

A. Pruski HB669 FAV.pdf

Uploaded by: Andrew Pruski

Position: FAV

ANDREW C. PRUSKI
Legislative District 33A
Anne Arundel County

Economic Matters Committee



The Maryland House of Delegates
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Annapolis, Maryland 21401
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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Testimony in Support of HB669

Testimony by Delegate Andrew Pruski

February 19, 2026 – Environment and Transportation

What the Bill Does:

The purpose of HB669: Political Subdivisions - Third-Party Road Improvements - Satisfactory Completion is to prohibit political subdivisions from issuing a use and occupancy permit until the third-party developer completes the improvements to the satisfaction of political subdivisions and the State Highway Administration.

Why the Bill is Important:

HB669 is important because it focuses on ensuring that third-party developers finish improvements on major state roads, with 25,000+ vehicles a day, to the satisfaction of the State Highway Administration and political subdivision before obtaining use and occupancy permits. This bill came to be due to a still ongoing project that began in 2023, blocking a turn lane and an additional lane on Route 3. This has created congestion, frustration, and safety hazards. HB669 ensures that these road improvements are completed in a timely manner, with less congestion on state roads, less frustrated constituents and more oversight of third-party development projects that impact our State highways.

I request a favorable report on HB669.

HB0669-ET_MACo_SUP.pdf

Uploaded by: Dominic Butchko

Position: FAV



House Bill 669

Political Subdivisions - Third-Party Road Improvements - Satisfactory Completion

MACo Position: **SUPPORT**

To: Environment and Transportation
Committee

Date: February 19, 2026

From: Dominic J. Butchko

The Maryland Association of Counties (MACo) **SUPPORTS** HB 669. This bill would prohibit a county from issuing a use and occupancy permit for certain projects located near State highways unless the required work has been completed to the satisfaction of both the State Highway Administration (SHA) and the county.

HB 669 recognizes the sometimes strained relationship between local governments as permitting authorities and private developers seeking approval for projects. When two-sided agreements fail to proceed, the laws sometimes leave the local governments with only untenable follow-up – such as revoking permits and leaving tenant families or businesses unable to remain in place. HB 669 properly creates a clear accountability in one such case: a promised infrastructure improvement agreed to be part of needed improvement arising from added traffic caused by the development.

Counties and the State routinely work in close coordination on development activity along state highway corridors. In practice, however, projects may involve approvals and construction obligations overseen by different levels of government, creating ambiguity when work is incomplete, not built to specification, or when enforcement responsibility is unclear. HB 669 provides needed clarity by establishing that, before a local use and occupancy permit may be issued, the associated work must be completed in a manner acceptable to both SHA and the county. This aligns expectations, closes an enforcement gap, and strengthens accountability for developers to deliver required improvements.

HB 669 is a sound governance measure that helps ensure projects are fully completed to required standards and that public infrastructure commitments are met prior to occupancy. Accordingly, MACo urges the Committee to issue a **FAVORABLE** report for HB 669.

HB 669 FAV Charkoudian Maryland Transit Caucus

Uploaded by: Lorig Charkoudian

Position: FAV



MARYLAND TRANSIT CAUCUS

marylandtransitcaucus.org • @CaucusTransit
transitcaucus@gmail.com

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Dear Members of the Maryland General Assembly,

On behalf of the Transit Caucus, we are writing to express our endorsement of **HB 669: Political Subdivisions - Third-Party Road Improvements - Satisfactory Completion**. As advocates for transportation-related legislation before the General Assembly, we believe this bill is essential to our mission of ensuring a more sustainable, efficient, and accessible transit system for all residents. We are confident that its passage will have a positive impact on our communities, economy, and environment.

HB 669 aims to make changes to the permitting process to incentivize faster completion of road improvements that are sufficient for the needs of the local jurisdiction and the state highway administration. This bill addresses an issue where third parties do not complete road improvements in a timely or satisfactory manner. The Transit Caucus supports HB669 as it will incentivize finishing road improvements that are not completed in a timely manner. Under the bill, agreed upon road improvements should be completed before a permit holder can utilize their property.

Thank you for taking the time to consider this bill. Should you have any questions or require further information, please do not hesitate to reach out to us. We look forward to working with you as we build a better Maryland transportation system for all.

