

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: Mr. Daniel Koenig  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to two existing projects in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA) and the Montgomery County Department of Transportation (MCDOT).

This action reflects the updated programmed expenditures from FY 2022 to FY 2025 for the projects listed below. MTA's project, Rural Transit Systems – Operating Assistance, is being updated to the project's cost estimate for the current fiscal year which is consistent with Section 5311 funding allocated to the Washington region recipients in FY 2025, and MCDOT's Veirs Mill Bus Rapid Transit project only updates federal Section 5309 funds outside the years of the STIP. This administrative modification has been assigned MDOT Control #22-220, and these projects 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)
Rural Transit Systems – Operating Assistance	2853	5311, Local, State	\$788
Veirs Mill Bus Rapid Transit	12005	5309, Local, State	\$0

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
Page Two

The TPB approved both modifications to its TIP on March 14, 2025, and 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](mailto: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 letters of each name being capitalized and prominent.

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

**From:** [Leonardo Pineda](#)  
**To:** [Kari Snyder](#)  
**Cc:** [Eric Beckett](#); [Stephen Miller](#); [Jacob Dunkle](#); [Andrew Austin](#); [Sara Brown](#); [Lyn Erickson](#); [Kanti Srikanth](#)  
**Subject:** RE: Administrative Modification Request - MTA T2853: Rural Transit Systems – Operating Assistance  
**Date:** Friday, March 14, 2025 9:56:38 AM  
**Attachments:** [Attachment A - MDOT MTA 23-58 - Overview Report.pdf](#)  
[Attachment B - MDOT MTA 23-58 - Financial Constraint Summary.pdf](#)  
[Excerpt from TIP Appendix B - Definitions of Amendments and Administrative Modifications.pdf](#)

Good morning Ms. Snyder,

This is to acknowledge the receipt and processing of the Maryland Department of Transportation's (MDOT) request for administrative modifications to the project listed below in the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP). Approved under TIP Action 23-58, the TPB's modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described in the attached materials for the following projects and programs:

AGENCY	TIP ID	PROJECT/PROGRAM TITLE	COST	COST AFTER	CHANGE SUMMARY
			BEFORE		
MDOT	T2853	Rural Transit – Operating Assistance	\$5,496,000	\$7,072,000	Total Project cost increases 28.68%. Increases in Federal, State, and Local funding.

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

The attached materials include:

- A. a Project Overview Report showing how the project will appear in the TIP along with a complete listing of all changes made for this newest approved version of the record;
- B. a Financial Constraint Summary Table demonstrating financial constraint
- C. an excerpt of pages from Appendix B of the FY 2023-2026 TIP, providing the definitions for amendments and administrative modifications.

This administrative modification is approved and effective as of March 14, 2025. Please keep TPB staff apprised whenever your agency makes any requests to formally amend your STIP.

Should you have any questions on the matter please contact Andrew Austin on the TPB's staff at 202-962-3353 OR [aaustin@mwkog.org](mailto:aaustin@mwkog.org).

Sincerely,  
Kanti Srikanth  
Director – MWCOG, Dept. of Transportation Planning  
Staff Director – Transportation Planning Board  
202-962-3257 (Direct)  
202-962-3202 (Fax)

Sent on behalf of Kanti Srikanth by Leonardo Pineda

**From:** Kari Snyder <[ksnyder3@mdot.maryland.gov](mailto:ksnyder3@mdot.maryland.gov)>

**Sent:** Thursday, March 13, 2025 3:08 PM

**To:** Andrew Austin <[aaustin@mwkog.org](mailto:aaustin@mwkog.org)>; Leonardo Pineda <[lpineda@mwkog.org](mailto:lpineda@mwkog.org)>; Sara Brown <[sbrown@mwkog.org](mailto:sbrown@mwkog.org)>

**Cc:** Eric Beckett <[ebeckett@mdot.maryland.gov](mailto:ebeckett@mdot.maryland.gov)>; Stephen Miller <[SMiller6@mdot.maryland.gov](mailto:SMiller6@mdot.maryland.gov)>; Jacob Dunkle <[JDunkle2@mdot.maryland.gov](mailto:JDunkle2@mdot.maryland.gov)>

**Subject:** Administrative Modification Request - MTA T2853: Rural Transit Systems – Operating Assistance

Andrew and Leo,

MTA is requesting the approval of an administrative modification for the following item:

T2853 – Rural Transit Systems – Operating Assistance

5311: Adding \$788,000

Local/State: Adding \$788,000

These changes reflect updates to the project's cost estimate for the current fiscal year and are consistent with Section 5311 funding allocated to the Washington region recipients in FY 2025. The total project cost in the FY 23-26 TIP for this project is less than \$10 million (\$7.07M) and the requested funding increase (28.68%) is less than 30% of the total project cost, which is allowable as an administrative modification under MDOT's STIP Procedures MOU. MTA staff made the changes to the PIT database, and please see the attached MTA memo and TIP and STIP MDOT reports for additional information.

At your earliest convenience, please provide the approval for processing.

Thank you,

Kari



**Kari Snyder**  
Regional Planner  
Office of Planning, Programming, and Project Delivery

410.865.1305 office  
[ksnyder3@mdot.maryland.gov](mailto:ksnyder3@mdot.maryland.gov)

**Maryland Department of Transportation**  
7201 Corporate Center Drive, Hanover, MD 21076

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# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T2853


## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Rural Transit - Operating Assistance	B	Exempt		\$ 2,061	\$ 2,061	\$ 4,122
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MTA	BRTB	Multiple	\$ 788	\$ 788	\$ 1,576

Description: Operating Assistance for Rural Service in Charles, Frederick, Montgomery, and Prince George's counties.

