



BALTIMORE CITY COUNCIL BUDGET & APPROPRIATIONS COMMITTEE

Mission Statement

The Budget and Appropriations Committee (BA) is responsible for ensuring taxpayer dollars are expended prudently and equitably. BA will exercise regular oversight of the funding and spending practices of City agencies, the City's budget, expenditures, loans, and other financial matters. The committee's areas of jurisdiction include all budgets & appropriations, taxation, financial services, consumer protection, audits, and the Comptroller's Office.

The Honorable Danielle McCray

CHAIR

PUBLIC HEARING

Tuesday, January 13, 2026

9:30 AM

CLARENCE "DU" BURNS COUNCIL CHAMBERS

Bill: 25-0138

**Title: Excise Tax Increase – Passenger-for-Hire
Services**

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CITY OF BALTIMORE

BRANDON SCOTT – MAYOR

ZEKE COHEN - COUNCIL PRESIDENT



OFFICE OF COUNCIL SERVICES

NANCY MEAD – DIRECTOR

100 N. HOLIDAY STREET

BALTIMORE MD, 21202

Meeting: Bill Hearing

Committee: Budget & Appropriations

Bill # 25-0138

Title: Excise Tax Increase – Passenger-for-Hire Services

Purpose: of increasing the amount of tax imposed per trip for passenger-for-hire services; and providing for a special effective date.

REPORTING AGENCIES

Agency	Report
Law Department	Approved for form and legal sufficiency
Department of Finance	Favorable
Department of Transportation	Favorable

BACKGROUND

Council Bill 25-0138, Excise Tax Increase – Passenger-for-Hire Services calls for an increase in the service tax from \$0.25 to \$0.38 for transporting passengers within or from Baltimore City in any taxicab, limousine, sedan, or transportation network services (TNS).

In 2013, Baltimore City established a \$0.25 flat-rate per trip tax, which was expanded in 2020 to include TNS, which are also known as ride-shares such as Uber and Lyft. Baltimore City is exempt from the State mandated cap on Passenger-for-Hire Services tax, therefore allowing the City to increase the rate. The Ordinance would take effect 120 days after the date of enactment. This tax structure is a financial strategy component within the City's newly published 10-Year Financial Plan, [Securing Baltimore's Future](#).

ADDITIONAL INFORMATION

Fiscal Note:

The Department of Finance estimates increasing the excise tax by \$0.13 for Passenger-for-Hire Services to \$0.38 would generate approximately \$2 million in new annual revenue, totaling \$5.8 million in yearly revenue. This estimate of additional revenue relies on a projection of 15.3 million rides in FY 2025 and assumes no impact on the number of rides. The 10-Year Financial Plan, [Securing Baltimore's Future](#) (Initiative 3.09) estimates an overall 10-year financial Impact of \$29.25 million.ⁱ

Analysis by: Paroma Nandi

Direct Inquiries to: 443-890-0839

Analysis Date: 1/9/2026

Source:

ⁱ Baltimore City (2025). The 10-Year Financial Plan, [Securing Baltimore's Future](#). <https://bmore10yearplan.com/>

**CITY OF BALTIMORE
COUNCIL BILL 25-0138
(First Reader)**

Introduced by: The Council President

Cosponsored by: Councilmembers Dorsey, Gray, and Blanchard

At the request of: The Administration (Department of Finance)

Introduced and read first time: December 4, 2025

Assigned to: Budget and Appropriations Committee

REFERRED TO THE FOLLOWING AGENCIES: City Solicitor, Department of Finance, Department of Transportation

A BILL ENTITLED

1 AN ORDINANCE concerning

Excise Tax Increase – Passenger-for-Hire Services

3 FOR the purpose of increasing the amount of tax imposed per trip for passenger-for-hire services;
4 and providing for a special effective date.

5 BY repealing and re-ordinating, with amendments,

6 Article 28 - Taxes

7 Section 24-3

8 Baltimore City Code

9 (Edition 2000)

10 **SECTION 1. BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF BALTIMORE**, That the
11 Laws of Baltimore City read as follows:

Baltimore City Code

Article 28. Taxes

Subtitle 24. Passenger-for-Hire Services

15 **§ 24-3. Amount of tax.**

16 The amount of the tax imposed is [25¢] 38¢ for each trip:

17 (1) between points within Baltimore City; or

18 (2) from a point within Baltimore City to a point outside Baltimore City.

