

CityOfGaithersburg_JudAshman_FAV_SB982

Uploaded by: Ashman, Jud

Position: FAV



March 4, 2020

Chairman Guzzone, Vice Chair Rosapepe and Members of the Senate Budget and Taxation Committee
Senate Budget and Taxation Committee
3 West
Miller Senate Office Building
Annapolis, Maryland 21401

Re: SB 982 Highway User Revenues – Revenue and Distribution

Dear Chairman Guzzone, Vice Chair Rosapepe and Members of the Budget and Taxation Committee:

On behalf of the City of Gaithersburg, I am writing to convey our support for SB 982, which would increase the share of funds from the Gasoline and Motor Vehicle Revenues Account (GMVRA) that the Maryland Department of Transportation (MDOT) must annually provide to local governments through capital transportation grants.

The City's Department of Public Works maintains nearly 93 miles of streets, ensuring that road utilization is kept at maximum capacity while attempting to minimize cost and limit traffic disruption. When municipal Highway User Revenues (HUR) were cut in 2010, the City had to re-prioritize road projects, such as street and alley pavement maintenance and the construction, maintenance and repair of sidewalks and curbs.

We are grateful that the General Assembly voted unanimously in 2018 to restore approximately 85% of municipal HUR funding. However, to safeguard future funds, it is essential to eliminate the sunset provision, which is due to occur after Fiscal Year (FY) 2024. If the sunset provision is not repealed, the funding in FY2025 will decrease by \$30 million, leaving only \$9 million spread across 156 municipalities.

SB 982 also restores pre-recession funding beginning in FY2025, resulting in an increase of approximately \$10 million. The funding would not increase until FY2025. Therefore, the next four State budgets would not include additional funding mandates.

Finally, the bill includes two protections already afforded to State transportation funds. The first is a "lockbox" to protect municipal and county transportation funding. The second provision would tether HUR funding to the Consumer Protection Index as is currently done to adjust the gas tax rate.

For these reasons, the City of Gaithersburg urges a favorable report for SB 982.

Please do not hesitate to contact me with any questions or concerns. You may also contact the Legislative Affairs Manager for the City of Gaithersburg, Jessica Kwasny. She can be reached at jess.kwasny@gaithersburgmd.gov or 301.805.1090.

Sincerely,
Jud Ashman, Mayor

City of Gaithersburg • 31 South Summit Avenue, Gaithersburg, Maryland 20877-2038
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MAYOR
Jud Ashman

COUNCIL MEMBERS
Neil Harris
Laurie-Anne Sayles
Michael A. Sesma
Ryan Spiegel
Robert T. Wu

CITY MANAGER
Tony Tomasello

GCChamber_FAV_ SB0982

Uploaded by: CHRISTIAN, NICOLE

Position: FAV



Testimony offered on behalf of:
THE GARRETT COUNTY CHAMBER OF COMMERCE

IN SUPPORT OF:
SB 982 – Highway User Revenues – Revenue and Distribution

Budget and Taxation Committee
March 4, 2020

On behalf of the Garrett County Chamber of Commerce, representing 600 member organizations in Western Maryland, I write to express our support for **SB 982 which increases the amount of Highway User Revenues distributed to counties and municipalities.**

Counties and municipalities in rural areas have sustained significant impacts from the reduction of Highway User fees under the O'Malley Administration. For the Town of Loch Lynn Heights in Garrett County, this meant going from \$100,000 in highway user revenues to \$0. In 2014, a very small portion was reallocated to the municipalities. For Loch Lynn, that redistribution totaled less than \$4,000.

Residents of rural areas tend to spend more on motor vehicle gas due to greater driving distances and Garrett County has an abundance of roadway. According to MACo, the cumulative loss of local roadway investment has topped \$2 billion – compromising roadway safety and betraying taxpayer expectations. This dire situation needs to be addressed immediately by restoring the distribution of Highway User Revenues to our counties and municipalities.

The Chamber respectfully requests your support of critical transportation funding for counties and municipalities by giving SB 982 a FAVORABLE report.

Sincerely,

Nicole Christian, IOM, CCE

President & CEO

Garrett County Chamber of Commerce, Inc.

(301) 387-8745 office

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SB 982 FAV 3.4.2020

Uploaded by: Clevenger, Amanda

Position: FAV



John Hartline, Chair

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Email: rmc.mda@maryland.gov
Website: www.rural.maryland.gov
Charlotte Davis, Executive Director

POSITION STATEMENT

Senate Bill 982 – Highway User Revenues – Revenue and Distribution
Budget and Taxation Committee
March 4, 2020

The Rural Maryland Council **SUPPORTS** Senate Bill 982 – Highway User Revenues – Revenue and Distribution. This bill increases the share of funds from the Gasoline and Motor Vehicle Revenues Account that the Maryland Department of Transportation must annually provide to local governments through capital transportation grants by first, directly increasing the percentages that must be granted to local governments beginning in fiscal 2025 and secondly, requiring the revenue attributable to increases in the motor fuel tax rate due to increases in the Consumer Price Index to be distributed to Gasoline and Motor Vehicle Revenues Account rather than directly to the Transportation Trust Fund.

The Highway User Revenues are the share of gas tax and vehicle titling tax dedicated for local roadways and bridges in Maryland. Historically, the state shared 30% of these revenues with local governments to maintain their roads. However, the distribution of these funds was greatly cutback due the economic downturn in 2008, and the reduction in State funding continues to affect the ability of local governments to provide infrastructure repair, maintenance, and transportation services. While these local dollars have increased gradually over the years, the funding still reflects a sizeable decrease from the share of these revenues that were allocated to local governments in the past.

SB 982 can extend and revive the local distribution of transportation revenues by:

- Lifting the five-year statutory mandate to avoid funding falling back to deep-recession levels after FY2024.
- Placing the local distribution of transportation revenues into protected status.
- Increasing the share of revenues that are distributed to municipal governments to 15% (originally 30%).
- Removing the Consumer Price Index and re-applying the historic State/local split to the full, adjusted, revenue stream.

