



February 10, 2026

Delegate Ben Barnes, Chair
Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

Delegate Marc Korman, Chair
Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

RE: HB 437 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)

Dear Chair Barnes, Chair Korman and Members of the Committees:

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 250 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.

MTBMA respectfully opposes House Bill 437. As drafted, the bill imposes significant new financial and administrative obligations at a time when both federal and State transportation funding are highly uncertain and Maryland faces growing fiscal constraints. HB 437 assumes the availability of new funding streams to support expanded greenhouse gas modeling and mitigation programs that do not exist today. Federal discretionary transportation programs have become increasingly competitive and unreliable for routine highway, safety, and preservation needs. At the State level, the Transportation Trust Fund is already under pressure from rising construction, energy, and fuel costs. Requiring additional compliance activities would further stretch limited resources and reduce the purchasing power of transportation dollars.

The bill would effectively divert funding away from core infrastructure needs—such as maintaining bridges, pavements, interchanges, and traffic control systems—and redirect it toward modeling and mitigation requirements that do not repair, operate, or preserve the transportation system. This shift risks starving state-of-good-repair and safety investments at the very moment they are most critical. Maryland’s transportation system is aging, and the cost of maintaining it continues to rise.

Importantly, Maryland recently recorded its lowest number of traffic fatalities in ten years. Those gains were not accidental; they were the result of sustained investment in safety programs, operational improvements, and infrastructure preservation. HB 437 introduces new financial and administrative barriers that could directly undermine these proven, life-saving investments by slowing or displacing safety and operational projects.

HB 437 also places new delivery risk on highway, safety, and operational projects by allowing projects to be deferred until mitigation requirements are met. This creates a real possibility that urgently needed improvements—such as interchange reconstructions, corridor safety enhancements, and freight bottleneck fixes—could be delayed for reasons unrelated to engineering readiness, public safety, or procurement.

At a time of an energy crisis and rising construction costs, Maryland cannot afford additional programmatic mandates that increase project complexity and administrative overhead. The bill's project-level greenhouse gas offset requirements are disconnected from fiscal reality and assume a level of funding certainty that does not exist under current State budget conditions.

Finally, Marylanders are facing an affordability crisis. Transportation investment is one of the most effective tools for supporting economic stability, job access, and goods movement. Delays and higher project costs directly affect commuting costs and the price of everyday goods. In short, HB 437 would force Maryland to choose between climate compliance mandates and core transportation infrastructure.

Given federal funding uncertainty, State fiscal constraints, rising costs, and ongoing affordability challenges, MTBMA urges the Committee to **oppose HB 437** and preserve limited transportation dollars for the safety, preservation, and operational investments that are already delivering measurable public benefit.

Thank you,

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

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association