19 **SECTION 2. AND BE IT FURTHER ORDAINED**, That this Ordinance takes effect 120 days after
20 the date of enactment.

EXPLANATION: CAPITALS indicate matter added to existing law.
[Brackets] indicate matter deleted from existing law.

Baltimore City Council



Budget & Appropriations

Committee

Bill: 25-0138

Title: Excise Tax Increase – Passenger-for-Hire Services

Agency Reports

CITY OF BALTIMORE

BRANDON M. SCOTT

Mayor



DEPARTMENT OF LAW

EBONY M. THOMPSON, CITY SOLICITOR
100 N. HOLLIDAY STREET
SUITE 101, CITY HALL
BALTIMORE, MD 21202

January 6, 2026

The Honorable President and Members
of the Baltimore City Council

Attn: Executive Secretary

Room 409, City Hall
100 N. Holliday Street
Baltimore, Maryland 21202

Re: City Council Bill 25-0138 – Excise Tax Increase – Passenger-for-Hire Services

Dear President and City Council Members:

The Law Department has reviewed City Council Bill 25-0138 for form and legal sufficiency. The bill increases the amount of tax imposed for passenger-for-hire services from 25¢ to 38¢ per trip. The bill would take effect 120 days after the date of enactment.

The City's passenger-for-hire excise tax, found in Subtitle 24 of Article 28 of the Baltimore City Code, was established pursuant to the City's taxing powers derived from Section (40) of Article II of the Baltimore City Charter. Maryland law limits the assessments that local jurisdictions may impose on passenger-for-hire services. "Except in an exempt jurisdiction, an assessment by a county or municipal corporation authorized by this section may not exceed 25 cents per trip." Md. Code, Pub. Util. § 10-406(c)(2). An exempt jurisdiction means "a county or municipal corporation that imposed a tax, fee, or charge on for-hire transportation services provided on a per ride or per passenger basis in that county or municipal corporation *on or before January 1, 2015*." Md. Code, Pub. Util. § 10-406(a)(3) (emphasis added).

In April 2013, the Baltimore City Council enacted Ordinance 13-135, which imposed an excise tax on certain passenger-for-hire services. Since the City imposed an excise tax prior to January 1, 2015, it is an exempt jurisdiction under state law and may impose an assessment that exceeds 25 cents per trip.

There are no legal issues with City Council Bill 25-0138; therefore, the Law Department approves the bill for form and legal sufficiency.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Luckey".

Desireé Luckey
Assistant Solicitor

cc: Ebony Thompson, City Solicitor
Hilary Ruley, Chief Solicitor, General Counsel Division
Jeff Hochstetler, Chief Solicitor
Ashlea Brown, Chief Solicitor
Michelle Toth, Assistant Solicitor



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Laura Larsen, Budget Director <i>Laura Larsen</i>
DATE	January 5 th , 2026
SUBJECT	25-0138 Excise Tax Increase—Passenger-for-Hire Services

Position: Support

The Department of Finance is herein reporting on City Council Bill 25-0138, Excise Tax Increase—Passenger-for-Hire Services, the purpose of which is to increase the Passenger-for-Hire Services tax from \$0.25 to \$0.38 for all trips originating within the City. This legislation was introduced on behalf of Finance and is an initiative from the City’s 10-Year Financial Plan.

Background

The City established this tax in 2014 for taxicab, limousine, and sedan services at a flat rate of \$0.25 per trip. In 2020, the tax was expanded to include Transportation Network Services (TNSs), like Uber and Lyft. This legislation aims to increase the tax by \$0.13 per trip, from \$0.25 to \$0.38, and was included in the Fiscal 2026 revenue estimates.

This legislation is part of the City’s second 10-Year Financial Plan, *Securing Baltimore’s Future*, which was released in December 2025 and is available on the Bureau of the Budget and Management Research’s [website](#). *Securing Baltimore’s Future* is a set of actions and investments that, if implemented over the next decade, will ensure the City sustainably balances the annual budget while fostering long-term population growth and community vitality. Consisting of over 80 initiatives, the Plan focuses on cost control, while improving quality of life and strengthening the City’s competitiveness. City Council Bill 25-0138 is part of Initiative 3.09, Increase Taxi and Ride-Share Trip Tax.

