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Maryland General Assembly 2026 Legislative Session

Final Report to the Maryland Asphalt Association



MARYLAND
ASPHALT

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1954

ASSOCIATION

Prepared by

Evans & Associates

191 Main Street | Suite 210
Annapolis, MD 21401
(410) 990-1521
www.lobbymd.com
info@lobbymd.com



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Executive Summary

The 2026 Maryland Legislative Session convened on Wednesday, January 14th, 2026 and adjourned on Monday, April 13th, 2026. During the 90-day session, legislators introduced 1,008 Senate bills and 1,646 House bills. Over 850 bills were enacted into law, reflecting another active and complex session addressing a broad range of policy issues.

The Maryland Asphalt Association (MAA) took a position on 54 bills, including 13 favorable, 10 favorable with amendments, and 31 unfavorable. This report provides a detailed overview of the State Budget and key legislation that MAA prioritized, organized into the following categories: transportation infrastructure and governance, environmental policy, speed and traffic safety, procurement, and labor and workforce. In addition, MAA monitored hundreds of additional bills to evaluate their potential impact on our industry.

Below is a snapshot of the legislation MAA supported that passed and the legislation MAA opposed that failed to pass.

Bills Supported — PASSED (3)

- House Bill 229 / Senate Bill 188 – Maryland Transportation Authority – Revenue Bond Limit – Increase
- House Bill 256 / Senate Bill 487 – Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026)

Bills Opposed — FAILED (25)

- House Bill 230 / Senate Bill 62 – Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2026)
- House Bill 314 – Automation Technology Deployment Assessment and Displaced Employee Retraining Fund – Established
- House Bill 386 / Senate Bill 281 – Metro Funding Modification Act of 2026
- House Bill 437 / Senate Bill 59 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)
- House Bill 572 / Senate Bill 432 – Attorney General Actions and Climate Crimes Accountability Fund (Climate Crimes Accountability Act)
- House Bill 827 – Repair the Transportation Trust Fund Act
- House Bill 905 / Senate Bill 547 – Recipients of State and Local Government Funding – Reporting (Buy Maryland Reporting Requirements)



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- House Bill 1007 / Senate Bill 881 – Commercial Financing – Small Business Truth in Lending Act
- House Bill 1125 / Senate Bill 318 – State Capital Program – Covered Projects – Public Engagement and Community Outreach Requirements (Community Engagement and Outreach Act of 2026)
- House Bill 1130 / Senate Bill 868 – State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan – Expansion
- House Bill 1268 / Senate Bill 781 – Environmental Permits – Requirements for Burden Analysis, Issuance and Renewal, and Public Participation (CHERISH Our Communities Act)
- House Bill 1287 / Senate Bill 780 – Certificate of Public Convenience and Necessity – Burden Analysis (CHERISH Our Communities Act)
- House Bill 1374 – Alternative Fuel, Fuel-Efficient, and Electric Vehicles – Highway Use Fees
- House Bill 1465 / Senate Bill 688 – Environment – Stream and Floodplain Restoration Projects – Requirements and Limitations

FY 2027 Budget Summary

Governor Moore signed the FY 2027 Maryland State budget into law on April 8, 2026. The \$70.8 Billion spending plan passed with bipartisan support and includes no new taxes or fees. For the transportation industry, the budget reflects a significant commitment to infrastructure investment, anchored by revenues generated from the prior session's transportation funding package that added more than \$400 Million per year in dedicated state transportation dollars and enabled the Department of Transportation to leverage nearly \$700 Million annually in total new program funding through federal matching.

Maryland Department of Transportation (MDOT)

MDOT receives approximately \$3.6 Billion in the budget, distributed across its transportation business units to improve and maintain roads and bridges, transit networks, airports, and port facilities. The six-year Consolidated Transportation Program for FY 2026 through 2031 totals \$22.1 Billion, reflecting the additional revenue secured in the prior legislative session.

