

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

RESOLUTION ON AN AMENDMENT TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 26-02.2 (MD) WHICH ADDS THREE NEW PROJECTS, MONTGOMERY COUNTY PUBLIC EV CHARGING INFRASTRUCTURE, PRECISE 3D SURVEY AND ENGINEERING OF TRANSPORTATION INFRASTRUCTURE AND MD 210 BICYCLE AND PEDESTRIAN CONNECTIVITY PROJECT – PHASE 1 IMPROVEMENTS, ADDS EARMARK - CPF FUNDING TO CONGRESSIONAL EARMARK PROJECTS, AND ADDS FUNDING AND EXTENDS NORTHERN LIMITS OF THE US 1 PHASES 2-3 HIGHWAY RECONSTRUCTION PROJECT AS REQUESTED BY 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 December 17, 2025 the TPB adopted the FY 2026-2029 TIP; and

WHEREAS, MDOT - SHA has requested an amendment to the FY 2026-2029 TIP to include TIP Action 26-02.2 (MD), which makes the following revisions:

- Adds a total project cost of \$4,805,000 utilizing Earmark Community Project Funding (CPF), Carbon Reduction Program (CRP) funding, and local matching funds for the new **Montgomery County Public EV Charging Infrastructure (T13906)** project;
- Adds a total project cost of \$1,250,000 utilizing Technology and Innovation Deployment Program (TID) funding and local funds for the new **Precise 3D Survey and Engineering of Transportation Infrastructure (T13907)** project;
- Adds a total project cost of \$13,775,000 utilizing Better Utilizing Investments to Leverage Development (BUILD) grant funds, National Highway Performance Program (NHPP) funding, and state and local funds for the new **MD 210 Bicycle and Pedestrian Connectivity Project – Phase I Improvements (T13908)** project;
- Adds a new total of \$1,837,000 in Earmark - CPF and local funds for the **Congressional Earmark Projects (T5838)** project, revising the total project cost to \$2,100,000;

- Adds a new total of \$500,000 in NHPP funding and state and local funds for the **US 1 Phases 2-3 Highway Reconstruction (T6528)** project, revising the total project cost to \$10,887,000. The northern limits of the project have been extended to Sunnyside Avenue; and

WHEREAS, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures; and

WHEREAS, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 26-02.2 (MD) creating the 2nd amended version of the FY 2026-2029 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at www.mwcog.org/TIP/FY26-29/Amendments; and

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

WHEREAS, the attached materials include:

ATTACHMENT A) Project or Program Report(s) showing how the amended record(s) will appear in the TIP following approval, along with complete documentation of every change made for this newest approved version of the record,

ATTACHMENT B) Fiscal Constraint Summary Table demonstrating that the TIP remains fiscally constrained,

ATTACHMENT C) Letter from MDOT dated January 23, 2026, requesting the amendments; and

WHEREAS, this resolution and the amendments to the FY 2026-2029 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2026-2029 TIP to include TIP Action 26-02.2 (MD), which

- Adds a total project cost of \$4,805,000 utilizing Earmark Community Project Funding (CPF), Carbon Reduction Program (CRP) funding, and local matching funds for the new **Montgomery County Public EV Charging Infrastructure (T13906)** project;
- Adds a total project cost of \$1,250,000 utilizing Technology and Innovation Deployment Program (TID) funding and local funds for the new **Precise 3D Survey and Engineering of Transportation Infrastructure (T13907)** project;
- Adds a total project cost of \$13,775,000 utilizing Better Utilizing Investments to Leverage Development (BUILD) grant funds, National Highway Performance Program (NHPP) funding,

and state and local funds for the new **MD 210 Bicycle and Pedestrian Connectivity Project – Phase I Improvements (T13908)** project;

- Adds a new total of \$1,837,000 in Earmark - CPF and local funds for the **Congressional Earmark Projects (T5838)** project, revising the total project cost to \$2,100,000;
- Adds a new total of \$500,000 in NHPP funding and state and local funds for the **US 1 Phases 2-3 Highway Reconstruction (T6528)** project, revising the total project cost to \$10,887,000. The northern limits of the project have been extended to Sunnyside Avenue.

Adopted by the TPB Steering Committee at its meeting on Friday, February 6, 2026.

T13906 - Montgomery County Public EV Charging Infrastructure

Project to install up to 17 public EV charging stations at County owned properties

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$4,805,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CRP	\$750,000	\$2,243,000	\$0	\$0	\$2,993,000
Construction	Earmark - CPF	\$213,000	\$637,000	\$0	\$0	\$850,000
Construction	LOCAL	\$241,000	\$721,000	\$0	\$0	\$962,000
Total Construction		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
TIP Total		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
Total Programmed		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$3,843,000
Total Project Cost:	Stays the same \$4,805,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No CMP has changed from None to CMP Documentation is not required.

