

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 23-07.2 WHICH ADDS FUNDING TO THE US 15/US 40 FREDERICK FREEWAY AND MD 97 AT MONTGOMERY HILLS RECONSTRUCTION PROJECTS AND ADDS A NEW PROJECT, MD 6 LA PLATA SAFETY AND ACCESSIBILITY IMPROVEMENTS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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

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

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

WHEREAS, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-07.2 which adds a net total of approximately \$12 million to the **US 15/US 40 Frederick Freeway Reconstruction project (T6431)**; a net total of approximately \$33.25 million to the **MD 97 at Montgomery Hills Highway Reconstruction project (T5420)**; and about \$11.4 million for a new project, **MD 6 La Plata Safety and Accessibility Improvements (T11615)**, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Project Overview report showing how these projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the changes in four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,
- ATTACHMENT C) Fund Change Detail report for the two existing projects that shows the Change Summary from the previous attachment in table format, and
- ATTACHMENT D) Letter from MDOT dated November 22, 2022 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-07.2, creating the 7th 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, the US 40/US 15 and MD 97 projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the MD 6 project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, 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 23-07.2 which adds a net total of approximately \$12 million to the **US 15/US 40 Frederick Freeway Reconstruction project (T6431)**; a net total of approximately \$33.25 million to the **MD 97 at Montgomery Hills Highway Reconstruction project (T5420)**; and about \$11.4 million for a new project, **MD 6 La Plata Safety and Accessibility Improvements (T11615)**, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, December 2, 2022.
Final approval following review by the full board on Wednesday, December 21, 2022.**



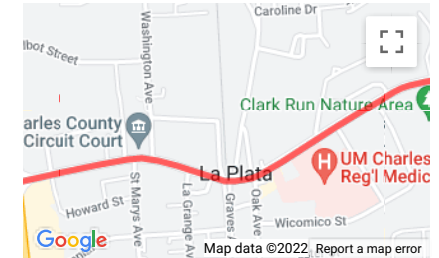
TIP ID T11615
Project Name MD 6 La Plata Safety and Accessibility Improvements Project
Project Limits US 301 to Willow Lane

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

Project Type Bike/Ped
Total Cost \$11,394,000
Completion Date 2029

Description The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$31,000	\$36,000	\$36,000	\$36,000	-	\$139,000	\$139,000
PE	STBG	-	\$284,000	\$324,000	\$324,000	\$324,000	-	\$1,256,000	\$1,256,000
Total PE		-	\$315,000	\$360,000	\$360,000	\$360,000	-	\$1,395,000	\$1,395,000
ROW	DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
ROW	STBG	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
Total ROW		-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
CON	TBD	-	-	-	-	-	\$7,000,000	-	\$7,000,000
Total CON		-	-	-	-	-	\$7,000,000	-	\$7,000,000
UT	TBD	-	-	-	-	-	\$1,764,000	-	\$1,764,000
UT	DC/STATE	-	-	-	-	\$73,000	-	\$73,000	\$73,000
UT	STBG	-	-	-	-	\$662,000	-	\$662,000	\$662,000
Total UT		-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
Total Programmed		-	\$315,000	\$360,000	\$610,000	\$1,345,000	\$8,764,000	\$2,630,000	\$11,394,000



Version History

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

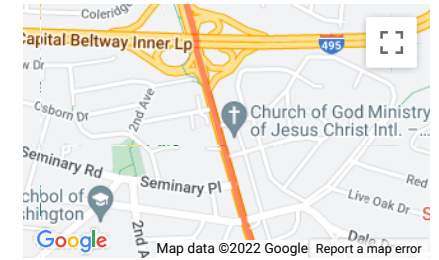
TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	Pending	Pending	N/A



TIP ID	T5420	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - Add Capacity/Widening
Project Name	MD 97 at Montgomery Hills Highway Reconstruction	County	Montgomery	Total Cost	\$57,080,000
Project Limits	MD 390 to MD 192	Municipality		Completion Date	2029
		Agency Project ID	MDMO2241		

Description A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	TBD	-	-	-	-	-	\$500,000	-	\$500,000
PE	NHPP	\$722,000	\$1,187,000	\$490,000	\$490,000	\$490,000	-	\$2,657,000	\$3,379,000
PE	DC/STATE	\$3,626,000	\$63,000	\$10,000	\$10,000	\$10,000	-	\$93,000	\$3,719,000
	Total PE	\$4,348,000	\$1,250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,750,000	\$7,598,000
ROW	NHPP	-	\$4,500,000	\$8,640,000	\$8,640,000	-	-	\$21,780,000	\$21,780,000
ROW	DC/STATE	-	\$500,000	\$960,000	\$960,000	-	-	\$2,420,000	\$2,420,000
	Total ROW	-	\$5,000,000	\$9,600,000	\$9,600,000	-	-	\$24,200,000	\$24,200,000
CON	TBD	-	-	-	-	-	\$17,339,000	-	\$17,339,000
	Total CON	-	-	-	-	-	\$17,339,000	-	\$17,339,000
UT	TBD	-	-	-	-	-	\$1,729,000	-	\$1,729,000
UT	NHPP	-	-	-	\$1,297,000	\$1,556,000	-	\$2,853,000	\$2,853,000
UT	DC/STATE	-	-	-	\$144,000	\$173,000	-	\$317,000	\$317,000
	Total UT	-	-	-	\$1,441,000	\$1,729,000	\$1,729,000	\$3,170,000	\$4,899,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total PLANNING	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total Programmed	\$7,392,000	\$6,250,000	\$10,100,000	\$11,541,000	\$2,229,000	\$19,568,000	\$30,120,000	\$57,080,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