Justification: Operating Assistance will enable Charles, Frederick, Montgomery, and Prince George's counties fund transportation systems to finance the operation of their services.

## 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	Current (000s)	Total	\$ -	\$ 1,374	\$ 1,374	\$ 1,374	\$ 4,122
		Federal	\$ -	\$ 687	\$ 687	\$ 687	\$ 2,061
		State/Local	\$ -	\$ 687	\$ 687	\$ 687	\$ 2,061
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$ -	\$ 1,374	\$ 1,374	\$ 2,950	\$ 5,698
		Federal	\$ -	\$ 687	\$ 687	\$ 1,475	\$ 2,849
		State/Local	\$ -	\$ 687	\$ 687	\$ 1,475	\$ 2,849
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 1,576	\$ 1,576
		Federal	\$ -	\$ -	\$ -	\$ 788	\$ 788
		State/Local	\$ -	\$ -	\$ -	\$ 788	\$ 788
 MARYLAND DEPARTMENT OF TRANSPORTATION							

## 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
OTH	5311	\$ -	\$ -	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 2,061	\$ 2,061	\$ 4,122
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 2,061	\$ 2,061	\$ 4,122

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
OTH	5311	\$ -	\$ -	\$ 687	\$ 687	\$ 687	\$ 687	\$ 1,475	\$ 1,475	\$ 2,849	\$ 2,849	\$ 5,698
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 687	\$ 687	\$ 687	\$ 687	\$ 1,475	\$ 1,475	\$ 2,849	\$ 2,849	\$ 5,698

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
OTH	5311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 788	\$ 788	\$ 788	\$ 788	\$ 1,576
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 788	\$ 788	\$ 788	\$ 788	\$ 1,576

## TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 2,849	Federal	\$ 687	Federal	\$ 3,536
State/Local	\$ -	State/Local	\$ 2,849	State/Local	\$ 687	State/Local	\$ 3,536
Total	\$ -	Total	\$ 5,698	Total	\$ 1,374	Total	\$ 7,072

T2853 - Rural Transit - Operating Assistance

Lead Agency  
Maryland Department of  
Transportation - Maryland Transit  
Administration

Project Type  
Bus/BRT - Operating

County  
Charles, Frederick, Montgomery,  
Prince Georges

From  
-

Agency Project ID  
Part of 0218

Municipality  
-

To  
-

Completion Date  
2026

Total Cost  
\$7,072,000

Project Description  
Operating assistance for rural service in Charles, Frederick, Montgomery, and  
Prince George's counties

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Other	DC/STATE	-	\$343,500	\$343,500	\$148,000	\$343,500	-	\$1,178,500
Other	LOCAL	-	\$343,500	\$343,500	\$1,327,000	\$343,500	-	\$2,357,500
Other	S. 5311	-	\$687,000	\$687,000	\$1,475,000	\$687,000	-	\$3,536,000
Total Other		-	\$1,374,000	\$1,374,000	\$2,950,000	\$1,374,000	-	\$7,072,000
Total Programmed		-	\$1,374,000	\$1,374,000	\$2,950,000	\$1,374,000	-	\$7,072,000

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Cost change(s)
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "23-00" to "23-58"</p> <p>Primary Contact changed from "None" to "Stephen Miller"</p> <p>Secondary Agency changed from "None" to "Charles County, Frederick County, Montgomery County, Prince Georges County"</p> <p>Estimated Completion Date changed from "None" to "2026"</p> <p>Complete Streets changed from "None" to "Not Applicable"</p> <p>Phone (10-Digit) changed from "None" to "9172141150"</p> <p>Source Document changed from "None" to "N/a"</p> <p>Email changed from "None" to "<a href="mailto:smiller6@mdot.maryland.gov">smiller6@mdot.maryland.gov</a>"</p> <p>Source Document Page/Record Link changed from "None" to "<a href="https://www.mta.maryland.gov/">https://www.mta.maryland.gov/</a>"</p> <p>Bicycle/Pedestrian Accommodations changed from "None" to "Not Applicable"</p>
<b>FUNDING CHANGES</b>	<p><b>S. 5311</b></p> <p>+ Increase funds in FY 2025 in OTHER from \$687,000 to \$1,475,000</p> <p><b>LOCAL</b></p> <p>+ Increase funds in FY 2025 in OTHER from \$343,500 to \$1,327,000</p> <p><b>DC/STATE</b></p> <p>- Decrease funds in FY 2025 in OTHER from \$343,500 to \$148,000</p>
<b>FEDERAL PROJECT COST</b>	Increased from \$2,748,000 to \$3,536,000 (28.68%)
<b>TOTAL PROJECT COST</b>	Increased from \$5,496,000 to \$7,072,000 (28.68%)