Thank you,

Senator Cory McCray, Co-Chair

Delegate Lorig Charkoudian, Co-Chair

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- Delegate Gabriel Acevero
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- Delegate Natalie Ziegler
- Senator Craig Zucker

HB0669 - LOS - SHA - Political Subdivisions - Thir

Uploaded by: Patricia Westervelt

Position: FAV

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,

April Moeller
Director of Government Affairs
Maryland State Highway Administration
410-210-5780

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

MBIA Letter of Support with Amendments HB669.pdf

Uploaded by: Lori Graf

Position: FWA

February 19, 2026

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

RE: MBIA Letter of Support with Amendments HB 669 - Political Subdivisions - Third-Party Road Improvements - Satisfactory Completion

Dear Chair Korman,

The Maryland Building Industry Association, representing 100,000 employees of the building industry across the State of Maryland, appreciates the opportunity to participate in the discussion surrounding HB669. We understand the intent and have had productive conversations with the Sponsor of the legislation. The proposal would prohibit a political subdivision from issuing a use and occupancy permit to the nongovernment holder of a permit to complete certain improvements on State roads that carry 25,000 vehicles per day until the improvement is completed to the satisfaction of the State Highway Administration and the political subdivision.

Per section 8-646 of the State Highway Access Manual, a person or entity may not do any work whatsoever within SHA right of way without a permit allowing such work. The purpose of 8-646 is as follows:

- To clarify that it is illegal for anyone to do any work within SHA ROW without a perform said work
- To ensure that the work meets the standards established by the State and is performed in an acceptable fashion under the State's supervision.

The sole purpose of 8-646 is to ensure that no one does any work in SHA's right of way without approval and to make sure it meets standards and is appropriately bonded. The code allows SHA to govern and manage any and all work within SHA right of way. SHA has no authority over use and occupancy permits and U&O's should not be lumped into this legislation as it has no bearing on work within SHA ROW, and SHA does not manage U&O permits.

Further, once the improvement (ie.. the work within SHA right of way) is bonded and permitted. It is standard practice in all Adequate Public Facilities ordinances statewide to be considered a background development. Once SHA has the performance bond, they can call the bond if needed to ensure the work is completed properly. There may be some instances where the improvements may take longer than

desired, but typically there are extenuating circumstances, and if SHA is having a problem with lack of performance on a particular permit then they should call the bond as needed.

To apply a statewide mandate on all permits would likely result in unintended circumstances and cause unnecessary problems. If this is being proposed to address one situation, we would suggest that SHA should address that problem rather than applying a blanket approach that could cause conflicts with local policies and other unforeseen consequences.

We look forward to working with the Sponsor to find solutions to the issue that SB669 seeks to address.

For more information about this position, please contact Lori Graf at 410-800-7327 or lgraf@marylandbuilders.org.

cc: Members of the House Environment and Transportation Committee

HB 669 - Third Party Road Improvements - Satisfact

Uploaded by: Tom Ballentine

Position: FWA



February 17, 2026

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

Favorable w Amendments: HB 669 – Third Party Road Improvements – Satisfactory Completion

Dear, Chair Korman and Committee Members:

The NAIOP Maryland Chapters, representing more than 700 companies involved in all aspects of commercial, industrial, and mixed-use real estate, recommend your favorable with amendments report on HB 669.

House Bill 669 would prohibit a political subdivision from issuing a Use and Occupancy permit for certain nongovernmental development projects until third-party improvements on State highways carrying more than 25,000 vehicles per day are completed to the satisfaction of both the Maryland State Highway Administration (SHA) and the political subdivision.

Our conversation with the bill sponsor made it clear that the SHA process broke down in his district, but we have concerns about the application of the bill as introduced. Our position is based on the following points:

- We do not believe this bill, in its current form, is a solution that would have prevented those circumstances, nor do we fully understand why the SHA process, which includes posting a performance bond, did not result in timely completion of the road improvements in that case.
- SHA's close out process puts road improvements into service before final closeout if they are substantially complete and safe for public use. Under these circumstances roads can be put into service while still undergoing administrative close out, documentation corrective work or completing a maintenance period. The bill would withhold Use and Occupancy permits even in these cases.
- SHA's existing close out process is stepwise and its timing can be determined by factors outside the control of the developer.
- Also, the bill links SHA's close out and final approval to local approval. The process to achieve joint approval prior to occupancy of a finished building is not defined.
- The bill applies to State highways carrying more than 25,000 vehicles per day but does not explain why this threshold has been selected or how many roads are impacted.

NAIOP would like to continue to work with the bill sponsor to identify a solution to the circumstances that led to this bill that does not create implementation problems for third parties that meet their SHA contract obligations.

For these reasons, NAIOP respectfully recommends your favorable with amendments report on HB 669.

Sincerely,

A handwritten signature in blue ink, appearing to read "T.M. Ballentine".

Tom Ballentine, Vice President for Policy
NAIOP Maryland Chapters -*The Association for Commercial Real Estate*

cc: Environment and Transportation Committee Members
Nick Manis – Manis, Canning Assoc.