

March 16, 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 #22-63. 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	CRP – TA	-

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Two

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: 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: MARCH 16, 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

The MDOT SHA hereby request amendment of the following FY 2022-2025 Maryland STIP.

STIP	PROJECT	PHASE	NEW FUNDING
SO1944	MD 413, Phase 2 Trail, Crisfield/Westover	PE CON	\$0 \$0

ANALYSIS

MD 413 Phase 2 Trail (SO1944) – This requested amendment will change the federal funding source from STBG to Carbon Reduction Program (CRP) for \$1,397,000 in design funding and \$6,518,000 in construction funding for SO1944 in the FY 2022- 2025 STIP. The project, including phases 2A, 2B, and 2C, includes the construction of a shared-use path from Marion Station to Westover, and is anticipated to cost \$21,309,000. Phase 1, from Crisfield to Marion Station, was completed in October 2021. Phase 2C, from Kingston to Westover, is anticipated to complete construction in the Fall of 2024. Phases 2A and 2B, from Marion Station to Kingston, are anticipated to complete construction in 2028. When all phases are complete, this project will complete construction of a 12-mile trail facility from Crisfield to Westover, providing a safe alternative transportation facility in the MD 413 corridor and a facility that will promote non-motorized transportation options. The project will be an important recreational and tourism draw for this area. The project is taking advantage of an extant but abandoned railroad alignment, easing grades and lessening right-of-way acquisition. Where practical and feasible, the design will minimize potential flooding impacts.

Ms. Heather Murphy
Page Two

The census tracts in which this project sits are above the 65th percentile for low-income housing and have high levels of heart disease, both of which will be benefited by this safe, non-motorized transportation alternative facility. The MDOT SHA has worked closely with the MDOT Office of Climate Change Resilience and Adaptation (OCCRA) to identify projects and to obligate CRP formula funds in a timely manner.

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.

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 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. Erin Dey, Chief Strategy Officer, MDOT SHA
Ms. Sandy Hertz, Director, OCCRA, MDOT
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 # SO1944

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	\$ 8,358	\$ 1,522	\$ 9,880
				Net Funding Change (000s)		
				Federal	State/Local	Total
				\$ -	\$ -	\$ -

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	Funding (000s)	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ 227	\$ 53	\$ 652	\$ 510	\$ 7,000	\$ 906	\$ 479	\$ 53	\$ 9,880
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 227	\$ 53	\$ 652	\$ 510	\$ 7,000	\$ 906	\$ 479	\$ 53	\$ 9,880
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 53	\$ 53	\$ 652	\$ 510	\$ 7,000	\$ 906	\$ 479	\$ 53	\$ 9,880
<input type="checkbox"/> D) Other	Proposed	\$ 227	\$ 53	\$ 652	\$ 510	\$ 7,000	\$ 906	\$ 479	\$ 53	\$ 9,880
		\$ 227	\$ 53	\$ 652	\$ 510	\$ 7,000	\$ 906	\$ 479	\$ 53	\$ 9,880
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	CRP-Y600	\$ -	\$ 53	\$ 436	\$ 510	\$ 524	\$ 186	\$ 437	\$ 49	\$ 1,397	\$ 798	\$ 2,194
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CRP-Y600	\$ -	\$ -	\$ -	\$ -	\$ 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												
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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