



Maryland Municipal League  
*The Association of Maryland's Cities and Towns*

TESTIMONY

March 5, 2020

**Committee:** House Environment and Transportation

**Bill:** HB 1394 – 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.

HB 1394 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 and the distribution allocation of HUR 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 revenues into the HUR account while distribution to local governments based on a percentage written into statute provided the funding predictability.

OVER...

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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.

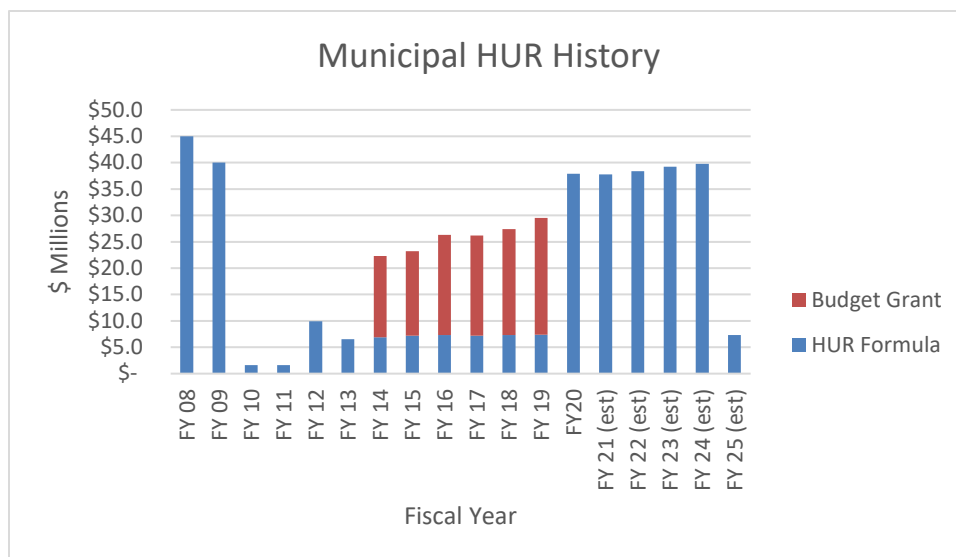
What used to be a split of 70% to the State and 30% to local governments now sits at 86.5% to the State and 13.5% to local governments. After the current funding level is set to expire in 2024, that split moves to 90.4% to the State and 9.6% to local governments. This lower and inconsistent funding allocation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

Municipalities have lost about \$280 million in HUR since the initial cuts a decade ago. HB 1394 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 HB 1394 with a favorable report.

FOR MORE INFORMATION, PLEASE CONTACT:

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

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