



Delegate Melissa Wells, Chair  
House Government, Labor, and Elections Committee  
142 Lowe House Office Building,  
Annapolis, MD 21401

February 24, 2026

**RE: HB 587 – UNFAVORABLE – Procurement – Department of Transportation and Maryland Transportation Authority Contracts – Board of Public Works Contract Authority**

Dear Chair Wells 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.

House Bill 587 would give the Board of Public Works (BPW) authority and approval on procurement contracts within the Department of Transportation and the Maryland Transportation Authority over \$500,000. Currently these agencies go through extensive planning and approval processes with federal and state regulatory agencies, which requires extensive public engagement. The bill would limit the State's ability to move forward on federally approved projects, leading to inefficiencies and complications in managing transportation infrastructure projects nearly 100 contracts annually impacting statewide project schedules at over 1,000 locations, because areawide projects would be impacted.

Passage of this legislation would introduce additional layers of approval, creating a chilling effect in project execution. At the State Highway Administration alone, roughly 96 projects a year would fall under this bill’s expanded review requirements. The timeline for securing funding and starting construction may be prolonged, affecting project schedules and profitability for contractors. If procurement processes become more politicized or subject to changing priorities of the BPW, contractors may face uncertainty in bidding and executing contracts, affecting their ability to plan for long-term investments in labor and equipment. Lastly, if the approval process becomes more cumbersome, smaller construction firms that rely on steady contract flow may face financial strain due to unpredictable project timelines. The cumulative effect of this legislation is fewer projects delivered. When nearly a hundred projects face added delay each year, the practical result is a smaller, less reliable construction program, not better oversight.



For these reasons, we ask that you vote UNFAVORABLE on House Bill 587.

Thank you,

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

Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association