

HB559.pdf

Uploaded by: Adam Streight

Position: FAV

Adam Streight
County Executive

Dan Schneckenburger
Director of Administration



Office: 410.996.8300
Fax: 800.863.0947

County Information
410.658.4041
410.996.5200

CECIL COUNTY, MARYLAND
Office of the County Executive
200 Chesapeake Boulevard, Suite 2100, Elkton, MD 21921

February 6, 2026

The Honorable Ben Barnes, Chair
Members of the House Appropriations Committee
Maryland House of Delegates

Re: Support for House Bill 559 – Transportation - Highway User Revenues Capital Grants - Calculation

Dear Chair Barnes and Members of the Committee,

On behalf of the Cecil County Administration and the Cecil County Council, we strongly support Senate Bill 288, which would prevent the Highway User Revenue (HUR) funding cliff scheduled for fiscal year 2028.

Counties maintain the vast majority of Maryland's roadway miles, and HUR funding is essential to core services such as road resurfacing, bridge maintenance, traffic safety improvements, and snow and storm response. Under current law, counties and Baltimore City face a nearly \$110 million reduction in local transportation funding beginning in FY 2028, with losses totaling approximately \$520 million over five years. A reduction of this magnitude would significantly impair long-term planning and accelerate roadway deterioration.

With sponsor amendments, SB 288 holds local governments harmless from this cliff and preserves a stable, predictable funding stream. Because Cecil County lacks the authority to levy dedicated transportation taxes, predictable State support is especially critical.

For these reasons, we respectfully urge you to look **favorably** on Senate Bill 288. Thank you for your consideration and continued commitment to Maryland's counties.

Sincerely,

A blue ink signature of Adam Streight, County Executive, consisting of stylized initials and a surname.

Adam Streight, County Executive

A blue ink signature of Al Miller, President of Cecil County Council, written in a cursive style.

Al Miller, President, Cecil County Council

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For these reasons, we respectfully urge you to look favorably on **House Bill 559**. Thank you for your consideration and continued commitment to Maryland's counties.

A large, stylized blue ink signature of Adam Streight, the County Executive.

Adam Streight, County Executive
Miller, President, Cecil County Council

AI

A blue ink signature of Al Miller, the President of the Cecil County Council.

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February 6, 2026

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Members of the House Appropriations Committee
Maryland House of Delegates

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Adam Streight, County Executive
Miller, President, Cecil County Council

AI

A blue ink signature of Al Miller, the President of the Cecil County Council.

HB0559-APP-ET-SUPP.pdf

Uploaded by: Brandon Scott

Position: FAV



BRANDON M. SCOTT
MAYOR

*Office of Government Relations
88 State Circle
Annapolis, Maryland 21401*

HB 0559

February 10, 2026

TO: Members of the Appropriations and Environment and Transportation Committees

FROM: Brandon M. Scott, Mayor, City of Baltimore

RE: House Bill 559 - Transportation – Highway User Revenues Capital Grants – Calculation

POSITION: FAVORABLE

Chairs Barnes and Korman, Vice Chairs Kaiser and Guyton, and members of the Committees: please be advised that I am in strong **support** of House Bill (HB) 559 - Transportation – Highway User Revenues Capital Grants – Calculation.

Baltimore City is the only jurisdiction in Maryland that is responsible for maintaining State roads. That includes 2,000 miles of roadways, approximately 1,400 traffic signals, 298 bridges and culverts, 456 miles of alleys, 179 miles of bike lanes, and major highways like I-83, which the State does maintain when they pass through other cities and counties. Prior to 2010, Baltimore received roughly \$200 million in HUR funding each year to manage this workload. With inflation, that would be around \$300 million today.

But HUR funding has not kept pace with inflation. In fact, the State reduced Baltimore City's share of HUR beginning in 2010, costing us, in total, roughly \$1 billion. Capital funding fell from up to \$73 million a year to \$0 overnight, which forced the City to make difficult decisions, deferring critical maintenance and scaling back operations for our Department of Transportation to avoid significant layoffs. After nearly 15 years of this lower funding level, the damage is clear: the City's capital needs far outpace capacity each year. Studies estimate¹ that the condition of Baltimore City roads costs drivers roughly \$2,800 per year.

As a result of the Maryland General Assembly's efforts to temporarily restore the City's 12.2% HUR share for Fiscal Years 2026 and 2027, the City has addressed 95 miles of resurfacing, 445 blocks of alleys and footways, nine signal reconstructions, 650 ADA ramp upgrades, two major

¹ "Maryland Transportation by the Numbers." TRIP, March 2025. <https://tripnet.org/reports/maryland-transportation-by-the-numbers-baltimore-news-release-03-19-2025/>

streetscape projects, and two major bridge projects. But beginning in Fiscal Year 2028, this share is set to decrease once again, which would cut resurfacing capacity down to 30 lane miles per year, a decrease of 68%. ADA ramps and alley and footway projects would decrease by 66%, signal reconstruction work would be eliminated entirely, and the City would complete only one major bridge or streetscape project every two years. Due to years of deferred maintenance, the need is greater than ever, and yet we are operating with an HUR budget that is smaller than it was in 2009. This is not sustainable.

