

### **3.01.24 HB924 Regional Transportation Authorities.**

Uploaded by: Bee Ditzler

Position: FAV



**TESTIMONY TO THE HOUSE ENVIRONMENT AND TRANSPORTATION  
COMMITTEE**

**HB 924 Transportation – Regional Transportation Authorities**

**POSITION: Support**

**BY: Linda Kohn, LWVMD President**

**Date: March 1, 2024**

The League of Women Voters of Maryland (LWVMD) agrees with HB 924 that establishes regional transportation systems. Having separate area plans for transportation systems that are relevant to those particular areas with designated funding can be more effective and efficient. Having Maryland Department of Transportation (MDOT) consult with the office of the comptroller in establishing such commissions is wise.

The positions of LWVMD substantiate the establishment of regional authorities. We believe that regional visions and frameworks for transportation have the opportunity to reflect local concerns in the process of planning an effective transportation system. LWVMD also believes that these regional authorities may promote the use of mass transit and decrease the dependency on single occupancy vehicles. “We support public participation and supervision in determining information needed and in evaluating transportation proposals, transportation planning, and operations.” The bill specifies a variety of people to serve on the separate authorities that include both those who know the area locally like those elected and transportation experts.

Perhaps this bill acknowledges the effectiveness of the Northern Virginia Transportation Authority and models its commissions from it. We know there are many functions of that Authority. Learning effective management of transportation from neighboring jurisdictions shows both flexibility and good judgment. Maryland should learn from others.

Would having these separate authorities have ameliorated some current day problems? We know that there are a number of problems in our transportation system currently.

LWVMD urges a favorable report on HB 924.

# **HB 924 Transportation – Regional Transportation Au**

Uploaded by: Cait Kerr

Position: FAV

**Friday, March 1, 2024**

**TO:** Marc Korman, Chair of the House Environment and Transportation Committee; Ben Barnes, Chair of the House Appropriations Committee, and Committee Members

**FROM:** Cait Kerr, The Nature Conservancy, State Policy Manager; Michelle Dietz, The Nature Conservancy, Director of Government Relations

**POSITION:** Support HB 924 Transportation – Regional Transportation Authorities

The Nature Conservancy (TNC) supports HB 924 offered by Delegate Spiegel. HB 924 will establish regional transportation authorities in the Baltimore, Capital, and Southern Maryland regions. Establishing regional transportation authorities allows transportation decisions to be influenced by the people who live in these geographic areas and use these transportation services most frequently. Regional governance over transportation systems will also allow for more flexibility in applying for federal grant funding, as well as in choosing transportation projects that support and address the communities' needs. This will improve safety, reliability, and accessibility when traveling, and reduce dependence on personal vehicles.

The transportation sector one of the largest sources of air pollutant emissions. Air pollution caused by increased congestion harms respiratory health in heavily trafficked areas. These respiratory health problems, including asthma and impaired lung function, disproportionately impact Black and brown communities and low-income neighborhoods. Safe, reliable, accessible, and well-connected transportation systems are crucial to promoting public health, equity, and jobs.

When compared to its peer agencies in other states across the nation, the MTA transit system, including subway, light rail, buses, and MARC commuter trains, each rank among the worst for breakdown rates. In addition to posing a safety risk to transit workers and riders, maintenance and repair issues cause low reliability and restrict access for those riders. More than a third of transit riders in Maryland are essential workers; lack of reliable transportation can put their economic wellbeing at risk.

The Climate Solutions Now Act of 2022 set state goals to reduce emissions by 60% by 2031 and reach net-zero by 2045. In order to meet these ambitious goals, Maryland needs to take immediate action to mitigate emissions economy-wide. By establishing these regional transportation authorities, Maryland would take a step toward improving transportation within and between these regions, which will reduce reliance on personal vehicles and expand access to mass transit options. Decreasing the number of vehicle miles traveled in our state reduces greenhouse gas emissions and other air pollutant emissions.

TNC commends Delegate Spiegel for introducing HB 924, which seeks to improve transportation options and availability, and ultimately lead to increased transit accessibility and reduced emissions from vehicles in Maryland.

**Therefore, we urge a favorable report on HB 924.**

# **HB0924\_Regional\_Transportation\_Authorities\_MLC\_FAV**

Uploaded by: Cecilia Plante

Position: FAV



## **TESTIMONY FOR HB0924**

### **Transportation – Regional Transportation Authorities**

**Bill Sponsor:** Delegate Spiegel

**Committee:** Environment and Transportation

**Organization Submitting:** Maryland Legislative Coalition

**Person Submitting:** Cecilia Plante, co-chair

**Position:** **FAVORABLE**

I am submitting this testimony in favor of SB0959 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

The Maryland Transportation Authority (MTA) has been making decisions on transportation projects and funding since 1971. Given the state of transportation in Maryland, it is more than time for another approach that engages the communities that our transportation system serves. The needs of Baltimore and its surrounding areas are very different than Southern Maryland or the big counties of Montgomery, Prince George's and Frederick. It makes sense that transportation directives should be more locally based.

This bill, if enacted, would allow for the creation of Regional Transportation Authorities (RTAs), which would develop and implement congestion relief plans for their respective region. There are three RTAs envisioned – Baltimore Region (which includes Anne Arundel County, Baltimore County, and Baltimore City; Capital Region (which includes Frederick County, Montgomery County and Prince George's County); and Southern Maryland Region (which includes Calvert County, Charles County, and Saint Mary's County). It also establishes a fund for each of the RTAs.

Finally, it directs the Department of Transportation to report on the feasibility of creating local-option transportation revenues for the purpose of raising funds for the RTAs.

We support this bill and recommend a **FAVORABLE** report in committee.

# **Suburban Maryland Transportation Alliance Written**

Uploaded by: Jonathon Rowland

Position: FAV



LEGISLATIVE POSITION: FAVORABLE

House Bill 0924 – Transportation- Regional Transportation Authorities

Written Testimony of Suburban Maryland Transportation Alliance  
Prepared for the Environment and Transportation Committee

February 28<sup>th</sup>, 2024

Dear Chairman Marc Korman and Members of the Committee:

As an organization that works to advance critical transportation projects on behalf of Maryland citizens, we urge a favorable report on House Bill 0924- Transportation Regional Authorities.

We've seen firsthand how our transportation funding issues are having negative impacts on both our suburban and urban communities. From delays in replacing and improving the American Legion Bridge in Montgomery County to very real questions on how we are going to fund the much-needed Red Line in Baltimore, it's clear that we need to begin thinking about innovative solutions to move critical transportation projects forward.

One of those ideas is the bill before this committee, which provides a starting point for creating regional authorities based on proven models that have worked elsewhere in providing critical new funding sources for local and regional transit, road, bridge, bike, and pedestrian improvements.

The funding potential is significant: Based on Virginia's experience, with \$400 million a year over a 6-year capital budget cycle, a total of \$2.4 billion. Imagine if we could follow a similar path in Maryland.

Here are a few other key reasons to support this bill:

- Provides a starting point for creating regional authorities based on proven models that have worked elsewhere in providing critical new funding sources for local and regional transit.
- This is just one model. Under this bill, Maryland can choose any approach.
- The bill directs MDOT and the Comptroller to study and report on options, tapping their expertise to advance this process and support the TRAIN commission's work.



- This approach moves Maryland beyond over-reliance on the Motor Fuel Tax and other limited funding streams, to allow expanded investment that would ease commutes and create tens of thousands of new jobs for Maryland construction industry workers.

We all know Maryland is facing a current shortfall of \$3.1 billion just to keep the current pipeline of projects funded through the Transportation Trust Fund, and it is widely recognized that the current pipeline is not sufficient to meet Maryland's future transportation needs. Let's begin the process now of using innovative solutions that have a real record of working.

The Suburban Maryland Transportation Alliances urges this committee to give a favorable report to HB 924- Regional Transportation Authorities.

Best regards,

Jonathon Rowland  
President, Suburban Maryland Transportation Alliance

**HB 924\_MTBMA\_FAV.pdf**

Uploaded by: Michael Sakata

Position: FAV



March 1<sup>st</sup>, 2024

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
Room 251, House Office Building  
Annapolis, MD 21401

**RE: HB 924 – FAVORABLE – Transportation – Regional Transportation Authorities**

Dear Chair Korman and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

House Bill 924 would establish regional transportation authorities in three regions of Maryland—the Baltimore Region, the Capital Region, and the Southern Maryland Region to develop and implement congestion mitigation, long-range regional planning, recommend transportation priorities, allocate funds for projects, recommend the use or changes in use of tolls, among other duties. It also creates funds for each region that consist of money appropriated from the State Budget.

MTBMA strongly supports HB 924 because it addresses a critical need for funding regional and local transportation projects across all modes. We greatly appreciate the sponsor for introducing this bill because this is a concept that we have long argued for in Maryland. We see this as a proven model in ensuring regional transportation improvements. Virginia has used regional transportation authorities for years, which have been very successful. The Northern Virginia Transportation Authority for example, contributes over \$400 million in project funding annually. It meets a critical need to fund regional projects that are part of approved regional plans, with a portion of those funds going to localities to direct to local projects based on their needs. The funding potential is significant—based on Virginia’s experience, with \$400 million a year, over a 6-year capital budget cycle, this could provide \$2.4 billion in additional funding if Maryland followed a similar path.

Maryland is facing a current budget shortfall of \$3.1 Billion just to keep the current pipeline of projects funded through the Transportation Trust Fund, and it is widely recognized that the current

pipeline is not sufficient to meet Maryland's needs or keep transportation workers employed. This approach moves Maryland beyond over-reliance on the Motor Fuel Tax and other limited funding streams, to allow expanded investment that would ease commutes and create tens of thousands of new jobs for Maryland's construction industry workers. Given Maryland's diverse landscape, having an RTA program would really help narrow in on the transportation needs of a specific region so the rest of the State is not covering the cost. There is often the argument that within certain regions of Maryland, residents foot the bill for projects they will never use.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on HB 924.

Thank you,

A handwritten signature in black ink, appearing to read 'MS', with a long, sweeping horizontal line extending to the right.