Fiscal Impact

The Department of Finance estimates \$2.0 million in additional annual revenue from increasing the tax to \$0.38. This estimate is based on the Fiscal 2025 actual revenue, which equates to approximately 15 million rides annually, and assumes no impact to the number of rides. For a ride that costs \$20, this legislation will result in a 0.6% increase in the full cost, from \$20.25 to \$20.38.

Estimated Annual Revenue under 25-0138	
Estimated Rides in FY25	15,277,875
Tax Collected at \$0.25	\$3,819,469
Tax Collected at \$0.38	\$5,805,593
Difference	\$1,986,124

Benchmarking

Maryland State law caps the Passenger-for-Hire tax at \$0.25, however the City is exempt and has the authority to raise the cap at any time. Compared with regional peers outside of Maryland, there are similar taxes that are set as a rate rather than a flat fee. The table below outlines the different tax rates from regional peers outside of Maryland, including the equivalent tax amount for a \$20 ride.

Benchmarking Passenger-for-Hire Taxes		
Regional Peers	Tax	Equivalent Tax per \$20 Ride
Washington, D.C.	6% tax	\$1.20
Philadelphia	1.4% tax	\$0.28
New York City	4.5% tax + \$2.75 congestion fee*	\$0.67 to \$3.17 per ride

* New York City charges a standard sales tax on each ride. The 4.5% is the City's portion of the sales tax. The State charges an additional 4%, which is not included here.

Other Considerations

The Fiscal 2026 budget assumed an estimated revenue increase of \$2.0 million for the full year, which was revised during First Quarter to assume up to \$540,000 in revenue for the remainder of the fiscal year based on anticipated enactment in spring 2026. Despite the impact of this revised revenue estimate, Finance's First Quarter Projection reflected a \$9.1 million surplus resulting from higher than budgeted income tax and property tax revenues.

The legislation takes effect 120 days after enactment, which ensures compliance with State notification requirements for TNSs and enables the City to provide ample public notice to taxi, limousine, and sedan services of the new tax rate and effective date.

Conclusion

City Council Bill 25-0138, Excise Tax Increase—Passenger-for-Hire Services, increases the tax applied to taxi, limousine, sedan, and TNSs rides from \$0.25 to \$0.38. The Department of Finance projects this rate increase to generate \$2.0 million in additional annual revenue for the City.

For the reasons stated above, the Department of Finance supports City Council Bill 25-0138.

cc: Michael Mocksten
Nina Themelis



CITY OF BALTIMORE
MAYOR BRANDON M. SCOTT

TO	The Honorable President and Members of the Baltimore City Council
FROM	Veronica P. McBeth, Director, Department of Transportation
CC	Mayor's Office of Government Relations
DATE	December 19, 2025
SUBJECT	25-0138 • Excise Tax Increase – Passenger-for-Hire Services

Position: Favorable

BILL SYNOPSIS

Council Bill 25-0138 would increase the tax imposed on passenger-for-hire services by 13 cents per trip, from 25 to 38 cents. The current tax of 25 cents per ride was put in place in 2014 and was expanded in 2020 to include transportation network services (such as Lyft and Uber); this tax has not been raised in the decade since its enactment. The modest 13-cent increase is unlikely to meaningfully affect riders, drivers, or operators.

The term “passenger-for-hire service” encompasses taxicab, limousine, sedan, and transportation network service providers which charge customers for the service. However, it does not encompass transportation services like the Maryland Transit Administration’s Mobility service, which provides specialized rides to customers with disabilities. Generally, this tax is not applicable to transportation services operated by or under contract with a unit of government or certain nonprofits; ambulance services provided by qualified providers; and funeral transportation services.

SUMMARY OF POSITION

The Department supports the proposed modest increase to the tax imposed on passenger-for-hire services. As such, the Department requests a favorable report on Council Bill 25-0138.

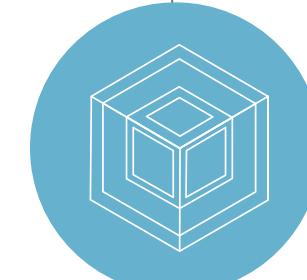
25-0138: Excise Tax Increase Passenger-for-Hire



Brandon M. Scott
Mayor



Agenda

- 1  ***10-Year Financial Plan***
- 2  ***Passenger-for-Hire***
Background, Legislative Proposal
- 3  ***Discussion and Questions***

10-Year Financial Plan

Securing Baltimore's Future

- Launched new 10-Year Financial Plan December 2025
- Balances the budget, while investing to improve and grow
- Plan is built around three cornerstones:
 - Core Service Delivery
 - Infrastructure Investment
 - Tax Competitiveness

Initiatives

- 85 initiatives that will achieve \$1.15B in net savings
- 11 initiatives will require City Council to initiate
- Passenger-for-Hire first initiative to City Council



Background

In 2014, the City established the tax for taxicabs at a flat rate of \$0.25 per trip, which was expanded in 2020 to Transportation Network Services (TNSs), like Uber and Lyft.