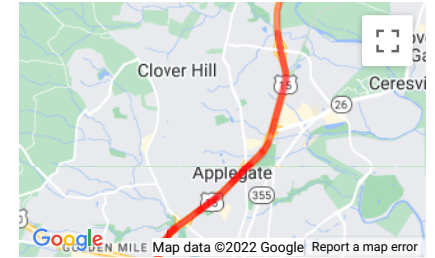
Total project cost increased from \$45,039,085 to \$57,080,000



TIP ID T6431 **Lead Agency** Maryland Department of Transportation - State Highway Administration **Project Type** Road - Add Capacity/Widening
Project Name US 15/US 40 Frederick Freeway Reconstruction Project **County** Frederick **Total Cost** \$182,907,000
Limits I 270 to N. of Briggs Road **Municipality** City of Frederick **Completion Date** 2030
Agency Project ID FR1881

Description Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$1,069,000	\$4,300,000	\$3,150,000	\$2,195,000	-	-	\$9,645,000	\$10,714,000
PE	DC/STATE	\$119,000	\$450,000	\$200,000	\$110,000	-	-	\$760,000	\$879,000
	Total PE	\$1,188,000	\$4,750,000	\$3,350,000	\$2,305,000	-	-	\$10,405,000	\$11,593,000
ROW	TBD	-	-	-	-	-	\$1,811,000	-	\$1,811,000
ROW	NHPP	-	-	\$1,630,000	\$1,630,000	\$1,630,000	-	\$4,890,000	\$4,890,000
ROW	DC/STATE	-	-	\$181,000	\$181,000	\$181,000	-	\$543,000	\$543,000
	Total ROW	-	-	\$1,811,000	\$1,811,000	\$1,811,000	\$1,811,000	\$5,433,000	\$7,244,000
CON	TBD	-	-	-	-	-	\$102,644,000	-	\$102,644,000
CON	NHPP	-	-	-	-	\$48,841,000	-	\$48,841,000	\$48,841,000
CON	DC/STATE	-	-	-	-	\$5,427,000	-	\$5,427,000	\$5,427,000
	Total CON	-	-	-	-	\$54,268,000	\$102,644,000	\$54,268,000	\$156,912,000
UT	NHPP	-	-	\$1,432,000	\$1,718,000	-	-	\$3,150,000	\$3,150,000
UT	DC/STATE	-	-	\$159,000	\$191,000	-	-	\$350,000	\$350,000
	Total UT	-	-	\$1,591,000	\$1,909,000	-	-	\$3,500,000	\$3,500,000
PLANNING	NHPP	\$411,000	-	-	-	-	-	-	\$411,000
PLANNING	DC/STATE	\$3,247,000	-	-	-	-	-	-	\$3,247,000
	Total PLANNING	\$3,658,000	-	-	-	-	-	-	\$3,658,000
	Total Programmed	\$4,846,000	\$4,750,000	\$5,161,000	\$5,707,000	\$57,988,000	\$104,455,000	\$73,606,000	\$182,907,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	08/25/2022	08/25/2022
23-07.2 Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$149,655,000 to \$182,907,000

**ATTACHMENT B: Summary Report for TIP Action 23-07.2: Formal Amendment
 FY 2023-2026 Transportation Improvement Program
 Approved by the TPB Steering Committee on December 2, 2022**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$0	\$11,394,000	\$11,394,000	–	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD ▶ Add funds in FFY 27 in CON for \$7,000,000 UT for \$1,764,000 DC/STATE ▶ Add funds in FFY 23 in PE for \$31,000 ▶ Add funds in FFY 24 in PE for \$36,000 ▶ Add funds in FFY 25 in PE for \$36,000 ROW for \$25,000 ▶ Add funds in FFY 26 in PE for \$36,000 ROW for \$25,000 UT for \$73,000 STBG ▶ Add funds in FFY 23 in PE for \$284,000 ▶ Add funds in FFY 24 in PE for \$324,000 ▶ Add funds in FFY 25 in PE for \$324,000 ROW for \$225,000 ▶ Add funds in FFY 26 in PE for \$324,000 ROW for \$225,000 UT for \$662,000 <i>Total project cost \$11,394,000</i>
T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$45,039,085	\$57,080,000	\$12,040,915	27	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): TBD + Increase funds in FFY 27 in PE from \$0 to \$500,000 + Increase funds in FFY 27 in CON from \$0 to \$17,339,000 - Decrease funds in FFY 27 in OTHER from \$30,200,000 to \$0 + Increase funds in FFY 27 in UT from \$0 to \$1,729,000 DC/STATE - Decrease funds in FFY 22 in ROW from \$1,197,000 to \$0 + Increase funds in FFY 23 in PE from \$28,000 to \$63,000 + Increase funds in FFY 23 in ROW from \$85 to \$500,000 + Increase funds in FFY 24 in PE from \$0 to \$10,000 + Increase funds in FFY 24 in ROW from \$85,000 to \$960,000 ▶ Add funds in FFY 25 in PE for \$10,000 ROW for \$960,000 UT for \$144,000 ▶ Add funds in FFY 26 in PE for \$10,000 UT for \$173,000 NHP - Decrease funds in FFY 22 in PE from \$1,464,000 to \$458,000 - Decrease funds in FFY 22 in ROW from \$60,000 to \$0 - Decrease funds in FFY 23 in PE from \$1,679,000 to \$1,187,000 + Increase funds in FFY 23 in ROW from \$1,696,000 to \$4,500,000 + Increase funds in FFY 24 in PE from \$0 to \$490,000 + Increase funds in FFY 24 in ROW from \$1,696,000 to \$8,640,000 ▶ Add funds in FFY 25 in PE for \$490,000 ROW for \$8,640,000 UT for \$1,297,000 ▶ Add funds in FFY 26 in PE for \$490,000 UT for \$1,556,000

