

Department of Fiscal Services
Maryland General Assembly

FISCAL NOTE
Revised

House Bill 671 (Montgomery County Delegation)
Environmental Matters

Referred to Budget and Taxation

Montgomery County - Matthew Henson State Park - Construction
MC 620-96

This amended bill provides that a hiker/biker trail (or other recreational trail) may be constructed in the Matthew Henson State Park so long as a specified section of land is made part of the park and a public pavilion is constructed.

Fiscal Summary

State Effect: Potential indeterminate increase in expenditures; revenues would not be affected. Potential reallocation of up to \$1.8 million in special funds from the Department of Natural Resources to the Maryland Department of Transportation.

Local Effect: Potential indeterminate increase in revenues and expenditures.

Fiscal Analysis

Background: Matthew Henson State Park is a 100-acre park located in Montgomery County. It has been leased to the county to operate for a period of 20 years with two 10- year renewable terms. The Maryland-National Capital Park and Planning Commission (MNCPPC) operates the park for the county. In accordance with the terms of the lease, the county must submit any proposed construction to the Department of Natural Resources (DNR). This is then put into the existing environmental review process for feasibility and environmental impact.

State Effect: The bill provides that construction projects will be initiated subject to the availability of local, State, or federal funds. While it is assumed that most construction costs would be borne by the MNCPPC, some State funding could be involved. For instance, funds from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) enhancement

program could potentially be used to pay for the hiker/biker trail, if given the appropriate approvals. ISTEA enhancement projects utilize federal, State, and project sponsor funding.

It should be noted that in order for the trail to be constructed, land currently owned by the Maryland Department of Transportation (MDOT) must be transferred to the park. MDOT maintains that it should be reimbursed by DNR for the fair market value of the land (assessed by MDOT to be \$1.8 million.) However, any such transfer would not affect overall State resources, but would rather transfer special funds from one State agency to another.

Local Effect: MNCPPC expenditures could increase by an indeterminate amount if the construction mentioned in this legislation is approved, depending upon the source of funding and the scope of the projects.

Information Source(s): Department of Natural Resources, Maryland Department of Transportation, Montgomery County, Department of Fiscal Services

Fiscal Note History: First Reader - February 13, 1996

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