

CHAIRMAN:
David Slaughter
VICE CHAIRMAN
Paul Bramble



TREASURER:
Curtis Hall
SECRETARY:
Nathan Scrivener
PRESIDENT:
Tim Smith

March 5th, 2025

Senator Guy Guzzone, Chair
Budget and Taxation Committee
3 West, Miller Senate Office Building
Annapolis, MD 21401

Senator Pamela Beidle, Chair
Finance Committee
3 East, Miller Senate Office Building
Annapolis, MD 21401

RE: SB 881 – FAVORABLE – Transportation – Regional Transportation Authorities

Dear Chair Guzzone, Chair Beidle 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.

Senate Bill 881 would establish Regional Transportation Authorities (RTA) in three regions of Maryland—the Baltimore Region, the Capital Region, and the Southern Maryland Region to prepare and implement regional transportation plans for their respective regions and sets up the funding and taxing mechanisms for the authorities.

MAA strongly supports SB 881, as it addresses a critical need for funding regional and local transportation projects across all modes. We appreciate the sponsor's leadership in introducing this bill—an approach we have long advocated for in Maryland. RTAs have proven highly effective in ensuring dedicated investment in transportation infrastructure. Virginia, for example, has successfully utilized RTAs for years. The Northern Virginia Transportation Authority alone provides over \$400 million annually for projects, funding improvements aligned with regional plans while allowing localities to allocate a portion of funds to their specific needs.

The potential impact for Maryland is significant. If modeled after Virginia's success, an RTA could generate \$2.4 billion over a six-year capital budget cycle—just for one region. Like this bill proposes, Virginia operates three regional transportation authorities, demonstrating their effectiveness.

Importantly, RTAs do not replace existing funding mechanisms; rather, they supplement them, establishing dedicated funding sources to ensure steady, region-specific infrastructure investment. As you know, Maryland's current transportation funding streams are insufficient to meet demand or sustain our transportation workforce. HB 1370 offers a forward-looking solution—reducing reliance on the Motor Fuel Tax and other limited revenue sources while enabling expanded investment that would ease commutes and create tens of thousands of construction jobs.

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Given Maryland's diverse landscape, an RTA framework would ensure that transportation funding is allocated where it is needed most, rather than placing the financial burden on residents who may not benefit from certain projects. This bill would provide a more equitable and targeted approach to transportation investment—benefiting communities, workers, and the state's economic growth.

For the reasons stated, we respectfully ask for a **FAVORABLE** vote on SB 881.

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