



**Testimony to the House Environment and Transportation Committee
HB 1374 - Alternative Fuel, Fuel-Efficient, and Electric Vehicles - Highway Use Fees
Position: Favorable**

3 March 2026

The Honorable Marc Korman, Chair
Room 251, Taylor House Office Building, Annapolis, MD 21401

Honorable Chair Korman and Members of the Environment and Transportation Committee:

I am writing on behalf of the Greater Washington Region Clean Cities Coalition (GWRCCC) to express support for HB 1374. This legislation modernizes Maryland's approach to transportation funding by repealing the existing annual electric vehicle surcharge and replacing it with a more comprehensive highway use fee framework, while establishing a voluntary mileage-based user fee program.

Our Coalition is one of more than 90 Clean Cities and Communities coalitions nationwide supported by the U.S. Department of Energy. GWRCCC is a public-private partnership composed of representatives of the Metropolitan Washington Council of Governments, the District of Columbia, regional governments, national trade associations, public and private companies, and public utilities. Headquartered in the District of Columbia, we have programmatic responsibility for the region including the District of Columbia, Northern Virginia, and Maryland. The mission of our Coalition is to promote the use of clean domestic fuels to assure climate security, energy independence, and clean air in our nation and region by reducing dependence on petroleum and high-emission transportation fuels.

As electric vehicles and other fuel-efficient technologies continue to grow in Maryland, states across the country are evaluating sustainable long-term approaches to transportation funding. HB 1374 represents an important step toward a more equitable and forward-looking system. By replacing a flat surcharge with a highway use fee tied to estimated fuel tax contributions, the bill creates a structure that more closely reflects roadway usage while avoiding policies that could unintentionally discourage EV adoption.

GWRCCC particularly supports the bill's establishment of a voluntary mileage-based user fee program. Providing drivers with an option to pay based on miles traveled introduces flexibility and transparency while helping Maryland explore innovative funding models that can adapt as vehicle technologies evolve. The bill's inclusion of strong privacy protections and voluntary participation helps build public confidence in this emerging approach to transportation finance.

In addition, dedicating revenue from the Highway Use Fee Account to the Maryland Area Regional Commuter Rail service strengthens multimodal transportation investments that reduce congestion and expand mobility options for residents throughout the region. Supporting rail and transit improvements aligns with Maryland's broader climate goals and complements ongoing investments in clean vehicles and charging infrastructure.

GWRCCC believes that transportation funding solutions must evolve alongside the transition to cleaner vehicles. HB 1374 balances fiscal sustainability, fairness, and innovation while maintaining momentum toward a cleaner transportation future. For these reasons, we respectfully urge a favorable report on HB 1374.

Thank you for your leadership and commitment to advancing equitable and sustainable transportation policy in Maryland. If you have any questions, I can be reached at (202) 671-1580 or antoinethompson@gwrccc.org.

Sincerely,

Antoine Thompson

Antoine Thompson
Executive Director
Greater Washington Region Clean Cities Coalition