

April 18, 2024

Ms. Valeriya Remezova
Division Administrator
Attn: Ms. Jasmine Champion
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Daniel 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 amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to add two new projects and amend one existing project in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the State Highway Administration (SHA) and the Prince George’s County Department of Public Works and Transportation (DPW&T).

This amendment adds the SHA National Electric Vehicle Infrastructure (NEVI) Program and associated funding and reflects updated programmed project expenditures and project schedules for the Areawide Safety and Spot Improvements in FY 2022 to FY 2025 as shown below. Also, this amendment adds the Lottsford Rd., Bridge Project and funding in Prince George’s County to both the years of the STIP and beyond.

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000’s)
National Electric Vehicle Infrastructure (NEVI) Program	13601	13601	NEVI, STBG, State	\$6,412

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Areawide Safety and Spot Improvements	3084	3084	CMAQ, HSIP, NHPP, STBG, State	\$57,850
Lottsford Rd., Bridge No. P-0283 Project	13603	13603	BFP, Local	\$300

This amendment has been assigned MDOT Control #22-115, and these projects are either already included or do not increase capacity and are therefore exempt from the Air Quality Conformity Determination for Visualize 2045.

TPB staff approved the amendment to its TIP for the NEVI Program on February 4, 2024, and the Amendment for the SHA Areawide and Lottsford Bridge Project on April 5, 2024. The approval and supporting documentation are attached. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,



Kari Snyder
Regional Planner
Office of Planning and Capital Programming

Attachments

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE TIP ACTION 23-33.2 WHICH ADDS FUNDING FOR THE
UNIVERSITY OF MARYLAND'S LOW- AND NO-EMISSION GRANT AWARD AND FOR THE
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

WHEREAS, on June 26, 2023, FTA announced \$1.69 billion in FY 2023 Low- and No-Emission and Grants for Buses and Bus Facilities project selections, which included the University of Maryland as a designated recipient of \$39,863,156 for the purchase of 35 battery-electric buses, supporting infrastructure, and charging equipment; and

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-33.2 which adds approximately \$47.73 million in FTA Sect. 5339(C) and local/university matching funds on behalf of the designated recipient, the University of Maryland, for its **Low- and No-Emissions Grant Award (TIP ID T13600)**, and also adds \$13.718 million to establish the **National Electric Vehicle Infrastructure (NEVI) Program (TIP ID T13601)** using NEVI, Surface Transportation Block Grant (STBG), state, and private funding sources, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how these two new program records will appear in the TIP following approval,
- ATTACHMENT B) Two letters from MDOT dated January 22 and January 23, requesting the amendments; and

WHEREAS, both records have been entered in the TPB's Project InfoTrak database under TIP Action 23-33.2, creating the 33rd amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-33.2 which adds approximately \$47.73 million in §5339(C) and local/university matching funds on behalf of the designated recipient, the University of Maryland, for its **Low- and No-Emissions Grant Award (TIP ID T13600)**, and also adds \$13.718 million to establish the **National Electric Vehicle Infrastructure (NEVI) Program (TIP ID T13601)** using NEVI, STBG , state, and private funding, as described in the attached materials.



<i>TIP ID</i>	T13601	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Other - Alt Fuel Infrastructure
<i>Project Name</i>	National Electric Vehicle Infrastructure (NEVI) Program	<i>County</i>	Calvert, Charles, Frederick, Montgomery, Prince Georges	<i>Total Cost</i>	\$25,916,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2030
		<i>Agency Project ID</i>	DAZ3401		

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

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		NEVI	-	-	\$297,000	\$17,000	\$330,000	-	\$644,000	\$644,000	
PE		STBG	-	-	\$56,000	\$3,000	\$62,000	-	\$121,000	\$121,000	
PE		DC/ STATE	-	-	\$19,000	\$1,000	\$21,000	-	\$41,000	\$41,000	
		<i>Total PE</i>	-	-	\$372,000	\$21,000	\$413,000	-	\$806,000	\$806,000	
CON		NEVI	-	-	-	\$6,039,000	\$4,290,000	\$9,758,000	\$10,329,000	\$20,087,000	
CON		Private	-	-	-	\$1,510,000	\$1,073,000	\$2,440,000	\$2,583,000	\$5,023,000	
		<i>Total CON</i>	-	-	-	\$7,549,000	\$5,363,000	\$12,198,000	\$12,912,000	\$25,110,000	
		<i>Total Programmed</i>	-	-	\$372,000	\$7,570,000	\$5,776,000	\$12,198,000	\$13,718,000	\$25,916,000	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-33.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

