



Legislation Details (With Text)

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**Title:** Request for State Action - Highway User Revenues  
For the purpose of calling upon the Maryland General Assembly to pass, and Governor Lawrence J. Hogan to sign, Senate Bill 726/House Bill 1187 - Transportation - Highway User Revenues - Revenue and Distribution.  
**Sponsors:** Odette Ramos, Sharon Green Middleton  
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| 3/7/2022 | 0    | Baltimore City Council | Adopted    |        |
| 3/7/2022 | 0    | Baltimore City Council | Introduced |        |

\* **Warning:** This is an unofficial, introductory copy of the bill.  
The official copy considered by the City Council is the first reader copy.

**Introductory\***

**City of Baltimore  
Council Bill                      R  
(Resolution)**

Introduced by: Councilmembers Ramos, Middleton

A Resolution Entitled

A Council Resolution concerning  
**Request for State Action - Highway User Revenues**

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

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

During the depths of the Great Recession in 2009, the State faced a mid-year budget crisis. The Board of Public Works adopted a 90% reduction of the local distributions of highway user revenues and a roughly 40%

reduction to Baltimore City's allocation, the largest reduction to any jurisdiction by far. Since then, recession-driven cutbacks in many service areas have been fully or largely restored. This is not the case with highway user revenues, which remain far, far behind historic levels, even after the State has enacted a substantial transportation revenue increase.

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

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

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

**Now, therefore, be it resolved by the City Council of Baltimore,** That the Baltimore City Council urges the Maryland General Assembly and Governor Lawrence J. Hogan to take all necessary action to pass and enact SB 726/HB 1187, which will increase funding for Baltimore City's critical transportation infrastructure.

**And be it further resolved,** That a copy of this Resolution be sent to the Mayor of Baltimore City, the Governor of Maryland, the Secretary of the Department of Budget and Management, the President of the Maryland Senate, the Speaker of the Maryland House of Delegates, the Baltimore City Senate and House Delegations to the General Assembly, the Baltimore City Council President and the President's legislative staff, and the Mayor's Legislative Liaison to the City Council.