

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 23-55.2 WHICH ADDS
FUNDING FOR THE CONGRESSIONAL EARMARK PROJECTS, AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-55.2 which adds Community Project Funding (CPF) Earmark funds of \$280,000 and \$70,000 in local funds to add the Frederick and Pennsylvania Rail Trail project as a component of the **Congressional Earmark Projects (T5838)** totaling \$350,000, as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval,
ATTACHMENT B) Letter from MDOT dated January 24, 2025, requesting the amendment; and

WHEREAS, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-55.2, creating the 55th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, funding for this project group and all sub-component projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, 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 23-55.2 which adds Community Project Funding (CPF) Earmark funds of \$280,000 and \$70,000 of local funds to add the Frederick and Pennsylvania Rail Trail project as a component of the **Congressional Earmark Projects (T5838)** totaling \$350,000, as described in the attached materials

T5838 - Congressional Earmark Projects

Lead Agency		Maryland Department of Transportation - State Highway Administration						
Project Type		Other						
County		Frederick						
From		-						
Agency Project ID		AWCE						
Municipality		-						
To		-						
Completion Date		2026						
Total Cost		\$350,000						
Project Description		Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County. This project received \$280,000 in CPF-Earmark funding in the FY2023 appropriations. These funds are being matched with \$70,000 in local funding. This record will be amended at a later time to include the remaining 9 projects.						
		Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, MDOT-SHA is the recipient of and administers these funds on behalf of the local governments.						
Phase	Fund Source	Prior	2023	2024	2025	2026	Future	Total
Preliminary Engineering	Earmark - CPF				\$70,000	\$210,000	-	\$280,000
Preliminary Engineering	LOCAL				\$17,000	\$53,000	-	\$70,000
Total Preliminary Engineering				-	\$87,000	\$263,000	-	\$350,000
Total Programmed					\$87,000	\$263,000	-	\$350,000

< T5838 Congressional Earmark Projects

Revision: [TPB / TIP / TIP 2023 / 23-55.2 \(MD\)](#)

Last edited: [Leonardo Pineda](#)
(01/30/2025)

Component Projects

Title	Jurisdiction	Earmark Amount	Earmark Expiration:
Frederick and Pennsylvania Railroad Trail	Frederick	\$280,000	2026

January 31, 2025

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

Dear Chair Walkinshaw:

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

This action reactivates the Congressional Earmarks TIP Project and updates the programmed expenditures schedule in FY 2023-2026 of for Congressionally directed funding through SHA who administers the funds on behalf of the local government projects that receive these awards. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County, and future projects and associated funds will be amended in the future. This project is already included in and does not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5838	Congressional Earmarks Projects	\$350	Reactivates T5838 and adds new funds for preliminary engineering.

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

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

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

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

Attachment

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

MEMORANDUM

TO: 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 *TJP* 1/30/2025

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

DATE: JANUARY 30, 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
T5838	Congressional Earmarks Projects	PE	\$350,000

ANALYSIS

Congressional Earmarks Projects (T5838) – This amendment reflects the reactivation of the congressional earmarks areawide. This amendment reflects the addition of \$350,000 in preliminary engineering funds to FY 2023-2026 TPB TIP for TPB T5838. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$0 to \$350,000. This amendment also reflects the change in project status from complete to on-going.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2025-2030 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T5838 report
- FY 2022-2025 Maryland STIP project TPB 5838 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Mr. Erich Florence, Deputy District Engineer, District 3, SHA
Derek Gunn, P.E., District Engineer, District 3, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA

MARYLAND STATEWIDE TIP FY 2022-2025

SUMMARY TABLE											
Project		Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)			Total			
Congressional Earmarks Projects (TPB T5838)		B	Nonattainment	N/A	Federal	State/Local					
		Administration	Area/MPO	CTP Page	Net Funding Change (000s)			Total			
		SHA	TPB	N/A	Federal	State/Local					
Description		Congressional earmarks are non-SHA projects that receive federal funding through Congressional action. Since these earmarks are granted via a transportation spending bill, SHA administers these funds. The match amounts, which vary percentage-wise project by project, are provided by the project sponsors. Projects may also receive other federal funds including TAP, CRP, NHPP, STBG, and HSIP in addition to congressional earmark funding.									
Justification		Project funding flows included in the FY 2023-2026 TIP are determined based on current schedules for projects utilizing congressional earmark funding and an estimate of planned projects within TPB MPO boundaries.									

INDIVIDUAL REQUEST FORM											
STIP/TIP Amendment Criteria				Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total		
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other				Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ 87	
				Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87	
				Change (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ 87	
				Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87	

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
PE	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	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
PE	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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RW	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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UT	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17	\$ 17

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
PE	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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RW	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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UT	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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CO	Earmark -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	TAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17	\$ 17

TOTAL PROJECT COST											
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost					
Federal	\$ -	Federal	\$ -	Federal	\$ 210	Federal	\$ 210				
State/Local	\$ -	State/Local	\$ 87	State/Local	\$ 53	State/Local	\$ 140				
Total	\$ -	Total	\$ 87	Total	\$ -	Total	\$ 350				