

February 1, 2024

Ms. Valeriya Remezova  
Division Administrator  
Attn: Ms. Jasmine Champion  
Federal Highway Administration  
Maryland Division  
George H. Fallon Federal Building  
31 Hopkins Plaza, Suite 1520  
Baltimore MD 21201

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Mr. Daniel Koenig  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) requests to amend the Fiscal Year (FY) 2022 – 2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect the addition of a new project, AZ3401 – National Electric Vehicle Implementation project. This project will enable MDOT SHA to make transportation investment decisions and coordinate transportation planning activities cooperatively, continuously, and comprehensively throughout Maryland.

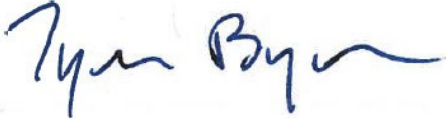
The MDOT has designated this amendment as MDOT Control #22-100. The MDOT SHA supporting documentation is attached.

<b>Project Name</b>	<b>STIP #</b>	<b>Funding Source</b>	<b>FY22-FY25 Net Federal Change \$(000)</b>
National Electric Vehicle Infrastructure (NEVI)	AZ3401	STBG, NEVI, State, Private	\$4,274

Ms. Remezova and Ms. Crews  
Page Two

If you have questions or need additional information, please contact Mr. Rashad Pinckney, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1280 or via email at [rpinkney@mdot.maryland.gov](mailto:rpinkney@mdot.maryland.gov) for assistance. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

cc: Mr. Rashad Pinckney, Regional Planner, OPCP, MDOT

**MEMORANDUM**

**TO:** OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)  
 DIRECTOR HEATHER MURPHY  
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE  
 OPCP REGIONAL PLANNER DAN JANOUSEK  
 OPCP REGIONAL PLANNER KARI SNYDER  
 OPCP REGIONAL PLANNER RASHAD PINCKNEY

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) ACTING  
 CHIEF TARA PENDERS 1/31/2024

**SUBJECT:** REQUEST TO AMEND THE FY 2022-2025 MARYLAND STATEWIDE  
 TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**DATE:** JANUARY 26, 2024  
*REVISED JANUARY 31, 2024*

**RESPONSE**  
**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT OPCP approve and forward to the Federal Highway Administration (FHWA) for its approval the following STIP amendment.

**SUMMARY**

The Maryland State Highway Administration (SHA) hereby requests amending the FY 2022-2025 Maryland STIP to reflect the addition of a new project, AZ3401 – National Electric Vehicle Implementation project, per the following:

STIP	PROJECT	PHASE	NEW FUNDING
AZ3401	National Electric Vehicle Infrastructure (NEVI)	PE	\$261,000
		CO	\$5,033,000

*National Electric Vehicle Infrastructure (NEVI)* – This requested amendment reflects the addition of a new project and \$261,000 in funding for design and \$5,033,000 in funding for construction to the FY 2022-2025 STIP. Design includes 80 percent NEVI funding, 15 percent STBG funding (converted through toll credits), and 5 percent state funding. Construction includes 80 percent NEVI funding and 20 percent private funding through the Contractor. The SHA anticipates design beginning in Winter/early Spring 2024 and construction beginning in Fall 2024 and being completed in Fall 2030. The total project cost is estimated to be \$17.3 million for the rural regions of Maryland.

Ms. Heather Murphy  
Page Two

This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP ([https://www.mdot.maryland.gov/OPCP/FY2022\\_STIP\\_Final\\_03\\_25\\_2022.pdf](https://www.mdot.maryland.gov/OPCP/FY2022_STIP_Final_03_25_2022.pdf)).

Please amend the FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachment. If you have any questions, please contact Mr. Benjamin Allen, SHA RIPD Regional Planner, at 410-545-5649 or [ballen3@mdot.maryland.gov](mailto:ballen3@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2022-2025 Maryland STIP NEVI project report

cc: Mr. Benjamin Allen, Regional Planner, RIPD, SHA

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # AZ3401

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI)	A	n/a	n/a	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
				Federal	State/Local	Total
				\$ 4,274	\$ 1,020	\$ 5,294

Description	The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.
Justification	To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		Current (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ -
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	<b>Total</b>	\$ -	\$ -	\$ -	\$ 247	\$ 5,047	\$ 5,294
<input type="checkbox"/> D) Other	Federal	\$ -	\$ -	\$ -	\$ 235	\$ 4,039	\$ 4,274
		State/Local	\$ -	\$ -	\$ 12	\$ 1,008	\$ 1,020
		<b>Total</b>	\$ -	\$ -	\$ 247	\$ 5,047	\$ 5,294
		Federal	\$ -	\$ -	\$ 235	\$ 4,039	\$ 4,274
		State/Local	\$ -	\$ -	\$ 12	\$ 1,008	\$ 1,020



## PHASE DETAIL

Current	Phase	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FC	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed	Phase	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FC	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 198	\$ -	\$ 11	\$ -	\$ 209	\$ -	\$ 209
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ 37	\$ -	\$ 2	\$ -	\$ 39	\$ -	\$ 39
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -	\$ 1	\$ -	\$ 13	\$ 13
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,026	\$ -	\$ 4,026	\$ -	\$ 4,026
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,007	\$ -	\$ 1,007	\$ 1,007
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 235	\$ 12	\$ 4,039	\$ 1,008	\$ 4,274	\$ 1,020	\$ 5,294

Change	Phase	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FC	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 198	\$ -	\$ 11	\$ -	\$ 209	\$ -	\$ 209
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ 37	\$ -	\$ 2	\$ -	\$ 39	\$ -	\$ 39
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -	\$ 1	\$ -	\$ 13	\$ 13
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,026	\$ -	\$ 4,026	\$ -	\$ 4,026
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,007	\$ -	\$ 1,007	\$ 1,007
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 235	\$ 12	\$ 4,039	\$ 1,008	\$ 4,274	\$ 1,020	\$ 5,294

TOTAL PROJECT COST							
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 4,274	Federal	\$ 9,626	Federal	\$ 13,900
State/Local	\$ -	State/Local	\$ 1,020	State/Local	\$ 2,355	State/Local	\$ 3,375
<b>Total</b>	\$ -	<b>Total</b>	\$ 5,294	<b>Total</b>	\$ 11,981	<b>Total</b>	\$ 17,275