# National Capital Region TIP FY2023-2026

MDOT TIP # T2853

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)		
				Federal	State/Local	Total
Rural Transit - Operating Assistance	B	Exempt	n/a	\$ -	\$ -	\$ 5,496
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		\$ 788	\$ 788	\$ 1,576
Description	Operating Assistance for Rural Servie in Charles, Frederick, Montgomery, and Prince George's counties.					
Justification	Operating Assistance will enable Charles, Frederick, Montgomery, and Prince George's counties fund transportation systems to finance the operation of their services.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2023	FY 2024	FY 2025	FY 2026	Total
<input type="checkbox"/> A) Adds new individual projects to the current TIP <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 TIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction fun	Current (000s)	Total	\$ 1,374	\$ 1,374	\$ 1,374	\$ 1,374	\$ 5,496
		Federal	\$ 687	\$ 687	\$ 687	\$ 687	\$ 2,748
		State/Local	\$ 687	\$ 687	\$ 687	\$ 687	\$ 2,748
	Proposed (000s)	Total	\$ 1,374	\$ 17,926	\$ 8,963	\$ 8,963	\$ 37,226
		Federal	\$ 687	\$ 8,963	\$ 4,482	\$ 4,482	\$ 18,613
		State/Local	\$ 687	\$ 8,963	\$ 4,482	\$ 4,482	\$ 18,613
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -

## PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5311 Operating	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 2,748	\$ 2,748	\$ 5,496
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 687	\$ 2,748	\$ 2,748	\$ 5,496

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5311 Operating	\$ 687	\$ 687	\$ 687	\$ 687	\$ 1,475	\$ 1,475	\$ 687	\$ 687	\$ 3,536	\$ 3,536	\$ 7,072
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 687	\$ 687	\$ 687	\$ 687	\$ 1,475	\$ 1,475	\$ 687	\$ 687	\$ 3,536	\$ 3,536	\$ 7,072

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	5311 Operating	\$ -	\$ -	\$ -	\$ -	\$ 788	\$ 788	\$ -	\$ -	\$ 788	\$ 788	\$ 1,576
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 788	\$ 788	\$ -	\$ -	\$ 788	\$ 788	\$ 1,576

## TOTAL PROJECT COST

Prior Cost (≤ FY 2023)		TIP Cost (FY 2024-2027)		Balance to Complete (≥ FY 2028)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,536	Federal	\$ -	Federal	\$ 3,536
State/Local	\$ -	State/Local	\$ 3,536	State/Local	\$ -	State/Local	\$ 3,536
Total	\$ -	Total	\$ 7,072	Total	\$ -	Total	\$ 7,072

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

**ATTN:** OPCP REGIONAL PLANNER KARI SNYDER  
OPCP REGIONAL PLANNER DAN JANOUSEK

**FROM:** DIRECTOR ERIC BECKETT *Eric Beckett*  
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT  
MARYLAND TRANSIT ADMINISTRATION (MTA)

**DATE:** MARCH 6, 2025

**SUBJECT:** REQUEST FOR AN ADMINISTRATIVE MODIFICATION TO THE FISCAL  
YEAR 2023-2026 TRANSPORTATION PLANNING BOARD (TPB)  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## **PURPOSE OF MEMORANDUM**

To request OPSPD request TPB to approve the following TIP administrative modification and, upon TPB approval, notify the Federal Transit Administration (FTA) of the administrative modification to the TPB FY 2023-FY2026 TIP. This administrative modification will add \$788,000 in 5311 funds and \$788,000 in local and state match (approximately 90% of match is local).

## **SUMMARY**

The MTA requests that the TPB approve the administrative modification to the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
T2853	Rural Transit Systems – Operating Assistance	5311	\$788,000
		Local/State	\$788,000



## **ANALYSIS**

This project provides operating assistance to rural transit systems in Charles, Frederick, Montgomery, and Prince George's counties. This request supports rural operations in those counties. This administrative modification will add \$788,000 in 5311 funds and \$788,000 in local and state match (approximately 90% of match is local).

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested administrative modification with respect to funding for the project above. The requested action will not impact on scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please approve the administrative modification to the FY2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at [smiller6@mta.maryland.gov](mailto:smiller6@mta.maryland.gov).

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, MTA  
Ms. Amanda Wilson, Grants Administrator, Capital Programming and Asset Management, MTA

MDOT MTA Financial Constraint Summary					
Fund Type	2023	2024	2025	2026	Total
S. 5311	\$687,000	\$687,000	\$1,475,000	\$687,000	\$3,536,000
<b>Federal Subtotal</b>	<b>\$687,000</b>	<b>\$687,000</b>	<b>\$1,475,000</b>	<b>\$687,000</b>	<b>\$3,536,000</b>
DC/STATE	\$343,500	\$343,500	\$148,000	\$343,500	\$1,178,500
<b>State Subtotal</b>	<b>\$343,500</b>	<b>\$343,500</b>	<b>\$148,000</b>	<b>\$343,500</b>	<b>\$1,178,500</b>
LOCAL	\$343,500	\$343,500	\$1,327,000	\$343,500	\$2,357,500
<b>Local Subtotal</b>	<b>\$343,500</b>	<b>\$343,500</b>	<b>\$1,327,000</b>	<b>\$343,500</b>	<b>\$2,357,500</b>
<b>Grand Total</b>	<b>\$1,374,000</b>	<b>\$1,374,000</b>	<b>\$2,950,000</b>	<b>\$1,374,000</b>	<b>\$7,072,000</b>

**From:** Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>

Sent: Tuesday, March 11, 2025 3:23 PM  
To: Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
Subject: RE: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

Any thoughts, Andrew? Sorry again for the brain teaser...

