

December 22, 2023

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 updated levels of funding for US 50 (Ocean Gateway) Geometric Improvements at Old Railroad Road, Hebron 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 #22-95. 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>
US 50 (Ocean Gateway) Geometric Improvements at Old Railroad Road, Hebron	WI3461	State, HSIP	\$827

Ms. Valeriya Remezova  
Ms. Terry Garcia 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 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:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) ACTING  
 CHIEF TARA PENDERS *TP*

**SUBJECT:** REQUEST TO MODIFY THE FISCAL YEAR (FY) 2022-2025 MARYLAND  
 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**DATE:** DECEMBER 19, 2023

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

**PURPOSE OF MEMORANDUM**

To request the MDOT OPCP staff approve the following STIP amendment and, upon MDOT OPCP approval, notify the Federal Highway Administration - Maryland Division of the amendment to the FY 2022 – FY 2025 Maryland STIP.

**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
WI3461	US 50 (Ocean Gateway) Geometric Improvements at Old Railroad Road, Hebron	PE	\$366,000
		CO	\$570,000

**ANALYSIS**

*US 50 (Ocean Gateway) Geometric Improvements at Old Railroad Road (WI3461)* –This requested amendment updates the latest costs and cashflows for the US 50 (Ocean Gateway) in the FY 2022-2025 Maryland STIP. The project will add \$366,000 in design funding, and \$570,000 in construction (utilities) funding to the FY 2022-2025 Maryland STIP. The SHA anticipates a total cost of \$11,350,00, which includes construction activities that are yet to be funded and design and right-of-way costs outside of the STIP years. The SHA anticipates the design to be completed in August 2024. This amendment ensures the FY 2022-2025 Maryland STIP reflects SHA’s updated programmed expenditures in FY 2022-2025.

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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. The MDOT published funding details in the FY 2023-2028 Consolidated Transportation Program ([https://mdot.maryland.gov/OPCP/CTP\\_2023/FY23\\_FY28\\_CTP\\_Full\\_Final\\_Report\\_Regular\\_Resolution\\_for\\_viewing.pdf](https://mdot.maryland.gov/OPCP/CTP_2023/FY23_FY28_CTP_Full_Final_Report_Regular_Resolution_for_viewing.pdf)) and FY 2022-2025 Maryland STIP ([https://www.mdot.maryland.gov/OPCP/FY2022\\_STIP\\_Final\\_03\\_25\\_2022.pdf](https://www.mdot.maryland.gov/OPCP/FY2022_STIP_Final_03_25_2022.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 RIPD Regional Planner, at 410-545-5560 or [dsexton@mdot.maryland.gov](mailto:dsexton@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2022-2025 Maryland STIP project WI3461 report

cc: Mr. Mark Crampton, District Engineer, District 1, SHA  
Ms. Cathy Phelps, Project Manager, District 1, SHA  
Mr. Derrick Sexton, Regional Planner, RIPD, SHA

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # W13461, MC# 22-66, 4/05/2023

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 50 (Ocean City Gateway): US 50 at Old Railroad (W13461)	B	n/a	tbd	\$ 1,602	\$ 175	\$ 1,777
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
Description: Geometric improvements at US 50 intersection at Old Railroad Road.				\$ 827	\$ 109	\$ 936
Justification: US 50 intersection improvement allows for better traffic flow.						

## 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				\$ 322	\$ 843	\$ 527	\$ 85	\$ 1,777
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change				\$ 290	\$ 759	\$ 476	\$ 77	\$ 1,602
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP				\$ 32	\$ 84	\$ 51	\$ 8	\$ 175
<input type="checkbox"/> D) Other								
<b>Proposed (000s)</b>				<b>\$ 322</b>	<b>\$ 856</b>	<b>\$ 1,086</b>	<b>\$ 449</b>	<b>\$ 2,713</b>
Federal				\$ 290	\$ 770	\$ 964	\$ 405	\$ 2,429
State/Local				\$ 32	\$ 86	\$ 122	\$ 44	\$ 284
<b>Change (000s)</b>				<b>\$ -</b>	<b>\$ 13</b>	<b>\$ 659</b>	<b>\$ 364</b>	<b>\$ 936</b>
Federal				\$ -	\$ 11	\$ 488	\$ 328	\$ 827
State/Local				\$ -	\$ 2	\$ 71	\$ 36	\$ 109



## 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 / HSI/	\$ 290	\$ 32	\$ 290	\$ 32	\$ 194	\$ 21	\$ -	\$ -	\$ 774	\$ 85	\$ 859
RW	HSIP - YS30	\$ -	\$ -	\$ 60	\$ 7	\$ 77	\$ 8	\$ 77	\$ 8	\$ 214	\$ 23	\$ 237
CO	HSIP-ZS30/	\$ -	\$ -	\$ 409	\$ 45	\$ 205	\$ 22	\$ -	\$ -	\$ 614	\$ 67	\$ 681
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 290</b>	<b>\$ 32</b>	<b>\$ 759</b>	<b>\$ 84</b>	<b>\$ 476</b>	<b>\$ 51</b>	<b>\$ 77</b>	<b>\$ 8</b>	<b>\$ 1,602</b>	<b>\$ 175</b>	<b>\$ 1,777</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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STATE / HSI/	\$ 290	\$ 32	\$ 290	\$ 32	\$ 465	\$ 67	\$ 44	\$ 5	\$ 1,089	\$ 136	\$ 1,225
RW	HSIP - YS30	\$ -	\$ -	\$ 60	\$ 7	\$ 77	\$ 8	\$ 77	\$ 8	\$ 214	\$ 23	\$ 237
CO	HSIP-ZS30/	\$ -	\$ -	\$ 420	\$ 47	\$ 422	\$ 47	\$ 284	\$ 31	\$ 1,126	\$ 125	\$ 1,251
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 290</b>	<b>\$ 32</b>	<b>\$ 770</b>	<b>\$ 86</b>	<b>\$ 964</b>	<b>\$ 122</b>	<b>\$ 405</b>	<b>\$ 44</b>	<b>\$ 2,429</b>	<b>\$ 284</b>	<b>\$ 2,713</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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STATE / HSI/	\$ -	\$ -	\$ -	\$ -	\$ 271	\$ 46	\$ 44	\$ 5	\$ 315	\$ 51	\$ 366
RW	HSIP - YS30	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP-ZS30/	\$ -	\$ -	\$ 11	\$ 2	\$ 217	\$ 25	\$ 284	\$ 31	\$ 512	\$ 58	\$ 570
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11</b>	<b>\$ 2</b>	<b>\$ 488</b>	<b>\$ 71</b>	<b>\$ 328</b>	<b>\$ 36</b>	<b>\$ 827</b>	<b>\$ 109</b>	<b>\$ 936</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
\$ 396	\$ 44	\$ 2,429	\$ 284	\$ 7,377	\$ 820	\$ 10,202	\$ 1,148
<b>Total</b>	<b>\$ 440</b>	<b>Total</b>	<b>\$ 2,713</b>	<b>Total</b>	<b>\$ 8,197</b>	<b>Total</b>	<b>\$ 11,350</b>