

**SB288.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

January 27, 2026

The Honorable Cory McCray, Chair  
Members of the Senate Budget and Taxation Committee  
Maryland General Assembly

**Re: Support for Senate Bill 288 – Highway User Revenues**

Dear Chair McCray 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 handwritten signature in blue ink, appearing to read "AS", with a large, stylized flourish extending to the right.

**Adam Streight**, County Executive

A handwritten signature in blue ink, appearing to read "Al Miller", written in a cursive style.

**Al Miller**, President, Cecil County Council

# **SB288 Testimony.pdf**

Uploaded by: Brandon Russell

Position: FAV

January 30, 2026

Chair Guzzone, Vice Chair Rosapepe, and Distinguished Committee Members,

I'm writing in support of Senate Bill 288 - Highway User Revenues Capital Grants - Calculation, and urge the committee to issue a **favorable report** on this legislation.

Data available from 2020 to 2025 shows that St. Mary's County's population has steadily grown by 1–3 percent, even as population declines in other Maryland jurisdictions. In fact, the tri-county area of Calvert, Charles, and St. Mary's is now the fastest-growing region in the state. Residents can see the effects of this growth firsthand, with new residential and commercial development rapidly coming online. However, transportation infrastructure has not kept pace.

For a rural county like St. Mary's, financing major infrastructure improvements is often cost-prohibitive. As a result, the county relies heavily on developers to help fund transportation upgrades. While developer contributions are important—and necessary—relying on them as a primary funding mechanism is not sound long-term policy. This approach makes residents dependent on additional development, and the traffic it brings, before improvements can occur.

Historically, counties received a higher share of highway user revenues until that policy was changed more than a decade ago under then-Governor Martin O'Malley. Although the State has since indicated those revenue rates would be restored, no action has been taken. The consequences are clear in St. Mary's County, where aging roads and intersections are being forced to accommodate traffic volumes they were never designed to handle. Because many of our major roads are state-maintained, the county has limited ability to improve traffic flow on its own. Expanding the county road network is one option, but once again, the cost is prohibitive.

At the same time, additional expenses—such as teacher pensions and SDAT operational costs—continue to be shifted onto counties, leaving even fewer local dollars available for essential, quality-of-life infrastructure projects. This bill helps counter that trend.

I support Senate Bill 288 because it will help St. Mary's County invest in the future of its transportation network while reducing reliance on developer-funded solutions. I respectfully urge the committee to issue a favorable report on this legislation.

Thank you,

Brandon Russell  
Leonardtown, MD  
brandon4stmarys@gmail.com

**SB0288-BT-FAV.pdf**

Uploaded by: Brandon Scott

Position: FAV



BRANDON M. SCOTT  
MAYOR

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

**SB 0288**

February 3, 2026

**TO:** Members of the Judicial Proceedings Committee

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

**RE:** Senate Bill 288 - An ACT Concerning: Transportation – Highway User Revenues Capital Grants – Calculation

**POSITION: FAVORABLE**

Chair Guzzone, Vice Chair Rosapepe, and members of the Committee: please be advised that I am in strong **support** of Senate Bill (SB) 288 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 estimate<sup>1</sup> 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 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%,

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

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 SB 288.

# **Senate Bill 288 – Highway User Revenues - Support.**

Uploaded by: Carol Riley-Alexander

Position: FAV

# THE BOARD OF GARRETT COUNTY COMMISSIONERS

203 South Fourth Street - Courthouse - Room 207 Oakland, Maryland 21550  
www.garrettcounty.md.gov countycommissioners@garrettcounty.md.gov  
301-334-8970 301-895-3188 FAX 301-334-5000

## Board of Commissioners

Paul C. Edwards  
Ryan S. Savage  
S. Larry Tichnell

## County Administrator

Kevin G. Null

## County Attorney

Gorman E. Getty III

January 30, 2026

Senator Guy Guzzone, Chair  
Senate Budget and Taxation Committee  
3 West Miller Senate Office Building  
11 Bladen Street  
Annapolis, Maryland 21401

### RE: SUPPORT FOR SENATE BILL 288 – HIGHWAY USER REVENUES

Dear Chair Guzzone and Members of the Committee:

On behalf of the Board of County Commissioners of Garrett County, I am writing to express its strong support for **SB 288**, which addresses the impending Highway User Revenue (HUR) funding cliff scheduled for Fiscal Year 2028. This legislation is critical to maintaining safe and reliable transportation infrastructure in Garrett County and across Maryland.

