

Department of Legislative Services
 Maryland General Assembly
 2005 Session

FISCAL AND POLICY NOTE

Senate Bill 292 (Senator Dyson)
 Budget and Taxation

Transportation - Governor Thomas Johnson Bridge - Second Companion Span

This bill requires the Secretary of Transportation to include sufficient funds in the Consolidated Transportation Program for fiscal 2006 through 2011 for the planning, design, and construction of a second companion span of the Governor Thomas Johnson Bridge linking Calvert County and St. Mary’s County. The fiscal 2006 budget must contain enough money through a special fund deficiency for the planning and design of the second companion span.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures would increase by \$6 million in FY 2006, \$8 million each year in FY 2007 through FY 2009, and \$55 million in FY 2010 for planning, design, and construction of a second span to the Governor Thomas Johnson bridge.

(in dollars)	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
SF Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	6,000,000	8,000,000	8,000,000	8,000,000	55,000,000
Net Effect	(\$6,000,000)	(\$8,000,000)	(\$8,000,000)	(\$8,000,000)	(\$55,000,000)

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate effect

Local Effect: None.

Small Business Effect: Potential meaningful.

Analysis

Current Law: The State Highway Administration (SHA) must prepare and submit a six-year construction and reconstruction program for primary and secondary highways,

updated each year and submitted to the General Assembly for review by January 15 of each year. For each project, the program must contain a proposed schedule of property acquisition, detailed engineering, and construction.

Background: The Governor Thomas Johnson Bridge is a bridge over the lower Patuxent River joining Calvert and St. Mary's counties. The bridge was built in 1977. A two-lane road leads to the bridge on both sides. According to *St. Mary's Today*, there are traffic backups on both sides of the bridge during prime traffic hours.

The project has been placed on the Highway Needs Inventory (HNI) as costing \$424 million for the bridge and reconstruction of the highway; further consultation with SHA has placed the amount at approximately \$250 million for the bridge itself. SHA advises that design and construction of the bridge could take as long as 8 to 10 years.

Projects are drawn from HNI and included in the Consolidated Transportation Program, but no expansion of the bridge is currently planned. The *2006 to 2011 Consolidated Transportation Program* will be published in January 2006.

The *2005 to 2010 Consolidated Transportation Program*, which provides details on projects in the fiscal 2006 budget, was published in January 2005.

State Expenditures: Approximately \$30 million of the estimated \$250 million in costs would be required for design. Numerous studies and tasks must be completed before construction of the bridge could begin. These include (in order):

- project scoping to estimate the size of the project and costs of different phases of the project and to determine who will complete work required before construction can commence;
- a Major Investment Statement;
- an Environmental Impact Statement;
- actual design and engineering of the bridge;
- obtaining permits for construction, which could be delayed if permits are determined to be controversial or environmentally sensitive; and
- any necessary land acquisition.

SHA has not engaged in any of these activities. SHA estimates that completion of these tasks would take four years. Legislative Services concurs with this assessment.

TTF expenditures would increase by \$6 million in fiscal 2006 and by \$8 million each year thereafter through fiscal 2009. This assumes that the design activities would be spread out over four years. The major components and the more expensive components

of the design process would not be completed in fiscal 2006; therefore, expenditures would be lower in fiscal 2006.

TTF expenditures would increase by \$55 million in fiscal 2010. This is based on the following assumptions:

- construction of the bridge would total \$220 million, not including the planning and design stages;
- construction costs would be equal in each fiscal year from 2010 to 2013, \$55 million each year; and
- the Secretary would request additional funding for the project, instead of shifting money from other projects already in the Consolidated Transportation Program.

Small Business Effect: Small businesses related to highway construction doing business with the State could benefit from increased business. Based on the size of the contract with the State, this could be a significant amount of business for purchase of materials, equipment rental, or other expenditures.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Maryland Department of Transportation, *St. Mary's Today*, Department of Legislative Services

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