

February 3, 2026

Senate Bill 288
Transportation - Highway User Revenues Capital Grants - Calculation
Senate Budget and Taxation Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** Senate Bill 288 – Transportation - Highway User Revenues Capital Grants - Calculation. SB 288 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 Senate Bill 288.



Steuart Pittman
County Executive