

December 5, 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 amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to two new and five existing projects in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the Prince George’s County Department of Public Works and Transportation (DPW&T), the City of Rockville, and the State Highway Administration (SHA).

This action reflects the updated programmed expenditures from FY 2022 to FY 2025 for the projects listed below. This amendment has been assigned MDOT Control #22-178, and these projects are either already included in the Air Quality Conformity Determination for Visualize 2045 or they do not affect it.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000’s)
Bridge Program Manager	13643	BFP, Local	\$48
Twinbrook Pedestrian and Bicycle Bridge (Study/ Preliminary Design)	13647	NAE, Local	\$200

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
MD 6 La Plata Safety and Accessibility Improvements Project	11615	BFP, Local	\$3
National Electric Vehicle Infrastructure (NEVI) Program	13601	NEVI, Local	\$31
MD 97 at Montgomery Hills Highway Reconstruction	5420	HSIP, NHPP, State	(\$12,143)
I-95/I-495 MD 4 Bridges Replacement	6651	NHPP, State	(\$5,301)
MD 225, Hawthorne Road, Bridge Replacement	6689	STBG, State	(\$1,995)

The TPB approved the amendments to its TIP for TIP ID 13643 on October 4, 2024, and on November 1, 2024, for the other six projects. 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,



Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachments

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, Regional Planner, OPPPD, MDOT

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-47.2 WHICH ADDS
FUNDING FOR THE BRIDGE PROGRAM MANAGER POSITION, AS REQUESTED BY
PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, Prince George's County Department of Public Works & Transportation (DPW&T) has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-47.2 which adds \$120,000 in Bridge Formula Program (BFP) and local funding to fiscal years 2025 and 2026 (additional funding is planned in FY 2027, bringing the total cost beyond the TIP to \$180,000) for the establishment and funding of a **Bridge Program Manager position (T13643)**, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the new record will appear in the TIP following approval,

ATTACHMENT B) Letter from Prince George's County dated September 19, 2024, requesting the amendment; and

WHEREAS, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-47.2, creating the 47th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, funding for this staff position is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-47.2 which adds \$120,000 in BFP and local funding to fiscal years 2025 and 2026 for the establishment and funding of a **Bridge Program Manager position (T13643)**, as described in the attached materials.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-47.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY PRINCE GEORGE'S COUNTY
 DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION

TIP ID	T13643	Lead Agency	Prince George's County	Project Type	Bridge - Preventive Maintenance
Project Name	Bridge Program Manager	County	Prince Georges	Total Cost	\$180,000
Project Limits		Municipality	Suburban MD	Completion Date	2040

Description *Agency Project ID*
 Bridge Program Manager is responsible for the National Bridge Inspection Standards (NBIS) Program, including bridge inspection, reporting, and inventory to maintain safe bridge operation and prevent structural and functional failures.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		BFP	-	-	\$48,000	\$48,000	\$96,000	\$144,000
PE		LOCAL	-	-	\$12,000	\$12,000	\$24,000	\$36,000
		<i>Total PE</i>	-	-	\$60,000	\$60,000	\$120,000	\$180,000
		<i>Total Programmed</i>	-	-	\$60,000	\$60,000	\$120,000	\$180,000

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-47.2	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

MARYLAND STATEWIDE TIP FY 2022-2025

TIP # 13643						
SUMMARY TABLE						
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Bridge Program Manager	A	Exempt	N/A	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
	Prince George's County			Federal	State/Local	Total
				\$ 48	\$ 12	\$ 60
Description	Bridge Program Manager is responsible for the National Bridge Inspection Standards (NBIS) Program, including bridge inspection, reporting, and inventory to maintain safe bridge operation and prevent structural and functional failures					
Justification	New project and federal BFP funding					

INDIVIDUAL REQUEST FORM								
STIP/TIP Amendment Criteria <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input 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	FY 2022	FY 2023	FY 2024	FY 2025	Total	
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ 60	\$ 60
		Federal	\$ -	\$ -	\$ -	\$ -	\$ 48	\$ 48
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ 12	\$ 12
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ 60	\$ 60
Federal		\$ -	\$ -	\$ -	\$ -	\$ 48	\$ 48	
State/Local	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ 12	\$ 12	

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	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48	\$ -	\$ 48	\$ -	\$ 48
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -	\$ 12	\$ 12
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48	\$ 12	\$ 48	\$ 12	\$ 60

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	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48	\$ -	\$ 48	\$ -	\$ 48
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -	\$ 12	\$ 12
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 48	\$ 12	\$ 48	\$ 12	\$ 60

TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost			
Federal	\$ -	Federal	\$ 48	Federal	\$ 96	Federal	\$ 144	State/Local	\$ -	State/Local	\$ 36	Total	\$ 180
State/Local	\$ -	State/Local	\$ 12	State/Local	\$ 24	State/Local	\$ 36	State/Local	\$ 36	State/Local	\$ 36	Total	\$ 180
Total	\$ -	Total	\$ 60	Total	\$ 120	Total	\$ 180	Total	\$ 180	Total	\$ 180	Total	\$ 180



Angela D. Alsobrooks
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Michael D. Johnson, P.E.
Director

September 19, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chair Henderson:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to add the program funding for the Bridge Program Manager Project to the FY 2023-2026 TIP. This project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This project supports the Bridge Program Manager who is responsible for managing the National Bridge Inspection Standards (NBIS) program for Prince George's County, including bridge inspection, reporting, and inventory to maintain safe bridge operation and prevent structural and functional failures, making this project eligible for major repair and bridge preservation support activities to be delivered by this project.

An amount of \$180,000 will be programmed for the current TIP (FY 2023-2026). This project is to be designated "not regionally significant" therefore, conformity testing is not required as there is no capacity increase associated with this project.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its October 4, 2024, meeting and by the full board at its October 16, 2024 meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us or Erv Beckert at (240) 508-9610 or etbeckert@co.pg.md.us.

Sincerely,

Michael D. Johnson, P.E.,
Director

Honorable Christina Henderson

September 19, 2024

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cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments (MWCOG)
Stacey L. Smalls, Deputy Director, DPW&T
Victor Weissberg, Special Assistant to the Director, DPW&T
Kate Mazzara, P.E., Associate Director, Office of Engineering and Project Management (OE&PM), DPW&T
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OE&PM, DPW&T
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OE&PM, DPW&T
Kari Snyder, Regional Planner, Office of Planning and Capital Programming, Maryland Department of Transportation (MDOT)
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-49.2 WHICH INCLUDES FUNDING FOR STUDY AND PRELIMINARY DESIGN OF THE TWINBROOK PEDESTRIAN AND BICYCLE BRIDGE, AS REQUESTED BY THE CITY OF ROCKVILLE DEPARTMENT OF PUBLIC WORKS (DPW)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, the City of Rockville DPW has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-49.2 which adds \$710,000 in Neighborhood Access and Equity (NAE) Grant Program and local funding to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Project Overview report showing the new project record will appear in the TIP following approval, and

ATTACHMENT B) Letter from the City of Rockville DPW dated October 22, 2024, requesting the amendment; and

WHEREAS, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-49.2, creating the 49th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-49.2 which adds \$710,000 in NAE Grant Program and local funding to cover planning and 30% of the preliminary design of the Twinbrook Pedestrian and Bicycle Bridge project as described in the attached materials.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T13647	Lead Agency	Rockville Public Works Department	Project Type	Study/Planning/Research
Project Name	Twinbrook Pedestrian and Bicycle Bridge (Study/ Preliminary Design)	County	Montgomery	Total Cost	\$710,000
Project Limits	Lewis Avenue to Chapman Avenue and Rockville Pike (MD 355)	Municipality	City of Rockville	Completion Date	2025
		Agency Project ID			