The gas tax is paid by local residents and sharing with local governments is important for local users to benefit from local road projects. According to the [World Bank](#), roads “are among the most important public assets in any country,” so keeping them in good working condition is critical. World Bank further declares, “Postponing road maintenance results in high direct and indirect costs.” This is the time to restore Highway User Revenues so that the State roads can be regularly maintained roads for the safety and benefit of all Maryland residents.

The Council respectfully requests your favorable support of SB 982.

The Rural Maryland Council (RMC) brings together citizens, community-based organizations, federal, state, county and municipal government officials as well as representatives of the for-profit and nonprofit sectors to collectively address the needs of Rural Maryland communities. We provide a venue for members of agriculture and natural resource-based industries, health care facilities, educational institutions, economic and community development organizations, for-profit and nonprofit corporations, and government agencies to cross traditional boundaries, share information, and address in a more holistic way the special needs and opportunities in Rural Maryland.

“A Collective Voice for Rural Maryland”

SB982_GBC_FAV

Uploaded by: Fry, Donald

Position: FAV



TESTIMONY PRESENTED TO THE SENATE BUDGET & TAXATION COMMITTEE

SENATE BILL 982 – HIGHWAY USER REVENUES – REVENUE AND DISTRIBUTION

March 4, 2020

**DONALD C. FRY
PRESIDENT & CEO
GREATER BALTIMORE COMMITTEE**

Position: Support

The Greater Baltimore Committee (GBC) supports Senate Bill 982, which would remove the funding sunset for municipal highway user revenues (HUR) currently set to go into effect after Fiscal Year 2024. Senate Bill 982 would also increase municipal funding starting in Fiscal Year 2025 to the approximate levels that existed prior to the reductions in Fiscal Year 2010. Finally, Senate Bill 982 would apply the same lock box protections afforded to the rest of the Transportation Trust Fund to the HUR account and tie HUR to the consumer price index so that HURs rise with inflation.

Two provisions of Senate Bill 982—removing the sunset and lock boxing the HUR account—would provide critical certainty to municipal governments that the funding is long-term and protected. Additionally, through established timelines, Senate Bill 982 delays funding increases for four years, which provides the State with adequate time to adjust project funding allocations.

The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years which has been helpful to local governments in maintaining their infrastructure. Yet, with the sunset looming after Fiscal Year 2024, local governments are concerned about committing to longer-term transportation project plans.

Senate Bill 982 is consistent with a key tenet in *Gaining the Competitive Edge: Keys to Economic Growth and Job Creation in Maryland*, a report published by the GBC that identifies eight core pillars for a competitive business environment and job growth:

Superior transportation infrastructure with reliable funding mechanisms. An essential prerequisite of a competitive business environment includes well-funded and maintained highway, transit, port and airport infrastructure that provides reliable and efficient options to move people, goods and services.

Finally, the Greater Baltimore Committee's 2020 Legislative Priorities encourage policymakers to implement a balanced transportation policy and funding priorities that create interconnected, multimodal transportation networks and promote equitable investment in systems across regions, modes, and communities.

For these reasons, the Greater Baltimore Committee urges a favorable report on Senate Bill 982.

The Greater Baltimore Committee (GBC) is a non-partisan, independent, regional business advocacy organization comprised of hundreds of businesses -- large, medium and small -- educational institutions, nonprofit organizations and foundations located in Anne Arundel, Baltimore, Carroll, Harford, and Howard counties as well as Baltimore City. The GBC is a 65-year-old, private-sector membership organization with a rich legacy of working with government to find solutions to problems that negatively affect our competitiveness and viability.

GREATER BALTIMORE COMMITTEE

111 South Calvert Street • Suite 1700 • Baltimore, Maryland • 21202-6180

(410) 727-2820 • www.gbc.org

ChevyChaseVillage_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



March 3, 2020

TO: Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee

FROM: Chevy Chase Village

SUBJECT: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

On behalf of the residents of Chevy Chase Village, a municipality in Montgomery County, we are writing in support of HB 1394/SB 982, which would:

- Remove the funding sunset currently set to go into effect after FY 2024 when municipal highway user revenues (HURs) would drop back to recession level lows;
- Increase municipal funding starting in FY 2025 to the approximate levels that existed prior to the state diversion in FY 2010;
- Apply the same lock box protections afforded to the rest of the transportation trust fund to the HUR account; and
- Tie HUR to the consumer price index so that HURs rise with inflation.


An important aspect of this bill is that it allows over four years before any funding increase occurs, providing the State time to adjust its project funding allocations. However, two items that can be addressed immediately are removing the sunset and lock boxing the HUR account; these provisions of the bill would provide critical certainty to municipal governments that the funding is long-term and protected.

The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years. This has been greatly helpful in maintaining local infrastructure; however, with the sunset looming after FY 2024, it is difficult to engage in any long term transportation project planning.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,



Shana R. Davis-Cook
Manager, Chevy Chase Village

CHEVY CHASE VILLAGE

5906 Connecticut Avenue
Chevy Chase, Maryland 20815

Phone (301) 654-7300

Fax (301) 907-9721

ccv@montgomerycountymd.gov
www.chevychasevillagemd.gov

BOARD OF MANAGERS

ELISSA A. LEONARD
Chair

ROBERT C. GOODWIN, JR.
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Secretary

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Assistant Secretary

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Assistant Treasurer

LINDA J. WILLARD
Board Member

VILLAGE MANAGER
SHANA R. DAVIS-COOK

LEGAL COUNSEL
SUELLEN M. FERGUSON

ChurchHill_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



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410-556-6015
410 556-6635 fax
townofchurchhill@atlanticbb.net
www.townofchhillmd.com

Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

We are writing in support of HB 1394/SB 982, which would:

- Remove the funding sunset currently set to go into effect after FY 2024 when municipal highway user revenues (HURs) would drop back to recession level lows;
- Increase municipal funding starting in FY 2025 to the approximate levels that existed prior to the state diversion in FY 2010;
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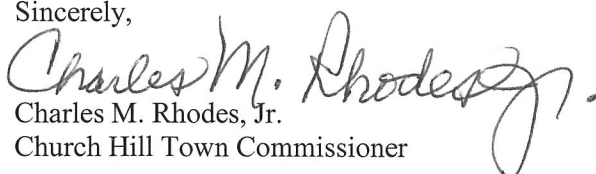
An important aspect of this bill is that it allows over four years before any funding increase occurs, providing the State time to adjust its project funding allocations. However, two items that can be addressed immediately are removing the sunset and lock boxing the HUR account; these provisions of the bill would provide critical certainty to municipal governments that the funding is long term and protected.

