



Maryland Motor Truck Association

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HEARING DATE: March 5, 2020

BILL NO/TITLE: **HB1220: Public-Private Partnerships – Highway and Bridge Toll Facilities – Rates (No Lexus Lane Act)**

HB1249: I-495 and I-270 Public-Private Partnership - Partnership Agreement - Requirements (Maryland State Department of Transportation Promises Act of 2020)

HB1424: Public-Private Partnerships - Process and Oversight

COMMITTEE: House Environment & Transportation Committee

POSITION: **Oppose**

As the trade association representing motor carriers that regularly travel throughout the state and deliver products to citizens in every jurisdiction in Maryland, the Maryland Motor Truck Association (MMTA) urges the Committee to consider the potential negative impacts HB1220, HB1249 and HB1424 may have on our region's congestion mitigation and greenhouse gas reduction efforts.

Safe and reliable truck movements form the backbone of economic growth in the United States. Motor carriers are directly affected by congestion through increased operating costs; traffic congestion results in wasted fuel, higher labor costs, less safety and greater vehicle wear and tear. Secondary impacts of congestion on trucking include inefficiencies in the nation's supply chain as pick-up and delivery schedules are impacted by traffic delays. In 2018 year the American Transportation Research Institute updated its "Cost of Congestion to the Trucking Industry" report. On the National Highway System alone, delays were calculated to be almost 1.2 billion hours. Between 2015 and 2016, delay costs increased by over \$377 million, to \$74.5 billion. **The lost productivity is the equivalent of 425,533 commercial truck drivers sitting idle in traffic without moving for an entire working year.**

While MMTA opposes the use of tolls to pay for maintenance on our existing highway system, the Association recognizes that in today's fiscal environment major projects that add capacity to our transportation network are often not able to be funded by traditional means. We understand that for critical capacity enhancements, tolling is typically the only way to fund new highway construction or offset the cost of adding lanes on the existing system. MMTA understands that these projects are often done through Public-Private-Partnerships (P3s) and **supports those efforts providing that the added capacity is the only tolled portion of the highway; and the trucking industry has the option of staying on un-tolled roads/lanes or paying to use the enhanced capacity.**

Exercising increased scrutiny on P3s only serves to reduce the likelihood of the state being to complete major transportation projects and meaningfully address our congestion challenges. Because the passage of these bills will ultimately have a negative impact on state transportation projects that serve to reduce congestion, MMTA asks for an unfavorable report.

About Maryland Motor Truck Association: Maryland Motor Truck Association is a not-for-profit trade association representing the trucking industry since 1935. In service to its 1,000+ members, MMTA is committed to supporting and advocating for a safe, efficient and profitable trucking industry across all sectors and industry types, regardless of size, domicile or type of operation.

For further information, contact: Louis Campion, (c) 443-623-4223