



TESTIMONY FOR HB1070 Maryland Toll Rate Reform Act of 2024

Bill Sponsor: Delegate Korman

Committee: Environment and Transportation, Budget and Tax

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Aileen Alex, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of HB1070 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists, and our Coalition supports well over 30,000 members.

The Maryland Toll Rate Reform Act of 2024 addresses recommendations from the Transportation Revenue and Infrastructure Needs Commission. It requires the Maryland Transportation Authority (MdTA) to maximize toll revenues to generate funding for the maintenance and operation of its toll facilities.

Surplus revenues are to go to the Transportation Trust Fund to construct or maintain state highways that feed traffic to MdTA facilities or construct or maintain state highway or transit projects that serve as alternatives to the facilities.

The revenues flowing into the state's dedicated Transportation Trust Fund have declined. That account, which pays for highway and transit projects as well as for Baltimore's transit system and WMATA, is built on revenues from the state's gas tax and other taxes and fees. People are driving electric vehicles and keeping their cars longer, impacting our transportation funding.

Some of the toll increases being considered are modest and would generate only \$80 to \$90 million. This is a small, but important, plug in the transportation budget impacted by cost of our Blueprint for education. Our Coalition supports both these funding priorities.

We recommend a **FAVORABLE** report in committee.