

June 5, 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 the following amendment to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect the addition of the Statewide Planning Work Program (Part 1) project on behalf of the Maryland State Highway Administration (SHA). This project will enable SHA to make transportation investment decisions and coordinate transportation planning activities cooperatively, continuously, and comprehensively throughout Maryland. The Maryland Transportation Trust Fund and STIP remains fiscally constrained as this funding was previously unobligated funding.

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
State Planning Work Program (Part 1)	SP2501	N/A	State, SP, SA, STBG, Toll Credits, ICAP	\$64,173

This amendment has been assigned MDOT Control #22-132, and the supporting documentation is attached. We appreciate your cooperation in this matter.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

A handwritten signature in cursive script that reads "Kari M. Snyder".

Kari Snyder
Regional Planner
Office of Planning and Capital Programming (OPCP)

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)
 DEPUTY DIRECTOR MICHELLE MARTIN
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER DAN JANOUSEK
 OPCP REGIONAL PLANNER KARI SNYDER

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TJP* 6/04/2024
 CHIEF TARA PENDERS

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

DATE: JUNE 4, 2024

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests amendment of the FY 2022-2025 Maryland STIP to reflect the following action.

STIP	PROJECT	PHASE	NEW FUNDING
SP2501	State Planning Work Program (Part 1)	PP	\$64,235,519

State Planning Work Program (SP2501) – This requested amendment reflects the addition of SHA’s \$64.2 million FY 2025 State Planning Work Program (Part 1) to the FY 2022-2025 STIP. The work program will be funded with State Transportation Trust Fund, federal Statewide Planning (SP), federal Safe and Accessible Transportation Options (Safe Access), and federal Surface Transportation Block Grant funding, as well as toll credit match in the amount of \$12.1M. This project enables SHA to cooperatively, continuously, and comprehensively make transportation investment decisions and coordinate transportation planning activities throughout Maryland. The State Planning Work Program (Part 1) supports strategic and systems planning, data collection and analysis, and special studies. The funding added by this amendment covers SHA’s programmed activities for FY 2025.

Ms. Michelle Martin
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The attached STIP report documents MDOT's requested amendment with respect to funding for the above project. 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 (CTP) and FY 2022-2025 Maryland STIP.

Please amend the FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachment. If you have any questions, please contact me at 410-545-8941 or tpenders@mdot.maryland.gov.

ATTACHMENTS

- FY 2022-2025 Maryland STIP project SP2501 report

cc: Mr. Michael Haley, Chief, Program Development Division (PDD), SHA
Ms. Jonai Coleman Lassiter, CTP Development Manager, PDD, SHA
Ms. Lisa Minnick, Assistant Chief, PDD, SHA
Ray Moravec, P.E., Director, Office of Planning and Preliminary Engineering, SHA

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # SP2501

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Statewide Planning Work Program Part 1	A	n/a	n/a	\$ -	\$ -	\$ -
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	Rural (Non-MPO)	Various	\$ 64,173	\$ 63	\$ 64,236
Description	This project supports major strategic and systems planning, data collection and analysis, and special studies.					
Justification	This project enables SHA to cooperatively, continuously, and comprehensively make transportation investment decisions and coordinate transportation planning activities throughout Maryland.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022				FY 2023				FY 2024				FY 2025				Total	
		Federal	State/Local	Total	Change	Federal	State/Local	Total	Change	Federal	State/Local	Total	Change	Federal	State/Local	Total	Change		
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
<input type="checkbox"/> D) Other																			
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION																			

PHASE DETAIL

Current Phase	Funding	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	SP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	SA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Toll Credits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	ICAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed Phase	Funding	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	SP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,477	\$ -	\$ 11,477	\$ -	\$ 11,477
	SA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 396	\$ -	\$ 396	\$ -	\$ 396
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,100	\$ -	\$ 37,100	\$ -	\$ 37,100
	Toll Credits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,144	\$ -	\$ 12,144	\$ -	\$ 12,144
	ICAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,056	\$ -	\$ 3,056	\$ -	\$ 3,056
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63	\$ -	\$ 63	\$ 63
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,173	\$ 63	\$ 64,173	\$ 63	\$ 64,236

Change Phase	Funding	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	SP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,477	\$ -	\$ 11,477	\$ -	\$ 11,477
	SA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 396	\$ -	\$ 396	\$ -	\$ 396
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,100	\$ -	\$ 37,100	\$ -	\$ 37,100
	Toll Credits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,144	\$ -	\$ 12,144	\$ -	\$ 12,144
	ICAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,056	\$ -	\$ 3,056	\$ -	\$ 3,056
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63	\$ -	\$ 63	\$ 63
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,173	\$ 63	\$ 64,173	\$ 63	\$ 64,236

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 64,173	Federal	\$ -	Federal	\$ 64,173
State/Local	\$ -	State/Local	\$ 63	State/Local	\$ -	State/Local	\$ 63
Total	\$ -	Total	\$ 64,236	Total	\$ -	Total	\$ 64,236

SP = State Planning, SA = Safe and Accessible Transportation Options, ICAP = Indirect Cost Allocation Plan