



Senator Brian J. Feldman
Education, Energy, and the Environment Committee
2 West Miller Senate Office Building
Annapolis, MD 21401

March 3, 2026

RE: SB 780 – UNFAVORABLE – Certificate of Public Convenience and Necessity – BURDEN Analysis (CHERISH Our Communities Act)

Dear Chair Feldman 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.

While Senate Bill 780 is tailored specifically to generating stations, MTBMA respectfully opposes it as broader state policy because it would impose subjective analytic burdens on fundamental regulatory processes that jeopardize business certainty and investment in Maryland. Requiring detailed reports as a condition of obtaining a certificate of public convenience and necessity introduces significant procedural burden. These reports would require baseline assessments of environmental, public health burdens, and disparities in designated areas in order for a generating station project to proceed. The lack of clear thresholds or objective criteria for how these analyses must be evaluated by regulators creates uncertainty in permit outcomes and approvals, undermining investment decisions and long-range project planning.

Moreover, expanding environmental justice analysis requirements within generating station certification proceedings would establish a broader regulatory precedent that could extend similar obligations to other sectors. While environmental justice and community health are important considerations, incorporating new analytical frameworks without clearly defined standards creates uncertainty for businesses that rely on timely and predictable regulatory decisions. Companies planning large capital investments in Maryland, including infrastructure and energy projects, must be able to accurately assess regulatory risk. SB 780’s approach could lengthen review timelines, increase compliance costs, and ultimately discourage the siting or expansion of critical energy infrastructure within the State.

For these reasons, we urge the Committee to issue an unfavorable report on SB 780.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association