

HB252_PGCEX_FAV.pdf

Uploaded by: Angela Alsobrooks

Position: FAV



THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

BILL: **HB 252 - State Highway Administration - Highway Cleanup - Records and Reporting**

SPONSOR: **Del. Charles, *et al.***

HEARING DATE: **February 9, 2023**

COMMITTEE: **Environment and Transportation**

CONTACT: **Intergovernmental Affairs Office, 301-780-8411**

POSITION: **SUPPORT**

The Office of the Prince George's County Executive **SUPPORTS HB 252 - State Highway Administration - Highway Cleanup - Records and Reporting**, which 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. Additionally, by December 31, 2023, 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.

Roadside litter is a growing problem in many places around the State and country. More people, more vehicles, and more products are factors that have aggravated the problem over the years. Additionally, the global pandemic due to COVID-19 drastically increased the amount of litter, particularly for certain types including Personal Protective Equipment and single-use packaging items. But the detriment of roadside litter is not limited to aesthetic problems. Litter is associated with social, economic, and environmental issues. From a transportation standpoint, litter, untamed vegetation, and illegally dumped items can interrupt the flow of traffic, cause delays, or even pose safety hazards.

Over the past several months, we have heard from many businesses, residents, state, and county legislators who have expressed extreme concern, and some down-right anger over the increased trash along roadsides in Prince George's County. Even the most pristine roads have become dumping grounds and no longer resemble the Prince George's County many of us have known.

The Prince George's County Department of Public Works and Transportation (DPW&T) has quadrupled their efforts to remove litter and mow County primary

collector and residential roadways. However, we are very concerned about the persistent presence of litter and inconsistent mowing on roadways maintained by the SHA, especially on major thoroughfares like Pennsylvania Avenue (MD-4), Route 301, 214, and other community integrated state highways. To be blunt, it's embarrassing because SHA roadways are gateways to our County and the conditions of our State Roads send a message to residents, those passing through, and visitors that littered roadways are acceptable and normal. It's concerning that you can almost immediately see the difference when you cross the border from Prince George's County into Howard, Charles, Anne Arundel, or Montgomery counties. Clearly, there is an equitable difference in the maintenance and upkeep between Prince George's County and the other jurisdictions.

As you may know, Prince George's County recently hosted the Washington International Horse Show (WIHS), one of the most prestigious, competitive, and exciting equestrian sporting events in North America. Held annually in October, WIHS brings together the finest and most talented horses and riders from across the country and around the world. For its 64th year, WIHS returned to its roots in the metro Washington, DC, region, and was held at the Show Place Arena in Upper Marlboro, MD, off Pennsylvania Avenue. Last fall, in response to the upcoming show, the condition of Pennsylvania Avenue, and the outcry from the community, we deployed our own DPW&T to undertake the cleanup and mowing of Pennsylvania Avenue (State Route 4).

We spent approximately \$200,000 cleaning up Pennsylvania Avenue (MD-4 from DC Line to MD-725 Marlboro Pike) and Silver Hill Road (MD 458) from Branch Avenue to Walker Mill Road. Removing litter on Pennsylvania Avenue and Silver Hill Road totals about 17.2 linear miles of roadway and mowing Pennsylvania Avenue and Silver Hill Road is approximately 130 acres (including sweeping abrasives and other debris). We therefore sent a letter to the SHA requesting reimbursement from SHA and or MDOT in the amount of \$200,000 ± for unappropriated work performed to clean up this area. Additionally, we sought a plan and strategy to ensure these major state throughfares do not return to the undesirable condition.

This bill will provide badly needed transparency for the County on what the State is doing to maintain their roads in our jurisdiction, as the currently process is sorely lacking.

For the reasons stated above, the Office of the Prince George's County Executive **SUPPORTS House Bill 252** and asks for a **FAVORABLE** report.

