

**Department of Fiscal Services**  
Maryland General Assembly

**FISCAL NOTE**

Senate Bill 793 (Senator Miller)  
(By Request, Maryland Economic Growth Task Force)  
Economic and Environmental Affairs

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**Office of Planning - Statewide Infrastructure Study**

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This bill requires the Office of Planning to conduct a statewide study concerning transportation, water and sewer facilities, schools, telecommunications, and solid waste facilities. The study must contain recommendations for an ongoing statewide infrastructure assessment and planning process. Units of State and local governments must cooperate in preparing the study. The Office of Planning must report its findings and recommendations to the Governor and General Assembly by July 1, 1997.

The bill is effective June 1, 1996.

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**Fiscal Summary**

**State Effect:** Indeterminate but potentially significant increase in expenditures; no effect on revenues.

**Local Effect:** None, as discussed below.

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**Fiscal Analysis**

**State Effect:** According to the Maryland Office of Planning (MOP), there would be a one-time cost of \$754,000 to conduct this study. This estimate is based on hiring four contractual personnel for \$180,000, contracting out a \$400,000 study, digitizing and updating records for \$100,000, and buying necessary equipment and supplies.

The Department of Fiscal Services advises that while costs for this study could be significant, they could be lower than MOP's estimate depending upon how the study is conducted. For instance, the various State agencies and local jurisdictions have information on infrastructure needs assessment. The Maryland Department of the Environment (MDE) receives water and sewer capital improvements plans from the counties (these plans are also reviewed by MOP); MDE compiles these plans in a database. The Maryland Department of Transportation (MDOT) currently conducts long-range planning that accounts for transportation deficiencies and prioritizes needs. Likewise, the School Construction Program has information on education infrastructure needs and priorities. These agencies would not incur any additional expenditures in providing this information to MOP.

Therefore, it is assumed that the various State agencies and local jurisdictions can provide information on infrastructure deficiencies, needs, and priorities. MOP would then need to compile this information and analyze it according to patterns of growth in the State. Some additional expenditures would be incurred due to the need to incorporate these additional layers of information into existing Geographic Information Systems (GIS). It is assumed that MOP has existing staff working on statewide planning needs; some of these duties may overlap with the requirements of this legislation.

Some additional personnel expenditures could be incurred depending upon the availability of data on growth patterns in the State and the implications for infrastructure priorities. MOP has not provided sufficient justification for the need to hire both contractual personnel and a consulting company to conduct a study.

**Local Effect:** It is assumed that local governments are already providing much of this information to State agencies; any additional information requested could be handled with existing resources.

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**Information Source(s):** Maryland Department of Transportation, Maryland Office of Planning, Maryland Department of the Environment, Department of Fiscal Services

**Fiscal Note History:** First Reader - March 12, 1996

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