



March 8, 2022

Delegate Maggie McIntosh, Chair
House Appropriations Committee
Room 121 House Office Building
Annapolis, Maryland 21401

RE: HB 1322 – UNFAVORABLE – Operating Budget – Consolidated Transportation Program and Unanticipated Federal Funds

Dear Chair McIntosh and Members of the House Appropriations Committee:

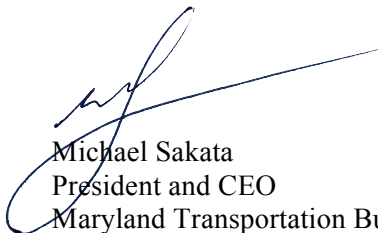
The Maryland Transportation Builders and Materials Association (MTBMA) has been and continues to serve as the voice for Maryland's construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation 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 1322 prohibits the Governor from using the state budget amendment process to authorize the expenditure of federal funds provided through the Infrastructure Investment and Jobs Act (IIJA) except for a narrow list of approved items, such as projects included in the 2022 Consolidated Transportation Program (CTP), projects to replace lead pipes near facilities serving children, or projects located in underserved areas of the State. House Bill 1322 also requires the Maryland Department of Transportation (MDOT) to include a \$35 million line item in each year of its financial forecast in the annual Consolidated Transportation Program to serve as a reserve fund to accommodate for potential fluctuations in Transportation Trust Fund (TTF) revenues during that year.

MTBMA opposes House Bill 1322 because it hampers the Governor's ability to spend federal relief funds from the IIJA by imposing a narrow set of guardrails on the types of projects that would qualify for those funds, should the timing of the federal award force the State to implement them through the budget amendment process outside of the legislative session. Limiting qualifying transportation projects to those already in the CTP is narrow-minded because it prevents MDOT from considering new needs as they arise, and requiring the funds to be expended by the end of Fiscal Year 2023 is short-sighted because it prevents MDOT from considering more expansive, longer-term projects for this funding. In addition, MTBMA believes that requiring a \$35 million reserve in the TTF for each year of MDOT's financial forecast is unnecessary because it only serves to further limit the money available to fund critical repairs to the roads and bridges that form the backbone of Maryland's transportation infrastructure.

We appreciate you taking the time to address this important issue, and we urge an unfavorable report on House Bill 1322.

Thank you,



Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association