

**Testimony on HB 1070**  
**Maryland Toll Rate Reform Act of 2024**  
**House Environment and Transportation Committee**

**Date: February 29, 2024**

**Position: SUPPORT with Amendments**

The Coalition for Smarter Growth (CSG) supports HB1070 with amendments. Our organization advocates for walkable, bikeable, inclusive, and transit-oriented communities as the most sustainable and equitable way for the Washington, DC region to grow and provide opportunities for all.

We support user fees for vehicles on roadways that cover the public costs of maintenance, operations and other impacts. Setting toll rates in line with these costs is appropriate. However, oversight of the revenues is important to ensure they are used in ways that do not worsen transportation outcomes.

CSG asks for the following amendments:

- Prioritize maintenance and state of good repair of toll facilities rather than using them as a source for expanding toll roads and connecting roads outside of MDOT's accountable multimodal project prioritization process. Strike "construction" from 3-216 (d) (5) (I) so instead of allowing use of funds for THE CONSTRUCTION AND MAINTENANCE OF STATE HIGHWAYS THAT FEED VEHICULAR TRAFFIC TO A MARYLAND TRANSPORTATION AUTHORITY TRANSPORTATION FACILITY; it allows use of funds for the MAINTENANCE OF STATE HIGHWAYS THAT FEED VEHICULAR TRAFFIC TO A MdTA FACILITY.
- Prioritize providing access to jobs, services, and goods, rather than moving vehicles as the end goal. Change "relieve traffic congestion" in 3-216 (d) (5) (II) to "increase person throughput and improve cargo movement at a Maryland Transportation Authority Transportation Facility by providing transit, rail, and demand management alternatives."
- We appreciate the bill's approach of using funds in the vicinity of the toll facility and suggest language to make it more specific to benefit the people and communities who bear the brunt of the impact including pollution. Replace "general vicinity" with "Shall be spent on projects that directly benefit people within the jurisdiction in which the toll facility is located."

We ask for a favorable report with suggested amendments for HB1070 by the committee. Thank you.

Stewart Schwartz  
Executive Director