

# **HB302 - Support - Maryland Motor Truck Association**

Uploaded by: Louis Campion

Position: FAV



**HEARING DATE:** February 12, 2026

**BILL NO/TITLE:** HB302: Maryland Transportation Authority - Patapsco River Toll Bridge – Design

**COMMITTEE:** House Environment & Transportation

**POSITION:** **Support**

Purpose: HB302 would require the Maryland Transportation Authority to design the entrances and exits to the new bridge over the Patapsco River so that vehicles do not pay a toll if they do not actually cross over the bridge.

Maryland Motor Truck Association understands that truck movements sometimes contribute to traffic conflicts and road maintenance concerns - particularly where residential and industrial properties are in close proximity. When possible we support buffer areas between industrial zones and residential communities. Many of the industries we serve operate 24 hours a day; yet, also fashion numerous local jobs and generate millions of dollars in economic activity.

One area where no such buffer exists is in Dundalk. For decades there have been residential concerns about truck traffic and discussions about how to divert traffic to alternate routes. Over the years, many of the routes that were previously used by trucks were sacrificed by the industry to maintain a positive relationship with the communities surrounding them. The trucking industry does not support any effort to further limit truck access in the region, or to force industry on to alternate routes because those routes often involve significant additional mileage or the paying of a toll. This legislation attempts to overcome one of those challenges by addressing a concern at the I-695 toll plaza whereby trucks exiting the Port of Baltimore onto Broening Highway that want to access the outer loop of I-695 were previously forced to pay the toll even when they did not ever cross the Key Bridge.

The Maryland Transportation Authority previously attempted to address this issue by decreasing the toll rate for vehicles with 3 or more axles that are completing this movement since they did not use the bridge. Since the Key Bridge collapse, the agency has also temporarily suspended the collection of tolls in these circumstances until a new bridge is built. With the rebuild of the bridge, coupled with the elimination of using traditional toll booths given the state's implementation of cashless tolling, there is a meaningful chance to address this ongoing concern by relocating the toll gantries and removing the toll for the Broening Highway access road.

The passage of this legislation would open up a safer, more efficient and more environmentally friendly route to the trucking industry, thereby providing drivers with a viable and practical alternative to the local routes in the area. MMTA asks for a favorable report.

**About Maryland Motor Truck Association:** Maryland Motor Truck Association is a non-profit trade association that has represented the trucking industry since 1935. In service to its 1,000 members, MMTA is committed to support, advocate and educate for a safe, efficient and profitable trucking industry in Maryland.

**For further information, contact:** Louis Campion, (c) 443-623-5663

# **HB0302 - LOO - MDTA - Patapsco River Toll Bridge -**

Uploaded by: Patricia Westervelt

Position: UNF

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February 12, 2026

The Honorable Marc Korman  
Chair, House Environment and Transportation Committee  
251 House Office Building  
Annapolis, MD 21401

***RE: Letter of Opposition – House Bill 302 – Maryland Transportation Authority – Patapsco River Toll Bridge – Design***

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) and the Maryland Transportation Authority (MDTA) respectfully oppose House Bill 302 and offers the following information for the Committee's consideration.

HB 302 requires the MDTA to design and locate the entrances and exits to the new bridge over the Patapsco River that will replace the Francis Scott Key (FSK) Bridge, and the associated roads, to ensure that a vehicle that does not cross the bridge is not required to pay a toll.

The MDTA is responsible for the entire 10.9-mile Key Bridge facility, including 22 bridges other than the Key Bridge proper, 7 small structures, 167 ancillary structures, 38.5 lane miles of highway, and 1.5 lane miles of Broening Highway, all of which must be maintained exclusively by toll dollars.

Following the collapse of the FSK Bridge, a Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) was issued on July 23, 2024 requiring the reconstruction of the new bridge within the existing right-of-way of the collapsed FSK Bridge and in a manner that substantially conforms to the preexisting design, function, and location as the original. Betterments to the design are not permissible under this NEPA classification. This would include any changes that are not for the purpose of bringing the structure up to today's design standards, such as modifying the tolling program or locations.

Modifying the existing ramps or the tolling program at the new FSK Bridge would require a full analysis of traffic impacts, including diversions that may occur due to new traffic patterns, as well as community and environmental impacts. This full analysis is estimated to cost \$700,000 and would delay construction of the new bridge, exacerbating impacts to the regional economy, traffic congestion, and the effect of inflation on the overall reconstruction cost for the new bridge. Additionally, required permits and federal funding could be affected if the design, including approaches, deviates from the original footprint per the NEPA CE. The negative impacts of HB 302 extend well beyond the rebuild efforts and into the operation of the facility with a new bridge. The estimated lost toll revenue would be approximately \$1.3 million annually if HB 302 is enacted.

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HB 302 limits the MDTA's ability to toll the entirety of the Key Bridge facility and removes an existing tolling point from the system. The Authority's Trust Agreement contractually binds the MDTA to operate its facilities in accordance with the Trust Agreement covenants. This agreement contains financial and operational requirements for the MDTA and creates rights and protections for the MDTA's bondholders. The Trust Agreement generally restricts MDTA from removing a revenue generating asset from the trust estate, as it would diminish the pledged toll revenues.

The MDTA has suspended tolling on a temporary basis due to the collapse of the bridge. The MDTA was able to identify a special circumstance that permitted the suspension of tolls in accordance with its Trust Agreement and the concurrence of the MDTA Board for the duration of the rebuild. By contrast, HB 302 prevents the MDTA from tolling a vehicle movement that has been tolled since the original facility was constructed and impacts the MDTA Board's independent toll-rate setting authority. Any perception of the loss of independent toll setting authority and diminished revenues would be detrimental to the MDTA's credit rating and will result in higher financing costs – these costs must then be borne by toll payers across all toll facilities owned and operated by MDTA. A one-notch ratings downgrade would result in an estimated \$2.2 million increase in annual debt service for the \$2.7 billion in planned debt financing over the next six years.

It should also be noted that the MDTA already provides substantial discounts when tolling the segment of the facility impacted by this bill. For example, five-axle vehicles using Maryland *E-ZPass*® receive a 58% discount. The Maryland Department of Transportation and the Maryland Transportation Authority respectfully request that the Committee consider this information and issue House Bill 302 an unfavorable report.

Respectfully submitted,

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