

Department of Legislative Services
Maryland General Assembly
2022 Session

FISCAL AND POLICY NOTE
First Reader

House Bill 1032

(Delegate Charles, *et al.*)

Environment and Transportation

State Highway Administration - Highway Cleanup - Records and Reporting

This bill requires the State Highway Administration (SHA) to keep and maintain records that show in detail all processes, procedures, and expenditures made to maintain clean highways in the State in accordance with any agreements with a county or multiple counties. The bill enumerates several requirements regarding the content of the records that must be kept. By December 31, 2022, and each December 31 thereafter, SHA must publish on its website by county (1) a full list of existing and scheduled highway cleanup projects and (2) all highway cleanup schedules and notices. By February 1, 2023, and each February 1 thereafter, SHA must report the records required to be kept for the previous calendar year to the General Assembly.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures increase beginning in FY 2023 to keep, maintain, publish, and report the records required by the bill, as discussed below. Revenues are not affected.

Local Effect: The bill does not directly affect local government operations or finances.

Small Business Effect: None.

Analysis

Bill Summary: The records kept and maintained by SHA under the bill must include:

- a statewide summary of all county and multicounty agreements that require SHA to conduct litter removal, street cleaning, and related activity on State highways in each county;
- a summary of each county and multicounty agreement that includes (1) a full list of all highway cleanup projects; (2) costs incurred for each project; (3) schedules for each project; and (4) the number of SHA employees, contractors, and vehicles assigned to each project; and
- a full report on SHA's highway cleanup processes, including, among other things, (1) the process by which highway cleanup sites in each county are selected and the assets are provided to conduct the cleanup; (2) information on how resources are allocated on both a county and statewide basis, to determine which highway cleanup sites and counties have received priority status; and (3) a summary of all highway cleanup rules, regulations, and procedures for specified activities.

Current Law: SHA is responsible for more than 5,200 miles or approximately 16,800 lane miles of road, 2,500 bridges, 3,500 small stream crossing structures, and 80 miles of sound/noise barriers in the State. It also has responsibility for planning, designing, constructing, and maintaining these roads and bridges to safety and performance standards while considering sociological, ecological, and economic concerns.

State Expenditures: SHA advises that it already maintains and provides much of the required information upon request. However, SHA advises that the bill's requirement for it to publish on its website, by county, a full list of existing and scheduled highway cleanup projects and all highway cleanup schedules and notices likely requires overtime for existing clerical staff in SHA's 28 highway maintenance shops.

While a precise estimate of the increase in TTF expenditures resulting from additional overtime cannot be reliably estimated without actual experience under the bill, a preliminary evaluation by SHA estimates overtime costs of \$225,000 per year; this estimate assumes three hours of overtime per week at each of its maintenance shops. The Department of Legislative Services concurs that SHA likely incurs overtime costs but notes that costs may decrease over time as more efficient and automated processes are developed.

Additional Information

Prior Introductions: None.

Designated Cross File: None.

Information Source(s): Maryland Department of Transportation; Maryland Association of Counties; Department of Legislative Services

Fiscal Note History: First Reader - March 1, 2022
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