

CITY OF BALTIMORE
COUNCIL BILL 22-0097R
(First Reader)

Introduced by: Councilmembers Ramos, Middleton
Introduced and read first time: March 7, 2022

A RESOLUTION ENTITLED

1 A COUNCIL RESOLUTION concerning

2 **Request for State Action - Highway User Revenues**

3 FOR the purpose of calling upon the Maryland General Assembly to pass, and Governor
4 Lawrence J. Hogan to sign, Senate Bill 726/House Bill 1187 - Transportation - Highway
5 User Revenues - Revenue and Distribution.

6 Baltimore City is the only local jurisdiction in Maryland that is responsible for maintaining
7 State highways and an interstate (I-83) in the jurisdiction. All other State highways and
8 interstates outside of Baltimore City are maintained by the State of Maryland's Department of
9 Transportation, the State Highway Administration, or the Maryland Transportation Authority.
10 Therefore, Baltimore City historically has had the highest allocation of the highway user
11 revenues in the State.

12 During the depths of the Great Recession in 2009, the State faced a mid-year budget crisis.
13 The Board of Public Works adopted a 90% reduction of the local distributions of highway user
14 revenues and a roughly 40% reduction to Baltimore City's allocation, the largest reduction to
15 any jurisdiction by far. Since then, recession-driven cutbacks in many service areas have been
16 fully or largely restored. This is not the case with highway user revenues, which remain far, far
17 behind historic levels, even after the State has enacted a substantial transportation revenue
18 increase.

19 As a result, in the 15 years since 2007, Baltimore City has lost over \$900 million total.

20 In the most recent capital budget allocation, the Department of Transportation presented a
21 slide that detailed the significant infrastructure that has deferred maintenance, totaling a cost of
22 \$1.3 billion. Capital costs to meet the bridge, road, traffic calming, and other transportation
23 infrastructure is \$158.32 million. Without additional funding, Baltimore City will never have a
24 fighting chance of addressing its vital infrastructure needs.

25 Once SB 726/HB 1187 passes and is signed, Baltimore City will receive 8.3% of the
26 highway user revenues. In 2025, Baltimore City will receive 12.1% of the highway user
27 revenues which could add another \$56.6 million to Baltimore City's allocation, bringing the
28 allocation closer to \$210 million per year.

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

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1 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF BALTIMORE**, That the
2 Baltimore City Council urges the Maryland General Assembly and Governor Lawrence J. Hogan
3 to take all necessary action to pass and enact SB 726/HB 1187, which will increase funding for
4 Baltimore City’s critical transportation infrastructure.

5 **AND BE IT FURTHER RESOLVED**, That a copy of this Resolution be sent to the Mayor of
6 Baltimore City, the Governor of Maryland, the Secretary of the Department of Budget and
7 Management, the President of the Maryland Senate, the Speaker of the Maryland House of
8 Delegates, the Baltimore City Senate and House Delegations to the General Assembly, the
9 Baltimore City Council President and the President’s legislative staff, and the Mayor’s
10 Legislative Liaison to the City Council.