

October 24, 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. Dan 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) requests to amend the Fiscal Year (FY) 2025-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to three existing and three new projects 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 2025 to FY 2028 for the five State Highway Administration (SHA) projects and one City of Rockville project listed below.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Areawide Safety and Spot Improvements	3084	CMAQ, HSIP, NHPP, STBG, State	\$42,3877
MD 355 at Cedar Lane and Jones Bridge Road BRAC Intersection Improvements Phases 1 and 2	5998	DOD, State	\$1,337
MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3	6071	DOD, State	\$5,661
MD 410 Highway Reconstruction	13880	HSIP, State	\$10,292

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
Page Two

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
East Street Rails with Trails Liberty Bridge Phase 3 Project	13882	Earmark CPF, TAP, Local	\$597
West Gude Drive Bridge Repair	13877	STBG, Local	\$1,300

This amendment has been assigned MDOT Control #25-51, and these projects are already included in or do not affect the Air Quality Conformity Determination for Visualize 2045.

The TPB approved the amendments to its TIP on October 3, 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](mailto: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

Ms. Terry Garcia Crews  
Page Two

<b>Project Name</b>	<b>STIP #</b>	<b>Funding Source</b>	<b>FY25-FY28 Net Federal Change (in 000's)</b>
East Street Rails with Trails Liberty Bridge Phase 3 Project	13882	Earmark CPF, TAP, Local	\$597
West Gude Drive Bridge Repair	13877	STBG, Local	\$1,300

This amendment has been assigned MDOT Control #25-51, and these projects are already included in or do not affect the Air Quality Conformity Determination for Visualize 2045.

The TPB approved the amendments to its TIP on October 3, 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](mailto: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 AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-69.2 WHICH ADDS FUNDING TO THE AREAWIDE SAFETY AND SPOT IMPROVEMENTS PROJECT GROUPING, A NEW ROADWAY RECONSTRUCTION PROJECT ON MD 410, A NEW BICYCLE AND PEDESTRIAN BRIDGE OVER LIBERTY ROAD IN THE CITY OF FREDERICK, AND FOR FINANCIAL CLOSE-OUT OF TWO INTERSECTION IMPROVEMENT PROJECTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION (MDOT SHA)**

**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**, SHA has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-69.2, which makes the following revisions:

- Adds \$42.387 million in Surface Transportation Block Grant (STBG), National Highway Performance Program (NHPP), and Highway Safety Improvement Program (HSIP) funding, and \$10.998 million in state, and local funding for FY 2026 for the **Areawide Safety and Spot Improvements (T3084)**, increasing the total program cost to approximately \$430 million;
- Adds the completed **MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements (T5998)** to the TIP for financial closeout. This amendment shifts \$991,000 from previous years and adds \$416,000 in Department of Defense – Base Realignment and Closure Act (DOD/BRAC) and state funding into FY 2026, moving \$1.407 million into the FY 2023-2026 programming window and increasing the total project cost to approximately \$18.7 million;
- Programs \$5.096 million in DOD/BRAC and state funding from prior fiscal years in FY 2025 and FY 2026 for the **MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3 (T6071)** project, increasing the total program cost to approximately \$22.8 million;
- Adds \$18.2 million in HSIP and state funding from FY 2023 to FY 2031 for the creation of the new **MD 410 Highway Reconstruction (T13880)** project;
- Adds \$731,275 in Earmark - Community Project Funding (CPF), local, and Transportation Alternative Program (TAP) funding from FY 2026 and beyond for the new **East Street Rails with Trails Liberty Bridge Phase 3 (T13882)** project;

**WHEREAS**, the review and processing of the amendments included in this TIP Action has 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 23-69.2 creating the 69th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, all four programs 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 programs 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) Amendment Overview report showing how the amended project records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),
- ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP remains fiscally constrained.
- ATTACHMENT C) Letter from SHA dated September 25, 2025, requesting the amendments; 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 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 23-69.2, which makes the following revisions:

- Adds \$42.387 million in STBG, NHPP, and HSIP funding, and \$10.998 million in state, and local funding for FY 2026 for the **Areawide Safety and Spot Improvements (T3084)**, increasing the total program cost to approximately \$430 million;
- Adds the completed **MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements (T5998)** to the TIP for financial closeout. This amendment shifts \$991,000 from previous years and adds \$416,000 in DOD/BRAC and state funding into FY 2026, moving \$1.407 million into the FY 2023-2026 programming window and increasing the total project cost to approximately \$18.7 million;
- Programs \$5.096 million in DOD/BRAC and state funding from prior fiscal years in FY 2025 and FY 2026 for the **MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3 (T6071)** project, increasing the total program cost to approximately \$22.8 million;
- Adds \$18.2 million in HSIP and state funding from FY 2023 to FY 2031 for the creation of the new **MD 410 Highway Reconstruction (T13880)** project;
- Adds \$731,275 in Earmark - CPF, local, and TAP funding from FY 2026 and beyond for the new **East Street Rails with Trails Liberty Bridge Phase 3 (T13882)** project;

**Adopted by the TPB Steering Committee at its meeting on Friday, October 3, 2025.**


# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3084 MC# 22-208 Appvd. 3/18/2025

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Safety and Spot Improvements (AWSS)	B	Exempt	n/a	\$ 135,269	\$ 20,072	\$ 155,341
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	A- FY 2024	\$ 42,387	\$ 10,998	\$ 53,385
Description:	Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.					
Justification:	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with CMAQ, HSIP, NHPP, and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/>	A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 92,545	\$ 62,796	\$ -	\$ -	\$ 155,341
<input checked="" type="checkbox"/>	B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 80,040	\$ 55,229	\$ -	\$ -	\$ 135,269
<input type="checkbox"/>	C) Removes or deletes individual listed project from the STIP		State/Local	\$ 12,505	\$ 7,567	\$ -	\$ -	\$ 20,072
<input type="checkbox"/>	D) Other [Administrative modification to add and shift federal/state construction funding]	Proposed (000s)	Total	\$ 92,545	\$ 116,181	\$ -	\$ -	\$ 208,726
			Federal	\$ 80,040	\$ 97,616	\$ -	\$ -	\$ 177,656
			State/Local	\$ 12,505	\$ 18,565	\$ -	\$ -	\$ 31,070
 MARYLAND DEPARTMENT OF TRANSPORTATION		Change (000s)	Total	\$ -	\$ 53,385	\$ -	\$ -	\$ 53,385
			Federal	\$ -	\$ 42,387	\$ -	\$ -	\$ 42,387
			State/Local	\$ -	\$ 10,998	\$ -	\$ -	\$ 10,998

## PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CMAQ	\$ 497	\$ 25	\$ 496	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ 993	\$ 50	\$ 1,043
	HSIP	\$ 9,819	\$ 2,273	\$ 7,037	\$ 1,458	\$ -	\$ -	\$ -	\$ -	\$ 16,856	\$ 3,731	\$ 20,587
	NHPP	\$ 10,618	\$ 2,379	\$ 5,816	\$ 1,111	\$ -	\$ -	\$ -	\$ -	\$ 16,434	\$ 3,490	\$ 19,924
	STBG	\$ 11,195	\$ 2,248	\$ 8,057	\$ 1,463	\$ -	\$ -	\$ -	\$ -	\$ 19,252	\$ 3,711	\$ 22,963
RW	CMAQ	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20
	HSIP	\$ 334	\$ 58	\$ 299	\$ 52	\$ -	\$ -	\$ -	\$ -	\$ 633	\$ 110	\$ 743
	NHPP	\$ 136	\$ 15	\$ 136	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ 272	\$ 30	\$ 302
	STBG	\$ 95	\$ 5	\$ 95	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ 190	\$ 10	\$ 200
CO	CMAQ	\$ 1,380	\$ 70	\$ 1,380	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ 2,760	\$ 140	\$ 2,900
	HSIP	\$ 17,658	\$ 4,005	\$ 10,507	\$ 2,289	\$ -	\$ -	\$ -	\$ -	\$ 28,165	\$ 6,294	\$ 34,459
	NHPP	\$ 14,322	\$ 722	\$ 10,353	\$ 522	\$ -	\$ -	\$ -	\$ -	\$ 24,675	\$ 1,244	\$ 25,919
	STBG	\$ 13,976	\$ 705	\$ 11,043	\$ 557	\$ -	\$ -	\$ -	\$ -	\$ 25,019	\$ 1,262	\$ 26,281
Total		\$ 80,040	\$ 12,505	\$ 55,229	\$ 7,567	\$ -	\$ -	\$ -	\$ -	\$ 135,269	\$ 20,072	\$ 155,341

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CMAQ	\$ 497	\$ 25	\$ 496	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ 993	\$ 50	\$ 1,043
	HSIP	\$ 9,819	\$ 2,273	\$ 16,200	\$ 1,800	\$ -	\$ -	\$ -	\$ -	\$ 26,019	\$ 4,073	\$ 30,092
	NHPP	\$ 10,618	\$ 2,379	\$ 11,200	\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ 21,818	\$ 5,179	\$ 26,997
	STBG	\$ 11,195	\$ 2,248	\$ 11,200	\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ 22,395	\$ 5,048	\$ 27,443
RW	CMAQ	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20
	HSIP	\$ 334	\$ 58	\$ 630	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ 964	\$ 128	\$ 1,092
	NHPP	\$ 136	\$ 15	\$ 160	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ 296	\$ 55	\$ 351
	STBG	\$ 95	\$ 5	\$ 240	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ 335	\$ 65	\$ 400
CO	CMAQ	\$ 1,380	\$ 70	\$ 1,380	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ 2,760	\$ 140	\$ 2,900
	HSIP	\$ 17,658	\$ 4,005	\$ 22,500	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ 40,158	\$ 6,505	\$ 46,663
	NHPP	\$ 14,322	\$ 722	\$ 16,000	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ 30,322	\$ 4,722	\$ 35,044
	STBG	\$ 13,976	\$ 705	\$ 17,600	\$ 4,400	\$ -	\$ -	\$ -	\$ -	\$ 31,576	\$ 5,105	\$ 36,681
Total		\$ 80,040	\$ 12,505	\$ 97,616	\$ 18,565	\$ -	\$ -	\$ -	\$ -	\$ 177,656	\$ 31,070	\$ 208,726

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ 9,163	\$ 342	\$ -	\$ -	\$ -	\$ -	\$ 9,163	\$ 342	\$ 9,505
	NHPP	\$ -	\$ -	\$ 5,384	\$ 1,689	\$ -	\$ -	\$ -	\$ -	\$ 5,384	\$ 1,689	\$ 7,073
	STBG	\$ -	\$ -	\$ 3,143	\$ 1,337	\$ -	\$ -	\$ -	\$ -	\$ 3,143	\$ 1,337	\$ 4,480
RW	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ 331	\$ 18	\$ -	\$ -	\$ -	\$ -	\$ 331	\$ 18	\$ 349
	NHPP	\$ -	\$ -	\$ 24	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ 24	\$ 25	\$ 49
	STBG	\$ -	\$ -	\$ 145	\$ 55	\$ -	\$ -	\$ -	\$ -	\$ 145	\$ 55	\$ 200
CO	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ 11,993	\$ 211	\$ -	\$ -	\$ -	\$ -	\$ 11,993	\$ 211	\$ 12,204
	NHPP	\$ -	\$ -	\$ 5,647	\$ 3,478	\$ -	\$ -	\$ -	\$ -	\$ 5,647	\$ 3,478	\$ 9,125
	STBG	\$ -	\$ -	\$ 6,557	\$ 3,843	\$ -	\$ -	\$ -	\$ -	\$ 6,557	\$ 3,843	\$ 10,400
Total		\$ -	\$ -	\$ 42,387	\$ 10,998	\$ -	\$ -	\$ -	\$ -	\$ 42,387	\$ 10,998	\$ 53,385

## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 198,140	Federal	\$ 177,656	Federal	\$ -	Federal	\$ 375,796
State/Local	\$ 23,195	State/Local	\$ 31,070	State/Local	\$ -	State/Local	\$ 54,265
Total		Total		Total		Total	

T3084 - Areawide Safety and Spot Improvements

Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

Cycle-Revision ID:	23-69.2
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Other Improvement
Agency Project ID:	AWSS
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	City of Frederick, City of Gaithersburg, City of Rockville, City of Seat Pleasant, College Park, Forest Heights, Greenbelt, Hyattsville, Landover Hills, Laurel, Morningside, Riverdale Park, Suburban MD, Town of Capitol Heights, Town of La Plata, Upper Marlboro
Completion Year:	7.2026
Total Cost:	\$430,061,000