Under current law, counties and Baltimore City face a sudden reduction of nearly \$110 million in local road funding in a single year, compounding to approximately \$520 million in losses over five years. For Garrett County, and its municipalities, this equates to approximately \$740,000.00 in Fiscal Year 2028 and an estimated Three Million (\$3,000,000) over the next five years. Local governments maintain over 80% of Maryland's road miles, yet we lack independent authority to raise dedicated transportation revenues. Such a drastic cut would severely impact our ability to plan and execute essential projects like road resurfacing, bridge repairs, traffic safety improvements, and storm response. Residents expect safe roads, and they do not distinguish which level of government provides these services—they simply rely on them every day.

For these reasons, we respectfully urge the Committee to **SUPPORT SB 288**. Thank you for your consideration.

Respectfully,

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**PAUL C. EDWARDS**

Chairman

# **SB 288 Testimony.pdf**

Uploaded by: Charlene Sharpe

Position: FAV



## Senate Bill 288

### *Transportation – Highway User Revenues Capital Grants - Calculation*

Position: **SUPPORT**

To: Budget and Taxation Committee

Date: January 29, 2026

From: County Commissioners of Worcester County

Worcester County supports Senate Bill 288, 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 Senate Bill 288. Thank you.

# **LOS - SB288-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

January 30, 2026

The Honorable Guy Guzzone, Senator  
Budget and Taxation Committee  
3 West Miller Senate Office Building  
Annapolis, Maryland 21401

RE: Letter of Support – Senate Bill 288 - Transportation - Highway User Revenues Capital Grants - Calculation

Dear Chairman Guzzone and Committee Members:

On behalf of the Dorchester County Council, I respectfully offer its support for Senate Bill 288 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 SB 288 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. SB 288 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,

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

**SB288 FAV FCG CE LS26 FINAL.pdf**

Uploaded by: Jessica Fitzwater

Position: FAV



**FREDERICK COUNTY GOVERNMENT**  
**OFFICE OF THE COUNTY EXECUTIVE**

Jessica Fitzwater  
County Executive

**SB 288 – Transportation - Highway User Revenues Capital Grants - Calculation**

**DATE:** February 3, 2026  
**COMMITTEE:** Senate Budget and Taxation 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 **SB 288 – Transportation - Highway User Revenues Capital Grants - Calculation** a favorable report.

This legislation, with sponsor amendments, 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.

SB 288 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 SB 288. I urge you to advance this bill with a favorable report.

Jessica Fitzwater, County Executive  
Frederick County, MD

# **SB 288 - Joseph Siemek Letter of Support - 01-30-2**

Uploaded by: Joseph Siemek

Position: FAV

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**ROBERT G. CASSILLY**  
Harford County Executive

**ROBERT S. McCORD**  
Director of Administration



**JOSEPH J. SIEMEK, P.E.**  
Director of Public Works

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January 30, 2026

The Honorable Guy Guzzone  
Chair, Senate Budget and Taxation Committee  
3 West Miller Senate Office Building  
Annapolis Maryland 21014

RE: Letter of Support on Senate Bill 288 - Transportation - Highway User Revenues Capital Grants – Calculation

Dear Mr. Chair and Members of the Senate Budget and Taxation Committee:

Before you today is legislation – SB 288 – that we strongly believe will help to keep our County roads safe and effective for the public that lives, works or travels in Harford County, by automobile, truck, motorcycle, bicycle or pedestrian means.

Currently, Harford County receives approximately \$5.5 Million in Highway User Revenue funding. Those funds are used to preserve and improve local roadway and bridge projects, reduce the cost of emergency repairs, and overall maintain safe and reliable roadways. Any loss of this revenue will unquestionably result in longer and more costly repair and replacement expenditures that our Counties, and our citizens must absorb.

Harford County Department of Public Works is responsible for maintenance of over 1,100 miles of roads and 230 bridges within the County. Our road assets also include over 34,700 road signs, 5,900 streetlights, 13,900 storm drain inlets, 3,400 culverts and 350 miles of underground storm drain pipes. Please note that this amount is over 1 ½ times the mileage maintained by the State Highway Administration in Harford County.

We take great pride in our commitment to traffic safety and longevity of service of all of our critical infrastructure, which includes our County road network. With that commitment comes a requirement to dedicate adequate personnel and resources to design and construct repairs, resurfacing, and reconstruction of our roadways as necessary to keep our roads safe and reliable. This vital work also includes maintenance and repairs of our

*Harford County Celebrates 250 Years ~ 1773-2023*

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THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

bridges, storm drain inlet and pipeline systems, handicap ramps within intersections, as well as traffic control and calming systems.

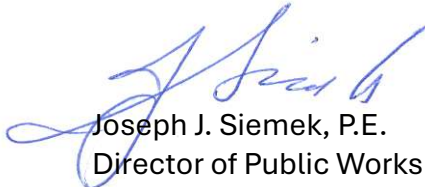
A significant source of funding for these necessary functions of our Department of Public Works has historically been State Highway User Revenues (HUR) as distributed to the Counties and Municipalities in Maryland. Although slowly rising in recent years, the total amount of HUR funding provided by the State of Maryland has still only been about 50% of the amount committed back in 2009.

