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February 11, 2025

Delegate Ben Barnes, Chair
House 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 20 – UNFAVORABLE – Transportation – Consolidated Transportation Program – Prioritization (Transportation Investment Priorities Act of 2025)

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

The Maryland Asphalt Association (MAA) represents approximately 120 members, including 20 material producers and 100 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 opposes HB 20 due to significant concerns about its impact on Maryland's transportation program:

- **Lack of Clarity in Prioritization**– The bill fails to demonstrate how it will improve the prioritization process within the consolidated transportation program.
- **Unaccountable Commission**– It establishes a commission to review, advise, and make recommendations on Maryland's transportation plan, but its appointed members are not accountable to any constituency.
- **System Preservation**– The bill removes system preservation as a key factor in evaluating surface transportation projects. According to the Federal Highway Administration, every dollar deferred in system preservation results in six times or more in future repair costs.
- **Unfunded Mandates**– It introduces new transportation priorities without identifying funding sources, despite the existing \$3.8 billion shortfall outlined in the Maryland DOT's 2025 Attainment Report.

Without a comprehensive funding plan, this bill will continue to divert resources away from roadways—roads that are already underfunded and struggling to support basic maintenance. Expanding priorities without securing additional funding is not only self-defeating but also short-sighted. This bill would create obstacles to surface projects, hindering growth and contradicting Governor Moore's economic agenda.

We respectfully urge an **UNFAVORABLE** report on HB 20. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Tim Smith". The signature is written in a cursive, flowing style.

Tim Smith, P.E.
President
Maryland Asphalt Association