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Preliminary Engineering	CMAQ	\$414,000	\$591,000	\$497,000	\$496,000	\$1,998,000
Preliminary Engineering	DC/STATE	\$3,488,000	\$7,414,000	\$6,925,000	\$7,425,000	\$25,252,000
Preliminary Engineering	HSIP	\$4,688,000	\$10,978,000	\$9,819,000	\$16,200,000	\$41,685,000
Preliminary Engineering	NHPP	\$9,840,000	\$9,545,000	\$10,618,000	\$11,200,000	\$41,203,000
Preliminary Engineering	STBG	\$7,730,000	\$11,938,000	\$11,195,000	\$11,200,000	\$42,063,000
Total Preliminary Engineering		\$26,160,000	\$40,466,000	\$39,054,000	\$46,521,000	\$152,201,000
Right of Way	CMAQ	\$9,500	\$9,500	\$9,500	\$9,500	\$38,000
Right of Way	DC/STATE	\$111,500	\$92,500	\$78,500	\$170,500	\$453,000
Right of Way	HSIP	\$359,000	\$359,000	\$334,000	\$630,000	\$1,682,000
Right of Way	NHPP	\$133,000	\$136,000	\$136,000	\$160,000	\$565,000
Right of Way	STBG	\$237,000	\$129,000	\$95,000	\$240,000	\$701,000
Total Right of Way		\$850,000	\$726,000	\$653,000	\$1,210,000	\$3,439,000
Construction	CMAQ	\$8,282,000	\$4,831,000	\$1,380,000	\$1,380,000	\$15,873,000
Construction	DC/STATE	\$4,572,000	\$7,518,000	\$5,502,000	\$10,970,000	\$28,562,000
Construction	HSIP	\$8,622,000	\$12,993,000	\$17,658,000	\$22,500,000	\$61,773,000
Construction	NHPP	\$23,516,000	\$27,757,000	\$14,322,000	\$16,000,000	\$81,595,000
Construction	STBG	\$22,086,000	\$32,956,000	\$13,976,000	\$17,600,000	\$86,618,000
Total Construction		\$67,078,000	\$86,055,000	\$52,838,000	\$68,450,000	\$274,421,000
TIP Total		\$94,088,000	\$127,247,000	\$92,545,000	\$116,181,000	\$430,061,000
Total Programmed		\$94,088,000	\$127,247,000	\$92,545,000	\$116,181,000	\$430,061,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s), Adding \$53,385,000 in funds for PE, RW, and CO. due to Adding \$53,385,000 in funds for PE, RW, and CO to reflect most current needs for FY 2026.
Project Changes:	Plan Revision Name changed from "23-52 (ALL)" to "23-69.2"
Funding Changes:	STBG
Funding Changes:	+ Increase funds in FY 2026 in PE from \$8,057,000 to \$11,200,000
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$95,000 to \$240,000
Funding Changes:	+ Increase funds in FY 2026 in CON from \$11,043,000 to \$17,600,000
Funding Changes:	NHPP
Funding Changes:	+ Increase funds in FY 2026 in PE from \$5,816,000 to \$11,200,000
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$136,000 to \$160,000
Funding Changes:	+ Increase funds in FY 2026 in CON from \$10,353,000 to \$16,000,000

Funding Changes:	HSIP
Funding Changes:	+ Increase funds in FY 2026 in PE from \$7,037,000 to \$16,200,000
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$299,000 to \$630,000
Funding Changes:	+ Increase funds in FY 2026 in CON from \$10,507,000 to \$22,500,000
Funding Changes:	DC/STATE
Funding Changes:	+ Increase funds in FY 2026 in PE from \$1,463,000 to \$2,800,000
Funding Changes:	+ Increase funds in FY 2026 in CON from \$557,000 to \$4,400,000
Funding Changes:	+ Increase funds in FY 2026 in PE from \$1,458,000 to \$1,800,000
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$5,000 to \$60,000
Funding Changes:	+ Increase funds in FY 2026 in CON from \$522,000 to \$4,000,000
Funding Changes:	+ Increase funds in FY 2026 in PE from \$1,111,000 to \$2,800,000
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$15,000 to \$40,000
Funding Changes:	+ Increase funds in FY 2026 in CON from \$2,289,000 to \$2,500,000
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$52,000 to \$70,000
Federal Project Cost:	Increased from \$333,407,000 to \$375,794,000 (12.71%)
Total Project Cost:	Increased from \$376,676,000 to \$430,061,000 (14.17%)



# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #TPB T5998


## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 355 at Cedar Lane and Jones Bridge Road - BRAC Phases 1 & 2	B	n/a	CE rev. 2014	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	FY 2018-2023; SHA-M-11	\$ 1,337	\$ 70	\$ 1,407

Description: MD 355 intersection Improvements at Cedar Lane - BRAC Phase 1 and 2. Bicycle and pedestrian facilities will be provided where appropriate

Justification: BRAC Intersection Improvements

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total		
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -		
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ -	\$ -	\$ -		
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -		
<input type="checkbox"/> D) Other		<b>Total</b>	\$ -	\$ 1,407	\$ -	\$ -	\$ 1,407		
 MARYLAND DEPARTMENT OF TRANSPORTATION		Federal	\$ -	\$ 1,337	\$ -	\$ -	\$ 1,337		
		State/Local	\$ -	\$ 70	\$ -	\$ -	\$ 70		
		<b>Total</b>	\$ -	\$ 1,407	\$ -	\$ -	\$ 1,407		
		Federal	\$ -	\$ 1,337	\$ -	\$ -	\$ 1,337		
		State/Local	\$ -	\$ 70	\$ -	\$ -	\$ 70		
		Change (000s)		<b>Total</b>	\$ -	\$ 1,407	\$ -	\$ -	\$ 1,407
				Federal	\$ -	\$ 1,337	\$ -	\$ -	\$ 1,337
				State/Local	\$ -	\$ 70	\$ -	\$ -	\$ 70

## PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
	DOD	\$ -	\$ -	\$ 1,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,337	\$ -	\$ 1,337
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,337	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ 1,337	\$ 70	\$ 1,407

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
	DOD	\$ -	\$ -	\$ 1,337	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,337	\$ -	\$ 1,337
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,337	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ 1,337	\$ 70	\$ 1,407

## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 14,945	Federal	\$ 1,337	Federal	\$ -	Federal	\$ 16,282
State/Local	\$ 2,345	State/Local	\$ 70	State/Local	\$ -	State/Local	\$ 2,415
Total	\$ 17,290	Total	\$ 1,407	Total	\$ -	Total	\$ 18,697

T5998 - MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements

Construction of MD 355 Phase 1 and 2 intersection improvements at Cedar Lane and Jones Bridge Road to improve access to Naval Support Activity Bethesda.

Cycle-Revision ID:	23-69.2
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Intersection improvements
Agency Project ID:	MO5932
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$18,697,000

