

February 3, 2025

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 Sommerville
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) hereby amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for a project that is contained in the FY 2025-2028 Wilmington Area Planning Council (WILMAPCO) Transportation Improvement Program (TIP), and on behalf of the State Highway Administration (SHA). This modification was approved by WILMAPCO on January 9, 2025.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
National Electric Vehicle Infrastructure (NEVI)	AZ3401	NEVI	2

The MDOT has assigned Control #22-195 for this amendment to the TIP, and the supporting documentation is attached.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-2775, toll free 888-713-1414 or via e-mail at skiernan@mdot.maryland.gov.

Sincerely,

Shawn Kiernan

Shawn Kiernan
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Dan Janousek, Regional Planner, OPPPD, MDOT

December 17, 2024

Ms. Tigist Zegeye
Director
Wilmington Area Planning Council
100 Discovery Blvd. Suite 800
Newark, DE 19713

Dear Ms. Zegeye:

The Maryland Department of Transportation (MDOT) requests an administrative modification to the Wilmington Region's FY 2025 – FY 2028 Transportation Improvement Program (TIP) on behalf of the Maryland State Highway Administration (SHA).

The subject amendment will add funds to the National Electric Vehicle Infrastructure (NEVI) project in the TIP. Details of this project are in the attached documentation.

If you have questions or need additional information, please contact me at 410-865-1098, or via email at skiernan@mdot.maryland.gov for assistance.

Sincerely,

Shawn Kiernan

Shawn Kiernan
Regional Planner
Office of Planning and Capital Programming

Attachment


cc:

Ms. Kari Snyder, Regional Planner, OPPPD, MDOT
Mr. Dan Janousek, Regional Planner, OPPPD, MDOT

MEMORANDUM

TO: MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
 OFFICE OF PLANNING, PROGRAMMING, AND PROJECT DELIVERY
 (OPPPD) DIRECTOR MICHELLE MARTIN

ATTN: OPPPD REGIONAL PLANNING MANAGER SHAWN KEIRNAN
 OPPPD REGIONAL PLANNER DAN JANOUSEK
 OPPPD REGIONAL PLANNER KARI SNYDER

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  12/13/2024
 CHIEF TARA PENDERS

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE WILMINGTON
 AREA PLANNING COUNCIL METROPOLITAN PLANNING
 ORGANIZATION (WILMAPCO) FISCAL YEAR (FY) 2025-2028
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: DECEMBER 13, 2024

RESPONSE

REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPPPD to approve and forward to WILMAPCO the following TIP action, upon the MPO approval, notify the Federal Highway Administration - Maryland Division of the administrative modification to the WILMAPCO FY 2025 – FY 2028 TIP.

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests an administrative modification of the FY 2025-2028 WILMAPCO TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
AZ3401	National Electric Vehicle Infrastructure (NEVI)	PE	\$ 9,000
		CO	\$ 74,000

ANALYSIS

National Electric Vehicle Infrastructure (NEVI) – This requested modification is to add \$9,000 in funding for design and \$74,000 in funding for construction in the FY 2025-2028 WILMAPCO TIP. These funding additions include costs for Phase 2 of the NEVI program. Design includes 80-percent NEVI funding, 15-percent Surface Transportation Block Grant Program funding (converted through toll credits),

Ms. Michelle Martin
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and 5-percent state funding. Construction includes 80-percent NEVI funding and 20-percent private funding through the Contractor.

The SHA Cecil County NEVI program which includes NEVI Phase 2 activities anticipates the following schedule: design starting in Winter/early Spring 2025, construction starting in Fall 2025, and construction completion in Fall 2031. The total project cost for Cecil County is estimated to be \$1,678,000.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the project above. 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 2025-2030 Consolidated Transportation Program and FY 2022-2025 Maryland STIP.

Please modify the FY 2025-2028 WILMAPCO TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. Derrick Sexton, at 410-545-5560 or dsexton@mdot.maryland.gov.

ATTACHMENTS

- FY 2025-2028 WILMAPCO TIP project AZ3401 report
- FY 2022-2025 Maryland STIP project WILMAPCO AZ3401 report

cc: Emad Gheibi, Ph.D., P.E., Assistant Chief, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA
Mr. Derrick Sexton, Regional Planner, RIPD, SHA
Mr. Sina Zabihi, Assistant Regional Planner, RIPD, SHA

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PHASE 2 -ELECTRIC VEHICLE CHARGER RELIABILITY AND ACCESSIBILITY ACCELERATOR

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.

County: Cecil
Investment Areas:
Municipality:
Program Category: System Preservation
TIP/STIP Number: AZ3401



Phase All \$ x 1,000	Current Estimate	FY 25 State	FY 25 NEVI	FY 25 STBG (TC)	FY 25 Private	FY 26 State	FY 26 NEVI	FY 26 STBG (TC)	FY 26 Private	FY 27 State	FY 27 NEVI	FY 27 STBG (TC)	FY 27 Private	FY 28 State	FY 28 NEVI	FY 28 STBG (TC)	FY 28 Private	TOTAL FY 25-28
PD		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eng		0	3	0	0	1	26	5	0	0	0	0	0	0	0	0	0	35
ROW		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Con		0	366	0	92	0	260	0	65	0	355	0	89	0	205	0	51	1,482
Total		0	369	0	92	1	286	5	65	0	355	0	89	0	205	0	51	1,517

MARYLAND STATEWIDE TIP FY 2022-2025

AZ3401

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI)	B	n/a	n/a	\$ 388	\$ 93	\$ 481
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	WILMAPCO	SHA-SW-4	\$ 2	\$ -	\$ 2

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 (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ 22
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ 21	\$ 367	\$ 388
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ 1	\$ 92	\$ 93
<input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ 22	\$ 461	\$ 483
MARYLAND DEPARTMENT OF TRANSPORTATION	Proposed (000s)	Federal	\$ -	\$ -	\$ 21	\$ 369
	State/Local	\$ -	\$ -	\$ 1	\$ 92	\$ 93
	Total	\$ -	\$ -	\$ -	\$ 2	\$ 2
Change (000s)	Federal	\$ -	\$ -	\$ -	\$ 2	\$ 2
State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

PHASE DETAIL

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	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FC	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 18	\$ -	\$ 1	\$ -	\$ 19	\$ -	\$ 19
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ 1	\$ 1
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 366	\$ -	\$ 366	\$ -	\$ 366
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92	\$ -	\$ 92	\$ -	\$ 92
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 21	\$ 1	\$ 367	\$ 92	\$ 388	\$ 93	\$ 481

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FC	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 18	\$ -	\$ 3	\$ -	\$ 21	\$ -	\$ 21
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ -	\$ -	\$ 3	\$ -	\$ 3
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ 1	\$ 1
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 366	\$ -	\$ 366	\$ -	\$ 366
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92	\$ -	\$ 92	\$ -	\$ 92
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 21	\$ 1	\$ 369	\$ 92	\$ 390	\$ 93	\$ 483

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FC	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 2	\$ -	\$ 2
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 2	\$ -	\$ 2

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 390	Federal	\$ 961	Federal	\$ 1,351
State/Local	\$ -	State/Local	\$ 93	State/Local	\$ 234	State/Local	\$ 327
Total	\$ -	Total	\$ 483	Total	\$ 1,195	Total	\$ 1,678