

February 17, 2023

Mr. Lamin Williams
Acting Division Administrator
Attn: Dr. Azmat Hussain
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. Anthony Jreije
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 MD 413, Phase 2 Trail, Crisfield/Westover project on behalf of the MDOT State Highway Administration (MDOT SHA). This 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 #22-58. The MDOT SHA supporting documentation is attached.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change \$(000)
MD 413, Phase 2 Trail, Crisfield/Westover	SO1944	STBG – TA	\$7,915

The federal Infrastructure Investment and Jobs Act (IIJA) has resulted in additional funding available for programming MDOT SHA projects. 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.

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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 the 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: OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP) DIRECTOR
HEATHER MURPHY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OPCP REGIONAL PLANNER RASHAD PINKNEY
FROM: OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)
DEPUTY DIRECTOR ERIC BECKETT *E. Beckett*
SUBJECT: REQUEST TO AMEND THE FY 2022-2025 MARYLAND STATEWIDE
TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
DATE: FEBURARY 15, 2023
RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

STIP	PROJECT	PHASE	NEW FUNDING
SO1944	MD 413, Phase 2 Trail, Crisfield/Westover	PE	\$2,415,000
		CON	\$7,243,000

ANALYSIS

MD 413 Phase 2 Trail (SO1944)– This requested amendment will add \$2,415,000 in design funding and \$7,243,000 in construction funding for *MD 413 Phase 3 Trail (SO1944)* to the FY 2022- 2025 STIP. The project includes the construction of a shared-use path from Marion Station to Westover, which has a total cost of \$21,309,000. Phase 1, from Crisfield to Marion Station, completed construction in October 2021. Phase 2C, from Kingston to Westover, is anticipated to complete construction in the Fall of 2024. Phase 2A and 2B, from Marion Station to Kingston, are anticipated to complete construction in 2028.

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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. This project was funded as part of the \$900M+ in additional federal formula funding provided by IJA over the previous federal transportation act.

The federal Infrastructure Investment and Jobs Act (IIJA) has resulted in additional funding available for programming MDOT SHA projects. 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/OPCP/CTP_2023/SHA/Worcester.pdf#page=1) and FY 2022-2025 Maryland STIP (https://www.mdot.maryland.gov/OPCP/FY2022_2025_STIP_Final_11_02_21.pdf#page=118).

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, MDOT SHA Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5560 or via email at dsexton@mdot.maryland.gov.

ATTACHMENTS

- FY 2022-2025 Maryland STIP project SO1944 report

cc: Mr. Benjamin Allen, Assistant Regional Planner, RIPD, MDOT SHA
Mr. Matt Baker, Acting Director, OPPE, MDOT SHA
Mr. Mark Crampton, District Engineer, District 1, MDOT SHA
Ms. Tara Penders, Assistant Chief, RIPD, MDOT SHA
Ms. Cathy Phelps, Project Manager, District 1, MDOT SHA
Mr. Derrick Sexton, Regional Planner, RIPD, MDOT SHA

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # SO1844

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 413 Trail: Construction of a trail from Marion Station to Westover	B	n/a	tbd	\$ 443	\$ 111	\$ 554
				Net Funding Change (000s)		
			Administration	Area/MPO	CTP Page	
			MDOT SHA	Rural (Non-MPO)		
				Federal	State/Local	Total
				\$ 7,915	\$ 1,411	\$ 9,326

Description	This project completes a 12-mile trail from Crisfield to Westover, providing a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities.
Justification	This project provides a safe alternative for pedestrians and cyclists and supporting tourism and economic development opportunities.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total	
		Federal	State/Local						
<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 	Total			\$ 231	\$ 218	\$ 105	\$ -	\$ 554	
		Federal			\$ 185	\$ 174	\$ 84	\$ -	\$ 443
		State/Local			\$ 46	\$ 44	\$ 21	\$ -	\$ 111
	Proposed (000s)	Total		\$ 280	\$ 1,162	\$ 7,906	\$ 532	\$ 9,880	
		Federal			\$ 227	\$ 652	\$ 7,000	\$ 479	\$ 8,358
		State/Local			\$ 53	\$ 510	\$ 906	\$ 53	\$ 1,522
	Change (000s)	Total		\$ 49	\$ 944	\$ 7,801	\$ 532	\$ 9,326	
		Federal			\$ 42	\$ 478	\$ 6,916	\$ 479	\$ 7,915
		State/Local			\$ 7	\$ 466	\$ 885	\$ 53	\$ 1,411

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	State		\$ 48	\$ -	\$ 44	\$ 21	\$ -	\$ -	\$ -	\$ -	\$ 111	\$ 111
RW			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	TA	\$ 185	\$ -	\$ 174	\$ -	\$ 84	\$ -	\$ -	\$ -	\$ 443	\$ -	\$ 443
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 185	\$ 46	\$ 174	\$ 44	\$ 84	\$ 21	\$ -	\$ -	\$ 443	\$ 111	\$ 554

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	STBG-Y240	\$ -	\$ 53	\$ 436	\$ 510	\$ 524	\$ 186	\$ 437	\$ 49	\$ 1,397	\$ 798	\$ 2,194
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG-Y240	\$ -	\$ -	\$ -	\$ -	\$ 6,476	\$ 720	\$ 42	\$ 5	\$ 6,518	\$ 725	\$ 7,243
Other	TA	\$ 227	\$ -	\$ 216	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 443	\$ -	\$ 443
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 227	\$ 53	\$ 652	\$ 510	\$ 7,000	\$ 906	\$ 479	\$ 53	\$ 8,358	\$ 1,522	\$ 9,880

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		\$ -	\$ 7	\$ 436	\$ 466	\$ 524	\$ 165	\$ 437	\$ 49	\$ 1,397	\$ 687	\$ 2,083
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ 6,476	\$ 720	\$ 42	\$ 5	\$ 6,518	\$ 725	\$ 7,243
Other		\$ 42	\$ -	\$ 42	\$ -	\$ (84)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 42	\$ 7	\$ 478	\$ 466	\$ 6,916	\$ 885	\$ 479	\$ 53	\$ 7,915	\$ 1,411	\$ 9,326

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	\$ -	\$ 8,358	\$ 10,287	\$ -	\$ 18,645	\$ -
State/Local	\$ -	\$ 1,522	\$ 1,143	\$ 2,665	\$ -	\$ 2,665	\$ -
Total	\$ -	\$ 9,880	\$ 11,430	\$ 21,310	\$ -	\$ 21,310	\$ -