The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years which has been greatly helpful in maintaining local infrastructure; however with the sunset looming after FY 2024 it is difficult to engage in any long term transportation project plans.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,


Charles M. Rhodes, Jr.
Church Hill Town Commissioner

Frederick_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



FREDERICK

OFFICE OF THE MAYOR

March 3, 2020

Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

We are writing in support of HB 1394/SB 982, which would:

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- Apply the same lock box protections afforded to the rest of the transportation trust fund to the HUR account; and
- Tie HUR to the consumer price index so that HURs rise with inflation.

An important aspect of this bill is that it allows over four years before any funding increase occurs, providing the State time to adjust its project funding allocations. However, two items that can be addressed immediately are removing the sunset and lock boxing the HUR account; these provisions of the bill would provide critical certainty to municipal governments that the funding is long term and protected.

The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years which has been greatly helpful in maintaining local infrastructure; however with the sunset looming after FY 2024 it is difficult to engage in any long term transportation project plans.

As of 2014, the City of Frederick identified through a pavement condition survey over \$50 million in costs to perform major repairs (full depth reconstruction) to our roadways. Additionally, the same survey estimated over \$180 Million in repairs necessary to maintain our roadways through mill and overlay and patching and crack sealing projects. Failure to maintain our streets in a timely manner results in the need for complete reconstruction projects in the future at significantly higher costs.

Frederick relies upon a steady and predictable stream of revenues from HUR to effectively plan for and execute roadway repair projects. Subsequent to the reduction of HUR's experienced by the City after the recession, multiple street maintenance projects were delayed resulting in continued degradation of our roadways. As funding for roadway projects has begun to increase from the State, the City has been

“playing catch-up” to perform major repairs to those streets while attempting to re-start maintenance projects for other streets in the system to prevent further deterioration. Given the current backlog of street maintenance projects and the estimated costs of repairs, it is critical that HUR’s be reinstated, guaranteed, and increased moving forward to protect our assets, ensure public safety and economic vitality, and minimize future costs to the taxpayer as a result of defrayed maintenance.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "M. O'Connor", with a long horizontal flourish extending to the right.

Michael C. O'Connor
Mayor

Laurel_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



Craig A. Moe
Mayor

CITY OF LAUREL OFFICE OF THE MAYOR

8103 Sandy Spring Road, Laurel, MD 20707-2502
Phone: 301-725-5300 ext. 2124 • Fax: 301-725-6831



February 26, 2020

The Honorable Guy Guzzone
Chairman
Senate Budget and Taxation Committee
3 West
Miller Senate Office Building
Annapolis, Maryland 21401

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

I am writing in support of HB 1394/SB 982, which would:

- Remove the funding sunset currently set to go into effect after FY 2024 when municipal highway user revenues (HURs) would drop back to recession level lows;
- Increase municipal funding starting in FY 2025 to the approximate levels that existed prior to the state diversion in FY 2010;
- Apply the same lock box protections afforded to the rest of the transportation trust fund to the HUR account; and
- Tie HUR to the consumer price index so that HURs rise with inflation.

An important aspect of this bill is that it allows over four years before any funding increase occurs, providing the State time to adjust its project funding allocations. However, two items that can be addressed immediately are removing the sunset and lock boxing the HUR account; these provisions of the bill would provide critical certainty to municipal governments that the funding is long term and protected.

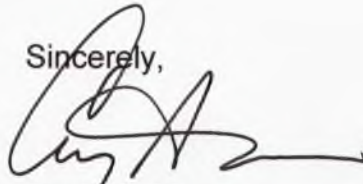
The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years which has been greatly helpful in maintaining local infrastructure; however with the sunset looming after FY 2024 it is difficult to engage in any long term transportation project plans.

In FY 2012 and FY 2016 we participated in the State of Maryland Local Infrastructure Financing Program. We incurred more debt in order to fund projects due to the reduction in the HUR. Since the increase in HUR, we have not taken on new debt.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Craig A. Moe', with a long horizontal flourish extending to the right.

Craig A. Moe
Mayor

cc: Maryland Senate Budget and Taxation Committee Members
The Honorable James C. Rosapepe, Maryland State Senator, District 21
The Honorable Benjamin S. Barnes, Maryland Delegate, District 21
The Honorable Mary A. Lehman, Maryland Delegate, District 21
The Honorable Joseline Pena-Melnyk, Maryland Delegate, District 21
Laurel City Council President Keith R. Sydnor
Laurel City Councilmembers
William F. Goddard, III, City Administrator
Lou Ann Crook, Deputy City Administrator
Sara Green, Chief of Staff, Office of the Mayor

MML_FAV_SB982

Uploaded by: Jorch, Bill

Position: FAV



Maryland Municipal League

The Association of Maryland's Cities and Towns

TESTIMONY

March 4, 2020

Committee: Senate Budget and Taxation

Bill: SB 982 – Highway User Revenues – Revenue and Distribution

Position: Support – MML Priority Legislation

Reason for Position:

Restoration of Highway User Revenues (HURs) has been a priority of the League ever since 96% of municipal HUR were cut in 2009 in the depths of the recession. Although HUR funding has crept up over the years and several one-time capital grants have been included in the State operating budget, the funding level and predictability have never returned to where they were in the decades prior to 2009.

In 2018, the General Assembly passed CH 330/331 which increased HUR funding for municipalities, counties, and Baltimore City. This legislation returned about 85% of municipal HUR, but included a sunset of that funding level after FY 2024.

