



February 4, 2025

Delegate Ben Barnes, Chair  
House 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 84 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2025)**

Dear Chair Guzzone, 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 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 84 would require the Department of Transportation to develop and implement multimodal transportation projects for all major highway expansion projects over \$5 million under the Consolidated Transportation Program (CTP). They shall evaluate major capital projects’ impact on greenhouse gas emissions and vehicle miles traveled. If it is determined that the project will result in a net increase in greenhouse gas emissions or vehicle miles traveled, they must develop a mitigation plan to eliminate those net increases to zero. The bill outlines the various offsetting activities they can include.

While MTBMA understands the importance of ensuring responsible and thorough assessments, we believe that the proposed legislation is not only unnecessary and redundant, as there are already processes in place with NEPA and the CTP, but that it would severely limit or altogether halt any highway expansion projects in Maryland, including essential future infrastructure development that is needed and wanted by the residents of Maryland.

The proposed legislation appears to add a burdensome step to an already complex approval process, potentially discouraging investment in much-needed infrastructure improvements. Timely execution of such projects is essential to addressing the growing transportation needs of our State and ensuring the safety and efficiency of our roadways. Unnecessary delays and uncertainties could lead to increased costs, discourage private investments, and hinder economic development in our region. Moreover, the bill would increase expenditures in the Transportation Trust Fund (TTF) by \$1.5 million. The TTF is significantly underfunded and we cannot support any legislation that results in additional costs, while not creating additional revenues to the TTF for critical infrastructure projects.

Our Association suggests that the State take a much deeper look into the ideas this bill proposes by moving this bill into an interim study to determine exactly what the impacts this would have on the current CTP priority projects in each Maryland county and how exactly these mitigation activities would be achieved. At the moment, this bill is too broad and seems impossible to achieve without halting all highway expansion projects.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on HB 84 and the alternative of an interim study on the issue.

Thank you,

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

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association