

**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 23-57.2 WHICH ADDS A NEW PROJECT, US 340 RAMP MODIFICATIONS AND ADDS FUNDING FOR I-95/I-495 INTERCHANGE AT MEDICAL CENTER DRIVE, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-57.2 which reduces \$5,720,000 in state and National Highway Performance Program (NHPP) funds for the PE phase of **I-95/I-495 Interchange at Medical Center Drive (T11578)** in FY23-26. The project's total cost is increasing from \$9,958,000 to \$84,451,000 which includes costs in years prior to and beyond the FY 2023-2026 TIP. The new project, **US 340 Ramp Modifications (T13665)**, programs \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds in the TIP years. The total project cost is \$17,079,000 including funding programmed in years prior to and beyond the TIP years, as described in the attached materials; and

**WHEREAS**, the review and processing of the amendments included in this TIP Action have 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 23-57.2 creating the 57<sup>th</sup> amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

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

**WHEREAS**, full funding for the projects 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) Programming Overview report showing how the record will appear in the TIP following approval,
- ATTACHMENT B) Program Summary by Fund report demonstrates that the TIP is fiscally constrained.
- ATTACHMENT C) Letter from MDOT dated March 4, 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 23-57.2 which reduces \$5,720,000 in state and NHPP funds for the PE phase of **I-95/I-495 Interchange at Medical Center Drive (T11578)** in FY23-26. The project's total cost is increasing from \$9,958,000 to \$84,451,000 which includes costs in years prior to and beyond the FY 2023-2026 TIP. The new project, **US 340 Ramp Modifications (T13665)**, programs \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds in the TIP years. The total project cost is \$17,079,000 including funding programmed in years prior to and beyond the TIP years, as described in the attached materials

# ATTACHMENT A

## T11578 - I-95/I-495 Interchange at Medical Center Drive

Lead Agency  
Maryland Department of  
Transportation - State Highway  
Administration

Project Type  
Study/Planning/Research

County  
Prince Georges

From  
@ Medical Center Drive

Agency Project ID  
PGA201 1

Municipality  
-

To  
-

Completion Date  
2035

Total Cost  
\$84,451,000

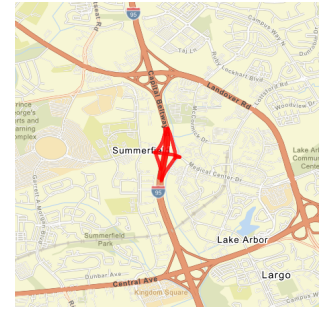
### Project Description

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$126,000	\$382,000	\$383,000	\$25,000	-	\$292,000	\$1,208,000
Preliminary Engineering	NHPP	\$397,000	\$1,210,000	\$1,210,000	\$475,000	-	\$2,625,000	\$5,917,000
Total Preliminary Engineering		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$2,917,000	\$7,125,000
Right of Way	DC/STATE	-	-	-	-	-	\$665,000	\$665,000
Right of Way	NHPP	-	-	-	-	-	\$3,561,000	\$3,561,000
Total Right of Way		-	-	-	-	-	\$4,226,000	\$4,226,000
Construction	TBD	-	-	-	-	-	\$71,000,000	\$71,000,000
Total Construction		-	-	-	-	-	\$71,000,000	\$71,000,000
Utility	DC/STATE	-	-	-	-	-	\$210,000	\$210,000
Utility	NHPP	-	-	-	-	-	\$1,890,000	\$1,890,000
Total Utility		-	-	-	-	-	\$2,100,000	\$2,100,000
<b>Total Prior Costs</b>		<b>\$523,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$523,000</b>
<b>Total Future Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$80,243,000</b>	<b>\$80,243,000</b>
<b>Total Programmed</b>		<b>\$523,000</b>	<b>\$1,592,000</b>	<b>\$1,593,000</b>	<b>\$500,000</b>	<b>-</b>	<b>\$80,243,000</b>	<b>\$84,451,000</b>

**CURRENT  
CHANGE  
REASON**

Schedule / Funding / Scope- Update Cost change(s), Adding, decreasing, and shifting funds to reflect updated programmed project expenditures, project schedules, and future project funding needs. due to Adding, decreasing, and shifting funds to reflect updated programmed project expenditures, project schedules, and future project funding needs. These funds include includes funding in years prior to and beyond the FY 2023-2026 TPB TIP.