T6431	US 15/US 40 Frederick Freeway Reconstruction	\$149,655,000	\$182,907,000	\$33,252,000	22	Cost change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <p>+ Add funds in FFY 27 in ROW for \$1,811,000 CON for \$102,644,000</p> <p>- Decrease funds in FFY 27 in OTHER from \$134,100,000 to \$0</p> <p>DC/STATE</p> <p>- Decrease funds in FFY 19 in PLANNING from \$1,780,000 to \$1,419,000</p> <p>- Decrease funds in FFY 19 in PE from \$431,000 to \$0</p> <p>- Decrease funds in FFY 20 in PE from \$212,000 to \$0</p> <p>- Decrease funds in FFY 21 in PE from \$45,000 to \$44,000</p> <p>+ Increase funds in FFY 23 in PE from \$200,000 to \$450,000</p> <p>+ Increase funds in FFY 24 in PE from \$150,000 to \$200,000</p> <p>+ Increase funds in FFY 24 in ROW from \$0 to \$181,000</p> <p>+ Increase funds in FFY 25 in ROW from \$0 to \$181,000</p> <p>+ Increase funds in FFY 25 in UT from \$0 to \$159,000</p> <p>► Add funds in FFY 26 in ROW for \$181,000 CON for \$5,427,000 UT for \$191,000</p> <p>NHPP</p> <p>+ Increase funds in FFY 22 in PLANNING from \$50,000 to \$411,000</p> <p>- Decrease funds in FFY 22 in PE from \$1,496,000 to \$1,069,000</p> <p>+ Increase funds in FFY 23 in PE from \$3,990,000 to \$4,300,000</p> <p>+ Increase funds in FFY 24 in PE from \$2,993,000 to \$3,150,000</p> <p>+ Increase funds in FFY 24 in ROW from \$0 to \$1,630,000</p> <p>+ Increase funds in FFY 25 in ROW from \$0 to \$1,630,000</p> <p>+ Increase funds in FFY 25 in UT from \$0 to \$1,432,000</p> <p>► Add funds in FFY 26 in ROW for \$1,630,000 CON for \$48,841,000 UT for \$1,718,000</p>
Grand Total:		\$194,694,085	\$251,381,000	\$56,686,915			

ATTACHMENT C: Fund Detail Change Report for TIP Action 23-07.2: Formal Amendment
 FY 2023-2026 Transportation Improvement Program
 Approved by the TPB Steering Committee on December 2, 2022

