

February 1, 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 to amend the Fiscal Year (FY) 2022 – 2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect the addition of design funding for the MD 90, Ocean City Expressway, Ocean Pines/Ocean City project. This project will enable MDOT SHA to make transportation investment decisions and coordinate transportation planning activities cooperatively, continuously, and comprehensively throughout Maryland.

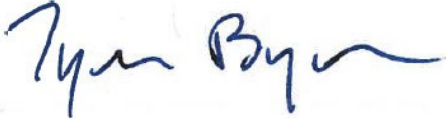
The MDOT has designated this amendment as MDOT Control #23-101. The MDOT SHA supporting documentation is attached.

<b>Project Name</b>	<b>STIP #</b>	<b>Funding Source</b>	<b>FY22-FY25 Net Federal Change \$(000)</b>
MD 90, Ocean City Expressway, Ocean Pines/Ocean City	WO7821	NHPP/State	\$2,731

Ms. Remezova and Ms. Crews  
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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](mailto: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 distinguishable.

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:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) ACTING  
 CHIEF TARA PENDERS

**SUBJECT:** REQUEST TO AMEND THE FY 2022-2025 MARYLAND STATEWIDE  
 TRANSPORTATION IMPROVEMENT PROGRAM (STIP) *TP* 2/01/2024

**DATE:** JANUARY 29, 2024  
*REVISED FEBRUARY 1, 2024*

**RESPONSE**  
**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

This revised memorandum requests that MDOT OPCP approve and forward to the Federal Highway Administration (FHWA) for its approval of the following STIP amendment.

**SUMMARY**

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

STIP	PROJECT	PHASE	NEW FUNDING
WO7821	MD 90, Ocean City Expressway, Ocean Pines/Ocean City	PE	\$3,876,000

**ANALYSIS**

*MD 90, Ocean City Expressway Corridor Study (WO7821)* – This requested amendment reflects the addition of \$3,876,000 in design funding to the FY 2022-2025 Maryland STIP. The SHA requests this amendment in order for the FY 2022-2025 Maryland STIP to reflect the SHA’s updated program, expenditures, and project schedule. The design of this project is wholly federally funded as SHA will use toll credits to convert the required state match funding component to federal funds. The total estimated cost for project development and evaluation is \$15,861,000.

Ms. Heather Murphy  
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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 IIJA over the previous federal transportation act and is a top priority project for Worcester County.

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\\_2024/FY24\\_FY29\\_CTP\\_Full\\_Draft\\_Report\\_Full\\_Resolution.pdf](https://mdot.maryland.gov/OPCP/CTP_2024/FY24_FY29_CTP_Full_Draft_Report_Full_Resolution.pdf)

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 WO7821 report

cc: Mr. Mark Crampton, District Engineer, District 1, SHA  
Mr. Eric Holmberg, Project Manager, OPPE, SHA  
Mr. Derrick Sexton, Regional Planner, RIPD, SHA

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # WO7821, MC# 22-72, 6/16/2023

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 90 (Ocean City Expressway): US 50 Interchange to MD 589 (Coastal Hwy) Corridor Study (WO7821)	B	n/a	tbd	\$ 4,503	\$ 498	\$ 5,001
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT SHA	Rural (Non-MPO)		\$ 2,731	\$ 1,145	\$ 3,876

Description: Project to improve MD 90 operations from US 50 to MD 528, including Bridge No. 2302000 over the St. Martin River and Bridge No. 2302100 over Assawoman Bay.

Justification: MD 90 is a highly trafficked arterial that serves as one of three routes into and out of Ocean City and, therefore, is a key evacuation route during storm events. This project would improve operations and increase network redundancy.

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Total	Federal	Total	Federal	Total	Federal	Total	Federal	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 476	\$ 825	\$ 1,700	\$ 2,000	\$ 5,001			\$ 5,001
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 449	\$ 724	\$ 1,530	\$ 1,800	\$ 4,503			\$ 4,503
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	State/Local	\$ 27	\$ 101	\$ 170	\$ 200	\$ 498			\$ 498
<input type="checkbox"/> D) Other		Total	\$ 476	\$ 825	\$ 5,250	\$ 2,326	\$ 8,877			\$ 8,877
		Federal	\$ 449	\$ 724	\$ 4,200	\$ 1,861	\$ 7,234			\$ 7,234
		State/Local	\$ 27	\$ 101	\$ 1,050	\$ 465	\$ 1,643			\$ 1,643
		Total	\$ -	\$ -	\$ 3,550	\$ 326	\$ 3,876			\$ 3,876
		Federal	\$ -	\$ -	\$ 2,670	\$ 61	\$ 2,731			\$ 2,731
		State/Local	\$ -	\$ -	\$ 880	\$ 265	\$ 1,145			\$ 1,145



## 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	NHPP / State	\$ 449	\$ 27	\$ 724	\$ 101	\$ -	\$ -	\$ -	\$ -	\$ 1,173	\$ 128	\$ 1,301
PE	NHPP / State	\$ -	\$ -	\$ -	\$ -	\$ 1,530	\$ 170	\$ 1,800	\$ 200	\$ 3,330	\$ 370	\$ 3,700
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 449</b>	<b>\$ 27</b>	<b>\$ 724</b>	<b>\$ 101</b>	<b>\$ 1,530</b>	<b>\$ 170</b>	<b>\$ 1,800</b>	<b>\$ 200</b>	<b>\$ 4,503</b>	<b>\$ 498</b>	<b>\$ 5,001</b>

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	NHPP / State	\$ 449	\$ 27	\$ 724	\$ 101	\$ -	\$ -	\$ -	\$ -	\$ 1,173	\$ 128	\$ 1,301
PE	NHPP / State	\$ -	\$ -	\$ -	\$ -	\$ 4,200	\$ 1,050	\$ 1,861	\$ 465	\$ 6,061	\$ 1,515	\$ 7,576
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 449</b>	<b>\$ 27</b>	<b>\$ 724</b>	<b>\$ 101</b>	<b>\$ 4,200</b>	<b>\$ 1,050</b>	<b>\$ 1,861</b>	<b>\$ 465</b>	<b>\$ 7,234</b>	<b>\$ 1,643</b>	<b>\$ 8,877</b>

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	NHPP / State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP / State	\$ -	\$ -	\$ -	\$ -	\$ 2,670	\$ 880	\$ 61	\$ 265	\$ 2,731	\$ 1,145	\$ 3,876
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,670</b>	<b>\$ 880</b>	<b>\$ 61</b>	<b>\$ 265</b>	<b>\$ 2,731</b>	<b>\$ 1,145</b>	<b>\$ 3,876</b>

## 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	State/Local
\$ -	\$ -	\$ 7,234	\$ 1,643	\$ 5,587	\$ 1,397	\$ 12,821	\$ 3,040
<b>Total</b>	<b>\$ -</b>	<b>\$ 8,877</b>	<b>\$ 1,643</b>	<b>\$ 6,984</b>	<b>\$ 1,397</b>	<b>\$ 15,861</b>	<b>\$ 3,040</b>