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

# **Authority Testimony Neil Harris.pdf**

Uploaded by: Neil Harris

Position: FAV

My name is Neil Harris, and I am vice chair of the Metropolitan Washington Council of Governments Transportation Planning Board, TPB for short, and in my 10<sup>th</sup> year as a Gaithersburg City Council member. My interest in transportation is personal – I work in IT management and commute to Herndon VA, a distance of 16 miles as the crow flies. And I'm pretty sure the crow could get there faster than I can.

A few facts. Maryland has the second-longest average commute in the United States, and ranks dead last in its percentage of workers who enjoy easy commuting times.<sup>1</sup>

Quoting a report from the SHA: "Over the years congestion has increased due to the limited availability of funding for infrastructure improvements in roads and public transportation which has not been able to keep up with the growth in demand."<sup>2</sup>

The TRAIN commission is exploring how to replenish the state transportation fund. But the status quo is just not enough – it leaves Maryland behind the rest of the country when it comes to transportation. As I said in my OpEd in the Washington Post, the Number 1 problem here is that there is not enough money to move us forward.<sup>3</sup>

In my 10 years on the TPB, I've looked at best practices from elsewhere that could help. The bill that is before you today is based on one model, which has produced \$4.1 billion worth of additional multi-modal projects in Northern Virginia over the past decade above and beyond state funded levels.

This bill creates the framework to enable regional authorities that provide significant supplemental funding. It does not specify the funding sources, because we will have to make Maryland-specific decisions. The bill enables several regions of the state to decide if they need these authorities, enabling regional approaches to their unique needs.

This is the first step in a process that will improve the quality of life for Marylanders over the years to come by making it easier to move people. Thanks.

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<sup>1</sup> Chicago Tribune, 12/17/2010, Maryland Ranks Dead Last Among States in Quick Commutes

<sup>2</sup> Maryland SHA Mobility Report, Section B: Congestion Trends

<sup>3</sup> Washington Post, 7/26/2019, The No. 1 transit problem in Maryland is money

# **NVTA Report 2015 2.pdf**

Uploaded by: Neil Harris

Position: FAV

# A New Era of Transportation Improvements



**Monica Backmon, Executive Director**

***Presentation to the Transportation Planning Board***

***June 17, 2015***

Northern Virginia  
Transportation Authority  
*The Authority for Transportation in Northern Virginia*



# What is the NVTA?

We are the preeminent transportation coordination, planning, programming and funding authority in Northern Virginia.



# What is the NVTA?

The Northern Virginia Transportation Authority (NVTA) was created in 2002 (SB 576) to provide Northern Virginia communities with a regional organization responsible for:

- developing a long range transportation plan for Northern Virginia.
- setting regional transportation policies and priorities for regional transportation projects.
- advocating for the transportation needs of Northern Virginia before state and federal governments.
- recommending to the CTB priority regional transportation projects for receipt of state and federal funds (CMAQ & RSTP).



# NVTA Composition

The NVTA embraces the counties of Arlington, Fairfax, Loudoun and Prince William and the cities of Alexandria, Fairfax, Falls Church, Manassas and Manassas Park.

- Composed of 17 Members:
  - One elected official from each of the above jurisdictions
  - Two members of the House of Delegates
  - One State Senator
  - Two citizen members appointed by the Governor including one member of the Commonwealth Transportation Board
  - The chief elected officer of one town in a county which the Authority embraces (non-voting)
  - The Commonwealth Transportation Board Commissioner, or his/her designee (non-voting)
  - The Director of the Department of Rail and Public Transportation (DRPT), or his/her designee (non-voting)



# NVTA Decisions

**A quorum requires a majority of the Authority, including at least a majority of the representatives of the counties and cities embraced by the Authority.**

- NVTA typically reaches decisions via consensus.
- Decisions of the Authority shall require the affirmative vote of:
  - Two-thirds of the members of the Authority present and voting; and
  - Two-thirds of the representatives of the counties and cities embraced by the Authority who are present and voting and whose counties and cities include at least two-thirds of the population embraced by the Authority.



# What does the NVTA do?



- Identify and prioritize regional, congestion reducing projects
- Work collaboratively to plan, prioritize and fund transportation projects



# HB 2313

In April 2013, the General Assembly approved a new transportation funding bill with all the taxes and fees imposed by the General Assembly. There is a statewide component to HB 2313, in addition to the regional component detailed here:

- Increases Northern Virginia Sales and Use Tax by 0.7%, to a total of 6%.
- Imposes a 2% Transient Occupancy Tax (Hotel Tax).
- Imposes a Congestion Relief Fee (Grantors Tax) of \$0.15 per \$100 valuation.
- **Requires that all HB 2313 revenues be used for transportation purposes only.**
- Requires localities to maintain the same level of local transportation funding that is:
  - Equal to average annual amount expended/disbursed between FY2011 - FY2013; and
  - Excludes bond proceeds; state and federal funding.
- Ensures that towns with a population of 3,500+ receive their respective share.





# HB 2313 – Northern VA Revenue

***HB 2313 revenues are estimated to generate \$300 million annually for regional transportation funding.***

**70% (Regional funds)** will be provided to the Northern Virginia Transportation Authority (NVRTA) and utilized for:

- Regional projects included in TransAction 2040, or updates, that have been evaluated by VDOT for congestion mitigation or emergency evacuation (HB 599);  
or
- Mass transit capital projects that increase capacity (FY2014-16).\*  
*\*Starting in FY2017 ALL regional projects will be evaluated for congestion mitigation or emergency evacuation (HB 1470).*

**The Authority shall give priority to selecting projects that are expected to provide the greatest congestion reduction relative to the cost of the project.**



# HB 2313 – Northern VA Revenue

**30% (Local funds)** will be distributed to the individual localities and utilized for their transportation needs:

- Localities must enact the local Commercial and Industrial Property (C&I) Tax at \$0.125 per \$100 valuation or dedicate an equivalent amount to transportation to receive the full amount.
- As stated in the HB2313, 30% funding can be used for these purposes:
  - additional urban or secondary road construction;
  - for other capital improvements that reduce congestion;
  - for other transportation capital improvements which have been approved by the most recent long range transportation plan adopted by the Authority;
  - or for public transportation purposes.





# Implementing HB 2313

In FY2014, the NVRTA received \$285.6 million in  
HB 2313 revenues

NVRTA Total FY2014 Revenue				
Member Locality	Additional Retail Sales and Use Tax	Grantor's Tax (Regional Congestion Relief Fee)	Transient Occupancy Tax	Total
City of Alexandria	\$ 14,996,328	\$ 3,129,852	\$ 2,827,753	\$ 20,953,933
Arlington County	\$ 23,312,124	\$ 4,313,922	\$ 8,371,491	\$ 35,997,537
City of Fairfax	\$ 7,028,117	\$ 367,004	\$ 205,521	\$ 7,600,641
Fairfax County	\$ 99,716,693	\$ 15,696,118	\$ 9,507,033	\$ 124,919,843
City of Falls Church	\$ 2,141,292	\$ 268,842	\$ 75,116	\$ 2,485,250
Loudoun County	\$ 38,262,893	\$ 8,551,256	\$ 2,014,505	\$ 48,828,654
City of Manassas	\$ 4,617,569	\$ 465,593	\$ 55,123	\$ 5,138,285
City of Manassas Park	\$ 1,084,249	\$ 226,746	\$ -	\$ 1,310,996
Prince William County	\$ 32,212,081	\$ 4,989,612	\$ 1,166,332	\$ 38,368,026
<b>Total FY2014 Revenues:</b>	<b>\$ 223,371,345</b>	<b>\$ 38,008,947</b>	<b>\$ 24,222,873</b>	<b>\$ 285,603,165</b>

# FY2014 NVTA Revenues

- 70% Regional Revenues Totaled **\$199,922,215**
- 30% Local Funds Totaled **\$85,680,949**

**Total \$285,603,165**



# Implementing HB 2313

## NVTA FY2014 Project List

In July 2013, NVTA approved the first year of projects valued at \$195,993,000.

- \$122,058,000 of these projects are “pay-as-you-go”
- \$73,935,000 are part of a bond package



# FY2014 Project Selection Process

NVTA's FY2014 project selection process utilized a three-tiered approach guided by statutory requirements in HB 2313 and the regional goals identified in TransAction 2040.

- **Tier I** - Projects must meet all statutory requirements in the Code of Virginia, including but not limited to, inclusion in a regional transportation plan or mass transit projects that increase capacity.
- **Tier II** - Projects were evaluated using rigorous PECs.
- **Tier III** - Tier III criteria were applied as an overlay to the PEC's and included weighting factors such as a cost-benefit analysis and the greatest congestion reduction relative to total cost.



