

**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 23-49.2 WHICH UPDATES FOUR-YEAR PROGRAM AND PROJECT COST INFORMATION FOR THE NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) PROGRAM AND FOUR BRIDGE REPLACEMENT, ACCESSIBILITY AND SAFETY, AND ROADWAY RECONSTRUCTION PROJECTS, 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'S State Highway Administration has requested amendments to the TIP to include TIP Action 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table at the end of this resolution, and as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Program Overview report showing how the amended records will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the program and projects four-year program totals and total costs before and after the amendments, the delta, and the percentage increase from the total 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,
- ATTACHMENT C) Fund Change Detail Report, which presents the information in the Change Narrative described in Attachment B in tabular format, and
- ATTACHMENT D) Letter from MDOT dated October 25, 2024, requesting the amendments; and

**WHEREAS**, these amendments have been entered in the TPB's Project InfoTrak database under TIP Action 23-49.2, creating the 49<sup>th</sup> 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](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, the NEVI Program and these four projects are exempt from the air quality conformity 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 23-49.2 which updates funding in fiscal years 2023 through 2026, and total cost information by adding or removing funding from fiscal years prior to or beyond the current four-year program, for the NEVI Program and a set of four bridge replacement, bicycle/pedestrian safety and accessibility, and roadway reconstruction projects listed in the table below, and as described in the attached materials.

TIP ID	PROJECT TITLE	FY 2023-2026 PROGRAM			TOTAL PROJECT COST		
		BEFORE	AFTER	DELTA	BEFORE	AFTER	DELTA
T11615	MD 6 La Plata Safety & Accessibility Improve	\$4,243,000	\$4,243,000	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)
T6689	MD 225, Hawthorne Rd. Bridge Replacement	\$3,742,000	\$3,171,000	(\$571,000)	\$4,451,000	\$5,620,000	\$1,169,000
T6651	I-95/I-495/MD 4 Bridges Replacement	\$17,411,000	\$26,666,000	\$9,255,000	\$44,201,000	\$64,559,000	\$20,358,000
T13601	NEVI Program	\$13,884,000	\$13,718,000	(\$166,000)	\$25,916,000	\$27,699,000	\$1,783,000
T5420	MD 97 @ Montgomery Hills Hwy. Reconstruct	\$22,022,000	\$30,120,000	\$8,098,000	\$57,080,000	\$52,739,000	(\$4,341,000)



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR  
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T11615	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Bicycle/Pedestrian - Bike/Ped
<b>Project Name</b>	MD 6 La Plata Safety and Accessibility Improvements Project	<b>County</b>	Charles	<b>Total Cost</b>	\$6,499,000
<b>Project Limits</b>	US 301 to Willow Lane	<b>Municipality</b>		<b>Completion Date</b>	2029
		<b>Agency Project ID</b>			

**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	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HSIP		-	-	-	\$351,000	\$351,000	\$221,000	\$702,000	\$923,000
PE	DC/ STATE		-	\$101,000	\$120,000	\$117,000	\$117,000	\$74,000	\$455,000	\$529,000
PE	STBG		-	\$566,000	\$661,000	\$312,000	\$312,000	\$197,000	\$1,851,000	\$2,048,000
	<b>Total PE</b>		-	\$667,000	\$781,000	\$780,000	\$780,000	\$492,000	\$3,008,000	\$3,500,000
ROW	HSIP		-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
ROW	DC/ STATE		-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
	<b>Total ROW</b>		-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
UT	HSIP		-	-	-	-	\$662,000	\$1,588,000	\$662,000	\$2,250,000
UT	DC/ STATE		-	-	-	-	\$73,000	\$176,000	\$73,000	\$249,000
	<b>Total UT</b>		-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
	<b>Total Programmed</b>		-	\$667,000	\$781,000	\$1,030,000	\$1,765,000	\$2,256,000	\$4,243,000	\$6,499,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-07.2 Amendment 2023-2026	11/16/2022	Pending	N/A
23-40 Amendment 2023-2026	05/20/2024	N/A	N/A
23-49.2 Amendment 2023-2026	Pending	Pending	N/A

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$13,499,000 to \$6,499,000



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR  
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T13601	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other - Alt Fuel Infrastructure
<b>Project Name</b>	National Electric Vehicle Infrastructure (NEVI) Program	<b>County</b>	Calvert, Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$27,699,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	2030
		<b>Agency Project ID</b>	AZ3401		

**Description** Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Marylands designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NEVI		-	-	\$297,000	\$43,000	\$436,000	-	\$776,000	\$776,000
PE	DC/ STATE		-	-	\$19,000	\$3,000	\$28,000	-	\$50,000	\$50,000
PE	STBG		-	-	\$56,000	\$8,000	\$82,000	-	\$146,000	\$146,000
	<b>Total PE</b>		-	-	\$372,000	\$54,000	\$546,000	-	\$972,000	\$972,000
CON	NEVI		-	-	-	\$6,039,000	\$4,290,000	\$11,054,000	\$10,329,000	\$21,383,000
CON	Private		-	-	-	\$1,510,000	\$1,073,000	\$2,761,000	\$2,583,000	\$5,344,000
	<b>Total CON</b>		-	-	-	\$7,549,000	\$5,363,000	\$13,815,000	\$12,912,000	\$26,727,000
	<b>Total Programmed</b>		-	-	\$372,000	\$7,603,000	\$5,909,000	\$13,815,000	\$13,884,000	\$27,699,000

\*Map Has Not Been Marked

**Version History**

<b>TIP Document</b>			<b>MPO Approval</b>	<b>FHWA Approval</b>	<b>FTA Approval</b>
23-33.2	Amendment	2023-2026	02/21/2024	3/7/2024	3/7/2024
23-49.2	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 \$25,916,000 to \$27,699,000



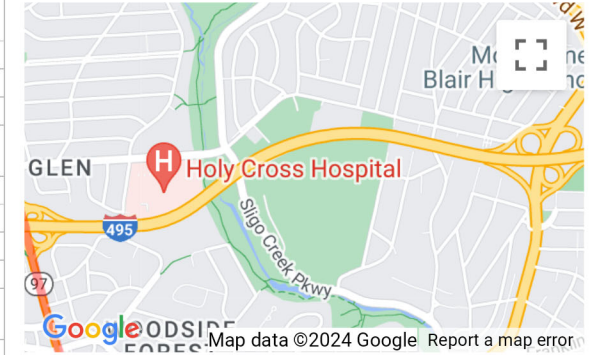
National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR  
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T5420	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Road - Add Capacity/Widening
<b>Project Name</b>	MD 97 at Montgomery Hills Highway Reconstruction	<b>County</b>	Montgomery	<b>Total Cost</b>	\$52,739,000
<b>Project Limits</b>	MD 390 to MD 192	<b>Municipality</b>		<b>Completion Date</b>	2029
		<b>Agency Project ID</b>	MO2241		

