



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 9, 2025

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: October 9, 2025

At its meeting on Friday, October 3 the TPB Steering Committee reviewed and made a nomination for the replacement of TPB Chair James Walkinshaw for the remainder of 2025. The committee then reviewed and adopted four resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP), before finally reviewing and approving the agenda for the October 15, 2025 TPB meeting.

The recent election of TPB Chair James Walkinshaw, representing Fairfax County, to the US Congress and his subsequent resignation from the Fairfax County Board of Supervisors, also created a vacancy in the position of the TPB Chair. The TPB Bylaws state “If a vacancy occurs in the office of any of the officers, their successor shall be elected from the same State to complete the unexpired term.” The TPB Steering Committee served as the Nominating Committee and Virginia TPB members agreed by email on the nomination of Fairfax County Supervisor Walter Alcorn who has served on the TPB since 2020. The Steering Committee reviewed his nomination and has recommended that the TPB vote to approve the election of Supervisor Alcorn to serve as the TPB Chair for the remainder of 2025.

The committee adopted four resolutions approving amendments to the FY 2023-2026 TIP as requested by the Washington Metropolitan Area Transit Authority (WMATA), the Maryland Department of Transportation (MDOT), the City of Rockville, Maryland, and the Virginia Department of Transportation (VDOT). The proposed revisions made under TIP Action 23-69 and described below were either exempt from or met the air quality conformity requirement by way of inclusion in the Air Quality Conformity Analysis of the 2022 Update of Visualize 2045 and the FY 2023-2026 TIP.

- SR10-2026: WMATA added a net total of \$133.5 million to three project grouping records:
 - **T11586 - Rail Systems: Replacement, Rehabilitation, and enhancement of Rail Systems and Support Equipment:** Increase § 5337 - State of Good Repair (SGR) and local funding by \$54.4 million in FY 2026.
 - **T11588 - Station and Passenger Facilities:** Increase § 5337-SGR and local funding by \$48.5 million in FY 2026.
 - **T11590 - Operations and Business Support:** Increase § 5337-SGR and local funding by \$30.6 million in FY 2026.
- SR11-2026: MDOT revised two existing records, reprogrammed funds for a project included in a previous TIP, and added two new records, adding a net total of \$55.4 million to the four-year TIP as described below:
 - **T3084 - Areawide Safety and Spot Improvements:** Adds \$42.387 million in Surface Transportation Block Grant (STBG), National Highway Performance Program (NHPP),

and Highway Safety Improvement Program (HSIP) funding, and \$10.998 million in state, and local funding for FY 2026 for

- **T5998 - MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements:** This project is complete, but the record is being restored to the TIP for financial close-out purposes. This amendment shifts \$991,000 from previous years and adds \$416,000 in Department of Defense – Base Realignment and Closure Act (DOD/BRAC) and state funding into FY 2026, moving \$1.407 million into the FY 2023-2026 programming window and increasing the total project cost to approximately \$18.7 million.
- **T6071 - MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3:** Programs \$5.096 million in DOD/BRAC and state funding from prior fiscal years in FY 2025 and FY 2026, increasing the total program cost to approximately \$22.8 million.
- **T13880 - MD 410 Highway Reconstruction:** New project record with \$18.2 million in HSIP and state funding.
- **T13882 - East Street Rails with Trails Liberty Bridge Phase 3:** New project record with \$731,275 in earmarked Community Project Funding, Transportation Alternatives Program (TAP) and local funding in FY 2026 and beyond.
- SR12-2026: the City of Rockville amended the **West Gude Drive Bridge Repair (T13877)** as a new project with \$1.6 million in Surface Transportation Block Grant (STBG) and local funding in FY 2026.
- SR13-2026: VDOT advanced the **Widening of Croson Lane between Claiborne Parkway and Old Ryan Road (T13879)** from the MTP into the TIP with \$18.8 million in revenue sharing and local funds in FY 2026 and added \$235.5 million in Regional Surface Transportation Program (RSTP) and Northern Virginia Transportation Authority (NVTA) funding to the **Frontier Drive Extension (T6449)**.

Lastly, there was a lengthy discussion on the October 15 TPB agenda and the process that the TPB would follow for completing the Visualize 2050 project list. Staff was advised to develop two resolutions, and to include language in the resolution that defers including the I 495 Southside Express Lanes project in Visualize 2050 at this time and pending VDOT securing a workable regional solution for this important regional corridor.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments:

- July 2, 2025, TPB Steering Committee Attendance (Members and Alternates only)
- Adopted resolution SR10-2026 approving an amendment to the TIP, as requested by WMATA
- Adopted resolution SR11-2026 approving an amendment to the TIP, as requested by MDOT
- Adopted resolution SR12-2026 approving an amendment to the TIP, as requested by the City of Rockville
- Adopted resolution SR13-2026 approving an amendment to the TIP, as requested by VDOT

TPB Steering Committee Attendance – October 3, 2025
(only voting members and alternates listed)

TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/DC Rep.:	Matthew Frumin
Tech. Committee Chair:	Victor Weissberg
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner
	Regina Moore
WMATA:	Mark Phillips
TPB Member:	Walter Alcorn
Previous TPB Chair:	Heather Edelman

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-69.1 WHICH ADDS FUNDING TO THREE PROJECT GROUPINGS FOR RAIL SYSTEMS, STATION AND PASSENGER FACILITIES, AND OPERATIONS AND BUSINESS SUPPORT AS REQUESTED BY THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

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, WMATA has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-69.1, which makes the following revisions:

- Adds \$54.4 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Rail Systems: Replacement, Rehabilitation, and enhancement of Rail Systems and Support Equipment project grouping (T11586)**, increasing the total project grouping cost to approximately \$447.0 million;
- Adds \$48.5 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Station and Passenger Facilities project grouping (T11588)**, increasing the total project grouping cost to approximately \$595.3 million;
- Adds \$30.6 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Operations and Business Support project grouping (T11590)**, increasing the total project grouping cost to approximately \$88.4 million;

WHEREAS, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-69.1 creating the 69th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

WHEREAS, all three project groupings are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, full funding for the programs in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the amended project grouping records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

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

ATTACHMENT C) Letter from WMATA dated September 25, 2025, requesting the amendments; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-69.1, which makes the following revisions:

- Adds \$54.4 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Rail Systems: Replacement, Rehabilitation, and enhancement of Rail Systems and Support Equipment project grouping (T11586)**, increasing the total project grouping cost to approximately \$447.0 million;
- Adds \$48.5 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Station and Passenger Facilities project grouping (T11588)**, increasing the total project grouping cost to approximately \$595.3 million;
- Adds \$30.6 million in State of Good Repair funding (§ 5337-SGR) and local funding for FY 2026 for the **Operations and Business Support project grouping (T11590)**, increasing the total project grouping cost to approximately \$88.4 million.

