

May 6, 2022

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
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. Ryan Long
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Mr. Murrill 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 three new stand-alone projects and the removal of one project from the MDOT State Highway Administration (MDOT SHA) FY 2022 Freight Plan STIP project. The MDOT has designated this amendment as MDOT Control #22-24, and the MDOT SHA supporting documentation is attached.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change \$(000)
Statewide Truck Stop Technology Enhancements	AT020J	NHFP	\$10,868
Statewide Virtual Weigh Station Network Database	AX9765	NHFP	\$714
Statewide Static Scale Replacement and Electronics	AZ0621	NHFP	\$6,917
Maryland FY 2022 Freight Plan	FP2201 MC #22-06 12/08/2021	NHFP, State	\$(23,263)

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If you have questions or need additional information, please contact Ms. Kari Snyder, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, or via email at ksnyder3@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 last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

MEMORANDUM

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

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER DAN JANOUSEK
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

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

DATE: APRIL 4, 2022
REVISED APRIL 26, 2022

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to the Federal Highway Administration (FHWA) for its approval the following STIP amendments.

SUMMARY

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

STIP	PROJECT	PHASE	NEW FUNDING
AT020J	Statewide Truck Stop Technology Enhancements	PE/FD	\$2,468,000
		CO	\$8,400,000
AX9765	Statewide Virtual Weigh Station Network Database	PE/FD	\$714,000
AZ0621	Statewide Static Scale Replacement and Electronics	PE/FD	\$617,000
		CO	\$6,300,000
FP2201 MC #22-06 12/08/2021	Maryland FY 2022 Freight Plan	PP	\$372,000
		PE/FD	(\$3,335,000)
		CO	(\$20,300,000)

ANALYSIS

In the Spring of 2022, the FHWA Maryland Division notified MDOT SHA that those projects included in the approved Maryland FY 2022 Freight Plan for which MDOT SHA is programming design, right-of-way, and/or construction funding, i.e., funding beyond the planning phase, must be programmed into the STIP and, if applicable, the pertinent metropolitan planning organization's (MPO) transportation improvement program (TIP) as standalone regionally significant projects. This requires MDOT SHA add four new standalone projects to the FY 2022-2025 Maryland STIP and remove funding from the existing "omnibus" Maryland FY 2022 Freight Plan STIP project, FP2201 MC #22-06 12/08/2021, to ensure funding is not duplicated in multiple STIP projects.

One of these four new standalone projects, I-70 South Mountain Welcome Center Truck Parking, is a location-specific project within the National Capital Region Transportation Planning Board's (TPB) metropolitan planning area. On March 30, 2022, FHWA approved an amendment, TPB 11579 MC #22-16 03/30/2022, to the FY 2021-2025 TPB TIP reflecting the addition of this standalone regionally significant project to the TPB TIP and the FY 2022-2025 Maryland STIP. The remaining three projects are programmatic projects with expenditures statewide.

Therefore, MDOT SHA is submitting the following four amendments to the FY 2022-2025 Maryland STIP:

Statewide Truck Stop Technology Enhancements (AT020J) – This requested amendment reflects the addition of a new project, AT020J, to the FY 2022-2025 Maryland STIP and includes \$2,468,000 in NHFP funding for design and \$8,400,000 in NHFP funding for construction. This project is wholly federally funded as MDOT SHA will use toll credits to convert the State funding component to federal funds. In addition, this funding includes a five-percent additive to federal funds to cover federally funded overhead expenses. The MDOT SHA estimates this project will cost \$11 million. The MDOT SHA is initiating design in the Spring of 2022; construction will follow in 2024-2026.

Statewide Virtual Weigh Station Network Database (AX9765) – This requested amendment reflects the addition of a new project, AX9765, to the FY 2022-2025 Maryland STIP and includes \$714,000 in NHFP funding for design. This project is wholly federally funded as MDOT SHA will use toll credits to convert the State funding component to federal funds. In addition, this funding includes a five-percent additive to federal funds to cover federally funded overhead expenses. The MDOT SHA estimates this project will cost \$850,000. The MDOT SHA is initiating database development in the Spring of 2022.

