

August 18, 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 the One Maryland One Centerline Intra and Interstate Connectivity and Topological Fidelity Project on behalf of the MDOT State Highway Administration (MDOT SHA).

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change \$(000)
One Maryland One Centerline Intra and Interstate Connectivity and Topological Fidelity Project	NR2301	NRNP	\$305

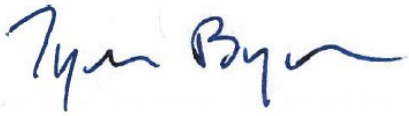
The project will enable MDOT SHA to make transportation investment decisions and coordinate transportation planning activities cooperatively, continuously, and comprehensively throughout Maryland.

The MDOT has designated this amendment as MDOT Control #22-38. The MDOT SHA supporting documentation is attached. The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained.

Mr. Gregory Murrill
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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 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: Mr. Rashad Pinckney, 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 RASHAD PINCKNEY
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: AUGUST 18, 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 amendment.

SUMMARY

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

STIP	PROJECT	PHASE	NEW FUNDING
NR2301	One Maryland One Centerline Intra and Interstate Connectivity and Topological Fidelity Project	PP	\$305,000

One Maryland One Centerline Intra and Interstate Connectivity and Topological Fidelity Project (NR2301) – This requested amendment reflects the addition of a new project and \$305,000 in National Road Network Project (NRNP) planning funding to the FY 2022-2025 STIP. This project enables MDOT SHA to develop a process framework and ensure requirements are met to improve the quality of MDOT SHA data submitted to the Highway Performance Monitoring System (HPMS) in three areas: 1) connectivity of networks at intra- and interstate borders, 2) spatial representation of multi-carriageway roadways, and 3) spatial accuracy of networks. Project activities will begin in the Summer of 2022 and continue through the Fall of 2023.

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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. 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. Matt Baker, MDOT SHA Regional and Intermodal Planning Chief, at 410-545-5666 or via email at mbaker4@mdot.maryland.gov.

ATTACHMENTS

- FY 2022-2025 Maryland STIP project NR2301 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering (OPPE),
MDOT SHA
Ms. Courtney Carter, Chief, Federal Aid Programming Division, MDOT SHA
C. Scott Pomento, P.E., Director, OPPE, MDOT SHA
Michael Sheffer, GISP, CFM, Assistant Chief, Data Services Division, MDOT SHA
Lisa Shemer, P.E., Deputy Director, OPPE, MDOT SHA

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # NR2301

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
One Maryland Once Centerline Intra and Interstate Connectivity and Topological Fidelity Project	A	n/a	tbd	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
		Rural (Non-MPO)	tbd FY 2023	\$ 305	\$ -	\$ 305
Description	Development of a process framework to ensure requirements are met to improve the quality of MDOT SHA data submitted to the Highway Performance Monitoring System (HPMS) in three areas: 1) connectivity of networks at intra- and interstate borders, 2) spatial representation of multi-carriageway roadways, and 3) spatial accuracy of networks.					
Justification	This project will improve the intra- and interstate connectivity of One Maryland One Centerline spatial data, identifying tools for improved network edge matching and standardized reporting of data attached to state linear road networks.					

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)	\$ -	\$ 305	\$ -	\$ -	\$ 305
	Federal	\$ -	\$ 305	\$ -	\$ -	\$ 305
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	\$ -	\$ 305	\$ -	\$ -	\$ 305
	Federal	\$ -	\$ 305	\$ -	\$ -	\$ 305
	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	NRNP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	Federal	State/Local	Total
PP	NRNP	\$ -	\$ -	\$ 305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 305	\$ -	\$ 305
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 305	\$ -	\$ 305

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	NRNP	\$ -	\$ -	\$ 305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 305	\$ -	\$ 305
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 305	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 305	\$ -	\$ 305

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # NR2301 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 305	Federal	\$ -	Federal	\$ 305
State/Local	\$ -	State/Local	\$ -	State/Local	\$ -	State/Local	\$ -
Total	\$ -	Total	\$ 305	Total	\$ -	Total	\$ 305