

CHAIRMAN:
Rob Scrivener
VICE CHAIRMAN
Brian Russell

MARYLAND ASPHALT ASSOCIATION



SECRETARY:
David Slaughter
TREASURER:
Jeff Graf
PRESIDENT:
G. Marshall Klinefelter

March 9, 2022

Senator Delores G. Kelley, Chair
Senate Finance Committee
3 East, Miller Senate Office Building
Annapolis, MD 21401

RE: SB 880 – UNFAVORABLE – Safe Access for All (SAFE) Roads Act of 2022

Dear Chair Kelley and Members of the Senate Finance Committee:

The Maryland Asphalt Association (MAA) is comprised of 18 producer members representing more than 47 production facilities, 24 contractor members, 24 consulting engineer firms and 41 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

Senate Bill 880 would require the Maryland Department of Transportation (MDOT) and the State Highway Administration (SHA) to recommend and implement various requirements related to pedestrian and bicycle rider safety. While we appreciate the Sponsor's intent with this legislation, SB 880 is unnecessary and redundant because MDOT and SHA already do this. As the fiscal and policy note lays out, SHA's Context Driven guide and associated strategies is a planning and design resource that includes guidance and strategies for the implementation of safe and multi-modal roads and highways. Additionally, MDOT is required to publish a Bicycle and Pedestrian Master Plan and update it every five years. Lastly, Vision Zero was established in 2019 as the State's traffic safety program.

The Transportation Trust Fund's (TTF) operating expenditures would increase significantly as a result of this bill, requiring MDOT to redirect almost \$300 million between 2024 and 2027 from other projects. Unfortunately, without an increase in revenues for the other projects that the TTF funds, we cannot support this legislation. Our position centers around the concern that the funds needed for this program would result in less money available to fund critical repairs to the roads and bridges that form the backbone of Maryland's transportation infrastructure. We appreciate you taking the time to address this important issue, and we urge an unfavorable report on Senate Bill 880.

Thank you,

Marshall Klinefelter
President
Maryland Asphalt Association