**NHPP**

- Decrease funds in FY 2022 in PE from \$473,000 to \$397,000
- Decrease funds in FY 2023 in PE from \$2,835,000 to \$1,210,000
- Decrease funds in FY 2024 in PE from \$2,835,000 to \$1,210,000
- Decrease funds in FY 2025 in PE from \$2,835,000 to \$475,000
- + Increase funds in FY 2027 in PE from \$0 to \$1,485,000
- + Increase funds in FY 2027 in ROW from \$0 to \$1,315,000
- + Increase funds in FY 2028 in PE from \$0 to \$1,140,000
- + Increase funds in FY 2028 in ROW from \$0 to \$2,246,000
- + Increase funds in FY 2028 in UT from \$0 to \$818,000
- + Increase funds in FY 2029 in UT from \$0 to \$1,072,000

**FUNDING  
CHANGES**

**DC/STATE**

- + Increase funds in FY 2022 in PE from \$50,000 to \$126,000
- + Increase funds in FY 2023 in PE from \$300,000 to \$382,000
- + Increase funds in FY 2024 in PE from \$300,000 to \$383,000
- Decrease funds in FY 2025 in PE from \$300,000 to \$25,000
- + Increase funds in FY 2027 in PE from \$0 to \$165,000
- + Increase funds in FY 2027 in ROW from \$0 to \$415,000
- + Increase funds in FY 2028 in PE from \$0 to \$127,000
- + Increase funds in FY 2028 in ROW from \$0 to \$250,000
- + Increase funds in FY 2028 in UT from \$0 to \$91,000
- + Increase funds in FY 2029 in UT from \$0 to \$119,000

**TBD**

- Decrease funds in FY 2027 in OTHER from \$30,000 to \$0
- + Increase funds in FY 2030 in CON from \$0 to \$71,000,000

**FEDERAL  
PROJECT  
COST**

Increased from \$8,978,000 to \$11,368,000 (26.62%)

**TOTAL  
PROJECT  
COST**

Increased from \$9,958,000 to \$84,451,000 (748.07%)

T13665 - US 340 Ramp Modifications

Lead Agency  
Maryland Department of  
Transportation - State Highway  
Administration

Project Type  
Road - Interchange improvements

County  
Frederick

From  
-

Agency Project ID  
-

Municipality  
-

To  
-

Completion Date  
2027

Total Cost  
\$17,079,000

Project Description  
Extending acceleration ramps along US 340 at MD 17, MD 180 and US 15 NB

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$330,000	\$21,000	\$21,000	\$21,000	\$21,000	-	\$414,000
Preliminary Engineering	HSIP	-	\$392,000	\$392,000	\$392,000	\$392,000	-	\$1,568,000
Total Preliminary Engineering		\$330,000	\$413,000	\$413,000	\$413,000	\$413,000	-	\$1,982,000
Construction	DC/STATE	-	-	-	\$38,000	\$286,000	\$430,000	\$754,000
Construction	HSIP	-	-	-	\$731,000	\$5,442,000	\$8,170,000	\$14,343,000
Total Construction		-	-	-	\$769,000	\$5,728,000	\$8,600,000	\$15,097,000
Total Prior Costs		\$330,000	-	-	-	-	-	\$330,000
Total Future Costs		-	-	-	-	-	\$8,600,000	\$8,600,000
Total Programmed		\$330,000	\$413,000	\$413,000	\$1,182,000	\$6,141,000	\$8,600,000	\$17,079,000

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$15,911,000

TOTAL PROJECT COST

Stays the same \$17,079,000

**Attachment B: Financial Constraint - Maryland Agencies**

<b>Fund Type</b>	<b>Prior</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Future</b>	<b>Total</b>
<b>BUILD</b>	\$0	\$0	\$4,720,000	\$47,024,000	\$0	\$0	\$51,744,000
<b>Earmark - CPF</b>	\$0	\$0	\$2,000,000	\$15,770,000	\$210,000	\$0	\$17,980,000
<b>NHPP</b>	\$0	\$228,739,157	\$274,464,253	\$183,238,076	\$252,362,656	\$0	\$938,804,142
<b>Federal Subtotal</b>	\$0	\$228,739,157	\$281,184,253	\$246,032,076	\$252,572,656	\$0	\$1,008,528,142
<b>DC/STATE</b>	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
<b>State Subtotal</b>	\$0	\$137,733,665	\$108,391,014	\$98,812,523	\$87,905,678	\$0	\$432,842,880
<b>LOCAL</b>	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
<b>Local Subtotal</b>	\$0	\$523,007,700	\$264,466,173	\$243,555,782	\$271,616,989	\$0	\$1,302,646,644
<b>Grand Total</b>	\$0	\$889,480,522	\$654,041,440	\$588,400,381	\$612,095,323	\$0	\$2,744,017,666

