

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

RESOLUTION ON AMENDMENTS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-06.2 (MDOT STIP) WHICH ADDS ONE NEW BRIDGE REPLACEMENT PROJECT, TWO NEW BRIDGE REHAB PROJECTS, ONE NEW PEDESTRIAN SAFETY PROJECT, ADDS FUNDING TO TWO AREAWIDE PROGRAMS, AND REACTIVATES MD 355 AT CEDAR LANE AND JONES BRIDGE ROAD PHASES 1 - 2 BRAC INTERSECTION IMPROVEMENTS PROJECT AS REQUESTED JOINTLY BY MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT), FREDERICK COUNTY, AND CHARLES COUNTY

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 December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

WHEREAS, MDOT, Frederick County, and Charles County have requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-06.2 (MDOT STIP), which makes the following revisions:

- Adds a new bridge replacement project in Charles County, **Trinity Church Road Bridge (T13918)**, with \$750,000 in Bridge Formula Program (BFP) funding for the preliminary engineering (PE) phase in FY 2026.
- Adds a new bridge rehab project in Charles County, **Liverpool Point Road Bridge (T13919)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
- Adds a new bridge rehab project in Charles County, **Bryantown Road Bridge (T13920)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
- Adds a new pedestrian safety improvements project **MD 414 (St. Barnabas Road) Safety Project (T13921)** with \$2,610,000 in National Highway Performance Program (NHPP), State, and Private funding for the PE and utility (UT) phases.
- Adds \$4,393,250 in Urbanized Area Formula Program (S.5307) funds and \$4,393,500 in State and Local funds for the **Small Urban Transit Systems - Operating Assistance (T2594)** program, revising the total project cost to \$52,034,000.

- Adds \$16,313,434 in Surface Transportation Block Grant (STBG) and Bridge Formula Program (BFP) funding in the PE and construction (CON) phases, and \$5,663,892 in local funds for the **Bridge Inspection, Rehabilitation and Replacements (T3173)** program in Frederick County. Revising the total project cost to \$32,922,218.
- Reactivates the project and replaces Department of Defense (DOD) funding with NHPP funding and shifts \$1,126,000 from state funding to NHPP funding for the **MD 355 at Cedar Lane and Jones Bridge Road Phases 1 – 2 BRAC Intersection Improvements (T5998)** project, keeping the same total project cost of \$18,697,000; and

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 National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-06.2 (MDOT STIP) creating the 6th amended version of the FY 2026-2029 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/FY26-29/Amendments; and

WHEREAS, full funding for the projects in this TIP Action was included in the Financial Analysis of the National Capital Region Transportation Plan Visualize 2050 and the FY 2026-2029 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Letters from MDOT and Frederick County dated March 20, 2026, and from Charles County dated March 19, 2026, requesting the amendments,
- ATTACHMENT B) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,
- ATTACHMENT C) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained; and

WHEREAS, this resolution and the amendments to the FY 2026-2029 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 2026-2029 TIP to include TIP Action 26-06.2 (MDOT STIP), which

- Adds a new bridge replacement project in Charles County, **Trinity Church Road Bridge (T13918)**, with \$750,000 in BFP funding for PE phase in FY 2026.
- Adds a new bridge rehab project in Charles County, **Liverpool Point Road Bridge (T13919)**, with \$750,000 in BFP funding for the PE phase in FY 2026.

- Adds a new bridge rehab project in Charles County, **Bryantown Road Bridge (T13920)**, with \$750,000 in BFP funding for the PE phase in FY 2026.
- Adds a new pedestrian safety improvements project **MD 414 (St. Barnabas Road) Safety Project (T13921)** with \$2,610,000 in NHPP, State, and Private funding for the PE and UT phases.
- Adds \$4,393,250 in S.5307 funds and \$4,393,500 in State and Local funds for the **Small Urban Transit Systems – Operating Assistance (T2594)** program, revising the total project cost to \$52,034,000.
- Adds \$16,313,434 in STBG and BFP funding in the PE and CON phases, and \$5,663,892 in local funds for the **Bridge Inspection, Rehabilitation and Replacements (T3173)** program in Frederick County. Revising the total project cost to \$32,922,218.
- Replaces DOD funding with NHPP funding and shifts \$1,126,000 from State funding to NHPP funding for the **MD 355 at Cedar Lane and Jones Bridge Road Phases 1 – 2 BRAC Intersection Improvements (T5998)** project, keeping the same total project cost of \$18,697,000.

Adopted by the TPB Steering Committee at its meeting on Friday, April 3, 2026.

March 20, 2026

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

Dear Chair Harris:

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) 2026-2029 Transportation Improvement Program (TIP) for one existing and one new project on behalf of the State Highway Administration (SHA) and for one existing project on behalf of the Maryland Transit Administration (MTA) as described below and in the attached memo.

This action updates the programmed expenditures and project schedules in FY 2026-2029 for the SHA and MTA projects listed below, and this action does not affect the Air Quality Conformity Determination of Visualize 2050.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
T5998	MD 355 at Cedar Lane and Jones Bridge Road Phases 1 and 2 BRAC Intersection Improvements	26-29: \$1,407 Total: \$1,407	Adds new right-of-way funds.
T13921	MD 414 (St. Barnabas Road) Safety Project	26-29: \$1,012 Total: \$2,610	Adds new project and associated new preliminary engineering and utilities funds.
T2594	Small Urban Transit Operating	26-29: \$8,787 Total: \$8,787	Adds new operating funds.

The Honorable Neil Harris
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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. 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".

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

Attachment

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

MEMORANDUM

TO: MARYLAND DEPARTMENT OF TRANSPORTATION
 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 3/19/2026

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TP*
 CHIEF TARA PENDERS

SUBJECT: REQUEST TO AMEND THE FISCAL YEAR (FY) 2026-2029
 NATIONAL CAPITAL TRANSPORTATION PLANNING BOARD
 (TPB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE: MARCH 19, 2026

**RESPONSE
 REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests the amendment of the FY 2026-2029 TPB TIP to reflect the following actions.