State Highway Administration (SHA)

SHA's operating budget increases by \$36.9 Million, or 9.3%, to a total of \$432.1 Million in FY 2027, driven primarily by a \$19.9 Million increase in service contracts for road maintenance equipment rental, building and road repair, and engineering, as well as a \$9.6 Million increase in



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personnel expenses. SHA's capital budget also increases by \$21.2 Million, or 1.9%, to a total of \$1.14 Billion. [Department of Legislative Services.](#)

Of note, the budget flags significant federal funding instability as a key concern: federal funds for projects have become less dependable due to executive orders, internal memos, and rescissions of federal funds, and SHA recorded projects receiving federal funds above the initial authorized award without supporting documentation. The Office of Legislative Audits warned that without expected federal reimbursements, SHA may have to draw on the Transportation Trust Fund or general funds to cover those costs. [Department of Legislative Services.](#) Additionally, SHA had three federal grant awards totaling \$36.2 Million rescinded as a result of the federal "One Big Beautiful Bill Act," including a \$31.9 Million Low-Carbon Transportation Materials Grant and grants supporting pedestrian and safety improvements on US 50 in Easton and US 113 in Berlin. [Department of Legislative Services.](#)

Maryland Transportation Authority (MDTA)

MDTA's operating budget increases by \$42.6 Million, or 7.3%, to a total of \$629.9 Million, driven primarily by increased debt service costs and contractual services for IT, maintenance, and operations. MDTA's capital budget, while decreasing \$201.5 Million from FY 2026 due to project cash flow timing, remains at \$1.1 Billion — a level \$560.4 Million greater than FY 2025 — with the Francis Scott Key Bridge reconstruction accounting for the largest share of capital spending at 63%. [Department of Legislative Services.](#)

Local Transportation Aid

Transportation aid to local governments is essentially flat in FY 2027 at \$470.8 Million, an increase of just \$327,000 (0.1%) from FY 2026. Local governments maintain more than 80% of Maryland's road miles and rely on Highway User Revenues (HUR) to fund core needs such as resurfacing, bridge maintenance, and safety improvements.

Key Takeaways

The FY 2027 budget sustains a robust pipeline of highway, bridge, and infrastructure construction activity — anchored by the Key Bridge rebuild, the SHA capital program, and a \$22.1 Billion six-year CTP. However, federal funding instability represent material risks to future project volume that the industry should monitor closely heading into the 2027 legislative session.



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Transportation Infrastructure and Governance

1. House Bill 229 / Senate Bill 188 – Maryland Transportation Authority – Revenue Bond Limit – Increase – PASSED (MAA Supported)

House Bill 229 will raise the cap on outstanding toll-backed revenue bonds for the Maryland Transportation Authority from \$4 Billion to \$5 Billion, which supports infrastructure investment. Sponsor: Departmental (MDOT).

LAST ACTION: Approved by the Governor. Both bills passed and were signed into law by the Governor on April 14th. The effective date is July 1, 2026.

2. House Bill 230 / Senate Bill 62 – Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2026) – FAILED (MAA Opposed)

House Bill 230 would have altered the required elements of the Consolidated Transportation Program by establishing a project-based scoring system for major surface transportation projects. The bill required the Department of Transportation to evaluate, score, and publish projects based on criteria such as emissions reductions, land-use alignment, and mitigation measures, and limited inclusion in the program to projects that had been scored under this framework. It also modified the structure and responsibilities of the Maryland Transportation Commission. Sponsor: Departmental (MDOT).

LAST ACTION: Each bill had a public hearing but no further action was taken.

3. House Bill 437 / Senate Bill 59 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026) – FAILED (MAA Opposed)

House Bill 437 would have required the Department of Transportation to take various actions, including conducting impact assessments and/or evaluations of the greenhouse gas (GHG) emissions and vehicle miles traveled associated with major highway expansion capacity projects and major capital projects, implementing multimodal transportation programs to offset GHG emissions associated with major highway expansion capacity projects, and undertaking other offsetting activities for major capital projects. The bill was amended in the Senate to review the Consolidate Transportation Program as whole, rather than project by project. Sponsors: HB 437- Delegates Edelson, Solomon, and Watson; SB 59- Senator Hettleman.

LAST ACTION: HB 437 passed the House (93-39), and passed out of the Senate Budget and Taxation Committee (7-5), but was laid over by Senator Hershey and never brought back up in the Senate. SB 59 passed out of the Senate Committee but no further action was taken. See Appendix A for Committee vote breakdown.