SB 982 has four main components:

1. Remove the fiscal cliff for municipalities, counties, and Baltimore City after FY 2024;
2. Increase the percentage of HUR allocated to municipalities and Baltimore City starting in FY 2025;
3. Include local HUR in the protections of the transportation trust fund lock box; and
4. Tie the HUR gas tax rate to the consumer price index.

Predictability of the revenue sources into and the distribution allocation out of the HUR account was something on which local governments could rely in the decades preceding the cuts of 2009. Gas tax revenue and vehicle registration fees accounted for the lion's share of inputs into the HUR account while distribution to local governments based on a percentage written into statute provided the funding predictability.

OVER...

1212 West Street, Annapolis, Maryland 21401

410-268-5514 | 800-492-7121 | FAX: 410-268-7004 | www.mdmunicipal.org

The combination of these two elements allowed for local governments to engage in long-term infrastructure planning at a funding level that met the needs of the residents. This arrangement represented a partnership between the State and local governments that provided a stable, predictable revenue sharing mechanism for local governments to rely upon when budgeting for transportation infrastructure projects. This has not been the case over the past decade and cities and towns have struggled to compensate for the unexpected loss of these funds.

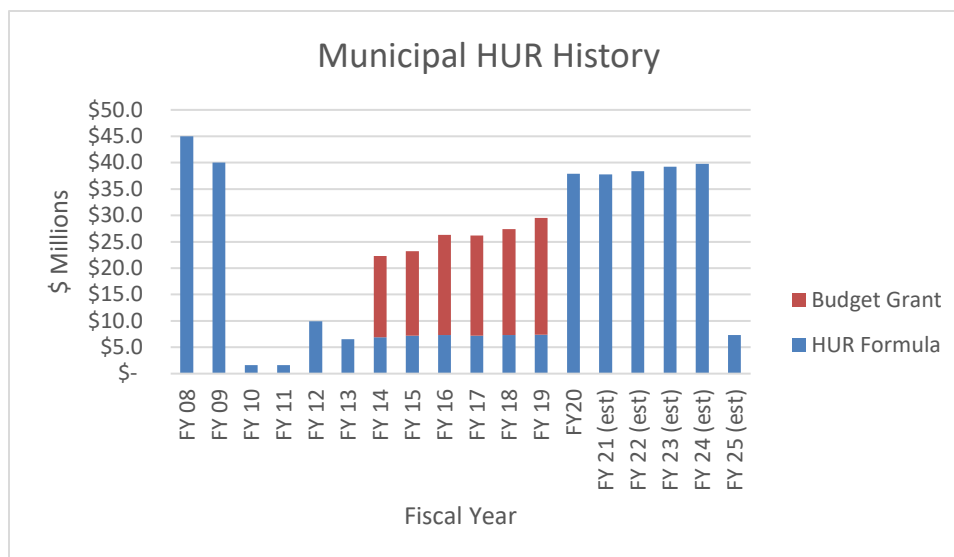
What used to be a split of 70% to the State and 30% to local governments now sits at 86.5% to the State and 13.5% to local governments. After the current funding level is set to expire after FY 2024, that split moves to 90.4% to the State and 9.6% to local governments. This lower and inconsistent funding allocation presents serious challenges to budgeting for infrastructure projects.

Municipalities have lost about \$280 million in HUR since the initial cuts a decade ago. SB 982 will return the HUR allocation for municipalities to pre-recession levels and eliminate the impending sunset of current funding allocations after FY 2024 for all local governments. The certainty of a stable funding allocation at a level that suits the needs of local governments will allow for a more stable budgeting process and higher quality local transportation infrastructure.

For these reasons, the Maryland Municipal League respectfully requests that this Committee provide SB 982 with a favorable report.

FOR MORE INFORMATION, PLEASE CONTACT:

Scott Hancock	Executive Director
Candace Donoho	Government Relations Specialist
Bill Jorch	Manager, Government Relations and Research
Justin Fiore	Manager, Government Relations



FY 2020 HUR Allocation and Projected FY 2025 Allocation with No Statutory Change

Municipality	FY 2020	FY 2025 (Estimate)
Annapolis	\$1,613,787	\$322,757
Baltimore	\$159,275,144	\$147,761,279
Boonsboro	\$170,978	\$34,195
Bowie	\$2,502,202	\$500,440
Cambridge	\$641,717	\$128,343
College Park	\$624,768	\$124,953
Cumberland	\$1,197,707	\$239,541
District Heights	\$223,609	\$44,721
Delmar	\$157,632	\$31,526
Denton	\$260,906	\$52,181
Elkton	\$530,678	\$106,135
Frederick	\$2,711,819	\$542,363
Friendship Heights	\$67,223	\$13,444
Gaithersburg	\$1,940,447	\$388,089
Grantsville	\$52,447	\$10,489
Hagerstown	\$1,702,332	\$340,466
Hyattsville	\$510,881	\$102,176
Laurel	\$927,365	\$185,473
Laytonsville	\$18,434	\$3,686
Leonardtwn	\$203,603	\$40,720
New Market	\$73,383	\$14,676
North Beach	\$122,071	\$24,414
Pocomoke City	\$215,816	\$43,163
Poolesville	\$263,458	\$52,691
Rockville	\$2,753,404	\$550,680
Salisbury	\$1,368,441	\$273,688
Seat Pleasant	\$145,208	\$29,041
Somerset	\$48,453	\$9,690
Washington Grove	\$40,513	\$8,102

Morningside_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



TOWN OF MORNINGSIDE

6901 Ames Street
Morningside, Maryland 20746

PH: 301-736-2300
FAX: 301-736-7440

March 3, 2020

Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

We are writing in support of HB 1394/SB 982, which would:

- Remove the funding sunset currently set to go into effect after FY 2024 when municipal highway user revenues (HURs) would drop back to recession level lows;
- Increase municipal funding starting in FY 2025 to the approximate levels that existed prior to the state diversion in FY 2010;
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- Tie HUR to the consumer price index so that HURs rise with inflation.

