



February 11, 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 20 – UNFAVORABLE – Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities 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.

MTBMA opposes House Bill 20 because we have serious concerns with the impact this bill will have on the transportation program in Maryland. First, it is unclear how this bill will help the prioritization process in the consolidated transportation program. Second, the bill creates a new commission to review, advise and make recommendations on Maryland’s transportation plan. The members of this commission are all appointed and thus not bound by constituency. Third, the bill removes system preservation from the list of factors to be used when evaluating a surface transportation project. The Federal Highway Administration has stated that for every dollar deferred in system preservation, you end up spending 6 times as much in repair costs. Maryland’s transportation budget cannot absorb those additional costs, so it would be beneficial for the Department to ensure system preservation is well funded and kept on schedule. We know that a well-funded and robust transportation systems is a major economic driver for any state. This bill would create such impediments to all surface road projects, thereby resulting in a huge loss of economic growth, which is in direct conflict with Governor Moore’s economic growth agenda.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on HB 20.

Thank you,

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association