T13907 - Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)

Advanced Digital Construction Management Systems (ADCMS) discretionary funding for Montgomery County to establish and validate 2D line drawings and 3D scans of transportation assets, improve data processing, storage, and increase scanning equipment.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$1,250,000

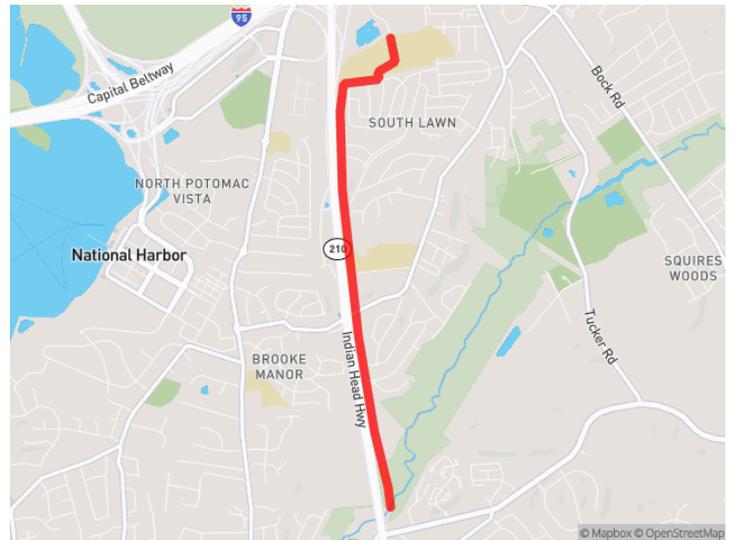
Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$250,000	\$0	\$0	\$0	\$250,000
Planning	TID	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Planning		\$1,250,000	\$0	\$0	\$0	\$1,250,000
TIP Total		\$1,250,000	\$0	\$0	\$0	\$1,250,000
Total Programmed		\$1,250,000	\$0	\$0	\$0	\$1,250,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$1,000,000
Total Project Cost:	Stays the same \$1,250,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No CMP has changed from None to CMP Documentation is not required.

T13908 - MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements

Project consists of bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA371
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2033
Total Cost:	\$13,775,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BUILD	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Preliminary Engineering	DC/STATE	\$103,000	\$0	\$0	\$0	\$103,000
Preliminary Engineering	NHPP	\$411,000	\$0	\$0	\$0	\$411,000
Total Preliminary Engineering		\$2,114,000	\$0	\$0	\$0	\$2,114,000
Right of Way	BUILD	\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Total Right of Way		\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Utility	BUILD	\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
Total Utility		\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
-	LOCAL	\$0	\$0	\$0	\$0	\$0
TIP Total		\$2,114,000	\$150,000	\$926,000	\$924,000	\$4,114,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,411,000
Total Future Costs		\$0	\$0	\$0	\$0	\$8,250,000
Total Programmed		\$2,114,000	\$150,000	\$926,000	\$924,000	\$13,775,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$13,389,000
Total Project Cost:	Stays the same \$13,775,000
CMP Documentation Changes:	Does this project increase capacity on a limited access highway or other principal arterial? has changed from None to No CMP has changed from None to CMP Documentation is not required.

T5838 - Congressional Earmark Projects

Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	AWCE
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$2,100,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	\$210,000	\$0	\$0	\$0	\$210,000
Preliminary Engineering	LOCAL	\$53,000	\$0	\$0	\$0	\$53,000
Total Preliminary Engineering		\$263,000	\$0	\$0	\$0	\$263,000
Construction	Earmark - CPF	\$245,000	\$596,000	\$493,000	\$66,000	\$1,400,000
Construction	LOCAL	\$61,000	\$149,000	\$124,000	\$16,000	\$350,000
Total Construction		\$306,000	\$745,000	\$617,000	\$82,000	\$1,750,000
TIP Total		\$569,000	\$745,000	\$617,000	\$82,000	\$2,013,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$87,000
Total Programmed		\$569,000	\$745,000	\$617,000	\$82,000	\$2,100,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Location/limits change(s) - Scope Change(s) - Schedule Change(s)
Project Changes:	<p>Description changed from "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County. This project received \$280,000 in CPF-Earmark funding in the FY2023 appropriations. These funds are being matched with \$70,000 in local funding. This record will be amended at a later time to include the remaining 9 projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, MDOT-SHA is the recipient of and administers these funds on behalf of the local governments." to "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments."</p> <p>Plan Revision Name changed from "26-00" to "26-02.2 (MD)"</p> <p>Estimated Completion Date changed from "2026" to "2029"</p>
Funding Changes:	<p>Earmark - CPF</p> <p>+ Increase funds in FY 2026 in CON from \$0 to \$245,000</p> <p>+ Increase funds in FY 2027 in CON from \$0 to \$596,000</p> <p>+ Increase funds in FY 2028 in CON from \$0 to \$493,000</p> <p>+ Increase funds in FY 2029 in CON from \$0 to \$66,000</p> <p>+ Increase funds in FY 2025 in PE from \$0 to \$70,000</p> <p>LOCAL</p>

	+ Increase funds in FY 2026 in CON from \$0 to \$61,000
	+ Increase funds in FY 2027 in CON from \$0 to \$149,000
Funding Changes:	+ Increase funds in FY 2028 in CON from \$0 to \$124,000
	+ Increase funds in FY 2029 in CON from \$0 to \$16,000
	+ Increase funds in FY 2025 in PE from \$0 to \$17,000
Federal Project Cost:	Increased from \$210,000 to \$1,680,000 (700%)
Total Project Cost:	Increased from \$263,000 to \$2,100,000 (698.48%)

T6528 - US 1 Phases 2-3 Highway Reconstruction

Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PG2531
Facility:	Baltimore Ave
From:	University Blvd
To:	I 95 / I 495
County:	Prince Georges
Municipality:	-
Completion Year:	2032
Total Cost:	\$10,887,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$220,000	\$400,000	\$400,000	\$320,000	\$1,340,000
Preliminary Engineering	NHPP	\$880,000	\$1,600,000	\$1,600,000	\$1,280,000	\$5,360,000
Total Preliminary Engineering		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
TIP Total		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,387,000
Total Future Costs		\$0	\$0	\$0	\$0	\$2,800,000
Total Programmed		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$10,887,000

