



Senator Guy Guzzone  
Budget and Taxation Committee  
3 West Miller Building  
Annapolis, MD 21401

February 10, 2026

**RE: HB 437 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

Dear Chair Guzzone and Members of the Committee:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has represented Maryland’s transportation construction industry—contractors, materials suppliers, and engineering firms—since 1932. We respectfully urge an unfavorable report on HB 437.

HB 437 imposes costly new greenhouse gas modeling, VMT mitigation, and offset requirements on major highway projects—without identifying a single dollar to pay for them. The Transportation Trust Fund is already under pressure from rising construction costs and declining gas tax revenues. These unfunded mandates would divert limited dollars away from bridges, pavements, and safety investments that are already delivering results: Maryland recently recorded its lowest traffic fatality count in ten years.

No other state has enacted a project-level VMT offset requirement at this threshold. Maryland would be the only state imposing this barrier—a documented competitive liability at a time when the state is working to attract businesses, developers, and employers. Vehicle miles traveled is not a negative indicator; it reflects jobs, freight, and economic growth. Penalizing VMT is penalizing Maryland’s economy.

The stakes are concrete. Multiple projects in Maryland’s capital program exceed HB 437’s \$100 million threshold — including the I-270 corridor approach and capacity components associated with the American Legion Bridge project (the bridge itself may be exempt, but the corridor expansion that makes it functional is not), US 15 in Frederick County (157 crash victims in two years), and Howard County corridors totaling nearly \$1 billion. These are Governor Moore’s marquee infrastructure commitments. HB 437 inserts an unfunded procedural gate in front of every one of them. A process delay is a jobs delay and a broken promise to the communities counting on these investments.

Maryland cannot afford to choose between climate compliance mandates and core infrastructure. MTBMA urges the Committee to **oppose HB 437** and preserve limited transportation dollars for the safety, preservation, and operational investments already delivering measurable public benefit.

Thank you,

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association