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MARYLAND ASPHALT ASSOCIATION



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February 11th, 2025

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

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

RE: HB 84 – UNFAVORABLE – Transportation – Major Highway Capacity Expansion Projects and Impact Assessments (Transportation and Climate Alignment 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.

House Bill 84 would create an additional process for all major highway capacity expansion projects where total costs would be over \$5 million, to include establishing a process for performing major highway capacity expansion project impact assessments that must be performed before a project may be included in the into the statewide transportation improvement program or the consolidated transportation program (CTP). If it is determined that the project will result in a net increase in greenhouse gas emissions or vehicle miles traveled, they must develop a mitigation plan to eliminate those net increases.

While MAA recognizes the importance of responsible and thorough assessments, we believe this proposed legislation is both burdensome and redundant. Existing processes under NEPA and the CTP already provide rigorous evaluations, making this bill an unnecessary addition that could create unintended obstacles to essential infrastructure development. The legislation introduces another layer of complexity to an already intricate approval process, raising concerns that the offsetting activities outlined in the bill will fail to achieve net-zero greenhouse gas emissions. This could lead to prolonged delays or even the cancellation of all new highway capacity expansion projects in the state.

Moreover, this bill directly conflicts with Governor Moore's economic growth agenda. A well-funded, efficient transportation system is a fundamental driver of economic development, and policies that hinder infrastructure investment ultimately undermine the state's economic competitiveness.

We appreciate you taking the time to consider our request for an **UNFAVORABLE** report on HB 84.

Sincerely,

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

Tim Smith, P.E.
President
Maryland Asphalt Association