SOURCE	TIP ACTION	PRIOR TOTAL																FUTURE TOTAL	GRAND TOTAL							
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL									
TIP ID T6431 - US 15/US 40 Frederick Freeway Reconstruction																										
DC/STATE	23-00	\$4,371,000	\$200,000	\$0	\$0	\$0	\$200,000	\$150,000	\$0	\$0	\$0	\$150,000	\$110,000	\$0	\$0	\$0	\$110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,831,000
	23-07.2	\$3,366,000	\$450,000	\$0	\$0	\$0	\$450,000	\$200,000	\$181,000	\$0	\$0	\$381,000	\$110,000	\$181,000	\$0	\$159,000	\$450,000	\$0	\$181,000	\$5,427,000	\$191,000	\$5,799,000	\$0	\$0	\$10,446,000	
	DELTA	-\$1,005,000	\$250,000	\$0	\$0	\$0	\$250,000	\$50,000	\$181,000	\$0	\$0	\$231,000	\$0	\$181,000	\$0	\$159,000	\$340,000	\$0	\$181,000	\$5,427,000	\$191,000	\$5,799,000	\$0	\$0	\$5,615,000	
NHPP	23-00	\$1,546,000	\$3,990,000	\$0	\$0	\$0	\$3,990,000	\$2,993,000	\$0	\$0	\$0	\$2,993,000	\$2,195,000	\$0	\$0	\$0	\$2,195,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,724,000
	23-07.2	\$1,480,000	\$4,300,000	\$0	\$0	\$0	\$4,300,000	\$3,150,000	\$1,630,000	\$0	\$0	\$4,780,000	\$2,195,000	\$1,630,000	\$0	\$1,432,000	\$5,257,000	\$0	\$1,630,000	\$48,841,000	\$1,718,000	\$52,189,000	\$0	\$0	\$68,006,000	
	DELTA	-\$66,000	\$310,000	\$0	\$0	\$0	\$310,000	\$157,000	\$1,630,000	\$0	\$0	\$1,787,000	\$0	\$1,630,000	\$0	\$1,432,000	\$3,062,000	\$0	\$1,630,000	\$48,841,000	\$1,718,000	\$52,189,000	\$0	\$0	\$57,282,000	
TBD	23-00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,100,000	\$134,100,000
	23-07.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104,455,000	\$104,455,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$29,645,000	-\$29,645,000
TOTAL	23-00	\$5,917,000	\$4,190,000	\$0	\$0	\$0	\$4,190,000	\$3,143,000	\$0	\$0	\$0	\$3,143,000	\$2,305,000	\$0	\$0	\$0	\$2,305,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$134,100,000	\$149,655,000
	23-07.2	\$4,846,000	\$4,750,000	\$0	\$0	\$0	\$4,750,000	\$3,350,000	\$1,811,000	\$0	\$0	\$5,161,000	\$2,305,000	\$1,811,000	\$0	\$1,591,000	\$5,707,000	\$0	\$1,811,000	\$54,268,000	\$1,909,000	\$57,988,000	\$104,455,000	\$0	\$182,907,000	
	DELTA	-\$1,071,000	\$560,000	\$0	\$0	\$0	\$560,000	\$207,000	\$1,811,000	\$0	\$0	\$2,018,000	\$0	\$1,811,000	\$0	\$1,591,000	\$3,402,000	\$0	\$1,811,000	\$54,268,000	\$1,909,000	\$57,988,000	-\$29,645,000	\$0	\$33,252,000	
TIP ID T5420 - MD 97 at Montgomery Hills Highway Reconstruction																										
DC/STATE	23-00	\$4,823,000	\$28,000	\$85	\$0	\$0	\$28,085	\$0	\$85,000	\$0	\$0	\$85,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,936,085
	23-07.2	\$3,626,000	\$63,000	\$500,000	\$0	\$0	\$563,000	\$10,000	\$960,000	\$0	\$0	\$970,000	\$10,000	\$960,000	\$0	\$144,000	\$1,114,000	\$10,000	\$0	\$0	\$173,000	\$183,000	\$0	\$0	\$6,456,000	
	DELTA	-\$1,197,000	\$35,000	\$499,915	\$0	\$0	\$534,915	\$10,000	\$875,000	\$0	\$0	\$885,000	\$10,000	\$960,000	\$0	\$144,000	\$1,114,000	\$10,000	\$0	\$0	\$173,000	\$183,000	\$0	\$0	\$1,519,915	
LOCAL	23-00	\$3,044,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,044,000
	23-07.2	\$3,044,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,044,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	23-00	\$1,788,000	\$1,679,000	\$1,696,000	\$0	\$0	\$3,375,000	\$0	\$1,696,000	\$0	\$0	\$1,696,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,859,000
	23-07.2	\$722,000	\$1,187,000	\$4,500,000	\$0	\$0	\$5,687,000	\$490,000	\$8,640,000	\$0	\$0	\$9,130,000	\$490,000	\$8,640,000	\$0	\$1,297,000	\$10,427,000	\$490,000	\$0	\$0	\$1,556,000	\$2,046,000	\$0	\$0	\$28,012,000	
	DELTA	-\$1,066,000	-\$492,000	\$2,804,000	\$0	\$0	\$2,312,000	\$490,000	\$6,944,000	\$0	\$0	\$7,434,000	\$490,000	\$8,640,000	\$0	\$1,297,000	\$10,427,000	\$490,000	\$0	\$0	\$1,556,000	\$2,046,000	\$0	\$0	\$21,153,000	
TBD	23-00	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,200,000	\$30,200,000
	23-07.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,568,000	\$19,568,000
	DELTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$10,632,000	-\$10,632,000
TOTAL	23-00	\$9,655,000	\$1,707,000	\$1,696,085	\$0	\$0	\$3,403,085	\$0	\$1,781,000	\$0	\$0	\$1,781,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,200,000	\$45,039,085
	23-07.2	\$7,392,000	\$1,250,000	\$5,000,000	\$0	\$0	\$6,250,000	\$500,000	\$9,600,000	\$0	\$0	\$10,100,000	\$500,000	\$9,600,000	\$0	\$1,441,000	\$11,541,000	\$500,000	\$0	\$0	\$1,729,000	\$2,229,000	\$19,568,000	\$0	\$57,080,000	
	DELTA	-\$2,263,000	-\$457,000	\$3,303,915	\$0	\$0	\$2,846,915	\$500,000	\$7,819,000	\$0	\$0	\$8,319,000	\$500,000	\$9,600,000	\$0	\$1,441,000	\$11,541,000	\$500,000	\$0	\$0	\$1,729,000	\$2,229,000	-\$10,632,000	\$0	\$12,040,915	

November 22, 2022

The Honorable Pamela Sebesky
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Sebesky:

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 two existing MDOT State Highway Administration (SHA) projects as described below and in the attached memo.

This action reflects MDOT SHA’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the projects below, including the additions of the new increases in funding from the Infrastructure Investment and Jobs Act (IIJA). As these projects are either already included in or do not affect the Air Quality Conformity Determination for Visualize 2045, this additional funding will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring	\$24,851	Add new funds and reallocate previously designated funds for preliminary engineering, right-of-way, and utilities.
6431	US 15/US 40 Frederick Freeway Reconstruction	\$63,968	Add new funds and reallocate previously designated funds for preliminary engineering, right-of-way, construction, and utilities.
11615	MD 6 La Plata Safety and Accessibility Improvements	\$2,630	Adds new project with funds for preliminary engineering, right-of-way, and utilities.

The Honorable Pamela Sebesky
Page Two

MDOT requests that this amendment be approved by the TPB Steering Committee at its December 2, 2022 meeting.

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 Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: OPCP DIRECTOR HEATHER MURPHY
ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
 OPCP REGIONAL PLANNER KARI SNYDER
FROM: OPPE DEPUTY DIRECTOR ERIC BECKETT *E. Beckett*
SUBJECT: REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL
 TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)
DATE: NOVEMBER 22, 2022
**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendments.

