



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

July 24, 2018

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  
1760 Market Street, Suite 500  
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) submits the following Amendment to the Fiscal Year (FY) 2017 Maryland Statewide Transportation Improvement Program for the program.

The MDOT has assigned Control #17-116 for this amendment to the Maryland Statewide Transportation Improvement Program. This amendment details the funds that will be used for this phase of the program. The supporting documentation is attached.

<b>Project Name</b>	<b>STIP #</b>	<b>TIP #</b>	<b>Funding Sources</b>	<b>FY 17-20 Net Federal Change (in 000's)</b>
MD 5 at Abell Street/Moakley Street Intersection Reconstruction	#SM2021	N/A	STBG	\$385

My telephone number is \_\_\_\_\_  
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay  
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Gregory Murrill  
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The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at [djanousek@mdot.state.md.us](mailto:djanousek@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tyson Byrne".

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachments

cc: Mr. Dan Janousek, Regional Planner, Office of Planning and Capital Programming,  
MDOT

**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** REGIONAL PLANNER IAN BEAM  
REGIONAL PLANNING MANAGER TYSON BYRNE

**FROM:** CHIEF SAMANTHA BIDDLE *SB for*  
REGIONAL AND INTERMODAL PLANNING DIVISION

**SUBJECT:** REQUEST TO AMEND THE FY 2017-2020 MARYLAND STATEWIDE  
TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**DATE:** JULY 18, 2018

**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 2017-2020 Maryland STIP to reflect the following action.

STIP	Project	Phase	New Funding
SM2021	MD 5 at Abell Street/Moakley Street Intersection Reconstruction	PE RW CO	\$1,144,000 (\$295,000) \$644,000

**ANALYSIS**

*MD 5 Highway Reconstruction at Abell Street/Moakley Street (SM2021)* – The requested amendment reflects the addition of \$1,493,000 from FY 2017-2020 Maryland STIP for design, right-of-way acquisition, and construction funding for MD 5 at Abell Street/Moakley Street intersection reconstruction. Additional money is needed in design and construction as a result of more refined cost estimates for both phases. This amendment also reflects a change in the project schedule, with construction beginning later than initially expected. Construction is expected to begin in May of 2019.

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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 2017-2022 Consolidated Transportation Program ([http://www.mdot.maryland.gov/newMDOT/Planning/CTP/CTP\\_17\\_22/SHA\\_2017.html](http://www.mdot.maryland.gov/newMDOT/Planning/CTP/CTP_17_22/SHA_2017.html)).

Please amend the FY 2017-2020 Maryland STIP to reflect the funding information provided in the attachment. If you have any questions, please contact Mr. Stephen Miller, MDOT SHA Regional Planner, at 410-545-5673 or via email at [smiller2@sha.state.md.us](mailto:smiller2@sha.state.md.us).

#### **ATTACHMENTS**

- FY 2017-2020 Maryland STIP project SM2021 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA  
Ms. Corren Johnson, District 5 Engineer, MDOT SHA  
Mr. Stephen Miller, Regional Planner, MDOT SHA  
Ms. Tara Penders, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA  
Mr. Jerry Smith, Assistant Regional Planner, MDOT SHA

# MARYLAND STATEWIDE TIP FY 2017-2020

## MDOT STP # STP SM2021

### SUMMARY TABLE

Project	MD 5 at Abel Street/Mockley Street Intersection Reconstruction (SM2021)	Amendment Criteria	B	Conformity Status	Attainment	Environmental Status	FOANSI (July 2014)	Current Funding Level (000s)	Federal	1,162	State/Local	5,248	Total	6,410
Administration	MDOT SHA	Rural (Non-MPO)	SHA-SM-1 2018	CIP Page	SHA-SM-1 2018	Net Funding Change (000s)	Federal	State/Local	385	1,108	4,883	Total	1,108	4,883
Description	Reconstruct the MD 5 Intersection at Abel Street/Mockley Street. This project will accommodate buggies, bicycles, and pedestrians as appropriate, and includes adding a left turn lane at entrance to St. Mary's Hospital.													
Justification	MD 5 Intersection Improvements will reduce congestion and provide capacity for planned development.													

### INDIVIDUAL REQUEST FORM

#### STP/TIP Amendment Criteria

- A) Adds new individual projects to the current STP
- B) Increases/decreases, scope change, advance, delay, or phase change
- C) Removes or deletes individual listed project from the STP
- D) Other

## MDOT MARYLAND DEPARTMENT OF TRANSPORTATION

### PHASE DETAIL

Current	FY 2017		FY 2018		FY 2019		FY 2020		FY 2021		FY 2022		TOTAL	Total
	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local		
PP State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Proposed</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>TOTAL</b>	<b>Total</b>
PP State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Change</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>TOTAL</b>	<b>Total</b>
PP State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL PROJECT COST</b>													<b>Total</b>	<b>Total</b>
Prior Cost (≤ FY 2016)	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	<b>Total</b>	
STP Cost (FY 2017-2020)	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	<b>Total</b>	
Balance to Complete (≥ FY 2021)	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	<b>Total</b>	
<b>Total</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Federal</b>	<b>State/Local</b>	<b>Total</b>	