



## HB 27/SB 753:

# Put the Brakes on the Intercounty Connector (ICC)

### *Environmental Challenge*

The ICC is planned as an 18.8 mile toll highway between I-270 near Gaithersburg and U.S. Route 1 near Laurel. The ICC has been ranked by Taxpayers for Common Sense and the U.S. Public Interest Research Group as one of the most destructive and wasteful projects in the entire country. The ICC's current price tag is nearly \$4 billion – more than \$200 million per mile. That includes roughly \$1.5 billion in interest on about \$2 billion in debt the State plans to issue for this ineffective mega-project. Three county, state, and federal studies in 10 years found that the ICC would not relieve congestion on the Capital Beltway, I-95, I-270 or most local roads.

The ICC would deeply undermine Maryland's efforts to save the bay, stop sprawl, fight global warming, and protect public health by:

- *Triggering at least 700 million miles of new driving per year and thousands of acres of sprawl.*
- *Increasing toxic air pollution, water pollution, oil consumption, and emissions of global warming pollution.*
- *Destroying parks, prime farm land, mature forests, and wetlands.*
- *Damaging some of the healthiest streams in the Washington region, including the headwaters of Rock Creek and the Anacostia River.*
- *Running next to an elementary school, exposing children there to toxic air pollution.*

Maryland now faces a \$2.4 billion general shortfall. Even after Governor O'Malley cut \$1.1 billion in transit and road projects, the Department of Legislative Services projects an additional shortfall of \$2.5 billion in Maryland's transportation program. The ICC is loading Maryland with massive public debt and draining money from education, public health, public safety, public transit and environmental protection. The road will consume nearly \$1 billion in future federal transportation dollars and drain money from Maryland's Transportation Trust Fund.

Toll payers across Maryland will be forced to subsidize the ICC for many years. The Maryland Transportation Authority (MdTA) already plans to double toll rates state-wide by FY 2013, partly to generate funds for the ICC. Even so, the DLS has raised serious concerns about the MdTA's ability to maintain and replace aging bridges that are 50 to 70 years old as debt from the ICC and other projects consume a huge percentage of MdTA toll revenues.

### *Bill Framework*

Legislation will be introduced to strip special funding exceptions granted to the ICC in better economic times. Funding in the FY 2010 budget should also be cut for this environmentally damaging and wasteful project.

#### **For more information, please contact:**

Dave O'Leary, Sierra Club; [dave.oleary@mdsierra.org](mailto:dave.oleary@mdsierra.org), 301-580-8673

Greg Smith, Community Research; [gpsmith@igc.org](mailto:gpsmith@igc.org), 301-920-0437