In addition to compounding maintenance challenges, any cuts to HUR funding will have economic consequences across the region, including job losses and threats to local engineering firms and contractors. When capital investment drops, smaller local firms and contractors bear the brunt of the impact, while larger firms wait out the storm, or simply shift jobs away from the region or State. Especially given the impact of federal job losses across Maryland, it would be irresponsible to threaten the livelihood of local businesses by slashing HUR dollars that fund their contracts.

The City recognizes that the State transportation budget needs reform, especially as HUR funding has declined overall. But local jurisdictions cannot afford to sacrifice critical transportation projects at the local level; the need is too great. For these reasons, I urge a **favorable** report on HB 559.

CE Ball 2026 - HB559 - Highway User Revenues.pdf

Uploaded by: Brian Shepter

Position: FAV



HOWARD COUNTY OFFICE OF COUNTY EXECUTIVE

3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2013 Voice/Relay

Calvin Ball
Howard County Executive
cball@howardcountymd.gov

www.howardcountymd.gov
FAX 410-313-3051

February 6, 2026

The Honorable Ben Barnes, Chair
Appropriations Committee
120 Taylor House Office Building
Annapolis, Maryland 21401

Re: **TESTIMONY IN SUPPORT of House Bill 559:** Transportation - Highway User Revenues Capital Grants – Calculation

Dear Chair Barnes, Vice Chair Kaiser, and Members of the Committee:

Our transportation system is the backbone of our economy and counties are headed toward a fiscal cliff in Highway User Revenue funding in FY28 that threatens to disrupt this vital infrastructure. I want to express my appreciation for Delegate Edelson for his leadership on House Bill 559 (HB559).

This legislation, as amended by the sponsor, would hold harmless counties and Baltimore City from a sudden drop in local road funding on our imminent horizon. Moreover, and perhaps most importantly, the bill creates a predictable revenue stream for the foreseeable future, which will allow counties to plan for multi-year resurfacing and bridge projects that help our residents, workers, businesses and visitors get where they need to go reliably and efficiently.

Local governments maintain in excess of 80% of Maryland road miles. In Howard County alone, we service 1,066 miles of local roadways of which we resurface roughly 100 miles and fill approximately 700 potholes annually. Over the last seven years, my administration has directed more than \$65 million to road resurfacing in Howard County, thanks in large part to Highway User Revenues.

These funds are also essential to maintain the quality and the safety of these local facilities year-round, including storm and snow response. Last week's icy winter weather was a sharp reminder of just how critical snow response is to our communities.

We understand that the State faces difficult fiscal decisions necessary to balance its budget and advance its priorities. HB559 is a prudent and measured step toward ensuring counties have the essential resources to maintain the sprawling network of local roads that carry us all home at the end of each day.

I again urge the Committee's **support for HB559**.

Respectfully,

Calvin Ball
Howard County Executive

LOS - HB559-signed.pdf

Uploaded by: irene barnes

Position: FAV

COUNTY COUNCIL OF DORCHESTER COUNTY
COUNTY OFFICE BUILDING
501 Court Lane, P.O. Box 26
Cambridge, Maryland 21613
(410) 228-1700

GEORGE L. PFEFFER, JR., PRESIDENT
MIKE DETMER, VICE PRESIDENT
ROB KRAMER, JR.
WILLIAM V. NICHOLS
RICKY C. TRAVERS



JERRY JONES
COUNTY MANAGER
MACLEOD LAW GROUP LLC
COUNTY ATTORNEY

February 6, 2026

The Honorable Ben Barnes, Delegate
Appropriations Committee
120 Taylor House Office Building
121 Taylor House Office Building
Annapolis, Maryland 21401

RE: Letter of Support – House Bill 559 - Transportation - Highway User Revenues Capital Grants - Calculation

Dear Chairman Barnes and Committee Members:

On behalf of the Dorchester County Council, I respectfully offer its support for House Bill 559 entitled, “Transportation - Highway User Revenues Capital Grants – Calculation,” for purposes of altering the amounts of certain capital grants calculated based on highway user revenues that are required to be appropriated to Baltimore City, counties, and municipalities in certain fiscal years; and generally relating to the distribution of highway user revenues.

Dorchester County strongly supports HB 559 because it preserves stable and predictable Highway User Revenue funding that is essential to maintaining our local transportation infrastructure. By preventing the scheduled fiscal year 2028 funding cliff, this legislation allows the County to plan and execute multi-year road and bridge projects, reduce reliance on costly emergency repairs, and maintain safe roadways for residents, businesses, and visitors.

