

April 2, 2025

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: Ms. Laura Keeley
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) requests to amend the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to one existing and one new project in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This action reflects the updated programmed expenditures from FY 2022 to FY 2025 for the State Highway Administration (SHA) projects listed below. The changes to the I-95/I-495 Interchange at Medical Center Drive project include new state funds for preliminary engineering and a reduction in federal funds for preliminary engineering as well as shifting the completion of the project and its associated funds to out years. The US 340 Ramp Modifications is a single advertisement project that originated in the safety-spot areawide and is now being listed individually. This amendment has been assigned MDOT Control #22-216, and these projects either do not affect or are already included in the Air Quality Conformity Determination for Visualize 2045.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
I-95/I-495 Interchange at Medical Center Drive	11578	NHPP, State	(\$5,686)
US 340 Ramp Modifications	13665	HSIP, State	\$1,907

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

The TPB approved the amendment to its TIP on March 7, 2025. The approvals and supporting documentation are attached. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first name "Kari" being more prominent than the last name "Snyder".

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 23-57.2 WHICH ADDS A NEW PROJECT, US 340 RAMP MODIFICATIONS AND ADDS FUNDING FOR I-95/I-495 INTERCHANGE AT MEDICAL CENTER DRIVE, 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 has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-57.2 which reduces \$5,720,000 in state and National Highway Performance Program (NHPP) funds for the PE phase of **I-95/I-495 Interchange at Medical Center Drive (T11578)** in FY23-26. The project's total cost is increasing from \$9,958,000 to \$84,451,000 which includes costs in years prior to and beyond the FY 2023-2026 TIP. The new project, **US 340 Ramp Modifications (T13665)**, programs \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds in the TIP years. The total project cost is \$17,079,000 including funding programmed in years prior to and beyond the TIP years, as described in the attached materials; and

WHEREAS, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-57.2 creating the 57th amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

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

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval,
- ATTACHMENT B) Program Summary by Fund report demonstrates that the TIP is fiscally constrained.
- ATTACHMENT C) Letter from MDOT dated March 4, 2025, requesting the amendment; 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 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 23-57.2 which reduces \$5,720,000 in state and NHPP funds for the PE phase of **I-95/I-495 Interchange at Medical Center Drive (T11578)** in FY23-26. The project's total cost is increasing from \$9,958,000 to \$84,451,000 which includes costs in years prior to and beyond the FY 2023-2026 TIP. The new project, **US 340 Ramp Modifications (T13665)**, programs \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds in the TIP years. The total project cost is \$17,079,000 including funding programmed in years prior to and beyond the TIP years, as described in the attached materials

ATTACHMENT A

T11578 - I-95/I-495 Interchange at Medical Center Drive

Lead Agency
Maryland Department of
Transportation - State Highway
Administration

Project Type
Study/Planning/Research

County
Prince Georges

From
@ Medical Center Drive

Agency Project ID
PGA201 1

Municipality
-

To
-

Completion Date
2035

Total Cost
\$84,451,000

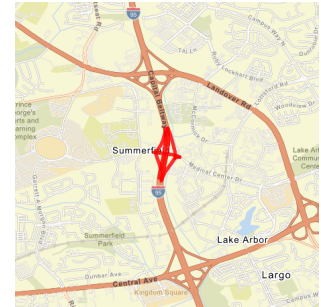
Project Description

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$126,000	\$382,000	\$383,000	\$25,000	-	\$292,000	\$1,208,000
Preliminary Engineering	NHPP	\$397,000	\$1,210,000	\$1,210,000	\$475,000	-	\$2,625,000	\$5,917,000
Total Preliminary Engineering		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$2,917,000	\$7,125,000
Right of Way	DC/STATE	-	-	-	-	-	\$665,000	\$665,000
Right of Way	NHPP	-	-	-	-	-	\$3,561,000	\$3,561,000
Total Right of Way		-	-	-	-	-	\$4,226,000	\$4,226,000
Construction	TBD	-	-	-	-	-	\$71,000,000	\$71,000,000
Total Construction		-	-	-	-	-	\$71,000,000	\$71,000,000
Utility	DC/STATE	-	-	-	-	-	\$210,000	\$210,000
Utility	NHPP	-	-	-	-	-	\$1,890,000	\$1,890,000
Total Utility		-	-	-	-	-	\$2,100,000	\$2,100,000
Total Prior Costs		\$523,000	-	-	-	-	-	\$523,000
Total Future Costs		-	-	-	-	-	\$80,243,000	\$80,243,000
Total Programmed		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$80,243,000	\$84,451,000

**CURRENT
CHANGE
REASON**

Schedule / Funding / Scope- Update Cost change(s), Adding, decreasing, and shifting funds to reflect updated programmed project expenditures, project schedules, and future project funding needs. due to Adding, decreasing, and shifting funds to reflect updated programmed project expenditures, project schedules, and future project funding needs. These funds include includes funding in years prior to and beyond the FY 2023-2026 TPB TIP.