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

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$665,000	\$607,000	\$1,214,000	\$1,272,000	\$2,486,000
PE		NHPP	\$988,000	\$1,235,000	\$984,000	\$240,000	-	-	\$2,459,000	\$3,447,000
PE		DC/ STATE	\$3,306,000	\$309,000	\$246,000	\$95,000	\$32,000	\$64,000	\$682,000	\$4,052,000
		<b>Total PE</b>	\$4,294,000	\$1,544,000	\$1,230,000	\$1,000,000	\$639,000	\$1,278,000	\$4,413,000	\$9,985,000
ROW		HSIP	-	-	-	\$4,809,000	\$4,465,000	\$737,000	\$9,274,000	\$10,011,000
ROW		NHPP	-	\$87,000	\$2,920,000	\$1,135,000	-	-	\$4,142,000	\$4,142,000
ROW		DC/ STATE	-	\$21,000	\$730,000	\$1,107,000	\$235,000	\$39,000	\$2,093,000	\$2,132,000
		<b>Total ROW</b>	-	\$108,000	\$3,650,000	\$7,051,000	\$4,700,000	\$776,000	\$15,509,000	\$16,285,000
CON		TBD	-	-	-	-	-	\$18,000,000	-	\$18,000,000
		<b>Total CON</b>	-	-	-	-	-	\$18,000,000	-	\$18,000,000
UT		HSIP	-	-	-	\$760,000	\$1,235,000	\$3,159,000	\$1,995,000	\$5,154,000
UT		DC/ STATE	-	-	-	\$40,000	\$65,000	\$166,000	\$105,000	\$271,000
		<b>Total UT</b>	-	-	-	\$800,000	\$1,300,000	\$3,325,000	\$2,100,000	\$5,425,000
PLANNING		LOCAL	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		<b>Total PLANNING</b>	\$3,044,000	-	-	-	-	-	-	\$3,044,000
		<b>Total Programmed</b>	\$7,338,000	\$1,652,000	\$4,880,000	\$8,851,000	\$6,639,000	\$23,379,000	\$22,022,000	\$52,739,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-07.2 Amendment 2023-2026	11/16/2022	Pending	N/A
23-49.2 Amendment 2023-2026	Pending	Pending	N/A

**Current Change Reason**

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

**Funding Change(s):**  
 Total project cost decreased from \$57,080,000 to \$52,739,000



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR  
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

**TIP ID** T6651  
**Project Name** I-95/I-495 MD 4 Bridges Replacement  
**Project Limits**  
**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Prince Georges  
**Municipality**  
**Agency Project ID** PG0191  
**Description** Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

**Project Type** Bridge - Replace  
**Total Cost** \$64,559,000  
**Completion Date** 2029

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$644,000	-	\$5,325,000	\$5,650,000
PE	DC/ STATE		\$63,000	\$9,000	\$277,000	\$1,000	-	-	\$287,000	\$350,000
		<b>Total PE</b>	<b>\$388,000</b>	<b>\$406,000</b>	<b>\$3,272,000</b>	<b>\$1,290,000</b>	<b>\$644,000</b>	<b>-</b>	<b>\$5,612,000</b>	<b>\$6,000,000</b>
ROW	NHPP		-	-	-	\$185,000	\$247,000	\$782,000	\$432,000	\$1,214,000
ROW	DC/ STATE		-	-	-	\$53,000	\$70,000	\$222,000	\$123,000	\$345,000
		<b>Total ROW</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$238,000</b>	<b>\$317,000</b>	<b>\$1,004,000</b>	<b>\$555,000</b>	<b>\$1,559,000</b>
CON	NHPP		-	-	-	-	\$8,782,000	\$43,468,000	\$8,782,000	\$52,250,000
CON	DC/ STATE		-	-	-	-	\$462,000	\$2,288,000	\$462,000	\$2,750,000
		<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$9,244,000</b>	<b>\$45,756,000</b>	<b>\$9,244,000</b>	<b>\$55,000,000</b>
UT	NHPP		-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT	DC/ STATE		-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
		<b>Total UT</b>	<b>-</b>	<b>-</b>	<b>\$1,500,000</b>	<b>\$500,000</b>	<b>-</b>	<b>-</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>
		<b>Total Programmed</b>	<b>\$388,000</b>	<b>\$406,000</b>	<b>\$4,772,000</b>	<b>\$2,028,000</b>	<b>\$10,205,000</b>	<b>\$46,760,000</b>	<b>\$17,411,000</b>	<b>\$64,559,000</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-09.2 Amendment 2023-2026	01/18/2023	2/8/2024	2/8/2024
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 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 \$44,201,000 to \$64,559,000



National Capital Region  
**Transportation Planning Board**

ATTACHMENT A - PROGRAM OVERVIEW REPORT FOR  
 TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE  
 FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

<b>TIP ID</b>	T6689	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Bridge - Replace
<b>Project Name</b>	MD 225, Hawthorne Road, Bridge Replacement	<b>County</b>	Charles	<b>Total Cost</b>	\$5,620,000
<b>Project Limits</b>		<b>Municipality</b>	City of Frederick, City of Rockville	<b>Completion Date</b>	2027
		<b>Agency Project ID</b>	CH1681		
<b>Description</b>	Replacement of MD 5 Bridge 08021 over Mattawoman Creek				

Phase	AC/ ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/ STATE		\$921,000	\$92,000	\$56,200	\$56,200	\$61,000	-	\$265,400	\$1,186,400
PE	STBG		\$146,000	\$197,000	\$224,800	\$224,800	\$244,000	-	\$890,600	\$1,036,600
	<b>Total PE</b>		\$1,067,000	\$289,000	\$281,000	\$281,000	\$305,000	-	\$1,156,000	\$2,223,000
CON	DC/ STATE		-	-	-	-	\$118,000	\$30,000	\$118,000	\$148,000
CON	STBG		-	-	-	-	\$2,243,000	\$568,000	\$2,243,000	\$2,811,000
	<b>Total CON</b>		-	-	-	-	\$2,361,000	\$598,000	\$2,361,000	\$2,959,000
UT	DC/ STATE		\$11,000	\$15,200	-	-	-	-	\$15,200	\$26,200
UT	STBG		\$202,000	\$209,800	-	-	-	-	\$209,800	\$411,800
	<b>Total UT</b>		\$213,000	\$225,000	-	-	-	-	\$225,000	\$438,000
	<b>Total Programmed</b>		\$1,280,000	\$514,000	\$281,000	\$281,000	\$2,666,000	\$598,000	\$3,742,000	\$5,620,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/252022	8/252022
23-14 Amendment 2023-2026	03/17/2023	N/A	N/A
23-44 Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2 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 \$4,451,000 to \$5,620,000

**ATTACHMENT B - SUMMARY REPORT FOR TIP ACTION 23-49.2 FORMAL AMENDMENT  
TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR CONSIDERATION BY THE TPB STEERING COMMITTEE ON NOV. 1, 2024**

MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION									
TIP ID	PROJECT TITLE	4-YEAR PROGRAM TOTAL CHANGE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	4-YEAR PROGRAM CHANGE SUMMARY	TOTAL COST CHANGE SUMMARY
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$0	\$13,499,000	\$6,499,000	(\$7,000,000)	-52	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 25 in PE from \$120,000 to \$117,000</li> <li>- Decrease funds in FFY 26 in PE from \$120,000 to \$117,000</li> <li>HSIP <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PE for \$351,000 ROW for \$225,000</li> </ul> </li> <li>▶ Add funds in FFY 26 in PE for \$351,000 ROW for \$225,000</li> <li>STBG <ul style="list-style-type: none"> <li>- Decrease funds in FFY 25 in PE from \$660,000 to \$312,000</li> <li>- Decrease funds in FFY 25 in ROW from \$225,000 to \$0</li> <li>- Decrease funds in FFY 26 in PE from \$660,000 to \$312,000</li> <li>- Decrease funds in FFY 26 in ROW from \$225,000 to \$0</li> <li>- Decrease funds in FFY 26 in UT from \$662,000 to \$0</li> </ul> </li> </ul> <p>Total project cost decreased from \$13,499,000 to \$6,499,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 27 in CON from \$7,000,000 to \$0</li> <li>Decrease funds in FFY 27 in UT from \$1,764,000 to \$0</li> <li>DC/STATE <ul style="list-style-type: none"> <li>- Decrease funds in FFY 27 in PE from \$84,000 to \$63,000</li> <li>+ Increase funds in FFY 27 in UT from \$0 to \$88,000</li> </ul> </li> <li>- Decrease funds in FFY 28 in PE from \$14,000 to \$11,000</li> <li>+ Increase funds in FFY 28 in UT from \$0 to \$88,000</li> <li>HSIP <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in PE for \$189,000 UT for \$794,000</li> <li>▶ Add funds in FFY 28 in PE for \$32,000 UT for \$794,000</li> </ul> </li> <li>STBG <ul style="list-style-type: none"> <li>- Decrease funds in FFY 27 in PE from \$336,000 to \$168,000</li> <li>- Decrease funds in FFY 28 in PE from \$58,000 to \$29,000</li> </ul> </li> </ul>
T6689	MD 225, Hawthorne Road, Bridge Replacement	\$571,000	\$4,451,000	\$5,620,000	\$1,169,000	26	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 23 in CON from \$11,000 to \$0</li> <li>- Decrease funds in FFY 24 in CON from \$52,000 to \$0</li> <li>- Decrease funds in FFY 25 in CON from \$37,000 to \$0</li> <li>▶ Add funds in FFY 26 in PE for \$61,000 CON for \$118,000</li> <li>▶ Add funds in FFY 27 in CON for \$30,000</li> <li>STBG <ul style="list-style-type: none"> <li>- Decrease funds in FFY 23 in CON from \$223,000 to \$0</li> <li>- Decrease funds in FFY 24 in CON from \$1,034,000 to \$0</li> <li>- Decrease funds in FFY 25 in CON from \$738,000 to \$0</li> <li>▶ Add funds in FFY 26 in PE for \$244,000 CON for \$2,243,000</li> </ul> </li> </ul> <p>Total project cost increased from \$4,451,000 to \$5,620,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in CON for \$30,000</li> <li>▶ Add funds in FFY 27 in CON for \$568,000</li> </ul> <p>Total project cost increased from \$4,451,000 to \$5,620,000</p>
T6651	I-95/I-495 MD 4 Bridges Replacement	(\$2,953,000)	\$44,201,000	\$64,559,000	\$20,358,000	46	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in ROW from \$0 to \$53,000</li> <li>- Decrease funds in FFY 25 in CON from \$1,371,000 to \$0</li> <li>+ Increase funds in FFY 26 in ROW from \$0 to \$70,000</li> <li>- Decrease funds in FFY 26 in CON from \$2,439,000 to \$462,000</li> <li>NHPP <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in ROW from \$0 to \$185,000</li> <li>- Decrease funds in FFY 25 in CON from \$5,486,000 to \$0</li> <li>+ Increase funds in FFY 26 in ROW from \$0 to \$247,000</li> </ul> </li> <li>- Decrease funds in FFY 26 in CON from \$9,758,000 to \$8,782,000</li> </ul>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 27 in ROW from \$0 to \$70,000</li> <li>- Decrease funds in FFY 27 in CON from \$3,429,000 to \$991,000</li> <li>+ Increase funds in FFY 28 in ROW from \$0 to \$70,000</li> <li>+ Increase funds in FFY 28 in CON from \$0 to \$877,000</li> <li>+ Increase funds in FFY 29 in ROW from \$0 to \$70,000</li> <li>+ Increase funds in FFY 29 in CON from \$0 to \$420,000</li> <li>▶ Add funds in FFY 30 in ROW for \$12,000</li> <li>NHPP <ul style="list-style-type: none"> <li>+ Increase funds in FFY 27 in ROW from \$0 to \$247,000</li> </ul> </li> <li>+ Increase funds in FFY 27 in CON from \$13,718,000 to \$18,830,000</li> </ul>
T13601	National Electric Vehicle Infrastructure (NEVI) Program	\$166,000	\$25,916,000	\$27,699,000	\$1,783,000	7	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in PE from \$1,000 to \$3,000</li> <li>+ Increase funds in FFY 26 in PE from \$21,000 to \$28,000</li> <li>STBG <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in PE from \$3,000 to \$8,000</li> </ul> </li> <li>+ Increase funds in FFY 26 in PE from \$62,000 to \$82,000</li> <li>NEVI <ul style="list-style-type: none"> <li>+ Increase funds in FFY 25 in PE from \$17,000 to \$43,000</li> </ul> </li> <li>+ Increase funds in FFY 26 in PE from \$330,000 to \$436,000</li> </ul> <p>Total project cost increased from \$25,916,000 to \$27,699,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>Private</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 27 in CON from \$1,238,000 to \$1,464,000</li> <li>+ Increase funds in FFY 28 in CON from \$825,000 to \$844,000</li> <li>+ Increase funds in FFY 29 in CON from \$107,000 to \$126,000</li> <li>+ Increase funds in FFY 30 in CON from \$270,000 to \$289,000</li> <li>▶ Add funds in FFY 31 in CON for \$19,000</li> <li>▶ Add funds in FFY 32 in CON for \$19,000</li> <li>NEVI <ul style="list-style-type: none"> <li>+ Increase funds in FFY 27 in CON from \$4,950,000 to \$5,856,000</li> <li>+ Increase funds in FFY 28 in CON from \$3,300,000 to \$3,378,000</li> <li>+ Increase funds in FFY 29 in CON from \$429,000 to \$507,000</li> <li>+ Increase funds in FFY 30 in CON from \$1,079,000 to \$1,157,000</li> <li>▶ Add funds in FFY 31 in CON for \$78,000</li> <li>▶ Add funds in FFY 32 in CON for \$78,000</li> </ul> </li> </ul> <p>Total project cost increased from \$25,916,000 to \$27,699,000</p>