Local governments are responsible for maintaining the vast majority of Maryland’s road miles, and Highway User Revenues are a critical funding source for these visible, everyday services. HB 559 ensures Dorchester County is not forced to move backward financially while preserving the ability to advocate for a fair and sustainable long-term transportation funding partnership with the State. Therefore, we respectfully ask that you look favorably upon this bill.

Thank you for your time and consideration of this letter of support. If you have any questions, please contact the Council’s Office at (410) 228-1700

Sincerely,

A handwritten signature in blue ink that reads "George L. Pfeffer, Jr." with a stylized flourish at the end.

George L. Pfeffer, Jr.
President

cc: The Honorable Johnny Mautz, Senator
The Honorable Christopher T. Adams, Delegate
The Honorable Sheree Sample-Hughes, Delegate
The Honorable Tom Hutchinson, Delegate

HB 559 FAV FCG CE LS26.pdf

Uploaded by: Jessica Fitzwater

Position: FAV



FREDERICK COUNTY GOVERNMENT
OFFICE OF THE COUNTY EXECUTIVE

Jessica Fitzwater
County Executive

HB 559 – Transportation - Highway User Revenues Capital Grants - Calculation

DATE: February 10, 2026
COMMITTEE: House Appropriations Committee
POSITION: Favorable
FROM: The Office of Frederick County Executive Jessica Fitzwater

As the County Executive of Frederick County, I urge the committee to give **HB 559 – Transportation - Highway User Revenues Capital Grants - Calculation** a favorable report.

This legislation aims to address the Highway User Revenue funding cliff that is currently scheduled for fiscal year 2028.

As the State has continued to struggle with budget challenges, Counties have been faced with cost shifts amid unfunded mandates. While counties have adjusted budgets to adapt to new cost shifts, the continued loss of funding is leading to tough choices and local budget cuts. Highway User Revenues are a crucial funding mechanism for local governments, as this revenue stream is the primary funding mechanism for local roads and bridges.

Frederick County is proud to have a safe, accessible, and reliable transportation system. However, without Highway User Revenues, we run the risk of significantly delaying transportation system upgrades such as road resurfacing, bridge repairs, traffic safety improvements, and snow and storm responses. The current fiscal cliff that is facing Highway User Revenues puts Frederick County, and all Maryland jurisdictions, at risk for having a significant decline in our quality of roads and bridges as it would lead to a loss of nearly \$110 million. This loss of funding would be devastating to counties as local jurisdictions cannot make up for this funding gap alone.

HB 559 would hold counties harmless from the 2028 Highway User Revenues fiscal cliff and preserve a predictable revenue stream for jurisdictions to continue the road and bridge maintenance that Marylanders rely on. During the Consolidated Transportation Plan tour, constituents consistently attend and advocate for projects throughout the County to the State. Our residents are counting on us to fund maintenance and repairs of our transportation network and preserving the funding mechanism to do just that is incredibly important. I understand that budgets are tight, and inflation is continuously changing. However, we must ensure that our basic transportation infrastructure remains safe and reliable for our residents.

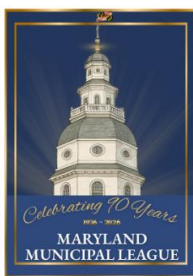
Thank you for your consideration of HB 559. I urge you to advance this bill with a favorable report.

Jessica Fitzwater, County Executive
Frederick County, MD

HB 559 - MML - FAV.pdf

Uploaded by: Justin Fiore

Position: FAV



TESTIMONY

COMMITTEE: House Ways and Means

DATE: February 10, 2026

POSITION: Favorable

BILL: HB 559

The Maryland Municipal League (MML) strongly supports House Bill 559, which provides a critical stabilization of Highway User Revenues (HUR) for Maryland's 157 cities and towns by removing the "sunset" provisions and locking in the municipal share of GMVRA at **3.0%**.

Maryland municipalities are still catching up from the decades of cuts that started in 2009. Those initial cuts decreased the municipal share to 0.4%, a drop of 85% which resulted in a loss of over \$30 million per year. As a result of those cuts and subsequent legislation, municipal governments lost over \$300 million in HUR. The expected drop from 3% to 2.4% is the equivalent of another \$12 million per year.

The fiscal challenges of underfunding have been compounded by historic inflation. The cost of asphalt, heavy machinery, and construction contracts has skyrocketed, effectively eroding the purchasing power of the current HUR allocations. Without the permanent increase and stabilization provided by HB 559, municipalities will continue to lose ground against the rising costs of maintaining safe and navigable roadways.

Perhaps most critically, the lack of adequate HUR funding has forced a shift in how local transportation is financed. Because HUR-eligible projects are essential for public safety and economic commerce, many municipalities have had no choice but to **subsidize transportation projects with property tax revenue**.

