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HEADLINE: Greater Baltimore Committee breaks down transportation funding tax

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The **Greater Baltimore Committee** laid out the pros and cons Friday of a mileage tax as a replacement for Maryland's gas tax, which critics say isn't generating enough revenue to fund the state's backlog of transportation infrastructure projects.

The report comes in the midst of a \$40 billion backlog of transportation products. The gas tax was created to help fund these projects but it has not been changed since 1992.

Under the vehicle miles traveled tax system, Baltimore motorists would pay a tax on each mile traveled. Oregon is considering implementing a mileage tax system.

Currently, under the gas tax system motorists pay 23.5 cents in taxes for every gallon purchased. The gas tax system has fallen short in funding transportation infrastructure, its main purpose, the GBC has said in a series of policy papers and public statements as it advocates for transportation improvements. The gas tax will continue to decline as more people switch to hybrids and more fuel-efficient vehicles, according to the GBC report.

But a system that taxes each mile traveled can have a downside. There is some concern about the public accepting placing GPS devices in vehicles to track miles travel because privacy issues, the GBC noted. Collecting the mileage tax is also a concern.

The National Surface Transportation Infrastructure Financing Commission recommended the vehicle miles tax system replace the gas tax system by 2020, despite its operational issues.

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Highlights: Greater Baltimore Committee