

July 3, 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 Sommerville
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) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to one existing project in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the Montgomery County Department of Transportation (MCDOT).

This action reflects a recent federal earmark award from FY 2022 to FY 2025 for the project listed below. This administrative modification has been assigned MDOT Control #22-144. This project is already included and does not change the Air Quality Conformity Determination for Visualize 2045.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Bethesda Metro South Entrance	5560	ERMK-CPF, Local	\$2,000

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

TPB staff approved the amendment to its TIP on June 11, 2024, and the approval and supporting documentation are attached. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive, flowing style.

Kari Snyder
Regional Planner
Office of Planning and Capital Programming

Attachments

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

From: [Leonardo Pineda](#)
To: [Erenrich, Gary](#); [Kari Snyder](#)
Cc: [Peckett, Haley](#); [Pitts, Corey](#); [Van Alstyne, Chris](#); [Andrew Austin](#); [Kanti Srikanth](#); [Lyn Erickson](#)
Subject: RE: Administrative Modification - Bethesda Metro South Entrance
Date: Tuesday, June 11, 2024 11:44:23 AM
Attachments: [23-42 - Attachment A - MCDOT Administrative Modification Report.pdf](#)
[23-42 - Attachment B - MCDOT Administrative Modification Summary.pdf](#)
[Excerpt from TIP Appendix B - Definitions of Amendments and Administrative Modifications.pdf](#)

Good morning Mr. Erenrich,

This is to acknowledge the receipt and processing of the Montgomery County Department of Transportation (MCDOT) requests for administrative modifications to the projects and programs listed below in the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP). Approved under TIP Action 23-42, the TPB's modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described in the attached materials for the projects and programs requested in the original e-mail.

In consultation with MCDOT, TPB staff find that the increases in 4-year program totals or total project costs are below the maximum allowable thresholds allowed for administrative modifications according to the TPB's "Procedures for Revisions to the Constrained Long Range Plan and Transportation Improvement Program for the National Capital Region," adopted by the TPB on January 16, 2008 and amended by the TPB Steering Committee on September 6, 2019 (referenced in the attached materials).

The attached materials include:

- A. an Overview Report showing how the projects and programs now appear in the TIP;
- B. an Amendment Summary Report showing the before and after amounts of the total project cost or 4-year program total, the difference between them, and the percent increase from the previously approved amount, the reasons for the modification, and a Change Summary narrative providing line-item descriptions of changes to every programmed amount by fund source, fiscal year, and project phase; and
- C. an excerpt of pages from Appendix B of the FY 2023-2026 TIP, providing the definitions for amendments and administrative modifications.

This administrative modification is approved and effective as of June 11, 2024. Please keep TPB staff apprised whenever your agency makes any requests to formally amend your STIP. Should you have any questions on the matter please contact Leo Pineda (lpineda@mwkog.org) and Andrew Austin (aaustin@mwkog.org).

Sincerely,

Kanti Srikanth

Director – MWCOG, Dept. of Transportation Planning

Staff Director – Transportation Planning Board

202-962-3257 (Direct)

202-962-3202 (Fax)

Sent on behalf of Kanti Srikanth by Leonardo Pineda

From: Erenrich, Gary <Gary.Erenrich@montgomerycountymd.gov>

Sent: Tuesday, June 11, 2024 11:28 AM

To: Leonardo Pineda <lpineda@mwkog.org>; Andrew Austin <aaustin@mwkog.org>; Kari Snyder <ksnyder3@mdot.maryland.gov>

Cc: Peckett, Haley <Haley.Peckett@montgomerycountymd.gov>; Pitts, Corey

<Corey.Pitts@montgomerycountymd.gov>; Van Alstyne, Chris
<chris.vanalstyne@montgomerycountymd.gov>

Subject: Administrative Modification - Bethesda Metro South Entrance

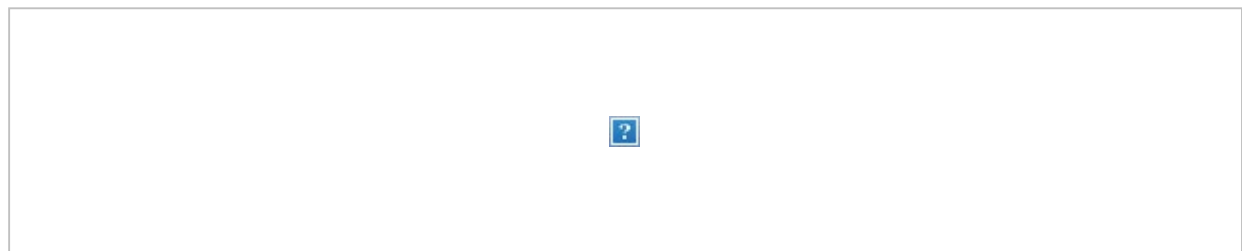
Montgomery County Department of Transportation requests an Administrative Modification in the current TIP for Bethesda Metro South Entrance, Project T5560. This request is to update the funding source and funding to incorporate a Congressional Directed Spending grant. FTA requires that this funding source be included in the TIP to advance the grant agreement. MCDOT has already submitted the Administrative Modification into the Project Info Trak system.