NHPP

- Decrease funds in FY 2022 in PE from \$473,000 to \$397,000
- Decrease funds in FY 2023 in PE from \$2,835,000 to \$1,210,000
- Decrease funds in FY 2024 in PE from \$2,835,000 to \$1,210,000
- Decrease funds in FY 2025 in PE from \$2,835,000 to \$475,000
- + Increase funds in FY 2027 in PE from \$0 to \$1,485,000
- + Increase funds in FY 2027 in ROW from \$0 to \$1,315,000
- + Increase funds in FY 2028 in PE from \$0 to \$1,140,000
- + Increase funds in FY 2028 in ROW from \$0 to \$2,246,000
- + Increase funds in FY 2028 in UT from \$0 to \$818,000
- + Increase funds in FY 2029 in UT from \$0 to \$1,072,000

**FUNDING
CHANGES**

DC/STATE

- + Increase funds in FY 2022 in PE from \$50,000 to \$126,000
- + Increase funds in FY 2023 in PE from \$300,000 to \$382,000
- + Increase funds in FY 2024 in PE from \$300,000 to \$383,000
- Decrease funds in FY 2025 in PE from \$300,000 to \$25,000
- + Increase funds in FY 2027 in PE from \$0 to \$165,000
- + Increase funds in FY 2027 in ROW from \$0 to \$415,000
- + Increase funds in FY 2028 in PE from \$0 to \$127,000
- + Increase funds in FY 2028 in ROW from \$0 to \$250,000
- + Increase funds in FY 2028 in UT from \$0 to \$91,000
- + Increase funds in FY 2029 in UT from \$0 to \$119,000

TBD

- Decrease funds in FY 2027 in OTHER from \$30,000 to \$0
- + Increase funds in FY 2030 in CON from \$0 to \$71,000,000

**FEDERAL
PROJECT
COST**

Increased from \$8,978,000 to \$11,368,000 (26.62%)

**TOTAL
PROJECT
COST**

Increased from \$9,958,000 to \$84,451,000 (748.07%)

T13665 - US 340 Ramp Modifications

Lead Agency
Maryland Department of
Transportation - State Highway
Administration

Project Type
Road - Interchange improvements

County
Frederick

From
-

Agency Project ID
-

Municipality
-

To
-

Completion Date
2027

Total Cost
\$17,079,000

Project Description
Extending acceleration ramps along US 340 at MD 17, MD 180 and US 15 NB

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$330,000	\$21,000	\$21,000	\$21,000	\$21,000	-	\$414,000
Preliminary Engineering	HSIP	-	\$392,000	\$392,000	\$392,000	\$392,000	-	\$1,568,000
Total Preliminary Engineering		\$330,000	\$413,000	\$413,000	\$413,000	\$413,000	-	\$1,982,000
Construction	DC/STATE	-	-	-	\$38,000	\$286,000	\$430,000	\$754,000
Construction	HSIP	-	-	-	\$731,000	\$5,442,000	\$8,170,000	\$14,343,000
Total Construction		-	-	-	\$769,000	\$5,728,000	\$8,600,000	\$15,097,000
Total Prior Costs		\$330,000	-	-	-	-	-	\$330,000
Total Future Costs		-	-	-	-	-	\$8,600,000	\$8,600,000
Total Programmed		\$330,000	\$413,000	\$413,000	\$1,182,000	\$6,141,000	\$8,600,000	\$17,079,000