January 31, 2024

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

Dear Chair Henderson:

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

This action reflects SHA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 by adding one new project, the National Electric Vehicle Infrastructure (NEVI) Program, and preliminary engineering and construction funds to the both the years of the TIP and beyond. This project is not included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045; however, it is not regionally significant enough to affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13601	National Electric Vehicle Infrastructure (NEVI) Program	\$13,718	Adds new project and new preliminary engineering and construction funds.

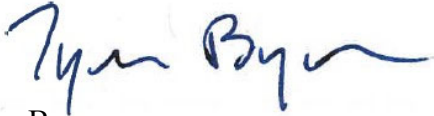
MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Christina Henderson
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We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)
 DIRECTOR HEATHER MURPHY
 MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)


ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
 OPCP REGIONAL PLANNER KARI SNYDER

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION ACTING CHIEF
 TARA PENDERS

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

DATE: JANUARY 22, 2024

**RESPONSE
REQUESTED BY:** N/A

 1/22/2024

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) Office of Planning and Capital Programming (OPCP) approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
13601	National Electric Vehicle Infrastructure (NEVI) Program	ENG CO	\$806,000 \$25,110,000

ANALYSIS

National Electric Vehicle Infrastructure (NEVI) Program (TPB 13601) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$806,000 in funds to the FY 2023-2026 TPB TIP for the preliminary engineering phase. This amendment also adds \$25,110,000 in funds to the FY 2023-2026 TPB TIP for the construction phase. This amendment ensures the FY 2023-2026 TPB TIP reflects SHA programmed funds and project schedule in FY 2023-2026.

Ms. Heather Murphy
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The amendment ensures that the FY 2023-2026 TPB TIP reflects SHA's programmed funds and project schedule. This project's estimated total cost is \$25,916,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

ATTACHMENTS

- FY 2023-2026 TPB TIP project T13601 report
- FY 2022-2025 Maryland STIP project TPB 13601 report

cc: Mr. Matt Baker, Deputy Administrator for Project Development, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. Dan Houck, Deputy District Engineer, District 7, SHA
Andrew Radcliffe, P.E., District Engineer, District 7, SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
Total		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

TOTAL PROJECT COST											
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost	
Federal		\$ -	Federal		\$ 6,412	Federal		\$ 14,440	Federal		\$ 20,852
State/Local		\$ -	State/Local		\$ 1,530	State/Local		\$ 3,534	State/Local		\$ 5,064
Total		\$ -	Total		\$ 7,942	Total		\$ 17,974	Total		\$ 25,916

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

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
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 23-37.2 WHICH INCREASES FUNDING FOR STATE HIGHWAY ADMINISTRATION'S (SHA) AREAWIDE SAFETY AND SPOT IMPROVEMENTS PROJECT GROUPING, AND ADDS FUNDING FOR TWO NEW PROJECTS; MARYLAND TRANSIT ADMINISTRATION'S (MTA) NEW CHARLES COUNTY BUS OPERATIONS AND MAINTENANCE FACILITY, AND THE LOTTSFORD ROAD BRIDGE NO. P-0283 PROJECT, SPONSORED BY PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T) AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, on behalf of MTA, SHA, and Prince George's County DPW&T, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-37.2 which increases funding for SHA's **Areawide Safety and Spot Improvements project grouping (T3084)**, and adds funding for two new projects: MTA's **New Charles County Bus Operations and Maintenance Facility project (T13606)**, and Prince George's County's **Lottsford Rd., Bridge No. P-0283** project as described at the end of this resolution and in the attached materials; and

WHEREAS, the attached materials include:

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

ATTACHMENT B) Amendment Summary report showing each project's total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from MDOT dated March 27, 2024, requesting the amendments and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-37.2, creating the 37th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, by definition, the TIP project grouping is not regionally significant since only non-regionally significant projects may be grouped for this purpose, and as such it along with the bus operations and maintenance facility and the bridge project are all exempt from the air quality requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, the additional funds added by this amendment were all accounted for in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 202-2026 TIP; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-37.2 which increases funding for SHA's **Areawide Safety and Spot Improvements project grouping (T3084)**, and adds funding for two new projects: MTA's **New Charles County Bus Operations and Maintenance Facility project (T13606)**, and Prince George's County's **Lottsford Rd., Bridge No. P-0283 project (T13603)** as described below and in the attached materials.