The Administrative Modification qualifies for the MDOT STIP since the additional funds of \$2 million is within the total cost change permitted in a \$94 million project. The project scope and schedule remains the same.

The project is under construction in parallel with the Purple Line and connects the street level to the Purple Line and to the Red Line creating a new Metrorail Red Line entrance to the Bethesda Metrorail Station.

Please contact me if you have any questions. Thank you for your assistance.

Gary Erenrich
Contractor
Montgomery County Department of Transportation
101 Monroe Street, 10th Floor
Rockville, MD 20850
Gary.erenrich@montgomerycountymd.gov



For more helpful Cybersecurity Resources, visit:
<https://www.montgomerycountymd.gov/cybersecurity>

MARYLAND STATEWIDE TIP FY 2022-2025

TIP # 5560						
SUMMARY TABLE						
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Bethesda Metro South Entrance	B	Exempt	N/A	\$ -	\$ 39,723	\$ 39,723
Description	Administration	Area/MPO	Net Funding Change (000s)			
			Federal	State/Local	Total	
This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail Station has one entrance, near East West Highway. The station was built with accommodations for a future southern entrance. Specific dollar amounts and flows will be based on final design estimate and MOU between MTA and the County.	Montgomery County DOT	TPB	\$ 2,000	\$ -	\$ 2,000	
Justification	New federal earmark funding award.					

INDIVIDUAL REQUEST FORM										
STIP/TIP Amendment Criteria				Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total	
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other				Current (000s)	Total	\$ -	\$ 12,980	\$ 24,111	\$ 2,632	\$ 39,723
					Federal	\$ -	\$ -	\$ -	\$ -	\$ -
					State/Local	\$ -	\$ 12,980	\$ 24,111	\$ 2,632	\$ 39,723
				Proposed (000s)	Total	\$ -	\$ 12,980	\$ 26,111	\$ 2,632	\$ 41,723
					Federal	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
					State/Local	\$ -	\$ 12,980	\$ 24,111	\$ 2,632	\$ 39,723
				Change (000s)	Total	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
					Federal	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
					State/Local	\$ -	\$ -	\$ -	\$ -	\$ -

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
PE	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	ERMK-CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	Local	\$ -	\$ -	\$ -	\$ 12,980	\$ -	\$ 24,111	\$ -	\$ 2,632	\$ -	\$ 39,723	\$ 39,723
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ 12,980	\$ -	\$ 24,111	\$ -	\$ 2,632	\$ -	\$ 39,723	\$ 39,723

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
PE	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	ERMK-CPF	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
CON	Local	\$ -	\$ -	\$ -	\$ 12,980	\$ -	\$ 24,111	\$ -	\$ 2,632	\$ -	\$ 39,723	\$ 39,723
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ 12,980	\$ 2,000	\$ 24,111	\$ -	\$ 2,632	\$ 2,000	\$ 39,723	\$ 41,723

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
PE	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	ERMK-CPF	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
CON	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000

TOTAL PROJECT COST															
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost			
Federal	\$	-		Federal	\$	2,000		Federal	\$	-		Federal	\$	2,000	
State/Local	\$	52,910		State/Local	\$	39,723		State/Local	\$	21		State/Local	\$	92,654	
Total	\$	52,910		Total	\$	41,723		Total	\$	21		Total	\$	94,654	



<i>TIP ID</i>	T5560	<i>Lead Agency</i>	Montgomery County	<i>Project Type</i>	Bus/BRT - Passenger Facilities
<i>Project Name</i>	Bethesda Metro South Entrance	<i>County</i>	Montgomery	<i>Total Cost</i>	\$94,654,000
<i>Project Limits</i>	Elm Street west of Wisconsin Avenue	<i>Municipality</i>		<i>Completion Date 2026</i>	
		<i>Agency Project ID</i>	P500929		

Description This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail Station has one entrance, near East West Highway. The station was built with accommodations for a future southern entrance. The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch ROW. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Six station elevators would be located in the Elm Street ROW, which would require narrowing the street and extending the sidewalk. The station would include a new south entrance to the Metrorail Station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built, in anticipation of the future construction of a south entrance. Specific dollar amounts and flows will be based on final design estimate and MOU between MTA and County.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Not Location Specific
PE	LOCAL	\$4,000,000	-	-	-	-	-	-	\$4,000,000	
	<i>Total PE</i>	\$4,000,000	-	-	-	-	-	-	\$4,000,000	
CON	Earmark - CPF	-		\$2,000,000	-	-	-	\$2,000,000	\$2,000,000	
CON	LOCAL	\$48,910,000	\$12,980,000	\$24,111,000	\$2,632,000	\$21,000	-	\$39,744,000	\$88,654,000	
	<i>Total CON</i>	\$48,910,000	\$12,980,000	\$26,111,000	\$2,632,000	\$21,000	-	\$41,744,000	\$90,654,000	
	<i>Total Programmed</i>	\$52,910,000	\$12,980,000	\$26,111,000	\$2,632,000	\$21,000	-	\$41,744,000	\$94,654,000	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-42 Amendment 2023-2026	06/11/2024	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project recieved funding in FY23 Appropriations
Funding Change(s):
 Total project cost increased from \$92,654,000 to \$94,654,000