

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-45.2 WHICH ADDS FUNDING FOR MARYLAND TRANSIT ADMINISTRATION'S (MTA) NEW MARC COLLEGE PARK ACCESSIBLE STATION PROJECT, AND INCREASES FUNDING FOR STATE HIGHWAY ADMINISTRATION'S (SHA) MD 77 BEAVER BRANCH BRIDGE REPLACEMENT PROJECT AND FOR MONTGOMERY COUNTY'S BRIDGE PRELIMINARY ENGINEERING PROJECT GROUPING AS REQUESTED BY THE MARYLAND DEPARTMENT TRANSPORTATION (MDOT) AND THE MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION (MCDOT)

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

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

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

WHEREAS, MDOT and MCDOT have requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-45.2 which adds the **MARC College Park Accessible Station (T13634)**, a new MTA project with approximately \$1.75 million in FTA's All Stations Accessibility Program (ASAP) and state matching funds, and increases funding for SHA's **MD 77 Beaver Branch Bridge Replacement project (T6648)** by \$68,000 using STBG and state matching funds, and increases Highway Bridge Rehabilitation and Replacement Program (HBRRP) and state funding by \$11.435 million for the **Montgomery County Bridge Preliminary Engineering Projects (T6710)** as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing both projects' total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and the project phase, and
- ATTACHMENT C) Letter from MDOT dated May 23, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-45.2, creating the 45th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects and programs are exempt from the air quality requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; 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 and accept 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 23-45.2 which adds the **MARC College Park Accessible Station (T13634)**, a new MTA project with approximately \$1.75 million in FTA's ASAP and state matching funds, and increases funding for SHA's **MD 77 Beaver Branch Bridge Replacement project (T6648)** by \$68,000 using STBG and state matching funds, and increases HBRRP and state funding by \$11.435 million for the **Montgomery County Bridge Preliminary Engineering Projects (T6710)** as described in the attached materials.



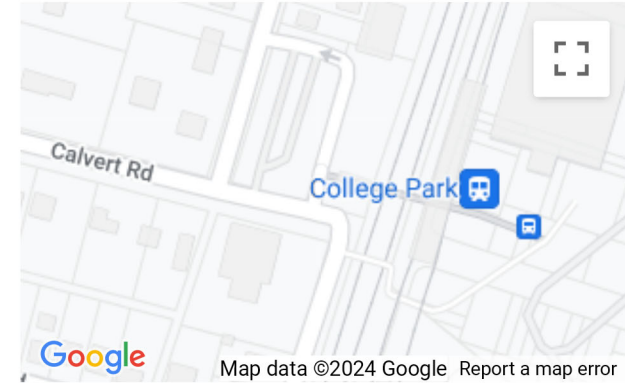
National Capital Region
Transportation Planning Board

ATTACHMENT A: AMENDMENT OVERVIEW REPORT FOR
 TIP ACTION 23-45.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY MARYLAND DEPARTMENT OF TRANSPORTATION

TIP ID	T13634	Lead Agency	Maryland Department of Transportation - Maryland Transit Administration	Project Type	Rail/Fixed Guideways - Metrorail/Commuter Rail
Project Name	MARC College Park Accessible Station	County	Prince Georges	Total Cost	\$1,745,330
Project Limits		Municipality	College Park	Completion Date	2026
		Agency Project ID			

Description The College Park MARC Station 30% Design and NEPA Project (The Project) proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC systems Camden Line. When built, the College Park MARC Station will become an ADA accessible multimodal hub. Resulting improvements will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. Subsequent phasing will be determined after the completion of preliminary design.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		ASAP	-	-	-	\$1,395,330	-	-	\$1,395,330	\$1,395,330
PE		STATE	-	-	-	\$350,000	-	-	\$350,000	\$350,000
		Total PE	-	-	-	\$1,745,330	-	-	\$1,745,330	\$1,745,330
		Total Programmed	-	-	-	\$1,745,330	-	-	\$1,745,330	\$1,745,330



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-45.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID	T6648	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Bridge - Replace
Project Name	MD 77 Beaver Branch Bridge Replacement	County	Frederick	Total Cost	\$6,886,000
Project Limits		Municipality		Completion Date	2025
		Agency Project ID	FR1541		