HB252 MDOT District 3 Budget Difference Breakout.p

Uploaded by: Delegate Nick Charles

Position: FAV

MDOT District 3 Office	Lane Miles	Less Lane Miles than Upper Marlboro	Budget	Total Difference from Upper Marlboro	\$ per mile	More \$ than Upper Marlboro per lane mile	FTEs	FTE Per Lane Mile
Upper Marlboro - PG	980		\$ 5,500,000.00		\$ 5,612.24		48	20
Fairland - MOCO	844	136	\$ 5,800,000.00	\$ (300,000.00)	\$ 6,872.04	\$ 1,259.79	45	19
Laurel - PG	817	163	\$ 5,700,000.00	\$ (200,000.00)	\$ 6,976.74	\$ 1,364.50	45	18
Gaithersburg - MOCO	783	197	\$ 5,400,000.00	\$ 100,000.00	\$ 6,896.55	\$ 1,284.31	35	22

HB252 Written Testimony.pdf

Uploaded by: Delegate Nick Charles

Position: FAV

NICK CHARLES
Legislative District 25
Prince George's County

Ways and Means Committee

Subcommittees

Racing and Gaming

Revenues

Chair

Prince George's County House Delegation

Vice Chair

House Democratic Caucus



The Maryland House of Delegates
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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Favorable Testimony

HB252: State Highway Administration - Highway Cleanup - Records and Reporting

Chair Barve, Vice Chair Stein and Members of the Environment and Transportation Committee, I am grateful for the opportunity to testify in support of HB252. The Maryland Department of Transportation's state street sweeping program divides all counties in the State into shared Districts. For example, District 3 is a bi-county plan that includes Montgomery County and Prince George's County. In the case of District 3, visual evidence repeatedly suggests that the State roads and ramps in Montgomery County are generally cleaner and freer of litter and other debris, as well as better maintained than those in Prince George's County. In speaking with colleagues from different counties across the state, they each express similar concerns about the state of their county's roads, ramps and bridges. This legislation would offer a remedy to any concerns raised that street sweeping and litter abatement by MDOT and SHA have been unevenly applied across counties or not done in entirety. It mandates that the Maryland Department of Transportation post regular calendars and scheduling notices of their cleaning cycles of all State roads under their purview.

Increased visual litter and trash along State highways and ramps as you leave one county and enter into another creates an impression that impacts a county's reputation, attractiveness, and its property values. Trash and litter attract vermin and disease, clog drains, impact culverts, pollute our waterways and discourage private investment. Visible litter and trash along state highways and ramps, suggests neglect. And in the case of state roads, ramps and bridges, accountability for that impression of neglect rests with the State.

Information on the highway and street cleaning procedures and schedules, including those for litter abatement, is currently unavailable to the public. This bill establishes a procedure and a process for the maintenance, updating and posting of both street sweeping and litter clean-up schedules, processes and procedures for State roads, and will ensure that the public has access to this information. This will increase transparency and accountability in regards to the distribution of MDOT-SHA resources across the State.

Speaking on behalf of District 3, since the introduction of this Bill in 2022, I have held monthly meetings with representatives from MDOT to address these perceived discrepancies. The discussions have been candid, open and informative, but thus far have not resulted in any substantive structural change when it comes to public reporting and resource allocation. MDOT exposed during these meetings that of the 3,424 lane miles under the purview of MDOT in District 3, Prince George's County accounts for 1,797 lane miles and Montgomery County, 1627 **or 170 lanes miles less**. Yet, Montgomery County receives an appropriation of \$610 per lane mile higher than Prince Georges County. That translates into an appropriation of nearly \$1 million higher than Prince George's county to clean their roads, bridges and ramps, and cleared of litter. Combined with the evidence that the highways and roads under MDOT's

cleaning program are visibly dirtier and more filled with litter in Prince George's County than in Montgomery County, this has led to a chorus of hundreds of residents who now support this legislation to hold MDOT more accountable for better transparency and communication around its street cleaning program, policies and procedures.

MDOT already offers a customer Care Service System as well as maintains an internal schedule of their street cleaning program. We are asking that these be made publicly available, that complaints are not simply received, but that their status be tracked, closed and posted, and that MDOT make publicly available updates related to their street cleaning schedules and follow up. Ideally, MDOT should also provide accessible information about how cleaning is generally scheduled, tracked, confirmed and enforced, as well as information about their budgets for State road cleaning for the purposes of accountability, transparency and independent review of the distribution of street cleaning resources and their application across counties.