Current Change Reason:	Schedule / Funding / Scope- Update Location/limits change(s), Extending northern limits to Sunnyside Avenue and adding funds for preliminary engineering phase. due to Extending northern limits to Sunnyside Avenue to reflect limits shown in the MDOT Consolidated Transportation Program (CTP) and adding funds for preliminary engineering phase.
Project Changes:	<p>Description changed from "Planning and design for the reconstruction of US 1 from MD 193 to I-95/I-495 (Segment 1- US 1 between MD 193 to Hollywood Road and Segment 2 - Hollywood Road to I-95/I-495). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles." to "Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles."</p> <p>Plan Revision Name changed from "26-00" to "26-02.2 (MD)"</p>
Funding Changes:	<p>DC/STATE</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in PE from \$264,000 to \$220,000 + Increase funds in FY 2027 in PE from \$264,000 to \$400,000 + Increase funds in FY 2028 in PE from \$265,000 to \$400,000 + Increase funds in FY 2029 in PE from \$252,000 to \$320,000 <p>- Decrease funds in FY 2030 in PE from \$252,000 to \$240,000</p> <p>- Decrease funds in FY 2031 in PE from \$252,000 to \$180,000</p> <p>- Decrease funds in FY 2032 in PE from \$252,000 to \$140,000</p> <hr/> <p>NHPP</p> <ul style="list-style-type: none"> - Decrease funds in FY 2026 in PE from \$1,056,000 to \$880,000 + Increase funds in FY 2027 in PE from \$1,056,000 to \$1,600,000 + Increase funds in FY 2028 in PE from \$1,059,000 to \$1,600,000

Funding Changes:	+ Increase funds in FY 2029 in PE from \$1,007,000 to \$1,280,000
	- Decrease funds in FY 2030 in PE from \$1,007,000 to \$960,000
	- Decrease funds in FY 2031 in PE from \$1,007,000 to \$720,000
	- Decrease funds in FY 2032 in PE from \$1,007,000 to \$560,000
Federal Project Cost:	Increased from \$7,199,000 to \$7,600,000 (5.57%)
Total Project Cost:	Increased from \$10,387,000 to \$10,887,000 (4.81%)

MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION
FISCAL CONSTRAINT SUMMARY REPORT
FY 2026 - 2029

FUND SOURCE	2026			2027			2028			2029		
	Revenue	Programmed	Balance									
BUILD	\$ 1,600,000.00	\$ 1,600,000.00	\$ -	\$ 150,000.00	\$ 150,000.00	\$ -	\$ 926,000.00	\$ 926,000.00	\$ -	\$ 924,000.00	\$ 924,000.00	\$ -
CRP	\$ 750,000.00	\$ 750,000.00	\$ -	\$ 2,243,000.00	\$ 2,243,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Earmark - CPF	\$ 668,000.00	\$ 668,000.00	\$ -	\$ 1,233,000.00	\$ 1,233,000.00	\$ -	\$ 493,000.00	\$ 493,000.00	\$ -	\$ 66,000.00	\$ 66,000.00	\$ -
NHPP	\$ 1,291,000.00	\$ 1,291,000.00	\$ -	\$ 1,600,000.00	\$ 1,600,000.00	\$ -	\$ 1,600,000.00	\$ 1,600,000.00	\$ -	\$ 1,280,000.00	\$ 1,280,000.00	\$ -
TID	\$ 1,000,000.00	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 5,309,000.00	\$ 5,309,000.00	\$ -	\$ 5,226,000.00	\$ 5,226,000.00	\$ -	\$ 3,019,000.00	\$ 3,019,000.00	\$ -	\$ 2,270,000.00	\$ 2,270,000.00	\$ -

January 23, 2026

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

Dear Chair Harris:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2026-2029 Transportation Improvement Program (TIP) for two existing projects and two new projects, and one new breakout project 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 2026-2029 for the projects listed below, and this action does not affect the Air Quality Conformity Determination of Visualize 2050.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5838	Congressional Earmark Projects	26-29: \$1,750 Total: \$1,837	Adds new construction funds.
6528	US 1 Phases 2-3 Highway Reconstruction	26-29: \$1,477 Total: \$500	Adds new preliminary engineering funds.
13906	Montgomery County Public EV Charging Infrastructure	26-29: \$4,805 Total: \$4,805	Adds new project and associated new construction funds.
13907	Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)	26-29: \$1,250 Total: \$1,250	Adds new project and associated new preliminary planning funds.
13908	MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements	26-29: \$4,114 Total: \$13,775	Adds new breakout project and associated new preliminary engineering, right-of-way, and utility funds.

The Honorable Neil Harris
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MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

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

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive, flowing style.

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

Attachment

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

MEMORANDUM

TO: MARYLAND DEPARTMENT OF TRANSPORTATION (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) *JP*
CHIEF TARA PENDERS 1/21/2026

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

DATE: JANUARY 21, 2026

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T5838	Congressional Earmark Projects	CO	\$1,750,000
T6528	US 1 Phases 2-3 Highway Reconstruction	PE	\$1,477,000
T13906	Montgomery County Public EV Charging Infrastructure	CO	\$4,805,000
T13907	Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)	PP	\$1,250,000
T13908	MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements	PE RW UT	\$2,114,000 \$1,000,000 \$1,000,000

ANALYSIS

Congressional Earmark Projects (T5838) – This amendment reflects the addition of \$1,750,000 in construction funds to the FY 2026-2029 TPB TIP to accommodate two projects that received Community Project Funding (CPF) earmarks. The Montgomery County’s E-Cargo Bike Lending Program received \$400,000 in CPF and \$100,000 in matching local funding. The City of Gaithersburg’s Russell Avenue Multimodal and Streetscape Improvements Project received \$1,000,000 in CPF and \$250,000 in matching local funding. The Congressional Earmarks Projects (T5838) total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from \$350,000 to \$2,100,000 which includes costs prior to and beyond the FY 2026-2029 TPB TIP years.