Locality	Project Name	Funding Amount
Arlington	Columbia Pike Multimodal Street Improvements	\$12,000,000
	Blue/Silver Line Mitigation	\$1,000,000
	Crystal City Multimodal Center	\$1,500,000
Fairfax	Route 28 Widening 6 to 8 lanes (SB from the Dulles Toll Road to Route 50)	\$20,000,000
	Route 28 Widening 6 to 8 lanes (NB from McLearen Road to Dulles Toll Road)	\$11,100,000
	Innovation Center Metrorail Station*	\$21,000,000
Town of Herndon	Herndon Parkway Intersection Improvements at Van Buren St.	\$500,000
	Herndon Parkway Intersection Improvements at Sterling Road	\$500,000
	Herndon Metrorail Intermodal Access Improvements	\$1,100,000
Loudoun	Widening of Belmont Ridge Road, North of Dulles Greenway	\$20,000,000
	Route 28 Hot Spot Improvements Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)*	\$6,000,000
	Transit Buses	\$880,000
Town of Leesburg	Edwards Ferry Road at the Route 15 Leesburg Bypass Grade Separated Interchange	\$1,000,000
Prince William	Route 1 from Featherstone Road to Marys Way	\$3,000,000
Alexandria	DASH Bus Expansion	\$3,250,000
	Traffic Signal Upgrades/Transit Signal Priority Shelters and Real-Time Transit Information for DASH/WMATA	\$660,000
	Potomac Yard Metrorail Station EIS	\$2,000,000
Falls Church	Pedestrian Access to Transit	\$700,000
	Funding for Bus Shelters	\$200,000
	Pedestrian Bridge at Van Buren Street	\$300,000
<b>Agency</b>		
Northern Virginia Transportation Commission (NVTC)	Transit Alternatives Analysis Study in the Route 7 Corridor (King Street, Alexandria to Tysons Corner)	\$838,000
Potomac & Rappahannock Transportation Commission (PRTC)	PRTC New Gainesville Service	\$580,000
Virginia Railway Express (VRE)	VRE Gainesville-Haymarket Extension Project Development	\$1,500,000
Washington Metropolitan Area Transit Authority (WMATA)	Traction Power Upgrades on the Orange Line in Virginia	\$5,000,000
	New Buses on Virginia Routes	\$7,000,000
	<b>Total FY2014 "Pay-As -You-Go" Project Amount</b>	<b>\$122,058,000</b>

# Adopted FY2014 Project List

## *Pay-As-You-Go Projects*



# Adopted FY2014 Project List

## *Bond Projects*

Locality	Project Name	Funding Amount
Arlington	Boundary Channel Drive Interchange	\$4,335,000
Fairfax	Innovation Center Metrorail Station*	\$20,000,000
Loudoun	Route 28 Hot Spot Improvements - Loudoun Segment (Sterling Boulevard and the Dulles Toll Road)*	\$6,400,000
	Leesburg Park and Ride	\$1,000,000
Prince William	Route 28 from Linton Hall Road to Fitzwater Drive	\$28,000,000
Fairfax	Chain Bridge Road Widening/ Improvements	\$5,000,000
Agency		
Virginia Railway Express (VRE)	VRE Lorton Station second platform	\$7,900,000
Virginia Railway Express (VRE)	VRE Alexandria station tunnel and platform improvements	\$1,300,000
<b>FY2014 Project Amount (Bond-Funded)</b>		<b>\$73,935,000</b>



# Inaugural Bond Sale

In December 2014 NVT  
entered the Capital Bond  
Market for the first time with  
our **Transportation Special Tax  
Revenue Bonds, Series 2014**  
which secured **\$80 million** in  
financing.

The Bonds reflected a  
**2.5 times subscription rate**  
and a low **true interest cost of  
3.09%**.



# NVTA Awarded First Credit Rating

AA+    Aa1    AA+

STANDARD  
& POOR'S

Fitch Ratings

MOODY'S





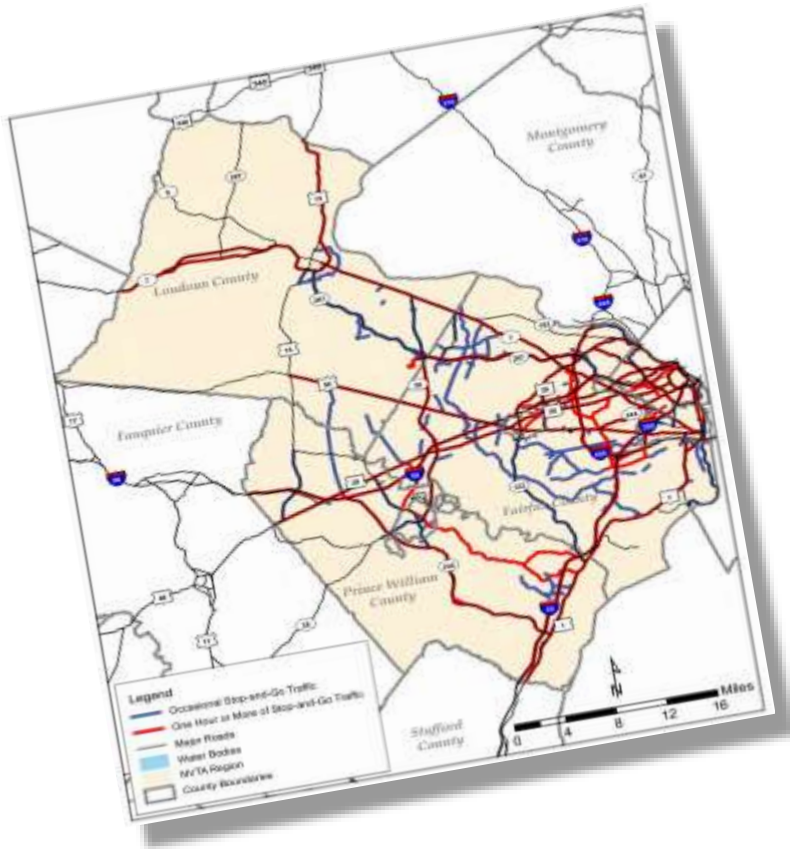
# Implementing HB 2313

## *FY2014 Program*

**100%** of the **FY2014** Program of regionally significant projects have been advanced for funding. This includes **31** projects for a total funding package of **\$189 million**.



# FY2015-16 Two Year Program



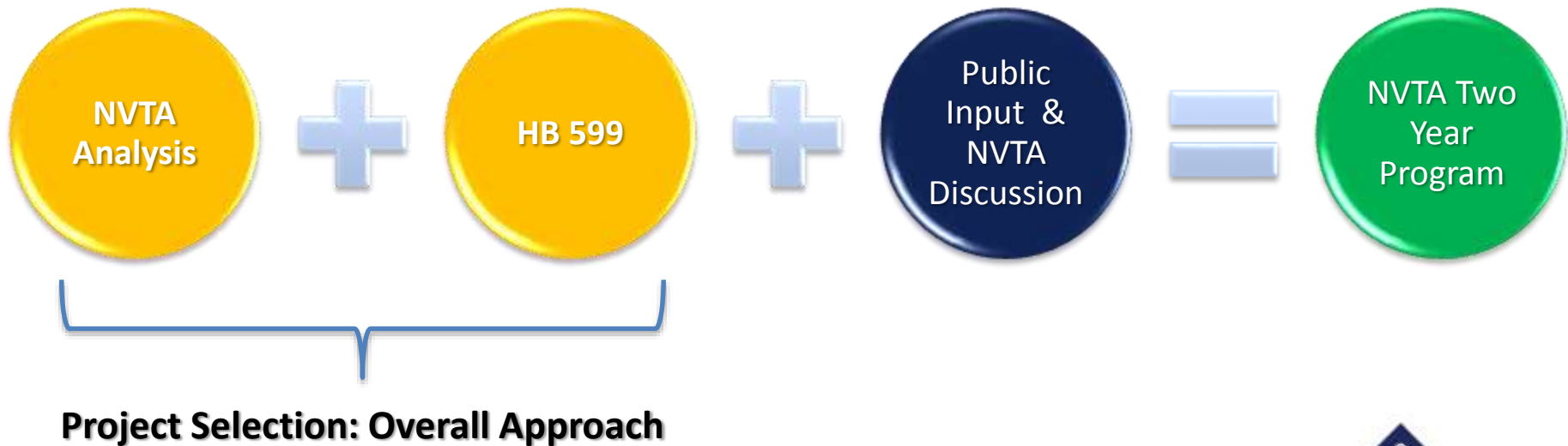
# Projects Adopted for NVTA's Two-Year Program (FY2015-16)

A Total of 37 Highway and Mass Transit Projects

Project Type	Funding
21 Highway	\$214,594,000
16 Mass Transit	\$131,345,000
<b>TOTAL</b>	<b>\$345,939,000</b>



# How does the Authority Determine the Final Program?



# Regional Planning

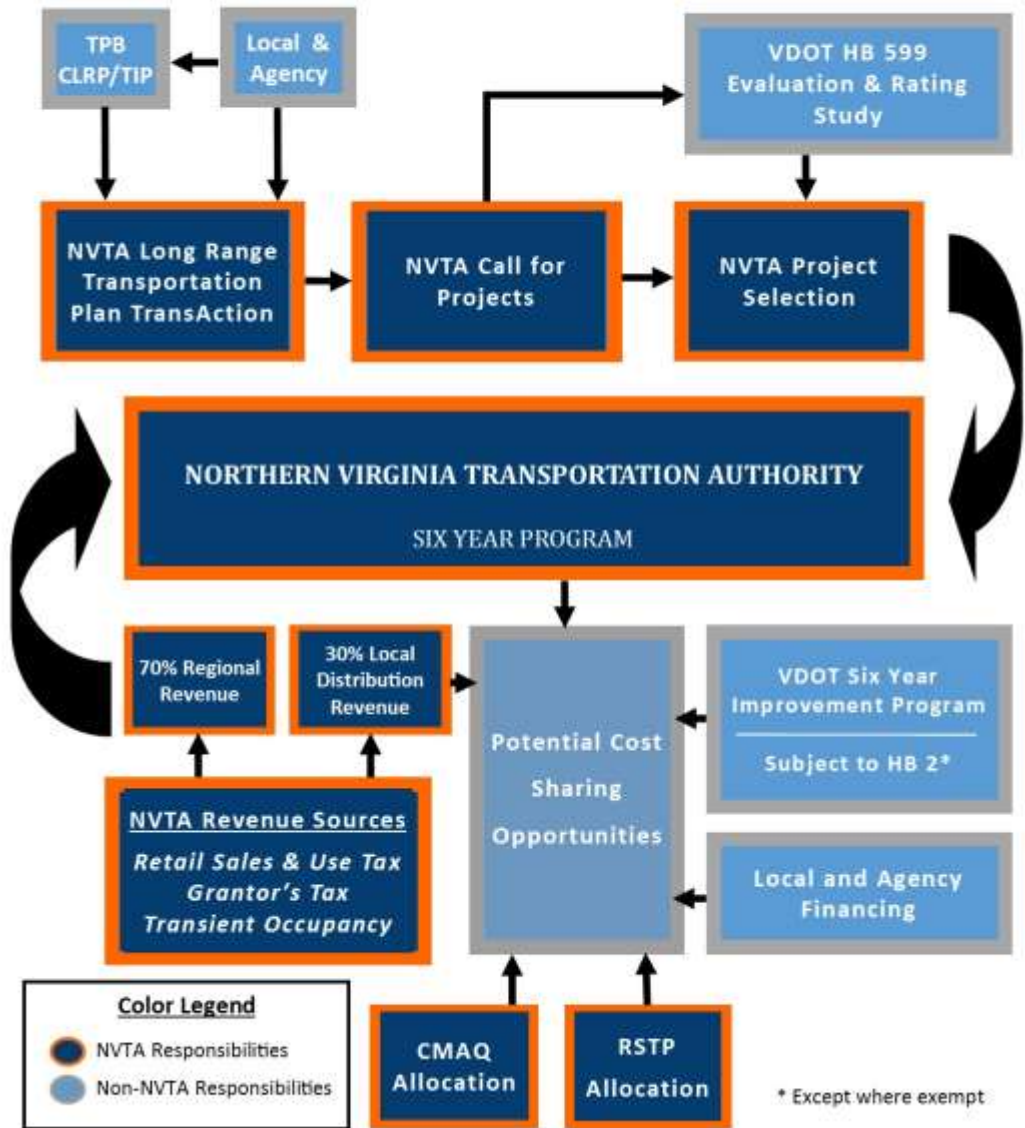
Long Range Transportation Planning with updates of TransAction 2030 and 2040.