Chris

From: Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
Sent: Monday, March 10, 2025 11:34 AM  
To: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>  
Cc: Sara Brown <[sbrown@mwco.org](mailto:sbrown@mwco.org)>; Leonardo Pineda <[lpineda@mwco.org](mailto:lpineda@mwco.org)>  
Subject: Re: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

[EXTERNAL EMAIL]

Hi Chris,

Just giving you a heads-up that we have an answer for you, but I need to compile a few additional notes to send along with that answer. But we're keeping the ad-mod window open for you to get this in. Stay tuned!

Andrew

Andrew Austin  
TPB Transportation Planner

Phone: (202) 962-3353

Email: [aaustin@mwco.org](mailto:aaustin@mwco.org)

[Chat with me on Teams!](#)

From: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>  
Sent: Friday, March 7, 2025 4:47 PM  
To: Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
Cc: Sara Brown <[sbrown@mwco.org](mailto:sbrown@mwco.org)>; Leonardo Pineda <[lpineda@mwco.org](mailto:lpineda@mwco.org)>  
Subject: RE: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

If possible, I would love an extension to make this work. Just let me know which of the entries to work from and I can go from there. Sorry for the headache, but thanks for the help!

Chris

From: Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
Sent: Friday, March 7, 2025 4:28 PM  
To: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>  
Cc: Sara Brown <[sbrown@mwco.org](mailto:sbrown@mwco.org)>; Leonardo Pineda <[lpineda@mwco.org](mailto:lpineda@mwco.org)>  
Subject: Re: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

[EXTERNAL EMAIL]

Hi Chris,

OK, here's the situation. It seems that at some point we created (or probably more accurate to say, "a couple of months ago, I created") a duplicate version of T12005. One version was naturally linked to the FY 2023 TIP since adoption and the other came into existence around the 23-51.2, and yet somehow it's that new one that has been designated to move forward into 26-00. This is not good. This is kind of like when you catch yourself while traveling back in time from the future. It's a paradox.

Thankfully both versions from 23-51.2 and 23-53.2 seem to be very close to identical. There's just one odd little problem w/ the ROW Grand Total shown below:

T12005 Veirs Mill Bus Rapid Transit									
ACCEPTED Project has been accepted. Revision: TPB / TIP / TIP 2023 / 23-53.2 (MD) Last edited: Chris Van Alstyne (01/02/2025)									
PROGRAMMING									
AC/CP STUDY, PLANNING, PE, R...									
FY *	FUND TYPE *	AC/CP	STUDY	PLANNING	PE	ROW	TOTAL		
2027	DC/STATE		\$0	\$0	Was: \$178,000	Was: \$0	Was: \$2,284,364	Was: \$2,284,364	
	FY 2022		\$0	\$0	\$500,000	\$0	\$500,000		
	FY 2023		\$0	\$0	\$4,413,000	\$0	\$4,413,000		
	FY 2024		\$0	\$0	\$7,436,000	\$645,000	\$8,081,000		
	FY 2025		\$0	\$0	\$13,006,600	\$3,000,000	\$19,745,600		
	FY 2026		\$0	\$0	\$2,832,400	\$5,944,000	\$125,124,036		
	FY 2027		\$0	\$0	\$5,171,000	\$6,000,364	\$11,171,364		
	DC/STATE		\$0	\$0	\$10,770,000	\$5,284,364	\$19,793,364		
	LOCAL		\$0	\$0	\$11,622,000	\$4,361,000	\$16,920,000		
	S. 5309		\$0	\$0	\$10,967,000	\$5,944,000	\$132,321,636		
	GRAND TOTAL		\$0	\$0	\$33,359,000	\$15,585,364	\$169,035,000		

DRAFT Project ready to submit. Revision: TPB / TIP / TIP 2023 / 23-51.2 (MD) Last edited: Andrew Austin (03/06/2025)									
PROGRAMMING									
AC/CP STUDY, PLANNING, PE, R...									
FY *	FUND TYPE *	AC/CP	STUDY	PLANNING	PE	ROW	TOTAL		
2027	DC/STATE		\$0	\$0	\$0	\$0	\$2,284,364	Was: \$2,284,364	
	FY 2022		\$0	\$0	\$500,000	\$0	\$500,000		
	FY 2023		\$0	\$0	\$4,413,000	\$0	\$4,413,000		
	FY 2024		\$0	\$0	\$7,436,000	\$645,000	\$8,081,000		
	FY 2025		\$0	\$0	\$13,006,600	\$3,000,000	\$19,745,600		
	FY 2026		\$0	\$0	\$2,832,400	\$5,944,000	\$125,124,036		
	FY 2027		\$0	\$0	\$5,171,000	\$3,716,000	\$11,171,364		
	DC/STATE		\$0	\$0	\$10,770,000	\$3,000,000	\$19,793,364		
	LOCAL		\$0	\$0	\$11,622,000	\$4,361,000	\$16,920,000		
	S. 5309		\$0	\$0	\$10,967,000	\$5,944,000	\$132,321,636		
	GRAND TOTAL		\$0	\$0	\$33,359,000	\$13,325,000	\$169,035,000		

You're wanting to put this in for an Ad-Mod under 23-58? We might need to give you an extension until Monday morning to sort this out, I'm afraid...

Andrew Austin  
TPB Transportation Planner

Phone: (202) 962-3353

Email: [aaustin@mwco.org](mailto:aaustin@mwco.org)

[Chat with me on Teams!](#)

From: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>  
Sent: Friday, March 7, 2025 1:10 PM  
To: Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
Cc: Sara Brown <[sbrown@mwco.org](mailto:sbrown@mwco.org)>; Leonardo Pineda <[lpineda@mwco.org](mailto:lpineda@mwco.org)>  
Subject: RE: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

Thanks Andrew!