4. House Bill 386 / Senate Bill 281 – Metro Funding Modification Act of 2026 – **FAILED (MAA Opposed)**

This bill would have modified State funding requirements for the Washington Suburban Transit District and the Washington Metropolitan Area Transit Authority. The bill included provisions to adjust the calculation of annual State budget contributions for WMATA capital costs, require the Governor to include specified operating subsidy funding in the annual budget, and authorize withholding of certain grants under defined conditions. It also would have made funding contingent on certain collective bargaining agreements related to rail signaling investments and on related actions by Virginia and the District of Columbia. Sponsors: HB 386- Delegates Korman et al.; SB 281- Senators Augustine and Feldman.

LAST ACTION: HB 386 passed the House (92-36), but no action was taken in the Senate. SB 281 had a public hearing but no further action was taken.

5. House Bill 827 – Repair the Transportation Trust Fund Act – **FAILED (MAA Opposed)**

House Bill 827 would have repealed the requirement that motor fuel tax rates increase annual based on growth in the Consumer Price Index. The bill also would have prohibited the State and local jurisdictions from implementing a vehicle-miles-traveled tax or similar fees, tolls, or taxes. Sponsors: Delegates M. Morgan et al.

LAST ACTION: HB 827 had a public hearing but no further action was taken.

6. House Bill 1374 – Alternative Fuel, Fuel-Efficient, and Electric Vehicles – Highway Use Fees – **FAILED (MAA opposed)**

House Bill 1374 would have repealed the current annual electric vehicle surcharge and replaced it with a new annual Highway Use Fee (HUF) applicable to alternative fuel, fuel-efficient, and plug-in electric vehicles. The bill would have created a voluntary Mileage-Based User Fee Program (MBUF) that would allow eligible vehicle owners to opt to pay a per-mile fee in lieu of the annual HUF. Sponsor: Delegate Solomon.

LAST ACTION: HB 1374 had a public hearing but no further action was taken.

7. House Bill 559 / Senate Bill 288 – Transportation – Highway User Revenues Capital Grants – Calculations – **FAILED (MAA Supported with Amendments)**

House Bill 559 would have maintained the statutory calculation of capital grants based on Highway User Revenues (HUR) that are required to be appropriated to Baltimore City, counties, and municipalities from FY 2026 for each fiscal year thereafter. MAA recommended an amendment to conduct periodic review and adjustment of the percentages based on updated transportation revenue and expenditure data. Sponsors: HB 559- Delegates Edelson et al.; SB 288- Senator McCray.



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LAST ACTION: Each bill had a public hearing but no further action was taken.

8. House Bill 916 / Senate Bill 674 – Transportation – Regional Transportation Authorities –
FAILED (MAA Supported)

This bill would have established regional transportation authorities in the Baltimore Region, the Capital Region, and the Southern Maryland Region to develop and implement regional transportation plans. The legislation also would have created dedicated, nonlapsing transportation funds for each region and authorized new funding mechanisms, including sales tax surcharges, hotel surcharges, and transfer tax surcharges to support these authorities. Sponsors: HB 916- Delegates Spiegel et al.; SB 674- Senator A. Washington.

LAST ACTION: Each bill had a public hearing but no further action was taken.

Environmental Policy

1. House Bill 572 / Senate Bill 432 – Attorney General Actions and Climate Crimes Accountability Fund (Climate Crimes Accountability Act) –
FAILED (MAA Opposed)

This bill would have granted broad authority to the Attorney General to investigate, prosecute, or defend actions against entities for conduct that “has contributed to climate change,” and establishes a special Climate Crimes Accountability Fund to support such activities. Sponsors: HB 572- Delegates Ruth et al.; SB 432- Senator Love.

LAST ACTION: Each bill had a public hearing but no further action was taken.

2. House Bill 1268 / Senate Bill 781 – Environmental Permits – Requirements for Burden Analysis, Issuance and Renewal, and Public Participation (Cumulative Harms for Environmental Restoration for Improving Shared Health – CHERISH Our Communities Act) –
FAILED (MAA Opposed)

This bill, known as the CHERISH Act, would have required applications for the issuance or renewal of certain environmental permits located in at-risk census tracts to include a report describing environmental and public health burdens in the affected area. The bill also would have authorized the Department of Environment to approve or deny permits on the basis of whether they contributed to adverse environmental or public health stressors. Sponsors: HB 1268- Delegate Behler et al.; SB 781- Senator Brooks.

