

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-69.2 WHICH ADDS FUNDING TO TWO PROJECTS AND AN ONGOING PROGRAM AND ADDS TWO NEW PROJECTS FOR MD 410 HIGHWAY RECONSTRUCTION AND EAST STREET RAILS WITH TRAILS LIBERTY BRIDGE PHASE 3 PROJECT AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION (MDOT SHA)

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

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

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

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

- Adds \$42.387 million in STBG, NHPP, HSIP funding, and \$10.998 million in state, and local funding for FY 2026 for the **Areawide Safety and Spot Improvements (T3084)**, increasing the total program cost to approximately \$430 million;
- Reactivates an old project, adds new funding, and shifts unspent funding for the **MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements (T5998)** project into the TIP with \$991,000 shifted from previous years and \$416,000 in new funds added in DOD and state funding into FY 2026, increasing the total project cost to approximately \$18.7 million;
- Adds \$5.096 million in DOD and state funding for FY 2025 and FY 2026 for the **MD 18 at Jones Bridge Road BRAC Intersection Improvements Phase 3 (T6071)** project, increasing the total program cost to approximately \$22.8 million;
- Adds \$18.2 million in HSIP and state funding from FY 2023 to FY 2031 for the creation of the new **MD 410 Highway Reconstruction (T13880)** project;
- Adds \$731,275 in Earmarked – CPF, local, and TAP funding from FY 2026 to FY 2028 for the creation of the new **East Street Rails with Trails Liberty Bridge Phase 3 (T13882)** project;

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

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

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

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

WHEREAS, the attached materials include:

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

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

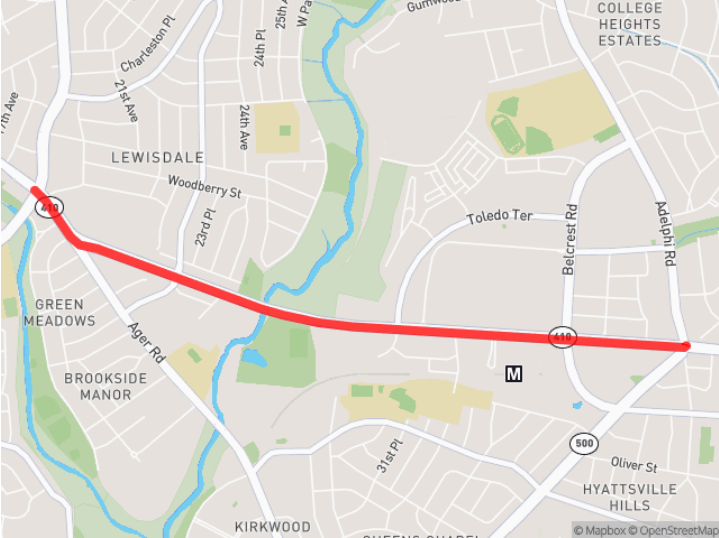
NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-69.2, which makes the following revisions:

- Adds \$42.387 million in STBG, NHPP, HSIP funding, and \$10.998 million in state, and local funding for FY 2026 for the **Areawide Safety and Spot Improvements (T3084)** program, increasing the total program cost to approximately \$430 million;
- Reactivates an old project, adds new funding, and shifts unspent funding for the **MD 355 at Cedar Lane and Jones Bridge Road Phases 1-2 BRAC Intersection Improvements (T5998)** project into the TIP with \$991,000 shifted from previous years and \$416,000 in new funds added in DOD and state funding into FY 2026, increasing the total project cost to approximately \$18.7 million;
- Adds \$5.096 million in DOD and state funding for FY 2025 and FY 2026 for the **MD 18 at Jones Bridge Road BRAC Intersection Improvements Phase 3 (T6071)** project, increasing the total program cost to approximately \$22.8 million;
- Adds \$18.2 million in HSIP and state funding from FY 2023 to FY 2031 for the creation of the new **MD 410 Highway Reconstruction (T13880)** project;
- Adds \$731,275 in Earmarked – CPF, local, and TAP funding from FY 2026 to FY 2028 for the creation of the new **East Street Rails with Trails Liberty Bridge Phase 3 (T13882)** project;

