



February 10, 2026

Delegate Ben Barnes, Chair  
Appropriations Committee  
120 Taylor House Office Building  
Annapolis, MD 21401

Delegate Marc Korman, Chair  
Environment and Transportation Committee  
250 Taylor House Office Building  
Annapolis, MD 21401

**RE: HB 437 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment Act of 2026)**

Dear Chair Barnes, Chair Korman, and Members of the Committees:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland’s multimodal transportation system.

MAA strongly supports environmental safeguards and the responsible stewardship of Maryland’s natural resources. Our members are committed to reducing emissions, improving efficiency, and incorporating innovative practices that lower the environmental footprint of roadway construction and maintenance. However, House Bill 437 misses that goal by focusing on a narrow and incomplete view of transportation emissions while failing to consider the full lifecycle of the roadway system.

HB 437 takes a myopic approach by emphasizing modeling and mitigation requirements without accounting for the proven environmental benefits of maintaining roads in a state of good repair. Well-maintained pavements reduce vehicle fuel consumption, lower emissions, and improve safety. Policies that divert limited transportation resources away from preservation and maintenance ultimately increase congestion, vehicle wear, and emissions—undermining the very environmental outcomes the bill seeks to advance.

Equally concerning, the bill does not meaningfully evaluate lifecycle emissions associated with roadway materials, construction methods, and long-term performance. Asphalt pavements already support recycling, reuse, and lower-temperature technologies such as warm-mix asphalt, which significantly reduce emissions during production and placement. A comprehensive lifecycle approach would recognize these benefits rather than impose requirements that discourage practical, cost-effective infrastructure investment.

If the General Assembly’s objective is to reduce transportation-sector emissions, the focus should shift toward solutions that deliver measurable results. Encouraging alternative fuels, supporting cleaner construction equipment, expanding the use of recycled materials, and investing in pavement strategies that reduce vehicle emissions would be far more effective than policies that restrict roadway investment or increase regulatory burdens without corresponding environmental gains.



HB 437 risks unintentionally harming roadway safety and system reliability by prioritizing new analytical and mitigation mandates over maintaining the infrastructure Marylanders rely on every day. Environmental stewardship and safe, efficient transportation are not competing goals—and this bill fails to align them.

For these reasons, the Maryland Asphalt Association respectfully urges the Committee to issue an **unfavorable report** on House Bill 437.

Sincerely,

A handwritten signature in black ink that reads 'Tim Smith'.

Tim E. Smith. P.E.  
President  
Maryland Asphalt Association