From: Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
Sent: Friday, March 7, 2025 1:06 PM  
To: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>  
Cc: Sara Brown <[sbrown@mwco.org](mailto:sbrown@mwco.org)>; Leonardo Pineda <[lpineda@mwco.org](mailto:lpineda@mwco.org)>  
Subject: Re: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

[EXTERNAL EMAIL]

Hi Chris,

It definitely won't be the 26-00 one that you want to start from. Let me take a look and see if there's something that I can clean up to make things clearer and I'll get right back to you.

From: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>  
Sent: Friday, March 7, 2025 10:58 AM  
To: Andrew Austin <[aaustin@mwco.org](mailto:aaustin@mwco.org)>  
Cc: Sara Brown <[sbrown@mwco.org](mailto:sbrown@mwco.org)>; Leonardo Pineda <[lpineda@mwco.org](mailto:lpineda@mwco.org)>  
Subject: RE: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

At least for now, they seem to be taking your advice to simply list the future funds as TBD. So in the future, hopefully it's just another ad mod change again. But more hopefully, we get more fed money to need a full amendment!

So I'm about to do the amendment itself, but I'm getting tripped up by all my prior housekeeping version mistakes... there seem to be a bunch of version to T12005

Veirs Mill Bus Rapid Transit. The one that seems to have the right numbers [is this one](#) for revision 26-00. It also seems to line up with the STIP report. Is this the right one?

What I am trying to do is this:

TIP ID: T12005											
Veirs Mill Bus Rapid Transit											
FFY	Fund Type	AC/PC	Expenditure Type		PE	ROW	CON	UT	OTHER	TOTAL	Comment
			STUDY	PLANNING							
2022	Local	\$ -	\$ -	\$ 2,705,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,705,000	
2023	Local	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	
2023	State or District Funding	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	
2024	Local	\$ -	\$ -	\$ -	\$ 674,000	\$ -	\$ -	\$ -	\$ -	\$ 674,000	
2024	State or District Funding	\$ -	\$ -	\$ 3,348,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,348,000	
2025	Local	\$ -	\$ -	\$ 922,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 922,000	
2025	State or District Funding	\$ -	\$ -	\$ 4,240,000	\$ 6,761,000	\$ 252,000	\$ -	\$ -	\$ -	\$ 11,253,000	
2025	State or District Funding	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000	
2025	State or District Funding	\$ -	\$ -	\$ 8,385,000	\$ 3,944,000	\$ 12,036,000	\$ -	\$ -	\$ -	\$ 24,365,000	
2027	Local	\$ -	\$ -	\$ 8,385,000	\$ 1,033,000	\$ -	\$ 6,978,000	\$ -	\$ -	\$ 16,396,000	
2027	State or District Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,250,000	\$ 8,250,000	
TOTAL											
TOTAL			\$ -	\$ -	\$ 16,697,000	\$ 13,334,000	\$ 4,944,000	\$ 6,978,000	\$ 8,250,000	\$ 29,179,000	Indebted from 2027-2030: \$14.2 million reduction

Chris

From: Andrew Austin <[aaustin@mwcoq.org](mailto:aaustin@mwcoq.org)>

Sent: Thursday, March 6, 2025 11:01 AM

To: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>

Cc: Sara Brown <[sbrown@mwcoq.org](mailto:sbrown@mwcoq.org)>; Leonardo Pineda <[lpineda@mwcoq.org](mailto:lpineda@mwcoq.org)>

Subject: Re: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

[EXTERNAL EMAIL]

Yeah, I mean, it's fine for now, but in our next TIP, FY 2029 isn't 'future' anymore, it's in the active 4 years. That funding is anticipated to complete the project on time and according to their own federal regulations, projects slated for completion within the years of the TIP must show full funding for construction/implementation. So if there's still no reauthorization by the time we approve our TIP, are they going to balk at us following the regulations for funds that should VERY REASONABLY BE EXPECTED to be available???

Let us know how you decide to move forward with the ad-mod request.

Andrew

Andrew Austin

TPB Transportation Planner

Phone: (202) 962-3353

Email: [aaustin@mwcoq.org](mailto:aaustin@mwcoq.org)

[Chat with me on Teams!](#)

From: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>

Sent: Wednesday, March 5, 2025 4:43 PM

To: Andrew Austin <[aaustin@mwcoq.org](mailto:aaustin@mwcoq.org)>

Cc: Sara Brown <[sbrown@mwcoq.org](mailto:sbrown@mwcoq.org)>; Leonardo Pineda <[lpineda@mwcoq.org](mailto:lpineda@mwcoq.org)>

Subject: RE: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

I like this idea – let me float it by FTA. Thanks!

My understanding is that yes – it's because the reauthorization bills haven't been passed so technically, that money isn't available yet. Seems to be a nuance that in the past had been overlooked.