TIP	PROJECT	PHASE	NEW FUNDING
T5998	MD 355 at Cedar Lane and Jones Bridge Road Phases 1 and 2 BRAC Intersection Improvements	RW	\$1,407,000
T13921	MD 414 (St. Barnabas Road) Safety Project	PE UT	\$902,000 \$110,000

ANALYSIS

MD 355 at Cedar Lane and Jones Bridge Road Phase 1 and 2 BRAC Intersection Improvements (T5998) – On October 3, 2025, the TPB Steering Committee amended the TPB TIP to reflect the following changes for T5998: The reactivation of the MD 185 at Cedar Lane and Jones Bridge Road Phase 1 and 2 BRAC Intersection Improvements; the addition of \$416,000 in right-of-way funds to FY 2023-2026 TPB TIP; the shifting of \$991,000 funds from previous fiscal years into the FY 2023-2026 TPB TIP, for a total of \$1,407,000. The project’s total cost, as documented in the FY 2023-2026 TPB TIP, increased from \$18,281,000 to \$18,697,000. The amendment also reflected the change in project status from “none” to “right-of-way acquisition”. Federal funds for the project were identified in the October 3, 2025 amendment as “DOD”.

This amendment to FY 2026-2029 TPB TIP reflects a change in federal funding source for right-of-way funds from “DOD” to “NHPP”. It also reflects a shift of \$211,000 in federal funds to state, to reflect NHPP state match requirements. Overall right-of-way funding and the project’s overall cost, as documented in the FY 2026-2029 TPB TIP.

MD 414 (St. Barnabas Road) Safety Project (T13921) – This amendment reflects the addition of a new project into the FY 2026-2029 TPB TIP. This amendment reflects the addition of \$902,000 in preliminary engineering funds and \$110,000 in funds for utilities to the FY 2026-2029 TPB TIP for TPB T13921. The project’s total cost, as documented in the FY 2026-2029 TPB TIP is \$2,610,000, which includes funding programmed in years prior to the FY 2026-2029 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 2026-2031 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2025-2028 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2026-2029 TPB TIP and FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Schlie, Regional Planner, SHA RIPD, at 410-545-5674 or dschlie@mdot.maryland.gov. You may also contact Mr. David Rodgers, Regional Planner, SHA RIPD, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project T5998 report [Approved October 2025]
- FY 2026-2029 TPB TIP project T5998 report [New Amendment March 2026]
- FY 2025-2028 Maryland STIP project TPB T5998 report
- FY 2026-2029 TPB TIP project T13921 report
- FY 2025-2028 Maryland STIP project TPB 13921 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
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
Ms. Dorey Uong, Team Leader, Engineering Systems, District 3, SHA

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.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
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	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$281,000	\$0	\$0	\$0	\$281,000
Right of Way	NHPP	\$1,126,000	\$0	\$0	\$0	\$1,126,000
Total Right of Way		\$1,407,000	\$0	\$0	\$0	\$1,407,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	DOD	\$0	\$0	\$0	\$0	\$0
TIP Total		\$1,407,000	\$0	\$0	\$0	\$1,407,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,290,000
Total Programmed		\$1,407,000	\$0	\$0	\$0	\$18,697,000

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "23-69.2" to "26-06.2 (MDOT STIP)"

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

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

Project Description

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.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Right of Way	DC/STATE	-	-	-	-	\$70,000	-	\$70,000
Right of Way	DOD	\$1,143,000	-	-	-	\$1,337,000	-	\$2,480,000
Total Right of Way		\$1,143,000	-	-	-	\$1,407,000	-	\$2,550,000
Construction	DC/STATE	\$2,288,000	-	-	-	-	-	\$2,288,000
Construction	DOD	\$13,859,000	-	-	-	-	-	\$13,859,000
Total Construction		\$16,147,000	-	-	-	-	-	\$16,147,000
Total Prior Costs		\$17,290,000	-	-	-	-	-	\$17,290,000
Total Programmed		\$17,290,000	-	-	-	\$1,407,000	-	\$18,697,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Schedule Change(s)
PROJECT CHANGES	<p>Plan Revision Name changed from "20-00" to "23-67.2 (MD)"</p> <p>Project Type changed from "Road - Other Improvement" to "Road - Intersection improvements"</p> <p>Estimated Completion Date changed from "None" to "2026"</p> <p>Source Document Page/Record Link changed from "None" to "https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27"</p> <p>Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"</p> <p>CMP changed from "None" to "CMP Documentation is not required."</p> <p>Current Implementation Status changed from "None" to "ROW Acquisition"</p> <p>Bicycle/Pedestrian Accommodations changed from "None" to "Not Included"</p> <p>Email changed from "None" to "lbobian@mdot.maryland.gov"</p> <p>Source Document changed from "None" to "MDOT CTP FY 2019-2023"</p> <p>Primary Contact changed from "None" to "Lindsay Bobian"</p> <p>Actual Completion Date changed from "2017" to "None"</p>
FUNDING CHANGES	<p>DOD</p> <p>- Decrease funds in FY 2018 in ROW from \$1,094,000 to \$0</p> <p>DOD</p> <p>+ Increase funds in FY 2019 in ROW from \$0 to \$1,086,000</p> <p>- Decrease funds in FY 2019 in ROW from \$400,000 to \$57,000</p> <p>DOD</p> <p>- Decrease funds in FY 2020 in ROW from \$93,000 to \$0</p> <p>DC/STATE</p> <p>- Decrease funds in FY 2020 in ROW from \$117,000 to \$0</p> <p>DOD</p> <p>- Decrease funds in FY 2021 in ROW from \$430,000 to \$0</p>
	<p>DOD</p> <p>+ Increase funds in FY 2026 in ROW from \$0 to \$1,337,000</p> <p>DC/STATE</p> <p>+ Increase funds in FY 2026 in ROW from \$0 to \$70,000</p>
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$18,281,000 to \$18,697,000 (2.28%)
SCHEDULE INFORMATION CHANGES	<p>Estimated Completion Date increased from None to 2026</p> <p>Actual Completion Date decreased from 2017 to None</p> <p>Current Implementation Status has changed from None to ROW Acquisition</p>
CMP DOCUMENTATION CHANGES	<p>Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No</p> <p>CMP has changed from None to CMP Documentation is not required.</p>