Statewide Static Scale Replacement and Electronics (AZ0621) – This requested amendment reflects the addition of a new project, AZ0621, to the FY 2022-2025 Maryland STIP and includes \$617,000 in NHFP funding for design and \$6,300,000 in NHFP funding for construction. This project is wholly federally funded as MDOT SHA will use toll credits to convert the State funding component to federal funds. In addition, this funding includes a five-percent additive to federal funds to cover federally funded overhead expenses. The MDOT SHA estimates this project will cost \$8.1 million. The MDOT SHA is initiating design in the Spring of 2022; construction will follow in 2023-2027.

Maryland FY 2022 Freight Plan (FP2201 MC #22-06 12/08/2021) – This requested amendment reflects the removal of funding for four component projects from FP2201 MC #22-06 12/08/2021 due to the programming of funding for phases beyond the planning phase (MDOT SHA contract noted, first):

- FR6861 – I-70 South Mountain Welcome Center Truck Parking (TPB 11579 MC #22-16 03/30/2022)
- AT020J – Statewide Truck Stop Technology Enhancements (AT020J)
- AX9765 – Statewide Virtual Weigh Station Network Database (AX9765)
- AZ0621 – Statewide Static Scale Replacement and Electronics (AZ0621)

FP2201 MC #22-06 12/08/2021 continues to include funding for MDOT SHA planning phase-only projects including (MDOT SHA contract noted, first):

- AT020K – Freight AV Implementation Plan
- AW8193 – Additional Freight Planning Support
- AZ1171 – Freight EV Charging Pilot
- AZ1191 – Maryland State Travel Model (MSTM) Truck Specific Enhancements
- AZ1201 – C20 Model Calibration/Validation Enhancements
- AZ1211 – MSTM Freight CAV Enhancements
- AZ1261 – Data Exchange Platform

This requested amendment also reflects the use of toll credits to convert the State funding component for these remaining component projects to federal funds, wholly funding these projects with federal funding, and this requested amendment includes a five-percent additive to federal funds to cover federally funded overhead expenses associated with these remaining component projects. In total, this requested amendment reflects the addition \$373,000 in NHFP funding for planning, the subtraction of \$3,335,000 in NHFP funding from design, and the subtraction of \$20,300,000 in NHFP funding from construction. The MDOT SHA estimates this project will cost \$4.0 million. The MDOT SHA has initiated planning in 2022, which will proceed into 2027.

Separately, the Maryland FY 2022 Freight Plan programs NHFP funding toward three regionally significant projects, funding not programmed via this amendment but instead via individual projects in the appropriate MPOs' TIPs. These projects include (MDOT SHA contract noted, first):

- BA0061 – I-695 TSMO Improvements (I-70 to MD 43) – NHFP funding is included in the FY 2021-2024 BRTB TIP via BRTB 63-1802-41 MC #22-09 01/10/2022; NHFP funding also will be included in the forthcoming FY 2023-2026 BRTB TIP, adoption and approval of which is anticipated in the Summer of 2022.
- BA0062 – I-695 Triple Bridges Reconstruction at I-70 – NHFP funding, which is not programmed toward this project until FY 2025, will be included in the forthcoming FY 2023-2026 BRTB TIP, adoption and approval of which is anticipated in the Summer of 2022.

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- PG6184 – MD 4 Interchange Construction at Suitland Parkway – NHFP funding, which is not programmed toward this project until FY 2023, is included in an administrative modification to TPB 3547 that TPB approved on March 4, 2022, and about which FHWA will be notified in early May 2022. NHFP funding also will be included in the forthcoming FY 2023-2026 TPB TIP, adoption and approval of which is anticipated in the Summer of 2022.