SUMMARY

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

TIP	PROJECT	PHASE	NEW FUNDING
5420	MD 97 at Montgomery Hills Highway Reconstruction	ENG	(\$492,000)
		RW	\$1,535,000
		UT	\$20,638,000
6431	US 15/US 40 Frederick Freeway Reconstruction	UT	\$3,170,000
		ENG	\$767,000
		RW	\$5,433,000
		CO	\$54,268,000
11615	MD 6 La Plata Safety and Accessibility Improvements	UT	\$3,500,000
		ENG	\$1,395,000
		RW	\$500,000
		UT	\$735,000

ANALYSIS

MD 97 at Montgomery Hills Highway Reconstruction (TPB 5420) – This requested amendment reflects the reduction of \$492,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 5420. This amendment also reflects the addition of \$1,535,000 in funds for preliminary engineering, the addition of \$20,638,000 for right-of-way, and the addition of \$3,170,000 for utilities. The MDOT SHA

requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$45,039,085 to \$57,080,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

US 15/US 40 Frederick Freeway Reconstruction (TPB 6431) – This requested amendment reflects the addition of \$767,000 in FY 2023-2026 TPB TIP preliminary engineering funding for TPB 6431. This amendment also reflects the addition of \$5,433,000 in funds for right-of-way, the addition of \$54,268,000 in funds for construction, and the addition of \$3,500,000 in funds for utilities. The MDOT SHA requests this amendment in order that the FY 2023-2026 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$149,655,000 to \$182,907,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

MD 6 La Plata Safety and Accessibility Improvements Project (TPB 11615) – This requested amendment reflects the addition of a new project to the FY 2023-2026 TPB TIP and adds \$1,395,000 to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB 11615. This amendment also reflects the addition of \$500,000 in funds for right-of-way and the addition of \$735,000 in funds for utilities. This amendment ensures the FY 2023-2026 TPB TIP reflects MDOT SHA updated programmed funds and project schedule in FY 2023-2026. A project scope and cost estimates will be refined upon the completion of the design process, which is anticipated to be complete by 2026.

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 draft FY 2023-2028 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 Mr. David Rodgers, MDOT SHA Office of Planning and Preliminary Engineering (OPPE) Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or via email at drodgers1@mdot.maryland.gov.

ATTACHMENTS

- FY 2023-2026 TPB TIP project 5420 report
- FY 2022-2025 Maryland STIP project TPB 5420 report
- FY 2023-2026 TPB TIP project 6431 report
- FY 2022-2025 Maryland STIP project TPB 6431 report
- FY 2023-2026 TPB TIP project 11615 report
- FY 2022-2025 Maryland STIP project TPB 11615 report

Ms. Heather Murphy
Page Three

cc: Mr. Matt Baker, Chief, RIPD, OPPE, MDOT SHA
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, MDOT SHA
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway
Development (OHD), MDOT SHA
Mr. Sean Boyle, Transportation Design Engineer, HDD, OHD, MDOT SHA
Jeff Davis, P.E., AICP, Assistant Chief, HDD, OHD, MDOT SHA
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, OHD, MDOT SHA
Derek Gunn, P.E., Acting District Engineer, District 3, MDOT SHA
Jill Lemke, Assistant Chief, RIPD, OPPE, MDOT SHA
Eric Marabello, P.E., Director, OHD, MDOT SHA
Andrew Radcliffe, Jr., P.E., Acting District Engineer, District 7, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, OPPE, MDOT SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, MDOT SHA
Mr. David Schlie, Regional Planner, RIPD, OPPE, MDOT SHA
Barry Smith, P.E., Acting Chief, HHD, OHD, MDOT SHA
Kimberly Tran, P.E., Acting District Engineer, District 5, MDOT SHA



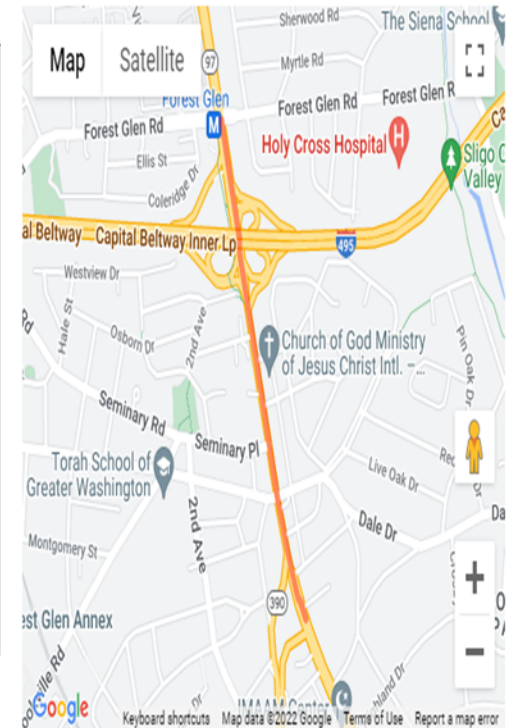
National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

TIP ID T5420
Project Name MD 97 at Montgomery Hills Highway Reconstruction
Project Limits MD 390 to MD 192
Lead Agency Maryland Department of Transportation - State Highway Administration
County Montgomery
Municipality
Agency Project ID M02241

Project Type Road - Add Capacity/Widening
Total Cost \$57,080,000
Completion Date 2029

