

March 25, 2024

The Honorable Guy Guzzone
Chair, Budget and Taxation Committee
Maryland State Senate

Re: Support for House Bill 1070 – Maryland Toll Rate Reform Act of 2024

Dear Chair Guzzone and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for HB 1070. This bill would require the Maryland Transportation Authority (MDTA) to adjust toll rates to generate funding for the operation and maintenance of its tolled roads, bridges and tunnels while also making needed contributions to Maryland’s statewide Transportation Trust Fund (TTF).

The Partnership is a first-of-its-kind nonprofit alliance of the region’s leading employers in Maryland, Virginia, and Washington, DC. In 2018, the Partnership released the [Blueprint for Regional Mobility](#), an action-oriented strategy to transform our region’s transportation system into an asset that ensures our global competitiveness, expands access to opportunity, and removes barriers to mobility from Baltimore to Richmond. More recently, we have partnered with the Greater Baltimore Committee to advance a vision for [Baltimore’s Transit Future](#). Both initiatives call for adequate and sustainable funding for a transportation system that can create shared prosperity and catalyze economic growth.

Maryland is facing a significant transportation funding deficit, estimated at more than \$3 billion over the next six years. While the Governor’s proposed budget minimizes the impact for FY25, the cuts that the Department of Transportation will have to make in future years without additional TTF revenues would be devastating for the state – putting state of good repair work for existing assets at risk, while making investment in new, transformative opportunities even more difficult.

This bill is in alignment with an interim recommendation of the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN Commission) to adjust toll rates to generate new revenue for transportation assets supported by MDTA while also bolstering the TTF.¹ In this constrained budget environment, passage of this measure is a necessary first step to address near- and long-term transportation funding challenges. As passed by the House, this bill would provide a predictable stream of transfers from MDTA to the TTF, supporting a more equitable and economically competitive transportation system.

For these reasons, we urge a **favorable** report on HB 1070. Thank you for your consideration and shared commitment to developing solutions for Maryland’s transportation funding challenge, as well as making this region the best place to live, work, and build a business.

Contact: Thomas J. Maloney
Vice President, Policy & External Affairs
tmaloney@greaterwashingtonpartnership.com

¹ See Recommendation 3, [TRAIN Commission 2023 Interim Report](#).