In Fiscal 2025, this tax generated \$3.8 million. Fees from TNS rides comprised 99.9% of this revenue.

Implementation

- This tax only applies to trips originating within the City.
- The tax is collected by the City from taxicab companies and by the State from providers like Uber and Lyft. The tax is remitted to the City from the State on a quarterly basis.



Brandon M. Scott
Mayor



Benchmark Comparison

Regional Peers	Tax	Equivalent Tax per \$20 Ride
Washington, D.C.	6% tax	\$1.20
Philadelphia	1.4% tax	\$0.28
New York City	4.5% tax + \$2.75 congestion fee*	\$0.67 to \$3.17

*New York City charges a standard sales tax on each ride. The 4.5% is the City's portion of the sales tax. The State charges an additional 4%, which is not included here.

Benchmarking

Maryland State law caps the per trip tax at \$0.25. Montgomery County, Prince George's County, and four other municipalities have tax rates at this level. The City is exempt and has the authority to raise the cap at any time.

Compared with regional peers outside of Maryland, there are similar taxes that are set as a rate rather than a flat fee.

The table outlines the different tax rates from these peers outside of Maryland, including the equivalent tax amount for a \$20 ride.

Legislative Proposal

Finance proposes increasing the tax from \$0.25 to \$0.38.

- For a ride costing \$20.00, this represents a **0.6% increase** in total cost to the customer.
- Estimated to **generate up to \$2.0 million** in additional annual revenue.

The legislation would take effect 120 days after enactment, aligning with State requirements for TNSs and providing ample notification from the City for taxi, sedan, and limousine services.

Annualized Revenue Est.

Estimated Rides in FY25	15,277,875
Revenue from \$0.25 Rate	\$3,819,469
Revenue from \$0.38 Rate	\$5,805,593
Add'l Revenue Generated	\$1,986,124

Notes:

- This estimate assumes no change in rides and is based on Fiscal 2025 actuals.
- This revenue increase was included in the Fiscal 2026 budget. Based on timing of implementation, the estimate has been updated to be up to \$540,000 in Fiscal 2026.

CITY OF BALTIMORE

BRANDON SCOTT – MAYOR

ZEKE COHEN - COUNCIL PRESIDENT



OFFICE OF COUNCIL SERVICES

NANCY MEAD – DIRECTOR

100 N. HOLIDAY STREET

BALTIMORE MD, 21202

HEARING NOTES

Bill: 25-0138

Title: Excise Tax Increase – Passenger-for-Hire Services

Committee: Budget & Appropriations

Chaired by: Danielle McCray

Hearing Date: 1/13/2026

Time (Beginning): 9:40 AM

Time (Ending): 10:14 AM

Location: Du Burns Council Chamber / Webex

Total Attendance: Approximately 20

Committee Members in Attendance:

Danielle McCray

Sharon Green Middleton

Paris Gray

Bill Synopsis in the file?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
Attendance sheet in the file?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
Agency reports read?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
Hearing televised or audio-digitally recorded?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
Certification of advertising/posting notices in the file?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
Evidence of notification to property owners?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
Final vote taken at this hearing?	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
Motioned by:	(See Voting Record)		
Final Vote:	(See Voting Record)		

Major Speakers

(This is not an attendance record.)

