



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Pete K. Rahn
Secretary

January 31, 2019

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
C/O Lindsay Donnellon
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 Amendments to the highway portion of the Fiscal Year (FY) 2017 Maryland Statewide Transportation Improvement Program.

The first requested Amendment reflects the forwarding and addition of construction funding for SM2021 MC #17-116 07/25/2018 to cover utility relocation costs. This modification amendment ensures the FY 2017-2020 Maryland STIP reflects MDOT SHA's updated programmed expenditures in FY 2017-2020. The total cost of this project is increasing from \$11,356,000 to \$12,953,000. Since the previous July 2018 amendment to this STIP project, MDOT SHA has been able to accelerate the project's construction timeline. In doing so, MDOT SHA is bringing forward funds previously flowed in years beyond the four-year STIP period. Therefore, funding programmed during the four-year STIP period, which is increasing from \$7,903,000 to \$11,700,000, is increasing at a rate greater than that for the entire project. The MDOT SHA anticipates advertising this project for construction in February 2019 and opening improvements to traffic in the Fall of 2021.

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The second Amendment details a new MDOT SHA project, Continuous Pavement Density Measurement, which will deploy ground penetrating radar measuring technology on State roads throughout Maryland. The MDOT has assigned Control #17-150 for these Amendments to the Maryland Statewide Transportation Improvement Program. The supporting documentation is attached.

Project Name	STIP #	TIP #	Funding Sources	FY 17-20 Net Federal Change (in 000's)
MD 5 at Abell Street/Moakley Street Intersection Reconstruction	#SM2021	N/A	STBG	\$3,797
MDOT SHA Statewide Continuous Pavement Density Measurement	#AZ0261	N/A	STIC	\$60

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Ian Beam at 410-865-1280, toll free 888-713-1414 or via e-mail at ibeam@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachments

cc: Mr. Ian Beam, Regional Planner, Office of Planning and Capital Programming, MDOT

MEMORANDUM

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

ATTN: REGIONAL PLANNER MANAGER TYSON BYRNE
 REGIONAL PLANNER DAN JANOUSEK

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION
 CHIEF SAMANTHA BIDDLE *MSB*

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

DATE: JANUARY 30, 2019

**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 FHWA's 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 MC#17-116 07/25/2018	MD 5 at Abell Street/Moakley Street Intersection Reconstruction, Leonardtown	CO	\$3,797,000

ANALYSIS

MD 5 at Abell Street/Moakley Street Intersection Reconstruction (SM2021 MC #17-116 07/25/2018) – This requested amendment reflects the addition FY 2017-2020 Maryland STIP construction funding for SM2021 MC #17-116 07/25/2018 to cover utility relocation costs. This modification ensures the FY 2017-2020 Maryland STIP reflects MDOT SHA's updated programmed expenditures in FY 2017-2020. The total cost of this project is increasing from \$11,356,000 to \$12,953,000. Because MDOT SHA has been able to accelerate the construction schedule for this project, funding during the four-year STIP period is increasing by a larger amount, from \$7,903,000 to \$11,700,000, with less funding now programmed in years beyond the STIP period. The MDOT SHA anticipates advertising this project for construction in February 2019 and opening improvements to traffic in the Fall of 2021.

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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 are in the FY 2019-2024 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP_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. Sean Varsolona, MDOT SHA Regional Planner, at 410-545-5672, toll-free 1-888-204-4828, or via email at svarsolona@mdot.state.md.us.

ATTACHMENTS

- FY 2017-2020 Maryland STIP project SM2021 MC #17-116 07/25/2018 report

cc: Mr. Matt Baker, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Mr. Sean Campion, Chief, Innovative Contracting Division, MDOT SHA
Mr. Joseph Gentile, Transportation Engineer, MDOT SHA
Corren Johnson, P.E., District 5 Engineer, MDOT SHA
Mr. David Schlie, Assistant Regional Planner, MDOT SHA
Mr. Sean Varsolona, Regional Planner, MDOT SHA

MARYLAND STATEWIDE TIP FY 2017-2020

MDOT/SMP# - SM2021 MC# 17-116 07/25/2018 (cont'd)

TOTAL PROJECT COST

Prior Cost (FY 2016)	SMP Cost (FY 2017-2020)	Balance to Complete (e- FY 2021)	Total Project Cost
Federal	\$ -	\$ 4,511	\$ 4,511
State/Local	\$ 752	\$ 7,189	\$ 7,941
Total	\$ 752	\$ 11,700	\$ 12,452

	Federal	State/Local	Total
Prior Cost (FY 2016)	0	752	752
SMP Cost (FY 2017-2020)	4,511	7,189	11,700
Balance to Complete (e- FY 2021)	395	106	501
Total Project Cost	\$ 4,906	\$ 8,047	\$ 12,953

MEMORANDUM

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

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE

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

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

DATE: JANUARY 25, 2019

**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
AZ0261	Continuous Pavement Density Measurement	PE	\$125,000

ANALYSIS

Continuous Pavement Density Measurement (AZ0261) – This requested amendment reflects the addition of a new project, Continuous Pavement Density Measurement, to the FY 2017-2020 Maryland STIP and the addition of \$125,000 to design funding for this project. This project, which beginning in the Spring of 2019 will use ground-penetrating radar technology to measure pavement density across MDOT SHA's roadway network, is being funded with federal State Transportation Innovation Council funding and matching State funding.

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.

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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 2018-2023 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2017-2020 Maryland STIP (http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP_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. Matt Baker, MDOT SHA Regional and Intermodal Planning Division Assistant Chief, at 410-545-5668 or via email at mbaker4@mdot.state.md.us.

ATTACHMENTS

- FY 2017-2020 Maryland STIP project AZ0261 report

cc: Mr. Cesar Aromin, Third Party/Contract Coordinator, MDOT SHA
Mr. Matt Baker, Assistant Chief, Regional and Intermodal Planning Division, MDOT SHA
Ms. Sejal Barot, Director, Office of Materials Technology, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Eric Frempong, Ph.D., P.E., Deputy Director, Office of Materials Technology, MDOT SHA

MARYLAND STATEWIDE TIP FY 2017-2020

MIDOT STIP # AZ0261 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2016)	STIP Cost (FY 2017-2020)		Balance to Complete (≥ FY 2021)		Total Project Cost	
	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ -	\$ -	60	15	40	10
\$ -	\$ -	\$ -	75	75	50	25
\$ -	\$ -	\$ -	75	75	50	25
Total	\$ -	\$ -	75	75	50	25
						125