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

T11586 - Rail Systems: Replacement, Rehabilitation, and enhancement of Rail systems and Support Equipment

a) Rail systems rehabilitation and/or replacement for State of Good Repair. b) Systemwide rail support equipment, radios/signals and communications, power supply, and propulsion. c) Preventative Maintenance

Cycle-Revision ID:	23-69.1
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Metrorail/Commuter Rail
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	4
Total Cost:	\$447,014,228

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Other	LOCAL	\$21,776,500	\$38,000,000	\$76,500,000	\$70,892,245	\$207,168,745
Other	PRIIA	\$21,776,500	\$38,000,000	\$76,500,000	\$60,000,000	\$196,276,500
Other	S. 5337-SGR	-	-	-	\$43,568,983	\$43,568,983
Total Other		\$43,553,000	\$76,000,000	\$153,000,000	\$174,461,228	\$447,014,228
TIP Total		\$43,553,000	\$76,000,000	\$153,000,000	\$174,461,228	\$447,014,228
Total Programmed		\$43,553,000	\$76,000,000	\$153,000,000	\$174,461,228	\$447,014,228

Current Change Reason:	Schedule / Funding / Scope- Update Other, New projects under the existing program will be federally funded due to Increase programming of FFY2026 SOGR funding for new projects within the program to support rail operations and state of good repair rehabilitation.
Project Changes:	Plan Revision Name changed from "23-60" to "23-69.1"
Funding Changes:	LOCAL + Increase funds in FY 2026 in OTHER from \$0 to \$10,892,245 S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$0 to \$43,568,983
Federal Project Cost:	Increased from \$196,276,500 to \$239,845,483 (22.20%)
Total Project Cost:	Increased from \$392,553,000 to \$447,014,228 (13.87%)

T11588 - Station and Passenger Facilities

a) Replacement, repair and, or rehabilitation of passenger (bus and rail) stations and facilities to maintain state of good repair b) Elevator and escalator facilities rehabilitation, replacement and expansion, parking facilities, etc. c) Rehabilitate, maintain and modernize station and passenger facilities, including capacity enhancements and safety improvements (e.g. canopies, shelters, lighting, cooling, bus stops and shelters, corridor service improvements). d) Improvements to bicycle and pedestrian facilities. e) Preventative Maintenance f) Fare management replacement, rehabilitation or upgrades to equipment or software.

Cycle-Revision ID:	23-69.1
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Rail/Fixed Guideways - Capital/SGR
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	4
Total Cost:	\$595,350,292

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Other	LOCAL	\$29,836,450	\$39,860,000	\$64,000,000	\$107,375,478	\$241,071,928
Other	PRIIA	\$29,836,450	\$30,000,000	\$64,000,000	\$79,500,000	\$203,336,450
Other	S. 5307	-	\$13,600,000	-	\$39,149,272	\$52,749,272
Other	S. 5337-SGR	-	\$25,840,000	-	\$72,352,642	\$98,192,642
Total Other		\$59,672,900	\$109,300,000	\$128,000,000	\$298,377,392	\$595,350,292
TIP Total		\$59,672,900	\$109,300,000	\$128,000,000	\$298,377,392	\$595,350,292
Total Programmed		\$59,672,900	\$109,300,000	\$128,000,000	\$298,377,392	\$595,350,292

Current Change Reason:	Schedule / Funding / Scope- Update Other, Increase Programming of FFY2026 SOGR funding due to Increase programming of FFY2026 SOGR funding to new projects within the program.
Project Changes:	Plan Revision Name changed from "23-68" to "23-69.1"
Funding Changes:	LOCAL + Increase funds in FY 2026 in OTHER from \$8,388,160 to \$18,088,160 S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$33,552,642 to \$72,352,642
Federal Project Cost:	Increased from \$315,478,364 to \$354,278,364 (12.30%)
Total Project Cost:	Increased from \$546,850,292 to \$595,350,292 (8.87%)

T11590 - Operations and Business Support

a) New, replacement, rehabilitation of facilities, equipment, or other operational needs at stations, yards, or non-revenue facilities. b) Supports other non-revenue business operations (roof rehabilitation, environmental compliance, revenue collection, non-rev service vehicles etc.). c) Metro Transit Police Department (MTPD) support facilities and operations. d) WMATA OIG and Other Agencywide Research or IT Programs

Cycle-Revision ID:	23-69.1
Lead Agency:	Washington Metropolitan Area Transit Authority
Project Type:	Other
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	-
Municipality:	-
Completion Year:	4
Total Cost:	\$88,438,723

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Other	LOCAL	\$5,618,798	\$5,300,000	\$5,000,000	\$13,368,947	\$29,287,745
Other	PRIIA	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000
Other	S. 5307	\$2,475,190	\$1,200,000	-	\$8,944,000	\$12,619,190
Other	S. 5337-SGR	-	-	-	\$24,531,788	\$24,531,788
Other	SMART	-	\$2,000,000	-	-	\$2,000,000
Total Other		\$13,093,988	\$13,500,000	\$10,000,000	\$51,844,735	\$88,438,723
TIP Total		\$13,093,988	\$13,500,000	\$10,000,000	\$51,844,735	\$88,438,723
Total Programmed		\$13,093,988	\$13,500,000	\$10,000,000	\$51,844,735	\$88,438,723

Current Change Reason:	Schedule / Funding / Scope- Update Other, Programming of FFY2026 SOGR funding. due to Programming of FFY2026 SOGR funds to new projects for the existing program to support rail business operations and safety
Project Changes:	Plan Revision Name changed from "23-68" to "23-69.1"
Funding Changes:	S. 5337-SGR + Increase funds in FY 2026 in OTHER from \$0 to \$24,531,788 LOCAL + Increase funds in FY 2026 in OTHER from \$0 to \$6,132,947
Federal Project Cost:	Increased from \$34,619,190 to \$65,283,925 (88.58%)
Total Project Cost:	Increased from \$57,773,988 to \$88,438,723 (53.08%)