Description Replacement of MD 77 bridge 10054 over Beaver Branch.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		\$902,000	\$22,000	\$15,000	\$106,000	-	-	\$143,000	\$1,045,000
PE	STBG		\$107,000	\$348,000	\$209,000	\$121,000	-	-	\$678,000	\$785,000
	Total PE		\$1,009,000	\$370,000	\$224,000	\$227,000	-	-	\$821,000	\$1,830,000
ROW	DC/ STATE		\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
	Total ROW		\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
CON	DC/ STATE		-	-	-	\$21,000	\$84,000	\$107,000	\$105,000	\$212,000
CON	STBG		-	-	-	\$399,000	\$1,594,000	\$2,019,000	\$1,993,000	\$4,012,000
	Total CON		-	-	-	\$420,000	\$1,678,000	\$2,126,000	\$2,098,000	\$4,224,000
UT	STBG		-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
	Total UT		-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
Total Programmed			\$1,077,000	\$387,000	\$229,000	\$910,000	\$1,965,000	\$2,318,000	\$3,491,000	\$6,886,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-45.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$6,818,000 to \$6,886,000



TIP ID T6710
Project Name Montgomery County Bridge Preliminary Engineering Projects
Project Limits

Lead Agency Montgomery County
County Montgomery
Municipality
Agency Project ID

Project Type Bridge - Rehab
Total Cost \$11,495,000
Completion Date

Description Funding for preliminary engineering on these bridge projects, countywide -Rehabilitation of Beach Drive Bridge No. MPK-05 over Rock Creek Tributary -Rehabilitation of Beach Drive Bridge No. Mpk-08 over Rock Creek -Rehabilitation of Bel Pre Road Bridge No. M-0092 over Bel Pre Creek -Rehabilitation of Little Falls Parkway (SB) Bridge No. MPK-01-2 over Willet Branch - Rehabilitation of Cattail Road Bridge No. M-0155 over Dry Seneca Creek -Replacement of Harris Road West Bridge No. M-0046 over Little Monocacy River -Rehabilitation of Valleywood Drive Bridge No. M-0354 over Joseph's Branch -Rehabilitation of Midcounty Highway & Miller Fall Road Bridge No. M-0219 over Mill Creek -Replacement of Glen Road Bridge No. M-0015 over Piney Branch -Replacement of Schaeffer Road Bridge No. M-0137 over Little Seneca Creek -Replacement of Parklawn Entrance Bridge No. MPK-17 over Rock Creek -Replacement of Baltimore Road Bridge No. M-0201 over Rock Creek -Replacement of Brighton Dam Road Bridge No. M-0108 over Hawlings River -Rehabilitation of Brookville Road Bridge No M-0083 over CSXT Railroad - Replacement of Greentree Road Bridge No. M-0180 over Bulls Run -Replacement of Whites Ferry Road Bridge No. M-0186 over Broad Run -Replacement of Glen Road Bridge No. M-0013 over Kilgour Branch -Replacement of Barnes Road Bridge No. M-0008 over Bennett Creek -Replacement of Barnesville Road Bridge No. M-0045 over Little Monocacy River -Rehabilitation of Randolph Road (EB) Bridge No. M-0080-3 over Rock Creek -Rehabilitation of Shady Grove Road (EB) Bridge No. M-0191-3 over CSXT Railroad -Replacement of Hurley Avenue No. MR03 over Watts Branch Tributary -Replacement of Martinsburg Road Bridge M0042 over Potomac River Tributary Replacement of Southlawn Lane Bridge No. M0050 over Rock Creek

Phase	AC/ ACCP	Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
PE		HBRRP	-	\$2,792,000	\$2,792,000	\$2,184,000	\$7,768,000	\$9,184,000
PE		LOCAL	-	\$698,000	\$698,000	\$546,000	\$1,942,000	\$2,296,000
		Total PE	-	\$3,490,000	\$3,490,000	\$2,730,000	\$9,710,000	\$11,480,000
CON		HBRRP	\$12,000	-	-	-	\$12,000	\$12,000
CON		LOCAL	\$3,000	-	-	-	\$3,000	\$3,000
		Total CON	\$15,000	-	-	-	\$15,000	\$15,000
		Total Programmed	\$15,000	\$3,490,000	\$3,490,000	\$2,730,000	\$9,725,000	\$11,495,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-45.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$60,000 to \$11,495,000