T13880 - MD 410 Highway Reconstruction

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

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



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

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

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

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

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



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

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

T3084 - Areawide Safety and Spot Improvements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

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

September 25, 2025

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

Dear Chair Walkinshaw:

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

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

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

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

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

Sincerely,

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

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

Attachment

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

MEMORANDUM

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

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

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) 9/19/2025
CHIEF TARA PENDERS *TP*

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

DATE: SEPTEMBER 19, 2025

RESPONSE

REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

ANALYSIS

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

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

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

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

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

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

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

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

ATTACHMENTS

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

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

T3084 - Areawide Safety and Spot Improvements

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

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

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

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

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

MARYLAND STATEWIDE TIP FY 2025-2028

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

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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



PHASE DETAIL

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

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

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

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 198,140	Federal	\$ 177,656	Federal	\$ -	Federal	\$ 375,796
State/Local	\$ 23,195	State/Local	\$ 31,070	State/Local	\$ -	State/Local	\$ 54,265
Total	\$ 221,335	Total	\$ 208,726	Total	\$ -	Total	\$ 430,061

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

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

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

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

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

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


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #TPB T5998

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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

PHASE DETAIL

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

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

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

TOTAL PROJECT COST

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

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

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

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

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

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


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #1PB T6071

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
MD 185 at Jones Bridge Road - BRAC Phase 3	B	n/a	CE rev. 2019	Federal	State/Local	Total
				\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	FY 2025-2030; SHA-M-2	Federal	State/Local	Total
				\$ 5,661	\$ 35	\$ 5,696
Description	MD 185 intersection Improvements at Jones Bridge Road - BRAC Phase 3					
Justification	BRAC Intersection Improvements					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 3,189	\$ 2,507	\$ -	\$ -	\$ 5,696
		Federal	\$ 3,163	\$ 2,498	\$ -	\$ -	\$ 5,661
		State/Local	\$ 26	\$ 9	\$ -	\$ -	\$ 35
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ 3,189	\$ 2,507	\$ -	\$ -	\$ 5,696
		Federal	\$ 3,163	\$ 2,498	\$ -	\$ -	\$ 5,661
		State/Local	\$ 26	\$ 9	\$ -	\$ -	\$ 35

PHASE DETAIL

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

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ 27	\$ -	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152	\$ -
UT	State	\$ -	\$ 3	\$ -	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -
	DOD	\$ 714	\$ -	\$ 2,373	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,087	\$ -
CO	State	\$ -	\$ 23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23	\$ -
	DOD	\$ 2,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,422	\$ -
Total		\$ 3,163	\$ 26	\$ 2,498	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 5,661	\$ 35

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL	
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	DOD	\$ 27	\$ -	\$ 125	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 152	\$ -
UT	State	\$ -	\$ 3	\$ -	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 12	\$ -
	DOD	\$ 714	\$ -	\$ 2,373	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,087	\$ -
CO	State	\$ -	\$ 23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23	\$ -
	DOD	\$ 2,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,422	\$ -
Total		\$ 3,163	\$ 26	\$ 2,498	\$ 9	\$ -	\$ -	\$ -	\$ -	\$ 5,661	\$ 35