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #TPB 15998

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)		
	SHA	TPB	FY 2018-2023: SHA-M-11	\$ 1,126	\$ 281	\$ 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						Total
	Current (000s)	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							
MDOT MARYLAND DEPARTMENT OF TRANSPORTATION	Proposed (000s)	Total					Total
		\$ -	\$ 1,407	\$ -	\$ -	\$ -	\$ 1,407
Change (000s)	Federal	\$ -	\$ 1,126	\$ -	\$ -	\$ -	\$ 1,126
	State/Local	\$ -	\$ 281	\$ -	\$ -	\$ -	\$ 281

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ 281	\$ -	\$ -	\$ -	\$ -	\$ 281	\$ 281
	NHPP	\$ -	\$ -	\$ 1,126	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ -	\$ 1,126
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,126	\$ 281	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ 281	\$ 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 281	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 281	\$ 281
	NHPP	\$ -	\$ -	\$ 1,126	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ -	\$ 1,126
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,126	\$ 281	\$ -	\$ -	\$ -	\$ -	\$ 1,126	\$ 281	\$ 1,407

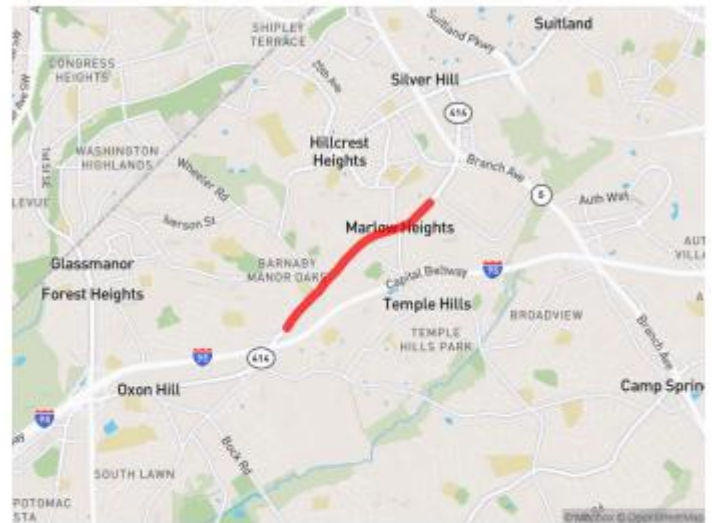
TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ 14,945	\$ -	\$ -	\$ 1,126	\$ -	\$ -	\$ -
State/Local	\$ 2,345	\$ -	\$ 281	\$ -	\$ -	\$ -	\$ -
Total	\$ 17,290	\$ -	\$ 1,407	\$ -	\$ -	\$ -	\$ -

T13921 - MD 414 (St. Barnabas Road) Safety Project

Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA431
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2028
Total Cost:	\$2,610,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$120,000	\$60,000	\$0	\$0	\$180,000
Preliminary Engineering	NHPP	\$480,000	\$242,000	\$0	\$0	\$722,000
Total Preliminary Engineering		\$600,000	\$302,000	\$0	\$0	\$902,000
Utility	Private	\$0	\$40,000	\$47,000	\$23,000	\$110,000
Total Utility		\$0	\$40,000	\$47,000	\$23,000	\$110,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$600,000	\$342,000	\$47,000	\$23,000	\$1,012,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,598,000
Total Programmed		\$600,000	\$342,000	\$47,000	\$23,000	\$2,610,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13921

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 414 (St. Bamabas Road) Safety Project (T13921)	B	Exempt	CE - tbd	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	A-11 FY 2026	\$ 1,202	\$ 387	\$ 1,589
Description	Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.					
Justification	This project will make the corridor safe for pedestrians.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding					Total
		FY 2025	FY 2026	FY 2027	FY 2028		
<input checked="" 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	\$ -	\$ -	\$ -	\$ -	\$ -
		St/Loc/Prvt	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 600	\$ 600	\$ 342	\$ 47	\$ 1,589
		Federal	\$ 480	\$ 480	\$ 242	\$ -	\$ 1,202
		St/Loc/Prvt	\$ 120	\$ 120	\$ 100	\$ 47	\$ 387
	Change (000s)	Total	\$ 600	\$ 600	\$ 342	\$ 47	\$ 1,589
		Federal	\$ 480	\$ 480	\$ 242	\$ -	\$ 1,202
		St/Loc/Prvt	\$ 120	\$ 120	\$ 100	\$ 47	\$ 387

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 60	\$ -	\$ -	\$ 1,202	\$ 300	\$ 1,502
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 47	\$ -	\$ 87	\$ 87
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 100	\$ -	\$ 47	\$ 1,202	\$ 387	\$ 1,589

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Federal	St/Loc/Prvt	Total
PP	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP/State	\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 60	\$ -	\$ -	\$ 1,202	\$ 300	\$ 1,502
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 47	\$ -	\$ 87	\$ 87
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 480	\$ 120	\$ 480	\$ 120	\$ 242	\$ 100	\$ -	\$ 47	\$ 1,202	\$ 387	\$ 1,589

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 799	Federal	\$ 1,202	Federal	\$ -	Federal	\$ 2,001
State/Local/Private	\$ 199	State/Local/Private	\$ 387	State/Local/Private	\$ 23	State/Local/Private	\$ 609
Total	\$ 998	Total	\$ 1,589	Total	\$ 23	Total	\$ 2,610

*Utilities - \$110,000 in private third party funds including \$23,000 for FY2029.

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

ATTN: OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPPD REGIONAL PLANNER KARI SNYDER

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

DATE: MARCH 11, 2026

SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2026-2029
TRANSPORTATION PLANNING BOARD METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPPPD request TPB to approve the following TIP amendment and, upon TBP approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2026-2029 TIP. This amendment increases the FY 26 5307 Operating by \$1,424,000, and \$990,000 per year in FY 27-29. The state/local match is also updated to reflect the current splits between the state and local for each year. Combined, this nets to an increase of \$4,394,000 in state/local matching funds.

SUMMARY

The MTA requests that TPB modify the FY 2026-2029 TPB TIP to reflect the following action:

TIP	PROJECT	TYPE	FUNDING CHANGE
T2594	Small Urban Transit Operating	5307 OP	\$4,394,000
		State	(\$5,635,000)
		Local	\$10,028,000

ANALYSIS

The Small Urban Transit Operating project provides operating assistance for transit services in Charles and Frederick Counties. This amendment increases the FY 26 5307 Operating by \$1,424,000, and \$990,000 per year in FY 27-29. The state/local match is also updated to reflect the current splits between the state and local for each year. Combined, this nets to an increase of \$4,394,000 in state/local matching funds.