ATTACHMENT B: AMENDMENT CHANGE SUMMARY REPORT
 FOR TIP ACTION 23-45.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY MARYLAND DEPARTMENT OF TRANSPORTATION

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
MDOT-MTA	T13634	MARC College Park Accessible Station	-	\$1,745,330	\$1,745,330		New Project	PROJECT CHANGES (FROM PREVIOUS VERSION): ASAP ► Add funds in FFY25 in PE for \$1,395,330 DC/STATE ► Add funds in FFY25 in PE for \$350,000 <i>Total project cost is \$1,745,330</i>
MDOT-SHA	T6648	MD 77 Beaver Branch Bridge Replacement	\$6,818,000	\$6,886,000	\$68,000	1%	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE - Decrease funds in FFY 18 in PE from \$253,000 to \$180,000 ► Add funds in FFY 19 in PE for \$180,000 + Increase funds in FFY 20 in PE from \$13,000 to \$180,000 + Increase funds in FFY 21 in PE from \$3,000 to \$181,000 + Increase funds in FFY 22 in PE from \$1,000 to \$181,000 + Increase funds in FFY 23 in PE from \$2,000 to \$22,000 + Increase funds in FFY 23 in ROW from \$0 to \$17,000 - Decrease funds in FFY 23 in CON from \$37,000 to \$0 + Increase funds in FFY 24 in PE from \$1,000 to \$15,000 + Increase funds in FFY 24 in ROW from \$0 to \$5,000 - Decrease funds in FFY 24 in CON from \$136,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$106,000 - Decrease funds in FFY 25 in CON from \$77,000 to \$21,000 ► Add funds in FFY 26 in CON for \$84,000 ► Add funds in FFY 27 in CON for \$75,000 ► Add funds in FFY 28 in CON for \$32,000 STBG ► Add funds in FFY 18 in - Decrease funds in FFY 19 in PE from \$622,000 to \$0 ► Add funds in FFY 20 in + Increase funds in FFY 21 in PE from \$10,000 to \$53,000 - Decrease funds in FFY 22 in PE from \$176,000 to \$54,000 - Decrease funds in FFY 23 in PE from \$472,000 to \$348,000 - Decrease funds in FFY 23 in CON from \$697,000 to \$0 + Increase funds in FFY 24 in PE from \$197,000 to \$209,000 - Decrease funds in FFY 24 in CON from \$2,590,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$121,000 - Decrease funds in FFY 25 in CON from \$1,463,000 to \$399,000 + Increase funds in FFY 25 in UT from \$0 to \$263,000 ► Add funds in FFY 26 in CON for \$1,594,000 UT for \$287,000 ► Add funds in FFY 27 in CON for \$1,419,000 UT for \$192,000 ► Add funds in FFY 28 in CON for \$600,000 <i>Total project cost increased from \$6,818,000 to \$6,886,000</i>
TOTAL			\$6,818,000	\$8,631,330	\$1,813,330			

**ATTACHMENT B: AMENDMENT CHANGE SUMMARY REPORT
 FOR TIP ACTION 23-45.2: FORMAL AMENDMENT TO THE
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM
 REQUESTED BY MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION**

LEAD AGENCY	TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
Montgomery County	T6710	Montgomery County Bridge Preliminary Engineering Projects	\$60,000	\$11,495,000	\$11,435,000	19,058	Programming Update	<p style="text-align: right;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: right;">LOCAL</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$698,000 - Decrease funds in FFY 24 in CON from \$3,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$698,000 - Decrease funds in FFY 25 in CON from \$3,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$546,000 - Decrease funds in FFY 26 in CON from \$3,000 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$278,000 ▶ Add funds in FFY 28 in PE for \$76,000 <p style="text-align: right;">HBRRP</p> <ul style="list-style-type: none"> + Increase funds in FFY 24 in PE from \$0 to \$2,792,000 - Decrease funds in FFY 24 in CON from \$12,000 to \$0 + Increase funds in FFY 25 in PE from \$0 to \$2,792,000 - Decrease funds in FFY 25 in CON from \$12,000 to \$0 + Increase funds in FFY 26 in PE from \$0 to \$2,184,000 - Decrease funds in FFY 26 in CON from \$12,000 to \$0 <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in PE for \$1,112,000 ▶ Add funds in FFY 28 in PE for \$304,000 <p><i>Total project cost increased from \$60,000 to \$11,495,000</i></p>

