

February 6, 2026

The Honorable Ben Barnes  
Chair, Appropriations Committee  
Maryland House of Delegates  
**Re: Support for House Bill 559**

Dear Chair Barnes and Committee Members,

On behalf of the Greater Washington Partnership (the Partnership), I am writing to express our support for [HB0559](#). This bill would adjust Highway User Revenues (HUR) allocations to avoid a significant funding cliff in FY28 that would otherwise undermine state of good repair for local roads and bridges across Maryland.

The Partnership is a nonprofit alliance of nearly 50 leading corporate, university, and nonprofit employers in Maryland, Virginia, and the District of Columbia committed to championing the region's growth. Our member organizations provide 647,000 direct and supported jobs through their economic activity across the region, and together we leverage our collective resources to identify shared challenges and offer solutions to the region's critical workforce, transportation, and economic development challenges. Recognizing the importance of mobility and inclusive growth to our economic competitiveness, the Partnership developed the [Blueprint for Regional Mobility](#), an employer-informed strategy to enhance the transportation system from Baltimore to Richmond. Since 2022, we have also partnered with the Greater Baltimore Committee to lead [Baltimore's Transit Future](#), a coalition of over 70 business, civic, and nonprofit organizations advocating for high-quality, reliable transit in the Baltimore region. Both initiatives underscore that a well-functioning transportation system depends on safe, well-maintained roadways that support movement across all modes.

HUR allocations are the primary state funding source for local roads and bridges. These funds are critical for local governments to support road resurfacing, bridge repairs, and safety improvements. HUR funds are especially significant in Baltimore City, where both state and local roads are locally maintained. A reduction of \$110 million in FY28, as reflected in the Consolidated Transportation Program, would strain local budgets and lead to deferred maintenance, worsening road conditions, and increased long-term repair costs.

Deteriorating road infrastructure has real and immediate consequences. Poor pavement and unsafe conditions can slow or disrupt bus service, reduce reliability for commuters and freight, and increase risks for drivers, pedestrians, and cyclists. Over time, these impacts compound, creating an unmanageable backlog and making it harder for Marylanders to access jobs, schools, healthcare, and other essential services.

This bill ensures local governments have a predictable and reliable revenue stream to maintain and improve their roads and bridges, enabling all road users to access jobs, resources, and services reliably, safely, and efficiently. For these reasons, we urge a favorable report on HB 0559. Thank you for your consideration and shared commitment to reducing barriers to mobility and opportunity, as well as making this region the best place to live, work, and build a business.

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