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$15,911,000

TOTAL PROJECT COST

Stays the same \$17,079,000

Attachment B: Financial Constraint - Maryland Agencies

Fund Type	Prior	2023	2024	2025	2026	Future	Total
BUILD	\$0	\$0	\$4,720,000	\$47,024,000	\$0	\$0	\$51,744,000
Earmark - CPF	\$0	\$0	\$2,000,000	\$15,770,000	\$210,000	\$0	\$17,980,000
NHPP	\$0	\$228,739,157	\$274,464,253	\$183,238,076	\$252,362,656	\$0	\$938,804,142
Federal Subtotal	\$0	\$228,739,157	\$281,184,253	\$246,032,076	\$252,572,656	\$0	\$1,008,528,142
DC/STATE	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
State Subtotal	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
LOCAL	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
Local Subtotal	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
Grand Total	\$0	\$889,480,522	\$654,041,440	\$588,400,381	\$612,095,323	\$0	\$2,744,017,666

March 4, 2025

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

Dear Chair Walkinshaw:

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 one existing and one new project on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates the programmed expenditures and schedule in FY 2023-2026 for the I-95/I-495 Interchange at Medical Center Drive project, and shifts and programs funds outside the years of the TIP. Additionally, this amendment adds the US 340 Ramp Modifications as a new project to the TIP, and neither of these actions affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11578	I-95/I-495 Interchange at Medical Center Drive	(\$ 5,720)	Adds new state funds for preliminary engineering, reduces federal funds for preliminary engineering shifts funds to out years.
13665	US 340 Ramp Modifications	\$8,149	Adds new project and new funds for preliminary engineering and construction.

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

The Honorable James Walkinshaw
Page Two

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 fluid and cursive, with the first letters of each word being capitalized and prominent.

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

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, 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
OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
CHIEF TARA PENDERS *TP* 2/26/2025

SUBJECT: REQUEST TO AMEND THE FISCAL YEAR (FY) 2023-2026
NATIONAL CAPITAL TRANSPORTATION PLANNING BOARD
(TPB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: FEBRUARY 26, 2025

**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 the amendment of the FY 2023-2026 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T11578	I-95/I-495 Interchange at Medical Center Drive	PE	(\$5,720,000)
T13665	US 340 Ramp Modifications	PE CO	\$1,652,000 \$6,497,000

ANALYSIS

I-95/I-495 Interchange at Medical Center Drive (T11578) – This amendment reflects the addition of \$165,000 in funds from the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T6653 and the reduction of \$5,885,000 in preliminary engineering, which is a net decrease of \$5,720,000. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$9,958,000 to \$84,451,000, which includes costs in years prior to and beyond the FY 2023-2026 TPB TIP. These costs include the addition of \$2,993,000 and a reduction of \$76,000 in programmed funds for the preliminary engineering phase in years prior to and beyond the FY 2023-2026 TPB TIP, which is a net increase of \$2,917,000. These costs also include \$4,226,000 in programmed funds for the right-of-way phase and the addition of \$2,100,000 in programmed fund for utilities in years beyond the FY 2023-2026 TPB TIP, and the reduction of \$30,000 in funds classified as "other" for FY 2030. These costs also include \$71,000,000 in anticipated construction funds beyond the FY 2023-2026 TPB TIP that are needed to complete the project.

US 340 Ramp Modifications (T13665) – This amendment reflects the addition of a new project into the FY 2023-2026 TPB TIP for the US 340 Ramp Modifications project. This amendment reflects the addition of \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds to FY 2023-2026 TPB TIP for TPB T5838. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is \$17,079,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

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 2025-2030 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 RIPD Regional Planner, Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov.

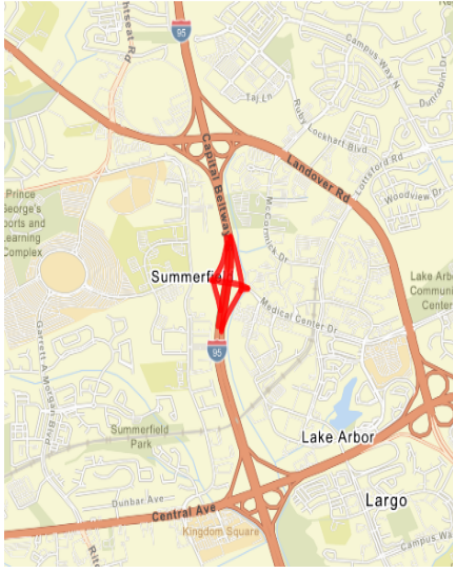
Ms. Michelle Martin
Page Three

ATTACHMENTS

- FY 2023-2026 TPB TIP project T11578 report
- FY 2022-2025 Maryland STIP project TPB 11578 report
- FY 2023-2026 TPB TIP project T13665 report
- FY 2022-2025 Maryland STIP project TPB 13665 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division, Office of Highway
Development (OHD), SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Eric Marabello, P.E., Director, OHD, SHA
Andrew Ratcliffe, P.E., District Engineer, District 7, SHA
Mr. David Rodgers, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA
Robert Stewart, P.E., PTOE, Team Leader, District 3 - Traffic, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA
Ms. April Stitt, Chief, Engineering Systems Team, District 7, SHA