LAST ACTION: Each bill had a public hearing but no further action was taken. However, there were several workgroup meetings on SB 781, and MAA worked tirelessly to defeat the bill.



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3. House Bill 1287 / Senate Bill 780 – Certificate of Public Convenience and Necessity – BURDEN Analysis (CHERISH Our Communities Act) – **FAILED (MAA Opposed)**

This bill, similar in concept to the legislation described above, would have required applications for a certificate of public convenience and necessity for generating stations located within at-risk areas to include a “burden” report providing a baseline assessment of environmental and public health risks, disparities, and community needs. Sponsors: HB 1287- Delegate A. Johnson; SB 780- Senator Brooks.

LAST ACTION: Each bill had a public hearing but no further action was taken.

4. House Bill 1465 / Senate Bill 688 – Environment – Stream and Floodplain Restoration Projects – Requirements and Limitations – **FAILED (MAA Opposed)**

This bill would have required the Department of Environment to prioritize certain practices in stormwater management and impose limits on how and when stream or floodplain restoration projects can satisfy environmental requirements. The bill also changes how MDE reviews and assesses these restoration projects. Sponsors: HB 1465- Delegate Terrasa et al.; SB 688- Senator M. Washington.

LAST ACTION: Each bill had a public hearing but no further action was taken.

5. House Bill 817 / Senate Bill 625 – Carbon Dioxide Capture, Removal, and Sequestration Projects – Regulations and Standards for Biochar and Wood Vault Technologies – **PASSED, BUT AMENDED (MAA Opposed)**

As introduced, this bill would have required the Department of the Environment to adopt regulations governing the permitting of certain carbon removal technologies and practices that are certified by an internationally recognized third-party certification body. But the bill was amended in both chambers to requiring the Department of the Environment, in consult with the Department of Agriculture to develop and adopt regulations and standards governing the permitting of carbon dioxide capture, removal and sequestration projects that utilize biochar or wood vault technologies by January 1, 2028. Sponsors: HB 817- Delegates Foley et al.; SB 625- Senator Feldman.

LAST ACTION: Passed Enrolled. SB 625 passed the Senate (40-0) and the House (110-25). The effective date is July 1, 2026. HB 817 passed the House (106-22), but did not make it out of the Senate.



Speed and Traffic Safety

1. House Bill 256 / Senate Bill 487– Motor Vehicles – Speed Monitoring Systems – Safety Corridors (Vulnerable Road User Protection Act of 2026) – **PASSED (MAA Supported)**

This bill establishes the expanded use of speed monitoring systems in designated safety corridors to improve protections for pedestrians, cyclists, and other vulnerable road users. The legislation authorizes the State Highway Administration and local jurisdictions to deploy automated enforcement in high-risk areas identified for elevated crash potential, aligning with Maryland’s Vision Zero goals. Sponsors: HB 256- Departmental (MDOT); SB 487- Senator Henson.

LAST ACTION: Passed Enrolled. SB 487 passed the Senate (33-10) and the House (98-34). The effective date is October 1, 2026.

2. House Bill 55 / Senate Bill 45 – Vehicle Laws – Speed Monitoring Systems – Residential Districts – **FAILED (MAA Supported)**

This bill would have expanded the use of speed monitoring systems on highways in residential districts throughout the State. Sponsors: HB 55- Delegate Guyton; SB 45- Senators Brooks, Jackson and Rosapepe.

LAST ACTION: HB 55 passed out of the House (98-35), and passed out of the Senate Committee and second reader on the last day of session, but unfortunately did not pass third reader. SB 45 passed out of the Senate Committee on the last day of session but no further action was taken.

3. House Bill 421 / Senate Bill 152 – Prince George’s County – Speed Monitoring Systems – Maryland Route 210 – **FAILED (MAA Supported)**

House Bill 421 would have authorized Prince George’s County to install and operate point-to-point speed monitoring systems on Maryland Route 210. These systems differ from traditional speed cameras in that they calculate a vehicle’s average speed over a defined stretch of roadway between two fixed points. Sponsors: Prince George’s County Delegation.