March 4, 2025

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

Dear Chair Walkinshaw:

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

This action updates the programmed expenditures and schedule in FY 2023-2026 for the I-95/I-495 Interchange at Medical Center Drive project, and shifts and programs funds outside the years of the TIP. Additionally, this amendment adds the US 340 Ramp Modifications as a new project to the TIP, and neither of these actions affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
11578	I-95/I-495 Interchange at Medical Center Drive	(\$ 5,720)	Adds new state funds for preliminary engineering, reduces federal funds for preliminary engineering shifts funds to out years.
13665	US 340 Ramp Modifications	\$8,149	Adds new project and new funds for preliminary engineering and construction.

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

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

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is fluid and cursive, with the first 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



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**MEMORANDUM**

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**TO:** MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)  
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 *TP* 2/26/2025

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

**DATE:** FEBRUARY 26, 2025

**RESPONSE  
REQUESTED BY:** N/A

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**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

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

TIP	PROJECT	PHASE	NEW FUNDING
T11578	I-95/I-495 Interchange at Medical Center Drive	PE	(\$5,720,000)
T13665	US 340 Ramp Modifications	PE CO	\$1,652,000 \$6,497,000

## **ANALYSIS**

*I-95/I-495 Interchange at Medical Center Drive (T11578)* – This amendment reflects the addition of \$165,000 in funds from the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T6653 and the reduction of \$5,885,000 in preliminary engineering, which is a net decrease of \$5,720,000. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$9,958,000 to \$84,451,000, which includes costs in years prior to and beyond the FY 2023-2026 TPB TIP. These costs include the addition of \$2,993,000 and a reduction of \$76,000 in programmed funds for the preliminary engineering phase in years prior to and beyond the FY 2023-2026 TPB TIP, which is a net increase of \$2,917,000. These costs also include \$4,226,000 in programmed funds for the right-of-way phase and the addition of \$2,100,000 in programmed fund for utilities in years beyond the FY 2023-2026 TPB TIP, and the reduction of \$30,000 in funds classified as "other" for FY 2030. These costs also include \$71,000,000 in anticipated construction funds beyond the FY 2023-2026 TPB TIP that are needed to complete the project.

*US 340 Ramp Modifications (T13665)* – This amendment reflects the addition of a new project into the FY 2023-2026 TPB TIP for the US 340 Ramp Modifications project. This amendment reflects the addition of \$1,652,000 in preliminary engineering funds and \$6,497,000 in construction funds to FY 2023-2026 TPB TIP for TPB T5838. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is \$17,079,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

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

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

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

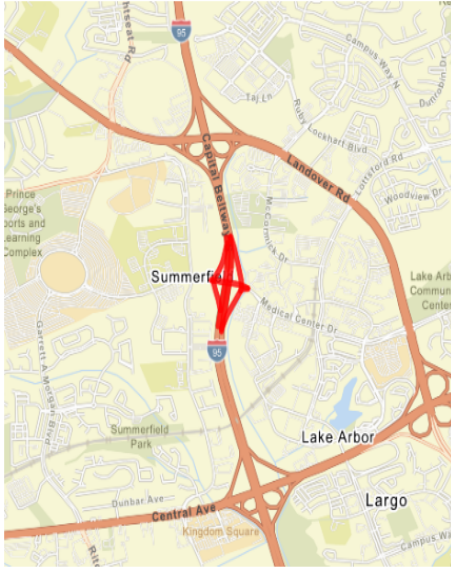
Ms. Michelle Martin  
Page Three

### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T11578 report
- FY 2022-2025 Maryland STIP project TPB 11578 report
- FY 2023-2026 TPB TIP project T13665 report
- FY 2022-2025 Maryland STIP project TPB 13665 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division, Office of Highway Development (OHD), SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Eric Marabello, P.E., Director, OHD, SHA  
Andrew Ratcliffe, P.E., District Engineer, District 7, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Robert Stewart, P.E., PTOE, Team Leader, District 3 - Traffic, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA  
Ms. April Stitt, Chief, Engineering Systems Team, District 7, SHA