- **Areawide Safety and Spot Improvements project grouping (T3084):** This amendment will add a net total of \$82.55 million (approximate breakdown: \$32 M – HSIP, \$12.3 M – NHPP, \$21.5 M – STBG, \$16.5 M – State, and \$177,000 – CMAQ). The 4-year program total increases from \$231.35 M to \$313.9 M.
- **New Charles County Bus Operations and Maintenance Facility project (T13606),** This project adds \$8.8 M in FTA Section 5307 grant funding, \$1.9 M in Section 5311 grant funding, and a combined total of \$2.675 M in state and local matching funds for a total cost of \$13.375 M.
- **Lottsford Rd., Bridge No. P-0283 project (T13603):** This project consists of major repair and bridge preservation work. The project is only funded for preliminary engineering (PE) in fiscal years 2025 and 2026, with \$400,000 in Bridge Formula Program (BFP) funding and \$100,000 in local matching funds. An additional \$2 M is anticipated to be programmed in FY 2027 (\$1.6 M BFP, \$400,000 local match), bringing the total project cost to \$2.5 M.

**Adopted by the TPB Steering Committee at its meeting on Friday, April 5, 2024.
Final approval following review by the full board on Wednesday, April 17, 2024.**



**ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR
TIP ACTION 23-137.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

<i>TIP ID</i>	T3084	<i>Lead Agency</i>	Maryland Department of Transportation - State Highway Administration	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Areawide Safety and Spot Improvements	<i>County</i>	Charles, Frederick, Montgomery, Prince Georges	<i>Total Cost</i>	\$313,902,000
<i>Project Limits</i>		<i>Municipality</i>	City of Frederick, City of Rockville	<i>Completion Date</i>	
		<i>Agency Project ID</i>	AWSS		

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.

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		CMAQ	\$414,000	\$591,000	\$497,000	\$496,000	\$1,998,000	\$1,998,000
PE		HSIP	\$4,688,000	\$5,378,000	\$2,726,000	\$2,445,000	\$15,237,000	\$15,237,000
PE		NHPP	\$9,840,000	\$9,545,000	\$6,655,000	\$3,790,000	\$29,830,000	\$29,830,000
PE		DC/STATE	\$3,488,000	\$4,614,000	\$2,987,000	\$1,569,000	\$12,658,000	\$12,658,000
PE		STBG	\$7,730,000	\$6,338,000	\$6,501,000	\$4,727,000	\$25,296,000	\$25,296,000
		<i>Total PE</i>	\$26,160,000	\$26,466,000	\$19,366,000	\$13,027,000	\$85,019,000	\$85,019,000
ROW		CMAQ	\$9,500	\$9,500	\$9,500	\$9,500	\$38,000	\$38,000
ROW		HSIP	\$359,000	\$359,000	\$334,000	\$299,000	\$1,351,000	\$1,351,000
ROW		NHPP	\$133,000	\$136,000	\$136,000	\$136,000	\$541,000	\$541,000
ROW		DC/STATE	\$111,500	\$92,500	\$78,500	\$72,500	\$355,000	\$355,000
ROW		STBG	\$237,000	\$129,000	\$95,000	\$95,000	\$556,000	\$556,000
		<i>Total ROW</i>	\$850,000	\$726,000	\$653,000	\$612,000	\$2,841,000	\$2,841,000
CON		CMAQ	\$8,282,000	\$4,831,000	\$1,380,000	\$1,380,000	\$15,873,000	\$15,873,000
CON		HSIP	\$8,622,000	\$12,993,000	\$9,201,000	\$5,644,000	\$36,460,000	\$36,460,000
CON		NHPP	\$23,516,000	\$27,757,000	\$14,322,000	\$10,353,000	\$75,948,000	\$75,948,000
CON		DC/STATE	\$4,572,000	\$7,518,000	\$3,388,000	\$2,222,000	\$17,700,000	\$17,700,000
CON		STBG	\$22,086,000	\$32,956,000	\$13,976,000	\$11,043,000	\$80,061,000	\$80,061,000
		<i>Total CON</i>	\$67,078,000	\$86,055,000	\$42,267,000	\$30,642,000	\$226,042,000	\$226,042,000
		<i>Total Programmed</i>	\$94,088,000	\$113,247,000	\$62,286,000	\$44,281,000	\$313,902,000	\$313,902,000