Description A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	TBD	-	-	-	-	-	\$500,000	-	\$500,000
PE	NHPP	\$722,000	\$1,187,000	\$490,000	\$490,000	\$490,000	-	\$2,657,000	\$3,379,000
PE	DC/STATE	\$3,626,000	\$63,000	\$10,000	\$10,000	\$10,000	-	\$93,000	\$3,719,000
	Total PE	\$4,348,000	\$1,250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,750,000	\$7,598,000
ROW	NHPP	-	\$4,500,000	\$8,640,000	\$8,640,000	-	-	\$21,780,000	\$21,780,000
ROW	DC/STATE	-	\$500,000	\$960,000	\$960,000	-	-	\$2,420,000	\$2,420,000
	Total ROW	-	\$5,000,000	\$9,600,000	\$9,600,000	-	-	\$24,200,000	\$24,200,000
CON	TBD	-	-	-	-	-	\$17,339,000	-	\$17,339,000
	Total CON	-	-	-	-	-	\$17,339,000	-	\$17,339,000
UT	TBD	-	-	-	-	-	\$1,729,000	-	\$1,729,000
UT	NHPP	-	-	-	\$1,297,000	\$1,556,000	-	\$2,853,000	\$2,853,000
UT	DC/STATE	-	-	-	\$144,000	\$173,000	-	\$317,000	\$317,000
	Total UT	-	-	-	\$1,441,000	\$1,729,000	\$1,729,000	\$3,170,000	\$4,899,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total PLANNING	\$3,044,000	-	-	-	-	-	-	\$3,044,000
	Total Programmed	\$7,392,000	\$6,250,000	\$10,100,000	\$11,541,000	\$2,229,000	\$19,568,000	\$30,120,000	\$57,080,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-07.2	Amendment 2023-2026	Pending	Pending
			N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$45,039,085 to \$57,080,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction (MO2241)	B	Nonattainment/TPB 2618	CE 2019	\$ 5,529	\$ 3,265	\$ 8,794
Description	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				MDOT SHA	TPB	SHA-M-3 FY 2023
A project of make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390.				\$ 20,173	\$ 2,449	\$ 22,622
Justification	This project will address safety and traffic operations within the study area.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
	Current (000s)	Proposed (000s)					
<input 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	Total	Total	\$ 3,525	\$ 3,488	\$ 1,781	\$ -	\$ 8,794
	Federal	Federal	\$ 458	\$ 3,375	\$ 1,696	\$ -	\$ 5,529
	State/Local	State/Local	\$ 3,067	\$ 113	\$ 85	\$ -	\$ 3,265
	Total	Total	\$ 3,525	\$ 6,250	\$ 10,100	\$ 11,541	\$ 31,416
	Federal	Federal	\$ 458	\$ 5,687	\$ 9,130	\$ 10,427	\$ 25,702
	State/Local	State/Local	\$ 3,067	\$ 563	\$ 970	\$ 1,114	\$ 5,714
	Total	Total	\$ -	\$ 2,762	\$ 8,319	\$ 11,541	\$ 22,622
	Federal	Federal	\$ -	\$ 2,312	\$ 7,434	\$ 10,427	\$ 20,173
	State/Local	State/Local	\$ -	\$ 450	\$ 885	\$ 1,114	\$ 2,449



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 3,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,044	\$ 3,044
PE	NHPP	\$ 458	\$ -	\$ 1,679	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,137	\$ -	\$ 2,137
	State	\$ -	\$ 23	\$ -	\$ 28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51	\$ 51
RW	NHPP	\$ -	\$ -	\$ 1,696	\$ -	\$ 1,696	\$ -	\$ -	\$ -	\$ 3,392	\$ -	\$ 3,392
	State	\$ -	\$ -	\$ -	\$ 85	\$ -	\$ 85	\$ -	\$ -	\$ -	\$ 170	\$ 170
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 458	\$ 3,067	\$ 3,375	\$ 113	\$ 1,696	\$ 85	\$ -	\$ -	\$ 5,529	\$ 3,265	\$ 8,794

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ 3,044	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,044	\$ 3,044
PE	NHPP	\$ 458	\$ -	\$ 1,187	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 2,625	\$ -	\$ 2,625
	State	\$ -	\$ 23	\$ -	\$ 63	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 106	\$ 106
RW	NHPP	\$ -	\$ -	\$ 4,500	\$ -	\$ 8,640	\$ -	\$ 8,640	\$ -	\$ 21,780	\$ -	\$ 21,780
	State	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 960	\$ -	\$ 960	\$ -	\$ 2,420	\$ 2,420
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 458	\$ 3,067	\$ 5,687	\$ 563	\$ 9,130	\$ 970	\$ 10,427	\$ 1,114	\$ 25,702	\$ 5,714	\$ 31,416

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ (492)	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 488	\$ -	\$ 488
	State	\$ -	\$ -	\$ -	\$ 35	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 55	\$ 55
RW	NHPP	\$ -	\$ -	\$ 2,804	\$ -	\$ 6,944	\$ -	\$ 8,640	\$ -	\$ 18,388	\$ -	\$ 18,388
	State	\$ -	\$ -	\$ -	\$ 415	\$ -	\$ 875	\$ -	\$ 960	\$ -	\$ 2,250	\$ 2,250
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 2,312	\$ 450	\$ 7,434	\$ 885	\$ 10,427	\$ 1,114	\$ 20,173	\$ 2,449	\$ 22,622

TOTAL PROJECT COST

Prior Cost (= FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (= FY 2026)		Total Project Cost	
Federal	\$ 264	Federal	\$ 25,702	Federal	\$ 19,697	Federal	\$ 45,663
State/Local	\$ 3,603	State/Local	\$ 5,714	State/Local	\$ 2,100	State/Local	\$ 11,417
Total	\$ 3,867	Total	\$ 31,416	Total	\$ 21,797	Total	\$ 57,080

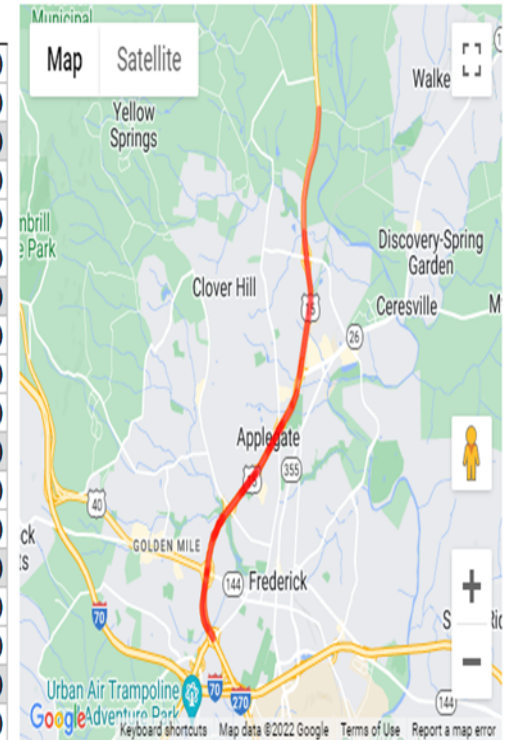


National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

TIP ID	T6431	Lead Agency	Maryland Department of Transportation - State Highway Administration	Project Type	Road - Add Capacity/Widening
Project Name	US 15/US 40 Frederick Freeway Reconstruction	County	Frederick	Total Cost	\$182,907,000
Project Limits	I 270 to N. of Briggs Road	Municipality	City of Frederick	Completion Date	2030
		Agency Project ID	FR1881		