T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$ 16,837,915	\$57,080,000	\$52,739,000	(\$4,341,000)	-8	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in PE from \$63,000 to \$309,000</li> <li>- Decrease funds in FFY 23 in ROW from \$500,000 to \$21,000</li> <li>+ Increase funds in FFY 24 in PE from \$10,000 to \$246,000</li> <li>- Decrease funds in FFY 24 in ROW from \$960,000 to \$730,000</li> <li>+ Increase funds in FFY 25 in PE from \$10,000 to \$95,000</li> <li>+ Increase funds in FFY 25 in ROW from \$960,000 to \$1,107,000</li> <li>- Decrease funds in FFY 25 in UT from \$144,000 to \$40,000</li> <li>+ Increase funds in FFY 26 in PE from \$10,000 to \$32,000</li> <li>+ Increase funds in FFY 26 in ROW from \$0 to \$235,000</li> <li>- Decrease funds in FFY 26 in UT from \$173,000 to \$65,000</li> </ul> <p>HSIP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 25 in PE for \$665,000 ROW for \$4,809,000 UT for \$760,000</li> <li>▶ Add funds in FFY 26 in PE for \$607,000 ROW for \$4,465,000 UT for \$1,235,000</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 23 in PE from \$1,187,000 to \$1,235,000</li> <li>- Decrease funds in FFY 23 in ROW from \$4,500,000 to \$87,000</li> <li>+ Increase funds in FFY 24 in PE from \$490,000 to \$984,000</li> <li>- Decrease funds in FFY 24 in ROW from \$8,640,000 to \$2,920,000</li> <li>- Decrease funds in FFY 25 in PE from \$490,000 to \$240,000</li> <li>- Decrease funds in FFY 25 in ROW from \$8,640,000 to \$1,135,000</li> <li>- Decrease funds in FFY 25 in UT from \$1,297,000 to \$0</li> <li>▶ Delete funds in FFY 26 in PE for \$490,000</li> </ul> <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> <li>▶ Delete funds in FFY 27 in PE for \$500,000 CON for \$17,339,000</li> <li>▶ Add funds in FFY 30 in CON for \$18,000,000</li> </ul> <p>NHPP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 22 in PE from \$458,000 to \$724,000</li> </ul> <p>DC/STATE</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in PE for \$32,000 ROW for \$39,000 UT for \$75,000</li> <li>▶ Add funds in FFY 28 in PE for \$32,000 UT for \$85,000</li> <li>▶ Add funds in FFY 29 in UT for \$6,000</li> </ul> <p>HSIP</p> <ul style="list-style-type: none"> <li>▶ Add funds in FFY 27 in PE for \$607,000 ROW for \$737,000 UT for \$1,425,000</li> <li>▶ Add funds in FFY 28 in PE for \$607,000 UT for \$1,615,000</li> <li>▶ Add funds in FFY 29 in UT for \$119,000</li> </ul> <p>Total project cost decreased from \$57,080,000 to \$52,739,000</p>
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**ATTACHMENT C - FUNDING CHANGE DETAIL REPORT FOR  
TIP ACTION 23-49.2: FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