*NVTA uses the CLRP as the baseline for TransAction.*



# NVTA Analysis for Planning, Programming and Funding



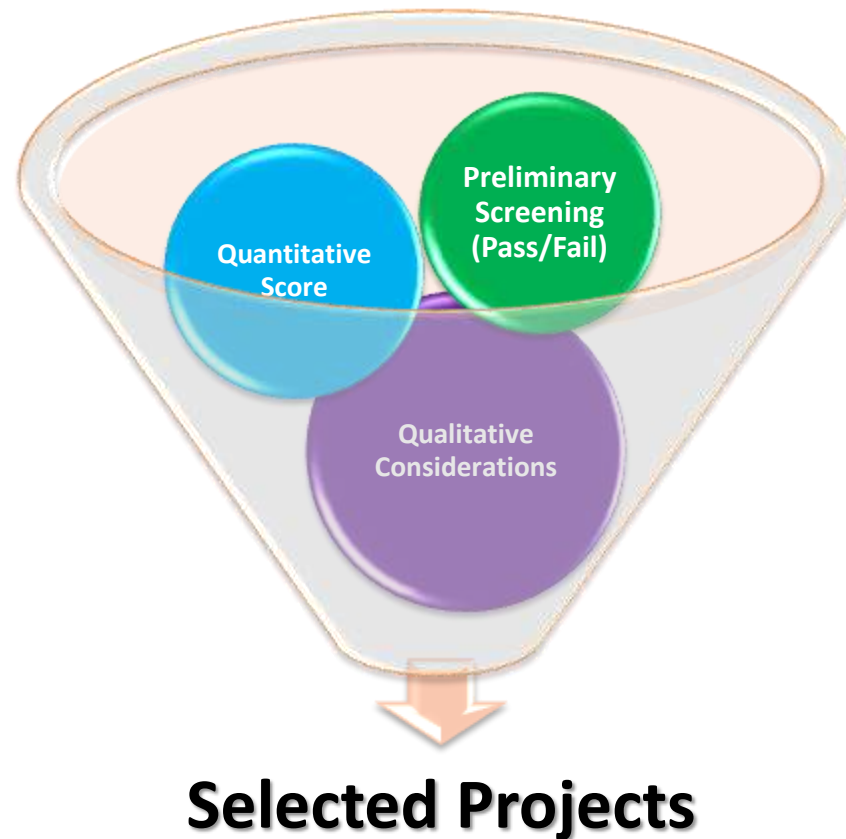
# HB 599 Evaluation & Rating Study

House Bill (HB) 599 directs VDOT to work with the CTB, the DRPT and the NVRTA to undertake an Evaluation and Rating Study.

- The study evaluates congestion reduction and, to the extent possible, the expected improvement in regional mobility during a homeland security emergency by rating at least 25 significant transportation projects in and near the VDOT Northern Virginia Transportation District.
- All future highway projects using FY2015 (and beyond) funds, included in the NVRTA Six Year Program will be subject to the VDOT HB 599 Evaluation and Rating Study.



# Project Selection: Overall Approach

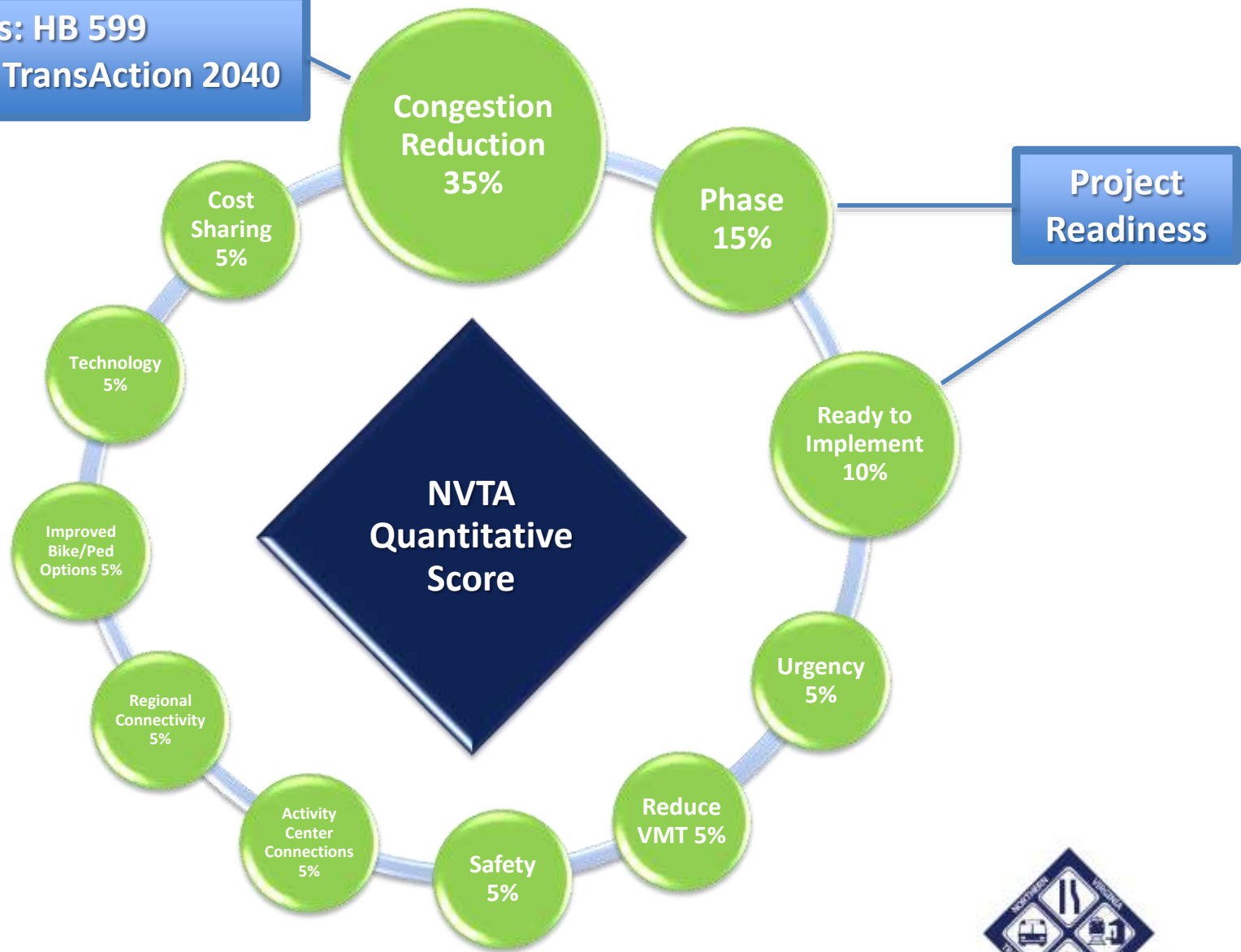


Summary document on NVTA's website [www.thenovaauthority.org](http://www.thenovaauthority.org).





Highway Projects: HB 599  
Transit Projects: TransAction 2040



*Other than Congestion Reduction ALL Criteria are Based on Analysis Conducted for TransAction 2040*

# FY2015-16 Highway Projects

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Phase Funded
2C	Loudoun	Loudoun County Parkway (VA Route 607) – U.S. 50 to Creighton Rd.	\$31,000,000	\$ 51,000,000	Construction
3H	Manassas	Route 28 (Manassas Bypass) Study - Godwin Drive Extension	\$ 2,500,000	TBD	Study
5B	Fairfax	Fairfax County Parkway Improvements (Study)	\$10,000,000	\$396,100,000	Preliminary Eng.
9F	Arlington	Glebe Road Corridor Intelligent Transportation System (ITS) Improvements	\$ 2,000,000	\$ 2,000,000	Construction
6H	City of Fairfax	Kamp Washington Intersection Improvements	\$ 1,000,000	\$ 9,800,000	Construction
8P	Prince William	Route 1 Widening from Featherstone Road to Marys Way	\$49,400,000	\$ 52,400,000	Construction
6I	City of Fairfax	Northfax - Intersection and drainage improvements at Route 29/50 and Route 123	\$10,000,000	\$ 25,000,000	Construction
9G	Arlington	Route 244 Columbia Pike Street Improvements (S. Gate Road to the Pentagon)	\$10,000,000	\$ 82,500,000	Construction
1L	Leesburg	Route 7 (East Market Street)/Battlefield Parkway Interchange	\$13,000,000	\$ 58,000,000	Final Design
1M	Fairfax	Route 7 Widening – Dulles Toll Road Bridge	\$13,900,000	\$ 34,400,000	Construction
3I	Manassas	Route 28 Widening South to the City Limits	\$ 3,294,000	\$ 12,847,000	Construction
2D	Loudoun	Belmont Ridge Road (VA Route 659)- Truro Parish Road to Croson Ln	\$19,500,000	\$ 35,863,000	Construction
6J	City of Fairfax	Jermantown / Route 50 Roadway Improvements	\$ 1,000,000	\$ 6,500,000	Construction
3J	Prince William	Route 28 Widening from Route 234 Bypass to Linton Hall Road	\$16,700,000	\$ 16,700,000	Construction
8Q	Dumfries	Widen Route 1 (Fraley Boulevard) Brady's Hill Road to Route 234 (Dumfries Road)	\$ 6,900,000	\$ 82,500,000	Preliminary Eng.
1N	Herndon	East Elden Street Improvements & Widening Project (UPC 50100)	\$10,400,000	\$ 30,902,000	ROW
8R	Fairfax	Frontier Drive Extension & Braided Ramps	\$ 2,000,000	\$84,500,000	Preliminary Eng.
1P	Leesburg	Route 15 Bypass at Edwards Ferry Road Interchange	\$ 1,000,000	\$50,000,000	Preliminary Eng.
3K	Fairfax	VA Route 28 Widening (Prince William County Line to Route 29)	\$ 5,000,000	\$47,350,000	Preliminary Eng.
5C	Fairfax	Rolling Road Widening from Old Keene Mill Road to Franconia Springfield Pkwy	\$ 5,000,000	\$35,200,000	ROW
8S	Fairfax	US 1 Richmond Highway (from Mt. Vernon Memorial Highway to Napper Road)	\$1,000,000	\$90,000,000	Preliminary Eng.