This legislation promotes better communication between the department of transportation and Maryland residents and supports the allocation of the additional resources that may be needed to make this happen. For these reasons, I urge you to vote favorably on HB252.

Sincerely,
Delegate Nick Charles
District 25

A handwritten signature in black ink that reads "Nick Charles". The signature is written in a cursive style with a large, stylized "C" at the end.

HB252 Testimony.pdf

Uploaded by: Jenna O'Connell

Position: FAV



Prince George's County Municipal Association
An Association of 27 Municipalities



HOUSE BILL 252 – SUPPORT
Environment & Transportation Committee
February 7, 2023

The Prince George's County Municipal Association (PGCMA) writes to **SUPPORT House Bill 252 - State Highway Administration - Highway Cleanup - Records and Reporting** which would require the State Highway Administration (SHA) to keep and maintain accessible 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. This requires SHA to publish on its website by county a full list of existing and scheduled highway cleanup projects and all highway cleanup schedules and notices by Dec. 31, 2023 and each Dec. 31 thereafter. It also requires that by Feb. 1, 2024 and each Feb. 1 thereafter that SHA report the previous years records to the Maryland General Assembly.

While the Maryland Department of Transportation keeps and maintains records related to our highway cleanup process, budget, and expenditures on a county-by-county basis and should be able to provide documentation of process, procedures, and expenditures for highway cleanup upon request. There have been issues of accessibility and transparency upon such requests making it difficult to obtain any definitive information for constituents. With constituent complaints and visual evidence repeatedly suggesting better maintenance in Montgomery County than Prince Georges County for example, House Bill 252 is necessary and would make responses to such concerns quick and efficient. It would also ensure MDOT is following their schedules, keeping our county roads cleaner and safer.

House Bill 252 is a matter of transparency and accountability to ensure all counties across the state of Maryland are receiving consistent and quality highway maintenance. Therefore, PGCMA respectfully requests a **favorable** report for **House Bill 252**. Thank you.

A handwritten signature in blue ink, appearing to read 'Patrick Wojahn'.

Patrick Wojahn (He/Him/His)
PGCMA President
240-988-7763 (C)
President@ThePGCMA.com

HB252 2023 Support.pdf

Uploaded by: Judy Allen-Leventhal

Position: FAV

Submission date 2/07/2023

HEARING DATE: 2/09/2023

BILL: HB252 - **SPONSOR:** Delegate Charles, Bagnall, D. Barnes, Charkoudian, Grammer, Grossman, Harris, Harrison, Healey, J. Long, Patterson, Taveras, Taylor, Toles, and Woods

TITLE: State Highway Administration-Highway Cleanup-Records and Reporting

POSITION: Favorable

COMMITTEE: Environment and Transportation

Dear Members of the Committee,

My name is Judith Allen-Leventhal, and I live in Maryland Legislative District 26. I support HB252.

This bill is long overdue addressing accountability to bring to light disparities and resulting needs among the various statewide State Highway Administration Maryland Department of Transportation districts statewide. I write on behalf of the Roadway Advocacy Committee for South County (RACS), an ad hoc committee of the Greater Accokeek Civic Association. As very brief background, RACS was established at the urging of residents and concerned citizen activists during the pandemic who were advocating for improved conditions of roadways in our area of southern Prince George's County. As we worked with MDOT officials, and to a lesser extent local county leaders, over the next several years we became increasingly aware of the many and diverse unaddressed needs for improved maintenance along our Maryland roadways. HB252 will provide a much needed first step in establishing accountability to address regular maintenance, mowing, litter removal, contractor accountability, and so on – all outlined in more detail this excellent legislation.

I urge a FAVORABLE REPORT on SB0135.