Description This project supports the City of Rockville efforts to reconnect the Twinbrook Community which was separated by the Metrorail infrastructure in the 1980s. The scope of this phase of the project includes conducting comprehensive planning activities for four potential railroad crossing locations, including feasibility analysis, public engagement, a benefit-cost analysis for each crossing location, the selection of a preferred alternative, and 30 percent preliminary design for the preferred alternative.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		LOCAL	-	-	-	-	\$82,000	-	\$82,000	\$82,000	
PE		NAE	-	-	-	-	\$268,000	-	\$268,000	\$268,000	
		<i>Total PE</i>	-	-	-	-	\$350,000	-	\$350,000	\$350,000	
PLANNING		LOCAL	-	-	-	\$40,000	\$20,000	-	\$60,000	\$60,000	
PLANNING		NAE	-	-	-	\$200,000	\$100,000	-	\$300,000	\$300,000	
		<i>Total PLANNING</i>	-	-	-	\$240,000	\$120,000	-	\$360,000	\$360,000	
		<i>Total Programmed</i>	-	-	-	\$240,000	\$470,000	-	\$710,000	\$710,000	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-49.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

MARYLAND STATEWIDE TIP FY 2022-2025

TIP # 13647						
SUMMARY TABLE						
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Twinbrook Pedestrian and Bicycle Bridge	A	Exempt	N/A	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
	City of Rockville			Federal	State/Local	Total
				\$ 200	\$ 40	\$ 240
Description	This project is to complete a feasibility and planning study and preliminary engineering to provide access across the existing rail lines in Rockville between the Twinbrook residential neighborhood and the commercial corridor along Rockville Pike (MD 355). The Twinbrook Metrorail Station and rail line was built in 194 and eliminated the only at grade crossing the neighborhood. This project will evaluate four locations for a potential pedestrian and bicycle bridge or tunnel to cross the rail lines. The evaluation will include substantial public outreach, a benefit cost analysis, and will result in a preferred alternative. A 30% design plan will be prepared for the preferred					
Justification	New federal funding from Neighborhood Access and Equity program.					

INDIVIDUAL REQUEST FORM							
STIP/TIP Amendment Criteria <input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input 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		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ 240	\$ 240
		Federal	\$ -	\$ -	\$ -	\$ 200	\$ 200
		State/Local	\$ -	\$ -	\$ -	\$ 40	\$ 40
Change (000s)	Total	\$ -	\$ -	\$ -	\$ 240	\$ 240	
	Federal	\$ -	\$ -	\$ -	\$ 200	\$ 200	
	State/Local	\$ -	\$ -	\$ -	\$ 40	\$ 40	

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	NAE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PL	NAE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	NAE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PL	NAE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ 200	\$ -	\$ 200
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 40	\$ 200	\$ 40	\$ 200

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	NAE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PL	NAE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ 200	\$ -	\$ 200
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 40	\$ 200	\$ 40	\$ 240

TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost			
Federal	\$ -	\$ -	Federal	\$ 200	Federal	\$ 368	Federal	\$ 568	State/Local	\$ 142	Total	\$ 710
State/Local	\$ -	\$ -	State/Local	\$ 40	State/Local	\$ 102	State/Local	\$ 142				
Total	\$ -	\$ -	Total	\$ 240	Total	\$ 470	Total	\$ 710				

October 22, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Dear Chair Henderson:

The City of Rockville (City) Department of Public Works (DPW) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026, Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of the amendment is to add the funding for the Twinbrook Pedestrian and Bicycle Bridge study and design project to the FY 2023-2026 TIP. This amendment is necessary for the city to obligate federally awarded funding, which requires that projects including preliminary design being included in the TIP and State Transportation Improvement Program (STIP). This project is funded from the Department of Transportation Neighborhood Access and Equity (NAE) program at an 80/20 federal/local split with the remaining funds to come from the City.

An amount of \$710,000 will be programmed for the current TIP (FY 2023-2026). This project is to be designated "not regionally significant" and does not increase capacity therefore conformity testing is not required. These funds were not accounted for in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. This project supports the city's efforts to reconnect the Twinbrook Community which was separated by the rail infrastructure in the 1980s. The \$710,000 will fund this project, and the scope includes conducting comprehensive planning activities for four potential railroad crossing locations, including feasibility analysis, public engagement, a benefit-cost analysis for each crossing location, the selection of a preferred alternative, and 30 percent preliminary design for the preferred alternative.

The Honorable Christina Henderson, Chair
October 22, 2024
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DPW requests that this amendment be approved by the TPB Steering Committee at its November 8, 2024, meeting and by the full board at its November 20, 2024, meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its STIP so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter.

If you have any questions or comments, please contact Senior Transportation Planner Faramarz Mokhtari via email at fmokhtari@rockvillemd.gov or via telephone at 240-314-8509.

Sincerely,

Craig Simoneau

Craig L. Simoneau, P.E.
Director of Public Works

BBW/kmc

cc: Jeff Mihelich, City Manager, City of Rockville
Emad Elshafei, Chief of Traffic and Transportation, City of Rockville
Faramarz Mokhtari, Senior Transportation Planner, City of Rockville
Kanti Srikanth, Director of Transportation, MWCOG
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG
Day file

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-49.2 WHICH UPDATES FOUR-YEAR PROGRAM AND PROJECT COST INFORMATION FOR THE NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM AND FOUR BRIDGE REPLACEMENT, ACCESSIBILITY AND SAFETY, AND ROADWAY RECONSTRUCTION PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

WHEREAS, MDOT'S State Highway Administration has requested amendments to the TIP to include TIP Action 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Program Overview report showing how the amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the program and projects four-year program totals and total costs before and after the amendments, the delta, and the percentage increase from the total cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and the project phase,
- ATTACHMENT C) Fund Change Detail Report, which presents the information in the Change Narrative described in Attachment B in tabular format, and
- ATTACHMENT D) Letter from MDOT dated October 25, 2024, requesting the amendments; and

WHEREAS, these amendments have been entered in the TPB's Project InfoTrak database under TIP Action 23-49.2, creating the 49th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, the NEVI Program and these four projects are exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and the amendments to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table below, and as described in the attached materials.

TIP ID	PROJECT TITLE	FY 2023-2026 PROGRAM			TOTAL PROJECT COST		
		BEFORE	AFTER	DELTA	BEFORE	AFTER	DELTA
T11615	MD 6 La Plata Safety & Accessibility Improve	\$4,243,000	\$4,243,000	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)
T6689	MD 225, Hawthorne Rd. Bridge Replacement	\$3,742,000	\$3,171,000	(\$571,000)	\$4,451,000	\$5,620,000	\$1,169,000
T6651	I-95/I-495/MD 4 Bridges Replacement	\$17,411,000	\$26,666,000	\$9,255,000	\$44,201,000	\$64,559,000	\$20,358,000
T13601	NEVI Program	\$13,884,000	\$13,718,000	(\$166,000)	\$25,916,000	\$27,699,000	\$1,783,000
T5420	MD 97 @ Montgomery Hills Hwy. Reconstruct	\$22,022,000	\$30,120,000	\$8,098,000	\$57,080,000	\$52,739,000	(\$4,341,000)



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T11615	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bicycle/Pedestrian - Bike/Ped
Project Name	MD 6 La Plata Safety and Accessibility Improvements Project	County	Charles	Total Cost	\$6,499,000
Project Limits	US 301 to Willow Lane	Municipality		Completion Date	2029
		Agency Project ID			

