



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

February 3, 2026

**RE: SB 281 – UNFAVORABLE – Metro Funding Modification Act of 2026**

Dear Chair Guzzone and Members of the Committee:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, 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.

While MAA supports accountability and transparency in transportation spending, this bill risks undermining Maryland's ability to maintain and improve its roadway infrastructure by prioritizing transit funding in a way that creates significant budgetary trade-offs, by directing a substantial share of transportation trust fund dollars towards WMATA funding. Maryland's transportation funding is finite. SB 281 would further entrench mandatory and escalating funding commitments to WMATA, potentially drawing from the same Transportation Trust Fund resources that support highway construction, resurfacing, and maintenance statewide. Roads and bridges remain the backbone of Maryland's transportation system, supporting commerce, emergency services, and daily travel for millions of residents. Diverting limited funds away from pavement preservation and highway improvements will accelerate deterioration, increase long-term repair costs, and strain already constrained capital programs.

The bill also introduces funding conditions and withholding mechanisms that could add uncertainty to the Maryland Department of Transportation's capital planning process. Predictability is critical for multi-year infrastructure projects. New fiscal triggers tied to WMATA performance or other criteria may complicate budgeting decisions and delay or reduce investment in road projects across the state, including in regions that do not directly benefit from Metro service.

Our members—who include asphalt producers, paving contractors, and suppliers—see firsthand the growing backlog of roadway maintenance needs. Maryland continues to face rising construction costs, aging infrastructure, and increasing demands on its highway system. Any policy that risks shifting funding away from these core needs moves the state in the wrong direction. For these reasons, we respectfully ask for an **unfavorable** report on Senate Bill 281.

Sincerely,

Tim E. Smith, P.E.  
President  
Maryland Asphalt Association