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

Please amend the FY 2026-2029 TPB TIP and the FY 2025-2028 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Stephen Miller, Chief of Strategic Planning, Statewide Project Development, at smiller6@mta.maryland.gov.


ATTACHMENTS

- FY 2026-2029 TPB TIP Project Report
- FY 2025-2028 Maryland STIP Project Report

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

National Capital Region TIP FY2026-2029

MDOT TIP # T2594							
SUMMARY TABLE							
Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)			Total
				Federal	State	Local	
Small Urban Transit Operating	B	Exempt	n/a	\$ 21,624	\$ 10,812	\$ 10,812	\$ 43,247
	Administration		Area/MPO	Net Funding Change (000s)			Total
	MDOT MTA	TPB	CTP Page	\$ 4,394	\$ (5,635)	\$ 10,028	\$ 8,787
Description	Operating Assistance to small urban transit systems in Charles and Frederick Counties						
Justification	Operating Assistance will enable Charles and Frederick Counties transportation systems to finance the operation of their services.						

INDIVIDUAL REQUEST FORM									
	STIP/TIP Amendment Criteria		Current (000s)	Funding	FY 2026	FY 2027	FY 2028	FY 2029	Total
	<input type="checkbox"/> A) Adds new individual projects to the current TIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the TIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]			Total	\$ 8,963	\$ 11,428	\$ 11,428	\$ 11,428	\$ 43,247
			Proposed (000s)	Federal	\$ 4,482	\$ 5,714	\$ 5,714	\$ 5,714	\$ 21,624
				State	\$ 2,241	\$ 2,857	\$ 2,857	\$ 2,857	\$ 10,812
				Local	\$ 2,241	\$ 2,857	\$ 2,857	\$ 2,857	\$ 10,812
			Change (000s)	Total	\$ 11,810	\$ 13,408	\$ 13,408	\$ 13,408	\$ 52,034
				Federal	\$ 5,905	\$ 6,704	\$ 6,704	\$ 6,704	\$ 26,017
				State	\$ 1,010	\$ 1,389	\$ 1,389	\$ 1,389	\$ 5,177
			Change (000s)	Local	\$ 4,895	\$ 5,315	\$ 5,315	\$ 5,315	\$ 20,840
				Total	\$ 2,847	\$ 1,980	\$ 1,980	\$ 1,980	\$ 8,787
		Federal		\$ 1,424	\$ 990	\$ 990	\$ 990	\$ 4,394	
			State	\$ (1,231)	\$ (1,468)	\$ (1,468)	\$ (1,468)	\$ (5,635)	
			Local	\$ 2,654	\$ 2,458	\$ 2,458	\$ 2,458	\$ 10,028	

PHASE DETAIL																	
Current		FY 2026			FY 2027			FY 2028			FY 2029			TOTAL			
Phase	Funding	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Total
OTH	5307 Operating	\$ 4,482	\$ 2,241	\$ 2,241	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 21,624	\$ 10,812	\$ 10,812	\$ 43,247
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 4,482	\$ 2,241	\$ 2,241	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 5,714	\$ 2,857	\$ 2,857	\$ 21,624	\$ 10,812	\$ 10,812	\$ 43,247

Proposed		FY 2026			FY 2027			FY 2028			FY 2029			TOTAL			
Phase	Funding	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Total
OTH	5307 Operating	\$ 5,905	\$ 1,010	\$ 4,895	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 26,017	\$ 5,177	\$ 20,840	\$ 52,034
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 5,905	\$ 1,010	\$ 4,895	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 6,704	\$ 1,389	\$ 5,315	\$ 26,017	\$ 5,177	\$ 20,840	\$ 52,034

Change		FY 2026			FY 2027			FY 2028			FY 2029			TOTAL			
Phase	Funding	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Total
OTH	5307 Operating	\$ 1,424	\$ (1,231)	\$ 2,654	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 4,394	\$ (5,635)	\$ 10,028	\$ 8,787
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,424	\$ (1,231)	\$ 2,654	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 990	\$ (1,468)	\$ 2,458	\$ 4,394	\$ (5,635)	\$ 10,028	\$ 8,787

TOTAL PROJECT COST							
Prior Cost (≤ FY 2025)		TIP Cost (FY 2026-2029)			Balance to Complete (≥ FY 2030)		Total Project Cost
Federal	\$ -	Federal	\$ 26,017	Federal	\$ -	Federal	\$ 26,017
State/Local	\$ -	State/Local	\$ 26,017	State/Local	\$ -	State/Local	\$ 26,017
Total	\$ -	Total	\$ 52,034	Total	\$ -	Total	\$ 52,034


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP # TPB T2594

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (in \$1,000)		
				Federal	State/Local	Total
Small Urban Transit Operating	B	Exempt	n/a	\$ 17,926	\$ 17,926	\$ 35,852
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT MTA	TPB		\$ 3,403	\$ 3,403	\$ 6,806
Description	Operating Assistance to small urban transit systems in Charles and Frederick Counties					
Justification	Operating Assistance will enable Charles and Frederick Counties transportation systems to finance the operation of their services.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2025	FY 2026	FY 2027	FY 2028	Total	
		<input type="checkbox"/> A) Adds new individual projects to the current TIP	Total	\$ -	\$ 8,964	\$ 11,428	\$ 11,428
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ 4,482	\$ 5,714	\$ 5,714	\$ 15,910	
<input type="checkbox"/> C) Removes or deletes individual listed project from the TIP	State/Local	\$ -	\$ 4,482	\$ 5,714	\$ 5,714	\$ 15,910	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Total	\$ -	\$ 11,810	\$ 13,408	\$ 13,408	\$ 38,626	
	Proposed (000s)	Federal	\$ -	\$ 5,905	\$ 6,704	\$ 6,704	\$ 19,313
		State/Local	\$ -	\$ 5,905	\$ 6,704	\$ 6,704	\$ 19,313
	Change (000s)	Total	\$ -	\$ 2,846	\$ 1,980	\$ 1,980	\$ 6,806
		Federal	\$ -	\$ 1,423	\$ 990	\$ 990	\$ 3,403
	State/Local	\$ -	\$ 1,423	\$ 990	\$ 990	\$ 3,403	