LAST ACTION: HB 421 passed out of the House (96-35) and passed out of the Senate Committee, but did not pass out of the Senate before adjournment.

4. House Bill 1421 – Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities – **FAILED (MAA Supported)**

House Bill 1421 would have established the Task Force to Study Pedestrian and Bicyclist Injuries and Fatalities to examine pedestrian and bicyclist crashes and fatalities



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and develop recommendations to improve roadway safety. Sponsors: Delegate McComas et al.

LAST ACTION: HB 1421 had a public hearing, but no further action was taken.

5. House Bill 1522 / Senate Bill 921 – Traffic Control Signal Monitoring and Speed Monitoring Systems – Exemptions From Liability – Vehicle Rental Companies – **FAILED** (MAA Supported)

This bill would have repealed the existing liability exemptions for traffic control signal monitoring and speed monitoring systems that currently exclude vehicles owned by rental or leasing companies from civil responsibility for violations captured by automated enforcement systems. Sponsors: HB 1522- Delegates Odom et al.; SB 921- Senators Harris and Charles.

LAST ACTION: Each bill had a public hearing but no further action was taken.

6. House Bill 1130 / Senate Bill 868 – State Highway Administration – Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan – Expansion – **FAILED** (MAA Opposed)

This bill would have required the State Highway Administration to expand the scope of a specific infrastructure project—namely, the Maryland Route 410 (East-West Highway) Pedestrian Safety Action Plan—to include additional public rights-of-way in Prince George’s County. Sponsors: HB 1130- Delegates Martinez, Healey and Williams; SB 868- Senator A. Washington.

LAST ACTION: Each bill had a public hearing but no further action was taken.

Procurement

1. House Bill 587 – Procurement – Department of Transportation and Maryland Transportation Authority Contracts – Board of Public Works Contract Authority – Study and Report – **PASSED, BUT AMENDED** (MAA Opposed)

House Bill 587, as originally drafted, would have authorized the Board of Public Works approval over new contracts within the Department of Transportation and the Maryland Transportation Authority for roads, bridges and highways valued at \$500,000, a threshold later amended in committee to \$5 Million, and contract modifications over \$1 Million. However, the Senate heavily amended the bill, striking it in its entirety and amending it into a workgroup that includes representation from the transportation construction and materials industry. The workgroup is tasked with studying the existing approval authority for capital expenditures and make recommendations. It will convene



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beginning June 1, 2026, operate through June 30, 2027, and submit preliminary findings to the Governor on or before December 1, 2027. Sponsors: Delegates Phillips et al.

LAST ACTION: Passed Enrolled. HB 587 passed out of the House (116-6) and the Senate (46-1). The effective date is July 1, 2026. See Appendix A for Committee vote breakdown.

2. House Bill 905 / Senate Bill 547 – Recipients of State and Local Government Funding – Reporting (Buy Maryland Reporting Requirements) – **FAILED (MAA Opposed)**

House Bill 905 would have required State and local governments, as well as individuals and corporations receiving State funding, to submit detailed annual reports to the Comptroller on the use of those funds. The bill also would have required contractors and subcontractors to include extensive information on tax filings regarding their employees, business status, and subcontracting relationships. Sponsors: HB 905- Delegate Roberts et al.; SB 547- Senator Charles.

LAST ACTION: Each bill had a public hearing but no further action was taken.

3. House Bill 1125 / Senate Bill 318 – State Capital Program – Covered Projects – Public Engagement and Community Outreach Requirements (Community Engagement and Outreach Act of 2026) – **FAILED (MAA Opposed)**

This bill would have required state agencies proposing certain capital projects to develop extensive community engagement and outreach plans before a project may proceed. These plans would map affected areas, identifying environmental and public health considerations, and meet detailed outreach and notice requirements. Sponsors: HB 1125- Delegates Phillips and White Holland; SB 318- Senator Brooks.

LAST ACTION: Each bill had a public hearing but no further action was taken.

4. House Bill 74 / Senate Bill 63 – State Procurement – Security Services – Contract Modification – **FAILED (MAA Supported with Amendments)**

This bill would have would allowed contracts of three years or more and valued over \$2 million to include a clause requiring contract modification for equitable adjustment for increased costs for compensation and benefits as a result of statutory changes that would increase required compensation or benefits. MAA advocated targeted amendments to ensure the bill remained neutral and workable within Maryland’s construction market. Sponsors: HB 74- Delegate S. Johnson; SB 63- Senator McCray.

