



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 Barnes, Chair Korman and Members of the Committees:

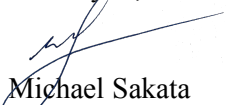
The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation 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 create an additional process for all major highway capacity expansion projects where total costs would be over \$5 million, to include establishing a process for performing major highway capacity expansion project impact assessments that must be performed before a project may be included in the into the statewide transportation improvement program or the consolidated transportation program (CTP). 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.

While MTBMA understands the importance of ensuring responsible and thorough assessments, we believe that the proposed legislation is burdensome and redundant, as there are already processes in place with NEPA and the CTP and furthermore, it will have unintended consequences that could hinder essential infrastructure development. The proposed legislation appears to add a burdensome step to an already complex approval process, and we have concerns that the offsetting activities outlined in the bill will never reduce net greenhouse gas emissions to zero, thereby resulting in long delays or even cancellation of all new highway capacity expansion projects in the State. Furthermore, this bill is in direct conflict with Governor Moore’s economic growth agenda because well-funded and robust transportation systems are a major economic driver for a state.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on HB 84.

Thank you,

  
Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association