An important aspect of this bill is that it allows over four years before any funding increase occurs, providing the State time to adjust its project funding allocations. However, two items that can be addressed immediately are removing the sunset and lock boxing the HUR account; these provisions of the bill would provide critical certainty to municipal governments that the funding is long term and protected.

The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years which has been greatly helpful in maintaining local infrastructure; however with the sunset looming after FY 2024 it is difficult to engage in any long term transportation project plans.

In recent years we have been able to better take care of our streets & sidewalks that were in disrepair due to not having the funding to do the things to keep our residents safe. With the increased funding, we also have been able to purchase equipment that will make it easier for us to do the upkeep needed to remain ahead of any issues that may come up, while allowing our staff to work smarter, not harder. We still have a few issues that need to be dealt with, and having this funding will allow us to continue to face them in a timely fashion.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,

Bennard Cann, Mayor

MountainLakePark_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV

Mayor and Town Council

Town of Mountain Lake Park
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mlpcclerk@mac.com

Mayor: Donald W. Sincell
Clerk Treasurer: Lenora Fischetti

Councilmembers: Fred Callis
Patrick Damon
Linda Fike
James Moore
Pam Nelson

February 26, 2020

Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

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An important aspect of this bill is that it allows over four years before any funding increase occurs, providing the State time to adjust its project funding allocations. However, two items that can be addressed immediately are removing the sunset and adding the lock boxing of the HUR account; these provisions of the bill would provide critical certainty to municipal governments that the funding is long term and protected.

The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years which has been greatly helpful in maintaining local infrastructure; however with the sunset looming after FY 2024 it is difficult to engage in any long term transportation project plans.

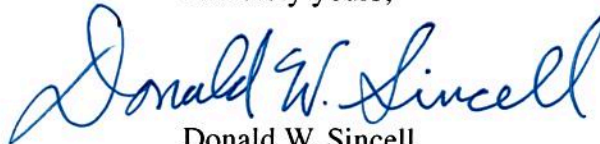
February 26, 2020

Prior to 2010, we budgeted \$200,000 per year for paving. We currently try to budget \$100,000 each year for paving, which is a significant amount for a town our size, and yet this is only enough to pave very short sections of our 17.68 miles of municipal roads. The partial restoration of HUR in FY 2020 allows the town to reduce the amount of funds transferred from our general operating account to cover road expenses by almost \$30,000. The full and permanent restoration of HUR would allow the town to direct general operating funds to other vital needs, e.g., a long-delayed sewer rehabilitation project.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely yours,



Donald W. Sincell
Mayor

DWS/lst

Oakland_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV

MAYOR
PEGGY JAMISON

COUNCIL MEMBERS
JAY MOYER,
Council President
SHERWIN TEAGARDEN
KATHY SHAFFER
WAYNE MOWBRAY
TERRY HELBIG
KATE BRODIE

MAYOR AND TOWN COUNCIL
OAKLAND CITY HALL
15 SOUTH THIRD STREET
OAKLAND, MARYLAND 21550
301-334-2691
FAX 301-334-4401
townfoak@gmail.com

February 25, 2020

EXECUTIVE COORDINATOR
GWEN M. EVANS
DIRECTOR OF ADMIN & FINANCE
TRACY D. HARVEY
CHIEF OF POLICE
WILLIAM C. THOMAS
WATER SUPERINTENDENT
DEAN B. KEEFER
WASTEWATER SUPERINTENDENT
JEROME J. MOATS
DIRECTOR OF GENERAL SERVICES
BILL G. ASHBY

Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

We are writing in support of HB 1394/SB 982, which would:

- Remove the funding sunset currently set to go into effect after FY 2024 when municipal highway user revenues (HURs) would drop back to recession level lows;
- Increase municipal funding starting in FY 2025 to the approximate levels that existed prior to the state diversion in FY 2010;
- Apply the same lock box protections afforded to the rest of the transportation trust fund to the HUR account; and
- Tie HUR to the consumer price index so that HURs rise with inflation.

An important aspect of this bill is that it allows over four years before any funding increase occurs, providing the State time to adjust its project funding allocations. However, two items that can be addressed immediately are removing the sunset and lock boxing the HUR account; these provisions of the bill would provide critical certainty to municipal governments that the funding is long term and protected.

The legislation passed by the General Assembly in 2018 provided for the current funding level for municipal HUR, which is the highest it has been in over a decade, for a duration of five fiscal years which has been greatly helpful in maintaining local infrastructure; however with the sunset looming after FY 2024 it is difficult to engage in any long term transportation project plans.

The loss of Highway User Funding years ago devastated the Town of Oakland. With such difficult winters in Western Maryland, we patched and re-patched the holes in our roads. We have struggled since that time to keep our roads from literally falling apart. The full return of HUR funds without the sunset clause is imperative for municipalities such as ours to maintain existing businesses and attract new ones.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Respectfully submitted,


Peggy Jamison
Mayor of Oakland

Oakland_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV

MAYOR
PEGGY JAMISON

COUNCIL MEMBERS
JAY MOYER,
Council President
SHERWIN TEAGARDEN
KATHY SHAFFER
WAYNE MOWBRAY
TERRY HELBIG
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MAYOR AND TOWN COUNCIL
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OAKLAND, MARYLAND 21550
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February 25, 2020

EXECUTIVE COORDINATOR
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House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

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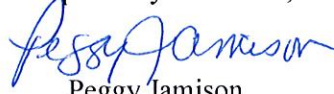
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Respectfully submitted,


Peggy Jamison
Mayor of Oakland

Poolesville_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



TOWN OF
Poolesville
MARYLAND

March 3, 2020

The Honorable Kumar Barve
Maryland House of Delegates
Chairperson House Environmental and Transportation Committee
Room 251 Lowe House Office Building
6 Bladen Street
Annapolis, MD 21401

Subject: HB 1394/SB 982 – Highway User Revenues (HUR) – Revenue and Distribution

Dear Chairman Barve and Committee Members:

I am writing in support of HB 1394/SB 982, which would:

- Remove the funding sunset currently set to go into effect after FY 2024 when municipal HURs would drop back to recession level lows;
- Increase municipal funding starting in FY 2025 to the approximate levels that existed prior to the state diversion in FY 2010;
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- Tie HUR to the consumer price index so that HURs rise with inflation.