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
FEDERAL					
S. 5337-SGR	\$0	\$25,840,000	\$0	\$140,453,413	\$166,293,413
Federal Subtotal	\$0	\$25,840,000	\$0	\$140,453,413	\$166,293,413
LOCAL					
LOCAL	\$57,231,748	\$83,160,000	\$145,500,000	\$191,636,670	\$477,528,418
Local Subtotal	\$57,231,748	\$83,160,000	\$145,500,000	\$191,636,670	\$477,528,418
Grand Total	\$57,231,748	\$109,000,000	\$145,500,000	\$332,090,083	\$643,821,831



**Washington
Metropolitan Area
Transit Authority**

300 7th Street, SW
Washington, DC 20024
202-962-1234

wmata.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

September 25, 2025

The Honorable James Walkinshaw
Chairman, Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002-4201

RE: FY2023 TIP Amendment Request (23-69-1)

Dear Charman Walkinshaw:

The Washington Metropolitan Area Transit Authority (WMATA) request the FFY23 Transportation Improvement Program (TIP) be amended to support Federal obligations and awards planned in FFY2026. This includes programming of our FFY2025 formula assistance and anticipated FFY26 assistance from the Federal Transit Administration (FTA).

The submitted adjustments carry forward the allocation of Section 5337 State of Good Repair funding from FFY25 to FFY26, reflect the actual (increase of) FFY25 formula allocation of SGOR funding to WMATA, and realigns funding between TIP IDs to support rail system state of good repair projects and operational safety projects. This amendment addresses three TIP IDs as outlined in the table below.

TIP ID	Project Title	Cost Before	Cost After	Cost Change	%age
T11586	Rail Systems: Replacement, Rehabilitation, and enhancement of Rail systems and Support Equipment	\$392,553,000	\$447,014,228	\$54,461,228	13.87%
T11588	Station and Passenger Facilities	\$546,850,292	\$595,350,292	\$48,500,000	8.7%
T11590	Operations and Business Support	\$57,773,988	\$88,438,723	\$30,664,735	53.08%

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis.

September 25, 2025

RE: FY2023 TIP Amendment Request (23-69-1)

WMATA hereby requests the Transportation Planning Board (TBP) Steering Committee consider this amendment for approval at its October 2025 meeting. Upon approval of the amendment WMATA will submit its request for inclusion in the District of Columbia's STIP. If you have questions or need additional information, please contact Marci Malaster at mmalaster@wmata.com. Thank you for your continued support of WMATA.

Sincerely,

Patrick W. Bailey

Director, Funds and Grants Management Office
Washington Metropolitan Area Transit Authority

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

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

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

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

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

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

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

WHEREAS, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

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

WHEREAS, all four programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, full funding for the programs in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-69.2, which makes the following revisions:

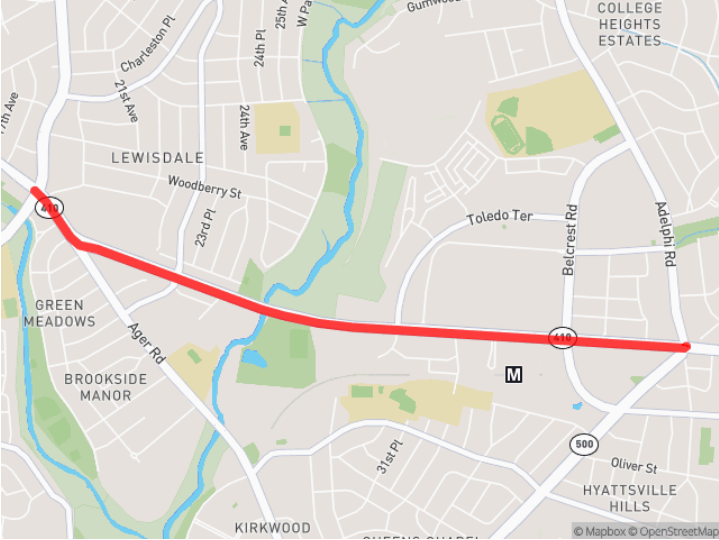
- Adds \$42.387 million in STBG, NHPP, and HSIP funding, and \$10.998 million in state, and local funding for FY 2026 for the **Areawide Safety and Spot Improvements (T3084)**, increasing the total program cost to approximately \$430 million;
- Adds the completed **MD 355 at Cedar Lane and Jones Bridge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

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

T13880 - MD 410 Highway Reconstruction

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

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



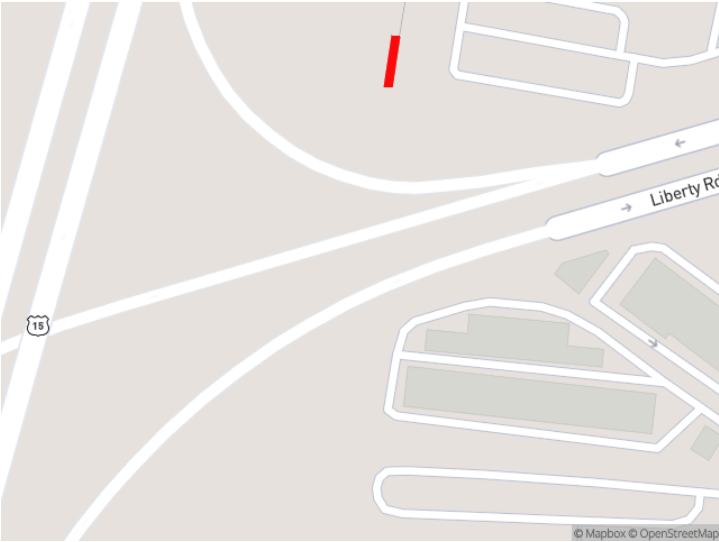
Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Preliminary Engineering	HSIP	-	\$9,000	\$1,385,000	\$736,000	\$2,130,000
Total Preliminary Engineering		-	\$9,000	\$1,385,000	\$736,000	\$2,130,000
Right of Way	DC/STATE	-	-	-	\$17,000	\$17,000
Right of Way	HSIP	-	-	-	\$155,000	\$155,000
Total Right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

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

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

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

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



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

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

T3084 - Areawide Safety and Spot Improvements

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

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

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

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

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

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

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

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

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

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

Funding Changes:	+ Increase funds in FY 2026 in ROW from \$0 to \$70,000
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Increased from \$18,281,000 to \$18,697,000 (2.28%)
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.