*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-37.2 Amendment 2023-2026	4/17/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$231,351,000 to \$313,902,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3084 MC# 22-39 Appvd. 9/7/2022

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	\$ 184,923	\$ 12,388	\$ 197,311
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	A-34 FY 2024	\$ 57,850	\$ 14,460	\$ 72,310
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					Total
		FY 2022	FY 2023	FY 2024	FY 2025		
<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	\$ -	\$ 79,913	\$ 75,009	\$ 42,389	\$ 197,311
		Federal	\$ -	\$ 74,576	\$ 70,432	\$ 39,915	\$ 184,923
		State/Local	\$ -	\$ 5,337	\$ 4,577	\$ 2,474	\$ 12,388
	Proposed (000s)	Total	\$ -	\$ 94,088	\$ 113,247	\$ 62,286	\$ 269,621
		Federal	\$ -	\$ 85,917	\$ 101,023	\$ 55,833	\$ 242,773
		State/Local	\$ -	\$ 8,171	\$ 12,224	\$ 6,453	\$ 26,848
	Change (000s)	Total	\$ -	\$ 14,175	\$ 38,238	\$ 19,897	\$ 72,310
		Federal	\$ -	\$ 11,341	\$ 30,591	\$ 15,918	\$ 57,850
		State/Local	\$ -	\$ 2,834	\$ 7,647	\$ 3,979	\$ 14,460



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CMAQ	\$ -	\$ -	\$ 414	\$ -	\$ 414	\$ -	\$ 497	\$ -	\$ 1,325	\$ -	\$ 1,325
	HSIP	\$ -	\$ -	\$ 2,616	\$ -	\$ 2,126	\$ -	\$ 979	\$ -	\$ 5,721	\$ -	\$ 5,721
	NHPP	\$ -	\$ -	\$ 6,046	\$ -	\$ 5,364	\$ -	\$ 3,565	\$ -	\$ 14,975	\$ -	\$ 14,975
	STBG	\$ -	\$ -	\$ 7,730	\$ -	\$ 1,389	\$ -	\$ 2,761	\$ -	\$ 11,880	\$ -	\$ 11,880
	State	\$ -	\$ -	\$ -	\$ 2,022	\$ -	\$ 1,475	\$ -	\$ 843	\$ -	\$ 4,340	\$ 4,340
RW	CMAQ	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 30	\$ -	\$ 30
	HSIP	\$ -	\$ -	\$ 193	\$ -	\$ 147	\$ -	\$ 140	\$ -	\$ 480	\$ -	\$ 480
	NHPP	\$ -	\$ -	\$ 133	\$ -	\$ 136	\$ -	\$ 136	\$ -	\$ 405	\$ -	\$ 405
	STBG	\$ -	\$ -	\$ 237	\$ -	\$ 129	\$ -	\$ 95	\$ -	\$ 461	\$ -	\$ 461
	State	\$ -	\$ -	\$ -	\$ 70	\$ -	\$ 39	\$ -	\$ 30	\$ -	\$ 139	\$ 139
CO	CMAQ	\$ -	\$ -	\$ 8,282	\$ -	\$ 4,831	\$ -	\$ 1,380	\$ -	\$ 14,493	\$ -	\$ 14,493
	HSIP	\$ -	\$ -	\$ 3,313	\$ -	\$ 6,043	\$ -	\$ 2,054	\$ -	\$ 11,410	\$ -	\$ 11,410
	NHPP	\$ -	\$ -	\$ 23,516	\$ -	\$ 27,757	\$ -	\$ 14,322	\$ -	\$ 65,595	\$ -	\$ 65,595
	STBG	\$ -	\$ -	\$ 22,086	\$ -	\$ 22,086	\$ -	\$ 13,976	\$ -	\$ 58,148	\$ -	\$ 58,148
	State	\$ -	\$ -	\$ -	\$ 3,245	\$ -	\$ 3,063	\$ -	\$ 1,601	\$ -	\$ 7,909	\$ 7,909
Total		\$ -	\$ -	\$ 74,576	\$ 5,337	\$ 70,432	\$ 4,577	\$ 39,915	\$ 2,474	\$ 184,923	\$ 12,388	\$ 197,311