US 1 Phases 2-3 Highway Reconstruction (T6528) – This amendment reflects the extension of the northern limits of the project to Sunnyside Avenue in the FY 2026-2029 TPB TIP. The new project limits extend from MD 193 to Sunnyside Avenue. This amendment also reflects the addition of \$1,697,000 in funds and the reduction of \$220,000 in funds in the FY 2026-2029 TPB TIP preliminary engineering funding for TPB T6528, a net increase of \$1,477,000. This amendment also reflects the reduction of \$977,000 in funds for the preliminary engineering phase beyond the FY 2026-2029 TPB TIP. The project’s total cost, as documented in the FY 2026-2029 TPB TIP, is increasing from \$10,387,000 to \$10,887,000 which includes costs in years beyond the FY 2026-2029 TPB TIP.

Montgomery County Public EV Charging Infrastructure (T13906) – This amendment reflects the addition of a new project, T13906, and \$4,805,000 in construction funds to the FY 2026-2029 TPB TIP. This project received \$850,000 in CPF and \$213,000 in matching local funds. This project also received \$2,993,000 in Carbon Reduction Program (CRP) funds and \$749,000 in matching local funds. This amendment reflects the addition of those construction funds to T13906 in the FY 2026-2029 TPB TIP.

Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI) (T13907) – This amendment reflects the addition of a new project, T13907, and \$1,250,000 in preliminary planning funds to the FY 2026-2029 TPB TIP. This project received a \$1,000,000 Advanced Digital Construction Management Systems (ADCMS) discretionary grant. This amendment reflects the addition of \$1,000,000 in Technology and Innovation Deployment Program funds and \$250,000 in matching local funds to T13907 in the FY 2026-2029 TPB TIP.

MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements (T13908) – This amendment reflects the addition of a new project, T13908, a breakout from parent T3038 in the FY 2026-2029 TPB TIP. This amendment also reflects the addition of \$2,114,000 in funds for preliminary engineering, \$1,000,000 for right-of-way, and \$1,000,000 for utilities. Total project cost includes already programmed \$1,925,000 in NHPP and State funds for preliminary engineering and \$11,850,000 in awarded federal Better Utilizing Investments to Leverage Development (BUILD) grant funds for remaining preliminary engineering, right-of-way, utilities, and construction. The project’s total cost, as documented in the FY 2026-2029 TPB TIP is \$13,775,000, which includes costs in years prior to and beyond the FY 2026-2029 TPB TIP.

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

Ms. Michelle Martin
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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 draft 2026-2031 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>).

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

ATTACHMENTS

- FY 2026-2029 TPB TIP project T5838 report
- FY 2025-2028 Maryland STIP project TPB 5838 report
- FY 2026-2029 TPB TIP project T6528 report
- FY 2025-2028 Maryland STIP project TPB 6528 report
- FY 2026-2029 TPB TIP project T13906 report
- FY 2025-2028 Maryland STIP project TPB 13906 report
- FY 2026-2029 TPB TIP project T13907 report
- FY 2025-2028 Maryland STIP project TPB 13907 report
- FY 2026-2029 TPB TIP project T13908 report
- FY 2025-2028 Maryland STIP project TPB 13908 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA
Ms. Christy Bernal, Discretionary Grants Team Leader, Grants and Programs Management Division (GPMD), SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division, Office of Highway Development, SHA
Mr. Nate Evans, Assistant Chief, RIPD, SHA
Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering, SHA
Eric Holmberg, P.E., Project Manager, Project Management Division (PMD), SHA
Barrett Kiedrowski, P.E., Chief, PMD, SHA
Ms. Cheryl Ladota, Chief, GPMD, SHA
Mr. David Rodgers, Regional Planner, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA
Mr. David Schlie, Regional Planner, RIPD, SHA

T5838 - Congressional Earmark Projects

Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other
Agency Project ID:	AWCE
Facility:	-
From:	-
To:	-
County:	Charles, Frederick, Montgomery, Prince Georges
Municipality:	-
Completion Year:	2029
Total Cost:	\$2,100,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	Earmark - CPF	\$210,000	\$0	\$0	\$0	\$210,000
Preliminary Engineering	LOCAL	\$53,000	\$0	\$0	\$0	\$53,000
Total Preliminary Engineering		\$263,000	\$0	\$0	\$0	\$263,000
Construction	Earmark - CPF	\$245,000	\$596,000	\$493,000	\$66,000	\$1,400,000
Construction	LOCAL	\$61,000	\$149,000	\$124,000	\$16,000	\$350,000
Total Construction		\$306,000	\$745,000	\$617,000	\$82,000	\$1,750,000
TIP Total		\$569,000	\$745,000	\$617,000	\$82,000	\$2,013,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$87,000
Total Programmed		\$569,000	\$745,000	\$617,000	\$82,000	\$2,100,000