Chris

From: Andrew Austin <[aaustin@mwcoq.org](mailto:aaustin@mwcoq.org)>

Sent: Wednesday, March 5, 2025 4:32 PM

To: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>

Cc: Sara Brown <[sbrown@mwcoq.org](mailto:sbrown@mwcoq.org)>; Leonardo Pineda <[lpineda@mwcoq.org](mailto:lpineda@mwcoq.org)>

Subject: Re: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

[EXTERNAL EMAIL]

Hi Chris,

I'm curious - did you get a sense that this is because congress hasn't passed any transportation reauthorization bills yet? As opposed to them just not wanting you to "program" specific funding sources? So many agencies opt to use a source in the "Other" grouping labeled "Future-TBD" which is a placeholder funding source for fiscal years beyond the TIP's horizon year. So, one option would be to replace that \$. 5309 with Future-TBD via an ad-mod in the currently open 23-58 TIP Action. This would have the added benefit of basically leaving your total project cost the same. Let me know if his approach seems reasonable to you or if you still want to jump on a quick call sometime tomorrow we can.

Thanks,

Andrew

Andrew Austin

TPB Transportation Planner

Phone: (202) 962-3353

Email: [aaustin@mwcoq.org](mailto:aaustin@mwcoq.org)

[Chat with me on Teams!](#)

From: Van Alstyne, Chris <[Chris.VanAlstyne@montgomerycountymd.gov](mailto:Chris.VanAlstyne@montgomerycountymd.gov)>

Sent: Wednesday, March 5, 2025 10:33 AM

To: Andrew Austin <[aaustin@mwcoq.org](mailto:aaustin@mwcoq.org)>; Leonardo Pineda <[lpineda@mwcoq.org](mailto:lpineda@mwcoq.org)>

Subject: Ad Mod Question - T12005 Veirs Mill Bus Rapid Transit

Hi Andrew and Leo,

We've been informed by FTA that they won't approve our TIP amendment for Veirs Mill due to the fact that future year S. 5309 not being approved by congress. So we need to fix our entry to remove that future year amount and only keep FY25. I was hoping to do this as an Ad Mod by doing what we had done previously on some revisions, by essentially rescinding the most recent TPB version and reverting to the 8/20/2022 version (23-00), then doing the Ad Mod from that. That would keep the change under 20%. Would that work? I'd be happy to schedule time to chat if that makes more sense.

From this:

FFY	Line Item	AC/PC	STUDY	PLANNING	PE	ROW	CON	UT	OTHER	TOTAL
2022	S. 5309									
2024	DC/STATE									
2025	S. 5309									
2025	DC/STATE									
2026	S. 5309									
2026	DC/STATE									
2027	S. 5309									
2027	LOCAL									
2027	DC/STATE									
GRAND TOTAL										

To this:

TIP ID: T12005											
Veirs Mill Bus Rapid Transit											
FFY	Fund Type	AC/PC	Expenditure Type		PE	ROW	CON	UT	OTHER	TOTAL	
			STUDY	PLANNING							
2022	Local	\$ -	\$ -	\$ 2,705,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,705,000	
2023	Local	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	
2023	State or District Funding	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	
2024	Local	\$ -	\$ -	\$ -	\$ 674,000	\$ -	\$ -	\$ -	\$ -	\$ 674,000	
2024	State or District Funding	\$ -	\$ -	\$ 3,348,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,348,000	
2025	Local	\$ -	\$ -	\$ -	\$ 922,000	\$ -	\$ -	\$ -	\$ -	\$ 922,000	
2025	State or District Funding	\$ -	\$ -	\$ 4,240,000	\$ 6,761,000	\$ 252,000	\$ -	\$ -	\$ -	\$ 11,253,000	
2025	State or District Funding	\$ -	\$ -	\$ 8,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000,000	
2025	State or District Funding	\$ -	\$ -	\$ 8,385,000	\$ 3,944,000	\$ 12,036,000	\$ -	\$ -	\$ -	\$ 24,365,000	
2027	Local	\$ -	\$ -	\$ 8,385,000	\$ 1,033,000	\$ -	\$ 6,978,000	\$ -	\$ -	\$ 16,396,000	
2027	State or District Funding	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,250,000	\$ 8,250,000	
TOTAL											
TOTAL			\$ -	\$ -	\$ 38,563,000	\$ 13,334,000	\$ 12,288,000	\$ 6,978,000	\$ 8,250,000	\$ 79,413,000	

