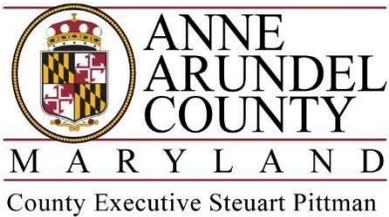


Anne Arundel County_FAV_SB252

Uploaded by: Baron, Peter

Position: FAV



February 12, 2020

Senate Bill 252

Chesapeake Bay Bridge Crossing - Affected Counties - Infrastructure Funding

Senate Finance Committee

Position: FAVORABLE

Anne Arundel County **SUPPORTS** Senate Bill 252 - Chesapeake Bay Bridge Crossing - Affected Counties - Infrastructure Funding.

This Bill requires the Governor's budget to include capital grants, in years when there is funding for planning, engineering, right-of-way acquisition, or construction related to a third bridge across the Bay, to the counties in which the bridge starts and ends. These grants would be used for transportation infrastructure and other improvements needed as a result of the bridge. A third bridge located in Anne Arundel County would bring significantly more traffic through the County and place an increased burden on its transportation infrastructure. Many County roads are already at, or beyond, capacity and any additional state funding would help the County meet the additional construction costs and increased maintenance of transportation infrastructure resulting from a third bridge. While a third bridge would benefit all Marylanders, its impact would be felt most acutely by the residents in the area where it is built.

Accordingly, Anne Arundel County respectfully requests a **FAVORABLE** report on Senate Bill 252.

SenElfreth_FAV_SB0252

Uploaded by: Senator Elfreth, Senator Elfreth

Position: FAV

SENATOR SARAH ELFRETH

Legislative District 30

Anne Arundel County

Budget and Taxation Committee

Subcommittees

Education, Business and Administration

Chair, Pensions

Senate Chair

Joint Committee on Administrative,
Executive, and Legislative Review

Joint Committee on the Chesapeake and
Atlantic Coastal Bays Critical Area



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THE SENATE OF MARYLAND

ANNAPOLIS, MARYLAND 21401

February 12, 2019

Testimony in Favor of SB252

Chesapeake Bay Bridge Crossing – Affected Counties – Infrastructure Funding

Chairwoman Kelley, Vice-Chair Feldman, and members of the Finance Committee,

I respectfully request a favorable report of Senate Bill 252. This bill would require that upon any appropriation for the construction of a third bay bridge span, a capital grant would be issued to the two counties in which the bridge would originate in the amount of 25% of the cost of the bridge.

For decades, Anne Arundel County and Queen Anne's County have been plagued by traffic congestion due to backups caused by the Bay Bridge. While the bridge has been fruitful for commuters and vacation travel, the counties surrounding the bridge have suffered. This past summer these problems were exacerbated by the current re-decking of the bridge - with examples including Queen Anne County school buses being delayed for hours, and 30 minute commutes taking over 3 hours on the Broadneck Peninsula. Spillover traffic from Route 50 causes gridlock on roads throughout Annapolis and Peninsula residents are often hostages in their own homes on summer weekends.

This bill would help these counties better mitigate future traffic problems caused by a new span by ensuring the roads that lead to and from the Bridge are sufficiently prepared for the increase in traffic. The bill as written does not accomplish exactly what my intent is because the Maryland Transportation Authority is a "non-budgeted" state agency, however, if it is the will of the Committee to find this equity funding, I will work to get an amendment drafted.

It is my hope that this bill will begin an important conversation over the next decade as we potentially move towards a third span - a conversation that is focused on making sure the surrounding infrastructure can handle the increased traffic load. I once again respectfully request a favorable report of Senate Bill 252.

Sincerely,

A handwritten signature in blue ink that reads "Sarah Elfreth".

Sarah Elfreth

MDOT TSO_INFO_SB0252

Uploaded by: TSO OPCP, MDOT

Position: INFO



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Acting Secretary

February 12, 2020

The Honorable Delores Kelley
Chair, Senate Finance Committee
3 East Miller Senate Office Building
Annapolis MD 21401

Re: Letter of Information – Senate Bill 252 – Chesapeake Bay Bridge Crossing – Affected Counties- Infrastructure Funding

Dear Chair Kelley and Committee Members:

The Maryland Department of Transportation (MDOT) offers the following letter of information on Senate Bill 252 for the Committee’s consideration.

This bill requires the Governor to include in the State budget, for any fiscal year that an appropriation is included in the State budget for the planning, engineering, right-of-way acquisition, and construction of a third bridge across the Chesapeake Bay, a capital grant for each county in which the bridge originates or terminates. The grant for each county must equal 25 percent of the amount appropriated for the fiscal year for the planning, engineering, right-of-way acquisition, and construction of the bridge. Any such grant may only be used by a county for transportation infrastructure improvements necessitated by or related to the construction of the bridge.

The Maryland Transportation Authority (MDTA) is currently leading the \$5 million Chesapeake Bay Crossing Study: Tier 1 National Environmental Policy Act (NEPA) (Bay Crossing Study), which includes a comprehensive study of project needs, a range of alternatives, benefits and impacts, and public outreach and coordination. In September and October of last year, the MDTA held seven Open Houses where interested parties were provided an update on the project and were given the opportunity to submit public comments. Materials and information from the Open Houses can be found at www.baycrossingstudy.com. Additionally, the MDTA posts all public comments received and has continued to accept comment submissions at the aforementioned website. The MDTA anticipates publishing the Draft Environmental Impact Statement and holding additional public hearings in fall 2020. Public comments The Final Tier 1 Environmental Impact Statement and the Record of Decision are expected to be completed by summer 2021.

The Honorable Delores Kelley
Page Two

If MDOT was required to provide the capital grants outlined in Senate Bill 252, funding from other projects would have to be redirected. The development of MDOT's capital program involves many stakeholders and public meetings to prioritize needs across the State. The process includes: the submission of priority letters from all counties; the annual CTP tour to allow State officials to hear from local jurisdictions, elected officials, and the public in every county (a practice that has been in place for over 100 years); and a prioritization of needs. Projects are prioritized based on the State's goals, the availability of funding, and the scoring system established by Chapter 30 of 2017. Further, as the Bay Crossing Study progresses and the grants required by Senate Bill 252 are based on MDTA spending, the fiscal impact would likely total hundreds of millions of dollars annually, as engineering and construction costs for the project are likely to total billions of dollars.

The MDTA looks forward to continued collaboration as the current study progresses, and will continue to work alongside the public and County Participating Agencies.

The Maryland Department of Transportation respectfully requests that the Committee consider this information as it deliberates Senate Bill 252.

Respectfully submitted,

Heather Murphy
Director of Planning and Capital Programming
Maryland Department of Transportation
410-865-1275

Jeff Tosi
Director of Government Affairs
Maryland Department of Transportation
410-841-2850