August 23, 2024

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

Dear Chair Henderson:

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

This action reflects MTA’s addition of the MARC College Park Accessible Station project and SHA’s updated programmed expenditure and project schedule from FY 2023 to FY 2026 for the MD 77 Beaver Branch Bridge Replacement project which will add new funding and shift the existing allocations to later years to reflect the anticipated year of obligation. These projects are either already included in or do not affect the Air Quality Conformity Determination of Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
1364	MARC College Park Accessible Station	\$1,745	Adds new project and associated ASAP and State preliminary engineering funds.
6648	MD 77 Beaver Branch Bridge Replacement	(\$2,062)	Adds railroad/utility, preliminary engineering, and right-of-way funds and shifts construction funds to later years.

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

The Honorable Christina Henderson
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The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

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

TO: DIRECTOR OF PLANNING, MICHLLE MARTIN
OFFICE OF PLANNING, PROGRAMMING, AND PROJECT
DEVELERY (OPPPD)
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

FROM: CHIEF OF STRATEGIC PLANNING STEPHEN MILLER *SPM*
OFFICE OF STATEWIDE PLANNING
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: AUGUST 20, 2024

SUBJECT: REQUEST FOR AN ADMENDMENT TO THE FISCAL YEAR (FY)
2023-2026 TRANSPORTATION PLANNING BOARD (TPB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPPPD request TPB to approve the following TIP amendment and, upon TPB approval, notify the Federal Transit Administration (FTA) of the amendment to the TPB FY 2023-FY 2026 TIP. This amendment will add \$1,395,330 in All Stations Accessibility Program (ASAP) funding and \$350,000 in State funding to FY 2025.

SUMMARY

The MTA requests that the TPB amend the FY 2023-2026 TPB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
T13634	MARC College Park Accessible Station	PE	\$1,745,330

Ms. Michelle Martin

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ANALYSIS

The MARC College Park Accessible Station is a new project, which MTA is requesting to add to the FY 2023-FY 2026 TIP. This project will use ASAP Grant funding to begin design activities up to preliminary design (30% design). The project will develop improvements that will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. This amendment will add \$1,745,330 in combined ASAP and State funding to FY 2025 in the FY 2023-FY 2026 TPB TIP.

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

Please modify the FY 2023-2026 TPB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Iftin Thompson, MTA Office of Statewide Planning (OSP), 202-480-7789 or via email at IThompson1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Eric Beckett, Director of Capital Programming and Asset Management (CPAM), MTA
Ms. Erika Falk, Assistant Manager, CPAM, MTA
Ms. Kisha Joyner, Assistant Manager, CPAM, MTA
Ms. Iftin Thompson, Assistant Regional Planner, OSP, MTA

TPB TIP FY 2023-2026

MDOT TIP ID: T13634


SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MARC College Park Accessible Station	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MTA	Area/MPO	CTP Page	Federal	State/Local	Total
		TPB	TBD	\$ 1,395	\$ 350	\$ 1,745

Description: The MARC College Park Accessible Station project ("The Project") proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC system's Camden Line. When built, the College Park MARC Station will become an ADA accessible multimodal hub. Resulting improvements will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. Subsequent phasing will be determined after the completion of preliminary design.