The result of this long period of underfunding the amount of HUR allocated to the Counties has required Harford County to delay and defer critical maintenance and repair efforts to our road network and its appurtenances. For example, prior to 2009, we operated on a schedule of resurfacing our asphalt roadways approximately every 15 to 20 years. That frequency conformed to AASHTO (American Association of State Highway and Transportation Officials) guidelines, which focused on extending pavement life through structural overlays and pavement preservation techniques.

However, due to the shortfall in HUR funding over the past several years, and our corresponding delay and deferral of maintenance efforts, our average resurfacing period is now more than 30 years. As a result, we are experiencing further degradation of our aging road infrastructure, and the current and future costs for repair, resurfacing and maintenance will continue to escalate.

We appreciate the intent of SB 288 to allow for distribution of additional HUR funds to the Counties, including Harford, and we consider it a positive step forward to improve the safety and reliability of our local roadway networks.

In conclusion, we strongly support this legislation, and we thank you for your time and consideration.

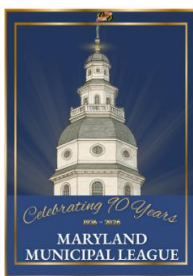


Joseph J. Siemek, P.E.  
Director of Public Works

**SB 288 - MML - FAV.pdf**

Uploaded by: Justin Fiore

Position: FAV



## TESTIMONY

**COMMITTEE:** Senate Budget and Taxation

**DATE:** February 3, 2026

**POSITION:** Favorable

**BILL:** SB 288

The Maryland Municipal League (MML) strongly supports Senate Bill 288, 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 SB 288, 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.

SB 288 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 Senate Bill 288 with a favorable report.

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*Roughly 10% of the State's lane miles are in municipalities, which make up less than 5% of the land area.*

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

Justin Fiore: Director, Advocacy and Public Policy, [justinf@mdmunicipal.org](mailto:justinf@mdmunicipal.org)

# **SB 288 - Transportation - Highway User Capital Gra**

Uploaded by: Lawrence Richardson

Position: FAV

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**ROBERT G. CASSILLY**  
Harford County Executive

**ROBERT S. McCORD**  
Director of Administration



**JOSEPH J. SIEMEK, P.E.**  
Director of Public Works

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January 30, 2026

The Honorable Guy Guzzone  
Chair, Senate Budget and Taxation Committee  
3 West Miller Senate Office Building  
Annapolis Maryland 21014

RE: Letter of Support on Senate Bill 288 - Transportation - Highway User Revenues Capital Grants – Calculation

Dear Mr. Chair and Members of the Senate Budget and Taxation Committee:

Before you today is legislation – SB 288 – that we strongly believe will help to keep our County roads safe and effective for the public that lives, works or travels in Harford County, by automobile, truck, motorcycle, bicycle or pedestrian means.

Currently, Harford County receives approximately \$5.5 Million in Highway User Revenue funding. Those funds are used to preserve and improve local roadway and bridge projects, reduce the cost of emergency repairs, and overall maintain safe and reliable roadways. Any loss of this revenue will unquestionably result in longer and more costly repair and replacement expenditures that our Counties, and our citizens must absorb.

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We take great pride in our commitment to traffic safety and longevity of service of all of our critical infrastructure, which includes our County road network. With that commitment comes a requirement to dedicate adequate personnel and resources to design and construct repairs, resurfacing, and reconstruction of our roadways as necessary to keep our roads safe and reliable. This vital work also includes maintenance and repairs of our

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bridges, storm drain inlet and pipeline systems, handicap ramps within intersections, as well as traffic control and calming systems.

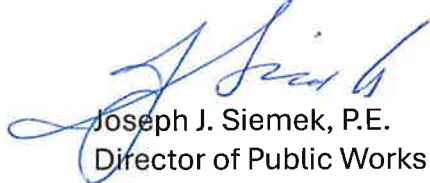
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The result of this long period of underfunding the amount of HUR allocated to the Counties has required Harford County to delay and defer critical maintenance and repair efforts to our road network and its appurtenances. For example, prior to 2009, we operated on a schedule of resurfacing our asphalt roadways approximately every 15 to 20 years. That frequency conformed to AASHTO (American Association of State Highway and Transportation Officials) guidelines, which focused on extending pavement life through structural overlays and pavement preservation techniques.

However, due to the shortfall in HUR funding over the past several years, and our corresponding delay and deferral of maintenance efforts, our average resurfacing period is now more than 30 years. As a result, we are experiencing further degradation of our aging road infrastructure, and the current and future costs for repair, resurfacing and maintenance will continue to escalate.