# FY2015-16 Transit Projects

Project	Agency	Project Description	FY2015-16 Request	Project Cost	Phase Funded
9J	Alexandria	West End Transitway	\$ 2,400,000	\$129,000,000	Final Design
8T	Alexandria	Potomac Yard Metrorail Station	\$ 1,500,000	\$287,484,000	Final Design
6L	WMATA	8-Car Train Traction Power Upgrades Located in Virginia	\$ 8,995,000	\$424,811,000	Construction
6M	PRTC	Western Bus Maintenance and Storage Facility	\$16,500,000	\$ 38,688,050	Construction
1Q	Fairfax	Innovation Center Metrorail Station Construction	\$28,000,000	\$ 89,000,000	Construction
1R	Loudoun	Acquisition of 4 Buses	\$ 1,860,000	\$ 1,860,000	Bus Purchase
6N	Arlington	Ballston Metrorail Station West Entrance	\$12,000,000	\$ 90,000,000	Final Design
7C	Alexandria	Duke Street Transit Signal Priority	\$ 190,000	\$ 250,000	Construction
8U	VRE	Franconia-Springfield Platform Expansion	\$13,000,000	\$ 13,000,000	Construction
8V	VRE	Rippon Station Expansion and Second Platform	\$10,000,000	\$ 14,633,000	Construction
9K	Fairfax	Connector Bus Service Expansion – Capital Purchase 16 Buses	\$ 6,000,000	\$ 11,000,000	Bus Purchase
9L	City of Fairfax	CUE 35-foot Bus Acquisition	\$ 3,000,000	\$ 3,000,000	Bus Purchase
6P	VRE	Manassas Park Station Parking Expansion	\$ 500,000	\$ 19,000,000	Preliminary Eng.
9M	Fairfax	West Ox Bus Garage	\$20,000,000	\$ 20,000,000	Construction
8W	VRE	Slaters Lane Crossover	\$ 7,000,000	\$ 7,000,000	Construction
8X	VRE	Crystal City Platform Extension Study	\$ 400,000	\$ 2,000,000	Study

# Total NVRTA Regional Revenue Funding Allocations to Date

Through its **FY2014-16**  
**Programs**, the Authority has  
approved **68** projects for  
funding, for a grand total of  
**\$535 million.**



# CMAQ/RSTP Recommendations

In addition to the HB 2313 Revenues, the NVRTA also makes programming recommendations of the federal CMAQ & RSTP funds on an annual basis.

NVRTA Allocation of CMAQ Funds						
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
<b>CMAQ</b>	\$20,855,865	\$21,512,010	\$21,512,010	\$21,512,010	\$21,512,010	\$21,512,010
<b>CMAQ 2.5</b>	\$8,047,115	\$8,014,165	\$8,014,165	\$8,014,165	\$8,014,165	\$8,014,165
<b>TOTAL:</b>	\$28,902,980	\$29,526,175	\$29,526,175	\$29,526,175	\$29,526,175	\$29,526,175

NVRTA Allocation of RSTP Funds						
	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020
<b>RSTP</b>	\$39,377,789	\$40,331,584	\$40,331,584	\$40,331,584	\$40,331,584	\$40,331,584

*NVRTA recently approved the FY2021 recommendations, now awaiting CTB approval.*



# Next Steps

As the Authority works to prioritize and fund regionally significant projects that reduce congestion, it will continue to work collaboratively to:

- Develop an FY2017 Program
  - Call for projects scheduled for September 2015
- Update TransAction 2040
  - Procurement underway
- Develop a full Six Year Program (FY2018-23)





# Outreach

## Engaging the Region

From April 2013 to April 2015, the Authority held over  
**109 public meetings**  
with approximately  
**3,375 attendees.**



# New Google Interactive Maps

**NVTA 70% FY2014 Projects**  
Projects Approved for HB2213 Funding  
Projects are listed by jurisdictional location.

- Corridor 1 - Dulles/VA 7
  - Loudoun County - Transit
  - Town of Leesburg - Edwards Ferry...
  - Fairfax County - Dulles Toll Road (...)
  - Town of Herndon - Herndon Park...
  - Town of Herndon - Herndon Park...
  - Loudoun County - Transit
  - City of Falls Church - Route 7
  - Multiple Jurisdictions/NVTC - Rout...
- Corridor 2 - Loudoun County Park...
  - Loudoun County - Belmont Ridge
- Corridor 3 - VA 28

**Prince William County/PRTC - I-66**  
Potomac and Rappahannock Transportation Commission (PRTC) New Gainesville Service Bus. Purchase one 45-ft commuter bus to provide new PRTC Gainesville Service that began in the Fall of 2013. \$580,000 funded by NVTA.





# A New Era Through Regionalism

The Authority brings Northern Virginia jurisdictions and agencies together to identify projects and plan regional transportation solutions.

- We are meeting regional priorities through the **HB 599** prioritization process in addition to our own prioritization criteria.
- Our focus is on, improvements made throughout Northern Virginia based on **regional benefits and not just jurisdictional boundaries.**
- The Authority continues to identify both **highway and transit projects that reduce congestion.**



# The Future of Regional Transportation Planning, Programming and Funding

- The Authority continues to evolve over time and is focused on regional priorities, not just nine different sets of local interests.
- We are moving quickly to fund projects to provide real congestion relief.
- The Authority has approved 68 projects that are in various stages of implementation.
- Transparency.



# How You Can Get Involved

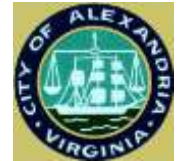
- For more please visit: [www.TheNoVaAuthority.org](http://www.TheNoVaAuthority.org)
- Engage with your local governments (counties, cities and towns) and attend NVRTA public meetings.
- Join our e-mail list: [TheAuthority@TheNoVaAuthority.org](mailto:TheAuthority@TheNoVaAuthority.org)
- Like us on [Facebook!](#)



# The Authority: Working Regionally



Northern Virginia  
Transportation Authority  
*The Authority for Transportation in Northern Virginia*



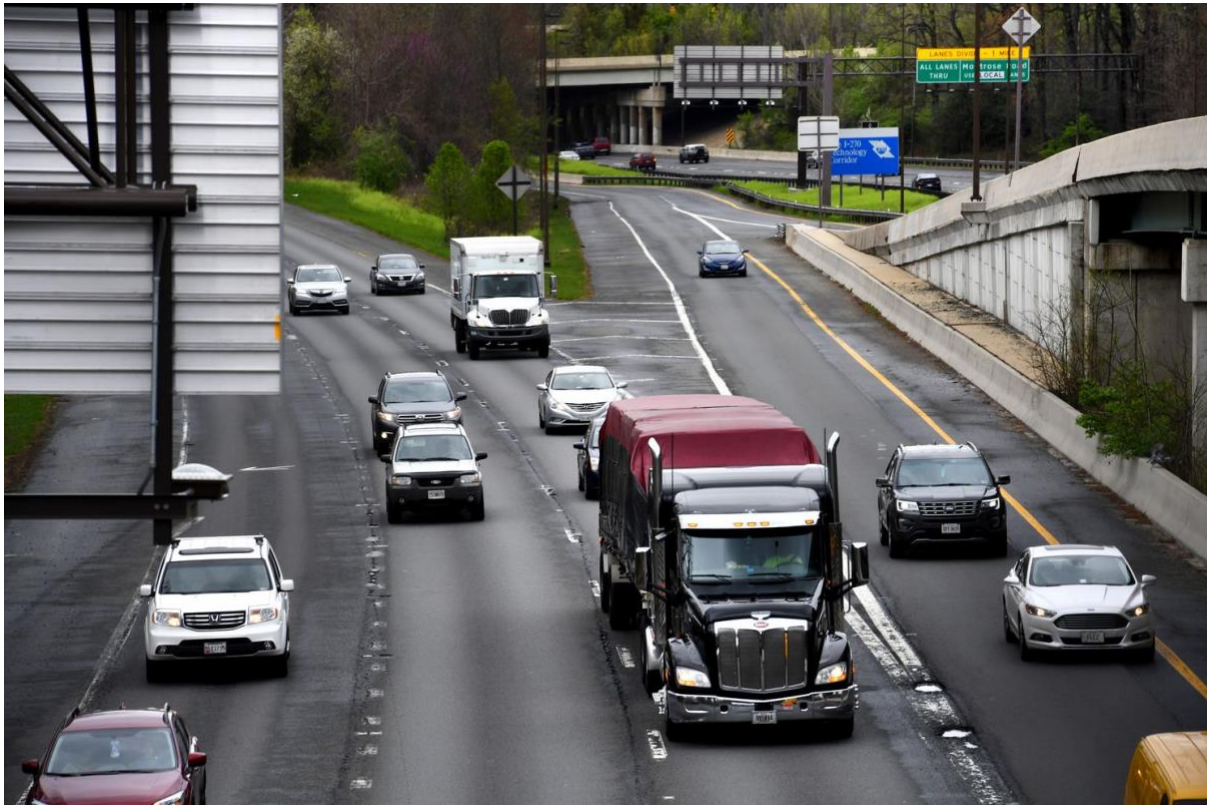
# WaPo OpEd Transpo Funding.pdf

Uploaded by: Neil Harris

Position: FAV



# The #1 transit problem in Maryland is money



Traffic flows along interchanges that link Interstates 495 and 270 in 2018. (Katherine Frey/The Washington Post)

By Neil H. Harris  
July 26

*Neil H. Harris is a member of the Gaithersburg City Council and a voting member of the Metropolitan Washington Council of Governments Transportation Planning Board.*

Transportation in Maryland is in dire need of an upgrade. But the ongoing politics and a battle between “transit people” and “roads people” is getting in the way of “just need to get there” people. What you’re not hearing is the reason nothing is moving.