LAST ACTION: HB 74 passed the House (86-29), but no action was taken in the Senate. SB 63 had a public hearing but no further action was taken.



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Labor and Workforce

1. House Bill 894 / Senate Bill 389 – Land Use – Transit Oriented Development – Alterations (Maryland Transit and Housing Opportunity Act) – PASSED, BUT AMENDED (MAA Supported with Amendments)

This bill makes several changes relating to transit-oriented development, including allowing for automatic designation of certain transit-oriented developments as enterprise zones. As introduced, the bill would have established a priority and scoring preference including the inclusion of project labor agreements (PLAs). The entire scoring preference list, including PLAs was removed by the Senate. Sponsor: The Administration.

LAST ACTION: Passed Enrolled. HB 894 passed the House (96-32) and the Senate (42-4). The effective date is October 1, 2026.

2. House Bill 299 / Senate Bill 60 – Fraud Prevention, Prevailing Wage, and Living Wage – Prohibitions, Penalties, and Enforcement – FAILED (MAA Supported with Amendments)

This bill would have imposed joint and several liability on general contractors for the labor practices of all subcontractors, regardless of a direct relationship, among other changes. MAA requested the liability portion be removed from the bill. The Senate made several changes to the bill to soften the liability to general contractors, including indemnification. Sponsor: Departmental (Department of Labor).

LAST ACTION: HB 299 passed the House (98-36), and passed out of the Senate Committee and second reader on the last day of session, but did not pass third reader. SB 60 passed out of the Finance Committee but was laid over by Senator Jennings on the last day of session.

3. House Bill 314 – Automation Technology Deployment Assessment and Displaced Employee Retraining Fund – Established – FAILED (MAA Opposed)

House Bill 314 would have required all employers with 100 employees or more to pay \$900 for each employee displaced by automation technology with associated penalties up to \$250,000 for failure to make payment to be paid into a Displaced Employee Retraining Fund managed by the Secretary of Labor. Sponsor: Delegate Stewart.

LAST ACTION: HB 314 was withdrawn by the sponsor.



4. House Bill 1007 / Senate Bill 881 – Commercial Financing – Small Business Truth in Lending Act – **FAILED (MAA Opposed)**

This bill would have regulated commercial financing transactions by requiring certain disclosures, calculations of annual percentage rates, terms of repayments, etc. Sponsor: HB 1007- Delegate Fraser-Hidalgo; SB 881- Senator Kramer.

LAST ACTION: HB 1007 had a public hearing but no further action was taken. SB 881 passed out of the Senate (42-0), but no action was taken in the House. See Appendix A for Committee vote breakdown.

5. House Bill 954 / Senate Bill 609 – State Finance and Procurement Retention Proceeds – **FAILED (MAA Supported with Amendments)**

This bill would have required that undisputed retention proceeds retained under a State procurement contract by either a state unit or a contractor be paid within 90 days after the date of substantial completion. MAA requested an amendment to reduce the payment window from 90 days to 60 days. Sponsors: HB 954- Delegates Adams, Cullison, and Kerr; SB 609- Senator Mautz.

LAST ACTION: HB 954 pass the House (133-0), but no action was taken in the Senate. SB 609 had a public hearing but no further action was taken.

6. House Bill 864 / Senate Bill 964 – Public Works Contracts – Apprenticeship Requirements (Maryland Workforce Apprenticeship Utilization Act) – **PASSED, BUT AMENDED (MAA Opposed)**

This bill, as introduced would have changed the State's apprenticeship requirements for public works contracts requiring contractors and subcontractors to ensure that 20% of total labor hours were performed by qualifying apprentices or journeyworkers, removing the option to pay into an apprenticeship training fund or program instead. However, the Senate heavily amended the bill creating 3 separate tracts a contractor can take under public works contracts:

- (1) The contractor participates in an apprenticeship training program in which it will employ persons for the covered project and is employing the number of new apprentices or journeyworkers for a project necessary to meet the applicable percentage;
- (2) The contractor makes payments into the State Apprenticeship Training Fund; or
- (3) The contractor will make payments in amounts determined to a qualified apprenticeship program.