Current Change Reason:	Schedule / Funding / Scope- Update Cost change(s) - Location/limits change(s) - Scope Change(s) - Schedule Change(s)
Project Changes:	Description changed from "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Out of 27 projects that have received funding in Maryland 10 of these are within the TPB Planning Area. The first one to be programmed in the TPB's TIP is the Frederick-Pennsylvania Rail Trail, located in Frederick County. This project received \$280,000 in CPF-Earmark funding in the FY2023 appropriations. These funds are being matched with \$70,000 in local funding. This record will be amended at a later time to include the remaining 9 projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, MDOT-SHA is the recipient of and administers these funds on behalf of the local governments." to "Since 2022, the U.S. Congress has directed spending known as Community Project Funding (CPF) to earmark funds for specific projects proposed by local governments and non-profit organizations. Three projects are included in this TIP item including: The Frederick-Pennsylvania Rail Trail, in Frederick County; The E-Cargo Bike Lending Program for Montgomery County, and The Russell Avenue Multimodal and Streetscape Improvements in the City of Gaithersburg. This record may be amended at a later time to include other projects. Earmarked funds are appropriated from the General Fund of the Treasury for Highway Infrastructure Programs and are to be distributed through the state DOTs. As such, SHA is the recipient of and administers these funds on behalf of the local governments."
Project Changes:	Plan Revision Name changed from "26-00" to "26-02.2 (MD)"
Project Changes:	Estimated Completion Date changed from "2026" to "2029"

Funding Changes:	Earmark - CPF
Funding Changes:	+ Increase funds in FY 2026 in CON from \$0 to \$245,000
Funding Changes:	+ Increase funds in FY 2027 in CON from \$0 to \$596,000
Funding Changes:	+ Increase funds in FY 2028 in CON from \$0 to \$493,000
Funding Changes:	+ Increase funds in FY 2029 in CON from \$0 to \$66,000
Funding Changes:	+ Increase funds in FY 2025 in PE from \$0 to \$70,000
Funding Changes:	LOCAL
Funding Changes:	+ Increase funds in FY 2026 in CON from \$0 to \$61,000
Funding Changes:	+ Increase funds in FY 2027 in CON from \$0 to \$149,000
Funding Changes:	+ Increase funds in FY 2028 in CON from \$0 to \$124,000
Funding Changes:	+ Increase funds in FY 2029 in CON from \$0 to \$16,000
Funding Changes:	+ Increase funds in FY 2025 in PE from \$0 to \$17,000
Federal Project Cost:	Increased from \$210,000 to \$1,680,000 (700%)
Total Project Cost:	Increased from \$263,000 to \$2,100,000 (698.48%)

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB T5838

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Congressional Earmarks Projects (TPB T5838)	B	Nonattainment	n/a	\$ 280	\$ 70	\$ 350
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	N/A	\$ 1,334	\$ 334	\$ 1,668

Description: Congressional earmarks are non-SHA projects that receive federal funding through Congressional action. Since these earmarks are granted via a transportation spending bill, SHA administers these funds. The match amounts, which vary percentage-wise project by project, are provided by the project sponsors.

Justification: Project funding flows included in the FY 2025-2028 TIP are determined based on current schedules for projects utilizing congressional earmark funding and an estimate of planned projects within TPB MPO boundaries.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
			Total	Total	Total	Total	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP			\$ 87	\$ 263	\$ -	\$ -	\$ 350
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 70	\$ 210	\$ -	\$ -	\$ 280
		State/Local	\$ 17	\$ 53	\$ -	\$ -	\$ 70
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		Proposed (000s)	\$ 87	\$ 569	\$ 745	\$ 617	\$ 2,018
<input type="checkbox"/> D) Other		Federal	\$ 70	\$ 455	\$ 596	\$ 493	\$ 1,614
		State/Local	\$ 17	\$ 114	\$ 149	\$ 124	\$ 404
		Change (000s)	\$ -	\$ 306	\$ 745	\$ 617	\$ 1,668
		Federal	\$ -	\$ 245	\$ 596	\$ 493	\$ 1,334
		State/Local	\$ -	\$ 61	\$ 149	\$ 124	\$ 334



PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Total								
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	CPF	\$ 70	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280	\$ -	\$ 280
	Local	\$ -	\$ 17	\$ -	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 70	\$ 17	\$ 210	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ 280	\$ 70	\$ 350

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	CPF	\$ 70	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 280	\$ -	\$ 280
	Local	\$ -	\$ 17	\$ -	\$ 53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 70	\$ 70
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 245	\$ -	\$ 596	\$ -	\$ 493	\$ -	\$ 1,334	\$ -	\$ 1,334
	Local	\$ -	\$ -	\$ -	\$ 61	\$ -	\$ 149	\$ -	\$ 124	\$ -	\$ 334	\$ 334
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 70	\$ 17	\$ 455	\$ 114	\$ 596	\$ 149	\$ 493	\$ 124	\$ 1,614	\$ 404	\$ 2,018

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 245	\$ -	\$ 596	\$ -	\$ 493	\$ -	\$ 1,334	\$ -	\$ 1,334
	Local	\$ -	\$ -	\$ -	\$ 61	\$ -	\$ 149	\$ -	\$ 124	\$ -	\$ 334	\$ 334
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 245	\$ 61	\$ 596	\$ 149	\$ 493	\$ 124	\$ 1,334	\$ 334	\$ 1,668

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,614	Federal	\$ 66	Federal	\$ 1,680
State/Local	\$ -	State/Local	\$ 404	State/Local	\$ 16	State/Local	\$ 420
Total	\$ -	Total	\$ 2,018	Total	\$ 82	Total	\$ 2,100

T6528 - US 1 Phases 2-3 Highway Reconstruction

Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Road - Recons/Rehab/Maintenance/Resurface
Agency Project ID:	PG2531
Facility:	Baltimore Ave
From:	University Blvd
To:	I 95 / I 495
County:	Prince Georges
Municipality:	-
Completion Year:	2032
Total Cost:	\$10,887,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	DC/STATE	\$220,000	\$400,000	\$400,000	\$320,000	\$1,340,000
Preliminary Engineering	NHPP	\$880,000	\$1,600,000	\$1,600,000	\$1,280,000	\$5,360,000
Total Preliminary Engineering		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
TIP Total		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$6,700,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,387,000
Total Future Costs		\$0	\$0	\$0	\$0	\$2,800,000
Total Programmed		\$1,100,000	\$2,000,000	\$2,000,000	\$1,600,000	\$10,887,000