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

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

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

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

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

**ATTACHMENT B
PROGRAMMED SUMMARY BY FUND**

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

September 25, 2025

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

Dear Chair Walkinshaw:

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

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

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

The Honorable James Walkinshaw
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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 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) 9/19/2025
CHIEF TARA PENDERS *TP*

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

DATE: SEPTEMBER 19, 2025

RESPONSE

REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) OPPPD approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T3084	Areawide Safety and Spot Improvements	PE	\$21,058,000
		RW	\$598,000
		CO	\$31,729,000
T5998	MD 355 at Cedar Lane and Jones Bridge Road BRAC Intersection Improvements Phases 1 and 2	RW	\$1,407,000
T6071	MD 185 at Jones Bridge Road BRAC Intersection Improvements Phase 3	RW	\$289,000
		CO	\$1,198,000
		UT	\$3,609,000
T13880	MD 410 Highway Reconstruction	PE	\$2,130,000
		RW	\$172,000

ANALYSIS

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

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

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

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

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published

Ms. Michelle Martin
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funding details in the FY 2025-2030 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2025-2028 Maryland STIP (https://www.mdot.maryland.gov/OPCP/STIP_25/FY_25-28_Final_STIP_June_30_2025.pdf).

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

ATTACHMENTS

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

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

T3084 - Areawide Safety and Spot Improvements

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

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

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

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

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


MARYLAND STATEWIDE TIP FY 2025-2028

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

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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



PHASE DETAIL

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

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

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

TOTAL PROJECT COST

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

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

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

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

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

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

Funding Changes:	+ Increase funds in FY 2026 in ROW from \$0 to \$70,000
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Increased from \$18,281,000 to \$18,697,000 (2.28%)
Schedule Information Changes:	Estimated Completion Date increased from None to 2026
Schedule Information Changes:	Actual Completion Date decreased from 2017 to None
Schedule Information Changes:	Current Implementation Status has changed from None to ROW Acquisition
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #TPB T5998

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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



PHASE DETAIL

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

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

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

TOTAL PROJECT COST

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

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

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

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

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

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

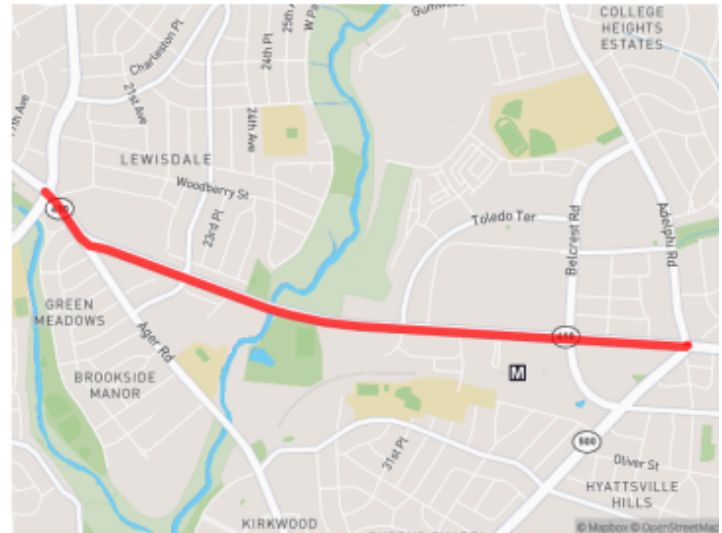
MARYLAND STATEWIDE TIP FY 2025-2028

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

T13880 - MD 410 Highway Reconstruction

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

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



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

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$17,371,000
Total Project Cost:	Stays the same \$18,221,000
Schedule Information Changes:	Estimated Completion Date increased from None to 2030
Schedule Information Changes:	Current Implementation Status has changed from None to Engineering/Plans, Specifications and Estimates (PS&E)
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13880

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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

PHASE DETAIL

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

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

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

TOTAL PROJECT COST

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

MEMORANDUM

TO: OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY (OPPPD) DIRECTOR MICHELLE MARTIN

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
CHIEF TARA PENDERS *Tara Penders* 9/25/2025

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

DATE: SEPTEMBER 25, 2025

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) OPPPD approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T13882	East Street Rails with Trails Liberty Bridge Phase 3 Project	PE	\$291,049

ANALYSIS

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

Ms. Michelle Martin
Page Two

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2025-2030 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2025-2028 Maryland STIP (https://www.mdot.maryland.gov/OPCP/STIP_25/FY_25-28_Final_STIP_June_30_2025.pdf).

Please amend the FY 2023-2026 TPB TIP and FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov.

ATTACHMENTS

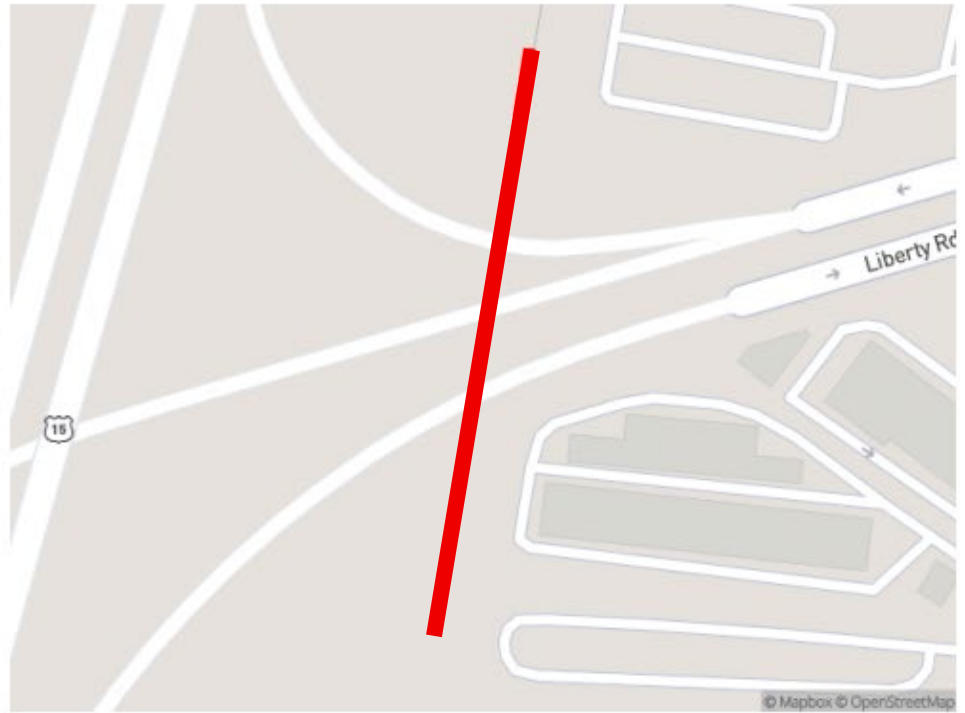
- FY 2023-2026 TPB TIP project T13882 report
- FY 2025-2028 Maryland STIP project TPB T13882 report