MARYLAND STATEWIDE TIP FY 2022-2025

PHASE DETAIL

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CMAQ	\$ -	\$ -	\$ 414	\$ -	\$ 591	\$ -	\$ 497	\$ -	\$ 1,502	\$ -	\$ 1,502
	HSIP	\$ -	\$ -	\$ 4,688	\$ -	\$ 5,378	\$ -	\$ 2,726	\$ -	\$ 12,792	\$ -	\$ 12,792
	NHPP	\$ -	\$ -	\$ 9,840	\$ -	\$ 9,545	\$ -	\$ 6,655	\$ -	\$ 26,040	\$ -	\$ 26,040
	STBG	\$ -	\$ -	\$ 7,730	\$ -	\$ 6,338	\$ -	\$ 6,501	\$ -	\$ 20,569	\$ -	\$ 20,569
	State	\$ -	\$ -	\$ -	\$ 3,488	\$ -	\$ 4,614	\$ -	\$ 2,987	\$ -	\$ 11,089	\$ 11,089
RW	CMAQ	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 30	\$ -	\$ 30
	HSIP	\$ -	\$ -	\$ 359	\$ -	\$ 359	\$ -	\$ 334	\$ -	\$ 1,052	\$ -	\$ 1,052
	NHPP	\$ -	\$ -	\$ 133	\$ -	\$ 136	\$ -	\$ 136	\$ -	\$ 405	\$ -	\$ 405
	STBG	\$ -	\$ -	\$ 237	\$ -	\$ 129	\$ -	\$ 95	\$ -	\$ 461	\$ -	\$ 461
	State	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 92	\$ -	\$ 78	\$ -	\$ 281	\$ 281
CO	CMAQ	\$ -	\$ -	\$ 8,282	\$ -	\$ 4,831	\$ -	\$ 1,380	\$ -	\$ 14,493	\$ -	\$ 14,493
	HSIP	\$ -	\$ -	\$ 8,622	\$ -	\$ 12,993	\$ -	\$ 9,201	\$ -	\$ 30,816	\$ -	\$ 30,816
	NHPP	\$ -	\$ -	\$ 23,516	\$ -	\$ 27,757	\$ -	\$ 14,322	\$ -	\$ 65,595	\$ -	\$ 65,595
	STBG	\$ -	\$ -	\$ 22,086	\$ -	\$ 32,956	\$ -	\$ 13,976	\$ -	\$ 69,018	\$ -	\$ 69,018
	State	\$ -	\$ -	\$ -	\$ 4,572	\$ -	\$ 7,518	\$ -	\$ 3,388	\$ -	\$ 15,478	\$ 15,478
Total		\$ -	\$ -	\$ 85,917	\$ 8,171	\$ 101,023	\$ 12,224	\$ 55,833	\$ 6,453	\$ 242,773	\$ 26,848	\$ 269,621