SOURCE	TIP ACTION	PRIOR TOTAL	2023					2024					2025					2026					PROGRAM TOTAL	FUTURE TOTAL	GRAND TOTAL	
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL				
<b>TIP ID T13601 - National Electric Vehicle Infrastructure (NEVI) Program</b>																										
DC/STATE	23-33.2							\$ 19,000					\$ 19,000	\$ 1,000				\$ 1,000	\$ 21,000				\$ 21,000	\$ 41,000		\$ 41,000
	23-49.2							\$ 19,000					\$ 19,000	\$ 3,000				\$ 3,000	\$ 28,000				\$ 28,000	\$ 50,000		\$ 50,000
	DELTA													\$ 2,000				\$ 2,000	\$ 7,000				\$ 7,000	\$ 9,000		\$ 9,000
NEVI	23-33.2							\$ 297,000					\$ 297,000	\$ 17,000		\$ 6,039,000		\$ 6,056,000	\$ 330,000		\$ 4,290,000		\$ 4,620,000	\$ 10,973,000	\$ 9,758,000	\$ 20,731,000
	23-49.2							\$ 297,000					\$ 297,000	\$ 43,000		\$ 6,039,000		\$ 6,082,000	\$ 436,000		\$ 4,290,000		\$ 4,726,000	\$ 11,105,000	\$ 11,054,000	\$ 22,159,000
	DELTA													\$ 26,000				\$ 26,000	\$ 106,000				\$ 132,000	\$ 1,296,000	\$ 1,428,000	
Private	23-33.2														\$ 1,510,000		\$ 1,510,000				\$ 1,073,000		\$ 1,073,000	\$ 2,583,000	\$ 2,440,000	\$ 5,023,000
	23-49.2														\$ 1,510,000		\$ 1,510,000				\$ 1,073,000		\$ 1,073,000	\$ 2,583,000	\$ 2,761,000	\$ 5,344,000
	DELTA																						\$ -	\$ 321,000	\$ 321,000	
STBG	23-33.2							\$ 56,000					\$ 56,000	\$ 3,000				\$ 3,000	\$ 62,000				\$ 62,000	\$ 121,000		\$ 121,000
	23-49.2							\$ 56,000					\$ 56,000	\$ 8,000				\$ 8,000	\$ 82,000				\$ 82,000	\$ 146,000		\$ 146,000
	DELTA													\$ 5,000				\$ 5,000	\$ 20,000				\$ 20,000	\$ 25,000		\$ 25,000
TOTAL	23-33.2							\$ 372,000					\$ 372,000	\$ 21,000		\$ 7,549,000		\$ 7,570,000	\$ 413,000		\$ 5,363,000		\$ 5,776,000	\$ 13,718,000	\$ 12,198,000	\$ 25,916,000
	23-49.2							\$ 372,000					\$ 372,000	\$ 54,000		\$ 7,549,000		\$ 7,603,000	\$ 546,000		\$ 5,363,000		\$ 5,909,000	\$ 13,884,000	\$ 13,815,000	\$ 27,699,000
	DELTA													\$ 33,000				\$ 33,000	\$ 133,000				\$ 133,000	\$ 166,000	\$ 1,617,000	\$ 1,783,000
<b>TIP ID T11615 - MD 6 La Plata Safety and Accessibility Improvements Project</b>																										
DC/STATE	23-40		\$ 101,000				\$ 101,000	\$ 120,000					\$ 120,000	\$ 120,000	\$ 25,000			\$ 145,000	\$ 120,000	\$ 25,000		\$ 73,000	\$ 218,000	\$ 584,000	\$ 98,000	\$ 682,000
	23-49.2		\$ 101,000				\$ 101,000	\$ 120,000					\$ 120,000	\$ 117,000	\$ 25,000			\$ 142,000	\$ 117,000	\$ 25,000		\$ 73,000	\$ 215,000	\$ 578,000	\$ 250,000	\$ 828,000
	DELTA													\$ (3,000)				\$ (3,000)	\$ (3,000)				\$ (3,000)	\$ (6,000)	\$ 152,000	\$ 146,000
HSIP	23-49.2													\$ 351,000	\$ 225,000			\$ 576,000	\$ 351,000	\$ 225,000		\$ 662,000	\$ 1,238,000	\$ 1,814,000	\$ 1,809,000	\$ 3,623,000
	23-40		\$ 566,000				\$ 566,000	\$ 661,000					\$ 661,000	\$ 660,000	\$ 225,000			\$ 885,000	\$ 660,000	\$ 225,000		\$ 662,000	\$ 1,547,000	\$ 3,659,000	\$ 394,000	\$ 4,053,000
	23-49.2		\$ 566,000				\$ 566,000	\$ 661,000					\$ 661,000	\$ 312,000				\$ 312,000	\$ 312,000				\$ 312,000	\$ 1,851,000	\$ 197,000	\$ 2,048,000
TBD	23-40													\$ (348,000)	\$ (225,000)			\$ (573,000)	\$ (348,000)	\$ (225,000)		\$ (662,000)	\$ (1,235,000)	\$ (1,808,000)	\$ (197,000)	\$ (2,005,000)
	23-49.2																						\$ -	\$ 8,764,000	\$ 8,764,000	
	DELTA																						\$ -	\$ (8,764,000)	\$ (8,764,000)	
TOTAL	23-40						\$ 667,000	\$ 781,000					\$ 781,000	\$ 780,000	\$ 250,000			\$ 1,030,000	\$ 780,000	\$ 250,000		\$ 735,000	\$ 1,765,000	\$ 4,243,000	\$ 2,256,000	\$ 6,499,000
	23-49.2		\$ 667,000				\$ 667,000	\$ 781,000					\$ 781,000	\$ 780,000	\$ 250,000			\$ 1,030,000	\$ 780,000	\$ 250,000		\$ 735,000	\$ 1,765,000	\$ 4,243,000	\$ 2,256,000	\$ 6,499,000
	DELTA																						\$ -	\$ (7,000,000)	\$ (7,000,000)	
<b>TIP ID T6689 - MD 225, Hawthorne Road, Bridge Replacement</b>																										
DC/STATE	23-44	\$ 932,000	\$ 92,000		\$ 11,000	\$ 15,200	\$ 118,200	\$ 56,200			\$ 52,000		\$ 108,200	\$ 56,200		\$ 37,000		\$ 93,200						\$ 319,600		\$ 1,251,600
	23-49.2	\$ 932,000	\$ 92,000		\$ 15,200	\$ 107,200	\$ 56,200						\$ 56,200	\$ 56,200				\$ 56,200	\$ 61,000		\$ 118,000		\$ 179,000	\$ 398,600	\$ 30,000	\$ 1,360,600
	DELTA				\$ (11,000)	\$ (11,000)					\$ (52,000)		\$ (52,000)					\$ (37,000)	\$ 61,000		\$ 118,000		\$ 179,000	\$ 79,000	\$ 30,000	\$ 109,000
STBG	23-44	\$ 348,000	\$ 197,000		\$ 223,000	\$ 209,800	\$ 629,800	\$ 224,800			\$ 1,034,000		\$ 1,258,800	\$ 224,800		\$ 738,000		\$ 962,800						\$ 2,851,400		\$ 3,199,400
	23-49.2	\$ 348,000	\$ 197,000		\$ 209,800	\$ 406,800	\$ 224,800						\$ 224,800	\$ 224,800				\$ 224,800	\$ 244,000		\$ 2,243,000		\$ 2,487,000	\$ 3,343,400	\$ 568,000	\$ 4,259,400
	DELTA				\$ (223,000)	\$ (223,000)				\$ (1,034,000)		\$ (1,034,000)			\$ (738,000)		\$ (738,000)	\$ 244,000		\$ 2,243,000		\$ 2,487,000	\$ 492,000	\$ 568,000	\$ 1,060,000	
TOTAL	23-44	\$ 1,280,000	\$ 289,000		\$ 234,000	\$ 225,000	\$ 748,000	\$ 281,000			\$ 1,086,000		\$ 1,367,000	\$ 281,000		\$ 775,000		\$ 1,056,000						\$ 3,171,000		\$ 4,451,000
	23-49.2	\$ 1,280,000	\$ 289,000		\$ 225,000	\$ 514,000	\$ 281,000						\$ 281,000	\$ 281,000				\$ 281,000	\$ 305,000		\$ 2,361,000		\$ 2,666,000	\$ 3,742,000	\$ 598,000	\$ 5,620,000
	DELTA				\$ (234,000)	\$ (234,000)				\$ (1,086,000)		\$ (1,086,000)			\$ (775,000)		\$ (775,000)	\$ 305,000		\$ 2,361,000		\$ 2,666,000	\$ 571,000	\$ 598,000	\$ 1,169,000	
<b>TIP ID T6651 - I-95/I-495 MD 4 Bridges Replacement</b>																										
DC/STATE	23-44	\$ 63,000	\$ 9,000			\$ 9,000	\$ 277,000				\$ 300,000	\$ 577,000	\$ 1,000		\$ 1,371,000	\$ 100,000	\$ 1,472,000				\$ 2,439,000		\$ 2,439,000	\$ 4,497,000	\$ 3,429,000	\$ 7,989,000
	23-49.2	\$ 63,000	\$ 9,000			\$ 9,000	\$ 277,000				\$ 300,000	\$ 577,000	\$ 1,000	\$ 53,000	\$ 100,000		\$ 154,000		\$ 70,000	\$ 462,000		\$ 532,000	\$ 1,272,000	\$ 2,510,000	\$ 3,845,000	
	DELTA													\$ 53,000			\$ (1,318,000)		\$ 70,000	\$ (1,977,000)		\$ (1,907,000)	\$ (3,225,000)	\$ (919,000)	\$ (4,144,000)	
NHPP	23-44	\$ 325,000	\$ 397,000			\$ 397,000	\$ 2,995,000				\$ 1,200,000	\$ 4,195,000	\$ 1,289,000		\$ 5,486,000	\$ 400,000	\$ 7,175,000	\$ 644,000		\$ 9,758,000		\$ 10,402,000	\$ 22,169,000	\$ 13,718,000	\$ 36,212,000	
	23-49.2	\$ 325,000	\$ 397,000			\$ 397,000	\$ 2,995,000				\$ 1,200,000	\$ 4,195,000	\$ 1,289,000	\$ 185,000	\$ 400,000		\$ 1,874,000	\$ 644,000	\$ 247,000	\$ 8,782,000		\$ 9,673,000	\$ 16,139,000	\$ 44,250,000	\$ 60,714,000	
	DELTA													\$ 185,000	\$ (5,486,000)		\$ (5,301,000)		\$ 247,000	\$ (976,000)		\$ (729,000)	\$ (6,030,000)	\$ 30,532,000	\$ 24,502,000	
TOTAL	23-44	\$ 388,000	\$ 406,000			\$ 406,000	\$ 3,272,000				\$ 1,500,000	\$ 4,772,000	\$ 1,290,000		\$ 6,857,000	\$ 500,000	\$ 8,647,000	\$ 644,000		\$ 12,197,000		\$ 12,841,000	\$ 26,666,000	\$ 17,147,000	\$ 44,201,000	
	23-49.2	\$ 388,000	\$ 406,000			\$ 406,000	\$ 3,272,000				\$ 1,500,000	\$ 4,772,000	\$ 1,290,000	\$ 238,000	\$ 500,000		\$ 2,028,000	\$ 644,000	\$ 317,000	\$ 9,244,000		\$ 10,205,000	\$ 17,411,000	\$ 46,760,000	\$ 64,559,000	
	DELTA													\$ 238,000	\$ (6,857,000)		\$ (6,619,000)		\$ 317,000	\$ (2,953,000)		\$ (2,636,000)	\$ (9,255,000)	\$ 29,613,000	\$ 20,358,000	
<b>TIP ID T5420 - MD 97 at Montgomery Hills Highway Reconstruction</b>																										
DC/STATE	23-00	\$ 4,823,000	\$ 28,000	\$ 85		\$ 28,085					\$ 85,000		\$ 85,000										\$ 113,085		\$ 4,936,085	
	23-49.2	\$ 3,306,000	\$ 309,000	\$ 21,000		\$ 330,000	\$ 246,000	\$ 730,000					\$ 976,000	\$ 95,000	\$ 1,107,000		\$ 40,000	\$ 1,242,000	\$ 32,000	\$ 235,000		\$ 65,000	\$ 332,000	\$ 2,880,000	\$ 269,000	\$ 6,455,000
	DELTA	\$ (1,517,000)	\$ 281,000	\$ 20,915		\$ 301,915	\$ 246,000	\$ 645,000					\$ 891,000	\$ 95,000	\$ 1,107,000		\$ 40,000	\$ 1,242,000	\$ 32,000	\$ 235,000						