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

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

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

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



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

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

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13882

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ 291	\$ 380	\$ 60	\$ 731
		Federal	\$ -	\$ 238	\$ 310	\$ 49	\$ 597
		State/Local	\$ -	\$ 53	\$ 70	\$ 11	\$ 134
	Change (000s)	Total	\$ -	\$ 291	\$ 380	\$ 60	\$ 731
		Federal	\$ -	\$ 238	\$ 310	\$ 49	\$ 597
		State/Local	\$ -	\$ 53	\$ 70	\$ 11	\$ 134



PHASE DETAIL

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

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

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-69.2 WHICH ADDS A NEW PROJECT FOR WEST GUDE DRIVE BRIDGE REPAIR AS REQUESTED BY THE CITY OF ROCKVILLE

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

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

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

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

WHEREAS, the review and processing of the amendment included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

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

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

WHEREAS, full funding for the project in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the new project will appear in the TIP following approval,

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

ATTACHMENT C) Letter from the City of Rockville dated September 17, 2025, requesting the amendment; and

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

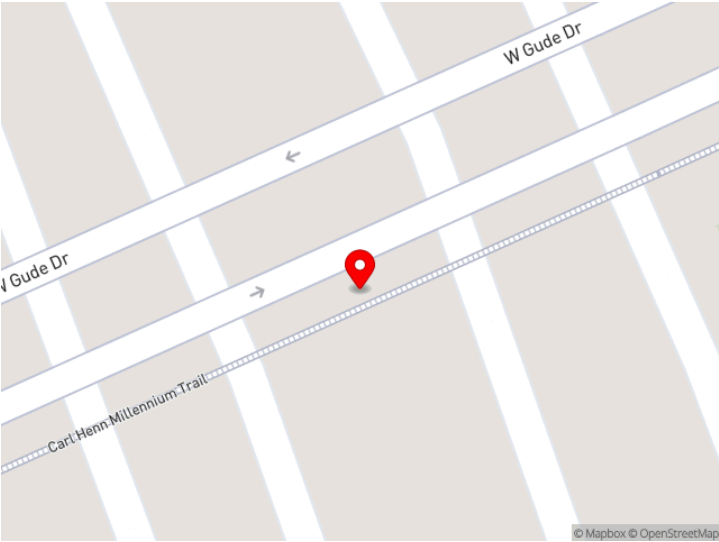
NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-69.3, which creates and adds STBG and local funding for FY 2026 to a new a project **West Gude Drive Bridge Repair (T13877)**, increasing the total project cost to \$1.6 million.

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

T13877 - West Gude Drive Bridge Repair

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

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



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

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

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

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



September 17, 2025

The Honorable James Walkinshaw, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Dear Chair Walkinshaw:

The City of Rockville (City) Department of Public Works (DPW) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026, Transportation Improvement Program (TIP). This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of the amendment is to add the funding for the West Gude Drive Bridge Repair project to the FY 2023-2026 TIP. This amendment is necessary for the city to obligate federally awarded funding, which requires that projects be included in the TIP and the Maryland State Transportation Improvement Program (STIP). This project is funded from the Federal Highway Administration's Surface Transportation Block Grant (STBG) program at an 80/20 federal/local split with the remaining funds to come from the City of Rockville.

A total amount of \$1,625,000 will be programmed for the current TIP (FY 2023-2026). The total programmed amount includes \$1,300,000 of federal funds and \$325,000 from the City. This project is to be designated "not regionally significant" and does not increase capacity therefore conformity testing is not required. These funds were not accounted for in the FY 2023-2026 TIP. This project supports the city's efforts to repairs of West Gude Drive Bridge over I-270 to improve load capacity and remove load restrictions that were imposed in May of 2024. The \$1,625,000 will fund this project, and the scope includes constructing the bridge repairs.

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

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

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

Sincerely,

Craig Simoneau

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

GA/CLS/kmc

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

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

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEETS OR IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-69.3 WHICH ADVANCES THE METROPOLITAN TRANSPORTATION PLAN (MPT) RECORD FOR THE CROSON LANE WIDENING PROJECT INTO THE TIP AND ADDS FUNDING TO THE EXISTING FRONTIER DRIVE EXTENSION ROADWAY PROJECT, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-69.3, which advances the MTP record for the **Croson Lane Widening project (T13879)** between Claiborne Parkway and Old Ryan Road into the TIP with approximately \$18.8 million in Revenue Sharing (REVSH) and local funding for preliminary engineering (PE), right of way acquisition (ROW), and construction (CON) phases and adds an additional \$235.5 million to the **Frontier Drive Extension project (T6449)** in Regional Surface Transportation Program (RSTP), Northern Virginia Transportation Authority (NVTA), State, and Local funding for PE, ROW, and CON phases; and

WHEREAS, the review and processing of the amendment included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

WHEREAS, part of the MTP record for Croson Lane Widening (CE3607) has been converted into a new TIP record (T13879) in the TPB's Project InfoTrak database under TIP Action 23-69.3 creating the 69th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY23-26/Amendments; and

WHEREAS, the widening of Croson Lane between Claiborne Parkway and Old Ryan Road was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP under MTP record CE3607 and the conformity record (Con ID 883/Con Code VSL66) and the Frontier Drive Extension project is exempt from the air quality conformity requirement, as defined in

Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, full funding for the projects in this TIP Action were included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Amendment Overview reports showing how the amended project records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record versions,

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

ATTACHMENT C) Letter from VDOT dated September 19, 2025, requesting the amendments; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-69.3 advances the MTP record for the **Croson Lane Widening project (T13879)** between Claiborne Parkway and Old Ryan Road into the TIP with approximately \$18.8 million in Revenue Sharing and local funding for PE, ROW, and CON phases and adds an additional \$235.5 million to the **Frontier Drive Extension project (T6449)** in RSTP, NVTa, state, and local funding for PE, ROW, and CON phases.

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

ATTACHMENT A: PROJECT OVERVIEW REPORTS

T13879 - Croson Lane Widening

Widen Croson Lane (Rte. 645) from two to four lanes from Claiborne Parkway to Old Ryan Road. Project includes a sidewalk and bike and pedestrian trail.