Respectfully submitted,
Judith Allen-Leventhal
Chair, Roadway Advocacy Committee for South County
301-642-6744
j.allenleventhal@gmail.com

MDOT.pdf

Uploaded by: Lawrence Bettis

Position: FAV

Lawrence Bettis

Accokeek Maryland 20607

As a member of the Roadway Advocacy Committee for South County (RACS) Prince Georges County Maryland. I support the passing of HB 252 SHA Roadway Maintenance 100%. For over 2 years we have worked with MDOT to facilitate improved performance of services by MDOT for Prince Georges County south residents and businesses with mixed results.

I am in favor of HB252.pdf

Uploaded by: Mrs. Harris

Position: FAV

I am in favor of HB252. Having on Maryland Department of Transportation's (MDOT) website the street sweeping schedule, the street cleaning budget, how the budget is allocated, and the procedures used when budgeting and cleaning Prince George's highways allows for adamant scrutiny by the State Delegates; scrutiny in which the constituents of the Clinton community require from not only our State Delegates of District 25, but also our Councilmember of District 9.

Passing HB252 will begin the process towards answering questions like:

- how is the funding divided between Montgomery County and Prince George's County?
- explain the variables used in MDOT's methodology that warrants such funding distribution. Is the methodology now outdated?
- how can State Delegates and Councilmembers ensure poor quality of work by MDOT's staff and its contractors within Prince George's County is not one of the causes for Montgomery County having cleaner roads and ramps?
- how can State Delegates and Councilmember ensure lack of providing adequate oversight of work by MDOT's staff is not another cause for Montgomery County having cleaner roads and ramps?

I am in favor of HB252. Thank you for reading this testimony.

1-Nuriddin Testimony on HB252.pdf

Uploaded by: Terry Nuriddin

Position: FAV

February 7, 2023

TO: Delegate Nick Charles District 25
Chairman, Prince George's County House Delegation
House Office Building, Room 207
6 Bladen St., Annapolis, MD 21401

FR: Mrs. Terry M. Nuriddin
15201 Johnstone Lane
Bowie, MD 20721

RE: Support Testimony for House Bill 252: State Highway Administration – Highway Cleanup – Records and Reporting

CC: Public Files

Good Day. I support House Bill 252: State Highway Administration – Highway Cleanup – Records and Reporting because we need a clean County, a clean State.

It is true, as taxpayers we do pay for our roads to be properly maintained. More importantly, as humans we enjoy our home State treks being safe and visually pleasing. It's good for the spirit, the mind, and excellent mores for our young minds to breathe in.

Since August 2022, I have attended the Maryland Department of Transportation (MDOT) meetings hosted by Delegate Charles and attended by MDOT personnel. The MDOT folk are respectful and helpful in explaining the State maintenance process. And, I bear witness to a cleaner and more maintained Route 214 in my area.

We need House Bill 252 for our State young folk. We need our current, but more importantly, our future citizenry to know responsibility and care for where they live and to show that by keeping the environs safe, clean, and beautiful.

HB252 support.pdf

Uploaded by: Walter Redmond

Position: FAV

Walter Redmond and Linda Redmond

We are in full support of HB252, which *mandates that MDOT post and follow a consistent schedule for maintenance and cleaning up litter on State highways in Maryland. We agree that there must be a reliable mechanism in place to better monitor and track whether MDOT is adequately addressing the needs of the community in a more accountable and equitable way. Requiring MDOT to post transparent reports on funding and the distribution of those funds with help the agency assess needs and levels of service adequately.*

While we as citizens and our local leaders must challenge and encourage our families, neighbors and others to be more conscious of disposing our trash in proper locations and while our desire is that everyone will adopt behaviors that will reduce the amount of litter in our County, **the reality is that some people will continue to litter. Grass and bushes will continue to grow along our roadways.** Hence, there must be reliability, accountability, and equity in maintenance of our roadways.