- Property taxes—intended for police, parks, and general administration—are increasingly being diverted to fill the gap left by insufficient state transportation grants.
- This creates an inequitable burden on local residents, who are effectively paying for road maintenance through their property assessments because the state-level "user fee" (HUR) is not being fully returned to the local level.

HB 559 is a common-sense measure that recognizes the vital role municipalities play in Maryland's transportation network. It ensures that the current 3.0% funding level is protected from future "cliffs" and provides the stability needed for multi-year capital planning. For these reasons, the League respectfully requests that the committee provide HB 559 with a favorable report.

For more information relating to this piece of testimony, please contact:

Justin Fiore: Director, Advocacy and Public Policy, justinf@mdmunicipal.org

HB0559 - Transportation - Highway User Revenues Ca

Uploaded by: Lauren Magnotto

Position: FAV

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.

Contact:

Emily West, Sr. Vice President, Policy & Initiatives
Ewest@greaterwashingtonpartnership.com



HB 559 - MoCo_Wenger_FAV (GA 26).pdf

Uploaded by: Melanie Wenger

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

HB 559

DATE: February 10, 2026

SPONSOR: Delegate Edelson, *et al.*

ASSIGNED TO: Appropriations

CONTACT PERSON: Melanie Wenger (melanie.wenger@montgomerycountymd.gov)

POSITION: Support

Transportation – Highway User Revenues Capital Grants – Calculation

House Bill 559 maintains the status quo for the allocation of capital grants funded by State Highway User Revenues beyond Fiscal Year 2027, when, without passage of legislation, a sudden and significant drop in State support for local road funding will occur.

The Montgomery County Department of Transportation maintains a transportation system that serves over one million residents, with nearly 7,000 miles of roads, 1,600 miles of sidewalks, and a transit system that serves 19 million passengers per year. The County's transportation budget is constantly constrained to improve safety, update our roads to meet today's standards, and support economic development for the State and region. The County is also a national leader in building out a Countywide bus rapid transit system and retrofitting roads for safety. Each year, the County delays projects or shrinks programs due to fiscal constraints.

Every dollar is critical to help our residents, employees, and visitors travel safely, reliably, and efficiently through the County by motor vehicle, bus, bicycle, and foot.

The sharing of Highway User Revenues dates back to 1968, and over the years has undergone many hard fought revisions. However, a State-local partnership has always survived. With limited revenue raising options at the local level, this partnership remains as important as it was in 1968. For these reasons among many, Montgomery County urges passage of this legislation.

HB0559-APP_MACo_SUP.pdf

Uploaded by: Michael Sanderson

Position: FAV



House Bill 559

Transportation - Highway User Revenues Capital Grants - Calculation

MACo Position: **SUPPORT**

To: Appropriations and Environment and
Transportation Committees

Date: February 10, 2026

From: Kevin Kinnally & Michael Sanderson

The Maryland Association of Counties (MACo) **SUPPORTS** HB 559, which would prevent a nearly \$100 million reduction in local transportation funding scheduled to take effect in fiscal 2028 in the absence of this bill's enactment. Without this bill, Highway User Revenues for counties, Baltimore City, and municipalities would drop sharply in a single year, resetting local transportation funding at a permanently lower baseline.

HB 559 does not create a new program, expand local authority, or increase State transportation spending. It also does not create any new stresses on the State general fund. It prevents a funding cliff that would force counties to increase reliance on property taxes for basic road maintenance and safety projects, widening the gap between transportation responsibilities and transportation revenues.

Local governments maintain more than 80% of Maryland's road miles. Counties and municipalities rely on Highway User Revenues to fund resurfacing, bridge repairs, traffic safety improvements, and day-to-day maintenance of local road networks. This bill prevents a sudden reversal in funding that would undermine those core functions.

Absent this bill, the scheduled drop in fiscal 2028 would reduce local transportation funding by nearly \$100 million in a single year. That reduction would not eliminate local responsibilities; it would - with potentially disastrous consequences - shift costs onto county general funds and property tax revenues or delay essential infrastructure work.

The bill preserves stability in the state-local transportation partnership by maintaining the existing Highway User Revenues distribution structure. It avoids resetting local transportation funding to a lower baseline, which would make future alignment between state transportation revenues and local system responsibilities more difficult.

For decades, Highway User Revenues served as the primary state-local partnership for maintaining Maryland's local road system, until deep cuts during the Great Recession sharply reduced local shares with assurances that those reductions would be temporary. **After years of statutory reductions, partial restorations, and temporary fixes to the funding formula, HB 559 prevents another abrupt policy reversal that would sharply reduce local transportation funding in fiscal 2028 and beyond.**

For counties, this bill represents a necessary step to avoid disruption, protect local infrastructure investment, and maintain predictability in transportation planning. Accordingly, MACo urges the Committee to issue a **FAVORABLE** report on HB 559.