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Right of Way	DC/STATE	-	-	-	\$70,000	\$70,000
Right of Way	DOD	-	-	-	\$1,337,000	\$1,337,000
Total Right of Way		-	-	-	\$1,407,000	\$1,407,000
TIP Total		-	-	-	\$1,407,000	\$1,407,000
Total Prior Costs		-	-	-	-	\$17,290,000
Total Programmed		-	-	-	\$1,407,000	\$18,697,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Schedule Change(s)
Project Changes:	Plan Revision Name changed from "20-00" to "23-69.2"
Project Changes:	Project Type changed from "Road - Other Improvement" to "Road - Intersection improvements"
Project Changes:	Estimated Completion Date changed from "None" to "2026"
Project Changes:	Source Document Page/Record Link changed from "None" to "https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27"
Project Changes:	Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"
Project Changes:	CMP changed from "None" to "CMP Documentation is not required."
Project Changes:	Current Implementation Status changed from "None" to "ROW Acquisition"
Project Changes:	Bicycle/Pedestrian Accommodations changed from "None" to "Not Included"
Project Changes:	Email changed from "None" to "lbobian@mdot.maryland.gov"
Project Changes:	Source Document changed from "None" to "MDOT CTP FY 2019-2023"
Project Changes:	Primary Contact changed from "None" to "Lindsay Bobian"
Project Changes:	Actual Completion Date changed from "2017" to "None"
Funding Changes:	DOD
Funding Changes:	- Decrease funds in FY 2018 in ROW from \$1,094,000 to \$0
Funding Changes:	DOD
Funding Changes:	+ Increase funds in FY 2019 in ROW from \$0 to \$1,086,000
Funding Changes:	- Decrease funds in FY 2019 in ROW from \$400,000 to \$57,000
Funding Changes:	DOD
Funding Changes:	- Decrease funds in FY 2020 in ROW from \$93,000 to \$0
Funding Changes:	DC/STATE
Funding Changes:	- Decrease funds in FY 2020 in ROW from \$117,000 to \$0
Funding Changes:	DOD
Funding Changes:	- Decrease funds in FY 2021 in ROW from \$430,000 to \$0
Funding Changes:	DOD
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$0 to \$1,337,000
Funding Changes:	DC/STATE

<b>Funding Changes:</b>	+ Increase funds in FY 2026 in ROW from \$0 to \$70,000
<b>Federal Project Cost:</b>	Stays the same \$0
<b>Total Project Cost:</b>	Increased from \$18,281,000 to \$18,697,000 (2.28%)
<b>CMP Documentation Changes:</b>	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
<b>CMP Documentation Changes:</b>	CMP has changed from None to CMP Documentation is not required.

# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #1PB T6071											
SUMMARY TABLE											
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		Net Funding Change (000s)		Total			
MD 185 at Jones Bridge Road - BRAC Phase 3	B	n/a	CE rev. 2019	Federal	State/Local	Federal	State/Local	Federal	State/Local		
	Administration	Area/MPO	CTP Page								
	SHA	TPB	FY 2025-2030; SHA-M-2	\$	5,661	\$	35	\$	5,696		
Description: MD 185 intersection Improvements at Jones Bridge Road - BRAC Phase 3											
Justification: BRAC Intersection Improvements											
INDIVIDUAL REQUEST FORM											
STIP/TIP Amendment Criteria		Current (000s)	Funding (000s)	FY 2025	FY 2026	FY 2027	FY 2028	Total			
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Total		\$ -	\$ -	\$ -	\$ -	\$ -			
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal		\$ -	\$ -	\$ -	\$ -	\$ -			
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local		\$ -	\$ -	\$ -	\$ -	\$ -			
<input type="checkbox"/> D) Other		Total		\$ 3,189	\$ 2,507	\$ -	\$ -	\$ 5,696			
		Federal		\$ 3,163	\$ 2,498	\$ -	\$ -	\$ 5,661			
		State/Local		\$ 26	\$ 9	\$ -	\$ -	\$ 35			
		Total		\$ 3,189	\$ 2,507	\$ -	\$ -	\$ 5,696			
		Federal		\$ 3,163	\$ 2,498	\$ -	\$ -	\$ 5,661			
		State/Local		\$ 26	\$ 9	\$ -	\$ -	\$ 35			
<b>MARYLAND DEPARTMENT OF TRANSPORTATION</b>											
PHASE DETAIL											
Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ 27	\$ -	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152	\$ -
UT	State	\$ -	\$ 3	\$ -	\$ -	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 12
	DOD	\$ 714	\$ -	\$ 2,373	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,087	\$ -
CO	State	\$ -	\$ 23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23
	DOD	\$ 2,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,422	\$ -
<b>Total</b>		\$ 3,163	\$ 26	\$ 2,498	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 5,661	\$ 35
Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ 27	\$ -	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152	\$ -
UT	State	\$ -	\$ 3	\$ -	\$ -	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 12
	DOD	\$ 714	\$ -	\$ 2,373	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,087	\$ -
CO	State	\$ -	\$ 23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23
	DOD	\$ 2,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,422	\$ -
<b>Total</b>		\$ 3,163	\$ 26	\$ 2,498	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 5,661	\$ 35
TOTAL PROJECT COST											
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)			
Federal		\$ 16,538		Federal		\$ 5,661		Federal		\$ -	
State/Local		\$ 586		State/Local		\$ 35		State/Local		\$ -	
<b>Total</b>		<b>\$ 17,124</b>		<b>Total</b>		<b>\$ 5,696</b>		<b>Total</b>		<b>\$ -</b>	
<b>Total Project Cost</b>											
Federal		\$ 22,199		Federal		\$ 621		Federal		\$ -	
State/Local		\$ 621		State/Local		\$ -		State/Local		\$ -	
<b>Total</b>		<b>\$ 22,820</b>		<b>Total</b>		<b>\$ -</b>		<b>Total</b>		<b>\$ -</b>	

T6071 - MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements

Construction of MD 185 Phase 3 intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda. Bicycle and pedestrian facilities will be provided where appropriate.

Cycle-Revision ID:	23-69.2
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Intersection improvements
Agency Project ID:	MO5938
Facility:	Connecticut Ave
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$22,819,500

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Right of Way	DOD	\$86,000	\$51,000	\$27,000	\$125,000	\$289,000
Total Right of Way		\$86,000	\$51,000	\$27,000	\$125,000	\$289,000
Construction	DC/STATE	\$41,000	\$53,000	\$23,000	-	\$117,000
Construction	DOD	\$2,370,000	\$4,041,000	\$2,422,000	-	\$8,833,000
Total Construction		\$2,411,000	\$4,094,000	\$2,445,000	-	\$8,950,000
Utility	DC/STATE	-	\$1,500	\$3,000	\$9,000	\$13,500
Utility	DOD	-	\$4,000	\$714,000	\$2,373,000	\$3,091,000
Total Utility		-	\$5,500	\$717,000	\$2,382,000	\$3,104,500
TIP Total		\$2,497,000	\$4,150,500	\$3,189,000	\$2,507,000	\$12,343,500
Total Prior Costs		-	-	-	-	\$10,476,000
Total Programmed		\$2,497,000	\$4,150,500	\$3,189,000	\$2,507,000	\$22,819,500

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Schedule Change(s) - Programming Update
Project Changes:	Plan Revision Name changed from "26-00" to "23-69.2"
Funding Changes:	DOD
Funding Changes:	- Decrease funds in FY 2025 in CON from \$2,436,000 to \$2,422,000
Funding Changes:	+ Increase funds in FY 2025 in UT from \$0 to \$714,000
Funding Changes:	DOD
Funding Changes:	+ Increase funds in FY 2026 in ROW from \$8,000 to \$125,000
Funding Changes:	- Decrease funds in FY 2026 in UT from \$3,083,000 to \$2,373,000
Funding Changes:	DC/STATE
Funding Changes:	+ Increase funds in FY 2025 in CON from \$22,000 to \$23,000
Funding Changes:	DC/STATE
Funding Changes:	- Decrease funds in FY 2026 in UT from \$14,000 to \$9,000
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Increased from \$22,716,500 to \$22,819,500 (0.45%)


# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13880

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 410 Highway Reconstruction (T13880)	B	Exempt	tbd	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	SHA	TPB	n/a	\$ 10,292	\$ 459	\$ 10,751
Description	Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalks, bicycle lanes, ADA ramps, bus lanes, pedestrian refuge areas, and curb extensions.					
Justification	This project will make Context Driven improvements on MD 410 from MD 212 (Riggs Road) to Adelphi Road/ MD 500 (Queens Chapel Road) making travel safe for all users. This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road user safety.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total		\$ -	\$ -	\$ -	\$ -	\$ -	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal		\$ -	\$ -	\$ -	\$ -	\$ -	
		State/Local		\$ -	\$ -	\$ -	\$ -	\$ -	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	Total		\$ 1,385	\$ 908	\$ 1,852	\$ 6,606	\$ 10,751	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Federal		\$ 1,385	\$ 891	\$ 1,750	\$ 6,266	\$ 10,292	
		State/Local		\$ -	\$ 17	\$ 102	\$ 340	\$ 459	
 MARYLAND DEPARTMENT OF TRANSPORTATION		Change (000s)	Total		\$ 1,385	\$ 908	\$ 1,852	\$ 6,606	\$ 10,751
			Federal		\$ 1,385	\$ 891	\$ 1,750	\$ 6,266	\$ 10,292
			State/Local		\$ -	\$ 17	\$ 102	\$ 340	\$ 459

## PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		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 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ 1,385	\$ -	\$ 736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,121	\$ -	\$ 2,121
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	HSIP	\$ -	\$ -	\$ 155	\$ -	\$ 184	\$ -	\$ 185	\$ -	\$ 524	\$ -	\$ 524
	State	\$ -	\$ -	\$ -	\$ 17	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 57	\$ 57
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 1,566	\$ -	\$ 6,081	\$ -	\$ 7,647	\$ -	\$ 7,647
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82	\$ -	\$ 320	\$ -	\$ 402	\$ 402
Total		\$ 1,385	\$ -	\$ 891	\$ 17	\$ 1,750	\$ 102	\$ 6,266	\$ 340	\$ 10,292	\$ 459	\$ 10,751

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ 1,385	\$ -	\$ 736	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,121	\$ -	\$ 2,121
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	HSIP	\$ -	\$ -	\$ 155	\$ -	\$ 184	\$ -	\$ 185	\$ -	\$ 524	\$ -	\$ 524
	State	\$ -	\$ -	\$ -	\$ 17	\$ -	\$ 20	\$ -	\$ 20	\$ -	\$ 57	\$ 57
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 1,566	\$ -	\$ 6,081	\$ -	\$ 7,647	\$ -	\$ 7,647
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 82	\$ -	\$ 320	\$ -	\$ 402	\$ 402
Total		\$ 1,385	\$ -	\$ 891	\$ 17	\$ 1,750	\$ 102	\$ 6,266	\$ 340	\$ 10,292	\$ 459	\$ 10,751

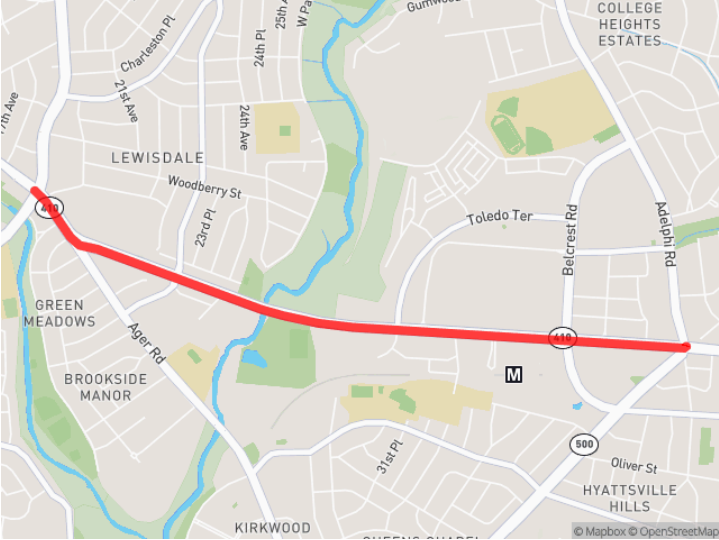
## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 9	Federal	\$ 10,292	Federal	\$ 7,070	Federal	\$ 17,371
State/Local	\$ -	State/Local	\$ 459	State/Local	\$ 391	State/Local	\$ 850
Total	\$ 9	Total	\$ 10,751	Total	\$ 7,461	Total	\$ 18,221

# T13880 - MD 410 Highway Reconstruction

Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalks, bicycle lanes, ADA ramps, bus lanes, pedestrian refuge areas, and curb extensions.

Cycle-Revision ID:	23-69.2
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PGA441
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	Hyattsville
Completion Year:	2030
Total Cost:	\$18,221,000



Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Preliminary Engineering	HSIP	-	\$9,000	\$1,385,000	\$736,000	\$2,130,000
Total Preliminary Engineering		-	\$9,000	\$1,385,000	\$736,000	\$2,130,000
Right of Way	DC/STATE	-	-	-	\$17,000	\$17,000
Right of Way	HSIP	-	-	-	\$155,000	\$155,000
Total Right of Way		-	-	-	\$172,000	\$172,000
TIP Total		-	\$9,000	\$1,385,000	\$908,000	\$2,302,000
Total Future Costs		-	-	-	-	\$15,919,000
Total Programmed		-	\$9,000	\$1,385,000	\$908,000	\$18,221,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$17,371,000
Total Project Cost:	Stays the same \$18,221,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.

# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13882

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
East Street Rails with Trails Liberty Bridge Phase 3 Project (T13882)	B	Exempt	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	n/a	\$ 597	\$ 134	\$ 731
Description	Design for a pedestrian and bicycle bridge to cross MD 26 (Liberty Road)					
Justification	Project connects Phases 2 and 4 of the East Street Rails with Trails project, which provided bicycle/pedestrian infrastructure from Monocacy Boulevard to the downtown Frederick MARC station along the old Pennsylvania Railroad line.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	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 [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 291	\$ 380	\$ 60	\$ 731
		Federal	\$ -	\$ 238	\$ 310	\$ 49	\$ 597
		State/Local	\$ -	\$ 53	\$ 70	\$ 11	\$ 134
	Change (000s)	Total	\$ -	\$ 291	\$ 380	\$ 60	\$ 731
		Federal	\$ -	\$ 238	\$ 310	\$ 49	\$ 597
		State/Local	\$ -	\$ 53	\$ 70	\$ 11	\$ 134



## PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	Earmark - CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	Earmark - CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Earmark - CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	Earmark - CPF	\$ -	\$ -	\$ 213	\$ -	\$ 278	\$ -	\$ 44	\$ -	\$ 535	\$ -	\$ 535
	TAP	\$ -	\$ -	\$ 25	\$ -	\$ 32	\$ -	\$ 5	\$ -	\$ 62	\$ -	\$ 62
	Local	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 70	\$ -	\$ 11	\$ -	\$ 134	\$ 134
RW	Earmark - CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Earmark - CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 238	\$ 53	\$ 310	\$ 70	\$ 49	\$ 11	\$ 597	\$ 134	\$ 731

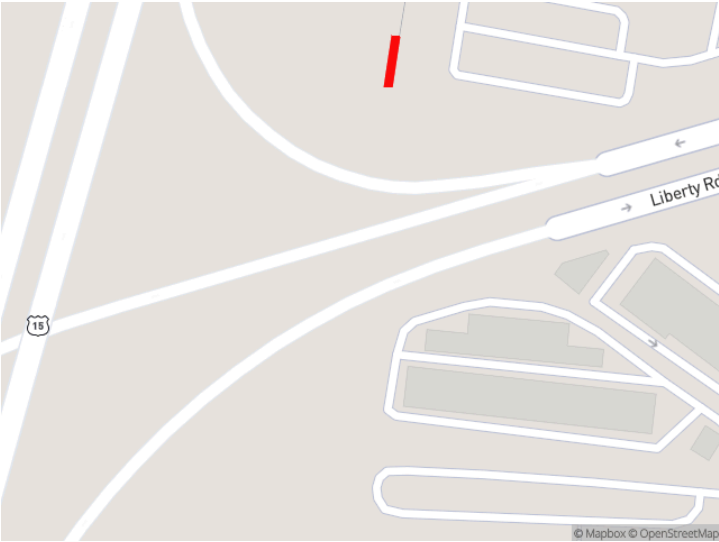


Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	<i>Earmark - CPF</i>	\$ -	\$ -	\$ 213	\$ -	\$ 278	\$ -	\$ 44	\$ -	\$ 535	\$ -	\$ 535
	<i>TAP</i>	\$ -	\$ -	\$ 25	\$ -	\$ 32	\$ -	\$ 5	\$ -	\$ 62	\$ -	\$ 62
	<i>Local</i>	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 70	\$ -	\$ 11	\$ -	\$ 134	\$ 134
RW	<i>Earmark - CPF</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>TAP</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Local</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	<i>Earmark - CPF</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>TAP</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<i>Local</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ 238	\$ 53	\$ 310	\$ 70	\$ 49	\$ 11	\$ 597	\$ 134	\$ 731
<b>TOTAL PROJECT COST</b>												
Prior Cost (≤ FY 2024)			STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)			Total Project Cost		
Federal			\$ -	Federal		\$ 597	Federal		\$ -	Federal		\$ 597
State/Local			\$ -	State/Local		\$ 134	State/Local		\$ -	State/Local		\$ 134
<b>Total</b>			\$ -	<b>Total</b>		\$ 731	<b>Total</b>		\$ -	<b>Total</b>		\$ 731

# T13882 - East Street Rails with Trails Liberty Bridge Phase 3 Project

Design for a pedestrian and bicycle bridge to cross MD 26 (Liberty Road)

Cycle-Revision ID:	23-69.2
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bridge - New Construction
Agency Project ID:	FR7951
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	City of Frederick
Completion Year:	2028
Total Cost:	\$731,275



Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Planning	Earmark - CPF	-	-	-	\$212,932	\$212,932
Planning	LOCAL	-	-	-	\$53,232	\$53,232
Planning	TAP	-	-	-	\$24,885	\$24,885
Total Planning		-	-	-	\$291,049	\$291,049
TIP Total		-	-	-	\$291,049	\$291,049
Total Future Costs		-	-	-	-	\$440,226
Total Programmed		-	-	-	\$291,049	\$731,275

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$597,525
Total Project Cost:	Stays the same \$731,275
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.

**ATTACHMENT B**  
**PROGRAMMED SUMMARY BY FUND**

<b>Fund Type</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>FEDERAL</b>					
CMAQ	\$8,705,500	\$5,431,500	\$1,886,500	\$1,885,500	\$17,909,000
Earmark - CPF	\$0	\$0	\$0	\$212,932	\$212,932
HSIP	\$13,669,000	\$24,339,000	\$29,196,000	\$40,221,000	\$107,425,000
NHPP	\$33,489,000	\$37,438,000	\$25,076,000	\$27,360,000	\$123,363,000
STBG	\$30,053,000	\$45,023,000	\$25,266,000	\$29,040,000	\$129,382,000
TAP	\$0	\$0	\$0	\$24,885	\$24,885
<b>Federal Subtotal</b>	<b>\$85,916,500</b>	<b>\$112,231,500</b>	<b>\$81,424,500</b>	<b>\$98,744,317</b>	<b>\$378,316,817</b>
<b>STATE / LOCAL</b>					
DC/STATE	\$8,212,500	\$15,079,000	\$12,531,500	\$18,661,500	\$54,484,500
LOCAL	\$0	\$0	\$0	\$53,232	\$53,232
<b>State &amp; Local Subtotal</b>	<b>\$8,212,500</b>	<b>\$15,079,000</b>	<b>\$12,531,500</b>	<b>\$18,714,732</b>	<b>\$54,537,732</b>
<b>OTHER</b>					
DOD	\$2,456,000	\$4,096,000	\$3,163,000	\$3,835,000	\$13,550,000
<b>Other Subtotal</b>	<b>\$2,456,000</b>	<b>\$4,096,000</b>	<b>\$3,163,000</b>	<b>\$3,835,000</b>	<b>\$13,550,000</b>
<b>Grand Total</b>	<b>\$96,585,000</b>	<b>\$131,406,500</b>	<b>\$97,119,000</b>	<b>\$121,294,049</b>	<b>\$446,404,549</b>

September 25, 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 three existing projects and two new projects on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates the programmed expenditures and project schedules in FY 2023-2026 for the projects listed below, and this action does not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
3084	Areawide Safety and Spot Improvements	\$53,385	Adds new preliminary engineering, right-of-way, and construction funds.
5998	MD 355 at Cedar Lane and Jones Bridge Road BRAC Intersection Improvements Phases 1 and 2	\$1,407	Reactivates old TIP project and adds new right-of-way funds.
6071	MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3	\$5,096	Shifts existing and adds new right-of-way funds and shifts existing construction and utility funds into the current TIP.
13880	MD 410 Highway Reconstruction	\$2,302	Adds new project and associated new preliminary engineering and right-of-way funds.
13882	East Street Rails with Trails Liberty Bridge Phase 3 Project	\$291	Adds new project and associated new preliminary engineering funds.

