



Senator Pamela Beidle, Chair  
Finance Committee  
3 East Miller Senate Office Building  
Annapolis, MD 21401

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

February 17, 2026

**RE: SB 389 – FAVORABLE WITH AMENDMENTS – Land Use – Transit-Oriented Development – Alterations (Maryland Transit and Housing Opportunity Act)**

Dear Chair Beidle, Chair Feldman 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.

Our concerns with this bill pertain to the last page of the bill which includes a provision that adds Project Labor Agreements (PLAs) as a scoring preference for transit-oriented development projects. While PLAs are not mandated, tying them to funding decisions raises concerns about fairness, competition, and cost, and risks narrowing participation in State-supported projects.

MTMBA has always prided itself on being “Pro-Competition.” Since we have both union and non-union members, we have always stressed that having policies that create labor disharmony among contractors, prohibits fair and equitable competition. PLAs impose significant administrative and capital burdens on participating contractors, which disproportionately impact minority business enterprises, women business enterprises, veteran business enterprises and small business firms, or even exclude them from participation entirely. Additionally, PLAs eliminate the benefits that a smaller, but more versatile contractor could bring to a project.

We would respectfully request this provision is removed from SB 389. With that, this is something we would happily support.

Thank you,

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association