Description The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HSIP		-	-	-	\$351,000	\$351,000	\$221,000	\$702,000	\$923,000
PE	DC/ STATE		-	\$101,000	\$120,000	\$117,000	\$117,000	\$74,000	\$455,000	\$529,000
PE	STBG		-	\$566,000	\$661,000	\$312,000	\$312,000	\$197,000	\$1,851,000	\$2,048,000
	Total PE		-	\$667,000	\$781,000	\$780,000	\$780,000	\$492,000	\$3,008,000	\$3,500,000
ROW	HSIP		-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
ROW	DC/ STATE		-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
	Total ROW		-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
UT	HSIP		-	-	-	-	\$662,000	\$1,588,000	\$662,000	\$2,250,000
UT	DC/ STATE		-	-	-	-	\$73,000	\$176,000	\$73,000	\$249,000
	Total UT		-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
	Total Programmed		-	\$667,000	\$781,000	\$1,030,000	\$1,765,000	\$2,256,000	\$4,243,000	\$6,499,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	11/16/2022	Pending	N/A
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-49.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$13,499,000 to \$6,499,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11615 MC# 22-136 Appvd. 6/7/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 6 La Plata Safety and Accessibility Improvements Project (CH2481)	B	Exempt	PCE (TBD)	\$ 2,112	\$ 366	\$ 2,478
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-CH-4 FY 2024	\$ 3	\$ (3)	\$ -
Description	The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.					
Justification	This project will improve safety and accessibility for vulnerable users along MD 6 and provide streetscape treatments to create a sense of place in La Plata.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
		(000s)	(000s)	(000s)	(000s)	(000s)	(000s)	(000s)
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	Total	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ 566	\$ 661	\$ 885	\$ 2,112	
<input checked="" type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed	State/Local	\$ -	\$ 101	\$ 120	\$ 145	\$ 366	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Total	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478	
	Change	Federal	\$ -	\$ 566	\$ 661	\$ 888	\$ 2,115	
		State/Local	\$ -	\$ 101	\$ 120	\$ 142	\$ 363	
	Change	Total	\$ -	\$ -	\$ -	\$ -	\$ -	
		Federal	\$ -	\$ -	\$ -	\$ 3	\$ 3	
	State/Local	\$ -	\$ -	\$ -	\$ (3)	\$ (3)		



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	STBG/State	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 660	\$ 120	\$ 1,887	\$ 341	\$ 2,228
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 885	\$ 145	\$ 2,112	\$ 366	\$ 2,478

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	STBG/State	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 312	\$ 78	\$ 1,539	\$ 299	\$ 1,838
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 888	\$ 142	\$ 2,115	\$ 363	\$ 2,478

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	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (348)	\$ (42)	\$ (348)	\$ (42)	\$ (390)	
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390	
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ (3)	\$ 3	\$ (3)	\$ -	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal			\$ -	Federal			\$ 2,115	Federal		\$ 3,556	Federal		\$ 5,671
State/Local			\$ -	State/Local			\$ 363	State/Local		\$ 465	State/Local		\$ 828
Total			\$ -	Total			\$ 2,478	Total		\$ 4,021	Total		\$ 6,499

*Future-TBD funds are funds for which a source has not been identified that are flowed beyond the years of the 2023-2026 TIP in the TPB Project Info Trak (PIT) system.



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T13601	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Other - Alt Fuel Infrastructure
Project Name	National Electric Vehicle Infrastructure (NEVI) Program	County	Calvert, Charles, Frederick, Montgomery, Prince Georges	Total Cost	\$27,699,000
Project Limits		Municipality		Completion Date	2030
		Agency Project ID	AZ3401		

Description Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Marylands designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
PE	NEVI		-	-	\$297,000	\$43,000	\$436,000	-	\$776,000	\$776,000	
PE	DC/ STATE		-	-	\$19,000	\$3,000	\$28,000	-	\$50,000	\$50,000	
PE	STBG		-	-	\$56,000	\$8,000	\$82,000	-	\$146,000	\$146,000	
	Total PE		-	-	\$372,000	\$54,000	\$546,000	-	\$972,000	\$972,000	
CON	NEVI		-	-	-	\$6,039,000	\$4,290,000	\$11,054,000	\$10,329,000	\$21,383,000	
CON	Private		-	-	-	\$1,510,000	\$1,073,000	\$2,761,000	\$2,583,000	\$5,344,000	
	Total CON		-	-	-	\$7,549,000	\$5,363,000	\$13,815,000	\$12,912,000	\$26,727,000	
	Total Programmed		-	-	\$372,000	\$7,603,000	\$5,909,000	\$13,815,000	\$13,884,000	\$27,699,000	

*Map Has Not Been Marked

Version History

TIP Document			MPO Approval	FHWA Approval	FTA Approval
23-33.2	Amendment	2023-2026	02/21/2024	3/7/2024	3/7/2024
23-49.2	Amendment	2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$25,916,000 to \$27,699,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13601 MC# 22-136 Appvd. 6/7/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI) Program	B	Exempt	TBD	\$ 6,412	\$ 1,530	\$ 7,942
Description: Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.	Administration		Area/MPO	Net Funding Change (000s)		
	SHA		TPB	CTP Page		
			SHA-SW-4	\$ 31	\$ 2	\$ 33
Justification: To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.						

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding					Total
		FY 2023	FY 2024	FY 2025	FY 2026		
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ 372	\$ 7,570	\$ 7,942	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ 353	\$ 6,059	\$ 6,412
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	\$ -	\$ -	\$ 19	\$ 1,511	\$ 1,530	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Federal	\$ -	\$ -	\$ 372	\$ 7,603	\$ 7,975
		Federal	\$ -	\$ -	\$ 353	\$ 6,443	\$ 6,443
		State/Local	\$ -	\$ -	\$ 19	\$ 1,513	\$ 1,532
		Change (000s)	\$ -	\$ -	\$ -	\$ 33	\$ 33
		Federal	\$ -	\$ -	\$ -	\$ 31	\$ 31
		State/Local	\$ -	\$ -	\$ -	\$ 2	\$ 2



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	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

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	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 43	\$ -	\$ 340	\$ -	\$ 340
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 8	\$ -	\$ 64	\$ -	\$ 64
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 3	\$ -	\$ 22	\$ 22
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,090	\$ 1,513	\$ 6,443	\$ 1,532	\$ 7,975

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	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ -	\$ 26	\$ -	\$ 26
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5	\$ -	\$ 5	\$ -	\$ 5
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 2	\$ 2
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31	\$ 2	\$ 31	\$ 2	\$ 33
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal		\$ -	Federal		\$ 6,443	Federal		\$ 15,862	Federal		\$ 22,305	
State/Local		\$ -	State/Local		\$ 1,532	State/Local/Private		\$ 3,862	State/Local/Private		\$ 5,394	
Total		\$ -	Total		\$ 7,975	Total		\$ 19,724	Total		\$ 27,699	

* 20 Percent of the funds for the construction phase is private, third party contributions. In this particular case, for this STIP sheet, the private funds were added into the State/Local column, to maximize the use of limited space in the table.



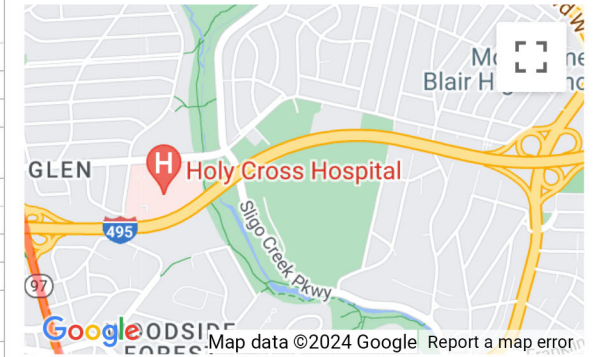
National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T5420	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - Add Capacity/Widening
Project Name	MD 97 at Montgomery Hills Highway Reconstruction	County	Montgomery	Total Cost	\$52,739,000
Project Limits	MD 390 to MD 192	Municipality		Completion Date	2029
		Agency Project ID	MO2241		

Description A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$665,000	\$607,000	\$1,214,000	\$1,272,000	\$2,486,000
PE		NHPP	\$988,000	\$1,235,000	\$984,000	\$240,000	-	-	\$2,459,000	\$3,447,000
PE		DC/ STATE	\$3,306,000	\$309,000	\$246,000	\$95,000	\$32,000	\$64,000	\$682,000	\$4,052,000
		Total PE	\$4,294,000	\$1,544,000	\$1,230,000	\$1,000,000	\$639,000	\$1,278,000	\$4,413,000	\$9,985,000
ROW		HSIP	-	-	-	\$4,809,000	\$4,465,000	\$737,000	\$9,274,000	\$10,011,000
ROW		NHPP	-	\$87,000	\$2,920,000	\$1,135,000	-	-	\$4,142,000	\$4,142,000
ROW		DC/ STATE	-	\$21,000	\$730,000	\$1,107,000	\$235,000	\$39,000	\$2,093,000	\$2,132,000
		Total ROW	-	\$108,000	\$3,650,000	\$7,051,000	\$4,700,000	\$776,000	\$15,509,000	\$16,285,000
CON		TBD	-	-	-	-	-	\$18,000,000	-	\$18,000,000
		Total CON	-	-	-	-	-	\$18,000,000	-	\$18,000,000
UT		HSIP	-	-	-	\$760,000	\$1,235,000	\$3,159,000	\$1,995,000	\$5,154,000
UT		DC/ STATE	-	-	-	\$40,000	\$65,000	\$166,000	\$105,000	\$271,000
		Total UT	-	-	-	\$800,000	\$1,300,000	\$3,325,000	\$2,100,000	\$5,425,000
PLANNING		LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		Total PLANNING	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		Total Programmed	\$7,338,000	\$1,652,000	\$4,880,000	\$8,851,000	\$6,639,000	\$23,379,000	\$22,022,000	\$52,739,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-07.2 Amendment 2023-2026	11/16/2022	Pending	N/A
23-49.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