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary

October 25, 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 five existing projects on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates SHA's programmed project expenditures and project schedule in FY 2023-2026 and beyond including changes to the federal funding sources. These projects are already included in the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction	(\$4,341)	Adds new preliminary engineering, utilities, and construction funds and decreases right-of-way funds.
6651	I-95/I-495 MD 4 Bridges Replacement	\$20,358	Adds right-of-way funds and construction funds.
6689	MD 225, Hawthorne Road, Bridge Replacement	\$1,169	Adds new preliminary engineering and construction funds.
11615	MD 6 La Plata Safety and Accessibility Improvements Project	(\$7,000)	Decreases construction funds.
13601	National Electric Vehicle Infrastructure (NEVI) Program	\$1,783	Adds new preliminary engineering and construction funds.

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

The Honorable Christina Henderson  
Page Two

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

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is 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

**MEMORANDUM**

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

**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER

**FROM:** OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)  
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
CHIEF TARA PENDERS

**SUBJECT:** REQUEST TO AMEND THE FY 2023-2026 NATIONAL CAPITAL  
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) *TJP* 10/24/2024

**DATE:** OCTOBER 24, 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 amendment.

**SUMMARY**

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

TIP	PROJECT	PHASE	NEW FUNDING
T5420	MD 97 at Montgomery Hills Highway Reconstruction	PE	\$2,387,000
		RW	(\$7,915,000)
		UT	\$526,000
		CO	\$661,000
T6651	I-95/I-495 MD 4 Bridges Replacement	RW	\$1,559,000
		CO	\$18,799,000
T6689	MD 225, Hawthorne Road, Bridge Replacement	PE	\$305,000
		CO	\$864,000
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	PE	N/A
		RW	N/A
		CO	(\$7,000,000)
T13601	National Electric Vehicle Infrastructure (NEVI) Program	PE	\$166,000
		CO	\$1,617,000

## **ANALYSIS**

*MD 97 at Montgomery Hills Highway Reconstruction (T5420)* – This requested amendment reflects the addition of \$2,387,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T5420 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the reduction of \$7,915,000 in funds for the right-of-way phase, an addition of \$526,000 for utilities, and an addition of \$661,000 for the construction phase. This action reflects the conversion of \$12,864,000 in federal NHPP to federal HSIP funds, the conversion of \$2,229,000 of future funds to HSIP, and the addition of \$572,000 of federal HSIP funds. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$57,080,000 to \$52,739,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*I-95/I-495 MD 4 Bridges Replacement (T6651)* – This requested amendment reflects the addition of \$1,559,000 in FY 2023-2026 TPB TIP funding for the right-of-way phase for T6651 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$31,047,000 in funds and the reduction of \$12,248,000 in funds for the construction phase, which constitutes a net increase of \$18,799,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$44,201,000 to \$64,559,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*MD 225, Hawthorne Road, Bridge Replacement (T6689)* – This requested amendment reflects the addition of \$305,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T6689 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$2,959,000 in funds and the reduction of \$2,095,000 in funds for the construction phase, which constitutes a net increase of \$864,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$4,451,000 to \$5,620,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

*MD 6 La Plata Safety and Accessibility Improvements Project (T11615)* – This requested amendment reflects the conversion of \$923,000 in federal STBG funding to federal HSIP funding for the preliminary engineering phase for T11615 in the FY 2023-2026 TPB TIP to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment reflects the conversion of \$450,000 in federal STBG funds to federal HSIP funds for the right-of-way phase. This amendment also reflects the reduction of \$7,000,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$13,499,000 to \$6,499,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

*National Electric Vehicle Infrastructure (NEVI) Program (T13601)* – This requested amendment reflects the addition of \$166,000 in FY 2023-2026 TPB TIP funding for the preliminary engineering phase for T13601 to accommodate SHA updated programmed project expenditures and project schedule in FY 2023-2026. This amendment also reflects the addition of \$1,617,000 in funds for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$25,916,000 to \$27,699,000, which includes funding programmed in years beyond the FY 2023-2026 TPB TIP.

Ms. Michelle Martin  
Page Three

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 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 OPPE, RIPD Regional Planner, Mr. David Rodgers, at 410-545-5670 or [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T5420 report
- FY 2022-2025 Maryland STIP project TPB T5420 report
- FY 2023-2026 TPB TIP project T6651 report
- FY 2022-2025 Maryland STIP project TPB 6651 report
- FY 2023-2026 TPB TIP project T6689 report
- FY 2022-2025 Maryland STIP project TPB 6689 report
- FY 2023-2026 TPB TIP project T11615 report
- FY 2022-2025 Maryland STIP project TPB 11615 report
- FY 2023-2026 TPB TIP project T13601 report
- FY 2022-2025 Maryland STIP project TPB 13601 report

cc: Maurice Agostino, P.E., Director, Office of Structures (OOS), SHA  
Mr. Timothy Briner, Team Leader, Project Management, OOS, SHA  
Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), Office of Highway Development (OHD), SHA  
Mr. Sean Boyle, Transportation Design Engineer, HDD, OHD, SHA  
Jeff Davis, P.E., AICP, Deputy Director, OHD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, OHD, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Mr. John Narer, P.E., Team Leader, Project Management, OOS, SHA  
Ms. Kelly Nash, P.E., Deputy Director, OOS, SHA  
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA  
Mr. David Schlie, Regional Planner, RIPD, OPPE, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA  
Kimberly Tran, P.E., District Engineer, District 5, SHA



