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MARYLAND ASPHALT ASSOCIATION



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G. Marshall Klinefelter

March 5, 2020

Delegate Kumar P. Barve, Chairman
Environment and Transportation
251 House Office Building
6 Bladen Street
Annapolis, Maryland 21401

OPPOSE

Re: **HOUSE BILL 1220 – PUBLIC-PRIVATE PARTNERSHIPS – HIGHWAY AND
BRIDGE TOLL FACILITIES – RATES (NO LEXUS LANE ACT)**

Dear Chairman Barve and Committee Members:

The Maryland Asphalt Association is comprised of 18 producer members representing more than 47 production facilities, 21 contractor members, 24 consulting engineer firms and 39 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

HB 1220 could significantly encumber the State traffic relief plan by prohibiting toll rates that exceed 10 cents per mile. By setting this limitation, this could potentially lead to underfunding of projects set forth by Public-Private Partnerships (P3), thus leading to project cancelations. Currently, P3 projects are funded by revenue generated by toll lanes. If there is a limitation on the amount of revenue collected, there is a potential that money will not be available to finance current and future projects. This will then lead to dependency on the State of Maryland for funding. The provision that states "with approval from the Board of Public Works, toll rates that exceed 10 per mile can be authorized," is discretionary and inefficient. Approval processes will prolong the time of production and completion, leaving projects delayed and potentially abandoned.

We appreciate you taking the time to address this important issue and we urge an unfavorable report on House Bill 1220.

Thank you,

Marshall Klinefelter
President
Maryland Asphalt Association