We appreciate the intent of SB 288 to allow for distribution of additional HUR funds to the Counties, including Harford, and we consider it a positive step forward to improve the safety and reliability of our local roadway networks.

In conclusion, we strongly support this legislation, and we thank you for your time and consideration.



Joseph J. Siemek, P.E.  
Director of Public Works

# **SB0288 - Transportation - Highway User Revenues Ca**

Uploaded by: Leeza DeCheubel

Position: FAV



50 Harry S. Truman Parkway • Annapolis, MD 21401  
Office: 410-841-5772 • Fax: 410-841-5987 • TTY: 800-735-2258  
Email: [rmc.mda@maryland.gov](mailto:rmc.mda@maryland.gov)  
Website: [www.rural.maryland.gov](http://www.rural.maryland.gov)

*Susan O'Neill, Chair*

*Charlotte Davis, Executive Director*

Testimony in Support of  
Senate Bill 288 - Transportation - Highway User Revenues Capital Grants - Calculation  
Budget and Taxation Committee  
February 3, 2026

The Rural Maryland Council supports **Senate Bill 288 – Transportation – Highway User Revenue – Capital Grants**. This bill alters the amount of certain capital grants calculated based on highway user revenues that are required to be appropriated to Baltimore City, counties, and municipalities by increasing the share allocated to counties while maintaining existing distributions for Baltimore City and municipalities. Beginning in fiscal year 2027, the bill raises the counties' share of capital grants from the Gasoline and Motor Vehicle Revenue Account to 15.2%, while Baltimore City continues to receive 12.2% and municipalities continue to receive 3.0%. The Rural Maryland Council supports efforts to strengthen Highway User Revenue funding to ensure adequate transportation infrastructure throughout the State.

Highway User Revenues are derived from gas taxes, vehicle registration fees, and other motor vehicle-related revenues and are dedicated to supporting local roadways and bridges in Maryland. Historically, these revenues played a critical role in helping local governments maintain transportation infrastructure. However, significant reductions have continued to affect the ability of counties and municipalities, particularly in rural areas, to adequately fund road repair, maintenance, and transportation services. While funding levels have gradually increased, they remain below historical levels and continue to strain local budgets.

For more than 40 years, Maryland operated under a 70/30 Highway User Revenue split, with 70% dedicated to state roads and 30% shared with local governments. That longstanding formula was drastically reduced during the Great Recession and has never been fully restored. Despite temporary funding increases, the local share remains well below historic levels, recently hovering around 20% and projected to fall to approximately 15.6% due to an impending funding cliff. According to previous committee testimony on Highway User Revenue, local governments maintain more than 80% of Maryland's roadways but receive less than one-fifth of transportation revenues, contributing to a cumulative shortfall of over \$4.5 billion to counties since FY 2007.

Drivers generate revenue for local road projects through gas taxes and vehicle-related fees, and SB 288 helps ensure that a greater portion of these funds is directed back to local governments to address infrastructure needs in their communities. By increasing the share allocated to counties, this legislation provides additional resources to support safer, more reliable transportation networks across Maryland.

The Rural Maryland Council respectfully requests your favorable support of Senate Bill 288.

**SB 288 - MoCo\_Wenger\_FAV (GA 26).pdf**

Uploaded by: Melanie Wenger

Position: FAV



# Montgomery County

## Office of Intergovernmental Relations

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ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

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SB 288

DATE: February 3, 2026

SPONSOR: Senator McCray

ASSIGNED TO: Budget and Taxation Committee

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

POSITION: Support

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### Transportation – Highway User Revenues Capital Grants – Calculation

Senate Bill 288, with anticipated sponsor amendments, is intended to maintain 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, with the inclusion of sponsor amendments to ensure its intended purpose.

# **Letter of Support - SB288.pdf**

Uploaded by: Michael Mason

Position: FAV



## COUNTY COUNCIL OF TALBOT COUNTY

COURT HOUSE  
11 N. WASHINGTON STREET  
EASTON, MARYLAND 21601-3178  
PHONE: 410-770-8001  
FAX: 410-770-8007  
TTY: 410-822-8735  
[www.talbotcountymd.gov](http://www.talbotcountymd.gov)

CHUCK F. CALLAHAN, President  
PETE LESHER, Vice President

KEASHA N. HAYTHE  
LYNN L. MIELKE  
DAVE STEPP

February 3, 2026

The Honorable Guy Guzzone, Chair  
Senate Budget & Taxation Committee

### Re: Senate Bill 288 - Transportation – Highway User Revenues Capital Grants – Calculation

Position: **Support**

Dear Chair Guzzone & Committee Members:

On behalf of Talbot County, Maryland we are pleased to **support** Senate Bill 288 - Transportation – Highway User Revenues Capital Grants – Calculation, relating to the calculation of Highway User Revenues (HUR) for Baltimore City, counties, and municipalities beginning in fiscal year 2027 and each year thereafter.