Cycle-Revision ID:	23-69.3
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - Add Capacity/Widening
Agency Project ID:	118310
Facility:	Croson Lane
From:	Claiborne Parkway
To:	Old Ryan Road
County:	Loudoun
Municipality:	-
Completion Year:	2027
Total Cost:	\$18,828,000

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Preliminary Engineering	LOCAL	\$1,088,500	-	-	-	\$1,088,500
Preliminary Engineering	REVSH	\$1,088,500	-	-	-	\$1,088,500
Total Preliminary Engineering		\$2,177,000	-	-	-	\$2,177,000
TIP Total		\$2,177,000	-	-	-	\$2,177,000
Total Future Costs		-	-	-	-	\$16,651,000
Total Programmed		\$2,177,000	-	-	-	\$18,828,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$0
Total Project Cost:	Stays the same \$18,828,000
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.

T6449 - Frontier Dr Extension

Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road.

Cycle-Revision ID:	23-69.3
Lead Agency:	Virginia Department of Transportation
Project Type:	Road - New Construction
Agency Project ID:	106742
Facility:	Frontier Dr
From:	VA 289 Franconia-Springfield Parkway
To:	VA 789 Loisdale Rd
County:	Fairfax
Municipality:	-
Completion Year:	2033
Total Cost:	\$248,058,377

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
Preliminary Engineering	DC/STATE	-	-	\$3,800,000	\$1,062,400	\$4,862,400
Preliminary Engineering	RSTP	-	-	-	\$4,249,600	\$4,249,600
Total Preliminary Engineering		-	-	\$3,800,000	\$5,312,000	\$9,112,000
Right of Way	DC/STATE	-	-	-	\$5,177,795	\$5,177,795
Right of Way	LOCAL	\$3,800,000	-	-	-	\$3,800,000
Right of Way	RSTP	-	-	-	\$20,711,179	\$20,711,179
Total Right of Way		\$3,800,000	-	-	\$25,888,974	\$29,688,974
TIP Total		\$3,800,000	-	\$3,800,000	\$31,200,974	\$38,800,974
Total Prior Costs		-	-	-	-	\$25,479,887
Total Future Costs		-	-	-	-	\$183,777,516
Total Programmed		\$3,800,000	-	\$3,800,000	\$31,200,974	\$248,058,377

Current Change Reason:	Schedule / Funding / Scope- Update Programming Update
Project Changes:	<p>Description changed from "Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road." to "Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road."</p> <p>Plan Revision Name changed from "23-21.4" to "23-69.3"</p> <p>Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"</p> <p>Current Implementation Status changed from "None" to "Environmental Document/Pre-Design Phase (PAED)"</p> <p>Source Document changed from "None" to "VDOY SYIP"</p> <p>Primary Contact changed from "Sung S. Shin" to "Nikolai Alexandrow"</p> <p>Source Document Page/Record Link changed from "None" to "https://syip.virginiadot.org/"</p> <p>CMP changed from "None" to "CMP Documentation is not required."</p> <p>Email changed from "Sung.shin@fairfaxcounty.gov" to "Nikolai.Alexandrow@fairfaxcounty.gov"</p> <p>Bicycle/Pedestrian Accommodations changed from "None" to "Not Included"</p> <p>Estimated Completion Date changed from "2030" to "2033"</p>
Funding Changes:	<p>DC/STATE</p> <p>- Decrease funds in FY 2022 in PE from \$10,000,000 to \$0</p> <p>- Decrease funds in FY 2024 in PE from \$2,600,000 to \$0</p> <p>+ Increase funds in FY 2019 in PE from \$0 to \$3,000,000</p> <p>+ Increase funds in FY 2025 in PE from \$0 to \$3,800,000</p> <p>+ Increase funds in FY 2026 in PE from \$0 to \$1,062,400</p> <p>+ Increase funds in FY 2026 in ROW from \$0 to \$5,177,795</p> <p>+ Increase funds in FY 2027 in ROW from \$0 to \$4,000,000</p> <p>+ Increase funds in FY 2028 in ROW from \$0 to \$2,158,233</p> <p>NVTA</p> <p>+ Increase funds in FY 2019 in PE from \$0 to \$2,000,000</p> <p>+ Increase funds in FY 2021 in ROW from \$0 to \$20,479,887</p> <p>+ Increase funds in FY 2029 in CON from \$0 to \$111,957,472</p>

Funding Changes: (continued)	LOCAL + Increase funds in FY 2023 in ROW from \$0 to \$3,800,000 + Increase funds in FY 2032 in CON from \$0 to \$41,028,874
	RSTP + Increase funds in FY 2026 in PE from \$0 to \$4,249,600 + Increase funds in FY 2026 in ROW from \$0 to \$20,711,179 + Increase funds in FY 2027 in ROW from \$0 to \$16,000,000 + Increase funds in FY 2028 in ROW from \$0 to \$8,632,937
Federal Project Cost:	Increased from \$0 to \$49,593,716 (0%)
Total Project Cost:	Increased from \$12,600,000 to \$248,058,377 (1868.72%)
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No
CMP Documentation Changes:	CMP has changed from None to CMP Documentation is not required.

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

Fund Type	Prior	2023	2024	2025	2026	Future	Total
FEDERAL							
RSTP	\$0	\$0	\$0	\$0	\$24,960,779	\$24,632,937	\$49,593,716
Federal Subtotal	\$0	\$0	\$0	\$0	\$24,960,779	\$24,632,937	\$49,593,716
STATE & LOCAL							
DC/STATE	\$3,000,000	\$0	\$0	\$3,800,000	\$6,240,195	\$6,158,233	\$19,198,428
LOCAL	\$0	\$4,888,500	\$0	\$0	\$0	\$56,687,374	\$61,575,874
NVTA	\$22,479,887	\$0	\$0	\$0	\$0	\$111,957,472	\$134,437,359
State & Local Subtotal	\$25,479,887	\$4,888,500	\$0	\$3,800,000	\$6,240,195	\$174,803,079	\$215,211,661
OTHER							
REVSH	\$0	\$1,088,500	\$0	\$0	\$0	\$992,500	\$2,081,000
Other Subtotal	\$0	\$1,088,500	\$0	\$0	\$0	\$992,500	\$2,081,000
Grand Total	\$25,479,887	\$5,977,000	\$0	\$3,800,000	\$31,200,974	\$200,428,516	\$266,886,377



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

September 19, 2025

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:
Croson Lane Widening (TIP ID T13879/ UPC 118310)
Frontier Drive Extension (TIP ID T6449 / UPC 106742)

Dear Chair Walkinshaw:

The Virginia Department of Transportation (VDOT) requests the following projects be amended in the FY 2023-2026 Transportation Improvement Program (TIP).