HB559 HUR Ramos Testimony BandT 2.26.pdf

Uploaded by: Odette Ramos

Position: FAV



Odette Ramos

Baltimore City Councilwoman

District 14

(410) 396 - 4814

odette.ramos@baltimorecity.gov

100 N. Holliday Street, Room 553

Baltimore MD 21202

**HB559- Transportation - Highway User Revenues Capital Grants - Calculations
February 10, 2026
FAVORABLE**

Honorable Chair Barnes and Members of the House Appropriations Committee and
Honorable Chair Korman and Members of the House Environment and Transportation Committee

I am writing to urge your support of **HB559- Transportation - Highway User Revenues Capital Grants – Calculations**. Thanks to Delegate Edelson for his sponsorship of this important bill.

Highway User Revenues are an important funding source to ensure our infrastructure needs for our roads and bridges are met. It is flexible funding that is allowed to be used for matching funds for federal and state dollars for our roads and bridges, and can be used for resurfacing, traffic calming, and other important capital needs.

In 2009, the amount of Highway User Revenues was significantly decreased to patch holes in the state budget. This resulted in Baltimore City losing almost \$900 million for several years after that, until 2022. This meant that projects could not be funded, and that Baltimore City used revenue bonds to borrow money to meet our needs.

Thanks to the additional funding provided in 2022, Baltimore City has significantly increased our road resurfacing, traffic calming projects, and bridges to state of good repair. My constituents see the difference with speed bumps, bump outs, and smooth roads.

There is a lot more to do. Baltimore has millions of dollars more of projects to bring our roads and bridges to the state of good repair. Moreover, Baltimore City continues to maintain our state roads, which are also used by people outside of our city limits. Highway User Revenues therefore allow us to maintain the roads with state dollars to help residents from across the state get to their health care appointments, their jobs downtown, and to the football and baseball games.

Without the expansion of HUR, we will be forced to reduce our maintenance of our roads by 68% which will have a significant impact.

Thank you for your consideration, and I look forward to your favorable report. Please do not hesitate to contact me should you have any questions. I can be reached on 410-396-4814 or via email at odette.ramos@baltimorecity.gov.

Respectfully Submitted:

Odette Ramos

Baltimore City Councilwoman, District 14

2026Feb Support HB559 BOCC Carroll County.pdf

Uploaded by: Pam Meister

Position: FAV

**Board of County
Commissioners**

Joseph A. Vigliotti, President
Michael R. Guerin, Vice President
Thomas S. Gordon III
Kenneth A. Kiler
Susan W. Krebs



Carroll County Government

225 North Center Street
Westminster, Maryland 21157
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fax 410-386-2485
MD Relay 711/800-735-2258

February 6, 2026

The Honorable Ben Barnes
Chair, House Appropriations Committee
120 Taylor House Office Building
121 Taylor House Office Building
Annapolis, Maryland 21401

Dear Chairman Barnes and Members of the House Appropriations Committee,

On behalf of Carroll County, we are writing to express strong support for HB 559. This bill is critical to preventing the Highway User Revenue (HUR) funding cliff scheduled for fiscal 2028 and ensuring stable, predictable funding for local transportation needs.

HUR funding allows Carroll County to plan multi-year projects, reduce costly emergency repairs, and maintain safe, reliable roads for our residents. We maintain over 80% of the county's road miles, and HUR dollars fund the work residents see and rely on every day, from resurfacing and bridge repairs to traffic safety improvements and snow removal.

Under current law, counties face nearly \$110 million in lost local road funding in a single year. Over five years, that could add up to roughly \$520 million in cumulative losses compared to a stable funding path. Without predictable HUR funding, Carroll County would be forced to delay maintenance, rely on more expensive emergency fixes, and pass along increased costs to residents and businesses.

HB 559 prevents this sudden drop, preserves the baseline for future funding, and ensures counties can continue advocating for a fair, long-term restoration of HUR that matches the responsibility local governments carry for Maryland's roads. Predictable funding is essential not just for roads, but for public safety, emergency response, and the economic vitality of our communities.

For these reasons, Carroll County strongly urges the Budget and Taxation Committee to support HB 559. Thank you for your attention to this critical issue and for your ongoing leadership on behalf of local governments.

Sincerely,

THE BOARD OF COUNTY COMMISSIONERS OF CARROLL COUNTY

Handwritten signature of Joseph A. Vigliotti in blue ink.

Joseph A. Vigliotti
President

Handwritten signature of Michael R. Guerin in blue ink.

Michael R. Guerin
Vice President

Handwritten signature of Thomas S. Gordon III in blue ink.

Thomas S. Gordon III

Handwritten signature of Kenneth A. Kiler in blue ink.

Kenneth A. Kiler

Handwritten signature of Susan W. Krebs in blue ink.

Susan W. Krebs

HB 559 Worcester County Testimony.pdf

Uploaded by: Ryan Snow

Position: FAV



House Bill 559

Transportation – Highway User Revenues Capital Grants - Calculation

Position: **SUPPORT**

To: Appropriations Committee

Date: February 6, 2026

From: County Commissioners of Worcester County

Worcester County supports House Bill 559, which would give the county a predictable stream of revenue to continue providing citizens with safe and reliable roadways.