Justification: To allocate the All Station Accessible Program (ASAP) funding awarded in FY24 for this project.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding				Total	
		FY 2023	FY 2024	FY 2025	FY 2026		
<input checked="" type="checkbox"/> A) Adds new individual projects to the current TIP <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 TIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	
	Proposed (000s)	Total	\$ -	\$ -	\$ 1,745	\$ -	\$ 1,745
	Federal	\$ -	\$ -	\$ -	\$ 1,395	\$ -	\$ 1,395
	State/Local	\$ -	\$ -	\$ -	\$ 350	\$ -	\$ 350
	Change (000s)	Total	\$ -	\$ -	\$ 1,745	\$ -	\$ 1,745
	Federal	\$ -	\$ -	\$ -	\$ 1,395	\$ -	\$ 1,395
	State/Local	\$ -	\$ -	\$ -	\$ 350	\$ -	\$ 350

PHASE DETAIL

Current		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	ASAP	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745

Change		FY 2023		FY 2024		FY 2025		FY 2026		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	ASAP	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,745

TOTAL PROJECT COST

Prior Cost (≤ FY 2022)		TIP Cost (FY 2023-2026)		Balance to Complete (≥ FY 2027)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	\$ 1,395	\$ -	\$ 1,395	\$ -	\$ -	\$ -
State/Local	\$ -	\$ -	\$ 350	\$ -	\$ 350	\$ -	\$ -
Total	\$ -	\$ 1,395	\$ 350	\$ 1,745	\$ -	\$ -	\$ -

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: T13634

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MARC College Park Accessible Station	A	Exempt	TBD	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	TPB	TBD	\$ 1,395	\$ 350	\$ 1,745
Description	The MARC College Park Accessible Station project ("The Project") proposes completion of preliminary (30%) design plans and NEPA documentation for a fully accessible College Park Station on the MARC system's Camden Line. When built, the College Park MARC Station will become an ADA accessible multimodal hub. Resulting improvements will allow users of all abilities to easily board and depart MARC trains from new 600-foot, low-level platforms on the northbound and southbound sides, and will also add safety protections in and around the station that will directly meet the needs of passengers with disabilities. Subsequent phasing will be determined after the completion of preliminary design.					
Justification	To allocate the All Station Accessible Program (ASAP) funding awarded in FY24 for this project.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <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)	Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ 1,745	\$ 1,745
		Federal	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 1,395
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ 350	\$ 350
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ 1,745	\$ 1,745
		Federal	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 1,395
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ 350	\$ 350



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	ASAP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,395	\$ 350	\$ 1,745
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,395	\$ 350	\$ 1,745

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,395	\$ 350	\$ 1,745
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,395	\$ 350	\$ 1,395	\$ 350	\$ 1,745

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,395	Federal	\$ -	Federal	\$ 1,395
State/Local	\$ -	State/Local	\$ 350	State/Local	\$ -	State/Local	\$ 350
Total	\$ -	Total	\$ 1,745	Total	\$ -	Total	\$ 1,745

MEMORANDUM

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

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER

FROM: CHIEF TARA PENDERS *TJP* 8/22/2024
 REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

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

DATE: AUGUST 22, 2024

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

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

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
T6648	MD 77 Beaver Branch Bridge Replacement	PE	\$80,000
		RW	\$22,000
		UT/RR	\$742,000
		CO	(\$776,000)

ANALYSIS

MD 77 Beaver Branch Bridge Replacement (TPB 6648) –

This requested amendment reflects the addition of \$742,000 in railroad/utility funds, \$80,000 in preliminary engineering funds, and \$22,000 in right-of-way funds to the total project costs in the FY 2023-2026 TPB TIP. This amendment also reflects the removal of \$776,000 in construction funds from the total project costs in the FY 2023-2026 TPB TIP due to updated construction estimates, and corrections to current preliminary engineering TIP funding to accurately reflect actual expenditures. The total project cost for this project is increasing from \$6,818,000 to \$6,886,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP. This amendment ensures the FY 2023-2026 TPB TIP reflects SHA programmed project expenditures and project schedules.