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
OTH	5307 Operating	\$ -	\$ -	\$ 4,482	\$ 4,482	\$ 5,714	\$ 5,714	\$ 5,714	\$ 5,714	\$ 15,910	\$ 15,910	\$ 31,820
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 4,482	\$ 4,482	\$ 5,714	\$ 5,714	\$ 5,714	\$ 5,714	\$ 15,910	\$ 15,910	\$ 31,820

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
OTH	5307 Operating	\$ -	\$ -	\$ 5,905	\$ 5,905	\$ 6,704	\$ 6,704	\$ 6,704	\$ 6,704	\$ 19,313	\$ 19,313	\$ 38,626
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 5,905	\$ 5,905	\$ 6,704	\$ 6,704	\$ 6,704	\$ 6,704	\$ 19,313	\$ 19,313	\$ 38,626

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
OTH	5307 Operating	\$ -	\$ -	\$ 1,423	\$ 1,423	\$ 990	\$ 990	\$ 990	\$ 990	\$ 3,403	\$ 3,403	\$ 6,806
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,423	\$ 1,423	\$ 990	\$ 990	\$ 990	\$ 990	\$ 3,403	\$ 3,403	\$ 6,806

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		TIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 19,313	Federal	\$ 6,704	Federal	\$ 26,017
State/Local	\$ -	State/Local	\$ 19,313	State/Local	\$ 6,704	State/Local	\$ 26,017
Total	\$ -	Total	\$ 38,626	Total	\$ 13,408	Total	\$ 52,034



FREDERICK COUNTY GOVERNMENT

Jessica Fitzwater
County Executive

DIVISION OF PLANNING and PERMITTING *Deborah A. Carpenter, AICP, Division Director*
Department of Development Review and Planning *Michael L. Wilkins, Department Head*

March 20, 2026

The Honorable Neil Harris, Chair
National Capital Region Transportation Planning Board
Metropolitan Council of Governments
777 North Capital Street, N.E., Suite 300
Washington, DC 20002-4201

SUBJECT: FY2026-2029 TIP Amendment for T3173 Bridge Inspection, Rehabilitation and Replacements

Dear Chair Harris,

Frederick County (County) requests an amendment to the FY2026-2029 Transportation Improvement Program (TIP) to add funding for the on-going countywide maintenance of various bridges, which include Brethern Church Road Bridge, Hessong Bridge Road Bridge, Hornets Nest Road Bridge, Biggs Ford Road Bridge, Covell Road Bridge, Stottlemeyer Bridge, Old Mill Road Bridge, Opposumtown Pike Bridge, Sixes Road Bridge, Dollyhyde Road Bridge, Holter Road, Hessong Bridge Road (F20-21) Lynn Burke Road Bridge and Riechs Ford Road Bridges.

This amendment is necessitated to remain compliant with the federal bridge program review and the Statewide Transportation Improvement Plan (STIP) review. This amendment is necessary to increase the design and construction funding allocations from the Highway Infrastructure Program (HIP), Bridge Formula Program (BFP), also known as Infrastructure Investment and Jobs Act (IIJA) funds, and STBG Off-System Bridge funds. The project currently does not include any STBG funding, and the amendment proposes an increase of \$12,522,300 in STBG design and construction funding, along with increases to BFP and local design and construction funding levels.

The proposed funding changes, while significant in value, should be viewed as non-regionally significant as they are updating the on-going countywide Bridge Renovation, Inspection, Rehabilitation and Replacements project (T3173). The proposed amendment is supported by the funding allocated in the County's FY27-FY32 Capital Improvement Program.

We request that this amendment be placed on the Transportation Planning Board's Steering Committee at its April 3 meeting. Elbert Maravilla, the Assistant Chief, Office of Transportation Engineering, will attend to answer any questions about the amendment.

RE: FY2026-2029 TIP Amendment for T3173 Bridge Inspection, Rehabilitation and Replacements

March 20, 2026

Page 2

Thank you for your cooperation of this request. If you have any questions, please contact Elbert Maravilla at EMaravilla@FrederickCountyMD.gov or at 301-600-3511.

Sincerely,

DocuSigned by:

Deborah A. Carpenter

33C22500EBE742B...

Deborah A. Carpenter, AICP Director
Division Planning and Permitting



CHARLES COUNTY GOVERNMENT
Department of Planning & Growth Management

Jason R. Groth, AICP
Director

Phone | 301-645-0692
Email | PGMadmin@CharlesCountyMD.gov

March 19, 2026

The Honorable Neil Harris
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

Dear Chair Harris,

Thank you for the opportunity for Charles County Government to make an amendment to the Transportation Planning Board's (TPB) Transportation Improvement Program (TIP). Charles County would like to request the consideration of three new amendments to the Maryland portion of the TPB FY 2026-2029 TIP:

TIP ID	Project	Amount of New Funding (In 000s)	Comment
T13918	Trinity Church Road Bridge	\$750	Adds new project and PE funds for preliminary design of a bridge replacement project for Trinity Church Road.
T13919	Liverpool Point Road Bridge	\$750	Adds new project and PE funds for preliminary design of bridge rehab for Liverpool Point Road Bridge.
T13920	Bryantown Road Bridge	\$750	Adds new project and PE funds for preliminary design of bridge rehab for Bryantown Road Bridge.

The purpose for the amendment at this time is due to each of the bridges having been identified as needing repairs or replacement in the process of its annual inspections, conducted in September of 2025. Funding for the

work identified in these inspections was obtained through the Infrastructure Investment and Jobs Act (IIJA) and will be used to fund the preliminary engineering necessary to make improvements to each bridge. In this amendment process, we will be requesting the Maryland Department of Transportation's (MDOT) assistance with making an amendment to the Statewide Transportation Improvement Program (STIP) and will provide a courtesy copy of this letter to MDOT.

This new project will not add vehicular capacity to the roadway, and it will not impact the air quality conformity analysis. This project will not require matching funds, as the County has received 100% federal funding.

Charles County requests that this amendment be approved by the TPB at its upcoming Steering Committee at its April 3, 2026 meeting and forwarded to MDOT for adoption into the FY 2025-2028 STIP.