Highway User Revenues are a critical funding stream for local governments. They enable counties and municipalities to maintain and improve local transportation infrastructure, enhance roadway safety, reduce congestion, upgrade stormwater management, and support local economic development. For Talbot County, HUR funds are often the difference between postponing necessary work and moving forward with projects that our residents and businesses rely on every day such as road maintenance and resurfacing as well as replacement of culverts.

These improvements have directly improved quality of life, supported local commerce, and helped maintain a safe and reliable transportation network for residents, visitors, and employers. A fair and balanced allocation formula is essential to sustaining the local–state partnership that underpins Maryland’s transportation network. We respectfully request a **favorable** committee report for Senate Bill 288.

Thank you for your kind consideration and attention to this legislation.

Respectfully Submitted,

Chuck F. Callahan  
President

**SB0288-BT\_MACo\_SUP.pdf**

Uploaded by: Michael Sanderson

Position: FAV



## Senate Bill 288

### *Transportation - Highway User Revenues Capital Grants - Calculation*

MACo Position: **SUPPORT**

To: Budget and Taxation Committee

Date: February 3, 2026

From: Kevin Kinnally & Michael Sanderson

The Maryland Association of Counties (MACo) **SUPPORTS** SB 288, 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.

**SB 288 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, SB 288 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 SB 288.

# **SB288 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](mailto:odette.ramos@baltimorecity.gov)

100 N. Holliday Street, Room 553

Baltimore MD 21202

**SB288- Transportation - Highway User Revenues Capital Grants - Calculations  
February 3, 2026  
FAVORABLE**

Honorable Chair Guzzone and Members of the Senate Budget and Taxation Committee:

I am writing to urge your support of **SB288- Transportation - Highway User Revenues Capital Grants – Calculations**. Thanks to Senator McCray 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](mailto:odette.ramos@baltimorecity.gov).

Respectfully Submitted:

Odette Ramos

Baltimore City Councilwoman, District 14

# **CE Ball 2026 - SB288 - Highway User Revenues.pdf**

Uploaded by: Oluwafunmilola Oduyoye

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

January 30, 2026

The Honorable Guy Guzzone, Chair  
Budget & Taxation Committee  
3 West Miller Senate Office Building  
Annapolis, Maryland 21401

Re: **TESTIMONY IN SUPPORT of Senate Bill 288**: Transportation - Highway User Revenues Capital Grants – Calculation

Dear Chair Guzzone, Vice Chair Rosapepe, 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 Senator Cory McCray for his leadership on Senate Bill 288 (SB288).

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. SB288 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 SB288** as amended by the sponsor.

Respectfully,

Calvin Ball  
Howard County Executive

**2026Jan30 BoCC Letter of Support SB288 Senate BT.p**

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  
410-386-2043; 1-888-302-8978  
fax 410-386-2485  
MD Relay 711/800-735-2258

January 30, 2026

The Honorable Guy J. Guzzone  
Chair, Senate Budget and Taxation Committee  
Miller Senate Office Building  
3 West Wing, 11 Bladen Street  
Annapolis, MD 21401

Dear Chairman Guzzone and Members of the Senate Budget and Taxation Committee,

On behalf of Carroll County, we are writing to express strong support for SB 288. 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.

SB 288 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 SB 288. 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

Joseph A. Vigliotti  
President

Michael R. Guerin  
Vice President

Thomas S. Gordon III

Kenneth A. Kiler

Susan W. Krebs

**LOS.SB288.Signed.pdf**

Uploaded by: Reuben Collins

Position: FAV



*Charles County Government*

**CHARLES COUNTY COMMISSIONERS**

Reuben B. Collins, II, Esq., *President*  
Ralph E. Patterson, II, M.A., *Vice President*  
Gilbert O. Bowling, III  
Thomasina O. Coates, M.S.  
Amanda M. Stewart, Ed.D.

**Deborah E. Hall, CPA**  
*Acting County Administrator*

February 3, 2026

**Bill:** SENATE BILL 288 - Transportation - Highway User Revenues Capital Grants – Calculation  
**Committee:** Senate – Budget & Taxation  
**Position:** FAVORABLE

Dear Members of the Senate Budget & Taxation Committee:

On behalf of the Charles County Board of County Commissioners, I write to express our strong support for passage of Senate Bill 288, which alters the amounts of certain capital grants calculated based on highway user revenues that are required to be appropriated to local jurisdictions beginning in fiscal year 2027. It is critically important for Charles County that current funding levels remain in place in order to avoid the scheduled decrease in local transportation funding.