An important aspect of this bill is it provides more than four years before any funding increase occurs; this affords the State time to adjust its project funding allocations. There are two items which can be addressed immediately:

- Removing the sunset
- Lock boxing the HUR account

These provisions of the bill would provide critical certainty to municipal governments that the funding is long term and protected.

Poolesville has approximately 23 miles of roadways and allocates \$250,000 to \$300,000 each year to road paving projects; the HUR reduction created a huge budget deficit.

Recognizing this, the commissioners attempted to maintain our capital paving projects funding stream. To compensate for the reduction of HURs, we had to move road projects out of the capital paving projects, extend the useful life of the road, and place those projects further out in the capital projects. This was predicated on the hope that our roads did not deteriorate beyond typical maintenance, which might result in greater repairs before we were able to repave the roads. This still left a deficit.

To fill the gap, we:

- Froze our employee salaries
- Cancelled sidewalk projects, and our mini-grant program for volunteer groups, scouts, and schools
- Stopped funding our Main Street improvement plan, which still does not have sufficient funds to accomplish it.

Not paving and allowing residential streets to fall into disrepair:

- Increases future road maintenance costs
- Creates dangerous situations
- Result in lower property values

None of the above is acceptable.

The General Assembly's 2018 legislation provided the current HUR funding level for municipalities, highest in over a decade. It greatly improved our ability to maintain and improve our local infrastructure, and reinitiate delayed projects. The looming FY 2024 sunset, of the five fiscal year program, creates a high degree of uncertainty making it difficult to engage in any long term transportation project plans.

The Town sincerely hopes that HB 1394/SB 982 receives a favorable report. It is imperative that 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

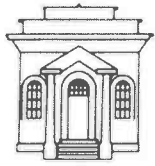
Thank you for your consideration.

Sincerely,



Jerome J. Klobukowski
President

Commissioners of Poolesville



TOWN OF
Poolesville
MARYLAND

March 3, 2020

The Honorable Guy Guzzone
Chairperson Senate Budget and Taxation Committee
3 West Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

Subject: HB 1394/SB 982 – Highway User Revenues (HUR) – Revenue and Distribution

Dear Chairman Guzzone and Committee Members:

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Thank you for your consideration.

Sincerely,



Jerome J. Klobukowski
President
Commissioners of Poolesville

RockHall_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



The Town of Rock Hall

P.O. Box 367
ROCK HALL, MARYLAND 21661
410-639-7611
FAX 410-639-7298

March 2, 2020

Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

We are writing in support of HB 1394/SB 982, which would:


- Remove the funding sunset currently set to go into effect after FY 2024 when municipal highway user revenues (HURs) would drop back to recession level lows;
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We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

On behalf of the Councilmembers of the Town of Rock Hall, thank you for your consideration.

Sincerely,

Dawn Jacobs, Mayor

Somerset_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV



Jeffrey Z. Slavin
Mayor



4510 Cumberland Avenue
Chevy Chase, MD 20815
(301) 657-3211
Town@townofsomerset.com



Matthew Trollinger
Town Manager

February 28, 2020

Delegate Sara Love, District 16
House Environmental and Transportation Committee

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Del. Love:

We are writing in support of HB 1394/SB 982, which would:

- Remove the funding sunset currently set to go into effect after FY 2024 when municipal highway user revenues (HURs) would drop back to recession level lows;
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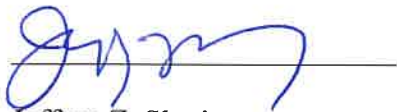
“Where People and Trees Have Deep Roots and Grow Strong”

Only a portion of the Town of Somerset's roads have been repaved in the past 10 years, and the rest are coming to the end of their lifecycle. We are appreciative of the uptick in funding since 2018, and are putting it to use by hiring an engineer to conduct a study of our streets to determine the extent of repaving that is needed. The full cost of street, sidewalk, curb and gutter repairs on the remaining roads could cost as much as three-quarters of the Town's entire budget. To make such investments – not to mention continue to provide day-to-day services to our residents – the Town needs to engage in long-term budgeting and planning. But because of the uncertainty of future funding past FY23, it is near impossible to properly budget long-term, especially while juggling multiple large infrastructure projects in Town. In fact, it is precisely *when* the funding is scheduled to sunset that Somerset will need this money the most.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffrey Z. Slavin", written over a horizontal line.

Jeffrey Z. Slavin,
Mayor
Town of Somerset

A handwritten signature in blue ink, appearing to read "Marnie Shaul", written over a horizontal line.

Marnie Shaul,
Council President
Town of Somerset

TakomaPark_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV

The City of Takoma Park

Office of the Mayor

Telephone: (301) 891-7230
Fax: (301) 270-8794
KateS@takomaparkmd.gov



7500 Maple Avenue
Takoma Park, MD 20912

The Honorable Kate Stewart, Mayor

March 2, 2020

Chairman Guy Guzzone
Senate Budget and Taxation Committee
Miller Senate Office Building, 3 West Wing
11 Bladen St., Annapolis, MD 21401

Chairman Kumar Barve
House Environmental and Transportation Committee
House Office Building, Room 251
6 Bladen St., Annapolis, MD 21401

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

We are writing in support of HB 1394/SB 982, which would:

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Takoma Park received almost \$400,000 in HUR and Transportation Grant funding in FY19. These funds were directed to road resurfacing, sidewalk projects and traffic calming. This funding supports critical infrastructure maintenance and improvements in our community.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kate Stewart', with a stylized, cursive script.

