



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

March 3, 2026

RE: SB 688 – UNFAVORABLE – Environment – Stream and Floodplain Restoration Projects – Requirements and Limitations

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.

Senate Bill 688 would require the Department of the Environment (MDE) to prioritize certain practices in stormwater management and impose limits on how and when stream or floodplain restoration projects can satisfy environmental requirements. The bill also changes how MDE reviews and assesses these restoration projects.

MTBMA opposes SB 688 because the bill will increase costs, reduce flexibility, and create additional hurdles for infrastructure projects. By narrowing when and how stream and floodplain restoration projects can be used to satisfy environmental requirements, such as compensatory mitigation, stormwater permit compliance, or Total Maximum Daily Load (TMDL) obligations, the bill removes an important compliance option that many projects currently rely on under existing law. Under SB 688, a restoration project cannot qualify for use in lieu of other requirements unless non-stream alternatives are first evaluated and found infeasible and the project demonstrates measurable ecological uplift through post-construction monitoring — criteria that are undefined and difficult to meet in practice. This change will slow permitting, create uncertainty, and limit the ability of engineers and project designers to select the most practical and cost-effective compliance methods for a given project.

For these reasons, MTBMA urges an unfavorable report on SB 688.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association