As you know, Highway User Revenue is relied upon by Charles County for important safety projects, such as road maintenance, bridge repairs, and traffic signal upgrades, that are the responsibility of the County. In fact, local jurisdictions are responsible for more than 80% of Maryland's road miles. Without a predictable revenue stream to plan for this needed work, projects may become delayed, to the detriment of our residents and visitors' safety. Passage of SB 288 will allow Charles County and other local jurisdictions to avoid the severe decline in local road funding that is scheduled to occur based upon current enacted legislation and instead retains funding levels codified to begin in fiscal year 2027.

We support Senate Bill 288 as a corrective measure to ensure local jurisdictions have the resources needed to maintain and enhance Maryland's road network.

Sincerely,

A blue ink signature of Reuben B. Collins, II, Esq., written in a cursive style.

Reuben B. Collins, II, Esq., President  
County Commissioners of Charles County

cc: Charles County Delegation

# **M&A\_Prince Georges County Council\_Chair Oriadha Te**

Uploaded by: Roger Manno

Position: FAV

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

**SB 288 – Favorable (1).pdf**

Uploaded by: Shamoyia Gardiner

Position: FAV

**ZEKE COHEN**  
Council President



100 Holiday Street, Suite 400  
Baltimore, Maryland 21202  
410-396-4804 • Fax 410-539-0647  
council.president@baltimorecity.gov

## **BALTIMORE CITY COUNCIL**

BALTIMORE, MARYLAND 21202

February 3, 2026

Honorable Chair Guzzone and members of the Senate Budget and Taxation committee,

**I write to you in support of Senate Bill 288, Transportation - Highway User Revenues Capital Grants - Calculation.** This legislation is a priority, not just for myself and the esteemed 14 other members of the Council I lead, but for the entirety of Baltimore City's leadership.

At this moment, Baltimore is winning; last year's homicide rate dropped to a historic low, we are making big strides to restore vacant homes and reinvest in our neighborhoods, all while sustaining our renowned cultural attractions and generating the revenue we can, locally. But in order to thrive in the long term, Baltimore needs the backing of Maryland on the basics.

Our maintenance obligations are greater than those of any other jurisdiction in the state, let alone the country, **particularly due to the responsibility we have for both I-83 and MD-295.** Baltimore's ability to keep our roads in a state of good repair and provide the other critical transportation services our residents pay for and expect, is directly dependent on the share of local funding afforded to us by the Highway User Revenue formula.

The Land Use and Transportation committee of the Baltimore City Council is hard at work, in partnership with our local DOT, to improve the agency's outcomes. However, **we cannot ask any more of City DOT**--which already contends with the exacerbated costs of deferred and emergency maintenance--**without sustainably funding the agency.** This bill would ensure that by FY31, Baltimore City would receive an additional \$22.5M in HUR revenue. At a time when our federal government is playing politics with *our* dollars and *our* shared investments, it is vital that state leaders do all they can to fortify both state *and* local governments. Updating the HUR formula's local share

**I urge the committee to vote favorably on this bill.** Please contact my office with any further questions.

CC: Shamoyia Gardiner, Deputy Chief of Staff and Legislative Director

**SB 288 – Favorable.pdf**

Uploaded by: Shamoyia Gardiner

Position: FAV

**ZEKE COHEN**  
Council President



100 Holiday Street, Suite 400  
Baltimore, Maryland 21202  
410-396-4804 • Fax 410-539-0647  
council.president@baltimorecity.gov

## **BALTIMORE CITY COUNCIL**

BALTIMORE, MARYLAND 21202

February 3, 2026

Honorable Chair Guzzone and members of the Senate Budget and Taxation committee,

**I write to you in support of Senate Bill 288, Transportation - Highway User Revenues Capital Grants - Calculation.** This legislation is a priority, not just for myself and the esteemed 14 other members of the Council I lead, but for the entirety of Baltimore City's leadership.

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The Land Use and Transportation committee of the Baltimore City Council is hard at work, in partnership with our local DOT, to improve the agencies outcomes. However, **we cannot ask any more of City DOT**--which already contends with the exacerbated costs of deferred and emergency maintenance--**without sustainably funding the agency.** This bill would ensure that by FY31, Baltimore City would receive an additional \$22.5M in HUR revenue. At a time when our federal government is playing politics with *our* dollars and *our* shared investments, it is vital that state leaders do all they can to fortify both state *and* local governments. Updating the HUR formula's local share

**I urge the committee to vote favorably on this bill.** Please contact my office with any further questions.

CC: Shamoyia Gardiner, Deputy Chief of Staff and Legislative Director

## **01.30.26 The Honorable Guy Guzzone Senate Bill 028**

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

January 30, 2026

The Honorable Guy Guzzone  
3 West, Miller Senate Office Building  
Annapolis, MD 21401

RE: SUPPORT Senate Bill 0288 Transportation – Highway User Revenues Capital Grants – Calculation

Dear Chair Guzzone and Members of the Budget and Taxation Committee:

On behalf of the County Commissioners of Kent County, Maryland, this letter serves as support for Senate Bill 0288 Transportation – Highway User Revenues Capital Grants – Calculation. Kent County strongly supports Senate Bill 0288, which, with sponsor amendments, 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. SB 0288 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 SB 0288.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Shelley L. Heller", is written over a light blue horizontal line.