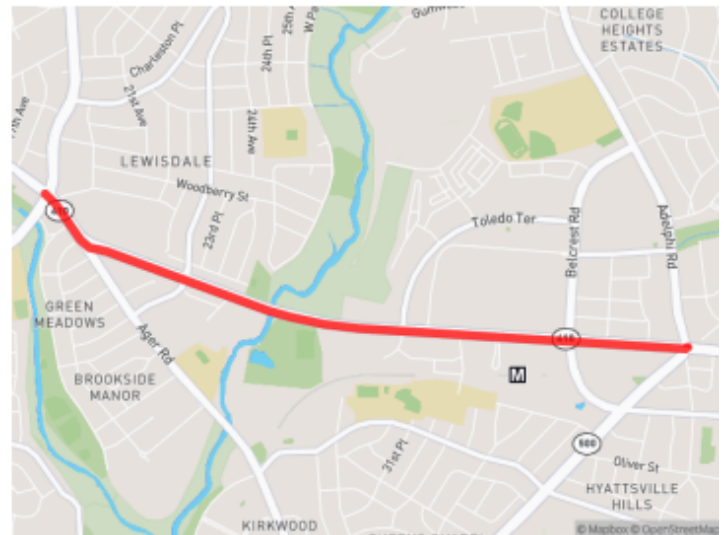
TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 16,538	Federal	\$ 5,661	Federal	\$ -	Federal	\$ 22,199
State/Local	\$ 586	State/Local	\$ 35	State/Local	\$ -	State/Local	\$ 621
Total	\$ 17,124	Total	\$ 5,696	Total	\$ -	Total	\$ 22,820

T13880 - MD 410 Highway Reconstruction

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

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



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

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


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13880

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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

PHASE DETAIL

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

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

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

TOTAL PROJECT COST

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

MEMORANDUM

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

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

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

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

DATE: SEPTEMBER 25, 2025

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

ANALYSIS

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

Ms. Michelle Martin
Page Two

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

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

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

ATTACHMENTS

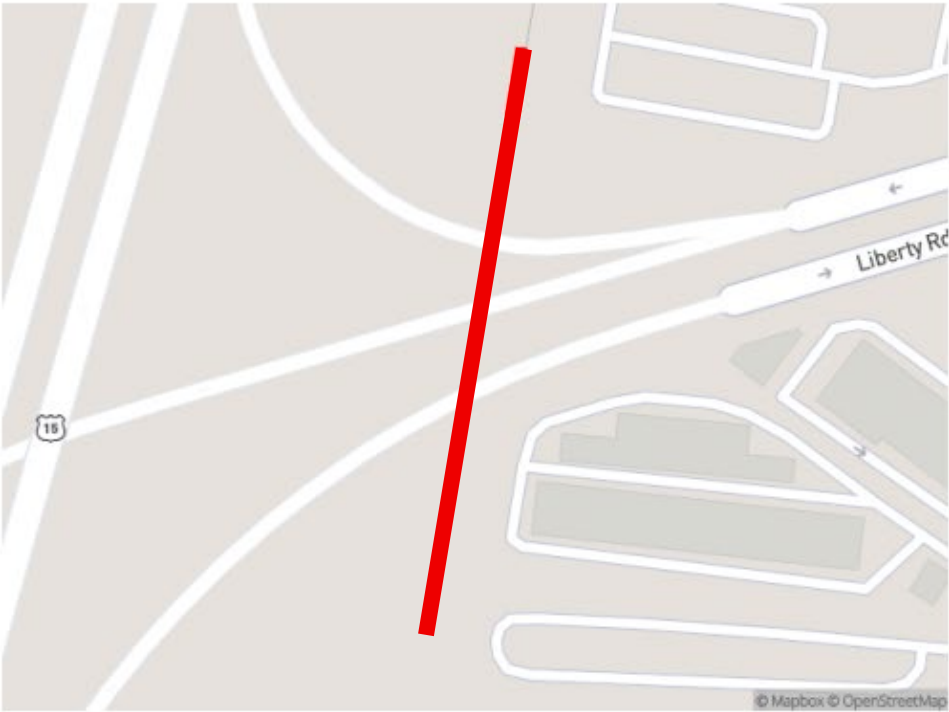
- FY 2023-2026 TPB TIP project T13882 report
- FY 2025-2028 Maryland STIP project TPB T13882 report

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

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

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

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



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

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


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13882

SUMMARY TABLE

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

INDIVIDUAL REQUEST FORM

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

PHASE DETAIL

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

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

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