

Department of Legislative Services
Maryland General Assembly
2025 Session

FISCAL AND POLICY NOTE
First Reader

Senate Bill 499

(Senator McCray)(By Request - Baltimore City
Administration)

Budget and Taxation

Baltimore City - Highway User Revenues Capital Grants - Calculation

This bill increases the amount of funds from the Gasoline and Motor Vehicle Revenue Account (GMVRA) that the Maryland Department of Transportation (MDOT) must annually provide to Baltimore City through capital transportation grants – from 9.5% of the funds to 12.2% of the funds – beginning in fiscal 2028. **The bill takes effect July 1, 2025.**

Fiscal Summary

State Effect: Because MDOT’s capital program is fully subscribed, overall Transportation Trust Fund (TTF) expenditures are not affected. However, over the five-year period addressed in this fiscal and policy note, relative to current law, the bill requires MDOT to redirect \$60.7 million in FY 2028, \$61.2 million in FY 2029, and \$61.9 million in FY 2030 to Baltimore City. Revenues are not affected.

Local Effect: Over the five-year period addressed in this fiscal and policy note, relative to current law, Baltimore City revenues increase by an estimated \$60.7 million in FY 2028, \$61.2 million in FY 2029, and \$61.9 million in FY 2030. Expenditures are not directly affected.

Small Business Effect: Minimal or none.

Analysis

Current Law: TTF provides local transportation aid through GMVRA, and revenues in the account are commonly referred to as highway user revenues. Currently, the revenues dedicated to the account include all or some portion of the motor vehicle fuel tax, vehicle

titling tax, vehicle registration fees, short-term vehicle rental tax, and State corporate income tax.

Chapters 330 and 331 of 2018 altered the manner in which GMVRA revenues are shared with local governments, beginning in fiscal 2020. Instead of directly sharing the revenue with local governments, the Acts require 100% of the funds in GMVRA to be retained by TTF and distributed to local governments through capital transportation grants. This change allows MDOT to issue bonds backed by the GMVRA revenues that are ultimately issued to local governments; MDOT was unable to do so prior to the enactment of Chapters 330 and 331.

The amount of the grants that MDOT must annually provide to local governments from GMVRA is based on a statutory formula which was last modified by Chapter 240 of 2022. **Exhibit 1** shows the distribution of revenues required by Chapter 240 for fiscal 2026 through 2030; the distribution in fiscal 2030 continues in future fiscal years as well.

Exhibit 1
Local Share of Highway User Revenues Distribution
Fiscal 2026-2030

	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>FY 2029</u>	<u>FY 2030</u>
MDOT	80.0%	80.0%	84.4%	84.4%	84.4%
Baltimore City	12.2%	12.2%	9.5%	9.5%	9.5%
Counties	4.8%	4.8%	3.7%	3.7%	3.7%
Municipalities	3.0%	3.0%	2.4%	2.4%	2.4%

MDOT: Maryland Department of Transportation

Source: Department of Legislative Services

State Fiscal Effect: Altering the GMVRA distribution formula beginning in fiscal 2028 decreases MDOT’s share of highway user revenues and increases Baltimore City’s share of highway user revenues, although, as noted above, MDOT must provide the local share of highway user revenues to local governments through capital transportation grants.

Because MDOT’s capital program is fully subscribed, MDOT must redirect capital funding from other projects to provide the additional revenues to Baltimore City. Relative to current law and based on the estimated funds credited to GMVRA, the bill requires MDOT to redirect \$60.7 million in fiscal 2028, \$61.2 million in fiscal 2029, and \$61.9 million in

fiscal 2030 (totaling approximately \$183.8 million over the five-year period addressed in this fiscal and policy note) to Baltimore City.

Local Revenues: Over the five-year period addressed in this fiscal and policy note, relative to current law, Baltimore City revenues increase by approximately \$60.7 million in fiscal 2028, \$61.2 million in fiscal 2029, and \$61.9 million in fiscal 2030. **Exhibit 2** shows the *increase* in highway user revenues distributed to Baltimore City and the *total* amount of highway user revenues distributed to Baltimore City for fiscal 2028 through 2030, relative to current law.

Exhibit 2
Baltimore City Increase and Total – Highway User Revenues
Fiscal 2028-2030
(\$ in Millions)

FY 2028		FY 2029		FY 2030	
<u>Increase</u>	<u>Total</u>	<u>Increase</u>	<u>Total</u>	<u>Increase</u>	<u>Total</u>
\$60.7	\$274.3	\$61.2	\$276.6	\$61.9	\$279.9

Note: Estimate assumes that highway road miles and vehicle registrations in fiscal 2026 remain constant through fiscal 2030.

Source: Department of Legislative Services

Additional Information

Recent Prior Introductions: Similar legislation has not been introduced within the last three years.

Designated Cross File: HB 901 (Delegate Wells)(By Request - Baltimore City Administration) - Environment and Transportation.

Information Source(s): Maryland Department of Transportation; Department of Budget and Management; Department of Legislative Services

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rh/lgc

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