There is no money.

The state and counties have little wiggle room in their budgets compared with the costs to improve transportation. There is almost

no capacity to borrow more; bonding ability is limited because additional borrowing would lower credit ratings and make borrowing costs unsustainable.

This explains why the currently proposed projects are focused on ways to bring private money to transportation projects. A [monorail project on Interstate 270](#) is being studied because it looks as though a private enterprise could build and operate it without public funding or significant environmental impact, paid for out of the farebox. [Highway widening](#) was structured as a public-private partnership because there is no available public money, so private companies were invited in to provide upfront funding and be repaid from toll revenue. The approach can be debated, but in today's environment, there is a lack of viable alternatives to fund projects.

There is no money.

If we want other, better types of transportation, we're going to need to follow Steve Jobs's advice and "think different."

The proven first step costs nothing, or nearly nothing: Remap our [bus routes](#). Transit ridership is [down 12 percent](#) since 2015. And that is true in our region and in most of the country. Two exceptions are [Houston](#) and [Seattle](#), where ridership is up. In those areas, bus routes were completely redrawn to reflect current transportation patterns, which are very different from when the routes were conceived. After a minimal period of disruption, while people adjusted to the new routes, ridership increased and travel time decreased.

Transportation is a leading cause of increased [carbon dioxide in the atmosphere](#). Rather than trying to completely change how transportation works, why don't we make transportation better? Incentives for zero-emission vehicles would continue the ongoing trend of reduction of vehicle emissions (thanks to better fuel efficiency) without requiring a radical change in human behavior. I hope my next car is electric, and so do most people I know. [Public policy](#) should make that selection easier through expanding rebates and high-occupancy-lane and toll preferences.

There is another big next step forward that would make a difference in Maryland: Copy the best practices from our neighbors in Northern Virginia by creating an independent regional transportation authority. The Northern Virginia Transportation Authority is responsible for regional congestion relief, running projects in the most congested part of the state. The authority receives about \$300 million annually that is 100 percent dedicated to moving people better, and over the past five years it has initiated billion of dollars in new transportation projects. The Virginia authority has designed a [smart system](#) that is effective at focusing tax money on programs that provide immediate and long-term benefits. This is new funding that cannot be used to cover existing expenses, and the state and local governments cannot reduce already existing funding. The authority spends most of the funding on regional projects in all modes — transit, pedestrian and bicycle, roads, etc. The remaining funds are given to the local jurisdictions for approved local projects.

Virginia has not solved transportation congestion yet, but it has initiated a large number of projects in a wide variety of transportation modes. Early data is already showing progress.

If we don't start, we can't get there.

Today, we are underinvesting in Maryland. We can adapt Virginia's transportation authority blueprint to fund congestion relief in Montgomery, Prince George's, Frederick and other counties where congestion and travel times are in crisis.

Today, there is no money.

Until there is money, all we will get is more arguing, politics, and congestion. Our leaders need to work together. We need to re-engineer our bus routes, reduce auto emissions and find fiscally sound ways to get Maryland moving. It's time to think different.



**HB924.pdf**

Uploaded by: Richard Weldon

Position: FAV



The Honorable Marc Korman, Chair  
& Committee Members  
House Environment & Transportation Committee  
Room 251, Taylor House Office Building  
Annapolis, Maryland 21401

Subject: HB 924 Transportation – Regional Transportation Authorities

Dear Committee Members,

My name is Rick Weldon, and I currently serve as the President/CEO of the Frederick County Chamber of Commerce. My personal history dealing with regional transportation issues includes two terms as a member of the Maryland House of Delegates representing southern Frederick and Washington County, a member of the Frederick County Board of County Commissioners, and service as a public administrator for both The City of Frederick and the City of Brunswick. I was also a 13-year commuter on I270 and the MARC rail system.

Those collective experiences, as a frustrated commuter, a town manager, an elected official and now as the voice of well over 900 member organizations at the Chamber heightens my desire to seek a different approach to the question of funding major transportation obligations, in all modal systems.

The bill currently before you may just be the missing tool in our toolbox. Northern Virginia has utilized a similar funding mechanism to advance critical surface and mass transit projects that would otherwise have been perpetually delayed.

Regardless of ideology or partisan perspectives, we can all agree that unless we change our fundamental approach, we'll continue to allow an already-unmanageable problem to worsen, we'll lose opportunities to appeal to major prospective employers, and worst of all, continue to degrade the quality of life for thousands of local commuters.

The budget crunch facing Maryland is real and serious. Everyone understands that, regardless of which side of the aisle you find yourself. Advancing this bill will allow ALL OF US to come together in a rational, forward-looking dialogue whose ultimate objective is to find a way to make Maryland's whole transportation continuum able to meet the demands and expectations of Maryland commuters.

I urge a favorable report on HB 924, so that we may begin this critical conversation.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Rick Weldon', is written over the typed name.

Richard B. Weldon, Jr.  
President/CEO  
Frederick County Chamber of Commerce

# **HB924 - Delegate Spiegel - Favorable.pdf**

Uploaded by: Ryan Spiegel

Position: FAV

**RYAN SPIEGEL**  
*Legislative District 17*  
Montgomery County

Appropriations Committee

*Subcommittees*

Public Safety and Administration

Oversight Committee on Pensions



The Maryland House of Delegates  
6 Bladen Street, Room 223  
Annapolis, Maryland 21401  
410-841-3792 · 301-858-3792  
800-492-7122 Ext. 3792  
Ryan.Spiegel@house.state.md.us

**THE MARYLAND HOUSE OF DELEGATES**  
ANNAPOLIS, MARYLAND 21401

**Transportation – Regional Transportation Authorities (HB 924)**  
**Testimony of Delegate Ryan Spiegel – Favorable**

Thank you Mr. Chairman, Madam Vice Chair, and members of both committees.

The striking and unfortunate reality is that there is currently no viable path to funding the large transportation projects in Maryland that have been on the books for many years and which are critical to serving millions of our residents and to unlocking access and economic opportunity.

While the Administration's supplemental budget for FY2025 offers much-needed and welcome stopgaps to avoid the need for draconian cuts to important programs like Highway User Revenues (HUR), Locally Operated Transit Systems (LOTS), WMATA, and other critical transportation funding for FY 2025 – cuts that were proposed in the original draft CTP late last year – the supplemental provides only a one-year reprieve. And that's mostly just operating funds and local disbursements, without advancing the construction of major transportation projects. We are going to be right back at the precipice of this Fiscal Cliff in FY2026 if we don't explore bold alternatives to fund our extensive transportation needs.

One such alternative that has proven successful in places like Northern Virginia is the establishment of regional transportation authorities. You'll hear more from our panel testimony about how the Northern Virginia Transportation Authority (NVTA) works, and how it has generated hundreds of millions of dollars annually, both for overall regional transportation projects and for individual jurisdictions within the region.

HB 924 reflects an effort to address Maryland's massive longer-term shortfall in funding for the State's Consolidated Transportation Program (CTP), which is currently projected to exceed \$3 billion in the next five or six years.

The bill identifies and defines three regions for establishing transportation authorities – a Baltimore region, a Capital Region in the suburbs of DC, and also a Southern Maryland region in light of the Southern Maryland Rapid Transit Project. The idea was to focus on those counties where large-scale transportation project investment has been identified and planned for, and would serve the largest number of people as we project future growth and needs—and where the current state transportation funding model has left us with no resources to construct these much-needed projects.

We also endeavored to ensure broad and varied representation on the authority boards, including state, county, and municipal representatives in each region—which promotes regional choice and allows authorities to address unique needs in the different regions. And I'll note that HB 924 has co-sponsors from Baltimore City and Frederick and Prince George's Counties, and has been cross-filed by Senator Nancy King.

Notably, HB 924 does not define or mandate any particular revenue source. Rather, it directs MDOT and the Comptroller's Office, working together, to study and recommend funding sources and mechanisms for these regional authorities.

I see this as the first step in a multi-phased effort. We start by establishing the existence of the authorities and the governance structure, and that's really all that the bill does at this point, because we recognize that this is a significant change to the way Maryland's state and local governments have handled the funding and construction of major transportation projects. By comparison, Virginia also took a number of legislative sessions to build their NVTAs in steps—first establishing the authority, and then over time implementing revenue generation models with multiple parts, and including ways to fairly and objectively prioritize projects for funding. HB 924 gets the ball rolling.

I also want to be clear that whatever revenue system may ultimately be established for these authorities down the road, the intent is that jurisdictions outside of the authority areas will not be subject to any potential taxes used to support the transportation project investments by authorities in their respective regions. Instead, this approach has the added benefit of avoiding situations where residents and businesses far outside of a region that would benefit from these investments are concerned about subsidizing them with statewide taxes. Instead, as in Northern Virginia, those *within* the regions that benefit from these investments would ultimately be the ones making it possible for these transportation projects to proceed. So, for example, folks in Western Maryland or the Eastern Shore aren't paying to fund a large transportation project advanced by the authority in the Baltimore region.

