
March 8, 2022

The Honorable Maggie McIntosh
Chair, House Appropriations Committee
121 House Office Building
Annapolis, MD 21401

RE: Letter of Information – House Bill 1022 – State Highway Administration – Route 5 Reconstruction Project at Great Mills

Dear Chair McIntosh and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 1022 but offers the following information for the Committee's consideration.

House Bill 1022 requires the MDOT State Highway Administration (MDOT SHA) to take all necessary steps to complete construction of the Maryland Route 5 (MD 5) Reconstruction Project by June 30, 2025. House Bill 1022 also requires the Governor to appropriate the necessary funds within the Consolidated Transportation Program (CTP) for the MD 5 Reconstruction Project.

The MD 5 Reconstruction Project is currently funded for all phases except construction, which is estimated at \$13.4 million. In an effort to fund the project, the MDOT applied for federal grants in 2019, 2020, and 2021, which were not awarded. In order to fund the construction phase of the project, the MDOT would be required to reallocate funds already programmed in the CTP for other projects.

At this time, 60% of the design phase for the MD 5 Reconstruction Project has been completed. In addition to finishing design, completion of the project requires right-of-way acquisition, utility relocations, procurement of contractors, and construction. House Bill 1022 requires the project to be completed by June 30, 2025. Given the project schedule, it is not possible to meet the proposed time frame.

The MDOT currently budgets funding on a six-year timeframe and outlines total funds and projects in the CTP. The CTP is established after extensive consultation with Maryland's citizens, State representatives, and local jurisdictions. Projects that preserve transportation system investments, enhance transportation services, and expand transportation opportunities throughout the State are added to the CTP. A strength of the CTP is the flexibility to move funds in order meet certain demands and the MDOT requires this flexibility without the restrictions of mandated appropriations. Specific projects must be considered in the context of MDOT's need to maintain critical infrastructure across Maryland's entire transportation system, including transit, port, and airport facilities.

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The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 1022.

Sincerely,

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