



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 4, 2025

Testimony in Support of HB1068

Bill Title: Maryland Transportation Authority - Tolls - Collection and Use (Maryland Toll Rate Reform Act of 2025)

Position: Favorable

Chair Korman, Vice Chair Boyce, and members of the Environment and Transportation Committee,

Thank you for this opportunity to present HB01068, Maryland Transportation Authority - Tolls - Collection and Use (Maryland Toll Rate Reform Act of 2025).

This legislation represents a necessary step toward modernizing our state's transportation funding strategy. It ensures the Maryland Transportation Authority (MDTA) maximizes its toll revenues while directly reinvesting surplus funds into critical transportation infrastructure projects.

For years, Maryland's transportation funding model has been under strain. With the rise of fuel-efficient and zero-emission vehicles, revenue from the state's motor fuel tax has declined significantly, jeopardizing the sustainability of our transportation network. Past reductions in toll rates—though well-intentioned—have contributed to a growing funding gap, limiting the state's ability to address pressing infrastructure needs. House Bill 1068 offers a responsible, forward-thinking solution by requiring MDTA to set toll rates at a near-optimal level, ensuring that we maximize available resources without imposing undue financial burden on Marylanders.

This legislation establishes the Transportation Facilities Overage Account within the Transportation Trust Fund. Any surplus revenue collected beyond what is necessary for bond obligations, maintenance, and operations will be allocated to this account. These funds will be strategically invested in projects that:

- Improve and maintain state highways that directly connect to MDTA facilities.

- Enhance congestion relief through alternative transportation options such as transit expansions and improved roadway networks near MDTA facilities.

HB1068 incorporates necessary protections for Marylanders by requiring MDTA to evaluate and implement discount toll rates for seniors, daily commuters, low-income residents, Maryland E-ZPass holders, and those living in proximity to MDTA facilities. This ensures that our transportation policies remain equitable and do not disproportionately impact working families.

Many other states, including Pennsylvania, New York, and Virginia, already use toll revenue to fund broader transportation initiatives. Maryland should follow suit to ensure we are not left behind in maintaining and modernizing our infrastructure. By aligning our tolling strategy with proven best practices, we can ensure that every dollar collected works toward improving our transportation system.

HB1068 is not about arbitrarily increasing costs; it is about responsible fiscal stewardship. It is about ensuring that Maryland's roads, bridges, and transit networks are safe, efficient, and adequately funded. The investments made possible through this legislation will benefit commuters, businesses, and the overall economic vitality of our state.

With that, I urge a favorable report on HB1068, Thank you.