The attached STIP reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions 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 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/pages/Index.aspx?PageId=117>).

Please amend the FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Matt Baker, MDOT SHA Regional and Intermodal Planning Division Chief, at 410-545-5668 or via email at mbaker4@mdot.maryland.gov.
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ATTACHMENTS

- FY 2022-2025 Maryland STIP project AT020J report
- FY 2022-2025 Maryland STIP project AX9765 report
- FY 2022-2025 Maryland STIP project AZ0621 report
- FY 2022-2025 Maryland STIP project FP2201 MC #22-06 12/08/2021 report

cc: Mr. James Alvarez, Federal Aid Programming Division, Office of Finance, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering (OPPE),
MDOT SHA
C. Scott Pomento, P.E., Director, OPPE, MDOT SHA
Mr. Mohammad Raqib, Chief, Mobility, Planning, and Engineering Division, MDOT SHA
Mr. Guy Talerico, Chief, Federal Aid Programming Division, Office of Finance, MDOT SHA

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # AT020J

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)			
				Federal	State/Local	Total	
Statewide Truck-Stop Technology Enhancements (AT020J)	A	n/a	tbd	\$ -	\$ -	\$ -	
	Administration			Net Funding Change (000s)			
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total	
Description			Rural (Non-MPO)	SHA-SW-9, etc. FY 2022	\$ 10,868	\$ -	\$ 10,868
Project to deploy roadside technology to enhance freight/truck parking by monitoring and sharing real-time parking information. This project is a component of Maryland's FY 2022 Freight Plan.							
Justification Technology initiatives and projects ensure freight movement and supply chain management can be optimized in Maryland.							

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<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	Current (000s)	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	\$ 368	\$ 2,100	\$ 4,200	\$ 4,200	\$ 10,868
	Federal	\$ 368	\$ 2,100	\$ 4,200	\$ 4,200	\$ 10,868
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Change (000s)	\$ 368	\$ 2,100	\$ 4,200	\$ 4,200	\$ 10,868
	Federal	\$ 368	\$ 2,100	\$ 4,200	\$ 4,200	\$ 10,868
	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	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/ND	NHFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
	Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/ND	NHFP	\$ 368	\$ -	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ 2,468	\$ -	\$ 2,468
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ 4,200	\$ -	\$ 4,200	\$ 8,400	\$ -	\$ 8,400
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 368	\$ -	\$ 2,100	\$ -	\$ 4,200	\$ -	\$ 4,200	\$ 10,868	\$ -	\$ 10,868

Change	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
	Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/ND	NHFP	\$ 368	\$ -	\$ 2,100	\$ -	\$ -	\$ -	\$ -	\$ 2,468	\$ -	\$ 2,468
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ 4,200	\$ -	\$ 4,200	\$ 8,400	\$ -	\$ 8,400
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 368	\$ -	\$ 2,100	\$ -	\$ 4,200	\$ -	\$ 4,200	\$ 10,868	\$ -	\$ 10,868

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # AT020J (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 10,868	Federal	\$ -	Federal	\$ 10,868
State/Local	\$ -	State/Local	\$ -	State/Local	\$ -	State/Local	\$ -
Total	\$ -	Total	\$ 10,868	Total	\$ -	Total	\$ 10,868


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # AX9765

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Virtual Weigh Station Network Database (AX9765)	A	n/a	tbd	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
Description	Project to add 13 new virtual weigh station sites to current 7 in operation. These sites operate 24/7 and general records on commercial vehicle operations that the University of Maryland CATT Lab analyzes for MDOT SHA. This project is a component of Maryland's FY 2022 Freight Plan.			\$ 714	\$ -	\$ 714
Justification	These physical infrastructure and technology initiatives and projects ensure freight movement and supply chain management can be optimized in Maryland.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	Total	\$ 179	\$ 179	\$ 178	\$ 178	\$ 714
	Federal	\$ 179	\$ 179	\$ 178	\$ 178	\$ 714
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 179	\$ 179	\$ 178	\$ 178	\$ 714
	Federal	\$ 179	\$ 179	\$ 178	\$ 178	\$ 714
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -

PHASE DETAIL

Current	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FD NHFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FD NHFP	\$ 179	\$ -	\$ 179	\$ -	\$ 178	\$ -	\$ 178	\$ -	\$ -	\$ 714	\$ -	\$ 714
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 179	\$ -	\$ 179	\$ -	\$ 178	\$ -	\$ 178	\$ -	\$ -	\$ 714	\$ -	\$ 714

Change	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FD NHFP	\$ 179	\$ -	\$ 179	\$ -	\$ 178	\$ -	\$ 178	\$ -	\$ -	\$ 714	\$ -	\$ 714
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 179	\$ -	\$ 179	\$ -	\$ 178	\$ -	\$ 178	\$ -	\$ -	\$ 714	\$ -	\$ 714

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # AX9765 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 714	Federal	\$ 179	Federal	\$ 893
State/Local	\$ -	State/Local	\$ -	State/Local	\$ -	State/Local	\$ -
Total	\$ -	Total	\$ 714	Total	\$ 179	Total	\$ 893

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # AZ0621

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Statewide Static Scale Replacement and Electronics (AZ0621)	A	n/a	tbd	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
Description			Project to upgrade existing and install new scale equipment at truck weigh stations statewide. This project is a component of Maryland's FY 2022 Freight Plan.	\$ 6,917	\$ -	\$ 6,917
Justification			These physical infrastructure and technology initiatives and projects ensure freight movement and supply chain management can be optimized in Maryland.			

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<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	Total	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 617	\$ 2,100	\$ 2,100	\$ 2,100	\$ 6,917
	Federal	\$ 617	\$ 2,100	\$ 2,100	\$ 2,100	\$ 6,917
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ 617	\$ 2,100	\$ 2,100	\$ 2,100	\$ 6,917
	Federal	\$ 617	\$ 2,100	\$ 2,100	\$ 2,100	\$ 6,917
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ -	\$ -	\$ -

PHASE DETAIL

Current	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/FD NHFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed	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/FD NHFP	\$ 617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 617	\$ -	\$ 617
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 6,300	\$ -	\$ 6,300
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 617	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 6,917	\$ -	\$ 6,917

Change	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/FD NHFP	\$ 617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 617	\$ -	\$ 617
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 6,300	\$ -	\$ 6,300
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 617	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 2,100	\$ -	\$ 6,917	\$ -	\$ 6,917

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # AZ0621 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 6,917	Federal	\$ 1,575	Federal	\$ 8,492
State/Local	\$ -	State/Local	\$ -	State/Local	\$ -	State/Local	\$ -
Total	\$ -	Total	\$ 6,917	Total	\$ 1,575	Total	\$ 8,492

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # FP2201 MC #22-06 12/08/2021

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Maryland FY 2022 Freight Plan	B	n/a	various	\$ 25,529	\$ 1,251	\$ 26,780
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT SHA	Rural (Non-MPO)	SHA-SW-9, etc. FY 2022	\$ (22,012)	\$ (1,251)	\$ (23,263)
Description	Funding for a series of freight-related initiatives in FY 2022-2026, including calibration and validation enhancements for modeling freight in line with FHWA's C20 Program, truck-specific and freight CAV-related enhancements to the Maryland Statewide Travel Model, freight AV implementation plan, freight EV charging pilot program, and virtual weigh station RTIS software and hardware upgrades.					
Justification	These physical infrastructure and technology initiatives and projects ensure freight movement and supply chain management can be optimized in Maryland.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding					Total
		FY 2022	FY 2023	FY 2024	FY 2025		
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" 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	Current (000s)	Total	\$ 2,250	\$ 7,290	\$ 10,270	\$ 6,970	\$ 26,780
		Federal	\$ 2,187	\$ 6,942	\$ 9,770	\$ 6,630	\$ 25,529
		State/Local	\$ 63	\$ 348	\$ 500	\$ 340	\$ 1,251
		Total	\$ 1,706	\$ 656	\$ 630	\$ 525	\$ 3,517
		Federal	\$ 1,706	\$ 656	\$ 630	\$ 525	\$ 3,517
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Change (000s)	Total	\$ (544)	\$ (6,634)	\$ (9,640)	\$ (6,445)	\$ (23,263)
		Federal	\$ (481)	\$ (6,286)	\$ (9,140)	\$ (6,105)	\$ (22,012)
		State/Local	\$ (63)	\$ (348)	\$ (500)	\$ (340)	\$ (1,251)



