

February 28, 2024

The Honorable Marc Korman
Chair, Environment and Transportation Committee
Maryland House of Delegates

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

Dear Chair Korman and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for **HB 1070**, which would require the Maryland Transportation Authority (MDTA) to maximize toll revenues to generate funding for both the operation and maintenance of its tolled facilities and projects in Maryland's broader transportation system.

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 \$2 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 changes to their revenue forecast would be devastating for the state. Maryland needs new, sustainable transportation revenue sources to ensure that it can meet its transportation needs.

This bill is in alignment with the recommendation of the Maryland Commission on Transportation Revenue and Infrastructure Needs (TRAIN Commission), which advises the General Assembly to mandate MDTA to optimize toll revenues to generate new revenue to support transportation funding needs in the state. The Partnership supports the TRAIN Commission's efforts to address the state's near- and long-term transportation funding challenges. This bill would enable the state to take a first step toward increasing transportation revenues, paving the way for a transportation system that is equitable and economically competitive.

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

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