Under current law, the counties will face a \$110 million reduction in local road funding in a single year. This bill would prevent that cut, which is critical considering counties are responsible for maintaining 80% of the state's roadways. A predictable revenue stream is vital in allowing local jurisdictions to plan multi-year paving and bridge projects. In Worcester County, Highway User Revenues make up a third of our \$6 million roads budget. If that figure drops, contributions from the general fund, which is already grappling with growing costs in public safety, education, and other necessary services, will have to increase.

Highway User Revenues remain the primary funding source for local roads and bridges. Our citizens rely on safe roads each and every day. A decrease in Highway User Revenue will result in delayed resurfacing, postponed repairs and expensive emergency fixes. The state does not allow local fuel taxes or vehicle registration taxes. Without a fair share of Maryland's transportation revenues, counties will not be able to maintain the safe roads citizens expect and deserve.

We urge you to support House Bill 559. Thank you.

02.6.26 SUPPORT of House Bill 0559 Transportation

Uploaded by: Shelley Heller

Position: FAV



The County Commissioners of Kent County

Ronald H. Fithian, President | Albert H. Nickerson, Member | John F. Price, Member
Shelley L. Heller, County Administrator | G. Robert Mowell, County Attorney

February 6, 2026

The Honorable Mark Edelson
316 Lowe House Office Building
6 Bladen Street
Annapolis, MD 21401

RE: SUPPORT House Bill 0559 Transportation – Highway User Revenues Capital Grants – Calculation

Dear Delegate Edelson, and Members of the Appropriations Committee and Environment and Transportation Committee:

On behalf of the County Commissioners of Kent County, Maryland, this letter serves as support for House Bill 0559, Transportation – Highway User Revenues Capital Grants – Calculation. Kent County strongly supports House Bill 0559, which prevents a significant reduction in Highway User Revenue in FY2028. Under current law, Kent County faces a sudden and damaging reduction in local road funding, threatening the ability to maintain safe and reliable transportation infrastructure. This would mean limiting activities such as patching and crack sealing, which do not improve roadways but merely slow degradation and deterioration. In Kent County, Highway User Revenues are a critical funding source that directly supports road resurfacing, bridge maintenance, traffic safety improvements, and snow and storm response. As a rural jurisdiction responsible for maintaining a substantial local road network, Kent County relies on predictable funding to plan and implement multi-year capital projects and minimize costly emergency repairs. As with other counties, Kent County lacks independent authority to raise transportation revenue. HB 0599 prevents funding from slipping backward and preserves Kent County's ability to continue advocating for a fair, long-term restoration of Highway User Revenues. For these reasons, Kent County respectfully urges a favorable report on HB 0559.

Very truly yours,

Shelley L. Heller
County Administrator

SLH: smb

cc: The County Commissioners of Kent County
The Honorable Stephen S. Hershey, Jr.
The Honorable Jay A. Jacobs
The Honorable Steven J. Arentz
The Honorable Jefferson L. Ghrist

R. Clayton Mitchell, Jr. Kent County Government Center

400 High Street, Chestertown, MD 21620 | (410) 778-4600 ext. 4 | kentcounty@kentgov.org | kentcounty.com/government

Anne Arundel County _FAV_HB599.pdf

Uploaded by: Steuart Pittman

Position: FAV



February 10, 2026

House Bill 559
Transportation - Highway User Revenues Capital Grants - Calculation
House Appropriations Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** House Bill 559 – Transportation - Highway User Revenues Capital Grants - Calculation. HB 559 increases the Highway User Revenue (HUR) funding to the counties in FY27 and subsequent years from 4.8% to 15.2% of the Gasoline and Motor Vehicle Revenue Account.

Highway User Revenue support from the State previously contributed almost half of Anne Arundel County’s local highway operating and capital funding, which helped the County manage its annual expenditures, including personnel costs, materials, and other costs needed to operate, maintain, repair, replace or upgrade pavement, sidewalks, streetlights, traffic signals, signage, and stormdrains, and to clear snow and ice. However, the reduction in the local government share of HUR since the Great Recession in 2009 has left the County to confront 90% of these costs. The County’s total annual cost to maintain its roads and highways in FY26 was approximately \$125,590,012, of which HUR contributions from the State constituted \$11,252,100.

Anne Arundel County has 2,042 centerline miles of local roads, over 93% of which are County maintained. We also have 88 County-maintained bridges, 115,000+ culverts and storm drain structures and 878 miles worth of stormwater pipes and culverts, 1,255+ stormwater management facilities, 1,065 miles of sidewalk, and 300+ vehicles and pieces of construction equipment and 190 full-time employees who maintain all of these facets of our local road system. Decreased HUR support has resulted in delay in addressing certain needs, including adding additional maintenance staffing, a more aggressive accessibility program to comply with federal ADA requirements (approximately 50% of curb ramps are non-compliant), and system capacity improvement, traffic mitigation opportunities, and system safety improvement opportunities, all of which have yet to be fully identified and quantified.

