

**Department of Legislative Services**  
 Maryland General Assembly  
 2026 Session

**FISCAL AND POLICY NOTE**  
**First Reader**

House Bill 1379 (Delegate R. Long)  
 Environment and Transportation

**Vehicle Laws - Vehicle Registration Fees - Sixth Legislative District**

This bill reduces vehicle registration fees for certain motor vehicles owned by a resident and registered to an address in the Sixth Legislative District until a replacement bridge for the Francis Scott Key Bridge opens to general vehicular traffic. The bill’s reduced registration fees apply to the following classifications of vehicles: Class A (passenger); Class D (motorcycle); and Class E (truck). The Maryland Transportation Authority must notify the Department of Legislative Services (DLS) within five days of the Francis Scott Key Bridge reopening to general vehicular traffic; the bill’s registration fee reductions terminate once the bridge opens. **The bill takes effect July 1, 2026.**

**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) revenues decrease by more than \$2.0 million annually from FY 2027 through 2030, as discussed below. TTF expenditures decrease minimally from reduced capital transportation grants, as discussed below. The Motor Vehicle Administration (MHA) can implement the fee reduction with existing resources.

(\$ in millions)	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
SF Revenue	(\$2.1)	(\$2.2)	(\$2.2)	(\$2.2)	\$0
Expenditure	(-)	(-)	(-)	(-)	0
Net Effect	(-)	(-)	(-)	(-)	\$0.0

*Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate increase; (-) = indeterminate decrease*

**Local Effect:** The bill is not anticipated to materially affect the local finances or operations of any individual local jurisdiction, as discussed below.

**Small Business Effect:** None.

## Analysis

**Bill Summary/Current Law:** State law does not currently establish differing vehicle registration fees according to legislative districts. As shown in **Exhibit 1**, the bill reduces annual registration fees for the affected vehicle classes by \$50.00, thereby establishing a separate registration fee schedule for residents of the Sixth Legislative District.

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### **Exhibit 1 Annual Vehicle Registration Fees Statewide Compared to those for the Sixth Legislative District under the Bill**

<u>Class of Vehicle</u>	<u>Statewide Fee</u>	<u>Sixth Legislative District Fee</u>
A (passenger)		
≤ 3,500 lbs.	\$80.50	\$30.50
> 3,500 lbs. to ≤ 3,700 lbs.	85.50	35.50
> 3,700 lbs.	151.50	101.50
D (motorcycle)	65.00	15.00
E (truck)		
≤ 3,500 lbs.	93.75	43.75
> 3,500 lbs. to ≤ 5,000 lbs.	98.75	48.75
> 5,000 lbs.*	138.75	88.75

\* Lower-weight vehicles within this range pay a fixed registration fee, while higher-weight vehicles pay a variable registration fee based on weight increments, which is also reduced by \$50.00 under the bill.

Notes: Class A (passenger) and E (truck) weight classifications are based on shipping weight. A vehicle for which the owner certifies on the registration application that the vehicle will be used for construction activities pays the same fee as a Class E (truck) that is 3,500 pounds or less.

Source: Department of Legislative Services

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**State Fiscal Effect:** According to the Maryland Transportation Authority website for the [Key Bridge Rebuild project](#), the new bridge is tentatively scheduled to open to vehicular traffic sometime during calendar 2030. As such, for purposes of this analysis, it is assumed that the reduced registration fees apply only through fiscal 2030. Nevertheless, the fees may be in place longer if there are delays in the rebuild project.

Based on vehicle registration data as of November 30, 2025, MVA anticipates that approximately 42,200 vehicles are eligible for reduced vehicle registration fees under the bill. This estimate is based on zip codes that comprise the Sixth Legislative District; however, the actual number of eligible vehicles may differ slightly, as zip codes do not

perfectly correspond to the boundaries of legislative districts. Further narrowing down the exact number of affected vehicles requires additional data analysis that cannot be completed at this time. Taking into account a 2% growth factor in the number of eligible vehicles, TTF revenues decrease by approximately \$2.1 million in fiscal 2027 and \$2.2 million in fiscal 2030. Over the four-year period, TTF revenues are anticipated to decrease by approximately \$8.7 million.

In addition, as discussed in more detail below, as a portion of registration fee revenues is shared with local governments through capital transportation grants, TTF expenditures for that purpose decrease minimally.

**Local Revenues:** Generally, a portion of the revenues from motor vehicle registration fees accrues to the Gasoline and Motor Vehicle Revenue Account (GMVRA) and is provided to local governments through capital transportation grants. However, the Budget Reconciliation and Financing Act (BRFA) of 2024 (which increased registration fees for most classes of vehicles) specified that the revenue increases attributable to those changes had to remain allocated within the Maryland Department of Transportation (MDOT) and may not be credited to GMVRA. Accordingly, local governments do not share in the ongoing higher revenues under current law.

DLS advises that, while not clear, the bill's modification to the BRFA's registration fee provisions likely also negates the BRFA's requirement that the increase in revenues attributable to that provision remain within MDOT. As a result, revenues provided to local governments through GMVRA may be affected. However, because all but two of the fees are being *reduced* to an amount that is *lower* than the amount in place prior to the enactment of the BRFA of 2024, the likely impact is that revenues distributed through GMVRA are actually reduced. Even so, as GMVRA revenues are distributed among all local jurisdictions in the State, the bill's impact on any one individual local jurisdiction is likely negligible.

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### **Additional Information**

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

**Designated Cross File:** None.

**Information Source(s):** Maryland Department of Transportation; Department of Legislative Services

**Fiscal Note History:** First Reader - March 4, 2026  
caw/rld

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Analysis by: Eric F. Pierce

Direct Inquiries to:  
(410) 946-5510  
(301) 970-5510