HB 924 also has language that prevents the state from relying on the investment of funds into or by regional authorities to offset or redirect allocations under existing formulas in state law, such as HUR. We need to maintain equity in the way that state resources are allocated. And the whole point of creating these regional authorities is to generate and use additional resources – to grow the pie for those regions that desperately need major transportation project funding – not merely to move the limited existing State funds from one pot to another.

Also important to note is that this bill does not encroach upon the authority of other state agencies or local governments when it comes to planning and constructing road and transit projects, environmental regulation, permitting, and other land use authority. We have the freedom to develop the operational details of these authorities in a way that is best for Maryland, borrowing best practices from other states where it makes sense, and customizing some aspects as needed. In Northern Virginia, their authority receives funds collected by the state under a set formula, allocates some of those funds directly to local jurisdictions under another set formula, and then uses objective processes to rank larger regional projects and provide funding for them.

Nor do these regional authorities encroach upon the purview of other transportation-related bodies that focus on planning, like the Transportation Planning Board (TPB) of the Metropolitan Washington Council of Governments (MWCOC) and the Baltimore Metropolitan Council (MPC), or those that focus on advocacy, like the Baltimore Regional Transit Commission (BRTC). We are not interested in reinventing the wheel. These regional authorities serve a different purpose—one which planning organizations and advocacy groups should be supporting, namely, to *deliver* funding for the implementation and construction of transportation projects. I would be open to potential amendments that call for the regional authorities to coordinate and consult with other bodies that have developed comprehensive plans for transportation management. Because I see

this as a multi-year effort, we welcome the opportunity to work with all stakeholders to flesh out the other aspects of these authorities as we go forward. I also appreciate that the TRAIN Commission continues its work to finalize its recommendations, and my hope is that this concept will also be seriously considered by the Commission.

If we want to be able to make long-term investments in transit and congestion relief in our densest and most rapidly growing regions, in order to unlock the potential for more jobs, housing, access to services, and quality of life in many of the economic engines for our state—not to mention the environmental benefits of reducing the number of cars idling in traffic and expanding reliable transit options—then we need to be genuine and serious about long term, sustainable solutions for transportation funding—and not just hope for the best from one year to the next.

The \$3 Billion shortfall in our existing state transportation funding model is, quite frankly, not sustainable. We all know that the funding formula for the Transportation Trust Fund (TTF), with its disproportionate reliance on gasoline tax revenue, is facing a bleak future as more drivers choose EVs and fuel-efficient vehicles and more workers are going remote.

So, thank you for your willingness to have this important discussion about the way forward to ensure our state can find a way to continue investing in the key transportation needs of Marylanders, for these regions and for the benefit of the entire state. I urge a favorable report, and I would be happy to take questions.

**HB 924\_MAA\_FAV.pdf**

Uploaded by: Tim Smith

Position: FAV

CHAIRMAN:  
Jeff Graf  
VICE CHAIRMAN  
David Slaughter

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Paul Bramble  
SECRETARY:  
Curtis Hall  
PRESIDENT:  
Tim Smith

March 1<sup>st</sup>, 2024

Delegate Marc Korman, Chair  
House Environment and Transportation Committee  
Room 251, House Office Building  
Annapolis, MD 21401

**RE: HB 924 – FAVORABLE – Transportation – Regional Transportation Authorities**

Dear Chair Korman and Members of the Committee:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms, and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 924 would establish regional transportation authorities in three regions of Maryland—the Baltimore Region, the Capital Region, and the Southern Maryland Region to develop and implement congestion mitigation, long-range regional planning, recommend transportation priorities, allocate funds for projects, recommend the use or changes in use of tolls, among other duties. It also creates funds for each region that consist of money appropriated from the State Budget.

MTBMA strongly supports HB 924 because it addresses a critical need for funding regional and local transportation projects across all modes. We greatly appreciate the sponsor for introducing this bill because this is a concept that we have long argued for in Maryland. We see this as a proven model in ensuring regional transportation improvements. Virginia has used regional transportation authorities for years, which have been very successful. The Northern Virginia Transportation Authority for example, contributes over \$400 million in project funding annually. It meets a critical need to fund regional projects that are part of approved regional plans, with a portion of those funds going to localities to direct to local projects based on their needs. The funding potential is significant—based on Virginia's experience, with \$400 million a year, over a 6-year capital budget cycle, this could provide \$2.4 billion in additional funding if Maryland followed a similar path.

Maryland is facing a current budget shortfall of \$3.1 Billion just to keep the current pipeline of projects funded through the Transportation Trust Fund, and it is widely recognized that the current pipeline is not sufficient to meet Maryland's needs or keep transportation workers employed. This



CHAIRMAN:  
Jeff Graf  
VICE CHAIRMAN  
David Slaughter

**MARYLAND ASPHALT ASSOCIATION**



TREASURER:  
Paul Bramble  
SECRETARY:  
Curtis Hall  
PRESIDENT:  
Tim Smith

approach moves Maryland beyond over-reliance on the Motor Fuel Tax and other limited funding streams, to allow expanded investment that would ease commutes and create tens of thousands of new jobs for Maryland's construction industry workers. Given Maryland's diverse landscape, having an RTA program would really help narrow in on the transportation needs of a specific region so the rest of the State is not covering the cost. There is often the argument that within certain regions of Maryland, residents foot the bill for projects they will never use.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on HB 924.

Sincerely,

A handwritten signature in black ink that reads "Tim Smith". The signature is written in a cursive, flowing style.

Tim Smith, P.E.  
President  
Maryland Asphalt Association

# **HB 924 Regional Transportation Authorities - Lette**

Uploaded by: Tyahna Arnold

Position: FAV



March 1, 2024

**Bill: House Bill 924 - Transportation - Regional Transportation Authorities  
Environment & Transportation Committee**

**Position:** Support

The City of Gaithersburg writes to express our strong support for House Bill 924, which seeks to establish Regional Transportation Authorities for the Baltimore Region, Capital Region, and Southern Maryland Region. This legislation represents a significant step forward in our collective efforts to address transportation challenges, accelerate congestion relief projects, and enhance the quality of life for Maryland residents. The establishment of Regional Transportation Authorities is a critical tool for implementing effective congestion relief plans. By focusing on the unique needs of each region, these authorities can tailor strategies that improve mobility, reduce travel times, and enhance access to public transportation.

As we continue to simultaneously lament and admire the extensive investments in transportation infrastructure made across Northern Virginia in recent years, we should really be recognizing the role that the establishment of the Northern Virginia Transportation District has played in funding these projects. The unique taxing and bonding authority granted to transportation districts such as these has allowed the Commonwealth to expand highways, enhance public transportation systems, and make other investments that have supported the explosive growth of their residential and business communities. It is time for Maryland to have analogous authority so that we can, finally, compete meaningfully. By facilitating smoother traffic flow and more efficient public transit options, we can better attract businesses, boost tourism, and create jobs within our communities.

Effective transportation planning and infrastructure development can also significantly contribute to environmental sustainability. By promoting the use of better public transit options and reducing traffic congestion, we can decrease vehicle emissions and improve air quality, aligning with Maryland's commitment to environment stewardship.

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038  
301-258-6300 • FAX 301-948-6149 • [cityhall@gaithersburgmd.gov](mailto:cityhall@gaithersburgmd.gov) • [gaithersburgmd.gov](http://gaithersburgmd.gov)

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MAYOR  
Jud Ashman

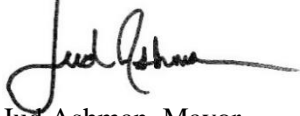
COUNCIL MEMBERS  
Neil Harris  
Lisa Henderson  
Yamil Hernández  
Jim McNulty  
Robert Wu

CITY MANAGER  
Tanisha R. Briley

Overall, House Bill 924 is not just a transportation bill; it's a pathway to a more connected, sustainable, and prosperous Maryland. The establishment of Regional Transportation Authorities will empower us to address long-standing transportation challenges in a coordinated and strategic manner. I urge you to support this bill, recognizing its potential to transform our state's transportation landscape for the better.

Therefore, we respectfully request a favorable report on House Bill 924. Should you have any questions, please feel free to contact me at 301-466-5350 or our government relations consultant, Therese Hessler, at [therese@ashlargr.com](mailto:therese@ashlargr.com). We appreciate your support.

Respectfully submitted,



Jud Ashman, Mayor  
City of Gaithersburg

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038  
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MAYOR  
Jud Ashman

COUNCIL MEMBERS  
Neil Harris  
Lisa Henderson  
Yamil Hernández  
Jim McNulty  
Robert Wu

CITY MANAGER  
Tanisha R. Briley

**HB 924 FWA\_CMTA.pdf**

Uploaded by: Eric Norton

Position: FWA



# Transportation Alliance

March 1, 2024

## **Testimony on HB 924 – *Transportation – Regional Transportation Authorities –* Environment & Transportation Committee**

### **Position: Favorable With Amendments**

Leaders in the Greater Baltimore region have been seeking to reform the way its local public transportation is governed and financed. Structural challenges in the current centralized governance structure of the Maryland Transit Administration (MTA) make maintaining and improving transit performance difficult. The result is an unreliable public transportation system that further disadvantages many users already negatively impacted by poverty and structural racism, discourages ridership growth, and puts the region at a competitive disadvantage compared to other metropolitan areas with robust, reliable public transit.

Moreover, the lack of local participation in planning and funding decisions has been a contributing factor to ongoing maintenance problems and lack of significant expansion or improvement. Of the 50 largest transit agencies in the country, the MTA is the only one that is part of a state department of transportation without a board of directors and where decision-making lies solely with a governor. The General Assembly has taken a step toward reform through legislation that recently established a Baltimore Regional Transit Commission (BRTC).

However, the BRTC is largely an advisory body that lacks the full power of a regional transportation authority. That's why we are encouraged that the General Assembly is considering bills such as HB 924 that seek to go beyond advisory commissions by establishing Baltimore Region, Capital Region, and Southern Maryland Region transportation authorities.

