



March 9, 2022

Senator Delores G. Kelley, Chair
Senate Finance Committee
3 East, Miller Senate Office Building
Annapolis, MD 21401

RE: SB 880 – UNFAVORABLE – Safe Access for All (SAFE) Roads Act of 2022

Dear Chair Kelley and Members of the Senate Finance 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.

Senate Bill 880 would require the Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA) to recommend and implement various requirements related to pedestrian and bicycle rider safety. While we appreciate the Sponsor’s intent with this legislation, SB 880 is unnecessary and redundant because MDOT and SHA already do this. As the fiscal and policy note lays out, SHA’s Context Driven guide and associated strategies is a planning and design resource that includes guidance and strategies for the implementation of safe and multi-modal roads and highways. Additionally, MDOT is required to publish a Bicycle and Pedestrian Master Plan and update it every five years. Lastly, Vision Zero was established in 2019 as the State’s traffic safety program.

The Transportation Trust Fund’s (TTF) operating expenditures would increase significantly as a result of this bill, requiring MDOT to redirect almost \$300 million between 2024 and 2027 from other projects. Unfortunately, without an increase in revenues for the other projects that the TTF funds, we cannot support this legislation. Our position centers around the concern that the funds needed for this program would result in less 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 Senate Bill 880.

Thank you,

A handwritten signature in blue ink, appearing to read "Michael Sakata", is written over a faint, light blue circular watermark or stamp. The signature is fluid and cursive.

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association