Funding Change(s):
 Total project cost decreased from \$57,080,000 to \$52,739,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420


SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction	B	Nonattainment	CE (2019)	\$ 25,702	\$ 2,670	\$ 28,372
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT SHA	TPB	SHA-M-3	\$ (12,143)	\$ 59	\$ (12,084)

Description Safety and accessibility improvements to MD 97 in Montgomery Hills between MD 192 and MD 390

Justification Project will address safety and accessibility for vulnerable users

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	Total		\$ 481	\$ 6,250	\$ 10,100	\$ 11,541	\$ 28,372		
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 458	\$ 5,687	\$ 9,130	\$ 10,427	\$ 25,702			
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed	Total		\$ 23	\$ 563	\$ 970	\$ 1,114	\$ 2,670		
<input type="checkbox"/> D) Other		Federal	\$ 23	\$ 563	\$ 970	\$ 1,114	\$ 2,670			
	Change	Total		\$ 905	\$ 1,652	\$ 4,880	\$ 8,851	\$ 16,288		
		Federal	\$ 724	\$ 1,322	\$ 3,904	\$ 7,609	\$ 13,559			
	State/Local	\$ 181	\$ 330	\$ 976	\$ 1,242	\$ 2,729				
	Total		\$ 424	\$ (4,598)	\$ (5,220)	\$ (2,690)	\$ (12,084)			
	Federal	\$ 266	\$ (4,365)	\$ (5,226)	\$ (2,818)	\$ (12,143)				
	State/Local	\$ 158	\$ (233)	\$ 6	\$ 128	\$ 59				

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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 458	\$ -	\$ 1,187	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 2,625	\$ -	\$ 2,625
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 20	\$ 20
	State	\$ -	\$ 23	\$ -	\$ 63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86	\$ 86
ROW	NHPP	\$ -	\$ -	\$ 4,500	\$ -	\$ 8,640	\$ -	\$ 8,640	\$ -	\$ 21,780	\$ -	\$ 21,780
	HSIP	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 960	\$ -	\$ 960	\$ -	\$ 2,420	\$ 2,420
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 458	\$ 23	\$ 5,687	\$ 563	\$ 9,130	\$ 970	\$ 10,427	\$ 1,114	\$ 25,702	\$ 2,670	\$ 28,372

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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 724	\$ -	\$ 1,235	\$ -	\$ 984	\$ -	\$ 240	\$ -	\$ 3,183	\$ -	\$ 3,183
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 665	\$ -	\$ 665	\$ -	\$ 665
	State	\$ -	\$ 181	\$ -	\$ 309	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 831	\$ 831
ROW	NHPP	\$ -	\$ -	\$ 87	\$ -	\$ 2,920	\$ -	\$ 1,135	\$ -	\$ 4,142	\$ -	\$ 4,142
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,809	\$ -	\$ 4,809	\$ -	\$ 4,809
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ -	\$ 1,107	\$ -	\$ 1,858	\$ 1,858
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
Total		\$ 724	\$ 181	\$ 1,322	\$ 330	\$ 3,904	\$ 976	\$ 7,609	\$ 1,242	\$ 13,559	\$ 2,729	\$ 16,288

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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PE	NHPP	\$ 266	\$ -	\$ 48	\$ -	\$ 494	\$ -	\$ (250)	\$ -	\$ 558	\$ -	\$ 558	
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (10)	\$ 665	\$ (10)	\$ 665	\$ (20)	\$ 645	
	State	\$ -	\$ 158	\$ -	\$ 246	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 745	\$ 745	
ROW	NHPP	\$ -	\$ -	\$ (4,413)	\$ -	\$ (5,720)	\$ -	\$ (7,505)	\$ -	\$ (17,638)	\$ -	\$ (17,638)	
	HSIP	\$ -	\$ -	\$ -	\$ (500)	\$ -	\$ (960)	\$ 4,809	\$ (960)	\$ 4,809	\$ (2,420)	\$ 2,389	
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ (1,297)	\$ 1,107	\$ (1,297)	\$ 1,858	\$ 561	
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (144)	\$ -	\$ (144)	\$ (144)	
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40	
Total		\$ 266	\$ 158	\$ (4,365)	\$ (233)	\$ (5,226)	\$ 6	\$ (2,818)	\$ 128	\$ (12,143)	\$ 59	\$ (12,084)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 264		Federal		\$ 13,559		Federal		\$ 25,817		Federal	\$ 39,640
State/Local		\$ 6,169		State/Local		\$ 2,729		State/Local/Other		\$ 4,201		State/Local	\$ 13,099
Total		\$ 6,433		Total		\$ 16,288		Total		\$ 30,018		Total	\$ 52,739



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID T6651
Project Name I-95/I-495 MD 4 Bridges Replacement
Project Limits
Lead Agency Maryland Department of Transportation - State Highway Administration
County Prince Georges
Municipality
Agency Project ID PG0191
Description Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

Project Type Bridge - Replace
Total Cost \$64,559,000
Completion Date 2029

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$644,000	-	\$5,325,000	\$5,650,000
PE	DC/ STATE		\$63,000	\$9,000	\$277,000	\$1,000	-	-	\$287,000	\$350,000
		Total PE	\$388,000	\$406,000	\$3,272,000	\$1,290,000	\$644,000	-	\$5,612,000	\$6,000,000
ROW	NHPP		-	-	-	\$185,000	\$247,000	\$782,000	\$432,000	\$1,214,000
ROW	DC/ STATE		-	-	-	\$53,000	\$70,000	\$222,000	\$123,000	\$345,000
		Total ROW	-	-	-	\$238,000	\$317,000	\$1,004,000	\$555,000	\$1,559,000
CON	NHPP		-	-	-	-	\$8,782,000	\$43,468,000	\$8,782,000	\$52,250,000
CON	DC/ STATE		-	-	-	-	\$462,000	\$2,288,000	\$462,000	\$2,750,000
		Total CON	-	-	-	-	\$9,244,000	\$45,756,000	\$9,244,000	\$55,000,000
UT	NHPP		-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT	DC/ STATE		-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
		Total UT	-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
		Total Programmed	\$388,000	\$406,000	\$4,772,000	\$2,028,000	\$10,205,000	\$46,760,000	\$17,411,000	\$64,559,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	2/8/2024	2/8/2024
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$44,201,000 to \$64,559,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6651 MC# 22-162 Approved 6/11/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 at MD 4 Bridges Replacement (PG0191)	B	Nonattainment	PCE anticipated (tbd)	\$ 11,826	\$ 2,064	\$ 13,890
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-PG-2 FY 2024	\$ (5,301)	\$ (1,318)	\$ (6,619)
Description	Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.					
Justification	The existing structures, built in 1963, are nearing the end of their useful service life.					