We appreciate your cooperation in this matter. If you have any questions, please do not hesitate to contact Mr. Markus Tarjamo at (301) 645-0684 or via email at TarjamoM@charlescountymd.gov. Of course, please feel free to contact me by calling (301) 396-5814, or by email to GrothJ@charlescountymd.gov.

Sincerely,



Jason R. Groth

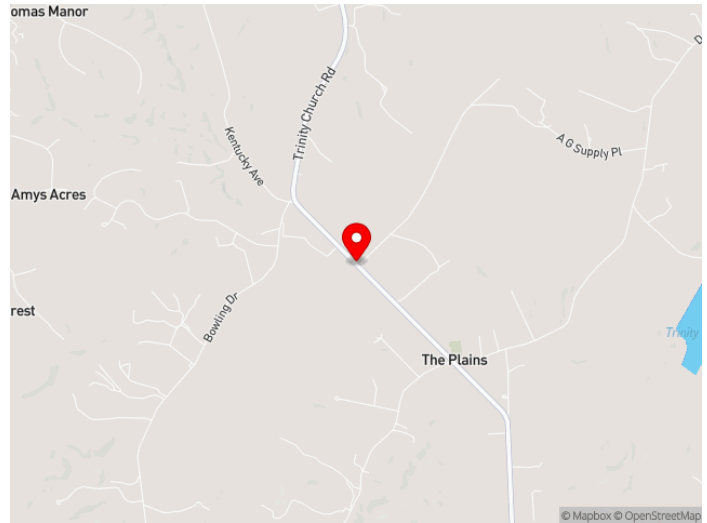
Director of Planning & Growth Management

cc: Ms. Kari Snyder, MDOT
Mr. Markus Tarjamo, Charles County
Ms. Britta Hertling, Charles County
Mr. Martin Harris, Charles County

T13918 - Trinity Church Road Bridge

Charles County is seeking preliminary design of a bridge replacement project of the Trinity Church Road Bridge, a critical transportation link between Charles County and St. Mary's County. This bridge has been consistently rated as being in poor condition with reports identifying repairs but advising the consideration of a full replacement due to deteriorating conditions.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Charles County
Project Type:	Bridge - Replace
Agency Project ID:	-
Facility:	DYSON BRIDGE
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$750,000



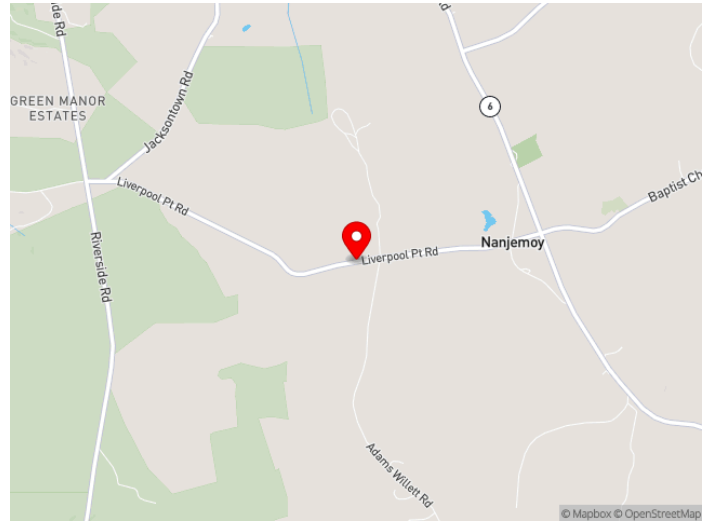
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$750,000	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$750,000	\$0	\$0	\$0	\$750,000
TIP Total		\$750,000	\$0	\$0	\$0	\$750,000
Total Programmed		\$750,000	\$0	\$0	\$0	\$750,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$750,000
Total Project Cost:	Stays the same \$750,000
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.

T13919 - Liverpool Point Road Bridge

This project is to move towards the preliminary design of a bridge repair for Liverpool Point Road Bridge.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Charles County
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	Liverpool Pt Road over Beaverdam Creek
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	2027
Total Cost:	\$750,000



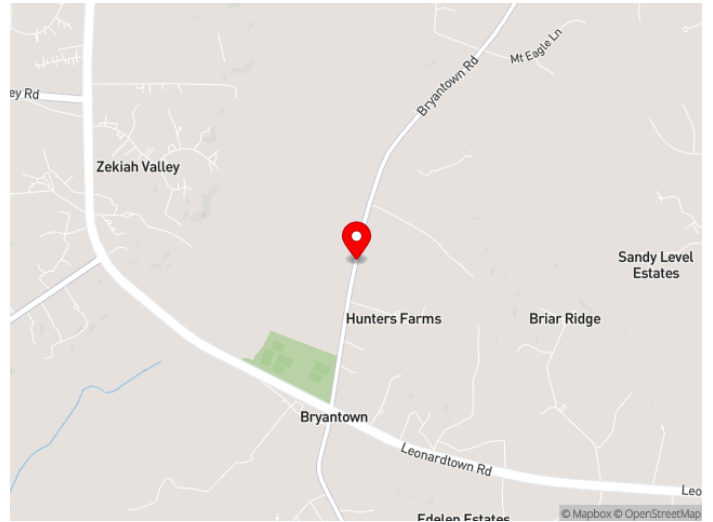
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$750,000	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$750,000	\$0	\$0	\$0	\$750,000
TIP Total		\$750,000	\$0	\$0	\$0	\$750,000
Total Programmed		\$750,000	\$0	\$0	\$0	\$750,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$750,000
Total Project Cost:	Stays the same \$750,000
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.