The Honorable James Walkinshaw  
Page Two

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

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](mailto: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 name "Kari" being more prominent than the last name "Snyder".

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:** 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) 9/19/2025  
CHIEF TARA PENDERS *TP*

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

**DATE:** SEPTEMBER 19, 2025

**RESPONSE**  
**REQUESTED BY:** N/A

---

**PURPOSE OF MEMORANDUM**

To request the Maryland Department of Transportation (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
T3084	Areawide Safety and Spot Improvements	PE	\$21,058,000
		RW	\$598,000
		CO	\$31,729,000
T5998	MD 355 at Cedar Lane and Jones Bridge Road BRAC Intersection Improvements Phases 1 and 2	RW	\$1,407,000
T6071	MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3	RW	\$289,000
		CO	\$1,198,000
		UT	\$3,609,000
T13880	MD 410 Highway Reconstruction	PE	\$2,130,000
		RW	\$172,000

## **ANALYSIS**

*Areawide Safety and Spot Improvements (TPB 3084)* – This amendment reflects the addition of \$21,058,000 in FY 2023-2026 TPB TIP preliminary engineering funding, \$598,000 in funds for right-of-way, and \$31,729,000 in funds for construction to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$376,676,000 to \$430,061,000.

*MD 355 at Cedar Lane and Jones Bridge Road BRAC Intersection Improvements Phase 1 and 2 (T5998)* – This amendment reflects the reactivation of the MD 355 at Cedar Lane and Jones Bridge Road Phase 1 and 2 BRAC Intersection Improvements. This amendment also reflects the addition of \$416,000 in right-of-way funds to FY 2023-2026 TPB TIP, and the shifting of \$991,000 from previous fiscal years into the FY 2023-2026 TPB TIP, for TPB T5838 for a total of \$1,407,000. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$18,281,000 to \$18,697,000. This amendment also reflects the change in project status from “none” to “right-of-way acquisition”.

*MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3 (T6071)* – This amendment reflects the addition of \$117,000 in right-of-way funds to FY 2023-2026 TPB TIP, and the shifting of \$172,000 in right-of-way funds from previous years into the FY 2023-2026 TPB TIP for a total of \$289,000. It also reflects the shifting of \$1,198,000 in construction funding from previous years into the FY 2023-2026 TPB TIP and the shifting of \$3,609,000 in utilities funding from previous years into the FY 2023-2026 TPB to reflect updated cost estimates and schedule. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$17,990,000 to \$22,819,500.

*MD 410 Highway Reconstruction (T13880)* – This amendment reflects the addition of a new project into the FY 2023-2026 TPB TIP for the MD 410 Highway Reconstruction project. This amendment also reflects the addition of \$2,130,000 in preliminary engineering funds and \$172,000 in right-of-way funds to FY 2023-2026 TPB TIP for TPB 13880. The project's total cost is \$18,221,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP but within the FY 2026-2028 Maryland STIP years.

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

Ms. Michelle Martin  
Page Three

funding details in the FY 2025-2030 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2025-2028 Maryland STIP ([https://www.mdot.maryland.gov/OPCP/STIP\\_25/FY\\_25-28\\_Final\\_STIP\\_June\\_30\\_2025.pdf](https://www.mdot.maryland.gov/OPCP/STIP_25/FY_25-28_Final_STIP_June_30_2025.pdf)).

Please amend the FY 2023-2026 TPB TIP and FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. David Rodgers, at 410-545-5670 or [drodgers@mdot.maryland.gov](mailto:drodgers@mdot.maryland.gov). You may also contact SHA RIPD Regional Planner, Mr. David Schlie, at 410-545-5674 or [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T3084 report
- FY 2025-2028 Maryland STIP project TPB T3084 report
- FY 2023-2026 TPB TIP project T5998 report
- FY 2025-2028 Maryland STIP project TPB T5998 report
- FY 2023-2026 TPB TIP project T6071 report
- FY 2025-2028 Maryland STIP project TPB T6071 report
- FY 2023-2026 TPB TIP project T13880 report
- FY 2025-2028 Maryland STIP project TPB T13880 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Ryan Doran, Transportation Engineering Manager – Construction, District 3, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Mr. William Gover, Assistant District Engineer - Construction, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Eric Marabello, P.E., Director, Office of Highway Development, SHA  
M' Zahyrah Ramirez, Chief, Engineering Systems Team, District 3, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA  
Ms. Dorey Uong, Transportation Engineer Manager, Engineering Systems Team  
District 3, SHA



---

---

**MEMORANDUM**

---

---

**TO:** 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 *Tara Penders* 9/25/2025

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

**DATE:** SEPTEMBER 25, 2025

**RESPONSE  
REQUESTED BY:** N/A

---

**PURPOSE OF MEMORANDUM**

To request the Maryland Department of Transportation (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
T13882	East Street Rails with Trails Liberty Bridge Phase 3 Project	PE	\$291,049

**ANALYSIS**

*East Street Rails with Trails Liberty Bridge Phase 3 Project (T13882)* – This amendment reflects the addition of a new project, T13882, into the FY 2023-2026 TPB TIP. This amendment also reflects the addition of \$291,049 in preliminary engineering funds in the FY 2023-2026 TPB TIP for TPB 13882. The project's total cost is \$731,275, which includes \$440,226 in funding programmed beyond the FY 2023-2026 TPB TIP but within the FY 2026-2028 Maryland STIP years.

Ms. Michelle Martin  
Page Two

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 2025-2028 Maryland STIP ([https://www.mdot.maryland.gov/OPCP/STIP\\_25/FY\\_25-28\\_Final\\_STIP\\_June\\_30\\_2025.pdf](https://www.mdot.maryland.gov/OPCP/STIP_25/FY_25-28_Final_STIP_June_30_2025.pdf)).

Please amend the FY 2023-2026 TPB TIP and FY 2025-2028 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](mailto:dschlie@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T13882 report
- FY 2025-2028 Maryland STIP project TPB T13882 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering (OPPE), SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Ms. Cheryl Ladota, Chief, Grants and Programs Division, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA

**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 23-69.2 WHICH ADDS A NEW PROJECT FOR WEST GUDE DRIVE BRIDGE REPAIR AS REQUESTED BY THE CITY OF ROCKVILLE**

**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 has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-69.3, which programs \$1.6 million in Surface Transportation Block Grant (STBG) and local funding in FY 2026 for the new **West Gude Drive Bridge Repair (T13877)** project; and

**WHEREAS**, the review and processing of the amendment included in this TIP Action has 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 amendment have been entered into the TPB's Project InfoTrak database under TIP Action 23-69.2 creating the 69th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, the project is exempt in the Air Quality Conformity Analysis requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, full funding for the project 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) Amendment Overview report showing how the new project will appear in the TIP following approval,

ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP remains fiscally constrained.