Current Change Reason:	Schedule / Funding / Scope- Update Location/limits change(s), Extending northern limits to Sunnyside Avenue and adding funds for preliminary engineering phase. due to Extending northern limits to Sunnyside Avenue to reflect limits shown in the MDOT Consolidated Transportation Program (CTP) and adding funds for preliminary engineering phase.
Project Changes:	Description changed from "Planning and design for the reconstruction of US 1 from MD 193 to I-95/I-495 (Segment 1- US 1 between MD 193 to Hollywood Road and Segment 2 - Hollywood Road to I-95/I-495). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles." to "Planning and design for the reconstruction of US 1 from MD 193 to Sunnyside Avenue (Segment 2- US 1 between MD 193 to Hollywood Road and Segment 3 - Hollywood Road to Sunnyside Avenue). Project proposes a four-lane divided closed-section roadway with sidewalks, a landscaped median, crosswalks, ADA compliant crosswalk ramps, and wider curb lanes to accommodate bicycles."

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 6528 MC# 25-18 Appvd. 7/18/2025

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 1 Phases 2-3 Highway Reconstruction (PG2531)	B	Nonattainment/TPB tbd	EAFONSI approved 2005	\$ 3,171	\$ 793	\$ 3,964
Description	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-PG-18 FY 2026	\$ 909	\$ 227	\$ 1,136
Justification: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.						

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2025		FY 2026		FY 2027		FY 2028		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ 1,320	\$ 1,320	\$ 1,320	\$ 1,324	\$ -	\$ -	\$ 3,964
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ 1,056	\$ 1,056	\$ 1,056	\$ 1,059	\$ -	\$ -	\$ 3,171
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ 264	\$ 264	\$ 264	\$ 265	\$ -	\$ -	\$ 793
<input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ 1,100	\$ 1,100	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ 5,100
	Federal	\$ -	\$ -	\$ 880	\$ 880	\$ 1,600	\$ 1,600	\$ -	\$ -	\$ 4,080
	State/Local	\$ -	\$ -	\$ 220	\$ 220	\$ 400	\$ 400	\$ -	\$ -	\$ 1,020
	Total	\$ -	\$ -	\$ (220)	\$ (220)	\$ 680	\$ 676	\$ -	\$ -	\$ 1,136
	Federal	\$ -	\$ -	\$ (176)	\$ (176)	\$ 544	\$ 541	\$ -	\$ -	\$ 909
	State/Local	\$ -	\$ -	\$ (44)	\$ (44)	\$ 136	\$ 135	\$ -	\$ -	\$ 227



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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 1,056	\$ -	\$ 1,056	\$ -	\$ 1,059	\$ -	\$ 3,171	\$ -	\$ 3,171
	State	\$ -	\$ -	\$ -	\$ 264	\$ -	\$ 264	\$ -	\$ 265	\$ -	\$ 793	\$ 793
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,056	\$ 264	\$ 1,056	\$ 264	\$ 1,059	\$ 265	\$ 3,171	\$ 793	\$ 3,964

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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 880	\$ -	\$ 1,600	\$ -	\$ 1,600	\$ -	\$ 4,080	\$ -	\$ 4,080
	State	\$ -	\$ -	\$ -	\$ 220	\$ -	\$ 400	\$ -	\$ 400	\$ -	\$ 1,020	\$ 1,020
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 880	\$ 220	\$ 1,600	\$ 400	\$ 1,600	\$ 400	\$ 4,080	\$ 1,020	\$ 5,100

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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ (176)	\$ -	\$ 544	\$ -	\$ 541	\$ -	\$ 909	\$ -	\$ 909
	State	\$ -	\$ -	\$ -	\$ (44)	\$ -	\$ 136	\$ -	\$ 135	\$ -	\$ 227	\$ 227
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ (176)	\$ (44)	\$ 544	\$ 136	\$ 541	\$ 135	\$ 909	\$ 227	\$ 1,136

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ 1,387	\$ 4,080	\$ 1,020	\$ 3,520	\$ 880	\$ 7,600	\$ 3,287
Total	\$ 1,387	\$ 5,100	\$ 4,400	\$ 10,887			

T13906 - Montgomery County Public EV Charging Infrastructure

Project to install up to 17 public EV charging stations at County owned properties

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Other - Alt Fuel Infrastructure
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2027
Total Cost:	\$4,805,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Construction	CRP	\$750,000	\$2,243,000	\$0	\$0	\$2,993,000
Construction	Earmark - CPF	\$213,000	\$637,000	\$0	\$0	\$850,000
Construction	LOCAL	\$241,000	\$721,000	\$0	\$0	\$962,000
Total Construction		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
TIP Total		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000
Total Programmed		\$1,204,000	\$3,601,000	\$0	\$0	\$4,805,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$3,843,000
Total Project Cost:	Stays the same \$4,805,000
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.

