



## **Transportation for Maryland**

## **SB 760/HB 1155 Smarter Transportation for Maryland**

### **WHY THE BILL MATTERS:**

Maryland's transportation system needs clear and bold goals to ensure prosperity, access to good jobs, and environmental sustainability for all Marylanders. This means improving the way we plan our transportation system to ensure that every dollar spent on transportation projects results in a system that works better for all Marylanders.

Our current transportation system is simply too costly to residents, the environment, and the government. Transportation and housing costs combined in the DC region are over 45% of the median income, a cost too great for many households to bear. The transportation sector accounted for 32% of greenhouse gas emissions in 2005, and that number continues to increase. And the recent snowstorms – although an extreme example – have proven that maintaining our current system has many hidden costs that can cripple both state and local governments' budgets.

### **WHAT THE BILL DOES:**

This legislation, sponsored by Senators Pugh and Harrington and Delegate Lafferty, would require MDOT to evaluate all state-funded transportation projects against existing state goals.

- The bill adds predictability and outcome-based analysis to the process for determining projects for the Consolidated Transportation Plan, which is the list of projects eligible for state funding.
- Only major capital projects are being addressed, so projects that simply maintain existing infrastructure will not be affected.
- MDOT must develop criteria for major capital transportation projects based on state goals, including those already listed in the Maryland Transportation Plan, such as quality of service, safety and security, system preservation, environmental stewardship, and connectivity for daily life, and other state policies, such as goals in the state development plan and the climate action plan.
- Requests for transportation projects must focus on the underlying problem the project seeks to address, including the location of the project, the need for the project, an explanation of how the project meets state transportation goals, and how the project is consistent with land use plans. MDOT must report that information in the CTP.
- The criteria must be reviewed annually by the Smart Growth Subcabinet to ensure multi-agency review and feedback.

This legislation is the primary initiative for Transportation For Maryland, a coalition of organizations including business, equity, faith, and smart-growth interests. It is also a priority for the environmental community this session.