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	NHFP	\$	1,587	\$ -	\$ 1,357	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 3,044	\$ -	\$ 3,044
	State	\$	-	\$ 38	\$ -	\$ 63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101	\$ -
PE/FD	NHFP	\$	600	\$ -	\$ 2,260	\$ -	\$ 170	\$ -	\$ 170	\$ -	\$ 3,200	\$ -	\$ 3,200
	State	\$	-	\$ 25	\$ -	\$ 110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 135	\$ -
RW		\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHFP	\$	-	\$ -	\$ 3,325	\$ -	\$ 9,500	\$ -	\$ 6,460	\$ -	\$ 19,285	\$ -	\$ 19,285
	State	\$	-	\$ -	\$ -	\$ 175	\$ -	\$ 500	\$ -	\$ 340	\$ -	\$ 1,015	\$ -
Other		\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$	2,187	\$ 63	\$ 6,942	\$ 348	\$ 9,770	\$ 500	\$ 6,630	\$ 340	\$ 25,529	\$ 1,251	\$ 26,780

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	NHFP	\$	1,706	\$ -	\$ 656	\$ -	\$ 630	\$ -	\$ 525	\$ -	\$ 3,517	\$ -	\$ 3,517
	State	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE/FD	NHFP	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHFP	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$	1,706	\$ -	\$ 656	\$ -	\$ 630	\$ -	\$ 525	\$ -	\$ 3,517	\$ -	\$ 3,517

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # FP2201 MC #22-06 12/08/2021 (cont'd)

PHASE DETAIL (cont'd)

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	NHFP	\$ 119	\$ -	\$ (701)	\$ -	\$ 530	\$ -	\$ 525	\$ -	\$ 473	\$ -	\$ 473	
	State	\$ -	\$ (38)	\$ -	\$ (63)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (101)	\$ (101)	
PE/FD	NHFP	\$ (600)	\$ -	\$ (2,260)	\$ -	\$ (170)	\$ -	\$ (170)	\$ -	\$ (3,200)	\$ -	\$ (3,200)	
	State	\$ -	\$ (25)	\$ -	\$ (110)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (135)	\$ (135)	
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	NHFP	\$ -	\$ -	\$ (3,325)	\$ -	\$ (9,500)	\$ -	\$ (6,460)	\$ -	\$ (19,285)	\$ -	\$ (19,285)	
	State	\$ -	\$ -	\$ -	\$ (175)	\$ -	\$ (500)	\$ -	\$ (340)	\$ -	\$ (1,015)	\$ (1,015)	
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total		\$ (481)	\$ (63)	\$ (6,286)	\$ (348)	\$ (9,140)	\$ (500)	\$ (6,105)	\$ (340)	\$ (22,012)	\$ (1,251)	\$ (23,263)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ -		Federal		\$ 3,517		Federal		\$ 525		Federal	\$ 4,042
State/Local		\$ -		State/Local		\$ -		State/Local		\$ -		State/Local	\$ -
Total		\$ -		Total		\$ 3,517		Total		\$ 525		Total	\$ 4,042