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**MARYLAND ASPHALT ASSOCIATION**



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PRESIDENT:  
G. Marshall Klinefelter

February 24, 2023

Delegate Kumar Barve, Chair  
House Environment and Transportation Committee  
Room 251 House Office Building  
Annapolis, MD 21401

Delegate C.T. Wilson, Chair  
House Economic Matters Committee  
Room 231 House Office Building  
Annapolis, MD 21401

**RE: House Bill 487 – FAVORABLE – Environment – Low Emissions Vehicle Program – Prohibition (Affordable Emissions Standards Act of 2023)**

Dear Chair Barve, Chair Wilson, and Members of the Environment and Transportation and Economic Matters Committees:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms and 41 other associate members. MAA works proactively 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.

House Bill 487 prohibits the Department of the Environment from adopting regulations to implement the Advanced Clean Cars II regulation adopted by the California Air Resources Board unless the Maryland Department of the Environment (MDE) first conducts an economic impact analysis, a budgetary analysis, and an analysis of the sufficiency of the State's electric grid to accommodate the additional load. Even after the submission of these analyses, MDE would not be able to implement these standards unless the General Assembly enacts a law authorizing their adoption.

MAA supports House Bill 487 because our members are concerned about the impact that such a radical shift in the State's vehicle emissions standards, as prescribed by the Advanced Clean Cars II regulations, over such a short amount of time and with so little notice will have on them from a business standpoint and from a personal perspective. We understand the need to combat man-made climate change, so there is nothing in this bill that would permanently bar the State from adopting these regulations. We simply ask that MDE conduct a thorough and transparent analysis of all the ways they could impact Marylanders' wallets, our businesses, and our infrastructure. This will ensure that those who would ultimately make the decision to move forward with these standards can be held accountable by the voters.

We appreciate you taking the time to consider our request for a FAVORABLE report on House Bill 487.

Sincerely,

Marshall Klinefelter  
President  
Maryland Asphalt Association

