

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 US 50: From the Bay Bridge to Ocean City (AZ3501) project on behalf of the Maryland State Highway Administration (SHA). This project will enable SHA to improve safety, travel time reliability, mobility, and quality of life along the US 50 corridor from the Bay Bridge to Ocean City.

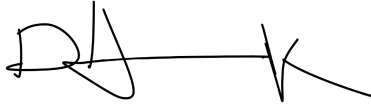
The Maryland Transportation Trust Fund (TTF) remains fiscally constrained. This amendment has been assigned MDOT Control #22-133, and the SHA supporting documentation is attached.

<b>Project Name</b>	<b>STIP #</b>	<b>TIP #</b>	<b>Funding Source</b>	<b>FY22-FY25 Net Federal Change (in 000's)</b>
US 50: From the Bay Bridge to Ocean City	AZ3501	N/A	ATTAIN	\$1,178

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
Page Two

Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Janousek', with a long horizontal line extending to the right.

Dan Janousek  
Regional Planner  
Office of Planning and Capital Programming (OCP)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OCP, 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 *TJP* 5/30/2024  
 CHIEF TARA PENDERS

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

**DATE:** MAY 30, 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**

TIP	PROJECT	PHASE	NEW FUNDING
AZ3501	US 50: From the Bay Bridge to Ocean City	PP	\$790,000
		PE	\$683,000

**ANALYSIS**

*US 50: From the Bay Bridge to Ocean City (AZ3501)* – This requested amendment will add \$790,000 in planning funding and \$683,000 in design funding for a new project in the FY 2022-2025 Maryland STIP. The project is needed to improve safety, travel time reliability, mobility, and quality of life along the US 50 corridor from the Bay Bridge to Ocean City. The total project cost is estimated to be \$14.9 million, which is not currently funded for construction. The SHA anticipates completing project planning in Summer 2027 and anticipates completing the design in Summer 2028.

The attached STIP report documents MDOT’s requested amendment with respect to funding for the above projects. 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.

Ms. Michelle Martin  
Page Two

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 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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. Derrick Sexton, SHA Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5560 or [dsexton@mdot.maryland.gov](mailto:dsexton@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2022-2025 Maryland STIP project AZ3501 report

cc: Emad Gheibi, Ph.D., P.E., Assistant Chief, RIPD, SHA  
Mohammed Raqib, P.E., PTOE, Deputy Director, Office of Transportation and Mobility  
Operations, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Mr. Derrick Sexton, Regional Planner, RIPD, SHA

# MARYLAND STATEWIDE TIP FY 2022-2025

AZ3501						
<b>SUMMARY TABLE</b>						
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 50: from the Bay Bridge to Ocean City	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
	SHA	Rural	CTP Page	Federal	State/Local	Total
Description				\$ 1,178	\$ 295	\$ 1,473
This project will improve safety, travel time reliability, mobility, and quality of life along the US 50 corridor in the Eastern Shore. Construction funding will be programmed at a later date.						
Justification						
The US 50 project is a component of the TSMO program, which has a goal of maximizing the efficiency and safety of the surface transportation system through the application of ITS technologies.						

<b>INDIVIDUAL REQUEST FORM</b>									
<b>STIP/TIP Amendment Criteria</b> <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total		
			Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
				Federal	\$ -	\$ -	\$ -	\$ -	\$ -
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
			Proposed (000s)	Total	\$ -	\$ -	\$ 263	\$ 1,210	\$ 1,473
	Federal	\$ -	\$ -	\$ 210	\$ 968	\$ 1,178			
	State/Local	\$ -	\$ -	\$ 53	\$ 242	\$ 295			
	Change (000s)	Total	\$ -	\$ -	\$ 263	\$ 1,210	\$ 1,473		
	Federal	\$ -	\$ -	\$ 210	\$ 968	\$ 1,178			
	State/Local	\$ -	\$ -	\$ 53	\$ 242	\$ 295			



<b>PHASE DETAIL</b>											
Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	Total
PP	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

<b>Proposed</b>											
		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	Total
PP	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ 148	\$ -	\$ 484	\$ -	\$ 632	\$ 632
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37	\$ -	\$ 121	\$ 158	\$ 158
PE	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ 62	\$ -	\$ 484	\$ -	\$ 546	\$ 546
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16	\$ -	\$ 121	\$ 137	\$ 137
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 210	\$ 53	\$ 968	\$ 242	\$ 1,178	\$ 295

<b>Change</b>											
		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	Total
PP	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ 148	\$ -	\$ 484	\$ -	\$ 632	\$ 632
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37	\$ -	\$ 121	\$ 158	\$ 158
PE	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ 62	\$ -	\$ 484	\$ -	\$ 546	\$ 546
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16	\$ -	\$ 121	\$ 137	\$ 137
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	ATTAIN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 210	\$ 53	\$ 968	\$ 242	\$ 1,178	\$ 295

<b>TOTAL PROJECT COST</b>															
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				<b>Total Project Cost</b>			
Federal		\$ -		Federal		\$ 1,178		Federal		\$ 10,757		Federal		\$ 11,935	
State/Local		\$ -		State/Local		\$ 295		State/Local		\$ 2,689		State/Local		\$ 2,984	
<b>Total</b>		\$ -		<b>Total</b>		\$ 1,473		<b>Total</b>		\$ 13,446		<b>Total</b>		\$ 14,919	