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

**SB 288 Letter of Support\_QAC Commissioners.pdf**

Uploaded by: Stephanie Jarrell

Position: FAV



*Queen  
Anne's  
County*

**THE COUNTY COMMISSIONERS OF  
QUEEN ANNE'S COUNTY**

The Liberty Building  
107 North Liberty Street  
Centreville, MD 21617

e-mail: [QACCommissioners&Administrator@gac.org](mailto:QACCommissioners&Administrator@gac.org)

*County Administrator: Todd R. Mohn, PE*

*Executive Assistant to County Commissioners: Stephanie L. Jarrell*

*County Attorney: Patrick Thompson, Esquire*

**County Commissioners:**

James J. Moran, At Large  
Jack N. Wilson, Jr., District 1  
J. Patrick McLaughlin, District 2  
Philip L. Dumenil, District 3  
Christopher M. Corchiarino, District 4

January 27, 2026

The Honorable Senator Guy Guzzone  
Chair, Budget & Taxation Committee  
Senate Office Building  
3 West Miller  
Annapolis MD 21401

RE: SB288 — Transportation - Highway User Revenues Capital Grants – Calculation **SUPPORT**

Dear Honorable Guzzone,

Please accept this letter as **support** for Senate Bill 288 on behalf of the Queen Anne's County Commissioners. This legislation would authorize adjustments to certain capital grants calculated based on Highway User Revenues (HUR) beginning in fiscal year 2027 and is critical to maintaining local transportation infrastructure.

Highway User Revenues are the primary funding source for county roads and bridges. Since the program's creation, HUR reflected a shared responsibility between the State and local governments, recognizing that counties maintain the majority of Maryland's road miles. That balance has eroded over time and has never fully recovered from repeated reductions over the last 20 years.

Under current law, another sharp reduction is scheduled to occur beginning in fiscal year 2028, resulting in significant losses for counties and Baltimore City. For Queen Anne's County, these reductions would directly affect our ability to resurface roads, address bridge needs, and avoid more costly emergency repairs. These challenges come on top of existing fiscal pressures from cost shifts and unfunded mandates.

Counties do not have the authority to raise dedicated transportation revenues, and Maryland does not permit local fuel or vehicle registration taxes. Without predictable and adequate State transportation funding, local governments are left with few options to maintain safe and reliable roadways.

Senate Bill 288 provides needed stability and predictability in Highway User Revenues, allowing counties to plan responsibly, control long-term costs, and protect public safety. For these reasons, we respectfully urge a favorable recommendation.

Respectfully,

QUEEN ANNE'S COUNTY  
BOARD OF COUNTY COMMISSIONERS

  
\_\_\_\_\_  
James J. Moran, President

  
\_\_\_\_\_  
Christopher Corchiarino

  
\_\_\_\_\_  
Jack N. Wilson

  
\_\_\_\_\_  
Philip L. Dumenil

  
\_\_\_\_\_  
J. Patrick McLaughlin

**Anne Arundel County \_FAV\_SB288.pdf**

Uploaded by: Steuart Pittman

Position: FAV

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

**SB 288\_MTBMA\_FWA.pdf**

Uploaded by: Michael Sakata

Position: FWA



Senator Guy Guzzone  
Budget and Taxation Committee  
3 West Miller Building  
Annapolis, MD 21401

February 3, 2026

**RE: SB 288 – FAVORABLE WITH AMENDMENTS – Transportation – Highway User Revenues  
Capital Grants – Calculation**

Dear Chair Guzzone and Members of the Committee:

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 Senate Bill 288, which updates the statutory calculation of capital grants based on Highway User Revenues (HUR) that are required to be appropriated to Baltimore City, counties, and municipalities beginning in fiscal year 2027 and 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.