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	Total		\$ 65	\$ 406	\$ 4,772	\$ 8,647	\$ 13,890		\$ 13,890
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed	Federal	\$ 59	\$ 397	\$ 4,195	\$ 7,175	\$ 11,826		\$ 11,826	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ 6	\$ 9	\$ 577	\$ 1,472	\$ 2,064		\$ 2,064	
<input type="checkbox"/> D) Other	Change	Total		\$ 65	\$ 406	\$ 4,772	\$ 2,028	\$ 7,271		\$ 7,271
		Federal	\$ 59	\$ 397	\$ 4,195	\$ 1,874	\$ 6,525		\$ 6,525	
	State/Local	\$ 6	\$ 9	\$ 577	\$ 154	\$ 746		\$ 746		
	Change	Total		\$ -	\$ -	\$ -	\$ (6,619)	\$ (6,619)		\$ (6,619)
		Federal	\$ -	\$ -	\$ -	\$ (5,301)	\$ (5,301)		\$ (5,301)	
	State/Local	\$ -	\$ -	\$ -	\$ (1,318)	\$ (1,318)		\$ (1,318)		



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	NHPP	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,486	\$ -	\$ 5,486	\$ -	\$ 5,486
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,371	\$ -	\$ 1,371	\$ 1,371
Total		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 7,175	\$ 1,472	\$ 11,826	\$ 2,064	\$ 13,890

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	NHPP	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 1,874	\$ 154	\$ 6,525	\$ 746	\$ 7,271

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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53	
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,486)	\$ -	\$ (5,486)	\$ -	\$ (5,486)	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,371)	\$ -	\$ (1,371)	\$ (1,371)	
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,301)	\$ (1,318)	\$ (5,301)	\$ (1,318)	\$ (6,619)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 57		Federal		\$ 6,525		Federal		\$ 53,923		Federal	\$ 60,505
State/Local		\$ 266		State/Local		\$ 746		State/Local		\$ 3,042		State/Local	\$ 4,054
Total		\$ 323		Total		\$ 7,271		Total		\$ 56,965		Total	\$ 64,559



National Capital Region
Transportation Planning Board

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

TIP ID	T6689	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bridge - Replace
Project Name	MD 225, Hawthorne Road, Bridge Replacement	County	Charles	Total Cost	\$5,620,000
Project Limits		Municipality	City of Frederick, City of Rockville	Completion Date	2027
		Agency Project ID	CH1681		
Description	Replacement of MD 5 Bridge 08021 over Mattawoman Creek				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		\$921,000	\$92,000	\$56,200	\$56,200	\$61,000	-	\$265,400	\$1,186,400
PE	STBG		\$146,000	\$197,000	\$224,800	\$224,800	\$244,000	-	\$890,600	\$1,036,600
	Total PE		\$1,067,000	\$289,000	\$281,000	\$281,000	\$305,000	-	\$1,156,000	\$2,223,000
CON	DC/ STATE		-	-	-	-	\$118,000	\$30,000	\$118,000	\$148,000
CON	STBG		-	-	-	-	\$2,243,000	\$568,000	\$2,243,000	\$2,811,000
	Total CON		-	-	-	-	\$2,361,000	\$598,000	\$2,361,000	\$2,959,000
UT	DC/ STATE		\$11,000	\$15,200	-	-	-	-	\$15,200	\$26,200
UT	STBG		\$202,000	\$209,800	-	-	-	-	\$209,800	\$411,800
	Total UT		\$213,000	\$225,000	-	-	-	-	\$225,000	\$438,000
	Total Programmed		\$1,280,000	\$514,000	\$281,000	\$281,000	\$2,666,000	\$598,000	\$3,742,000	\$5,620,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$4,451,000 to \$5,620,000


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6689 MC# 22-162 Approved 6/11/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 225 Hawthorne Road Bridges Replacement (TPB 6689)	B	Nonattainment	PCE Approved 2021	\$ 3,188	\$ 391	\$ 3,579
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-CH-1 FY 2024	\$ (1,995)	\$ (100)	\$ (2,095)
Description	Replacement of MD 225 Bridge 08021 over Mattawoman Creek.					
Justification	The existing structure, built in 1951, is nearing the end of its useful service life.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ 408	\$ 748	\$ 1,367
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 336	\$ 630	\$ 1,259	\$ 963	\$ 3,188
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 72	\$ 118	\$ 108	\$ 93	\$ 391
<input type="checkbox"/> D) Other	Total	\$ 408	\$ 514	\$ 281	\$ 281	\$ 1,484
	Federal	\$ 336	\$ 407	\$ 225	\$ 225	\$ 1,193
	State/Local	\$ 72	\$ 107	\$ 56	\$ 56	\$ 291
	Total	\$ -	\$ (234)	\$ (1,086)	\$ (775)	\$ (2,095)
	Federal	\$ -	\$ (223)	\$ (1,034)	\$ (738)	\$ (1,995)
	State/Local	\$ -	\$ (11)	\$ (52)	\$ (37)	\$ (100)

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	STBG	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ 223	\$ -	\$ 1,034	\$ -	\$ 738	\$ -	\$ 1,995	\$ -	\$ 1,995
	State	\$ -	\$ -	\$ -	\$ 11	\$ -	\$ 52	\$ -	\$ 37	\$ -	\$ 100	\$ 100
Total		\$ 336	\$ 72	\$ 630	\$ 118	\$ 1,259	\$ 108	\$ 963	\$ 93	\$ 3,188	\$ 391	\$ 3,579

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	STBG	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 336	\$ 72	\$ 407	\$ 107	\$ 225	\$ 56	\$ 225	\$ 56	\$ 1,193	\$ 291	\$ 1,484

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	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	STBG	\$ -	\$ -	\$ (223)	\$ -	\$ (1,034)	\$ -	\$ (738)	\$ -	\$ (1,995)	\$ -	\$ (1,995)	
	State	\$ -	\$ -	\$ -	\$ (11)	\$ -	\$ (52)	\$ -	\$ (37)	\$ -	\$ (100)	\$ (100)	
Total		\$ -	\$ -	\$ (223)	\$ (11)	\$ (1,034)	\$ (52)	\$ (738)	\$ (37)	\$ (1,995)	\$ (100)	\$ (2,095)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 12		Federal		\$ 1,193		Federal		\$ 3,055		Federal	\$ 4,260
State/Local		\$ 860		State/Local		\$ 291		State/Local		\$ 209		State/Local	\$ 1,360
Total		\$ 872		Total		\$ 1,484		Total		\$ 3,264		Total	\$ 5,620

**ATTACHMENT B - SUMMARY REPORT FOR TIP ACTION 23-49.2 FORMAL AMENDMENT
TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
FOR CONSIDERATION BY THE TPB STEERING COMMITTEE ON NOV. 1, 2024**

MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION									
TIP ID	PROJECT TITLE	4-YEAR PROGRAM TOTAL CHANGE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	4-YEAR PROGRAM CHANGE SUMMARY	TOTAL COST CHANGE SUMMARY
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)	-52	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$120,000 to \$117,000 - Decrease funds in FFY 26 in PE from \$120,000 to \$117,000 HSIP <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in PE for \$351,000 ROW for \$225,000 ▶ Add funds in FFY 26 in PE for \$351,000 ROW for \$225,000 STBG <ul style="list-style-type: none"> - Decrease funds in FFY 25 in PE from \$660,000 to \$312,000 - Decrease funds in FFY 25 in ROW from \$225,000 to \$0 - Decrease funds in FFY 26 in PE from \$660,000 to \$312,000 - Decrease funds in FFY 26 in ROW from \$225,000 to \$0 - Decrease funds in FFY 26 in UT from \$662,000 to \$0 <p>Total project cost decreased from \$13,499,000 to \$6,499,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> - Decrease funds in FFY 27 in CON from \$7,000,000 to \$0 Decrease funds in FFY 27 in UT from \$1,764,000 to \$0 DC/STATE <ul style="list-style-type: none"> - Decrease funds in FFY 27 in PE from \$84,000 to \$63,000 + Increase funds in FFY 27 in UT from \$0 to \$88,000 - Decrease funds in FFY 28 in PE from \$14,000 to \$11,000 + Increase funds in FFY 28 in UT from \$0 to \$88,000 HSIP <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$189,000 UT for \$794,000 ▶ Add funds in FFY 28 in PE for \$32,000 UT for \$794,000 STBG <ul style="list-style-type: none"> - Decrease funds in FFY 27 in PE from \$336,000 to \$168,000 - Decrease funds in FFY 28 in PE from \$58,000 to \$29,000
T6689	MD 225, Hawthorne Road, Bridge Replacement	\$571,000	\$4,451,000	\$5,620,000	\$1,169,000	26	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FFY 23 in CON from \$11,000 to \$0 - Decrease funds in FFY 24 in CON from \$52,000 to \$0 - Decrease funds in FFY 25 in CON from \$37,000 to \$0 ▶ Add funds in FFY 26 in PE for \$61,000 CON for \$118,000 ▶ Add funds in FFY 27 in CON for \$30,000 STBG <ul style="list-style-type: none"> - Decrease funds in FFY 23 in CON from \$223,000 to \$0 - Decrease funds in FFY 24 in CON from \$1,034,000 to \$0 - Decrease funds in FFY 25 in CON from \$738,000 to \$0 ▶ Add funds in FFY 26 in PE for \$244,000 CON for \$2,243,000 <p>Total project cost increased from \$4,451,000 to \$5,620,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in CON for \$30,000 ▶ Add funds in FFY 27 in CON for \$568,000 <p>Total project cost increased from \$4,451,000 to \$5,620,000</p>
T6651	I-95/I-495 MD 4 Bridges Replacement	(\$2,953,000)	\$44,201,000	\$64,559,000	\$20,358,000	46	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in ROW from \$0 to \$53,000 - Decrease funds in FFY 25 in CON from \$1,371,000 to \$0 + Increase funds in FFY 26 in ROW from \$0 to \$70,000 - Decrease funds in FFY 26 in CON from \$2,439,000 to \$462,000 NHPP <ul style="list-style-type: none"> + Increase funds in FFY 25 in ROW from \$0 to \$185,000 - Decrease funds in FFY 25 in CON from \$5,486,000 to \$0 + Increase funds in FFY 26 in ROW from \$0 to \$247,000 - Decrease funds in FFY 26 in CON from \$9,758,000 to \$8,782,000 	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 27 in ROW from \$0 to \$70,000 - Decrease funds in FFY 27 in CON from \$3,429,000 to \$991,000 + Increase funds in FFY 28 in ROW from \$0 to \$70,000 + Increase funds in FFY 28 in CON from \$0 to \$877,000 + Increase funds in FFY 29 in ROW from \$0 to \$70,000 + Increase funds in FFY 29 in CON from \$0 to \$420,000 ▶ Add funds in FFY 30 in ROW for \$12,000 NHPP <ul style="list-style-type: none"> + Increase funds in FFY 27 in ROW from \$0 to \$247,000 + Increase funds in FFY 27 in CON from \$13,718,000 to \$18,830,000
T13601	National Electric Vehicle Infrastructure (NEVI) Program	\$166,000	\$25,916,000	\$27,699,000	\$1,783,000	7	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$1,000 to \$3,000 + Increase funds in FFY 26 in PE from \$21,000 to \$28,000 STBG <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$3,000 to \$8,000 + Increase funds in FFY 26 in PE from \$62,000 to \$82,000 NEVI <ul style="list-style-type: none"> + Increase funds in FFY 25 in PE from \$17,000 to \$43,000 + Increase funds in FFY 26 in PE from \$330,000 to \$436,000 <p>Total project cost increased from \$25,916,000 to \$27,699,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Private</p> <ul style="list-style-type: none"> + Increase funds in FFY 27 in CON from \$1,238,000 to \$1,464,000 + Increase funds in FFY 28 in CON from \$825,000 to \$844,000 + Increase funds in FFY 29 in CON from \$107,000 to \$126,000 + Increase funds in FFY 30 in CON from \$270,000 to \$289,000 ▶ Add funds in FFY 31 in CON for \$19,000 ▶ Add funds in FFY 32 in CON for \$19,000 NEVI <ul style="list-style-type: none"> + Increase funds in FFY 27 in CON from \$4,950,000 to \$5,856,000 + Increase funds in FFY 28 in CON from \$3,300,000 to \$3,378,000 + Increase funds in FFY 29 in CON from \$429,000 to \$507,000 + Increase funds in FFY 30 in CON from \$1,079,000 to \$1,157,000 ▶ Add funds in FFY 31 in CON for \$78,000 ▶ Add funds in FFY 32 in CON for \$78,000 <p>Total project cost increased from \$25,916,000 to \$27,699,000</p>

T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$ 16,837,915	\$57,080,000	\$52,739,000	(\$4,341,000)	-8	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$63,000 to \$309,000 - Decrease funds in FFY 23 in ROW from \$500,000 to \$21,000 + Increase funds in FFY 24 in PE from \$10,000 to \$246,000 - Decrease funds in FFY 24 in ROW from \$960,000 to \$730,000 + Increase funds in FFY 25 in PE from \$10,000 to \$95,000 + Increase funds in FFY 25 in ROW from \$960,000 to \$1,107,000 - Decrease funds in FFY 25 in UT from \$144,000 to \$40,000 + Increase funds in FFY 26 in PE from \$10,000 to \$32,000 + Increase funds in FFY 26 in ROW from \$0 to \$235,000 - Decrease funds in FFY 26 in UT from \$173,000 to \$65,000 <p>HSIP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 25 in PE for \$665,000 ROW for \$4,809,000 UT for \$760,000 ▶ Add funds in FFY 26 in PE for \$607,000 ROW for \$4,465,000 UT for \$1,235,000 <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$1,187,000 to \$1,235,000 - Decrease funds in FFY 23 in ROW from \$4,500,000 to \$87,000 + Increase funds in FFY 24 in PE from \$490,000 to \$984,000 - Decrease funds in FFY 24 in ROW from \$8,640,000 to \$2,920,000 - Decrease funds in FFY 25 in PE from \$490,000 to \$240,000 - Decrease funds in FFY 25 in ROW from \$8,640,000 to \$1,135,000 - Decrease funds in FFY 25 in UT from \$1,297,000 to \$0 ▶ Delete funds in FFY 26 in PE for \$490,000 <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 27 in PE for \$500,000 CON for \$17,339,000 ▶ Add funds in FFY 30 in CON for \$18,000,000 <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 22 in PE from \$458,000 to \$724,000 <p>DC/STATE</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$32,000 ROW for \$39,000 UT for \$75,000 ▶ Add funds in FFY 28 in PE for \$32,000 UT for \$85,000 ▶ Add funds in FFY 29 in UT for \$6,000 <p>HSIP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$607,000 ROW for \$737,000 UT for \$1,425,000 ▶ Add funds in FFY 28 in PE for \$607,000 UT for \$1,615,000 ▶ Add funds in FFY 29 in UT for \$119,000 <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>
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**ATTACHMENT C - FUNDING CHANGE DETAIL REPORT FOR
TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

