

HB 229_MTBMA_FAV.pdf

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Position: FAV



Delegate Ben Barnes, Chair
House Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

February 3, 2026

RE: HB 229 – FAVORABLE – Maryland Transportation Authority – Revenue Bond Limit – Increase

Dear Chair Barnes and Members of the 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 250 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 229 would increase the limit on the amount of revenue bonds the Maryland Transportation Authority may have outstanding and unpaid. Specifically, the bill raises the cap on outstanding toll-backed revenue bonds from \$4 billion to \$5 billion. The bill does not authorize new taxes or tolls but expands the Maryland Transportation Authority’s financing capacity.

MTBMA supports HB 229 because it provides the Maryland Transportation Authority with the financial flexibility needed to advance critical transportation infrastructure projects. Maryland’s transportation system requires continued investment to address system preservation and safety improvements. Increasing the revenue bond limit will allow more projects to move forward without delay, supporting job creation, economic growth, and long-term system reliability.

For these reasons, we respectfully ask for a favorable report on House Bill 229.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

HB0229 - LOS - MDTA - Bond Cap Increase.pdf

Uploaded by: Patricia Westervelt

Position: FAV

February 3, 2026

The Honorable Ben Barnes
Chair, Appropriations Committee
120 Taylor House Office Building
Annapolis, Maryland 21401

RE: Letter of Support – House Bill 229 – Maryland Transportation Authority – Revenue Bond Cap Increase

Dear Chair Barnes and Committee Members:

The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) support House Bill 229 and offer the following information for the Committee’s consideration.

HB 229 would increase the MDTA’s revenue bond limit to \$5 billion from its current cap of \$4 billion in response to financing needs associated with MDTA’s capital preservation program and the Francis Scott Key Bridge reconstruction. Currently, MD Code, Transportation §4–306 establishes that “revenue bonds secured by toll revenue may be issued in any amount as long as the aggregate outstanding and unpaid principal balance of the revenue bonds secured by toll revenue and revenue bonds of prior issues does not exceed \$4,000,000,000 on June 30 of any year.” A lower bonding limit hampers the legally required capital maintenance of the tolling facilities. Depending on the federal reimbursement speed, Key Bridge financing needs may cause MDTA debt to rise more quickly during the six-year program period and exceed the \$4 billion bonding limit in fiscal year 2027. Some portion of capital preservation projects are financed over the useful lives of the improvements, and the remaining portion is funded on a PAYGO basis from net operating revenues.

Recognizing the legal requirement to maintain the facilities in good working condition, a bonding capacity of less than \$5 billion could require a larger increase in tolling rates and revenues to support a larger proportion of PAYGO funding. Additionally, the need to fund the Key Bridge reconstruction costs prior to federal reimbursements may necessitate substantial short-term financings during the multi-year construction period.

The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request the committee to consider this information when deliberating House Bill 229 and request a favorable report.

Respectfully submitted,

Bruce Gartner
Executive Director
Maryland Transportation Authority
410-537-1001

Matt Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

ACECMD - 2026 Testimony - HB229 — Maryland Transp

Uploaded by: Rory Murray

Position: FAV



Hon. Ben Barnes
Appropriations Committee
121 Taylor House Office Building
Annapolis, Maryland 21401

RE: HB229 — Maryland Transportation Authority - Revenue Bond Limit - Increase
Position: Support

The Maryland Chapter of the American Council of Engineering Companies (ACEC/MD) represents Maryland's private-sector engineering firms that design and deliver the transportation, water, environmental, and public works infrastructure that local governments and the State rely upon every day. The Maryland Chapter of the American Council of Engineering Companies (ACEC/MD) is in strong support of SB 188, which increases the revenue bond limit for the Maryland Transportation Authority (MTA) from \$4 billion to \$5 billion.

This legislation is crucial for the continued growth, safety, and soundness of Maryland's transportation system. By increasing the revenue bond limit, the MTA will have the necessary financial flexibility to undertake more projects, addressing critical infrastructure needs and improving the overall transportation network.

As engineers, we understand the importance of investing in our state's infrastructure. Maryland's transportation system is the backbone of our economy, and it requires ongoing investment to ensure it remains safe, efficient, and reliable. By allowing the MTA to issue more revenue bonds, we can accelerate the delivery of critical projects, reduce congestion, and improve air quality.

Furthermore, this legislation aligns with the state's transportation goals and objectives, as outlined in the Maryland Transportation Plan. By increasing the revenue bond limit, we can ensure that the MTA has the necessary resources to implement the plan and address the state's transportation needs.

We urge the Committee to support HB 229, which will enable the MTA to undertake more projects, create jobs, and stimulate economic growth. This legislation is a critical step towards building a safer, more efficient, and more reliable transportation system for all Marylanders.

Thank you for considering our testimony. We look forward to working with you to advance this important legislation.

Respectfully,

Maria K. Donovan

Maria Donovan
Executive Director
ACEC/MD

HB 229_MAA_FAV.pdf

Uploaded by: Tim Smith

Position: FAV



Delegate Ben Barnes, Chair
House Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

February 3, 2026

RE: HB 229 – FAVORABLE – Maryland Transportation Authority – Revenue Bond Limit – Increase

Dear Chair Barnes and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

House Bill 229 would increase the limit on the amount of revenue bonds the Maryland Transportation Authority may have outstanding and unpaid. Specifically, the bill raises the cap on outstanding toll-backed revenue bonds from \$4 billion to \$5 billion. The bill does not authorize new taxes or tolls but expands the Maryland Transportation Authority's financing capacity.

MAA supports HB 229 because it provides the Maryland Transportation Authority with the financial flexibility needed to advance critical transportation infrastructure projects. Maryland's transportation system requires continued investment to address system preservation and safety improvements. Increasing the revenue bond limit will allow more projects to move forward without delay, supporting job creation, economic growth, and long-term system reliability.

For these reasons, we respectfully ask for a favorable report on House Bill 229.

Sincerely,

Tim E. Smith, P.E.
President
Maryland Asphalt Association