While we support the general intent of HB 924, we urge the committee to consider key amendments, such as:

- Replacing the focus on congestion relief with a charge to implement the MTA's Central Maryland Regional Transit Plan, the Baltimore Regional Transportation Board's Long-Range Plan, and the Baltimore-area elements of the Maryland Transportation Plan. Creating a body whose primary goal is the ever elusive "congestion relief" will likely lead to plans for wider highways and more traffic lanes. Evidence has proven that this is a failed strategy. Instead, the regional authorities should focus on goals that are developed publicly and responsive to the needs of each region.
- Including transit operations support as an eligible expenditure of the Fund, in addition to financing facilities.

We encourage a FAVORABLE WITH AMENDMENTS report for House Bill 924.

# **HB0924 BMC Testimony.pdf**

Uploaded by: Mike Kelly

Position: UNF



**Testimony Presented to the House Appropriations Committee  
HB0924 – Transportation – Regional Transportation Authorities**

**Position: Unfavorable**

This testimony is submitted by the Baltimore Metropolitan Council (BMC). BMC is the Council of governments serving the Baltimore region. BMC’s board of directors is comprised of the Mayor of Baltimore City, the County Executives of Anne Arundel, Baltimore, Hartford and Howard Counties; Commissioners from Carroll and Queen Anne’s Counties; Delegate Dana Stein, Senate President Ferguson, and Mark Anthony Thomas, who is the Governor’s appointee.

In 2022, BMC’s Transit Funding and Governance Workgroup, chaired by then Delegate Tony Bridges, released a report that specifically recommended study of a transit authority for the Baltimore region. In 2023 our agency strongly supported Delegate Bridge’s legislation born of this recommendation. While Delegate Bridge’s bill to study a transit authority did not pass in 2023, the concept was incorporated into the work of the TRAIN commission, which will address the question in 2024.

The future of transit funding and governance is a critical issue for our region, and we believe that formal study is warranted. However, without such formal study and analysis that includes direct input from our local governments, BMC cannot support the establishment of a transportation authority at this time.

Additionally, HB0924 appears to duplicate some of the functions of the Baltimore Regional Transportation Board (BRTB), our region’s federally designated Metropolitan Planning Organization. A Metropolitan Planning Organization (MPO) is an entity created by federal law to provide local elected officials input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000. The BRTB is housed and staffed by BMC.

HB0924 lays out nine duties and responsibilities for the proposed authority. At least six of these duties and responsibilities are managed substantively by the BMC and/or the BRTB. Specifically, these are:

1. General oversight of regional programs involving congestion mitigation. **As an MPO for a Transportation Management Area (TMA), the BRTB has a federally mandated duty to develop a congestion management plan.**





2. Long range regionally planning for the Baltimore region, both fiscally constrained and unconstrained. **Every MPO is required by federal law to develop the Long Range Transportation Plan (LRTP) for their region;**
3. Recommending to State, regional and federal agencies regional transportation priorities, including public-private transportation projects and funding allocations. **Through our Transportation Improvement Program (TIP), LRTP, participation in the Association of Metropolitan Planning Organizations (AMPO), and regular working relationships with all of MDOT's modes, as well as the Federal Transit Administration, Federal Highway Administration and US DOT, the BRTB and BMC formally and informally make these recommendations;**
4. Recommending to MDOT priority regional transportation projects for receipt of federal and State funds. **The TIP works hand in glove with the State's CTP to recommend and program these funds. Every project in the TIP is included in our LRTP, and the BRTB's practice is to submit regional priority projects for the CTP each year;**
5. General oversight of regional transportation issues of a multijurisdictional nature, including intelligent transportation systems, signalization, and preparation for and response to emergencies. **The BRTB has specific subcommittees that focus on ITS, signalization and emergency planning. Additionally, the Baltimore region's Urban Area Security Initiative (BUASI), a committee of our region's emergency management departments, uses a portion of their federal support to focus on transportation issues that have included evacuation planning and a recent tabletop training focused on train derailment;**
6. Serving as an advocate for the transportation needs of the Baltimore region before the State and federal governments. **In addition to the relationships with the State and federal governments described above, BMC is the host of the Baltimore Regional Transit Commission (BRTC), a body created by the Maryland General Assembly in 2023, has a statutory duty to engage in advocacy for the Baltimore region public transit systems maintained by the Administration.**

The creation of a new and separate government agency whose board members overlap with both BMC and would open the door to confusion. Transportation authorities are proven implementers of policy and projects, but the lines between MPOs and any new authorities must be thoughtfully, carefully and clearly drawn.

**HB0924-ET\_MACo\_LOI.pdf**

Uploaded by: Dominic Butchko

Position: INFO



## **House Bill 924**

### *Transportation – Regional Transportation Authorities*

MACo Position:

**LETTER OF INFORMATION**

Date: March 1, 2024

To: Environment & Transportation and  
Appropriations Committees

From: Dominic J. Butchko

The Maryland Association of Counties (MACo) takes no position on HB 924 but raises the following issues for the Committee’s consideration on the policy matters raised by this bill. This bill establishes Regional Transportation Authorities and directs the Maryland Department of Transportation and the Comptroller to examine the feasibility of creating local-option transportation revenues to fund said authorities.

In Maryland, local governments have no authority to levy their own transportation revenues – counties and municipalities depend entirely on a share of State-levied revenues to support safety and maintenance work on local roads and bridges across the state. For decades, the State supported a balanced means to maintain its transportation infrastructure. The bulk of transportation revenues – mainly motor fuel and vehicle titling taxes – have been split between the State (for its consolidated Transportation Trust Fund, serving multiple modes) and local governments (who own and maintain roughly five of every six road miles across the state).

The State faced a mid-year budget crisis during the depths of the “Great Recession” in 2009. In turn, the Board of Public Works adopted a 90% reduction of the local distributions of these Highway User Revenues and a roughly 40% reduction to Baltimore City’s allocation (the largest by far to any jurisdiction). Since then, recession-driven cutbacks have been fully or primarily restored in many service areas. This is not the case with Highway User Revenues – they remain far behind historic levels, even after the State has since enacted a substantial transportation revenue increase.

The \$396 million in the proposed budget plan for FY 2025 remains far short of Maryland’s proper and historic funding levels, even on a simple dollar-to-dollar basis. Accounting for road maintenance and materials costs would expand this gap even further. County leaders urge State policymakers to resist these deep cuts and advance a sustainable solution to address these infrastructure needs across the state. In advancing such a plan, a proper restoration of the Highway User Revenues formula should itself be a priority to create sensible and reliable support for all locally maintained roadways.

# **HB0924 - TSO - Regional Transportation Authorities**

Uploaded by: Patricia Westervelt

Position: INFO

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March 1, 2024

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
251 House Office Building  
Annapolis MD 21401

***Re: Letter of Information – House Bill 924 – Transportation – Regional Transportation Authorities***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of information on House Bill 924 for the Committee’s consideration.

House Bill 924 establishes three regional transportation authorities (Baltimore Region, Capital Region, and Southern Maryland Region) that would be responsible for developing and implementing regional congestion relief plans. The authorities would also have various duties and responsibilities related to oversight of regional transportation issues including long-range planning and project prioritization.

The Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN Commission) was established by Chapter 455, Acts of 2023, to review, evaluate, and make recommendations on the prioritization and funding of transportation projects. One of the specific items the TRAIN Commission was charged with was reviewing options for regional transportation authorities – MDOT anticipates that this will be a topic that is addressed when the TRAIN Commission resumes its work following the legislative session.

The MDOT recently met with the sponsor of House Bill 924 and appreciated the opportunity to discuss our shared interest in facilitating a conversation about the future of regional transportation authorities in Maryland. MDOT is committed to remaining engaged in discussions both at the TRAIN Commission and with advocates and stakeholders.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 924.

Respectfully submitted,

Pilar Helm  
Director of Government Affairs  
Maryland Department of Transportation  
410-865-1090

# **HB 924 Transportation - Regional Transportation Au**

Uploaded by: Talya Kravitz

Position: INFO

February 28, 2024

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
Maryland House of Delegates

**Re: Comments for House Bill 924 (Transportation – Regional Transportation Authorities)**

Dear Chair Korman and Committee Members,

On behalf of the Greater Washington Partnership, I am writing to provide comments on HB 924 (Transportation – Regional Transportation Authorities) and encourage related efforts to elevate regional transportation planning within Maryland. This bill would create three regional transportation authorities able to identify and prioritize multimodal projects meeting the unique needs of various parts of the state, tracking a model that has enhanced strategic infrastructure spending in Virginia and other states.

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth and vitality. Our member organizations have more than 300,000 employees, thousands of whom rely on the transportation systems within the Baltimore and National Capital regions each day. Recognizing the importance of mobility to our economic competitiveness, the Partnership developed the [Blueprint for Regional Mobility](#) as an employer-informed strategy to improve and transform the transportation system from Baltimore to Richmond.

The creation of regional authorities has the potential to advance two of the Blueprint's central goals – to improve roadway performance and create high-performing public transit – and accelerate projects of regional significance that will alleviate congestion and expand access to opportunity, while permitting the state to retain focus on the largest projects. The Partnership is also a founding member of the [Baltimore's Transit Future](#) campaign and advocated for the creation of the Baltimore Regional Transit Commission, which represents<sup>1</sup> a major step forward in coordinating advocacy for transportation projects and transit service that will enhance Greater Baltimore's economic vibrancy. HB 924 would build upon this effort, in Baltimore and other regions, helping ensure that transportation investments are maximally responsive to the needs of each region's residents, businesses, and institutions.

As the Transportation Revenue and Infrastructure Needs (TRAIN) Commission works to develop long-term options for bolstering the Transportation Trust Fund, we encourage the General Assembly to consider innovative models for effectively deploying transportation dollars as contemplated by HB 924. Thank you for your consideration and shared commitment to reducing barriers to mobility and opportunity, as well as making this region the best place to live, work, and build a business.

Contact: Thomas J. Maloney

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<sup>1</sup> See [Commentary: Red Line connecting East, West Baltimore will spur economic growth](#) (The Baltimore Banner, July 6, 2023)



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