Chris Van Alstyne

He/Him

Senior Planning Specialist, Transportation Policy and Planning

# MARYLAND STATEWIDE TIP FY 2022-2025

TIP ID 12005										
SUMMARY TABLE										
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)						
				Federal	State/Local	Total				
Veirs Mill Bus Rapid Transit	B	Regionally Significant for Air Quality	Under preparation	\$ 8,134	\$ 19,076	\$ 27,210				
	Administration	Area/MPO		Net Funding Change (000s)						
	Montgomery County	TPB		Federal	State/Local	Total				
				\$ -	\$ (937)	\$ (937)				
Description	This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville.									
Justification	Revision to account for most up to date information on federal S. 5309 funding for \$8.134 million.									
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	\$ 500	\$ 4,413	\$ 6,815	\$ 19,745	\$ 31,473
				Federal		\$ -	\$ -	\$ -	\$ 8,134	\$ 8,134
				State/Local		\$ 500	\$ 4,413	\$ 6,815	\$ 11,611	\$ 23,339
				Proposed (000s)	Total	\$ 2,705	\$ 3,500	\$ 4,022	\$ 20,309	\$ 30,536
				Federal		\$ -	\$ -	\$ -	\$ 8,134	\$ 8,134
				State/Local		\$ 2,705	\$ 3,500	\$ 4,022	\$ 12,175	\$ 22,402
				Change (000s)	Total	\$ 2,205	\$ (913)	\$ (2,793)	\$ 564	\$ (937)
				Federal		\$ -	\$ -	\$ -	\$ -	\$ -
				State/Local		\$ 2,205	\$ (913)	\$ (2,793)	\$ 564	\$ (937)
PHASE DETAIL										
Current	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	TOTAL
PE	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,134	\$ -	\$ 8,134
ROW	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	Local	\$ -	\$ 500	\$ -	\$ 3,763	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	Local	\$ -	\$ -	\$ -	\$ -	\$ 645	\$ -	\$ 922	\$ -	\$ 1,567
PE	State	\$ -	\$ -	\$ -	\$ 650	\$ -	\$ 6,170	\$ 3,950	\$ -	\$ 10,770
ROW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ -	\$ 3,000
CON	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,739	\$ -	\$ 1,739
UT	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000	\$ -	\$ 2,000
Capital	Earmark - CP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 500	\$ -	\$ 4,413	\$ -	\$ 6,815	\$ 8,134	\$ 11,611	\$ 27,210
Proposed	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	TOTAL
PE	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,134	\$ -	\$ 8,134
ROW	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	Local	\$ -	\$ 2,705	\$ -	\$ 2,000	\$ -	\$ -	\$ 922	\$ -	\$ 5,627
ROW	Local	\$ -	\$ -	\$ -	\$ -	\$ 674	\$ -	\$ -	\$ -	\$ 674
PE	State	\$ -	\$ -	\$ -	\$ 1,500	\$ -	\$ 3,348	\$ 4,240	\$ -	\$ 9,088
ROW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,761	\$ -	\$ 6,761
CON	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 252	\$ -	\$ 252
UT	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital	Earmark - CP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 2,705	\$ -	\$ 3,500	\$ -	\$ 4,022	\$ 8,134	\$ 12,175	\$ 30,536
Change	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	TOTAL
PE	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	S.5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	Local	\$ -	\$ 2,205	\$ -	\$ (1,763)	\$ -	\$ -	\$ 922	\$ -	\$ 1,364
ROW	Local	\$ -	\$ -	\$ -	\$ -	\$ 29	\$ (2,822)	\$ (922)	\$ -	\$ (893)
PE	State	\$ -	\$ -	\$ -	\$ 850	\$ -	\$ -	\$ 290	\$ -	\$ (1,682)
ROW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,761	\$ -	\$ 3,761
CON	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,487)	\$ -	\$ (1,487)
UT	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,000)	\$ -	\$ (2,000)
Capital	Earmark - CP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 2,205	\$ -	\$ (913)	\$ -	\$ (2,793)	\$ 564	\$ -	\$ (937)
TOTAL PROJECT COST										
Prior Cost (\$ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost				
Federal	\$ -	Federal	\$ 8,134	Federal	\$ -	Federal	\$ 8,134			
State/Local	\$ -	State/Local	\$ 22,402	State/Local	\$ 122,640	State/Local	\$ 145,042			
Total	\$ -	Total	\$ 30,536	Total	\$ 122,640	Total	\$ 153,176			

## T12005 - Veirs Mill Bus Rapid Transit

Lead Agency	Project Type	County
Montgomery County	Bus/BRT - Capital/Expansion	Montgomery
From	Agency Project ID	Municipality
Wheaton Metrorail Station	-	-
To	Completion Date	Total Cost
Montgomery College, Rockville	2030	\$153,176,600

### Project Description

This project will design and construct a new Bus Rapid Transit (BRT) line on Veirs Mill Road (MD 586) between the Wheaton Metro Station and Montgomery College in Rockville. Planning conducted by the Maryland Department of Transportation State Highway Administration (MDOT SHA) resulted in a Recommended Alternative in late 2017. The recommended alternative includes queue jumps for use by BRT and other buses at congested intersections along the corridor, new BRT stations with level boarding and off-board payment, Transit Signal Priority, purchase of new, zero-emission BRT buses, and other associated pedestrian and bicycle improvements along the corridor. The study retains curbside dedicated lanes as the long-term BRT alternative for Veirs Mill Road. In addition, MCDOT intends to accelerate the Veirs Mill and Randolph Road BiPPA project to provide expanded pedestrian and bicycle facilities along the corridor. The addition of a shared use path along the north side of Veirs Mill Road, completing sidewalk gaps along the south side, and improving pedestrian crossings along Veirs Mill Road will improve access to Flash stations. The project will transform mobility options with the implementation of a seven-mile, premium, branded, limited-stop BRT service along Veirs Mill Road. This new service will improve transit travel time and increase opportunity for a broad range of users, including a significant number of minority and low-income riders living along a highly congested corridor. The project will improve passenger transit mobility by connecting riders to high density housing and employment centers. The incorporation of bicycle and pedestrian access and safety improvements will facilitate improved access to stations and improve overall corridor safety. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); County Executive's Transit Task Force (May 2012); Countywide Transit Corridors Functional Master Plan (November 2013); Maryland Department of Transportation/Maryland State Highway Administration MD 586/Veirs Mill Road Draft Corridor Planning Study (September 2016); Veirs Mill Corridor Master Plan (April 2019).