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. SB 288 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 SB 288 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

# **SB 288 - Commissioners of St. Mary's County Favora**

Uploaded by: Randy Guy

Position: FWA

ST. MARY'S COUNTY GOVERNMENT  
COMMISSIONERS OF  
ST. MARY'S COUNTY



James R. Guy, President  
Michael R. Alderson, Jr., Commissioner  
Eric S. Colvin, Commissioner  
Michael L. Hewitt, Commissioner  
Scott R. Ostrow, Commissioner

**SB 288**  
**Transportation - Highway User Revenues Capital Grants - Calculation**

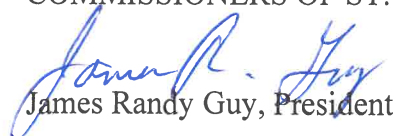
**COMMITTEE:** Senate Budget and Taxation Committee  
**POSITION:** Favorable with Amendments

The Commissioners of St. Mary's County express our strong support with amendments for **SB 288 - Transportation - Highway User Revenues Capital Grants - Calculation**. With the amendments we understand to be offered by the sponsor and the Maryland Association of Counties, we believe this bill will prevent a step backwards in local transportation funding.

By preserving a predictable revenue stream, St. Mary's County will be better able to plan multi-year infrastructure projects, reduce costly emergency repairs, maintain safe and reliable roadways, and in so doing better advance the daily lives and comfort of our over 115,000 citizens.

We urge you to **support with sponsor amendments SB 288**. If you would like more information on how this legislation would impact St. Mary's County, we would be happy to discuss it further. Thank you for your consideration as well as your attention to this matter.

Sincerely,  
COMMISSIONERS OF ST. MARY'S COUNTY

  
James Randy Guy, President

CSMC/AB/jb

T:/Consent/2026/01

Cc: Senator Jack Bailey  
Delegate Matthew Morgan  
Delegate Brian Crosby  
Commissioner Mike Alderson, Jr.  
Commissioner Eric Colvin  
Commissioner Michael Hewitt  
Commissioner Scott R. Ostrow  
David Weiskopf, County Administrator  
David Yingling, Deputy County Administrator  
Buffy Giddens, County Attorney  
John Sterling Houser, Deputy County Attorney

**SB 288\_MAA\_FWA.pdf**

Uploaded by: Tim Smith

Position: FWA



Senator Guy Guzzone, Chair  
Senate Budget and Taxation Committee  
3 West Miller Building  
Annapolis, MD 21401

February 3, 2026

**RE: SB 288 – FAVORABLE WITH AMENDMENTS – Transportation – Highway User Revenues Capital Grants – Calculation**

Dear Chair Guzzone and Members of the Committee:

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 Senate Bill 288, which updates the statutory calculation of capital grants based on Highway User Revenues (HUR) that are required to be appropriated to Baltimore City, counties, and municipalities beginning in fiscal year 2027 and 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. SB 288 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 SB 288 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

**SB0288 - LOC - TSO - HUR Funding.pdf**

Uploaded by: Nora Corasaniti

Position: INFO



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Kathryn Thomson  
Acting Secretary

February 3, 2026

The Honorable Guy Guzzone  
Chair, Budget and Taxation Committee  
3 West Miller Senate Office Building  
Annapolis, MD 21401

***RE: Letter of Concern – Senate Bill 288 – Transportation – Highway User Revenues Capital Grants – Calculation***

Dear Chair Guzzone and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 288 but respectfully offers the following concerns for the Committee's consideration.

The State shares certain transportation revenues, commonly referred to as highway user revenues (HUR) between MDOT, counties, and municipalities. SB 288 would increase the share of HUR distributed to local jurisdictions and decrease funding available to MDOT beginning in FY 2027. This reduces the funding available to MDOT to operate and maintain State transportation services and facilities and reallocates the funding to local jurisdictions, primarily counties.

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. Currently, 20% of HUR revenues are distributed to local jurisdictions and 80% is retained by MDOT for statewide needs. The 20% share currently allocated to local jurisdictions is the highest level of transportation funding shared with local jurisdictions since FY 2009.

SB 288 would increase the local share of funding from 20% to 30.4% in FY 2027 and from 15.6% to 30.4% in FY 2028 and thereafter. This results in a corresponding decrease in MDOT's share of funding from 80% to 69.6% in FY 2027 and 84.4% to 69.6% in FY 2028 and thereafter. This reduces funding available to MDOT's capital program by \$228 million in FY 2027 and by approximately \$337 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 programed 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 Honorable Guy Guzzone  
Page Two

For comparison purposes only, a reduction in funds of \$228 million represents a loss of more than 50% of State funding for the Maryland Transit Administration's (MTA) capital program in FY 2027, while a reduction of funds of \$337 million in subsequent years is more than three-fourths of MTA's State funding for its capital program in FY 2031. As an alternate example using the State Highway Administration's (SHA) proposed capital program, a reduction of \$228 million in FY 2027 represents a loss of 92% of the State funds for the program, while the FY 2031 reduction exceeds the total programmed State funds for SHA in that year. In total, MDOT would need to reduce its six-year capital program by \$1.6 billion in State funding to address the mandate created by SB 288.

The Maryland Department of Transportation respectfully requests the committee consider this information during its deliberation of Senate Bill 288.

Respectfully submitted,

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