

PRINCE GEORGE'S COUNTY COUNCIL

TESTIMONY OF  
PRINCE GEORGE'S COUNTY COUNCIL CHAIR KRYSTAL ORIADHA

BEFORE THE SENATE BUDGET AND TAXATION COMMITTEE

SENATE BILL 288 – FAVORABLE

Dear Chair Guzzone, Vice Chair Rosapepe, and Members of the Senate Budget & Taxation Committee:

The Prince George's County Council respectfully submits this testimony in support of Senate Bill 288, which alters the calculation of Highway User Revenue capital grants for counties, municipalities, and Baltimore City. This legislation represents a meaningful and necessary adjustment to a distribution formula that has, for many years, failed to keep pace with population growth, roadway utilization, and the escalating costs of transportation infrastructure maintenance and capital improvement.

As drafted, Senate Bill 288 increases the percentage of funds credited to the Gasoline and Motor Vehicle Revenue Account that are appropriated to counties beginning in Fiscal Year 2027 and each fiscal year thereafter. Specifically, the bill raises the county share from 4.8% to 15.2%, creating a more sustainable and equitable allocation for local governments that bear the primary responsibility for maintaining the majority of roadway miles throughout the State.

Prince George's County maintains an extensive network of local roads, bridges, sidewalks, and related transportation infrastructure that supports regional economic activity, residential mobility, and public safety. The County's obligations include resurfacing, snow removal, drainage improvements, pedestrian safety enhancements, and traffic-control upgrades — all of which are subject to rising material, labor, and engineering costs. Current funding levels have not reflected the actual fiscal burden placed on counties, particularly those experiencing sustained population growth and commercial development.

The revised formula proposed in Senate Bill 288 better aligns State revenue distributions with local operational realities. By strengthening the county allocation, the bill improves predictability in capital planning, reduces deferred maintenance, and enhances the ability of counties to undertake long-term infrastructure investments rather than short-term corrective measures. This shift will directly support roadway safety, economic competitiveness, and the efficient movement of goods and commuters throughout the State.

For Prince George's County, the adjustment is not merely a budgetary enhancement; it is a structural correction that enables responsible stewardship of transportation assets relied upon daily by residents, businesses, and regional partners. The County believes that the proposed changes advance fairness, fiscal stability, and infrastructure resilience.

For these reasons, the Prince George's County Council respectfully requests a favorable report on Senate Bill 288.

Sincerely,

Krystal Oriadha  
Chair, Prince George's County Council