T11578 - I-95/I-495 Interchange at Medical Center Drive



Lead Agency
Maryland Department of Transportation - State Highway Administration

Project Type
Study/Planning/Research

County
Prince Georges

From
@ Medical Center Drive

Agency Project ID
PGA201 1

Municipality
-

To
-

Completion Date
2035

Total Cost
\$84,451,000

Project Description

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$126,000	\$382,000	\$383,000	\$25,000	-	\$292,000	\$1,208,000
Preliminary Engineering	NHPP	\$397,000	\$1,210,000	\$1,210,000	\$475,000	-	\$2,625,000	\$5,917,000
Total Preliminary Engineering		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$2,917,000	\$7,125,000
Right of Way	DC/STATE	-	-	-	-	-	\$665,000	\$665,000
Right of Way	NHPP	-	-	-	-	-	\$3,561,000	\$3,561,000
Total Right of Way		-	-	-	-	-	\$4,226,000	\$4,226,000
Construction	TBD	-	-	-	-	-	\$71,000,000	\$71,000,000
Total Construction		-	-	-	-	-	\$71,000,000	\$71,000,000
Utility	DC/STATE	-	-	-	-	-	\$210,000	\$210,000
Utility	NHPP	-	-	-	-	-	\$1,890,000	\$1,890,000
Total Utility		-	-	-	-	-	\$2,100,000	\$2,100,000
Total Prior Costs		\$523,000	-	-	-	-	-	\$523,000
Total Future Costs		-	-	-	-	-	\$80,243,000	\$80,243,000
Total Programmed		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$80,243,000	\$84,451,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11578 MC# 22-39 Approved 9/7/2022


SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 Interchange at Medical Center Drive (PGA201)	A	Nonattainment/TPB tbd	PACM/CE - Pending; Summer 2025	\$ 8,978	\$ 950	\$ 9,928
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-1 FY 2023	\$ (5,686)	\$ (34)	\$ (5,720)

Description A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).

Justification The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 523	\$ 3,135	\$ 3,135	\$ 3,135	\$ 9,928
		Federal	\$ 473	\$ 2,835	\$ 2,835	\$ 2,835	\$ 8,978
		State/Local	\$ 50	\$ 300	\$ 300	\$ 300	\$ 950
	Proposed (000s)	Total	\$ 523	\$ 1,592	\$ 1,593	\$ 500	\$ 4,208
		Federal	\$ 397	\$ 1,210	\$ 1,210	\$ 475	\$ 3,292
		State/Local	\$ 126	\$ 382	\$ 383	\$ 25	\$ 916
	Change (000s)	Total	\$ -	\$ (1,543)	\$ (1,542)	\$ (2,635)	\$ (5,720)
		Federal	\$ (76)	\$ (1,625)	\$ (1,625)	\$ (2,360)	\$ (5,686)
		State/Local	\$ 76	\$ 82	\$ 83	\$ (275)	\$ (34)

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 473	\$ -	\$ 2,835	\$ -	\$ 2,835	\$ -	\$ 2,835	\$ -	\$ 8,978	\$ -	\$ 8,978
	State	\$ -	\$ 50	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 950	\$ 950
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 473	\$ 50	\$ 2,835	\$ 300	\$ 2,835	\$ 300	\$ 2,835	\$ 300	\$ 8,978	\$ 950	\$ 9,928

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 397	\$ -	\$ 1,210	\$ -	\$ 1,210	\$ -	\$ 475	\$ -	\$ 3,292	\$ -	\$ 3,292
	State	\$ -	\$ 126	\$ -	\$ 382	\$ -	\$ 383	\$ -	\$ 25	\$ -	\$ 916	\$ 916
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 397	\$ 126	\$ 1,210	\$ 382	\$ 1,210	\$ 383	\$ 475	\$ 25	\$ 3,292	\$ 916	\$ 4,208

