

Department of Legislative Services  
 Maryland General Assembly  
 2006 Session

**FISCAL AND POLICY NOTE**

Senate Bill 338 (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 2007 through 2012 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 2007 budget must contain enough money through a special fund deficiency for the planning and design of the second companion span.

The bill takes effect July 1, 2006.

**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) expenditures would increase by \$9.9 million in FY 2007, \$14 million each year in FY 2008 through 2010, and \$55 million in FY 2011 for planning, design, and construction of a second span to the Governor Thomas Johnson bridge.

(in dollars)	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	9,880,000	14,040,000	14,040,000	14,040,000	55,000,000
Net Effect	(\$9,880,000)	(\$14,040,000)	(\$14,040,000)	(\$14,040,000)	(\$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.

Although SHA has not begun full planning for the project, it has revised its estimates from a previous estimate of \$250 million. The project has been placed on the Highway Needs Inventory (HNI) as costing approximately \$275 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 *2007 to 2012 Consolidated Transportation Program* will be published in January 2007.

The *2006 to 2011 Consolidated Transportation Program*, which provides details on projects in the fiscal 2007 budget, was published in January 2006.

**State Expenditures:** Approximately \$44 to \$60 million of the estimated \$275 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 \$9.9 million in fiscal 2007 and by \$14.04 million each year thereafter through fiscal 2010. This assumes that total design costs of \$52 million (the midpoint of \$44 and \$60 million), and that 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 2007; therefore, expenditures would be lower in fiscal 2007.

TTF expenditures would increase by \$55 million in fiscal 2011. 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 2011 to 2014, \$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:** SB 292 of 2005, a similar bill, received an unfavorable report from the Budget and Taxation Committee.

**Cross File:** None.

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

**Fiscal Note History:** First Reader - February 13, 2006  
nas/ljm

---

Analysis by: Nora C. McArdle

Direct Inquiries to:  
(410) 946-5510  
(301) 970-5510