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$1,500,000	\$3,348,000	\$4,240,000	\$8,385,000	-	\$17,473,000
Preliminary Engineering	LOCAL	\$2,705,000	\$2,000,000	-	\$922,000	-	\$8,385,000	\$14,012,000
Preliminary Engineering	S. 5309	-	-	-	\$8,134,600	-	-	\$8,134,600
Total Preliminary Engineering		\$2,705,000	\$3,500,000	\$3,348,000	\$13,296,600	\$8,385,000	\$8,385,000	\$39,619,600
Right of Way	DC/STATE	-	-	-	\$6,761,000	\$3,944,000	-	\$10,705,000
Right of Way	LOCAL	-	-	\$674,000	-	-	\$1,033,000	\$1,707,000
Total Right of Way		-	-	\$674,000	\$6,761,000	\$3,944,000	\$1,033,000	\$12,412,000
Construction	DC/STATE	-	-	-	\$252,000	\$12,036,000	-	\$12,288,000
Construction	TBD	-	-	-	-	-	\$34,156,000	\$34,156,000
Total Construction		-	-	-	\$252,000	\$12,036,000	\$34,156,000	\$46,444,000
Utility	LOCAL	-	-	-	-	-	\$6,978,000	\$6,978,000
Total Utility		-	-	-	-	-	\$6,978,000	\$6,978,000
Other	DC/STATE	-	-	-	-	-	\$8,250,000	\$8,250,000
Other	TBD	-	-	-	-	-	\$39,473,000	\$39,473,000
Total Other		-	-	-	-	-	\$47,723,000	\$47,723,000
<b>Total Prior Costs</b>		<b>\$2,705,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,705,000</b>
<b>Total Future Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$98,275,000</b>	<b>\$98,275,000</b>
<b>Total Programmed</b>		<b>\$2,705,000</b>	<b>\$3,500,000</b>	<b>\$4,022,000</b>	<b>\$20,309,600</b>	<b>\$24,365,000</b>	<b>\$98,275,000</b>	<b>\$153,176,600</b>



CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s)
PROJECT CHANGES	Plan Revision Name changed from "23-53.2 (MD)" to "23-58"
FUNDING CHANGES	<p><b>LOCAL</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in CON from \$937,000 to \$0</li> <li>+ Increase funds in FY 2022 in PE from \$500,000 to \$2,705,000</li> <li>- Decrease funds in FY 2023 in PE from \$3,763,000 to \$2,000,000</li> <li>- Decrease funds in FY 2024 in PE from \$1,266,000 to \$0</li> <li>+ Increase funds in FY 2024 in ROW from \$645,000 to \$674,000</li> <li>+ Increase funds in FY 2027 in PE from \$5,171,000 to \$8,385,000</li> <li>- Decrease funds in FY 2027 in ROW from \$3,716,000 to \$1,033,000</li> <li>+ Increase funds in FY 2027 in UT from \$0 to \$6,978,000</li> </ul> <p><b>DC/STATE</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2023 in PE from \$650,000 to \$1,500,000</li> <li>- Decrease funds in FY 2024 in PE from \$6,170,000 to \$3,348,000</li> <li>+ Increase funds in FY 2025 in PE from \$3,950,000 to \$4,240,000</li> <li>+ Increase funds in FY 2025 in ROW from \$3,000,000 to \$6,761,000</li> <li>- Decrease funds in FY 2025 in CON from \$1,739,000 to \$252,000</li> <li>- Decrease funds in FY 2025 in UT from \$2,000,000 to \$0</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$8,385,000</li> <li>+ Increase funds in FY 2026 in ROW from \$0 to \$3,944,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$12,036,000</li> <li>- Decrease funds in FY 2027 in ROW from \$2,284,364 to \$0</li> <li>+ Increase funds in FY 2027 in OTHER from \$0 to \$8,250,000</li> </ul> <p><b>S. 5309</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in PE from \$2,832,400 to \$0</li> <li>- Decrease funds in FY 2026 in ROW from \$5,944,000 to \$0</li> <li>- Decrease funds in FY 2026 in CON from \$103,272,636 to \$0</li> <li>- Decrease funds in FY 2026 in UT from \$12,138,000 to \$0</li> </ul> <p><b>TBD</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2027 in CON from \$0 to \$34,156,000</li> <li>+ Increase funds in FY 2027 in OTHER from \$0 to \$39,473,000</li> </ul>
FEDERAL PROJECT COST	Decreased from \$132,321,636 to \$8,134,600 (-93.85%)
TOTAL PROJECT COST	Decreased from \$169,035,000 to \$153,176,600 (-9.38%)

MDOT MTA Financial Constraint Summary					
Fund Type	2023	2024	2025	2026	Total
S. 5311	\$687,000	\$687,000	\$1,475,000	\$687,000	\$3,536,000
<b>Federal Subtotal</b>	<b>\$687,000</b>	<b>\$687,000</b>	<b>\$1,475,000</b>	<b>\$687,000</b>	<b>\$3,536,000</b>
DC/STATE	\$343,500	\$343,500	\$148,000	\$343,500	\$1,178,500
<b>State Subtotal</b>	<b>\$343,500</b>	<b>\$343,500</b>	<b>\$148,000</b>	<b>\$343,500</b>	<b>\$1,178,500</b>
LOCAL	\$343,500	\$343,500	\$1,327,000	\$343,500	\$2,357,500
<b>Local Subtotal</b>	<b>\$343,500</b>	<b>\$343,500</b>	<b>\$1,327,000</b>	<b>\$343,500</b>	<b>\$2,357,500</b>
<b>Grand Total</b>	<b>\$1,374,000</b>	<b>\$1,374,000</b>	<b>\$2,950,000</b>	<b>\$1,374,000</b>	<b>\$7,072,000</b>