
ROBERT G. CASSILLY
Harford County Executive



ROBERT S. McCORD
Director of Administration

March 23, 2026

The Honorable Guy Guzzone
Chair, Senate Budget and Taxation Committee
3 West Miller Senate Office Building
Annapolis, Maryland 21401

Re: Opposition to House Bill 437 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments

Dear Chairman Guzzone and Committee Members,

On behalf of the citizens of Harford County, I respectfully submit this letter in opposition to House Bill 437.

Harford County relies on a safe, efficient, and reliable transportation network to support our residents, businesses, emergency services, and regional economy. While we recognize the importance of environmental stewardship and responsible planning, HB 437 imposes additional procedural requirements on major highway capacity projects that risk delaying critical infrastructure improvements our communities depend upon.

The bill would require expanded environmental and vehicle miles traveled assessments for major highway capacity projects and mandate the development of multimodal transportation programs in connection with those projects. While these goals may be well intentioned, layering additional analysis and process requirements onto already complex and lengthy transportation planning procedures will inevitably result in delays, increased costs, and uncertainty for projects that address real congestion and safety concerns.

In many jurisdictions, including Harford County, major highway improvements are not optional expansions, they are necessary responses to population growth, freight movement, commuter traffic, and emergency response needs. Projects intended to alleviate congestion, improve safety, and support economic development should not be subjected to additional hurdles that may effectively discourage or stall their implementation.

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Local governments work collaboratively with the Maryland Department of Transportation to identify priority projects through the Consolidated Transportation Program and regional planning processes. HB 437 risks shifting transportation decision-making away from mobility and safety needs toward a prescriptive statewide framework that may not reflect local realities. Counties must retain a strong voice in determining how and when critical roadway capacity projects move forward.

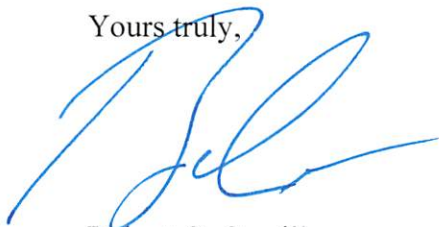
At a time when infrastructure construction costs are rising and project backlogs are significant, additional mandates that extend timelines and increase administrative burdens will ultimately reduce the State's ability to deliver needed transportation improvements efficiently.

Harford County supports balanced and responsible transportation planning. However, we believe existing environmental review and planning processes already provide meaningful oversight. HB 437 adds complexity without clear evidence that it will improve outcomes, and it may hinder the timely delivery of projects vital to public safety and economic vitality.

For these reasons, I respectfully urge an unfavorable report on House Bill 437.

Thank you.

Yours truly,



Robert G. Cassilly