SOURCE	TIP ACTION	PRIOR TOTAL	2023					2024					2025					2026					PROGRAM TOTAL	FUTURE TOTAL	GRAND TOTAL		
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL					
TIP ID T13601 - National Electric Vehicle Infrastructure (NEVI) Program																											
DC/STATE	23-33.2							\$ 19,000					\$ 19,000	\$ 1,000				\$ 1,000	\$ 21,000				\$ 21,000	\$ 41,000		\$ 41,000	
	23-49.2							\$ 19,000					\$ 19,000	\$ 3,000				\$ 3,000	\$ 28,000				\$ 28,000	\$ 50,000		\$ 50,000	
	DELTA													\$ 2,000				\$ 2,000	\$ 7,000				\$ 7,000	\$ 9,000		\$ 9,000	
NEVI	23-33.2							\$ 297,000					\$ 297,000	\$ 17,000		\$ 6,039,000		\$ 6,056,000	\$ 330,000		\$ 4,290,000	\$ 4,620,000	\$ 10,973,000	\$ 9,758,000	\$ 20,731,000		
	23-49.2							\$ 297,000					\$ 297,000	\$ 43,000		\$ 6,039,000		\$ 6,082,000	\$ 436,000		\$ 4,290,000	\$ 4,726,000	\$ 11,105,000	\$ 11,054,000	\$ 22,159,000		
	DELTA												\$ 26,000					\$ 26,000	\$ 106,000		\$ 132,000	\$ 129,000	\$ 1,296,000	\$ 1,428,000			
Private	23-33.2														\$ 1,510,000		\$ 1,510,000			\$ 1,073,000	\$ 1,073,000	\$ 2,583,000	\$ 2,440,000	\$ 5,023,000			
	23-49.2														\$ 1,510,000		\$ 1,510,000			\$ 1,073,000	\$ 1,073,000	\$ 2,583,000	\$ 2,761,000	\$ 5,344,000			
	DELTA																					\$ -	\$ 321,000	\$ 321,000			
STBG	23-33.2							\$ 56,000					\$ 56,000	\$ 3,000				\$ 3,000	\$ 62,000			\$ 62,000	\$ 121,000		\$ 121,000		
	23-49.2							\$ 56,000					\$ 56,000	\$ 8,000				\$ 8,000	\$ 82,000			\$ 82,000	\$ 146,000		\$ 146,000		
	DELTA													\$ 5,000				\$ 5,000	\$ 20,000			\$ 20,000	\$ 25,000		\$ 25,000		
TOTAL	23-33.2							\$ 372,000					\$ 372,000	\$ 21,000		\$ 7,549,000		\$ 7,570,000	\$ 413,000		\$ 5,363,000	\$ 5,776,000	\$ 13,718,000	\$ 12,198,000	\$ 25,916,000		
	23-49.2							\$ 372,000					\$ 372,000	\$ 54,000		\$ 7,549,000		\$ 7,603,000	\$ 546,000		\$ 5,363,000	\$ 5,909,000	\$ 13,884,000	\$ 13,815,000	\$ 27,699,000		
	DELTA												\$ 33,000					\$ 33,000	\$ 133,000			\$ 133,000	\$ 166,000	\$ 1,617,000	\$ 1,783,000		
TIP ID T11615 - MD 6 La Plata Safety and Accessibility Improvements Project																											
DC/STATE	23-40		\$ 101,000				\$ 101,000	\$ 120,000					\$ 120,000	\$ 120,000	\$ 25,000			\$ 145,000	\$ 120,000	\$ 25,000		\$ 73,000	\$ 218,000	\$ 584,000	\$ 98,000	\$ 682,000	
	23-49.2		\$ 101,000				\$ 101,000	\$ 120,000					\$ 120,000	\$ 117,000	\$ 25,000			\$ 142,000	\$ 117,000	\$ 25,000		\$ 73,000	\$ 215,000	\$ 578,000	\$ 250,000	\$ 828,000	
	DELTA													\$ (3,000)				\$ (3,000)	\$ (3,000)			\$ (3,000)	\$ (6,000)	\$ 152,000	\$ 146,000		
HSIP	23-49.2													\$ 351,000	\$ 225,000			\$ 576,000	\$ 351,000	\$ 225,000		\$ 662,000	\$ 1,238,000	\$ 1,814,000	\$ 1,809,000	\$ 3,623,000	
STBG	23-40		\$ 566,000				\$ 566,000	\$ 661,000					\$ 661,000	\$ 660,000	\$ 225,000			\$ 885,000	\$ 660,000	\$ 225,000		\$ 662,000	\$ 1,547,000	\$ 3,659,000	\$ 394,000	\$ 4,053,000	
	23-49.2		\$ 566,000				\$ 566,000	\$ 661,000					\$ 661,000	\$ 312,000				\$ 312,000	\$ 312,000			\$ 312,000	\$ 1,851,000	\$ 197,000	\$ 2,048,000		
	DELTA												\$ (348,000)	\$ (225,000)				\$ (573,000)	\$ (348,000)	\$ (225,000)		\$ (662,000)	\$ (1,235,000)	\$ (1,808,000)	\$ (197,000)	\$ (2,005,000)	
TBD	23-40																						\$ -	\$ 8,764,000	\$ 8,764,000		
	23-49.2																						\$ -	\$ -	\$ -		
	DELTA																						\$ -	\$ (8,764,000)	\$ (8,764,000)		
TOTAL	23-40		\$ 667,000				\$ 667,000	\$ 781,000					\$ 781,000	\$ 780,000	\$ 250,000			\$ 1,030,000	\$ 780,000	\$ 250,000		\$ 735,000	\$ 1,765,000	\$ 4,243,000	\$ 9,256,000	\$ 13,499,000	
	23-49.2		\$ 667,000				\$ 667,000	\$ 781,000					\$ 781,000	\$ 780,000	\$ 250,000			\$ 1,030,000	\$ 780,000	\$ 250,000		\$ 735,000	\$ 1,765,000	\$ 4,243,000	\$ 2,256,000	\$ 6,499,000	
	DELTA																						\$ -	\$ (7,000,000)	\$ (7,000,000)		
TIP ID T6689 - MD 225, Hawthorne Road, Bridge Replacement																											
DC/STATE	23-44	\$ 932,000	\$ 92,000		\$ 11,000	\$ 15,200	\$ 118,200	\$ 56,200			\$ 52,000		\$ 108,200	\$ 56,200		\$ 37,000		\$ 93,200						\$ 319,600		\$ 1,251,600	
	23-49.2	\$ 932,000	\$ 92,000		\$ 15,200	\$ 107,200	\$ 56,200						\$ 56,200	\$ 56,200				\$ 56,200	\$ 61,000		\$ 118,000		\$ 179,000	\$ 398,600	\$ 30,000	\$ 1,360,600	
	DELTA				\$ (11,000)	\$ (11,000)					\$ (52,000)		\$ (52,000)					\$ (37,000)	\$ (37,000)		\$ 118,000		\$ 179,000	\$ 79,000	\$ 30,000	\$ 109,000	
STBG	23-44	\$ 348,000	\$ 197,000		\$ 223,000	\$ 209,800	\$ 629,800	\$ 224,800			\$ 1,034,000		\$ 1,258,800	\$ 224,800		\$ 738,000		\$ 962,800						\$ 2,851,400		\$ 3,199,400	
	23-49.2	\$ 348,000	\$ 197,000		\$ 209,800	\$ 406,800	\$ 224,800						\$ 224,800	\$ 224,800				\$ 224,800	\$ 244,000		\$ 2,243,000		\$ 2,487,000	\$ 3,343,400	\$ 568,000	\$ 4,259,400	
	DELTA				\$ (223,000)	\$ (223,000)				\$ (1,034,000)		\$ (1,034,000)			\$ (738,000)		\$ (738,000)	\$ 244,000		\$ 2,243,000		\$ 2,487,000	\$ 492,000	\$ 568,000	\$ 1,060,000		
TOTAL	23-44	\$ 1,280,000	\$ 289,000		\$ 234,000	\$ 225,000	\$ 748,000	\$ 281,000			\$ 1,086,000		\$ 1,367,000	\$ 281,000		\$ 775,000		\$ 1,056,000						\$ 3,171,000		\$ 4,451,000	
	23-49.2	\$ 1,280,000	\$ 289,000		\$ 225,000	\$ 514,000	\$ 281,000						\$ 281,000	\$ 281,000				\$ 281,000	\$ 305,000		\$ 2,361,000		\$ 2,666,000	\$ 3,742,000	\$ 598,000	\$ 5,620,000	
	DELTA				\$ (234,000)	\$ (234,000)				\$ (1,086,000)		\$ (1,086,000)			\$ (775,000)		\$ (775,000)	\$ 305,000		\$ 2,361,000		\$ 2,666,000	\$ 571,000	\$ 598,000	\$ 1,169,000		
TIP ID T6651 - I-95/I-495 MD 4 Bridges Replacement																											
DC/STATE	23-44	\$ 63,000	\$ 9,000			\$ 9,000	\$ 277,000				\$ 300,000	\$ 577,000	\$ 1,000		\$ 1,371,000	\$ 100,000	\$ 1,472,000					\$ 2,439,000		\$ 2,439,000	\$ 4,497,000	\$ 3,429,000	\$ 7,989,000
	23-49.2	\$ 63,000	\$ 9,000			\$ 9,000	\$ 277,000				\$ 300,000	\$ 577,000	\$ 1,000	\$ 53,000	\$ 100,000		\$ 154,000		\$ 70,000	\$ 462,000		\$ 532,000	\$ 1,272,000	\$ 2,510,000	\$ 3,845,000		
	DELTA				\$ (11,000)	\$ (11,000)				\$ (52,000)		\$ (52,000)		\$ 53,000	\$ (1,371,000)		\$ (1,318,000)		\$ 70,000	\$ (1,977,000)		\$ (1,907,000)	\$ (3,225,000)	\$ (919,000)	\$ (4,144,000)		
NHPP	23-44	\$ 325,000	\$ 397,000			\$ 397,000	\$ 2,995,000				\$ 1,200,000	\$ 4,195,000	\$ 1,289,000		\$ 5,486,000	\$ 400,000	\$ 7,175,000	\$ 644,000		\$ 9,758,000		\$ 10,402,000	\$ 22,169,000	\$ 13,718,000	\$ 36,212,000		
	23-49.2	\$ 325,000	\$ 397,000			\$ 397,000	\$ 2,995,000				\$ 1,200,000	\$ 4,195,000	\$ 1,289,000	\$ 185,000	\$ 400,000		\$ 1,874,000	\$ 644,000	\$ 247,000	\$ 8,782,000		\$ 9,673,000	\$ 16,139,000	\$ 44,250,000	\$ 60,714,000		
	DELTA				\$ (223,000)	\$ (223,000)				\$ (1,034,000)		\$ (1,034,000)		\$ 185,000	\$ (5,486,000)		\$ (5,301,000)	\$ 247,000	\$ (976,000)		\$ (729,000)	\$ (6,030,000)	\$ 30,532,000	\$ 24,502,000			
TOTAL	23-44	\$ 388,000	\$ 406,000			\$ 406,000	\$ 3,272,000				\$ 1,500,000	\$ 4,772,000	\$ 1,290,000		\$ 6,857,000	\$ 500,000	\$ 8,647,000	\$ 644,000		\$ 12,841,000		\$ 12,841,000	\$ 26,666,000	\$ 17,147,000	\$ 44,201,000		
	23-49.2	\$ 388,000	\$ 406,000			\$ 406,000	\$ 3,272,000				\$ 1,500,000	\$ 4,772,000	\$ 1,290,000	\$ 238,000	\$ 500,000		\$ 2,028,000	\$ 644,000	\$ 317,000	\$ 9,244,000		\$ 10,205,000	\$ 17,411,000	\$ 46,760,000	\$ 64,559,000		
	DELTA				\$ (234,000)	\$ (234,000)				\$ (1,086,000)		\$ (1,086,000)		\$ 238,000	\$ (6,857,000)		\$ (6,619,000)	\$ 317,000	\$ (2,953,000)		\$ (2,636,000)	\$ (9,255,000)	\$ 29,613,000	\$ 20,358,000			
TIP ID T5420 - MD 97 at Montgomery Hills Highway Reconstruction																											
DC/STATE	23-00	\$ 4,823,000	\$ 28,000	\$ 85		\$ 28,085		\$ 85,000				\$ 85,000											\$ 113,085		\$ 4,936,085		
	23-49.2	\$ 3,306,000	\$ 309,000	\$ 21,000		\$ 330,000	\$ 246,000	\$ 730,000				\$ 976,000	\$ 95,000	\$ 1,107,000		\$ 40,000	\$ 1,242,000	\$ 32,000	\$ 235,000		\$ 65,000	\$ 332,000	\$ 2,880,000	\$ 269,000	\$ 6,455,000		
	DELTA	\$ (1,517,00																									