In March 2022, in a letter regarding House Bill 1032 on Highway Cleanup (a bill that died in committee), The State Highway Administration (SHA) stated that "Through 28 statewide maintenance shops and 7 engineering districts spanning 23 counties, the MDOT SHA has in **place a robust litter and highway cleanup process**. These local maintenance shops are responsible for performing highway cleanup and other maintenance activities on their portions of the State's roadway network, within their respective jurisdictions, based on the needs identified. "

Throughout 2022 we did **not see anything robust about the litter** and highway cleanup process out of Maintenance Shop #3 in Upper Marlboro Maryland. Also, since there must have been a concern for that bill to be introduced last year, we did not see anything where SHA made efforts in 2022 to assess whether or not maintenance was robust. Until Delegate Charles began convening monthly community meetings with SHA staff, the struggles at Maintenance Shop #3 and its inability to maintain the roads in the area garnered no attention.

The March 2022 SHA letter also said "On average, \$7.5 million is funded annually to each district and maintenance shop for litter removal; the amount allocated is determined by roadside miles, lane miles, average annual vehicle miles traveled, and level of service. The Upper Marlboro Maintenance Shop has responsibility for 981+ lanes of highway and roadside miles, serves a more densely populated area than most of the other shops, and Roads like 214, 4, 5, 458, 202, all have more close proximity to each other (especially within the I-95 beltway) than roads that serve more wide open spaces.

The average \$7.5 million does not incorporate equity for the District #3 Maintenance Shop and certainly not for the residents of Prince George's County served by that shop. We believe the level of service is grossly inadequate for the population, for the density, and for the lane miles. We believe House Bill 252 needs to become law so there will be more accountability from SHA and more equity across the State especially for Southern Prince George's County where we believe we are left behind and inadequately served by SHA.

With the mounds of litter encountered on the roadways mentioned, 202, 704, 214, 50, 4, 458, 5, and northern parts of 210, SHA needs reliable Sweeper Equipment to maintain these roads. Removing trash by hand from these roadways is inefficient. Likewise, mowing and grass and brush equipment should be upgraded and workable. We believe House Bill 252 needs to become law because as the program continues with service as usual, residents served by Maintenance Shop #3 will continue to be short changed, with over growth of bushes and weeds, layers of trash accumulating month after month, and dated equipment that slows the efforts of limited staff. Please give sincere consideration to making HB252 Maryland law. See attached Pictures of the neglect

Walter and Linda Redmond
Forestville Estates Civic Association
2005 Overton Drive
District Heights, MD 20747