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 177	\$ -	\$ -	\$ -	\$ 177	\$ -	\$ 177
	HSIP	\$ -	\$ -	\$ 2,072	\$ -	\$ 3,252	\$ -	\$ 1,747	\$ -	\$ 7,071	\$ -	\$ 7,071
	NHPP	\$ -	\$ -	\$ 3,794	\$ -	\$ 4,181	\$ -	\$ 3,090	\$ -	\$ 11,065	\$ -	\$ 11,065
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 4,949	\$ -	\$ 3,740	\$ -	\$ 8,689	\$ -	\$ 8,689
	State	\$ -	\$ -	\$ -	\$ 1,466	\$ -	\$ 3,139	\$ -	\$ 2,144	\$ -	\$ 6,749	\$ 6,749
RW	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ 166	\$ -	\$ 212	\$ -	\$ 194	\$ -	\$ 572	\$ -	\$ 572
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ 41	\$ -	\$ 53	\$ -	\$ 48	\$ -	\$ 142	\$ 142
CO	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ 5,309	\$ -	\$ 6,950	\$ -	\$ 7,147	\$ -	\$ 19,406	\$ -	\$ 19,406
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 10,870	\$ -	\$ -	\$ -	\$ 10,870	\$ -	\$ 10,870
	State	\$ -	\$ -	\$ -	\$ 1,327	\$ -	\$ 4,455	\$ -	\$ 1,787	\$ -	\$ 7,569	\$ 7,569
Total		\$ -	\$ -	\$ 11,341	\$ 2,834	\$ 30,591	\$ 7,647	\$ 15,918	\$ 3,979	\$ 57,850	\$ 14,460	\$ 72,310

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 242,773	Federal	\$ 40,418	Federal	\$ 283,191
State/Local	\$ -	State/Local	\$ 26,848	State/Local	\$ 3,863	State/Local	\$ 30,711
Total	\$ -	Total	\$ 269,621	Total	\$ 44,281	Total	\$ 313,902

ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR
TIP ACTION 23-37.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Maryland Department of Transportation - State Highway Administration	T3084	Areawide Safety and Spot Improvements	\$231,351,000	\$313,902,000	\$82,551,000	36	Cost change(s) Programming Update	<p style="text-align: center;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: center;">HSIP</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$2,616,000 to \$4,688,000 + Increase funds in FFY 23 in ROW from \$193,000 to \$359,000 + Increase funds in FFY 23 in CON from \$3,313,000 to \$8,622,000 + Increase funds in FFY 24 in PE from \$2,126,000 to \$5,378,000 + Increase funds in FFY 24 in ROW from \$147,000 to \$359,000 + Increase funds in FFY 24 in CON from \$6,043,000 to \$12,993,000 + Increase funds in FFY 25 in PE from \$979,000 to \$2,726,000 + Increase funds in FFY 25 in ROW from \$140,000 to \$334,000 + Increase funds in FFY 25 in CON from \$2,054,000 to \$9,201,000 + Increase funds in FFY 26 in PE from \$1,565,000 to \$2,445,000 + Increase funds in FFY 26 in ROW from \$127,000 to \$299,000 + Increase funds in FFY 26 in CON from \$1,686,000 to \$5,644,000 <p style="text-align: center;">NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$6,046,000 to \$9,840,000 + Increase funds in FFY 24 in PE from \$5,364,000 to \$9,545,000 + Increase funds in FFY 25 in PE from \$3,565,000 to \$6,655,000 + Increase funds in FFY 26 in PE from \$2,572,000 to \$3,790,000 <p style="text-align: center;">STBG</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$1,389,000 to \$6,338,000 + Increase funds in FFY 24 in CON from \$22,086,000 to \$32,956,000 + Increase funds in FFY 25 in PE from \$2,761,000 to \$6,501,000 + Increase funds in FFY 26 in PE from \$2,761,000 to \$4,727,000 <p style="text-align: center;">CMAQ</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$414,000 to \$591,000 <p style="text-align: center;">DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FFY 23 in PE from \$2,022,000 to \$3,488,000 + Increase funds in FFY 23 in ROW from \$70,500 to \$111,500 + Increase funds in FFY 23 in CON from \$3,245,000 to \$4,572,000 + Increase funds in FFY 24 in PE from \$1,475,000 to \$4,614,000 + Increase funds in FFY 24 in ROW from \$39,500 to \$92,500 + Increase funds in FFY 24 in CON from \$3,063,000 to \$7,518,000 + Increase funds in FFY 25 in PE from \$843,000 to \$2,987,000 + Increase funds in FFY 25 in ROW from \$30,500 to \$78,500 + Increase funds in FFY 25 in CON from \$1,601,000 to \$3,388,000 + Increase funds in FFY 26 in PE from \$554,000 to \$1,569,000 + Increase funds in FFY 26 in ROW from \$29,500 to \$72,500 + Increase funds in FFY 26 in CON from \$1,233,000 to \$2,222,000 <p style="text-align: center;"><i>Total project cost increased from \$231,351,000 to \$313,902,000</i></p>