HUR reduction had an immediate impact on counties’ abilities to provide services to our residents. It led to lags in response time and completion time for customer service requests, accelerated fleet and infrastructure deterioration, and reduced infrastructure capacity. We are forced to do road repairs more with applications of tar-and-chip in lieu of hot-mix asphalt pavement. These HUR reductions have significant long-term effects, including increased project backlog (\$1.1 billion identified as of FY26, including \$512 million in roadway improvement projects and \$331 million in pavement, sidewalks and curb and gutter system preservation, and \$150 million in watershed protection and restoration), increased cost of infrastructure repairs,

accelerated reduction of infrastructure service life, and ultimately critical safety concerns.

Although the County has taken budgetary actions in response to the HUR reduction, declining revenues in recent years and other challenges leave the County vulnerable to failing to satisfactorily address current public infrastructure issues. Increased HUR support from the State will help Anne Arundel expand efforts to address noted short-term and long-term infrastructure needs. I respectfully request a **FAVORABLE** report on House Bill 559.



Steuart Pittman
County Executive

HB 559_MTBMA_FWA.pdf

Uploaded by: Michael Sakata

Position: FWA



Delegate Ben Barnes, Chair
Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

Delegate Marc Korman, Chair
Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

February 10, 2026

**RE: HB 559 – FAVORABLE WITH AMENDMENTS – Transportation – Highway User Revenues
Capital Grants – Calculation**

Dear Chair Barnes, Chair Korman and Members of the Committees:

The Maryland Transportation Builders and Materials Association (“MTBMA”) has been and continues to serve as the voice for Maryland’s construction transportation industry since 1932. Our association is comprised of 250 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland’s multimodal transportation system.

MTBMA supports the goal of House Bill 559, which maintains the statutory calculation of capital grants based on Highway User Revenues (HUR) that are required to be appropriated to Baltimore City, counties, and municipalities from FY 2026 for each fiscal year thereafter. MTBMA recognizes the importance of updating the HUR capital grant formula and appreciates the intent of the legislation. However, we respectfully offer the following concerns and recommend clarifications to ensure that the program functions transparently, equitably, and in alignment with statewide infrastructure needs.

MTBMA supports efforts to ensure that the HUR capital grant formula reflects current transportation funding needs and priorities. Capital grants based on HUR play a critical role in addressing infrastructure maintenance, particularly on county and municipal roadways, which directly impacts our industry and the traveling public. The bill does not, however, articulate the data or analysis supporting these new percentages. Without transparent, empirical justification, fixed statutory thresholds may not reflect actual infrastructure needs, construction cost trends, or economic conditions. Mandating specific percentages absent clear supporting data risks establishing arbitrary targets that may overreach or misalign with local needs. **We recommend language that provides for periodic review and adjustment of the percentages based on updated transportation revenue and expenditure data.**

While HUR proceeds are commonly associated with roadway maintenance and capital projects, at the county and municipal level, HUR funds are sometimes used for other transportation-related purposes such as bus shelters, administrative salaries, or operational costs. HB 559 does not require reporting on or restrict how capital grant allocations are used after distribution. Absent clear guidelines or accountability



provisions, there is a risk that funds intended to support roadway construction and maintenance may be diverted to non-capital or non-roadway purposes.

We urge the Committee to support an amendment that clarifies the definition of “capital grant” for HUR purposes and requires jurisdictions to report how HUR capital grants are spent, distinguishing roadway and pavement infrastructure projects from other uses.

We supports the goals of HB 559 to modernize the HUR capital grant formula and appreciates the Legislature’s effort to address long-standing statutory allocation mechanisms. We respectfully urge the Committee to adopt amendments to enhance transparency, to ensure that percentage allocations are justified with verifiable data, and to clarify that HUR capital grant funds are used primarily for roadway and related infrastructure. These changes will strengthen the bill and help ensure that Maryland’s transportation investment priorities benefit from clear, data-driven policies and sound fiscal stewardship.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

HB 559_MAA_FWA.pdf

Uploaded by: Tim Smith

Position: FWA



Delegate Ben Barnes, Chair
Appropriations Committee
120 Taylor House Office Building
Annapolis, MD 21401

Delegate Marc Korman, Chair
Environment and Transportation Committee
250 Taylor House Office Building
Annapolis, MD 21401

February 10, 2026

RE: HB 559 – FAVORABLE WITH AMENDMENTS – Transportation – Highway User Revenues Capital Grants – Calculation

Dear Chair Barnes, Chair Korman and Members of the Committees:

The Maryland Asphalt Association (MAA) represents approximately 110+ members, including 20 material producers, contractors, engineering firms, and associate members, supporting a 7,000-person workforce. MAA actively collaborates with regulatory agencies to advocate for the asphalt industry, ensuring fair regulations at both the state and federal levels. Additionally, we support adequate funding for Maryland's multimodal transportation system.

