

HB1055/163125/1

BY: Education, Energy, and the Environment Committee

AMENDMENTS TO HOUSE BILL 1055
(Third Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, strike “**Environment**” and substitute “**Transportation**”; strike beginning with “each” in line 3 down through “year” in line 6 and substitute “the Department of Transportation, in consultation with the Department of the Environment and the Department of Natural Resources, to adopt certain regulations and best practice methods”; and strike in their entirety lines 8 through 12, inclusive, and substitute:

“BY repealing and reenacting, with amendments,

Article - Transportation

Section 8-602.1

Annotated Code of Maryland

(2020 Replacement Volume and 2023 Supplement)”.

AMENDMENT NO. 2

On pages 1 and 2, strike in their entirety the lines beginning with line 15 on page 1 through line 10 on page 2, inclusive, and substitute:

“Article – Transportation

8–602.1.

(a) The General Assembly finds that the use of best management practices for the storage, application, and disposal of road salt is necessary to reduce the adverse impacts on the water and land resources of the State by preventing:

(1) An increase in chloride concentrations in the soils and waters of the State; and

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(2) Harm to soil integrity, soil organisms, and vegetation.

(b) The General Assembly intends, by enactment of this section, to reduce to the greatest extent possible the adverse effects of road salt runoff and to safeguard life, limb, property, and public welfare.

(c) On or before October 1, [2011] 2025, the Administration, in consultation with the Department of the Environment AND THE DEPARTMENT OF NATURAL RESOURCES, shall ADOPT REGULATIONS AND develop a road salt management best practices guidance document for use by local jurisdictions and the State to minimize the adverse environmental impacts of road salt runoff in the State.

(d) The Administration shall annually update the guidance document required under subsection (c) of this section and shall make the document available to the public on the Administration's website.

(e) **THE REGULATIONS ADOPTED UNDER THIS SECTION SHALL, TO THE GREATEST EXTENT PRACTICABLE:**

(1) **MAXIMIZE HIGHWAY SAFETY; AND**

(2) **REFLECT A CONSIDERATION OF THE NEGATIVE ENVIRONMENTAL IMPACTS OF ROAD SALT.**

(F) In the road salt management best practices guidance document required under this section, the Administration may:

(1) Establish best management practices that protect the environment from the negative impacts of road salt;

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(2) Identify all activities that may result in the release of road salt into the environment, including road salt storage, the application of road salt on highways, and the disposal of snow that contains road salt;

(3) Take into consideration highway safety to the greatest extent possible;

(4) Establish standards and procedures for identifying:

(i) Areas that are particularly vulnerable to road salt runoff; and

(ii) Additional road salt management practices that need to be implemented in these areas;

(5) Establish goals for achieving a reduction of the environmental impact of road salt released into the environment;

(6) Include a training program for all State, local, and contract personnel who perform winter maintenance activities involving the use of road salt;

(7) Establish response procedures to address uncontrolled releases of road salt that may adversely impact the environment; and

(8) Establish record keeping and annual reporting procedures for the quantity of road salt used, the locations where the road salt is used, and any training conducted.”.