

**Department of Legislative Services**  
Maryland General Assembly  
2003 Session

**FISCAL AND POLICY NOTE**

Senate Joint Resolution 6      (Senator Haines, *et al.*)  
Finance

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**State Highways - Hampstead Bypass**

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This joint resolution urges the Governor to direct the Secretary of Transportation to conclude the environmental impact statement process for the Hampstead Bypass in Carroll County and carry out the process to a Record of Decision. It also urges the Governor to provide funding in the Consolidated Transportation Program (CTP) for construction of the bypass.

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**Fiscal Summary**

**State Effect:** If the requests are complied with, Transportation Trust Fund (TTF) expenditures would increase by an estimated \$48 million over the course of the project and approximately \$4.7 million in the first year.

**Local Effect:** None. The resolution is nonbinding and the study would not directly affect local governments. The construction of the bypass could have a meaningful impact on Carroll County.

**Small Business Effect:** Potential minimal. Construction of the bypass may relieve traffic that is adversely affecting small businesses in Hampstead.

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**Analysis**

**Current Law:** The National Environmental Policy Act (NEPA) is a broad law that requires the federal government to consider the environmental impacts of, and alternatives to, major proposed actions. NEPA requirements are invoked when airports,

buildings, military complexes, highways, parkland purchases, and other federal activities are proposed.

Under NEPA, federal agencies must prepare Environmental Assessments and Environmental Impact Statements (EISs), which are assessments of the likelihood of impacts from alternative courses of action. An EIS identifies the direct and indirect foreseeable effects of a proposed project, as well as any conflicts with local or state policies and the comments or concerns of other federal, state, and local agencies, special interest organizations, and the public that were received during the review process. Other relevant federal and state laws related to the study of a major transportation facility include the Clean Water Act; the U.S. Department of Transportation Act; and the Economic Growth, Resource Protection, and Planning Act of 1992.

**Background:** The Hampstead Bypass in Carroll County will be a north-south two-lane limited access highway replacing Maryland Route 30 from Wolf Hill Drive to Brodbeck Road. The bypass is designed to relieve traffic congestion on the existing Route 30, which links the greater Baltimore area to southern Pennsylvania. Route 30 now carries 18,000 to 23,000 vehicles daily; by 2025, planners expect the bypass to carry 18,000 vehicles and Route 30 to carry 12,000 vehicles daily. The State's capital transportation program allocates \$733,000 of State and federal aid for preliminary engineering and right-of-way acquisition in fiscal 2004.

**State Expenditures:** The State Highway Administration (SHA) advises that CTP allocates enough funds to complete a Finding of No Significant Impact that addresses the environmental impact of the bypass on the Bog turtle, listed as a federally threatened species. It does not have funds for construction and final right-of-way, which are estimated to cost \$76,230,758 over five years. SHA anticipates that the State's share would be \$47,790,758 for the total project and \$4.7 million in the first year. Federal funds would contribute \$28,440,000 (total) and \$3.8 million in the first year.

**Small Business Effect:** SHA indicates that the bypass would not adversely affect any small businesses and is expected to encourage retail traffic by relieving congestion in town.

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### **Additional Information**

**Prior Introductions:** None.

**Cross File:** None.

**Information Source(s):** Department of Transportation, Carroll County, Department of Legislative Services

**Fiscal Note History:** First Reader - February 11, 2003  
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