Croson Lane Widening (TIP ID T13879 / UPC 118310)

This Loudoun County administered project converts CE3607 to TIP record T6618 which widens Croson Lane from two to four lanes from Claiborne Parkway to Old Ryan Road and includes a sidewalk and shared use path. This project was included in the air quality conformity analysis for Visualize 2045 (2022 Update). This TIP amendment is needed to reflect project costs in the PE, ROW, and Construction phases. The total project cost is \$18,828,000. The proposed amendments to T6618 will be to:

- Add \$1,088,500 (REVSH) FFY 2023 for PE Phase
- Add \$1,088,500 (Local) FFY 2023 for PE Phase
- Add \$992,500 (REVSH) Future FFY for ROW Phase
- Add \$992,500 (Local) for Future FFY ROW Phase
- Add \$14,666,000 (Local) for Future FFY CON Phase

Frontier Drive Extension (TIP ID T6449 / UPC 106742)

This Fairfax County project amends TIP record T6449 which extends Frontier Drive from Franconia-Springfield Parkway to Loisdale Road. This project is included in the air quality conformity analysis for Visualize 2045 (2022 Update) through the CE record, CE3460. This TIP amendment is needed to reflect the project cost updates in the PE, RW, and CON phases with the total project cost increasing from \$12,600,000 to \$248,058,377 which includes money in future years outside of the TIP. The proposed amendments to T6687 will be to:

- Add \$3,000,000 (DC/State) Previous FFY for PE Phase
- Add \$2,000,000 (NVTa) Previous FFY for PE Phase
- Add \$3,800,000 (DC/State) FY 2025 for PE Phase
- Add \$4,249,600 (RSTP) FFY 2026 for PE Phase


Hon. Walkinshaw
September 19, 2025
Page Two

- Add \$1,062,400 (DC/State) FFY 2026 for PE Phase
- Add \$20,479,887 (NVTa) Previous FFY for RW Phase
- Add \$3,800,000 (Local) FFY 2023 for RW Phase
- Add \$20,711,179 (RSTP) FFY 2026 for RW Phase
- Add \$5,177,795 (DC/State) FFY 2026 for RW Phase
- Add \$24,632,937 (RSTP) Future FFY for RW Phase
- Add \$6,158,233 (DC/State) Future FFY for RW Phase
- Add \$111,957,472 (NVTa) Future FFY for CON Phase
- Add \$41,028,874 (Local) Future FFY for CON Phase

VDOT requests approval of these project amendments in the TIP by the Transportation Planning Board's Steering Committee at its meeting on October 3, 2025. VDOT representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

for 
Bill Cuttler, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Ms. Regina Moore, AICP, PTP, VDOT-NoVA



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: October 9, 2025

The attached letters were sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

August 14, 2025

U.S. Department of Transportation
Room PL-401
1200 New Jersey Avenue SE,
Washington, DC 20590-0001

Subject: Comment on 'National Strategic Freight Plan 2025 Update: Request for Information.' Docket No. DOT-OST-2025-0369¹

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization (MPO) for the Washington D.C. area. The TPB appreciates the efforts of the Office of the Secretary (OST) staff to provide opportunities for commenting on the proposed updates to the National Freight Strategic Plan (NSFP).

The goals of the NSFP are consistent with those of the TPB's Vision, which calls for the "efficient and safe movement of people, goods, and information..." among other goals. The TPB works to ensure that freight is integrated into metropolitan planning so that the transportation system continues to be responsive to freight demands and evolving practices. Since 2007, the TPB has included a regional freight planning task in its Unified Planning Work Program (UPWP) with activities that provide a voice for freight in the transportation planning process, highlight freight's critical role in economic development, and address freight's needs through investment in the multimodal transportation system.

In response to some of the specific topics listed in the Request for Information, the TPB would like to share the following comments for your consideration:

- (1) What emerging operational or technological advances are likely to reshape freight movement over the next five years? What actions should public agencies take to enable or accelerate their adoption? How can DOT support greater private-sector investment, and what investment roles are best suited for public vs. private actors?**

The TPB's 2023 Regional Freight Plan² recognized the emergence of technological developments in freight movement, including autonomous and connected freight vehicles, deliveries by drones, intelligent freight technologies, and robotics that automate order fulfillment. Although the timeline for some of these technologies is still unknown, the TPB has begun to actively plan for the integration of connected and autonomous vehicles (CAVs), including those used to move freight.

¹ "National Freight Strategic Plan 2025 Update: Request for Information," Federal Register, Docket No. DOT-OST-2025-0369, 90 FR 31751 (U.S. Department of Transportation, Office of the Secretary, July 15, 2025). Accessible via: <https://www.federalregister.gov/documents/2025/07/15/2025-13219/national-freight-strategic-plan-2025-update-request-for-information> .

² National Capital Region Freight Plan (September 2023). Accessible via: <https://www.mwcog.org/documents/2023/07/19/national-capital-region-freight-plan-freight/>

The TPB has found³ that public agencies can help with enabling the implementation of CAVs and minimize their risks by:

- Regulating vehicle safety design standards to maximize safety (federal)
- Providing guidance on street adaptations and design (federal) for implementation by state and local authorities
- Providing safety training and licensing for CAV operators (state)
- Collecting and managing data for planning purposes (federal and state)
- Promoting public-private partnerships to share real-time information (federal)

(2) What are the most significant regulatory, technological, procedural, institutional, or statutory barriers to freight system performance—especially at intermodal connectors and freight origin and destination points? How could the NFSP help identify or address these root causes?

Curbside management has become an increasing challenge, particularly in the parts of the National Capital Region with the highest density, and curb demand is expected to heighten as population density, e-commerce, and freight flows increase. Although curbside management is typically a local issue, MPOs play an important role in supporting coordination between states and local entities to ensure the continued performance of supply chains to their last mile.

In 2024, the TPB hosted its second Regional Curbside Management Forum for regional stakeholders to discuss the topic. The forum revealed that having resources that provide insights into how other metropolitan areas around the country are effectively regulating curb space and enforcing relevant regulations, which the U.S. DOT could assist with, would expand the tools available to jurisdictions in our region to address this issue.