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

October 25, 2024

The Honorable Christina Henderson
Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for five existing projects on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates SHA's programmed project expenditures and project schedule in FY 2023-2026 and beyond including changes to the federal funding sources. These projects are already included in the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction	(\$4,341)	Adds new preliminary engineering, utilities, and construction funds and decreases right-of-way funds.
6651	I-95/I-495 MD 4 Bridges Replacement	\$20,358	Adds right-of-way funds and construction funds.
6689	MD 225, Hawthorne Road, Bridge Replacement	\$1,169	Adds new preliminary engineering and construction funds.
11615	MD 6 La Plata Safety and Accessibility Improvements Project	(\$7,000)	Decreases construction funds.
13601	National Electric Vehicle Infrastructure (NEVI) Program	\$1,783	Adds new preliminary engineering and construction funds.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

The Honorable Christina Henderson
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We appreciate your cooperation in this matter. 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. I will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive style with a large, prominent "K" and "S".

Kari Snyder
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

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

MEMORANDUM

TO: MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY
(OPPPD) DIRECTOR MICHELLE MARTIN

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER

FROM: OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
CHIEF TARA PENDERS

SUBJECT: REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) *TJP* 10/24/2024

DATE: OCTOBER 24, 2024

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPPPD approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T5420	MD 97 at Montgomery Hills Highway Reconstruction	PE	\$2,387,000
		RW	(\$7,915,000)
		UT	\$526,000
		CO	\$661,000
T6651	I-95/I-495 MD 4 Bridges Replacement	RW	\$1,559,000
		CO	\$18,799,000
T6689	MD 225, Hawthorne Road, Bridge Replacement	PE	\$305,000
		CO	\$864,000
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	PE	N/A
		RW	N/A
		CO	(\$7,000,000)
T13601	National Electric Vehicle Infrastructure (NEVI) Program	PE	\$166,000
		CO	\$1,617,000

ANALYSIS

MD 97 at Montgomery Hills Highway Reconstruction (T5420) – This requested amendment reflects the addition of \$2,387,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T5420 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the reduction of \$7,915,000 in funds for the right-of-way phase, an addition of \$526,000 for utilities, and an addition of \$661,000 for the construction phase. This action reflects the conversion of \$12,864,000 in federal NHPP to federal HSIP funds, the conversion of \$2,229,000 of future funds to HSIP, and the addition of \$572,000 of federal HSIP funds. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$57,080,000 to \$52,739,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

I-95/I-495 MD 4 Bridges Replacement (T6651) – This requested amendment reflects the addition of \$1,559,000 in FY 2023-2026 TPB TIP funding for the right-of-way phase for T6651 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$31,047,000 in funds and the reduction of \$12,248,000 in funds for the construction phase, which constitutes a net increase of \$18,799,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$44,201,000 to \$64,559,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 225, Hawthorne Road, Bridge Replacement (T6689) – This requested amendment reflects the addition of \$305,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T6689 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$2,959,000 in funds and the reduction of \$2,095,000 in funds for the construction phase, which constitutes a net increase of \$864,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$4,451,000 to \$5,620,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 6 La Plata Safety and Accessibility Improvements Project (T11615) – This requested amendment reflects the conversion of \$923,000 in federal STBG funding to federal HSIP funding for the preliminary engineering phase for T11615 in the FY 2023-2026 TPB TIP to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment reflects the conversion of \$450,000 in federal STBG funds to federal HSIP funds for the right-of-way phase. This amendment also reflects the reduction of \$7,000,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$13,499,000 to \$6,499,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

National Electric Vehicle Infrastructure (NEVI) Program (T13601) – This requested amendment reflects the addition of \$166,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T13601 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$1,617,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$25,916,000 to \$27,699,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

Ms. Michelle Martin
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The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions 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 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA OPPE, RIPD Regional Planner, Mr. David Rodgers, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T5420 report
- FY 2022-2025 Maryland STIP project TPB T5420 report
- FY 2023-2026 TPB TIP project T6651 report
- FY 2022-2025 Maryland STIP project TPB 6651 report
- FY 2023-2026 TPB TIP project T6689 report
- FY 2022-2025 Maryland STIP project TPB 6689 report
- FY 2023-2026 TPB TIP project T11615 report
- FY 2022-2025 Maryland STIP project TPB 11615 report
- FY 2023-2026 TPB TIP project T13601 report
- FY 2022-2025 Maryland STIP project TPB 13601 report

cc: Maurice Agostino, P.E., Director, Office of Structures (OOS), SHA
Mr. Timothy Briner, Team Leader, Project Management, OOS, SHA
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway Development (OHD), SHA
Mr. Sean Boyle, Transportation Design Engineer, HDD, OHD, SHA
Jeff Davis, P.E., AICP, Deputy Director, OHD, SHA
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, OHD, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. John Narer, P.E., Team Leader, Project Management, OOS, SHA
Ms. Kelly Nash, P.E., Deputy Director, OOS, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Mr. David Schlie, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA
Kimberly Tran, P.E., District Engineer, District 5, SHA