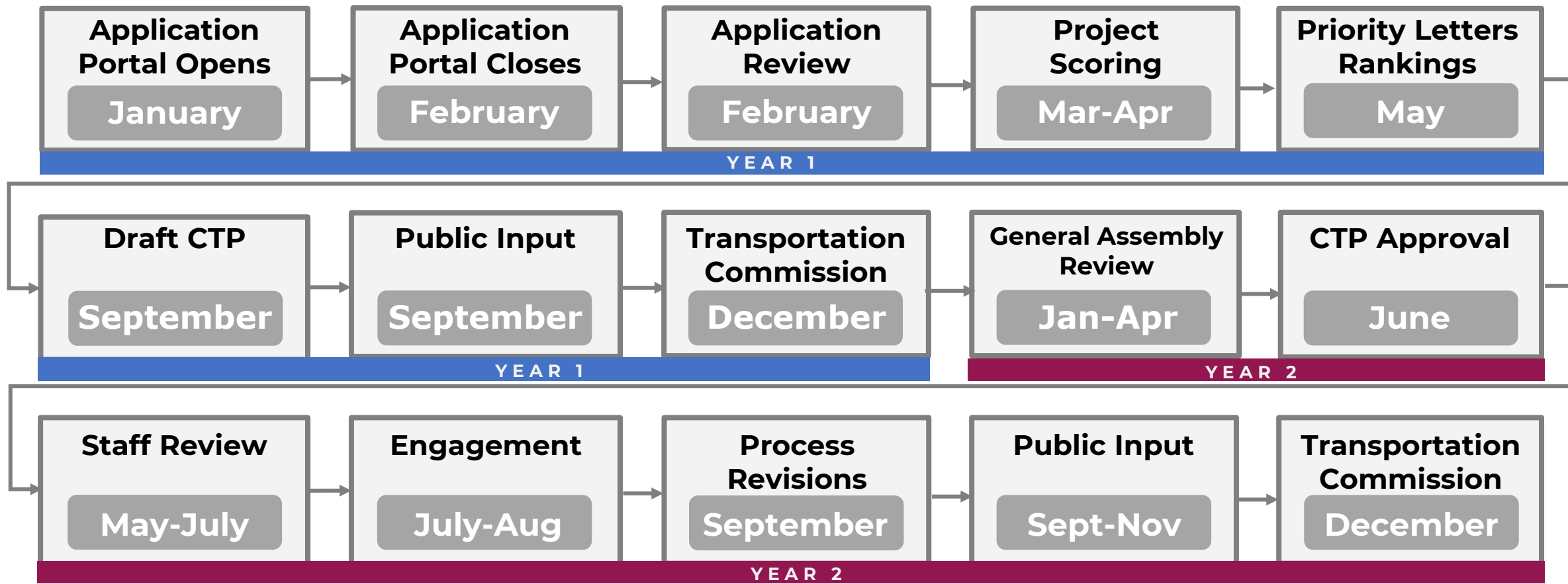
- Safety
- Accessibility and Mobility
- Climate Change and the Environment
- Social Equity
- Economic Competitiveness
- Sustainable Land Use/Demand Management
- Most Benefits Per Dollar Spent

# How will projects be evaluated?

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

\* Applies to non-transit projects only.

# Prioritization Process Implementation Biennial Calendar



# Questions & Discussion