



March 8, 2022

Delegate Maggie McIntosh, Chair
House Appropriations Committee
121 House Office Building
Annapolis, Maryland 21401

RE: HB 1019 – FAVORABLE WITH AMENDMENTS – Transportation – Elderly and Handicapped Transportation Service – County Funding

Dear Chair McIntosh and Members of the House Appropriations 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 1019 requires the Secretary of the Maryland Department of Transportation (MDOT) to identify within their annual budget for Fiscal Year 2024 at least \$4,305,908 to be used for elderly and handicapped transportation service, and for each year after that an amount that is equal to the preceding year adjusted for inflation. This amount would then be used to calculate how much specifically gets distributed to each local jurisdiction throughout the State.

MTBMA's primary concern lies with the diversion of even more funding away from the Transportation Trust Fund, which provides the funding necessary to make critical repairs to the roads and bridges that form the backbone of Maryland's transportation infrastructure. If this Committee would truly like to shift these funds to the counties, we ask for two changes to ensure transparency and accountability in the process. MTBMA believes that local transportation agencies should be required to issue regular reports to the Secretary of MDOT outlining how much of those funds are being spent and what types of projects are being funded. Second, if those reports show that the local agencies are not spending their appropriations in a timely manner, they should be exempted from the next CPI-driven increase to their funding. If counties aren't fully utilizing their base appropriation, they should not be awarded extra funding. That funding would be better used at the state-level to address Maryland's overall transportation needs.

We appreciate you taking the time to address our concerns with House Bill 1019.

Thank you,



Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association