(3) What strategies should DOT consider to strengthen the freight system's resilience to natural disasters, economic shocks, or other disruptions? How should resilience be defined or measured, and what roles should Federal, State, local, and private actors play?

In 2024, the TPB evaluated the exposure of its transportation assets to inland flooding, as part of a larger Transportation Resilience Improvement Plan (TRIP).⁴ The evaluation used Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, which are based on historical flood patterns and do not reflect future floodplain expansion or flash flooding risks. To address the gap, the TPB completed an updated assessment in 2025⁵ using high-resolution data from the Fathom U.S. Flood Map to better capture risks from urban flooding and future inland flooding. Compared to FEMA flood maps, the Fathom U.S. Flood Map data identified significantly more transportation assets at risk from temporary inland flooding. This supplemental analysis provided invaluable insights into the additional risks to transportation infrastructure from future

³ Connected and Autonomous Vehicles (CAVs) Planning Considerations for the National Capital Region Transportation Planning Board (June 2020). Accessible via:

<https://www.mwcog.org/file.aspx?&A=7WMjEy2ZhM8YzERTQVVII3PKAQ0m42ApjSq%2fGenZ2NO%3d>

⁴ National Capital Region Transportation Resilience Improvement Plan (June 2024). Accessible via: <https://www.mwcog.org/documents/2024/06/20/national-capital-region-transportation-resilience-improvement-plan/>

⁵ National Capital Region Inland Flood Analysis (June 2025). Accessible via:

<https://www.mwcog.org/documents/2025/06/30/national-capital-region-inland-flood-analysis/>

floodplain expansion and flash flooding, risks that were not captured in the earlier work done using FEMA maps.

While the TPB was able to obtain supplemental data and conduct additional analysis to obtain a comprehensive insight into at-risk transportation infrastructure, there was a cost associated with this work. These costs could be a barrier for smaller MPOs and to all MPOs to undertake such work on a frequent basis. We encourage the federal government to provide public access to comprehensive inland flood datasets, that explicitly capture the potential for expanded future floodplains, to enable more comprehensive analysis of threats to freight system resilience.

Thank you for providing this opportunity to comment.

Sincerely,



Kanathur Srikanth
Executive Director, National Capital Region Transportation Planning Board



National Capital Region
Transportation Planning Board

August 15, 2025

Jayme Johnson
EVP, Chief Safety and Readiness Officer
Washington Metropolitan Area Transit Authority
300 Seventh Street SW
Washington, D.C. 20024-2511

Re: Street Smart FY 2026 funding

Dear Mr. Johnson:

On behalf of the Transportation Planning Board (TPB) I am happy to inform you that the TPB will be renewing its “Street Smart” Pedestrian and Bicycle Safety Campaign in federal FY 2026. This region-wide campaign promotes safety for Pedestrians and Bicyclists including WMATA’s transit riders as they walk or bike to and from bus stops and Metrorail stations. The campaign is funded by DDOT, the Maryland Highway Safety Office, the Virginia Highway Safety Office, and WMATA. I am now asking that you consider renewing WMATA’s contribution of \$150,000 for FY 2026.

The Street Smart campaign cautions drivers to slow down and watch out for people walking and biking. Messages are delivered in both English and Spanish via online media, news stories, on-the-ground outreach, and outdoor media, including transit ads.

WMATA is a valued partner and funder of the campaign. WMATA’s financial contribution of \$150,000 accounted for 22% of the FY 2025 budget of \$680,000. WMATA also ran pro bono transit advertising when space was available. WMATA staff served on the advisory committee and helped organize multiple events that were held on or near WMATA property, including the Fall 2024 launch event at the Naylor Road Metro Station. See the attached FY 2025 WMATA Street Smart Summary for more details.

The Street Smart campaign benefits to WMATA include passenger safety messaging, advertising revenue, and partnership in a major public service program. The Street Smart campaign places advertising on WMATA buses, which often serve corridors with heavy pedestrian activity.

The Street Smart campaign has been successful in terms of increasing public awareness of the consequences of unsafe behaviors, changing reported pedestrian and motorist behavior, and leveraging earned media and local law enforcement. The transit advertising has been particularly effective.

As a unified regional campaign, Street Smart benefits from economies of scale in production and purchase of advertising, greater leveraging of federal funding from multiple recipients, and greater media attention than would be possible for an individual agency safety campaign.

For funds to be available for the FY 2026 campaign wave, funding commitment letters should be sent to Director of Transportation Planning, Kanti Srikanth, at the address below by August 31,

Jayme Johnson, EVP, Chief Safety Officer
August 15, 2025

2025. In addition, please also email a copy of the funding commitment letter to ksrikanth@mwkog.org.

Should you have any questions about the campaign or the requested voluntary contribution, please contact Kanti Srikanth at (202) 962-3257. Thank you for your participation in this program that addresses one of our region's most critical needs: pedestrian and bicyclist safety.

Sincerely,

A handwritten signature in blue ink, appearing to read "James W.", with a stylized flourish at the end.

James Walkinshaw, Chair
Chair, National Capital Region
Transportation Planning Board

cc: Michael Farrell, Senior Transportation Planner, MWCOG
Shaun Goddard, Director of Special Projects, WMATA
Greg Kupka, Senior Vice President and Assistant Chief Safety Officer, WMATA
Chimere Lesane-Matthews, Manager, Safety Business Operations, WMATA
Jason Snyder, Director of Safety Policy and Promotion, WMATA
Kanti Srikanth, Director of Transportation Planning, MWCOG
Ryan Yowell, Senior Planner, WMATA



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 9, 2025

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



Metropolitan Washington
Council of Governments

CONGRESSIONAL DELEGATION RECEPTION

COG cordially invites you to meet with the NCR Congressional Delegation to build relationships and discuss opportunities for regional collaboration on common priorities.



Monday, October 20, 2025

Networking Reception: 5:00 - 6:30 P.M.



Rayburn House Office Building Foyer

45 Independence Ave SW

Washington, DC 20515

Invitation RSVP here: <http://bit.ly/4p7omrs>

DMVMoves Regional Rail Meeting

Register: bit.ly/regionalrail

Join Us:

Get ready to dive into the world of regional rail
at Union Station - it's time to make moves!



Union Station East Hall
Washington, DC 20002



2025 COG MEMBERSHIP & AWARDS RECEPTION

Register: bit.ly/cogawards25

JOIN US

Recognize regional partnership and outstanding leadership at COG's annual celebration.



December 3, 2025
4:00 - 6:00 P.M.
(Registration at 3:30 P.M.)