T13920 - Bryantown Road Bridge

Preliminary design for bridge improvements for Bryantown Road bridge, a vital link between MD Route 5 and connecting county roads along the northern part of Charles County.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
Lead Agency:	Charles County
Project Type:	Bridge - Rehab
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Charles
Municipality:	-
Completion Year:	2027
Total Cost:	\$750,000



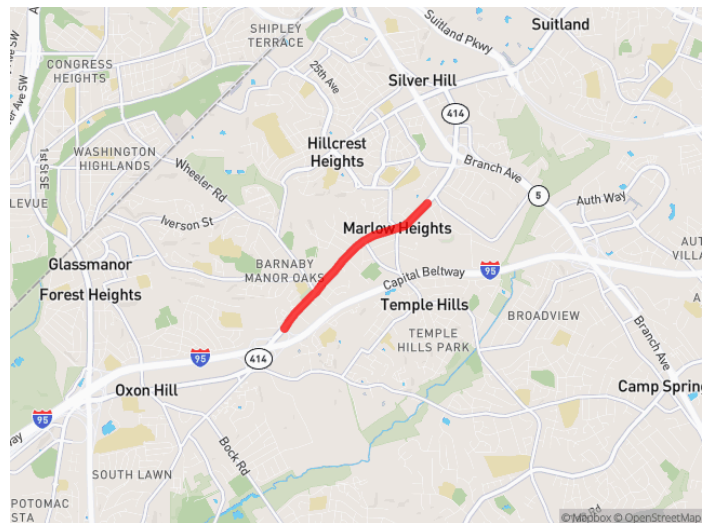
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$750,000	\$0	\$0	\$0	\$750,000
Total Preliminary Engineering		\$750,000	\$0	\$0	\$0	\$750,000
TIP Total		\$750,000	\$0	\$0	\$0	\$750,000
Total Programmed		\$750,000	\$0	\$0	\$0	\$750,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$750,000
Total Project Cost:	Stays the same \$750,000
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.

T13921 - MD 414 (St. Barnabas Road) Safety Project

Pedestrian safety improvements including new pavement, markings, signage, pedestrian ramps, median refuges with hybrid beacons, landscaping, driveway entrance upgrades, and bus stops that meet ADA standards. The project also includes the removal of channelized right-turns and upgrading of existing traffic signals, including signal phasing changes and APS/CPS throughout the corridor. Project limits extend from Virginia Lane to Clifton Road.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA431
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2028
Total Cost:	\$2,610,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$120,000	\$60,000	\$0	\$0	\$180,000
Preliminary Engineering	NHPP	\$480,000	\$242,000	\$0	\$0	\$722,000
Total Preliminary Engineering		\$600,000	\$302,000	\$0	\$0	\$902,000
Utility	Private	\$0	\$40,000	\$47,000	\$23,000	\$110,000
Total Utility		\$0	\$40,000	\$47,000	\$23,000	\$110,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	NHPP	\$0	\$0	\$0	\$0	\$0
TIP Total		\$600,000	\$342,000	\$47,000	\$23,000	\$1,012,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,598,000
Total Programmed		\$600,000	\$342,000	\$47,000	\$23,000	\$2,610,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$2,001,000
Total Project Cost:	Stays the same \$2,610,000
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.

T2594 - Small Urban Transit Systems - Operating Assistance

Operating assistance to small urban transit systems in Charles and Frederick Counties. Transit systems able to finance the operation of their services with this funding are Charles and Frederick Counties transportation systems.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Maryland Department of Transportation - Maryland Transit Administration
Project Type:	Bus/BRT - Operating
Agency Project ID:	Part of 0217
Facility:	-
From:	-
To:	-
County:	Charles, Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$52,034,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Other	DC/STATE	\$1,010,000	\$1,389,000	\$1,389,000	\$1,389,000	\$5,177,000
Other	LOCAL	\$4,895,000	\$5,315,000	\$5,315,000	\$5,315,000	\$20,840,000
Other	S. 5307	\$5,905,000	\$6,704,000	\$6,704,000	\$6,704,000	\$26,017,000
Total Other		\$11,810,000	\$13,408,000	\$13,408,000	\$13,408,000	\$52,034,000
TIP Total		\$11,810,000	\$13,408,000	\$13,408,000	\$13,408,000	\$52,034,000
Total Programmed		\$11,810,000	\$13,408,000	\$13,408,000	\$13,408,000	\$52,034,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Scope Change(s)
Project Changes:	Plan Revision Name changed from "26-00" to "26-06.2 (MDOT STIP)"
	S. 5307
	+ Increase funds in FY 2026 in OTHER from \$4,481,750 to \$5,905,000
	+ Increase funds in FY 2027 in OTHER from \$5,714,000 to \$6,704,000
	+ Increase funds in FY 2028 in OTHER from \$5,714,000 to \$6,704,000
	+ Increase funds in FY 2029 in OTHER from \$5,714,000 to \$6,704,000
Funding Changes:	DC/STATE
	- Decrease funds in FY 2026 in OTHER from \$2,240,750 to \$1,010,000
	- Decrease funds in FY 2027 in OTHER from \$2,857,000 to \$1,389,000
	- Decrease funds in FY 2028 in OTHER from \$2,857,000 to \$1,389,000
	- Decrease funds in FY 2029 in OTHER from \$2,857,000 to \$1,389,000
	LOCAL
	+ Increase funds in FY 2026 in OTHER from \$2,240,750 to \$4,895,000
	+ Increase funds in FY 2027 in OTHER from \$2,857,000 to \$5,315,000
	+ Increase funds in FY 2028 in OTHER from \$2,857,000 to \$5,315,000
	+ Increase funds in FY 2029 in OTHER from \$2,857,000 to \$5,315,000
	Increased from \$21,623,750 to \$26,017,000 (20.32%)
Total Project Cost:	Increased from \$43,247,250 to \$52,034,000 (20.32%)

T3173 - Bridge Inspection, Rehabilitation and Replacements

Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Brethern Church Road Bridge, Hessong Bridge Road Bridge, Hornets Nest Road Bridge, Biggs Ford Road Bridge, Covell Road Bridge, Stottlemeyer Bridge, Old Mill Road Bridge, Opposumtown Pike Bridge, Sixes Road Bridge, Dollyhyde Road Bridge, Holter Road, Hessong Bridge Road (F20-21) Lynn Burke Road Bridge and Riechs Ford Road Bridges.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	Ongoing
Lead Agency:	Frederick County
Project Type:	Bridge - Rehab
Agency Project ID:	F3
Facility:	-
From:	-
To:	-
County:	Frederick
Municipality:	-
Completion Year:	2029
Total Cost:	\$32,922,218

