



MARYLAND ASPHALT ASSOCIATION



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

Delegate Maggie McIntosh, Chair
Appropriations Committee
21 House Office Building
Annapolis, MD 21401

February 12, 2021

RE: HB 67 – UNFAVORABLE – I-495 and I-270 Public-Private Partnership – Partnership Agreement – Requirements (Maryland Department of Transportation Promises Act of 2021)

Dear Members from Environment and Transportation and Appropriations Committees:


The Maryland Transportation Builders and Materials Association (“MTBMA”) and the Maryland Asphalt Association (“MAA”) collectively represent tens of thousands of Marylanders who operate in the areas of transportation construction, production and engineering. Together, for nearly 100 years these organizations have served as the voice of the transportation construction industry. The mission of both MTBMA and MAA is to encourage, develop, and protect the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry, and also advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

HB 67 calls for a mandate on how funds generated from toll lanes on I-495 and I-270 will be allocated. The bill calls for 10% of toll revenue from these highways to be distributed to a special fund, and the money within that fund can only be used for transit projects that comply with memorandums of understanding between the Department of Transportation and the governing bodies of the counties where the toll facilities are located. This will ultimately grant counties more power than the State and lead to dependency on the State for funding. This will lead to additional provisions placed on an already well-coordinated and heavily regulated system. The needs of our State are critical, and we cannot afford to impose more constraints on a region that is struggling with massive deficiencies in its transportation infrastructure network.

We appreciate you taking the time to address this important issue and we urge an unfavorable report on House Bill 67.

Sincerely,


Michael Sakata
President & CEO, MTBMA


Marshall Klinefelter
President, MAA