The applicable percentage in January 2027 is 20%, but the Secretary must reset the applicable percentage every other year based on actual enrollment and utilization data. The Senate also amended the penalty portion from \$100 multiplied by the total labor hours to a fine of up to \$10,000. Sponsors: HB 864- Delegate Wells et al.; SB 964- Senator McCray.



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LAST ACTION: Passed Enrolled. HB 864 passed the House (118-6) and the Senate (41-0). SB 964 passed the Senate (45-0) and the House (124-11). The effective date is October 1, 2026.

7. House Bill 1216 – Insurance – Certificates of Guarantee for County Bond Requirements – All Counties – PASSED (MAA Opposed)

House Bill 1216 now authorizes, but does not require, all counties in Maryland to honor certificates of guarantee issued by nonprofit associations of contractors or their approved subsidiaries in order to satisfy county bond requirements for public improvements or other county obligations. This already applied to the following counties: Baltimore County, Baltimore City, Calvert County, Charles County, Howard County, Prince George’s County, Montgomery County, St. Mary’s County, and Washington County. Sponsor: Delegate Phillips.

LAST ACTION: Returned Passed. HB 1216 passed the House (94-37) and the Senate (33-8). The effective date is October 1, 2026.



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APPENDIX A – Roll Call Votes by Bill

1. HB 437 / SB 59 – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)

a. Senate Budget and Taxation Committee

i. Yea

1. Augustine
2. Guzzone
3. Hettleman
4. Lewis Young
5. McCray
6. Rosapepe
7. Zucker

ii. Nay

1. Bailey
2. Corderman
3. Jennings
4. King
5. Salling

b. House Appropriations Committee

i. Yea

1. Acevero
2. Chang
3. Edelson
4. Forbes
5. Harrison
6. Ivey
7. D. Jones
8. Kaiser
9. McCaskill
10. Ruff
11. Smith
12. Spiegel
13. Toles
14. C. Watson
15. Wolek

ii. Nay

1. Beauchamp
2. Ghrist
3. Hinebaugh
4. Metzgar



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- c. House Environment and Transportation Committee
 - i. Yea
 - 1. Allen
 - 2. Behler
 - 3. Boyce
 - 4. Foley
 - 5. Fraser-Hidalgo
 - 6. Guyton
 - 7. Holmes
 - 8. R. Lewis
 - 9. Odom
 - 10. Stein
 - 11. Ziegler
 - ii. Nay
 - 1. Anderson
 - 2. Baker
 - 3. Jacobs
 - 4. T. Morgan
 - 5. Nawrocki

- 2. **HB 587 – Procurement – Department of Transportation and Maryland Transportation Authority Contracts – Board of Public Works Contract Authority – Study and Report**
 - a. House Government, Labor, and Elections Committee (language as introduced, but amended to raise threshold to \$5M)
 - i. Yea
 - 1. Chisholm
 - 2. Ciliberti
 - 3. Clippinger
 - 4. Crutchfield
 - 5. Kerr
 - 6. Lehman
 - 7. Ruth
 - 8. Sample-Hughes
 - 9. Schindler
 - 10. Schmidt
 - 11. Solomon
 - 12. Stewart
 - 13. Terrasa
 - 14. Tomlinson
 - 15. Wilson
 - 16. Wu



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- ii. Nay
 - 1. Fisher
 - b. Senate Budget and Taxation Committee (as a study)
 - i. Yea
 - 1. Augustine
 - 2. Benson
 - 3. Guzzone
 - 4. Hettleman
 - 5. King
 - 6. Lewis Young
 - 7. McCray
 - 8. Zucker
 - ii. Nay
 - 1. Corderman
 - 2. Salling
- 3. SB 881 – Commercial Financing – Small Business Truth in Lending Act**
- a. Senate Finance Committee
 - i. Yea
 - 1. Beidle
 - 2. Gile
 - 3. Hayes
 - 4. Hershey
 - 5. Jackson
 - 6. Kramer
 - 7. Lam
 - 8. Ready
 - 9. A. Washington
 - ii. Nay
 - 1. Mautz



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