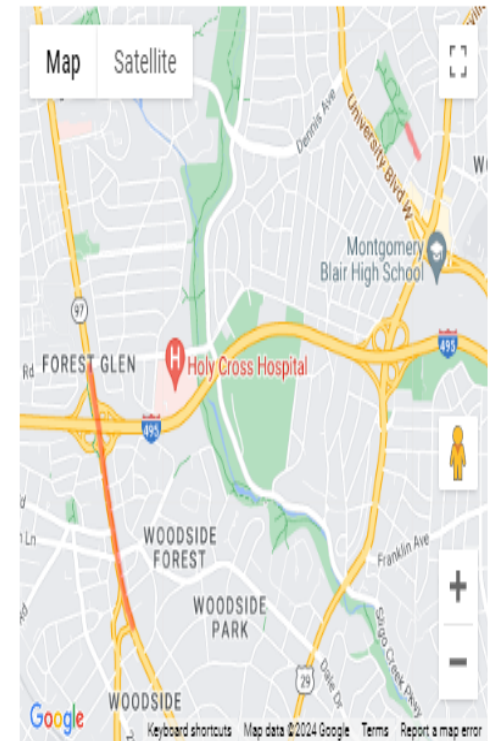
National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
 ALL 23TIP TIP ACTIONS

**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** \$52,739,000  
**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	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HSIP		-	-	-	\$665,000	\$607,000	\$1,214,000	\$1,272,000	\$2,486,000
PE	NHPP		\$988,000	\$1,235,000	\$984,000	\$240,000	-	-	\$2,459,000	\$3,447,000
PE	DC/STATE		\$3,306,000	\$309,000	\$246,000	\$95,000	\$32,000	\$64,000	\$682,000	\$4,052,000
		<b>Total PE</b>	<b>\$4,294,000</b>	<b>\$1,544,000</b>	<b>\$1,230,000</b>	<b>\$1,000,000</b>	<b>\$639,000</b>	<b>\$1,278,000</b>	<b>\$4,413,000</b>	<b>\$9,985,000</b>
ROW	HSIP		-	-	-	\$4,809,000	\$4,465,000	\$737,000	\$9,274,000	\$10,011,000
ROW	NHPP		-	\$87,000	\$2,920,000	\$1,135,000	-	-	\$4,142,000	\$4,142,000
ROW	DC/STATE		-	\$21,000	\$730,000	\$1,107,000	\$235,000	\$39,000	\$2,093,000	\$2,132,000
		<b>Total ROW</b>	<b>-</b>	<b>\$108,000</b>	<b>\$3,650,000</b>	<b>\$7,051,000</b>	<b>\$4,700,000</b>	<b>\$776,000</b>	<b>\$15,509,000</b>	<b>\$16,285,000</b>
CON	TBD		-	-	-	-	-	\$18,000,000	-	\$18,000,000
		<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$18,000,000</b>	<b>-</b>	<b>\$18,000,000</b>
UT	HSIP		-	-	-	\$760,000	\$1,235,000	\$3,159,000	\$1,995,000	\$5,154,000
UT	DC/STATE		-	-	-	\$40,000	\$65,000	\$166,000	\$105,000	\$271,000
		<b>Total UT</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$800,000</b>	<b>\$1,300,000</b>	<b>\$3,325,000</b>	<b>\$2,100,000</b>	<b>\$5,425,000</b>
PLANNING	LOCAL		\$3,044,000	-	-	-	-	-	-	\$3,044,000
		<b>Total PLANNING</b>	<b>\$3,044,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,044,000</b>
		<b>Total Programmed</b>	<b>\$7,338,000</b>	<b>\$1,652,000</b>	<b>\$4,880,000</b>	<b>\$8,851,000</b>	<b>\$6,639,000</b>	<b>\$23,379,000</b>	<b>\$22,022,000</b>	<b>\$52,739,000</b>



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-07.2	Amendment 2023-2026	11/16/2022	Pending	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$57,080,000 to \$52,739,000



# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420

**SUMMARY TABLE**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction	B	Nonattainment	CE (2019)	\$ 25,702	\$ 2,670	\$ 28,372
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT SHA	TPB	SHA-M-3	\$ (12,143)	\$ 59	\$ (12,084)

**Description** Safety and accessibility improvements to MD 97 in Montgomery Hills between MD 192 and MD 390

**Justification** Project will address safety and accessibility for 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)	Total	\$ 481	\$ 6,250	\$ 10,100	\$ 11,541	\$ 28,372			
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 458	\$ 5,687	\$ 9,130	\$ 10,427	\$ 25,702			
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ 23	\$ 563	\$ 970	\$ 1,114	\$ 2,670			
<input type="checkbox"/> D) Other	Proposed (000s)	Total	\$ 905	\$ 1,652	\$ 4,880	\$ 8,851	\$ 16,288			
		Federal	\$ 724	\$ 1,322	\$ 3,904	\$ 7,609	\$ 13,559			
		State/Local	\$ 181	\$ 330	\$ 976	\$ 1,242	\$ 2,729			
	Change (000s)	Total	\$ 424	\$ (4,598)	\$ (5,220)	\$ (2,690)	\$ (12,084)			
		Federal	\$ 266	\$ (4,365)	\$ (5,226)	\$ (2,818)	\$ (12,143)			
		State/Local	\$ 158	\$ (233)	\$ 6	\$ 128	\$ 59			



**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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 458	\$ -	\$ 1,187	\$ -	\$ 490	\$ -	\$ 490	\$ -	\$ 2,625	\$ -	\$ 2,625
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 20	\$ 20
	State	\$ -	\$ 23	\$ -	\$ 63	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 86	\$ 86
ROW	NHPP	\$ -	\$ -	\$ 4,500	\$ -	\$ 8,640	\$ -	\$ 8,640	\$ -	\$ 21,780	\$ -	\$ 21,780
	HSIP	\$ -	\$ -	\$ -	\$ 500	\$ -	\$ 960	\$ -	\$ 960	\$ -	\$ 2,420	\$ 2,420
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,297	\$ -	\$ 1,297	\$ -	\$ 1,297
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144	\$ 144
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 458	\$ 23	\$ 5,687	\$ 563	\$ 9,130	\$ 970	\$ 10,427	\$ 1,114	\$ 25,702	\$ 2,670	\$ 28,372

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 724	\$ -	\$ 1,235	\$ -	\$ 984	\$ -	\$ 240	\$ -	\$ 3,183	\$ -	\$ 3,183
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 665	\$ -	\$ 665	\$ -	\$ 665
	State	\$ -	\$ 181	\$ -	\$ 309	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 831	\$ 831
ROW	NHPP	\$ -	\$ -	\$ 87	\$ -	\$ 2,920	\$ -	\$ 1,135	\$ -	\$ 4,142	\$ -	\$ 4,142
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,809	\$ -	\$ 4,809	\$ -	\$ 4,809
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ -	\$ 1,107	\$ -	\$ 1,858	\$ 1,858
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
<b>Total</b>		\$ 724	\$ 181	\$ 1,322	\$ 330	\$ 3,904	\$ 976	\$ 7,609	\$ 1,242	\$ 13,559	\$ 2,729	\$ 16,288