Description Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$1,069,000	\$4,300,000	\$3,150,000	\$2,195,000	-	-	\$9,645,000	\$10,714,000
PE	DC/STATE	\$119,000	\$450,000	\$200,000	\$110,000	-	-	\$760,000	\$879,000
	Total PE	\$1,188,000	\$4,750,000	\$3,350,000	\$2,305,000	-	-	\$10,405,000	\$11,593,000
ROW	TBD	-	-	-	-	-	\$1,811,000	-	\$1,811,000
ROW	NHPP	-	-	\$1,630,000	\$1,630,000	\$1,630,000	-	\$4,890,000	\$4,890,000
ROW	DC/STATE	-	-	\$181,000	\$181,000	\$181,000	-	\$543,000	\$543,000
	Total ROW	-	-	\$1,811,000	\$1,811,000	\$1,811,000	\$1,811,000	\$5,433,000	\$7,244,000
CON	TBD	-	-	-	-	-	\$102,644,000	-	\$102,644,000
CON	NHPP	-	-	-	-	\$48,841,000	-	\$48,841,000	\$48,841,000
CON	DC/STATE	-	-	-	-	\$5,427,000	-	\$5,427,000	\$5,427,000
	Total CON	-	-	-	-	\$54,268,000	\$102,644,000	\$54,268,000	\$156,912,000
UT	NHPP	-	-	-	\$1,432,000	\$1,718,000	-	\$3,150,000	\$3,150,000
UT	DC/STATE	-	-	-	\$159,000	\$191,000	-	\$350,000	\$350,000
	Total UT	-	-	-	\$1,591,000	\$1,909,000	-	\$3,500,000	\$3,500,000
PLANNING	NHPP	\$411,000	-	-	-	-	-	-	\$411,000
PLANNING	DC/STATE	\$3,247,000	-	-	-	-	-	-	\$3,247,000
	Total PLANNING	\$3,658,000	-	-	-	-	-	-	\$3,658,000
	Total Programmed	\$4,846,000	\$4,750,000	\$5,161,000	\$5,707,000	\$57,988,000	\$104,455,000	\$73,606,000	\$182,907,000



Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	08/25/2022
23-07.2	Amendment 2023-2026	Pending	Pending
			N/A

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
 Total project cost increased from \$149,655,000 to \$182,907,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP# TPB 6431 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 15/US 40 Frederick Freeway Reconstruction (FR1881)	B	Nonattainment/TPB 1193	CE - Pending; Anticipated 2023	\$ 10,658	\$ 535	\$ 11,193
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	SHA-F-3 FY 2023	\$ 5,159	\$ 821	\$ 5,980
Description	Planning and preliminary engineering study to improve safety and mainline operations along US 15 and U S40 from I-270 to north of Biggs Ford Road					
Justification	Project will address safety, operations, and mobility needs in the US 15 corridor					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	\$ 1,480	\$ 75	\$ 3,990	\$ 200	\$ 2,993	\$ 150	\$ 2,195	\$ 110	\$ 11,193
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 1,480	\$ -	\$ 3,990	\$ -	\$ 2,993	\$ -	\$ 2,195	\$ -	\$ 10,658
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ 75	\$ -	\$ 200	\$ -	\$ 150	\$ -	\$ 110	\$ 535
<input type="checkbox"/> D) Other	Proposed (000s)	\$ 1,555	\$ 475	\$ 4,750	\$ 560	\$ 5,161	\$ 570	\$ 5,707	\$ 590	\$ 17,173
	Federal	\$ 1,480	\$ -	\$ 4,300	\$ -	\$ 4,780	\$ -	\$ 5,257	\$ -	\$ 15,817
	State/Local	\$ -	\$ 475	\$ -	\$ 560	\$ -	\$ 570	\$ -	\$ 590	\$ 1,356
	Change (000s)	\$ -	\$ -	\$ 310	\$ 250	\$ 1,787	\$ 231	\$ 3,062	\$ 340	\$ 5,159
	Federal	\$ -	\$ -	\$ 310	\$ -	\$ 1,787	\$ -	\$ 3,062	\$ -	\$ 5,159
	State/Local	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 231	\$ -	\$ 340	\$ 821

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411	\$ -	\$ 411
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,089	\$ -	\$ 3,990	\$ -	\$ 2,993	\$ -	\$ 2,195	\$ -	\$ 10,247	\$ -	\$ 10,247
	State	\$ -	\$ 75	\$ -	\$ 200	\$ -	\$ 150	\$ -	\$ 110	\$ -	\$ 535	\$ 535
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,480	\$ 75	\$ 3,990	\$ 200	\$ 2,993	\$ 150	\$ 2,195	\$ 110	\$ 10,658	\$ 535	\$ 11,193