Change													
Phase		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Funding		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PE	NHPP	\$ (76)	\$ -	\$ (1,625)	\$ -	\$ (1,625)	\$ -	\$ (2,360)	\$ -	\$ (5,686)	\$ -	\$ (5,686)	
	State	\$ -	\$ 76	\$ -	\$ 82	\$ -	\$ 83	\$ -	\$ (275)	\$ -	\$ (34)	\$ (34)	
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total		\$ (76)	\$ 76	\$ (1,625)	\$ 82	\$ (1,625)	\$ 83	\$ (2,360)	\$ (275)	\$ (5,686)	\$ (34)	\$ (5,720)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost			
Federal		\$ -		Federal		\$ 3,292		Federal		\$ 8,076		Federal	\$ 11,368
State/Local		\$ -		State/Local		\$ 916		State/Local/Other*		\$ 72,167		State/Local/Other*	\$ 73,083
Total		\$ -		Total		\$ 4,208		Total		\$ 80,243		Total	\$ 84,451

T13665 - US 340 Ramp Modifications

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Interchange improvements
County	Frederick
From	-
Agency Project ID	-
Municipality	-
To	-
Completion Date	2027
Total Cost	\$17,079,000
Project Description	Extending acceleration ramps along US 340 at MD 17, MD 180 and US 15 NB

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	\$330,000	\$21,000	\$21,000	\$21,000	\$21,000	-	\$414,000
Preliminary Engineering	HSIP	-	\$392,000	\$392,000	\$392,000	\$392,000	-	\$1,568,000
Total Preliminary Engineering		\$330,000	\$413,000	\$413,000	\$413,000	\$413,000	-	\$1,982,000
Construction	DC/STATE	-	-	-	\$38,000	\$286,000	\$430,000	\$754,000
Construction	HSIP	-	-	-	\$731,000	\$5,442,000	\$8,170,000	\$14,343,000
Total Construction		-	-	-	\$769,000	\$5,728,000	\$8,600,000	\$15,097,000
Total Prior Costs		\$330,000	-	-	-	-	-	\$330,000
Total Future Costs		-	-	-	-	-	\$8,600,000	\$8,600,000
Total Programmed		\$330,000	\$413,000	\$413,000	\$1,182,000	\$6,141,000	\$8,600,000	\$17,079,000


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13665

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 340 Ramp Modifications (FR7021)	A	Exempt	PCE 2024	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-F-8	\$ 1,907	\$ 156	\$ 2,063
Description	Extending acceleration ramps along US 340 at MD 17, MD 180, and US 15 NB					
Justification	Project will increase safety by eliminating a yield/no-merge configuration at five entrance ramps					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$ 55	\$ 413	\$ 413	\$ 1,182	\$ 2,063
		Federal	\$ -	\$ 392	\$ 392	\$ 1,123	\$ 1,907
		State/Local	\$ 55	\$ 21	\$ 21	\$ 59	\$ 156
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$ 55	\$ 413	\$ 413	\$ 1,182	\$ 2,063
		Federal	\$ -	\$ 392	\$ 392	\$ 1,123	\$ 1,907
		State/Local	\$ 55	\$ 21	\$ 21	\$ 59	\$ 156
<div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>							

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	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	HSIP	\$ -	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 1,176	\$ -	\$ 1,176
	State	\$ -	\$ 55	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 118	\$ 118
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 731	\$ -	\$ 731	\$ -	\$ 731
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38	\$ 38
Total		\$ -	\$ 55	\$ 392	\$ 21	\$ 392	\$ 21	\$ 1,123	\$ 59	\$ 1,907	\$ 156	\$ 2,063

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	HSIP	\$ -	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 1,176	\$ -	\$ 1,176
	State	\$ -	\$ 55	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 118	\$ 118
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 731	\$ -	\$ 731	\$ -	\$ 731
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38	\$ 38
Total		\$ -	\$ 55	\$ 392	\$ 21	\$ 392	\$ 21	\$ 1,123	\$ 59	\$ 1,907	\$ 156	\$ 2,063
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost			
Federal			\$ -	Federal			\$ 1,907	Federal			\$ 14,004	Federal \$ 15,911
State/Local			\$ 275	State/Local			\$ 156	State/Local			\$ 737	State/Local \$ 1,168
Total			\$ 275	Total			\$ 2,063	Total			\$ 14,741	Total \$ 17,079