**ATTACHMENT B - AMENDMENT SUMMARY REPORT FOR
TIP ACTION 23-37.2: FORMAL AMENDMENT TO THE
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Maryland Department of Transportation - Maryland Transit Administration	T13606	New Charles County Bus Operations and Maintenance Facility	\$0	\$13,375,000	\$13,375,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Add funds in FFY 24 in CON for \$287,500 ► Add funds in FFY 25 in CON for \$125,000 ► Add funds in FFY 26 in CON for \$925,000 DC/STATE ► Add funds in FFY 24 in CON for \$287,500 ► Add funds in FFY 25 in CON for \$125,000 ► Add funds in FFY 26 in CON for \$925,000 S. 5307 ► Add funds in FFY 24 in CON for \$400,000 ► Add funds in FFY 25 in CON for \$1,000,000 ► Add funds in FFY 26 in CON for \$7,400,000 S. 5311 ► Add funds in FFY 24 in CON for \$1,900,000 <i>Total project cost \$13,375,000</i>
Prince Georges County	T13603	Lottsford Rd., Bridge No. P-0283 Project	\$0	\$2,500,000	\$2,500,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Add funds in FFY 25 in PE for \$75,000 ► Add funds in FFY 26 in PE for \$25,000 ► Add funds in FFY 27 in CON for \$400,000 BFP ► Add funds in FFY 25 in PE for \$300,000 ► Add funds in FFY 26 in PE for \$100,000 ► Add funds in FFY 27 in CON for \$1,600,000 <i>Total project cost \$2,500,000</i>
TOTAL			\$231,351,000	\$329,777,000	\$98,426,000			

MEMORANDUM

TO: OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)
DIRECTOR HEATHER MURPHY
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OPCP REGIONAL PLANNER KARI SNYDER

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TJP* 3/27/2024
ACTING CHIEF TARA PENDERS

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2023-
2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND
NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

DATE: MARCH 27, 2024

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T3084	Areawide Safety and Spot Improvements	PE	\$38,830,000
		RW	\$929,000
		CO	\$42,792,000

ANALYSIS

Areawide Safety and Spot Improvements (TPB 3084) – This requested amendment reflects the addition of \$82,551,000 in funds to the FY 2023-2026 TPB TIP, which includes \$38,830,000 in funds for preliminary engineering, \$929,000 in funds for right-of-way, and \$42,792,000 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 \$231,351,000 to \$313,902,000.

Ms. Heather Murphy
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 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

ATTACHMENTS

- FY 2023-2026 TPB TIP project T3084 report
- FY 2022-2025 Maryland STIP project TPB 3084 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Erich Florence, P.E., Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, 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



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

March 19, 2024

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

Dear Chair Henderson:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to add the Lottsford Road Bridge project to the FY 2023-2026 TIP. This major bridge repair project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This bridge was built in 1989 and the superstructure elements are in poor condition, making this project eligible for major repair and bridge preservation activities to be delivered by this project.

An amount of \$500,000 will be programmed for the current TIP (FY 2023-2026). An additional \$2,000,000 will be programmed for FY 2027 for a total project cost of \$2,500,000. This project is to be designated "not regionally significant" as there is no capacity increase associated with this project and does not require conformity testing.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its April 5, 2024 meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us or Erv Beckert at (240) 508-9610 or etbeckert@co.pg.md.us.

Sincerely,

Michael D. Johnson

Michael D. Johnson, P.E.,
Director, Prince George's County DPW&T

Attachment

cc: Kanti Srikanth, Director of Transportation, MWCOG
Oluseyi Olugbenle, Deputy Director, DPW&T
Victor Weissberg, Special Assistant to the Director, DPW&T
Kate Mazzara, P.E., Associate Director, OEPM, DPW&T
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OEPM, DPW&T
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OEPM, DPW&T
Kari Snyder, Regional Planner, Office of Planning and Capital Programming, MDOT
Lyn Erickson, Plan Development and Coordination Program Director, MWCOG

9400 Peppercorn Place, Suite 300, Largo, Maryland 20774
(301) 883-5600 FAX (301) 883 -5709 Maryland Relay 711



TIP ID T13603
Project Name Lottsford Rd., Bridge No. P-0283 Project
Project Limits 500 Ft. East to Lottsford Vista Rd to 2000 Ft. West to Archer Ln.