## T11578 - I-95/I-495 Interchange at Medical Center Drive



Lead Agency  
Maryland Department of Transportation - State Highway Administration

Project Type  
Study/Planning/Research

County  
Prince Georges

From  
@ Medical Center Drive

Agency Project ID  
PGA201 1

Municipality  
-

To  
-

Completion Date  
2035

Total Cost  
\$84,451,000

### Project Description

The project is an upgrade to the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive). The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	\$126,000	\$382,000	\$383,000	\$25,000	-	\$292,000	\$1,208,000
Preliminary Engineering	NHPP	\$397,000	\$1,210,000	\$1,210,000	\$475,000	-	\$2,625,000	\$5,917,000
Total Preliminary Engineering		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$2,917,000	\$7,125,000
Right of Way	DC/STATE	-	-	-	-	-	\$665,000	\$665,000
Right of Way	NHPP	-	-	-	-	-	\$3,561,000	\$3,561,000
Total Right of Way		-	-	-	-	-	\$4,226,000	\$4,226,000
Construction	TBD	-	-	-	-	-	\$71,000,000	\$71,000,000
Total Construction		-	-	-	-	-	\$71,000,000	\$71,000,000
Utility	DC/STATE	-	-	-	-	-	\$210,000	\$210,000
Utility	NHPP	-	-	-	-	-	\$1,890,000	\$1,890,000
Total Utility		-	-	-	-	-	\$2,100,000	\$2,100,000
Total Prior Costs		\$523,000	-	-	-	-	-	\$523,000
Total Future Costs		-	-	-	-	-	\$80,243,000	\$80,243,000
Total Programmed		\$523,000	\$1,592,000	\$1,593,000	\$500,000	-	\$80,243,000	\$84,451,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11578 MC# 22-39 Approved 9/7/2022


## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 Interchange at Medical Center Drive (PGA201)	A	Nonattainment/TPB tbd	PACM/CE - Pending; Summer 2025	\$ 8,978	\$ 950	\$ 9,928
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-1 FY 2023	\$ (5,686)	\$ (34)	\$ (5,720)

Description A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).

Justification The project will address existing congestion and will accommodate increasing traffic volumes associated with future growth in the Largo Town Center and the University of Maryland Capital Region Medical Center.

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 523	\$ 3,135	\$ 3,135	\$ 3,135	\$ 9,928
		Federal	\$ 473	\$ 2,835	\$ 2,835	\$ 2,835	\$ 8,978
		State/Local	\$ 50	\$ 300	\$ 300	\$ 300	\$ 950
	Proposed (000s)	Total	\$ 523	\$ 1,592	\$ 1,593	\$ 500	\$ 4,208
		Federal	\$ 397	\$ 1,210	\$ 1,210	\$ 475	\$ 3,292
		State/Local	\$ 126	\$ 382	\$ 383	\$ 25	\$ 916
	Change (000s)	Total	\$ -	\$ (1,543)	\$ (1,542)	\$ (2,635)	\$ (5,720)
		Federal	\$ (76)	\$ (1,625)	\$ (1,625)	\$ (2,360)	\$ (5,686)
		State/Local	\$ 76	\$ 82	\$ 83	\$ (275)	\$ (34)

## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 473	\$ -	\$ 2,835	\$ -	\$ 2,835	\$ -	\$ 2,835	\$ -	\$ 8,978	\$ -	\$ 8,978
	State	\$ -	\$ 50	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 300	\$ -	\$ 950	\$ 950
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 473	\$ 50	\$ 2,835	\$ 300	\$ 2,835	\$ 300	\$ 2,835	\$ 300	\$ 8,978	\$ 950	\$ 9,928
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 397	\$ -	\$ 1,210	\$ -	\$ 1,210	\$ -	\$ 475	\$ -	\$ 3,292	\$ -	\$ 3,292
	State	\$ -	\$ 126	\$ -	\$ 382	\$ -	\$ 383	\$ -	\$ 25	\$ -	\$ 916	\$ 916
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 397	\$ 126	\$ 1,210	\$ 382	\$ 1,210	\$ 383	\$ 475	\$ 25	\$ 3,292	\$ 916	\$ 4,208