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB T13906

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Montgomery County Public EV Charging Infrastructure	A	Nonattainment	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	N/A	\$ 3,843	\$ 962	\$ 4,805
Description	Project to install up to 17 public EV charging stations ast County owned properties					
Justification	Project will combine FFY 24 federal earmark (Community Project Funding/CPF) and Carbon Reduction Program (CRP) funds					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ -	\$ -
<input 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	\$ -	\$ 1,204	\$ 3,601	\$ -	\$ 4,805
	Federal	\$ -	\$ 963	\$ 2,880	\$ -	\$ 3,843	\$ 3,843
	State/Local	\$ -	\$ 241	\$ 721	\$ -	\$ 962	\$ 962
	Change (000s)	Total	\$ -	\$ 1,204	\$ 3,601	\$ -	\$ 4,805
	Federal	\$ -	\$ 963	\$ 2,880	\$ -	\$ 3,843	\$ 3,843
	State/Local	\$ -	\$ 241	\$ 721	\$ -	\$ 962	\$ 962



PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Total								
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 213	\$ -	\$ 637	\$ -	\$ -	\$ -	\$ 850	\$ -	\$ 850
	CRP	\$ -	\$ -	\$ 750	\$ -	\$ 2,243	\$ -	\$ -	\$ 2,993	\$ -	\$ 2,993	
	Local	\$ -	\$ -	\$ -	\$ 241	\$ -	\$ 721	\$ -	\$ -	\$ -	\$ 962	\$ 962
	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 963	\$ 241	\$ 2,880	\$ 721	\$ -	\$ -	\$ 3,843	\$ 962	\$ 4,805

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CPF	\$ -	\$ -	\$ 213	\$ -	\$ 637	\$ -	\$ -	\$ -	\$ 850	\$ -	\$ 850
	CRP	\$ -	\$ -	\$ 750	\$ -	\$ 2,243	\$ -	\$ -	\$ 2,993	\$ -	\$ 2,993	
	Local	\$ -	\$ -	\$ -	\$ 241	\$ -	\$ 721	\$ -	\$ -	\$ -	\$ 962	\$ 962
	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 963	\$ 241	\$ 2,880	\$ 721	\$ -	\$ -	\$ 3,843	\$ 962	\$ 4,805

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,843	Federal	\$ -	Federal	\$ 3,843
State/Local	\$ -	State/Local	\$ 962	State/Local	\$ -	State/Local	\$ 962
Total	\$ -	Total	\$ 4,805	Total	\$ -	Total	\$ 4,805

T13907 - Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)

Advanced Digital Construction Management Systems (ADCMS) discretionary funding for Montgomery County to establish and validate 2D line drawings and 3D scans of transportation assets, improve data processing, storage, and increase scanning equipment.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Study/Planning/Research
Agency Project ID:	-
Facility:	-
From:	-
To:	-
County:	Montgomery
Municipality:	-
Completion Year:	2026
Total Cost:	\$1,250,000

Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Planning	LOCAL	\$250,000	\$0	\$0	\$0	\$250,000
Planning	TID	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Total Planning		\$1,250,000	\$0	\$0	\$0	\$1,250,000
TIP Total		\$1,250,000	\$0	\$0	\$0	\$1,250,000
Total Programmed		\$1,250,000	\$0	\$0	\$0	\$1,250,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$1,000,000
Total Project Cost:	Stays the same \$1,250,000
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.

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB T13907

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Precise 3D Survey and Engineering of Transportation Infrastructure (P3DSETI)	A	Nonattainment	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	N/A	\$ 1,000	\$ 250	\$ 1,250
Description	Montgomery County project to establish and validate 2D line drawings and 3D scans of transportation assets, improve data processing, storage, and increase scanning equipment.					
Justification	FY 24 Advanced Digital Construction Management Systems (ADCMS) federal discretionary grant					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	\$ -	\$ -	\$ -
	Proposed (000s)	\$ -	\$ 1,250	\$ -	\$ -	\$ 1,250
	Federal	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
	State/Local	\$ -	\$ 250	\$ -	\$ -	\$ 250
	Change (000s)	\$ -	\$ 1,250	\$ -	\$ -	\$ 1,250
	Federal	\$ -	\$ 1,000	\$ -	\$ -	\$ 1,000
	State/Local	\$ -	\$ 250	\$ -	\$ -	\$ 250

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Total								
PP	TID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	TID	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 1,000
	Local	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ 250
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250

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	TID	\$ -	\$ -	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 1,000
	Local	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ 250
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250

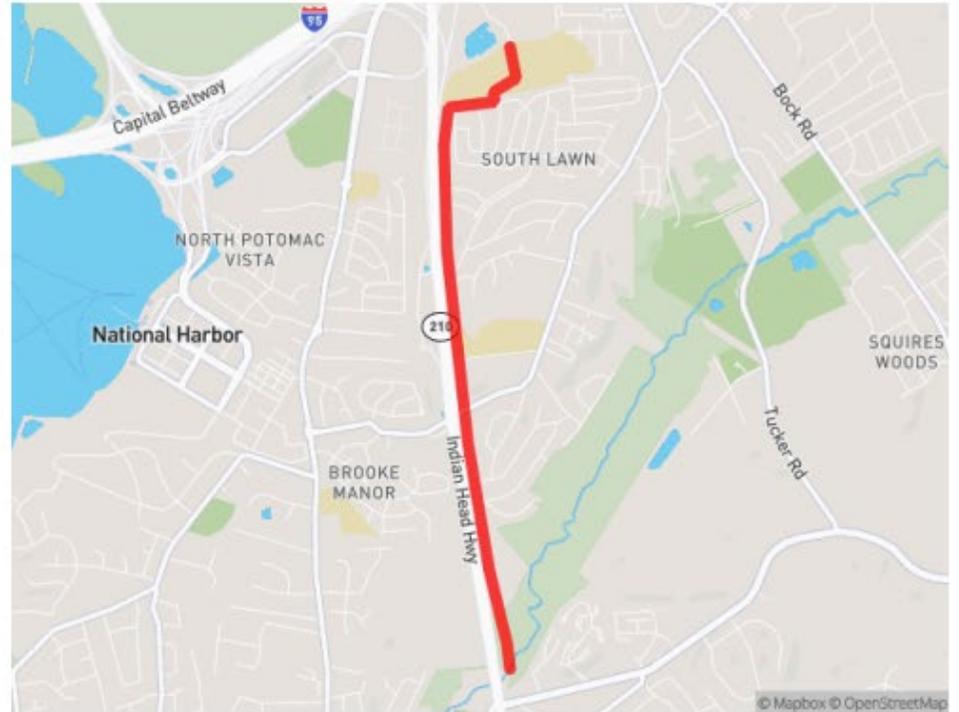
TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,000	Federal	\$ -	Federal	\$ 1,000
State/Local	\$ -	State/Local	\$ 250	State/Local	\$ -	State/Local	\$ 250
Total	\$ -	Total	\$ 1,250	Total	\$ -	Total	\$ 1,250