MDOT maintenance of I-95.pdf

Uploaded by: Walter Redmond

Position: FAV

Inner Loop I-95 Pictures same
locations

October 2022,

November 2022 and February 2023

No evidence of attention given
between 10/31/22 & 2/5/23

October 2022



October 2022





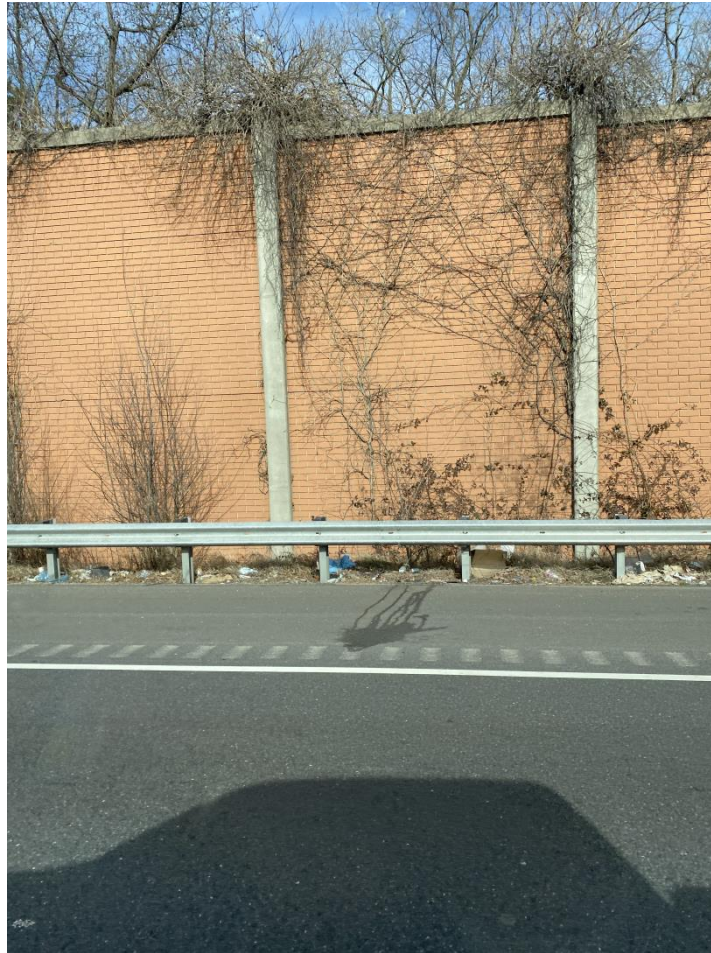
November 2022



February 5, 2023



February 5, 2023



February 5, 2023 #4



2-5-2023



HB0252 - SHA - Highway Cleanup - LOI_FINAL.pdf

Uploaded by: Patricia Westervelt

Position: INFO

February 9, 2023

The Honorable Kumar P. Barve
Chair, House Environment and Transportation Committee
Room 251, House Office Building
Annapolis, MD 21401

RE: Letter of Information – House Bill 252 – State Highway Administration – Highway Cleanup – Records and Reporting

Dear Chair Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 252 but offers the following information for the Committee’s consideration.

House Bill 252 requires the MDOT State Highway Administration (SHA) to maintain and report to the Maryland General Assembly annually on records related to the process, procedures, and expenditures associated with maintaining highways in the State of Maryland. These reports shall include a Statewide summary for county and multicounty agreements and a summary of each agreement. Additionally, House Bill 252 requires the SHA to publish highway cleanup schedules and current highway cleanup projects by county on its website.

The SHA has robust litter and highway cleanup processes in place through its 28 statewide maintenance shops and 7 engineering districts, spanning 23 counties. These local maintenance shops are tasked with maintaining roadside conditions at or above a defined level of service, throughout their geographic areas of responsibility and within their allocated operating budget. Throughout the State, \$8.3 million was expended on litter removal in Fiscal Year (FY) 2022. While operating budget allocations are based on roadside miles, lane miles, average annual vehicle miles traveled, and prior year’s level of service, each district and maintenance shop must consider many factors when managing their operations and expenditures.

The SHA relies on partnerships with other agencies and entities to address highway litter concerns. Litter and mowing related agreements are in place with some local entities to concentrate efforts in areas with the greatest need. Additionally, the SHA manages the Sponsor-A-Highway (SAH) program, which authorizes sponsorships of 1-mile highway segments, where the sponsor pays a maintenance provider to remove litter along their segment(s) weekly. Alternatively, SHA sponsors the Adopt-A-Highway (AAH) Program, which is a volunteer-based program, located on lower-speed roadways, whereby the adopter is required to remove litter four times per year. If SAH maintenance providers or AAH volunteers are unable to maintain their segments, they can be removed from the program for not complying with the requirements. The SHA also partners with the Department of Public Safety and Correctional Services (DPPSCS). However, these services have significantly decreased since FY 20, largely due to the COVID-19 pandemic. To keep pace with litter demands, the SHA diverted more staff and equipment to in-

The Honorable Kumar P. Barve
Page Two

house litter removal activities, without detracting from essential safety and mobility-related maintenance work.

The SHA is also heavily reliant on mowing and litter contractors to perform litter removal. Since the beginning of 2020, 14 of these contractors have defaulted placing additional workload on SHA's in-house resources. Equipment, fuel, and labor cost increases are the most frequently cited reasons for non-performance by these contractors. The SHA is continuously seeking to improve contracts, support small businesses, and mitigate contractor non-performance.

Lastly, the SHA maintains records related to the highway cleanup process, budget, and expenditures for each county. The documentation required by this House Bill 252 can be provided at any time, upon request.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 252.

Respectfully submitted,

Mitch Baldwin
Acting Deputy Director
Office of Policy and Legislative Services
Maryland State Highway Administration
410-310-1056

Pilar Helm
Director
Office of Government Affairs
Maryland Department of Transportation
410-841-1090