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411	\$ -	\$ 411
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,089	\$ -	\$ 4,300	\$ -	\$ 3,150	\$ -	\$ 2,195	\$ -	\$ 10,714	\$ -	\$ 10,714
	State	\$ -	\$ 75	\$ -	\$ 450	\$ -	\$ 200	\$ -	\$ 110	\$ -	\$ 835	\$ 835
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,830	\$ -	\$ 1,830	\$ -	\$ 3,260	\$ -	\$ 3,260
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181	\$ -	\$ 181	\$ -	\$ 362	\$ 362
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,432	\$ -	\$ 1,432	\$ -	\$ 1,432
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159	\$ -	\$ 159	\$ 159
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,480	\$ 75	\$ 4,300	\$ 450	\$ 4,780	\$ 381	\$ 5,257	\$ 450	\$ 15,817	\$ 1,356	\$ 17,173

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ 310	\$ -	\$ 157	\$ -	\$ -	\$ -	\$ 467	\$ -	\$ 467
	State	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 50	\$ -	\$ -	\$ -	\$ 300	\$ 300
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,830	\$ -	\$ 1,830	\$ -	\$ 3,260	\$ -	\$ 3,260
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181	\$ -	\$ 181	\$ -	\$ 362	\$ 362
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,432	\$ -	\$ 1,432	\$ -	\$ 1,432
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159	\$ -	\$ 159	\$ 159
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 310	\$ 250	\$ 1,787	\$ 231	\$ 3,062	\$ 340	\$ 5,159	\$ 821	\$ 5,980

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ 3,291	\$ -	\$ 1,356	\$ 15,817	\$ 18,244	\$ 146,199	\$ 20,891
Total	\$ 3,291	Total	\$ 1,356	Total	\$ 162,443	Total	\$ 182,907



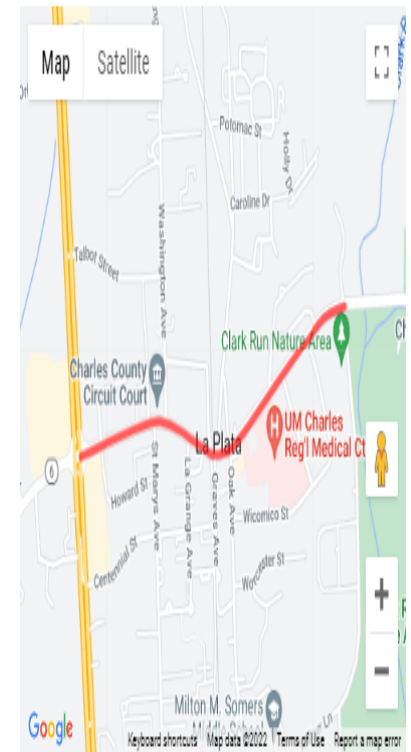
National Capital Region Transportation Planning Board
 FY 2023-2026 Transportation Improvement Program
 Maryland Department of Transportation - State Highway Administration
 ALL 23TIP TIP ACTIONS

TIP ID T11615 **Lead Agency** Maryland Department of Transportation - State Highway Administration
Project Name MD 6 La Plata Safety and Accessibility Improvements Project **County**
Project Limits US 301 to Willow Lane **Municipality**
Agency Project ID

Project Type Bike/Ped
Total Cost \$11,394,000
Completion Date 2029

Description The project provides safety and accessibility improvements on US 301 and Willow Lane. The project will improve accommodations for bicyclists, pedestrians, and other vulnerable users. The project provides no additional capacity for vehicles.

Phase	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	\$31,000	\$36,000	\$36,000	\$36,000	-	\$139,000	\$139,000
PE	STBG	-	\$284,000	\$324,000	\$324,000	\$324,000	-	\$1,256,000	\$1,256,000
Total PE		-	\$315,000	\$360,000	\$360,000	\$360,000	-	\$1,395,000	\$1,395,000
ROW	DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
ROW	STBG	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
Total ROW		-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
CON	TBD	-	-	-	-	-	\$7,000,000	-	\$7,000,000
Total CON		-	-	-	-	-	\$7,000,000	-	\$7,000,000
UT	TBD	-	-	-	-	-	\$1,764,000	-	\$1,764,000
UT	DC/STATE	-	-	-	-	\$73,000	-	\$73,000	\$73,000
UT	STBG	-	-	-	-	\$662,000	-	\$662,000	\$662,000
Total UT		-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
Total Programmed		-	\$315,000	\$360,000	\$610,000	\$1,345,000	\$8,764,000	\$2,630,000	\$11,394,000



Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-07.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11615 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 6 La Plata Safety and Accessibility Improvements Program (CHNEW2)	A	Nonattainment/TPB lbd	CE - Pending; lbd	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
Description	MDOT SHA	TPB	SHA-CH-1 FY 2023	\$ 1,157	\$ 128	\$ 1,285
Justification	The project will improve safety and accessibility for bicyclists, pedestrians, and other vulnerable users.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed (000s)	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 324	\$ 61	\$ 1,157
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Change (000s)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other										



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 324	\$ 36	\$ 932	\$ 103	\$ 932
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 225
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25	\$ 25
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157	\$ 128	\$ 1,285

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	\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 324	\$ 36	\$ 932	\$ 103	\$ 932
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 225
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25	\$ -	\$ 25	\$ 25
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 284	\$ 31	\$ 324	\$ 36	\$ 549	\$ 61	\$ 1,157	\$ 128	\$ 1,285

TOTAL PROJECT COST

Prior Cost (≠ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≠ FY 2026)		Total Project Cost	
Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local
\$ -	\$ -	\$ 1,157	\$ 128	\$ 9,099	\$ 1,010	\$ 10,256	\$ 1,138
Total	\$ -	\$ 1,285	\$ 1,285	\$ 10,109	\$ 10,109	\$ 11,394	\$ 11,394