



February 2nd, 2022

Senator William C. Smith, Jr., Chair
Senate Judicial Proceedings Committee
2 East, Miller Senate Office Building
Annapolis, MD 21401

RE: Senate Bill 266 – FAVORABLE WITH AMENDMENTS – Department of Transportation – Vehicle Litter Reporting Program

Dear Chair Smith and Members of the Senate Judicial Proceedings Committee:

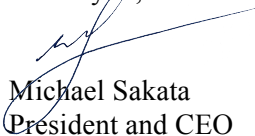
The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation 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.

Senate Bill 266 would establish a Vehicle Litter Reporting Program within the Maryland Department of Transportation (MDOT) to operate a toll-free hotline to receive complaints of littering from motor vehicles and to notify the registered owners of vehicles of any littering complaints filed against them. This program and the related hotline would be funded out of the Transportation Trust Fund (TTF).

While Senate Bill 266’s stated goal of reducing litter and protecting the environment is a laudable one, MTBMA has concerns about the funding mechanism used to operate the proposed program. As a result of the COVID-19 pandemic, the ensuing economic shutdown, and a massive decrease in overall travel statewide, projected TTF revenues have fallen dramatically over the past two years. Because the TTF is the only state revenue source for all of MDOT’s operations, an increase in TTF expenditures in one area without an increase in revenue necessitates cuts in other areas. MTBMA’s current position centers around the concern that the funds to operate Senate Bill 266’s program would result in less money available to fund critical repairs to the roads and bridges that form the backbone of Maryland’s transportation infrastructure. The impact of the COVID-19 pandemic, combined with traditional underfunding of the state’s road maintenance needs, leads MTBMA to request that, should the body wish to implement this proposed program, another funding source apart from the TTF should be utilized.

We appreciate you taking the time to address this important issue, and we urge a favorable with amendments report on Senate Bill 266.

Thank you,



Michael Sakata
President and CEO

Maryland Transportation Builders and Materials Association