Kate Stewart
Mayor

Taneytown_FAV_SB 982

Uploaded by: Jorch, Bill

Position: FAV

MAYOR AND CITY COUNCIL

BRADLEY J. WANTZ
MAYOR

DIANE A. FOSTER
MAYOR PRO TEM

BARRI R. AVALLONE
TREASURER

CLARA KALMAN
CLERK

Chairman Guy Guzzone
Senate Budget and Taxation Committee

Chairman Kumar Barve
House Environmental and Transportation Committee



February 26, 2020

COUNCIL MEMBERS

JOSEPH A. VIGLIOTTI

JUDITH K. FULLER

DANIEL M. HAINES

DARRYL G. HALE

Subject: HB 1394/SB 982 – Highway User Revenues – Revenue and Distribution

Dear Mr. Chairman:

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In FY 2018, thanks to the increased level of funding, the City of Taneytown was able to complete paving projects on badly worn portions of two City streets. A milling and overlay project of 36,600 square feet, incorporating removal and replacement of 3,660 square feet of base course was completed on Baumgardner Avenue. Another 47,690 square feet of mill and overlay along with 4,769 square feet of base course paving was completed on Roth Avenue. Geotextile fabric was incorporated in the entire mill and overlay area to slow deterioration of the newly paved areas.

In FY 2019, the City was able to utilize HUR to complete a repair to West Baltimore Street (MD Route 140). While this is a State Road, a water main break required excavation within the paved surface of the road, requiring milling and overlay per the MD State Highway Administration's standards. The specific area that was paved is not available for this project as it was an emergency project and a contract was awarded on a total sum basis.

17 E. BALTIMORE STREET • TANEYTOWN, MARYLAND 21787

(410) 751-1100 • Fax (410) 751-1608

website: www.taneytown.org

Currently in FY 2020, construction is ongoing on a storm water management retrofit project that is incorporating bridge abutments into the weir wall for a bridge that will connect two disparate segments of the City's Obrien Avenue. This gap in the street causes emergency services as well as traffic in general to utilize a somewhat roundabout and longer route to travel from one portion of the street to the other. Construction of the new bridge, for which a contract has been awarded, will allow a more direct route from the Taneytown Volunteer Fire Company's facility to properties on Obrien Avenue and nearby streets. By incorporating a portion of the required bridge infrastructure with the storm water management retrofit project (as required by our NPDES permit) which is a joint effort of the City and Carroll County, the City will save a substantial sum, but has nonetheless budgeted \$470,053 for the bridge though it will exceed this year's projected HUR amount by over \$100,000. Without HUR projects like these would likely be either substantially scaled back, or deferred, likely resulting in higher costs associated with the run to failure approach the City might have to employ should HUR sunset without legislation enacted to preserve this significant funding source in perpetuity.

We sincerely hope that HB 1394/SB 982 receives a favorable report. 2020 is the year to reengage the discussion of fully and permanently restoring highway user revenues to local governments.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "B. J. Wantz", written in a cursive style.

Bradley J. Wantz, Mayor

SB 982_MAA_FAV

Uploaded by: Klinefelter, Marshall

Position: FAV

CHAIRMAN:
Rob Scrivener
VICE CHAIRMAN
Brian Russell



SECRETARY:
David Slaughter
TREASURER:
Jeff Graf
PRESIDENT:
G. Marshall Klinefelter

March 4, 2020

Senator Guy Guzzone, Chairman
Budget and Taxation Committee
3 West, Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

SUPPORT

Re: **SENATE BILL 982 – HIGHWAY USER REVENUES – REVENUE AND DISTRIBUTION.**

Dear Chairman Guzzone and Committee Members:

The Maryland Asphalt Association is comprised of 18 producer members representing more than 47 production facilities, 21 contractor members, 24 consulting engineer firms and 39 other associate members. We proactively work with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

We support SB 982 because it will shift revenue attributable to increases in the motor fuel tax rate due to adjustments for inflation through CPI calculations from the Transportation Trust Fund to the Gasoline and Motor Vehicle Revenue account, also known as the Highway User Revenue ("HUR") account. This will lead to an increase of \$203 million in local jurisdictions' highway user revenues over a five-year period, which is equal to the decrease expected in the Transportation Trust Fund. We are in favor of this change because local HUR funds are used for paving and resurfacing projects. It is imperative that our roads around the State are regularly maintained so that residents and non-residents alike are safe while utilizing these roads.

We appreciate you taking the time to address this important issue and we respectfully urge a favorable report on Senate Bill 982.

Thank you,

A handwritten signature in black ink, appearing to read "Marshall Klinefelter".

Marshall Klinefelter
President
Maryland Asphalt Association

SB 982_MTBMA_FAV

Uploaded by: Sakata, Michael

Position: FAV



MTBMA

MARYLAND TRANSPORTATION BUILDERS
AND MATERIALS ASSOCIATION

March 4, 2020

Senator Guy Guzzone, Chairman
Budget and Taxation Committee
3 West, Miller Senate Office Building
11 Bladen Street
Annapolis, Maryland 21401

SUPPORT

Re: **SENATE BILL 982 – HIGHWAY USER REVENUES – REVENUE AND DISTRIBUTION.**

Dear Chairman Guzzone and Committee Members:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials.

We support SB 982 because it will shift revenue attributable to increases in the motor fuel tax rate due to adjustments for inflation through CPI calculations from the Transportation Trust Fund to the Gasoline and Motor Vehicle Revenue account, also known as the Highway User Revenue (“HUR”) account. This will lead to an increase of \$203 million in local jurisdictions’ highway user revenues over a five-year period, which is equal to the decrease expected in the Transportation Trust Fund. We are in favor of this change because local HUR funds are used for paving and resurfacing projects. It is imperative that our roads around the State are regularly maintained so that residents and non-residents alike are safe while utilizing these roads.

We appreciate you taking the time to address this important issue and we respectfully urge a favorable report on Senate Bill 982.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

BCA_FAV_SB982

Uploaded by: Stegman, Matthew

Position: FAV



BERNARD C. “JACK” YOUNG
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

SB 982

March 4, 2020

TO: Members of the Budget & Taxation Committees

FROM: Matthew Stegman, Deputy Director of Government Relations

RE: Senate Bill 982 - Highway User Revenues – Revenue and Distribution

POSITION: SUPPORT

Chair Guzzone, Vice Chair Rosapepe, and Members of the Committee, please be advised that the Baltimore City Administration (BCA) **supports** Senate Bill (SB) 982.