Lead Agency Prince Georges County
County Prince Georges
Municipality Suburban MD
Agency Project ID

Project Type Bridge - Preventive Maintenance
Total Cost \$2,500,000
Completion Date 2028

Description Major bridge project that consists of major repair and bridge preservation work.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		BFP	-	-	-	\$300,000	\$100,000	-	\$400,000	\$400,000
PE		LOCAL	-	-	-	\$75,000	\$25,000	-	\$100,000	\$100,000
		<i>Total PE</i>	-	-	-	\$375,000	\$125,000	-	\$500,000	\$500,000
CON		BFP	-	-	-	-	-	\$1,600,000	-	\$1,600,000
CON		LOCAL	-	-	-	-	-	\$400,000	-	\$400,000
		<i>Total CON</i>	-	-	-	-	-	\$2,000,000	-	\$2,000,000
		<i>Total Programmed</i>	-	-	-	\$375,000	\$125,000	\$2,000,000	\$500,000	\$2,500,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-37.2 Amendment 2023-2026	4/17/2024	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13603

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Lottsford Rd., Bridge No. P-0283 Project	A	Exempt	Categorical Exclusion	\$ -	\$ -	\$ -
	Administration	Area/MPO		Net Funding Change (000s)		
	PG DPW&T	TPB		Federal	State/Local	Total
				\$ 300	\$ 75	\$ 375

Description	Lottsford Rd., Bridge No. P-0283 CIP project
Justification	This bridge was built in 1989 and the superstructure elements are in poor condition, making this project eligible for rehabilitation.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP <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	Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed	Total		\$ -	\$ -	\$ -	\$ 375	\$ 375	\$ 375	\$ 375
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ 300	\$ 300	\$ 300
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75	\$ 75	\$ 75	\$ 75
	Change	Total		\$ -	\$ -	\$ -	\$ 375	\$ 375	\$ 375	\$ 375
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ 300	\$ 300	\$ 300
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75	\$ 75	\$ 75	\$ 75

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 300
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75	\$ -	\$ 75	\$ 75
UT	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ 75	\$ 300	\$ 75	\$ 375

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 300
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75	\$ -	\$ 75	\$ 75
UT	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ 75	\$ 300	\$ 75	\$ 375

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 300	Federal	\$ 1,700	Federal	\$ 2,000
State/Local	\$ 75	State/Local	\$ 75	State/Local	\$ 425	State/Local	\$ 500
Total	\$ 75	Total	\$ 375	Total	\$ 2,125	Total	\$ 2,500

March 27, 2024

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

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing and two new projects in the FY 2023-2026 TPB TIP on behalf of the Maryland Transit Administration (MTA), the State Highway Administration (SHA), and the Prince George’s County Department of Public Works and Transportation (DPW&T) as described below and in the attached memo.

This action reflects MTA’s, SHA’s, and DPW&T’s updated programmed expenditures and project schedules from FY 2023 to FY 2026 by increasing the funding in SHA’s areawide project for Safety and Spot Improvements and by adding a Bus Operations and Maintenance Facility in Charles County and a bridge replacement project in Prince George’s County, with the associated funds to both the years of the TIP and beyond. These new projects are not included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045; however, they are not regionally significant enough to affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
13606	New Charles County Bus Operations and Maintenance Facility	\$13,375	Adds new project and new 5307, 5311, and matching funds.
3084	Areawide Safety and Spot Improvements	\$82,551	Adds new preliminary engineering, right-of-way, and construction funds
13603	Lottsford Road Bridge project	\$500	Adds new project and new preliminary engineering and construction funds.

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

The Honorable Christina Henderson
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The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. I will be happy to assist you.

Sincerely,

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

Kari Snyder
Regional Planner
Office of Planning and Capital Programming (OPCP)

Attachment

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