MAA supports the goal of House Bill 559, which maintains the statutory calculation of capital grants based on Highway User Revenues (HUR) that are required to be appropriated to Baltimore City, counties, and municipalities from FY 2026 for each fiscal year thereafter. MAA recognizes the importance of updating the HUR capital grant formula and appreciates the intent of the legislation. However, we respectfully offer the following concerns and recommend clarifications to ensure that the program functions transparently, equitably, and in alignment with statewide infrastructure needs.

MAA supports efforts to ensure that the HUR capital grant formula reflects current transportation funding needs and priorities. Capital grants based on HUR play a critical role in addressing pavement and infrastructure maintenance, particularly on county and municipal roadways, which directly impacts our industry and the traveling public. The bill does not, however, articulate the data or analysis supporting these new percentages. Without transparent, empirical justification, fixed statutory thresholds may not reflect actual infrastructure needs, construction cost trends, or economic conditions. Mandating specific percentages absent clear supporting data risks establishing arbitrary targets that may overreach or misalign with local needs. **We recommend language that provides for periodic review and adjustment of the percentages based on updated transportation revenue and expenditure data.**

While HUR proceeds are commonly associated with roadway maintenance and capital projects, at the county and municipal level, HUR funds are sometimes used for other transportation-related purposes such as bus shelters, administrative salaries, or operational costs. HB 559 does not require reporting on or restrict how capital grant allocations are used after distribution. Absent clear guidelines or accountability provisions, there is a risk that funds intended to support roadway construction and maintenance may be diverted to non-capital or non-roadway purposes.



We urge the Committee to support an amendment that clarifies the definition of “capital grant” for HUR purposes and requires jurisdictions to report how HUR capital grants are spent, distinguishing roadway and pavement infrastructure projects from other uses.

The Maryland Asphalt Association supports the goals of HB 559 to modernize the HUR capital grant formula and appreciates the Legislature’s effort to address long-standing statutory allocation mechanisms. We respectfully urge the Committee to adopt amendments to enhance transparency, to ensure that percentage allocations are justified with verifiable data, and to clarify that HUR capital grant funds are used primarily for roadway and related infrastructure. These changes will strengthen the bill and help ensure that Maryland’s transportation investment priorities benefit from clear, data-driven policies and sound fiscal stewardship.

Sincerely,

A handwritten signature in black ink that reads 'Tim Smith'.

Tim E. Smith, P.E.
President
Maryland Asphalt Association

HB0559 - LOI - TSO - Transportation - Highway User

Uploaded by: Patricia Westervelt

Position: INFO



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Kathryn Thomson
Acting Secretary

February 10, 2026

The Honorable Ben Barnes
Chair, Appropriations Committee
121 Taylor House Office Building
Annapolis, MD 21401

RE: Letter of Information – House Bill 559 – Transportation – Highway User Revenues Capital Grants – Calculation

Dear Chair Barnes and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 559 and offers the following information for the Committee's consideration.

The State shares certain transportation revenues, commonly referred to as highway user revenues (HUR), between MDOT, counties, and municipalities. The HUR law establishes which transportation revenues are shared between MDOT and local jurisdictions and how much is distributed to each. Shared transportation revenues include a portion of revenues from the motor fuel tax, vehicle titling tax, vehicle registration fees, corporate income tax, and short-term rental vehicle tax. In FY 2026 and 2027, 20% of HUR revenues are distributed to local jurisdictions and 80% is retained by MDOT for statewide transportation needs. Current law reduces the local share of funding to 15.6% beginning in FY 2028.

HB 559 would eliminate this planned reduction and instead maintain the local share of funding at 20% in FY 2028 and thereafter. This results in a corresponding decrease in MDOT's share of funding from 84.4% to 80% in FY 2028 and thereafter. This reduces funding available to MDOT's capital program by approximately \$100 million annually thereafter, on average.

The current CTP makes significant investments in projects like Baltimore's Light Rail Modernization Program, US 15, I-81, Dundalk Berths 11 through 13, MD 97 in Montgomery Hills, MD 5 in St. Mary's County, and I-97 in Anne Arundel County. Redirecting existing dollars from the State program means the State will be unable to leverage available federal funding and secure proper debt service coverage to make the significant investments currently programmed in the out-years of the FY 2026 to 2031 Final Consolidated Transportation Program. Additionally, this shift will impact MDOT's ability to identify funding to advance future transportation initiatives and infrastructure improvements.

The Maryland Department of Transportation respectfully requests the committee consider this information during its deliberation of House Bill 559.

Respectfully submitted,

Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
410-865-1090