Change												
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ (76)	\$ -	\$ (1,625)	\$ -	\$ (1,625)	\$ -	\$ (2,360)	\$ -	\$ (5,686)	\$ -	\$ (5,686)
	State	\$ -	\$ 76	\$ -	\$ 82	\$ -	\$ 83	\$ -	\$ (275)	\$ -	\$ (34)	\$ (34)
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ (76)	\$ 76	\$ (1,625)	\$ 82	\$ (1,625)	\$ 83	\$ (2,360)	\$ (275)	\$ (5,686)	\$ (34)	\$ (5,720)
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost
Federal		\$ -		Federal		\$ 3,292		Federal		\$ 8,076		Federal \$ 11,368
State/Local		\$ -		State/Local		\$ 916		State/Local/Other*		\$ 72,167		State/Local/Other* \$ 73,083
Total		\$ -		Total		\$ 4,208		Total		\$ 80,243		Total \$ 84,451

## T13665 - US 340 Ramp Modifications

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Interchange improvements
County	Frederick
From	-
Agency Project ID	-
Municipality	-
To	-
Completion Date	2027
Total Cost	\$17,079,000
Project Description	Extending acceleration ramps along US 340 at MD 17, MD 180 and US 15 NB

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	\$330,000	\$21,000	\$21,000	\$21,000	\$21,000	-	\$414,000
Preliminary Engineering	HSIP	-	\$392,000	\$392,000	\$392,000	\$392,000	-	\$1,568,000
Total Preliminary Engineering		\$330,000	\$413,000	\$413,000	\$413,000	\$413,000	-	\$1,982,000
Construction	DC/STATE	-	-	-	\$38,000	\$286,000	\$430,000	\$754,000
Construction	HSIP	-	-	-	\$731,000	\$5,442,000	\$8,170,000	\$14,343,000
Total Construction		-	-	-	\$769,000	\$5,728,000	\$8,600,000	\$15,097,000
Total Prior Costs		\$330,000	-	-	-	-	-	\$330,000
Total Future Costs		-	-	-	-	-	\$8,600,000	\$8,600,000
Total Programmed		\$330,000	\$413,000	\$413,000	\$1,182,000	\$6,141,000	\$8,600,000	\$17,079,000


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13665

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 340 Ramp Modifications (FR7021)	A	Exempt	PCE 2024	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-F-8	\$ 1,907	\$ 156	\$ 2,063
Description	Extending acceleration ramps along US 340 at MD 17, MD 180, and US 15 NB					
Justification	Project will increase safety by eliminating a yield/no-merge configuration at five entrance ramps					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	Total	\$ 55	\$ 413	\$ 413	\$ 1,182	\$ 2,063
		Federal	\$ -	\$ 392	\$ 392	\$ 1,123	\$ 1,907
		State/Local	\$ 55	\$ 21	\$ 21	\$ 59	\$ 156
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	Total	\$ 55	\$ 413	\$ 413	\$ 1,182	\$ 2,063
		Federal	\$ -	\$ 392	\$ 392	\$ 1,123	\$ 1,907
		State/Local	\$ 55	\$ 21	\$ 21	\$ 59	\$ 156
<div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>		Total	\$ 55	\$ 413	\$ 413	\$ 1,182	\$ 2,063
		Federal	\$ -	\$ 392	\$ 392	\$ 1,123	\$ 1,907
		State/Local	\$ 55	\$ 21	\$ 21	\$ 59	\$ 156

## PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ -	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 1,176	\$ -	\$ 1,176
	State	\$ -	\$ 55	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 118	\$ 118
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 731	\$ -	\$ 731	\$ -	\$ 731
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38	\$ 38
Total		\$ -	\$ 55	\$ 392	\$ 21	\$ 392	\$ 21	\$ 1,123	\$ 59	\$ 1,907	\$ 156	\$ 2,063



Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	HSIP	\$ -	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 392	\$ -	\$ 1,176	\$ -	\$ 1,176
	State	\$ -	\$ 55	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 21	\$ -	\$ 118	\$ 118
RW	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 731	\$ -	\$ 731	\$ -	\$ 731
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38	\$ 38
Total		\$ -	\$ 55	\$ 392	\$ 21	\$ 392	\$ 21	\$ 1,123	\$ 59	\$ 1,907	\$ 156	\$ 2,063
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)				STIP Cost (FY 2022-2025)			Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal			\$ -	Federal		\$ 1,907	Federal		\$ 14,004	Federal		\$ 15,911
State/Local			\$ 275	State/Local		\$ 156	State/Local		\$ 737	State/Local		\$ 1,168
Total			\$ 275	Total		\$ 2,063	Total		\$ 14,741	Total		\$ 17,079