

Department of Legislative Services
Maryland General Assembly
2004 Session

FISCAL AND POLICY NOTE

House Bill 681
Appropriations

(Prince George's County Delegation)

Prince George's County – Prohibited Funding and Permits for Highway Projects
PG 400-04

This bill prohibits the Maryland Department of Transportation (MDOT) from approving right-of-way acquisition or spending any funds in Prince George's County for the design or construction of the proposed Intercounty Connector (ICC) designated as highway A-44 east of U.S. Route 1 or the proposed highway designated as highway A-58.

Fiscal Summary

State Effect: None. The State Highway Administration (SHA) has no plans to spend money for projects related to highway A-44 east of Route 1 or highway A-58.

Local Effect: To the extent that State aid or approvals would not be available for future construction of highway A-44 or highway A-58, local government projects and/or expenditures would increase in Prince George's County only.

Small Business Effect: None.

Analysis

Current Law: State law does not bar MDOT or any State agency from spending funds for the ICC. MDOT is restricted from spending any further funds for two purposes: (1) construction of I-95 through Prince George's County that will involve a new or reconstructed segment connecting it to any other highway in Prince George's County; and (2) the construction of a new highway, arterial, freeway, or expressway in the right-

of-way reserved for the project designated as the Rockville Facility in Montgomery County.

Background: The proposed ICC is a 17-mile, controlled access, divided highway that would connect I-270 in Montgomery County and I-95 from Shady Grove to Laurel/Greenbelt. The proposed alignment uses highway A-44 west of U.S. Route 1; highway A-44 is a proposed 18- to 20-mile arterial highway that would extend from Beltsville to an area south of Bowie and bisect I-95 and Route 1.

A version of the ICC was first proposed in 1950 and later included in the master plans for Prince George's and Montgomery counties to accommodate anticipated growth in both counties. In July 1997, federal and State highway agencies issued a draft study that evaluated potential environmental and socio-economic impacts of the proposed ICC as well as four alternatives. No further action was taken until 2003, when SHA launched a new study and public hearing process. The ICC is estimated to cost at least \$1.7 billion to design and construct over four years.

Local Effect: The bill affects proposed arterial highways in the 1991 master plan for the City of Bowie and surrounding area. According to the Maryland-National Capital Park and Planning Commission (M-NCPPC), the land-use pattern and transportation system in that plan are heavily dependent on highway A-44 and its highway A-58 spur into Anne Arundel County to accommodate population growth as well as regional through-traffic. Further, the Bowie master plan is being reevaluated and M-NCPPC indicates that highway A-44 could be removed due to local preferences to redirect development. The public comment process will not begin until 2005. Development of the other highway, A-58, would require approval by Anne Arundel County, which has so far not included it in its plan.

Additional Information

Prior Introductions: A substantially similar bill was introduced as HB 1100 in 2000 and was given an unfavorable report by the Appropriations Committee.

Cross File: None.

Information Source(s): Maryland-National Capital Park and Planning Commission, Maryland Department of Transportation, Department of Legislative Services

Fiscal Note History: First Reader - February 18, 2004
mam/ljm

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