Bob Cenname, Deputy Finance Director, BBMR

Ty'lor Schnella, Deputy Director - MOGR

Luciano Diaz, Deputy Chief of Government Affairs – DOT

Desiree Luckey, Assistant Solicitor – Law Department

Major Issues Discussed

1. Chairwoman McCray opened the hearing welcoming Committee Members and agencies. Introduce Council Bill 25-0138, Excise Tax Increase Passenger-for-Hire Service, and noted the intent of the Bill is to increase the service tax from \$0.25 to \$0.38. Additionally, Chair McCray noted her top priorities when reviewing this legislation 1) Revenue Integrity; 2) Collection & Accountability; 3) Impact & Equity
2. Chair began with Agency Bill Reports and presentation from the Department of Finance [see Bill Reports & Presentation in Bill File]
 - Law Department – Approves for form and legal sufficiency
 - DOT – Stands by their Favorable Bill Report
 - DOF – Stands by their Favorable Bill Report. DD Cenname presents for DOF and provides the following details on the Bill.
 - Part of Baltimore's 10-Year Financial Plan. There is a total of 85 initiatives to achieve \$1.15 Billion in net savings, and 11 initiatives will require City Council to initiate – Excise Tax Increase Passenger-for-Hire Service is the first of those initiatives.
 - Bill is part of the tax competitiveness portion of the 10-Year Financial Plan
 - Little data available on ridership due to privacy laws set at the State, however we do know that fees from ride shares comprise 99.9% of the revenue.
 - Determined that \$540K would be generated in FY 2026 due to legislation taking effect 120 days after enactment.
3. Chair opened with questions:
 - Why does the City use a flat rate instead of percentage rate? 10-Year Plan proposes a \$0.50 tax, what decisions would trigger an increase? What data is provided from the State to ensure accuracy and is there any issue with receiving the payment from the State?
 - Clarifies that the flat rate is based on State of Maryland law. This is a flat-rate fee that should be reviewed and adjusted to keep up with inflation. Plan to review the fee again within 5 years to review the data and potential to increase to \$0.50. Primary decision would be based on ridership. DOF assumption is that this would be minimal increase that would not be too much of a burden to riders. However, we know very little about the rides and users due to limited access to data. There is also an assumption that ride-shares are used by many visitors, but don't have data on riders. The city only receives a check from the State, so there is no way to audit this data. The City receives a check quarterly and there has been no issue with receiving the payment. There will be an effort to request more data from the State's Comptroller.
 - Council is concerned that there is no data from the State. We need to be able to evaluate for equity. Additionally, we need to be able to audit the revenue to ensure the City is receiving the correct amount. MACO can help advocate for more information – VP Middleton will be the Vice Chair of the Tax Subcommittee.

- How does the City plan to advertise this increase to customers?
 - Yes, during the 120-day lead period before enactment to ensure the providers are aware, but there is an opportunity to share this with customers too.
- DOF noted that the revenue is earmarked to DOT, what will DOT spend this money on? The Council could have a conversation with the Administration about how these funds are spent.
 - Since the revenue is very small amount of the overall DOT budget, there is no designation for a specific project/program. State law only requires it is used for transportation.
 - Council is concerned that there is not a clear allocation for this money.
- What type of financial considerations were made for seniors and low-income riders? Did you look to see if increases in other jurisdictions impacted ride use?
 - Data tends to be very limited, however, based on other similar tax increases of this size we noted that it would not change behavior. National/broad survey data does show that younger people are the primary users of rideshares (not Baltimore focused). This is a dynamic market, so it will be important to evaluate after 5 years.
- Why not look at other fees/taxes that may not impact low income or vulnerable residents?
 - City's primary focus is to lower the property rate tax, which has been the main concern for residents.
- Has there been a conversation with Uber/Lyft on what it looks like in the App?
 - Assume that it would look the same way.

4. Public testimony was open (no one signed up for public testimony).

5. Voting on each of the 25-0138 [See attached Voting Records].

- Passes (3 Yeas, 0 Nays, 2 Absent)

6. Chair McCray adjourned the hearing.

Further Study

Was further study requested?

Yes No

If yes, describe.

Committee Vote: See Voting Records Attached

Committee Staff: Paroma Nandi

Date: 1/6/2026

Cc: Bill File

BALTIMORE CITY COUNCIL COMMITTEE VOTING RECORD

DATE: 1/13/2026

BILL #: 25-0138

AMENDMENT ONLY

BILL TITLE: Excise Tax Increase – Passenger-for-Hire Services

AMENDMENT NUMBER: _____

AMENDMENT TITLE: _____

MOTION BY: Gray

FAVORABLE FAVORABLE WITH AMENDMENTS
 UNFAVORABLE WITHOUT RECOMMENDATION

NAME	YEAS	NAYS	ABSENT	ABSTAIN
MCCRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SCHLEIFER	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MIDDLETON	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GLOVER	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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TOTALS	3	0	2	0

CHAIRPERSON: Danielle McCray, Dm

COMMITTEE STAFF: Paroma Nandi Initials: PN