T13908 - MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements

Project consists of bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.

Cycle-Revision ID:	26-02.2 (MD)
Lead Agency:	Maryland Department of Transportation - State Highway Administration
Project Type:	Bicycle/Pedestrian - Bike/Ped
Agency Project ID:	PGA371
Facility:	-
From:	-
To:	-
County:	Prince Georges
Municipality:	-
Completion Year:	2033
Total Cost:	\$13,775,000



Phase	Fund Source	FY2026	FY2027	FY2028	FY2029	Total
Preliminary Engineering	BUILD	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Preliminary Engineering	DC/STATE	\$103,000	\$0	\$0	\$0	\$103,000
Preliminary Engineering	NHPP	\$411,000	\$0	\$0	\$0	\$411,000
Total Preliminary Engineering		\$2,114,000	\$0	\$0	\$0	\$2,114,000
Right of Way	BUILD	\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Total Right of Way		\$0	\$39,000	\$481,000	\$480,000	\$1,000,000
Utility	BUILD	\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
Total Utility		\$0	\$111,000	\$445,000	\$444,000	\$1,000,000
-	LOCAL	\$0	\$0	\$0	\$0	\$0
TIP Total		\$2,114,000	\$150,000	\$926,000	\$924,000	\$4,114,000
Total Prior Costs		\$0	\$0	\$0	\$0	\$1,411,000
Total Future Costs		\$0	\$0	\$0	\$0	\$8,250,000
Total Programmed		\$2,114,000	\$150,000	\$926,000	\$924,000	\$13,775,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$13,389,000
Total Project Cost:	Stays the same \$13,775,000
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.

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13908

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 210 Bicycle and Pedestrian Connectivity Project - Phase I Improvements (PGA371)	B	Exempt	tbd	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	n/a	\$ 3,498	\$ 206	\$ 3,704
Description	Bicycle and pedestrian improvements including, shared use path and additional bicycle infrastructure on an alignment along MD 210 State Road, Oxon Hill Road, and Kerby Hill Road. Project improvements include approximately 2.3 miles of shared use path, 1 mile of bike lanes, and 1.3 miles of sharrows.					
Justification	The project encourages safe pedestrian and bicyclist travel along the MD 210 corridor.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding		FY 2025	FY 2026	FY 2027	FY 2028	Total
		Federal	State/Local					
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP		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 [Administrative modification to add and shift federal/state construction funding]		Total	\$ 514	\$ 2,114	\$ 150	\$ 926	\$ 3,704	
	Proposed (000s)	Federal	\$ 411	\$ 2,011	\$ 150	\$ 926	\$ 3,498	
		State/Local	\$ 103	\$ 103	\$ -	\$ -	\$ 206	
	Change (000s)	Total	\$ 514	\$ 2,114	\$ 150	\$ 926	\$ 3,704	
		Federal	\$ 411	\$ 2,011	\$ 150	\$ 926	\$ 3,498	
		State/Local	\$ 103	\$ 103	\$ -	\$ -	\$ 206	

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Total								
PE	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/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	NHPP/State	\$ 411	\$ 103	\$ 411	\$ 103	\$ -	\$ -	\$ -	\$ -	\$ 822	\$ 206	\$ 1,028
	BUILD/Local	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ 1,600
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 39	\$ -	\$ 481	\$ -	\$ 520	\$ -	\$ 520
UT	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 445	\$ -	\$ 556	\$ -	\$ 556
CO	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 411	\$ 103	\$ 2,011	\$ 103	\$ 150	\$ -	\$ 926	\$ -	\$ 3,498	\$ 206	\$ 3,704

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	NHPP/State	\$ 411	\$ 103	\$ 411	\$ 103	\$ -	\$ -	\$ -	\$ -	\$ 822	\$ 206	\$ 1,028
	BUILD/Local	\$ -	\$ -	\$ 1,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,600	\$ -	\$ 1,600
RW	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 39	\$ -	\$ 481	\$ -	\$ 520	\$ -	\$ 520
UT	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 445	\$ -	\$ 556	\$ -	\$ 556
CO	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BUILD/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 411	\$ 103	\$ 2,011	\$ 103	\$ 150	\$ -	\$ 926	\$ -	\$ 3,498	\$ 206	\$ 3,704

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ 717	\$ -	\$ 206	\$ 3,498	\$ -	\$ 9,174	\$ -
\$ -	\$ 180	\$ -	\$ -	\$ 206	\$ -	\$ -	\$ -
Total	\$ 897	Total	\$ 3,704	Total	\$ 9,174	Total	\$ 13,775