ATTACHMENT C) Letter from the City of Rockville dated September 17, 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 23-69.3, which creates and adds STBG and local funding for FY 2026 to a new a project **West Gude Drive Bridge Repair (T13877)**, increasing the total project cost to \$1.6 million.

Adopted by the TPB Steering Committee at its meeting on Friday, October 3, 2025.


# MARYLAND STATEWIDE TIP FY 2025-2028

TIP # 13877

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
West Gude Drive Bridge Repair	A	Exempt	N/A	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	Rockville Public Works Department	TPB	N/A	Federal	State/Local	Total
				\$ 1,300	\$ 325	\$ 1,625
Description	This project repairs the West Gude Drive bridge over I-270. These improvements will restore carrying capacity and remove load restrictions that were posted in May 2024.					
Justification	Adds new project and STBG federal and local funds.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<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	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 1,625	\$ -	\$ -	\$ 1,625
		Federal	\$ -	\$ 1,300	\$ -	\$ -	\$ 1,300
		State/Local	\$ -	\$ 325	\$ -	\$ -	\$ 325
 MARYLAND DEPARTMENT OF TRANSPORTATION		Change (000s)	Total	\$ -	\$ 1,625	\$ -	\$ 1,625
			Federal	\$ -	\$ 1,300	\$ -	\$ 1,300
			State/Local	\$ -	\$ 325	\$ -	\$ 325

## PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	Total
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	Total
CO	STBG	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ 1,300
	Local	\$ -	\$ -	\$ -	\$ 325	\$ -	\$ -	\$ -	\$ -	\$ 325	\$ 325
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,300	\$ 325	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ 1,625

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	Total
CO	STBG	\$ -	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ 1,300
	Local	\$ -	\$ -	\$ -	\$ 325	\$ -	\$ -	\$ -	\$ -	\$ 325	\$ 325
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,300	\$ 325	\$ -	\$ -	\$ -	\$ -	\$ 1,300	\$ 1,625

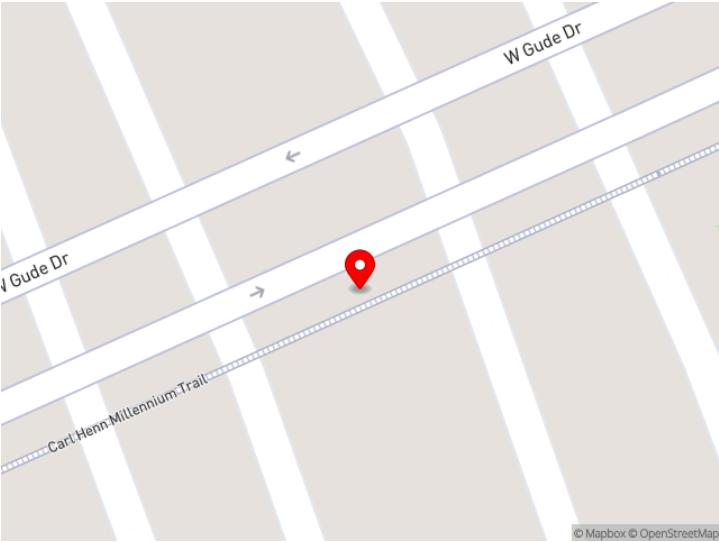
## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,300	Federal	\$ -	Federal	\$ 1,300
State/Local	\$ -	State/Local	\$ 325	State/Local	\$ -	State/Local	\$ 325
Total	\$ -	Total	\$ 1,625	Total	\$ -	Total	\$ 1,625

# T13877 - West Gude Drive Bridge Repair

This project repairs the West Gude Drive bridge over I-270. These improvements will restore carrying capacity and remove load restrictions that were posted in May 2024.

Cycle-Revision ID:	23-69.2
Lead Agency:	Rockville Public Works Department
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	West Gude Drive
From:	-
To:	-
County:	Montgomery
Municipality:	City of Rockville
Completion Year:	2027
Total Cost:	\$1,625,000



Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Construction	LOCAL	-	-	-	\$325,000	\$325,000
Construction	STBG	-	-	-	\$1,300,000	\$1,300,000
Total Construction		-	-	-	\$1,625,000	\$1,625,000
TIP Total		-	-	-	\$1,625,000	\$1,625,000
Total Programmed		-	-	-	\$1,625,000	\$1,625,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$1,300,000
Total Project Cost:	Stays the same \$1,625,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.

ATTACHMENT B  
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
<b>FEDERAL</b>					
STBG		\$0	\$0	\$0	\$1,300,000
<b>Federal Subtotal</b>		\$0	\$0	\$0	\$1,300,000
<b>STATE &amp; LOCAL</b>					
LOCAL		\$0	\$0	\$0	\$325,000
<b>Local Subtotal</b>		\$0	\$0	\$0	\$325,000
<b>Grand Total</b>		\$0	\$0	\$0	\$1,625,000



September 17, 2025

The Honorable James Walkinshaw, 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 Walkinshaw:

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). 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 West Gude Drive Bridge Repair project to the FY 2023-2026 TIP. This amendment is necessary for the city to obligate federally awarded funding, which requires that projects be included in the TIP and the Maryland State Transportation Improvement Program (STIP). This project is funded from the Federal Highway Administration's Surface Transportation Block Grant (STBG) program at an 80/20 federal/local split with the remaining funds to come from the City of Rockville.

A total amount of \$1,625,000 will be programmed for the current TIP (FY 2023-2026). The total programmed amount includes \$1,300,000 of federal funds and \$325,000 from the City. 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 FY 2023-2026 TIP. This project supports the city's efforts to repairs of West Gude Drive Bridge over I-270 to improve load capacity and remove load restrictions that were imposed in May of 2024. The \$1,625,000 will fund this project, and the scope includes constructing the bridge repairs.

DPW requests that this amendment be approved by the TPB Steering Committee at its October 3, 2025, meeting and by the full board at its October 15, 2025, meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its FY 2025-2028 STIP so that we may begin obligating federal aid funding.



Hon. James Walkinshaw, Chair  
September 17, 2025  
Page 2

We appreciate your cooperation in this matter. If you have any questions or comments, please contact Senior Civil Engineer Gina Arnett via email at [garnett@rockvillemd.gov](mailto:garnett@rockvillemd.gov) or via telephone at 240-314-8517.

Sincerely,

*Craig Simoneau*

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

---

GA/CLS/kmc

cc: Jeff Mihelich, City Manager, City of Rockville  
John Scabis, P.E., Chief of Engineering, Department of Public Works, City of Rockville  
Gina Arnett, P.E., Senior Civil Engineer, Department of Public Works, City of Rockville  
Kanti Srikanth, Director of Transportation Planning, Metropolitan Washington Council of Governments (MWCOG)  
Day file

---