Ms. Michelle Martin
Page Two

The attached Statewide TIP (STIP) reports document MDOT's requested amendment with respect to funding for the above project. 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 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

ATTACHMENTS

- FY 2023-2026 TPB TIP project 6648 report
- FY 2022-2025 Maryland STIP project TPB 6648 report

cc: Mr. Darren Bean, Assistant Regional Planner, OPPE, RIPD, SHA
Mr. Nate Evans, Assistant Chief, OPPE, RIPD, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, OPPE, RIPD, SHA
Mr. David Schlie, Regional Planner, OPPE, RIPD, SHA

TIP ID T6648
Project Name MD 77 Beaver Branch Bridge Replacement
Project Limits

Lead Agency Maryland Department of Transportation - State Highway Administration
County Frederick
Municipality
Agency Project ID FR1541

Project Type Bridge - Replace
Total Cost \$6,886,000
Completion Date 2025

Description Replacement of MD 77 bridge 10054 over Beaver Branch.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$902,000	\$22,000	\$15,000	\$106,000	-	-	\$143,000	\$1,045,000
PE		STBG	\$107,000	\$348,000	\$209,000	\$121,000	-	-	\$678,000	\$785,000
		Total PE	\$1,009,000	\$370,000	\$224,000	\$227,000	-	-	\$821,000	\$1,830,000
ROW		DC/STATE	\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
		Total ROW	\$68,000	\$17,000	\$5,000	-	-	-	\$22,000	\$90,000
CON		DC/STATE	-	-	-	\$21,000	\$84,000	\$107,000	\$105,000	\$212,000
CON		STBG	-	-	-	\$399,000	\$1,594,000	\$2,019,000	\$1,993,000	\$4,012,000
		Total CON	-	-	-	\$420,000	\$1,678,000	\$2,126,000	\$2,098,000	\$4,224,000
UT		STBG	-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
		Total UT	-	-	-	\$263,000	\$287,000	\$192,000	\$550,000	\$742,000
		Total Programmed	\$1,077,000	\$387,000	\$229,000	\$910,000	\$1,965,000	\$2,318,000	\$3,491,000	\$6,886,000



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-45.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$6,818,000 to \$6,886,000


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6648

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 77 Beaver Branch Bridge Replacement	B	Exempt	PCE 2020	\$ 5,595	\$ 362	\$ 5,957
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-F-4 FY 2024	\$ (4,727)	\$ 13	\$ (4,714)
Description	Replacement of MD 77 bridge 10054 over Beaver Branch					
Justification	The purpose of this project is to replace a fair rated bridge to prevent further deterioration to a poor rating.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ 185	\$ 1,208	\$ 3,024
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 176	\$ 1,169	\$ 2,787	\$ 1,463	\$ 5,595
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 9	\$ 39	\$ 237	\$ 77	\$ 362
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Total	\$ 243	\$ 387	\$ 229	\$ 910	\$ 1,769
	Federal	\$ 54	\$ 348	\$ 209	\$ 783	\$ 1,394
	State/Local	\$ 189	\$ 39	\$ 20	\$ 127	\$ 375
	Total	\$ 58	\$ (821)	\$ (2,795)	\$ (1,156)	\$ (4,714)
	Federal	\$ (122)	\$ (821)	\$ (2,578)	\$ (1,206)	\$ (4,727)
	State/Local	\$ 180	\$ -	\$ (217)	\$ 50	\$ 13

PHASE DETAIL

Current Phase	Funding	FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ 176	\$ -	\$ 472	\$ -	\$ 197	\$ -	\$ -	\$ -	\$ 845	\$ -	\$ 845
	State	\$ -	\$ 1	\$ -	\$ 2	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ 4	\$ 4
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8	\$ 8
UT/RR	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ 697	\$ -	\$ 2,590	\$ -	\$ 1,463	\$ -	\$ 4,750	\$ -	\$ 4,750
	State	\$ -	\$ -	\$ -	\$ 37	\$ -	\$ 236	\$ -	\$ 77	\$ -	\$ 350	\$ 350
Total		\$ 176	\$ 9	\$ 1,169	\$ 39	\$ 2,787	\$ 237	\$ 1,463	\$ 77	\$ 5,595	\$ 362	\$ 5,957

