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February 19, 2026

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

***RE: Letter of Support– House Bill 669 – Political Subdivisions – Third Party Road Improvements – Satisfactory Completion***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of support for the committee's consideration of House Bill 669.

HB 669 prohibits a political subdivision from issuing a use and occupancy (U&O) permit to a nongovernment holder of an applicable State Highway Administration (SHA) permit until all third-party road improvements are completed to the satisfaction of the SHA and the relevant political subdivision.

This legislation addresses a critical gap in the oversight of private development projects impacting State highways. Often, when new developments occur, developers are required to construct frontage and/or offsite improvements, including road improvements, necessary to address the increase in vehicle trips and safety risks associated with the development, such as traffic signals, pedestrian beacons, crosswalks, or sidewalks. These requirements help jurisdictions ensure that developments mitigate their impacts and that adequate vehicle and pedestrian service levels are in place or reasonably assured during the development process.

However, the timing of these third-party road improvements and the issuance of local U&O permits is not consistently coordinated. Once a U&O permit is issued, developers have far less incentive to finish the required roadway improvements in a timely and acceptable manner. When a developer's road improvements are not completed in a timely fashion, SHA receives complaints from communities, road users, and elected officials, primarily about work zone conditions, traffic delays, safety concerns, and rough temporary pavement.

U&O holds provided by this bill would be an effective tool to ensure third-party road improvements are effectively completed. House Bill 669 ensures that timely completion of traffic safety and operational improvements are prioritized, along with timely U&O, and will encourage developers to coordinate early schedules with the State. Furthermore, House Bill 669 ensures that developments successfully deliver on required improvements. In some cases, when roadwork is not adequately completed by the developer, SHA must go behind the developer to either finish the work or advance an improvement project that effectively mitigates their impacts. Thus, SHA incurs unprogrammed costs to the Transportation Trust Fund.

Notably, the bill is limited to State roads carrying an average of over 25,000 vehicles daily, therefore would not apply to all developers who are performing work under an SHA issued access permit. HB 669 mitigates impacts to smaller developers that are developing along state highways with lower daily traffic volumes.

MDOT believes this common-sense approach would be a valued process improvement that will protect taxpayers, improve transparency and predictability, and enhance the safety of Maryland's high-volume corridors for motorists and pedestrians alike.

The Maryland Department of Transportation respectfully requests that the Committee issue House Bill 669 a favorable report.

Respectfully submitted,

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