



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

Delegate Marc Korman, Chair
Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

February 26, 2026

RE: HB 916 – FAVORABLE – Transportation – Regional Transportation Authorities

Dear Chair Barnes, Chair Korman and Members of the Committees:

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 916 would establish regional transportation authorities (RTAs) in three regions of Maryland—the Baltimore Region, the Capital Region, and the Southern Maryland Region to prepare and implement regional transportation plans for their respective regions and sets up the funding and taxing mechanisms for the authorities.

MTBMA strongly supports HB 916 because it addresses a critical need for funding regional and local transportation projects across all modes. Maryland has a transportation funding crisis and needs new sources of revenue to help fund transportation investments that enhance safety, reduce congestion, improve access and boost our economy. And this bill directly supports Governor Moore’s Growth Agenda. We have seen RTAs as a proven model in ensuring regional transportation improvements. Virginia has used regional transportation authorities for many years, which have been very successful. The Northern Virginia Transportation Authority (NVTA) for example, contributes over \$400 million in project funding annually. It meets a critical need to fund regional projects that are part of approved regional plans, with a portion of those funds going to localities to direct to local projects based on their needs. NVTA is funded through a local Grantor’s Tax (of \$.15 per \$100 of property sale price); a Transient Occupancy Tax (2% of room charges); and a local sales tax (of 0.7%). NVTA can also accept grants, issue debt and maintains a “AA” bond rating.

As the Committees are aware, Maryland consistently faces a financial shortfall within the transportation sector and it is widely recognized that the current pipeline of funding is not sufficient to meet Maryland’s needs or keep transportation workers employed. Moreover, our reliance on federal funding or the potential lack thereof, creates even more of a reason to establish RTAs. In a [recent poll](#) conducted in September 2024 by Gonzales Research, 65% of Marylanders would be in



favor of allowing local jurisdictions to fund projects using local tax dollars. Maryland is ripe for this funding mechanism and we hope the Committees will agree.

For the reasons stated, we respectfully ask for a **FAVORABLE** vote on HB 916.

Thank you,

A handwritten signature in black ink, appearing to be "Michael Sakata".

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association