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PE	STBG	\$ 54	\$ -	\$ 348	\$ -	\$ 209	\$ -	\$ 121	\$ -	\$ 732	\$ -	\$ 732	
	State	\$ -	\$ 181	\$ -	\$ 22	\$ -	\$ 15	\$ -	\$ 106	\$ -	\$ 324	\$ 324	
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ 8	\$ -	\$ 17	\$ -	\$ 5	\$ -	\$ -	\$ -	\$ 30	\$ 30	
UT/RR	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 263	\$ -	\$ 263	\$ -	\$ 263	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 399	\$ -	\$ 399	\$ -	\$ 399	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 21	\$ 21	
Total		\$ 54	\$ 189	\$ 348	\$ 39	\$ 209	\$ 20	\$ 783	\$ 127	\$ 1,394	\$ 375	\$ 1,769	
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
PE	STBG	\$ (122)	\$ -	\$ (124)	\$ -	\$ 12	\$ -	\$ 121	\$ -	\$ (113)	\$ -	\$ (113)	
	State	\$ -	\$ 180	\$ -	\$ 20	\$ -	\$ 14	\$ -	\$ 106	\$ -	\$ 320	\$ 320	
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ 17	\$ -	\$ 5	\$ -	\$ -	\$ -	\$ 22	\$ 22	
UT/RR	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 263	\$ -	\$ 263	\$ -	\$ 263	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	STBG	\$ -	\$ -	\$ (697)	\$ -	\$ (2,590)	\$ -	\$ (1,064)	\$ -	\$ (4,351)	\$ -	\$ (4,351)	
	State	\$ -	\$ -	\$ -	\$ (37)	\$ -	\$ (136)	\$ -	\$ (56)	\$ -	\$ (229)	\$ (229)	
Total		\$ (122)	\$ 180	\$ (821)	\$ -	\$ (2,578)	\$ (117)	\$ (680)	\$ 50	\$ (4,201)	\$ 113	\$ (4,088)	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 53		Federal		\$ 1,394		Federal		\$ 4,092		Federal	\$ 5,539
State/Local		\$ 781		State/Local		\$ 375		State/Local		\$ 191		State/Local	\$ 1,347
Total		\$ 834		Total		\$ 1,769		Total		\$ 4,283		Total	\$ 6,886



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

August 27, 2024

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


Dear Chair Henderson:

The Montgomery County Department of Transportation (MCDOT) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP) for Montgomery County Bridge Preliminary Engineering Projects (T6710). These projects are not capacity enhancement projects and, therefore, do not require air quality conformity analysis. The program supports ongoing, countywide preliminary engineering work for bridge rehabilitation and replacement projects for MCDOT owned and operated roads. The requested amendment (attached) updates the program to reflect ongoing funding and preliminary design work for the 34 local bridge projects contained within the larger program. This is needed to address a budgetary mismatch which is preventing the receipt of FHWA funds.

Montgomery County requests this amendment be approved by the TPB Steering Committee at its September 18, 2024 meeting. Following approval of the TIP amendments, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin to obligate the federal funding.

We appreciate your cooperation in this matter. If you have any comments or questions, please do not hesitate to contact Christopher Van Alstyne at chris.vanalstyne@montgomerycountymd.gov or Corey Pitts corey.pitts@montgomerycountymd.gov.

Sincerely,


Haley Peckett (Aug 27, 2024 10:32 EDT)

Haley Peckett
Deputy Director of Transportation Policy

cc: Kanti Srikanth, Director of Transportation, WMCOG
Kari Synder, Regional Planner, Maryland Department of Transportation
Corey Pitts, MCDOT
Chris Van Alstyne, MCDOT

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX
www.montgomerycountymd.gov/mcdot
Located one block west of the Rockville Metro Station






September TIP Amendment Letter

Final Audit Report

2024-08-27

Created:	2024-08-27
By:	Christopher Van Alstyne (chris.vanalstyne@montgomerycountymd.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA1FAQkomJnTyHokF2ELnjBTcwwh1-ui5k

"September TIP Amendment Letter" History

-  Document created by Christopher Van Alstyne (chris.vanalstyne@montgomerycountymd.gov)
2024-08-27 - 2:27:34 PM GMT
-  Document emailed to Haley Peckett (haley.peckett@montgomerycountymd.gov) for signature
2024-08-27 - 2:27:38 PM GMT
-  Email viewed by Haley Peckett (haley.peckett@montgomerycountymd.gov)
2024-08-27 - 2:32:36 PM GMT
-  Document e-signed by Haley Peckett (haley.peckett@montgomerycountymd.gov)
Signature Date: 2024-08-27 - 2:32:52 PM GMT - Time Source: server
-  Agreement completed.
2024-08-27 - 2:32:52 PM GMT