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BFP	\$0	\$649,774	\$0	\$0	\$649,774
Preliminary Engineering	LOCAL	\$1,038,800	\$2,824,244	\$2,443,200	\$1,041,400	\$7,347,644
Preliminary Engineering	STBG	\$501,000	\$2,864,400	\$0	\$0	\$3,365,400
Total Preliminary Engineering		\$1,539,800	\$6,338,418	\$2,443,200	\$1,041,400	\$11,362,818
Construction	BFP	\$5,375,500	\$1,595,000	\$1,447,100	\$0	\$8,417,600
Construction	LOCAL	\$470,500	\$1,267,800	\$469,000	\$1,747,600	\$3,954,900
Construction	STBG	\$0	\$5,813,600	\$0	\$3,373,300	\$9,186,900
Total Construction		\$5,846,000	\$8,676,400	\$1,916,100	\$5,120,900	\$21,559,400
-	LOCAL	\$0	\$0	\$0	\$0	\$0
TIP Total		\$7,385,800	\$15,014,818	\$4,359,300	\$6,162,300	\$32,922,218
Total Programmed		\$7,385,800	\$15,014,818	\$4,359,300	\$6,162,300	\$32,922,218

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s)
Project Changes:	Description changed from "Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Brethern Church Rd Bridge, Hessong Bridge Rd F15-01; Hoovers Mill Rd; Hornets Nest Rd; Old Mill Road Br; Biggs Ford Rd; Opossumtown Pike; Sixes Bridge Rd; Dollyhyde Road; Bridge at Prices Distillery Road; Covell Road; Lynn Burke Road; Holter Rd; Hessong Bridge Road F20-21; and Stottlemeyer Road, Bullfrog Road Bridge, Loys Station Covered Bridge, Bennies Hill Road Bridge, Roy Shafer Road Abutement" to "Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Brethern Church Road Bridge, Hessong Bridge Road Bridge, Hornets Nest Road Bridge, Biggs Ford Road Bridge, Covell Road Bridge, Stottlemeyer Bridge, Old Mill Road Bridge, Opposumtown Pike Bridge, Sixes Road Bridge, Dollyhyde Road Bridge, Holter Road, Hessong Bridge Road (F20-21) Lynn Burke Road Bridge and Riechs Ford Road Bridges."
	Plan Revision Name changed from "26-00" to "26-06.2 (MDOT STIP)"
Funding Changes:	<p>LOCAL</p> <p>- Decrease funds in FY 2026 in PE from \$1,072,760 to \$1,038,800</p> <p>+ Increase funds in FY 2026 in CON from \$0 to \$470,500</p> <p>+ Increase funds in FY 2027 in PE from \$0 to \$2,824,244</p> <p>+ Increase funds in FY 2027 in CON from \$277,908 to \$1,267,800</p> <p>+ Increase funds in FY 2028 in PE from \$593,320 to \$2,443,200</p> <p>+ Increase funds in FY 2028 in CON from \$0 to \$469,000</p>

	+ Increase funds in FY 2029 in PE from \$0 to \$1,041,400
	+ Increase funds in FY 2029 in CON from \$781,488 to \$1,747,600
	- Decrease funds in FY 2029 in PE from \$808,248 to \$0
	- Decrease funds in FY 2028 in CON from \$1,100,448 to \$0
	- Decrease funds in FY 2029 in PE from \$1,004,480 to \$0
	<hr/>
	BFP
	+ Increase funds in FY 2026 in CON from \$858,500 to \$5,375,500
Funding Changes:	+ Increase funds in FY 2027 in PE from \$0 to \$649,774
	- Decrease funds in FY 2027 in CON from \$2,411,000 to \$1,595,000
	- Decrease funds in FY 2028 in PE from \$618,100 to \$0
	+ Increase funds in FY 2028 in CON from \$0 to \$1,447,100
	- Decrease funds in FY 2028 in CON from \$1,418,640 to \$0
	<hr/>
	STBG
	+ Increase funds in FY 2026 in PE from \$0 to \$501,000
	+ Increase funds in FY 2027 in PE from \$0 to \$2,864,400
	+ Increase funds in FY 2027 in CON from \$0 to \$5,813,600
	+ Increase funds in FY 2029 in CON from \$0 to \$3,373,300
	<hr/>
Federal Project Cost:	Increased from \$5,306,240 to \$21,619,674 (307.44%)
Total Project Cost:	Increased from \$10,944,892 to \$32,922,218 (200.80%)

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.

Plan Revision:	26-06.2 (MDOT STIP)
Record Type:	-
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	FY2026	FY2027	FY2028	FY2029	Total
Right of Way	DC/STATE	\$281,000	\$0	\$0	\$0	\$281,000
Right of Way	NHPP	\$1,126,000	\$0	\$0	\$0	\$1,126,000
Total Right of Way		\$1,407,000	\$0	\$0	\$0	\$1,407,000
-	DC/STATE	\$0	\$0	\$0	\$0	\$0
-	DOD	\$0	\$0	\$0	\$0	\$0
TIP Total		\$1,407,000	\$0	\$0	\$0	\$1,407,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$17,290,000
Total Programmed		\$1,407,000	\$0	\$0	\$0	\$18,697,000

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	Plan Revision Name changed from "23-69.2" to "26-06.2 (MDOT STIP)"
Funding Changes:	DOD - Decrease funds in FY 2026 in ROW from \$1,337,000 to \$0
Funding Changes:	DC/STATE + Increase funds in FY 2026 in ROW from \$70,000 to \$281,000
Funding Changes:	NHPP + Increase funds in FY 2026 in ROW from \$0 to \$1,126,000
Federal Project Cost:	Increased from \$0 to \$1,126,000 (0%)
Total Project Cost:	Stays the same \$18,697,000

MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
 FISCAL CONSTRAINT SUMMARY REPORT
 FY 2026 - 2029

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
BFP	\$7,625,500	\$7,625,500	\$0	\$2,244,774	\$2,244,774	\$0	\$1,447,100	\$1,447,100	\$0	\$0	\$0	\$0
NHPP	\$1,606,000	\$1,606,000	\$0	\$242,000	\$242,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
S. 5307	\$5,905,000	\$5,905,000	\$0	\$6,704,000	\$6,704,000	\$0	\$6,704,000	\$6,704,000	\$0	\$6,704,000	\$6,704,000	\$0
STBG	\$501,000	\$501,000	\$0	\$8,678,000	\$8,678,000	\$0	\$0	\$0	\$0	\$3,373,300	\$3,373,300	\$0
Total	\$15,637,500	\$15,637,500	\$0	\$17,868,774	\$17,868,774	\$0	\$8,151,100	\$8,151,100	\$0	\$10,077,300	\$10,077,300	\$0