SB 982 makes alterations to the distribution of money in the Gasoline and Motor Vehicle Revenues Account to local governments, increasing the amount of Highway User Revenues (HURs) distributed to local governments and Baltimore City. Presently, Baltimore City receives 8.3% of the total allocation of HURs, and SB 982 would increase that share to 8.8%.

HUR distributions to local jurisdictions were significantly cut starting in FY 2008 as a response to a significant shortfall in state revenues at the height of the Great Recession. Despite the prolonged economic recovery and stabilization of the Transportation Trust Fund – in part due to a fuel tax increase during the 2014 Legislative Session - HUR state aid to local governments remains historically low. No jurisdiction has been impacted more negatively than the City of Baltimore.

Baltimore City receives the largest share of local HUR aid of any locality in Maryland, due to it being the only jurisdiction responsible for maintaining all State Highways within its boundaries and an Interstate Highway, I-83. Despite still receiving the largest share of HUR funding, the reality is that Baltimore City’s HUR allocation in FY

*Annapolis – phone: 410.269.0207 • fax: 410.269.6785
Baltimore – phone: 410.396.3497 • fax: 410.396.5136
<https://mogr.baltimorecity.gov/>*

2020 accounts for roughly two thirds of our allocation in FY 2007. Over the course of the past 13 fiscal years, the cut to Baltimore City's HUR allocation has resulted in a loss of roughly \$800 million in cumulative revenue that is desperately needed to reinvest in the city's aging infrastructure.

Providing the City of Baltimore the opportunity to invest in our infrastructure stands to save the State of Maryland money as well. The current condition of Baltimore City roadways leads to wear and tear on the thousands of state vehicles owned and operate by the Maryland Transit Administration.

For the forgoing reasons, we respectfully request a **favorable** report on SB 982.

Annapolis – phone: 410.269.0207 • fax: 410.269.6785
Baltimore – phone: 410.396.3497 • fax: 410.396.5136
<https://mogr.baltimorecity.gov/>

MACo_FWA_SB982

Uploaded by: Sanderson, Michael

Position: FWA



Senate Bill 982

Highway User Revenues – Revenue and Distribution

MACo Position: **SUPPORT**
with AMENDMENTS

To: Budget & Taxation Committee

Date: March 4, 2020

From: Michael Sanderson

The Maryland Association of Counties **SUPPORTS SB 982**, with **AMENDMENTS** providing a long-term restoration for the state-levied transportation revenues needed to support safety and maintenance work on local roads and bridges across Maryland.

For decades, the State supported a balanced means to maintain its transportation infrastructure. The bulk of transportation revenues – mainly motor fuel and vehicle titling taxes – have been split between the State (for its consolidated Transportation Trust Fund, serving multiple modes) and local governments (who own and maintain roughly 5 of every 6 road miles across the state). For decades, this split served all parties effectively.

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 these Highway User Revenues and a roughly 40% reduction to Baltimore City’s allocation (the largest by far to any jurisdiction). Since then, recession-driven cutbacks in many service areas have been fully or largely restored. This is not the case with Highway User Revenues – they remain far, far behind historic levels, even after the State has enacted a substantial transportation revenue increase.

SB 982 takes an appropriate “next step” with Highway User Revenues – eliminating the coming “cliff effect” following a multi-year advance in local funding. The bill also provides an extra step in funding targeted to municipal governments and Baltimore City, while properly attaching the local share to the inflation-adjusted base. Finally, the bill affords the same statutory “lockbox” protection to these local distributions as was granted to State transportation funds, as part of the 2013 changes to transportation revenue structure.

MACo supports each of these provisions. They offer a positive next step for our statewide transportation investments. MACo’s amendments would recognize that the bill, as introduced,

leaves a good deal of recovery ahead for both Baltimore City and the 23 counties, and offers a gradual phase-in of that funding to return to the dollar distributions provided in FY 2008, the last year of “intact” local funding. Counties recognize that an abrupt formula change may shock the state funding streams, and are willing to support a gradual restoration as proposed in these amendments. This phase-in would not even commence until FY 2026, essentially after the end of the current six-year capital planning process, avoiding interference with projects already scheduled and incorporated in that plan.

SB 982 represents a forward-thinking next step for funding local transportation needs, and avoids a dramatic “cliff effect” in state funding. MACo amendments would identify a gradual phase-in of the remaining funding restoration, bringing the historic balance back to these funding distributions. MACo urges the committee to **SUPPORT SB 982 WITH AMENDMENTS** to extend its provisions to address all of Maryland’s local jurisdictions.

MACo Proposed Amendment:

On page 5, in line 4, strike “SUBSECTION (C)” and substitute “SUBSECTIONS (C) AND (D)”; and

In line 16, after “(C)” insert:

“FOR FISCAL YEAR 2026, AND EACH FISCAL YEAR THEREAFTER, THE AMOUNTS SPECIFIED IN SUBSECTION (B) OF THIS SECTION SHALL BE ADJUSTED AS FOLLOWS:

- (1) THE SHARE OF FUNDS DIRECTED TO BALTIMORE CITY UNDER SUBSECTION (B)(2) OF THIS SECTION SHALL BE INCREASED BY 0.5%, BUT NOT TO EXCEED THE RATE REQUIRED TO PROVIDE THE LEVEL OF FUNDING TO BALTIMORE CITY PROVIDED IN FISCAL YEAR 2008; AND
- (2) THE SHARE OF FUNDS DIRECTED TO THE COUNTIES UNDER SUBSECTION (B)(2) OF THIS SECTION SHALL BE INCREASED BY 1.0%, BUT NOT TO EXCEED THE RATE REQUIRED TO PROVIDE THE LEVEL OF FUNDING TO THE COUNTIES PROVIDED IN FISCAL YEAR 2008.

(D)”.