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 266	\$ -	\$ 48	\$ -	\$ 494	\$ -	\$ (250)	\$ -	\$ 558	\$ -	\$ 558
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (10)	\$ 665	\$ (10)	\$ 665	\$ (20)	\$ 645
	State	\$ -	\$ 158	\$ -	\$ 246	\$ -	\$ 246	\$ -	\$ 95	\$ -	\$ 745	\$ 745
ROW	NHPP	\$ -	\$ -	\$ (4,413)	\$ -	\$ (5,720)	\$ -	\$ (7,505)	\$ -	\$ (17,638)	\$ -	\$ (17,638)
	HSIP	\$ -	\$ -	\$ -	\$ (500)	\$ -	\$ (960)	\$ 4,809	\$ (960)	\$ 4,809	\$ (2,420)	\$ 2,389
	State	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 730	\$ (1,297)	\$ 1,107	\$ (1,297)	\$ 1,858	\$ 561
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (144)	\$ -	\$ (144)	\$ (144)
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 760	\$ -	\$ 760	\$ -	\$ 760
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ -	\$ 40	\$ 40
<b>Total</b>		\$ 266	\$ 158	\$ (4,365)	\$ (233)	\$ (5,226)	\$ 6	\$ (2,818)	\$ 128	\$ (12,143)	\$ 59	\$ (12,084)
<b>TOTAL PROJECT COST</b>												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ 264	Federal		\$ 13,559	Federal		\$ 25,817	Federal		\$ 39,640	
State/Local		\$ 6,169	State/Local		\$ 2,729	State/Local/Other		\$ 4,201	State/Local		\$ 13,099	
<b>Total</b>		\$ 6,433	<b>Total</b>		\$ 16,288	<b>Total</b>		\$ 30,018	<b>Total</b>		\$ 52,739	



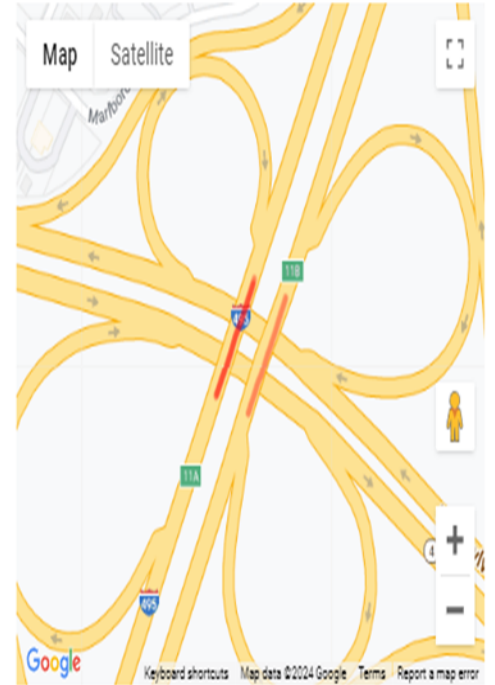
National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
 ALL 23TIP TIP ACTIONS

**TIP ID** T6651  
**Project Name** I-95/I-495 MD 4 Bridges Replacement  
**Project Limits**  
**Description** Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.

**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Prince Georges  
**Municipality**  
**Agency Project ID** PG0191

**Project Type** Bridge - Replace  
**Total Cost** \$64,559,000  
**Completion Date** 2029

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$644,000	-	\$5,325,000	\$5,650,000
PE		DC/STATE	\$63,000	\$9,000	\$277,000	\$1,000	-	-	\$287,000	\$350,000
<b>Total PE</b>			\$388,000	\$406,000	\$3,272,000	\$1,290,000	\$644,000	-	\$5,612,000	\$6,000,000
ROW		NHPP	-	-	-	\$185,000	\$247,000	\$782,000	\$432,000	\$1,214,000
ROW		DC/STATE	-	-	-	\$53,000	\$70,000	\$222,000	\$123,000	\$345,000
<b>Total ROW</b>			-	-	-	\$238,000	\$317,000	\$1,004,000	\$555,000	\$1,559,000
CON		NHPP	-	-	-	-	\$8,782,000	\$43,468,000	\$8,782,000	\$52,250,000
CON		DC/STATE	-	-	-	-	\$462,000	\$2,288,000	\$462,000	\$2,750,000
<b>Total CON</b>			-	-	-	-	\$9,244,000	\$45,756,000	\$9,244,000	\$55,000,000
UT		NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000	\$1,600,000
UT		DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000	\$400,000
<b>Total UT</b>			-	-	\$1,500,000	\$500,000	-	-	\$2,000,000	\$2,000,000
<b>Total Programmed</b>			\$388,000	\$406,000	\$4,772,000	\$2,028,000	\$10,205,000	\$46,760,000	\$17,411,000	\$64,559,000



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-09.2	Amendment 2023-2026	01/18/2023	2/8/2024	2/8/2024
23-44	Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2	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 \$44,201,000 to \$64,559,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6651 MC# 22-162 Approved 6/11/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 at MD 4 Bridges Replacement (PG0191)	B	Nonattainment	PCE anticipated (tbd)	\$ 11,826	\$ 2,064	\$ 13,890
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-PG-2 FY 2024	\$ (5,301)	\$ (1,318)	\$ (6,619)
Description	Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.					
Justification	The existing structures, built in 1963, are nearing the end of their useful service life.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	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	<b>Total</b>		\$ 65	\$ 406	\$ 4,772	\$ 8,647	\$ 13,890		\$ 13,890
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Proposed	Federal	\$ 59	\$ 397	\$ 4,195	\$ 7,175	\$ 11,826		\$ 11,826	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ 6	\$ 9	\$ 577	\$ 1,472	\$ 2,064		\$ 2,064	
<input type="checkbox"/> D) Other	Change	<b>Total</b>		\$ 65	\$ 406	\$ 4,772	\$ 2,028	\$ 7,271		\$ 7,271
		Federal	\$ 59	\$ 397	\$ 4,195	\$ 1,874	\$ 6,525		\$ 6,525	
	State/Local	\$ 6	\$ 9	\$ 577	\$ 154	\$ 746		\$ 746		
	Change	<b>Total</b>		\$ -	\$ -	\$ -	\$ (6,619)	\$ (6,619)		\$ (6,619)
		Federal	\$ -	\$ -	\$ -	\$ (5,301)	\$ (5,301)		\$ (5,301)	
	State/Local	\$ -	\$ -	\$ -	\$ (1,318)	\$ (1,318)		\$ (1,318)		



## 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	NHPP	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,486	\$ -	\$ 5,486	\$ -	\$ 5,486
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,371	\$ -	\$ 1,371	\$ 1,371
<b>Total</b>		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 7,175	\$ 1,472	\$ 11,826	\$ 2,064	\$ 13,890

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	NHPP	\$ 59	\$ -	\$ 397	\$ -	\$ 2,995	\$ -	\$ 1,289	\$ -	\$ 4,740	\$ -	\$ 4,740
	State	\$ -	\$ 6	\$ -	\$ 9	\$ -	\$ 277	\$ -	\$ 1	\$ -	\$ 293	\$ 293
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ 400	\$ -	\$ 1,600	\$ -	\$ 1,600
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ 100	\$ -	\$ 400	\$ 400
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 59	\$ 6	\$ 397	\$ 9	\$ 4,195	\$ 577	\$ 1,874	\$ 154	\$ 6,525	\$ 746	\$ 7,271

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 185	\$ -	\$ 185	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ 53	
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,486)	\$ -	\$ (5,486)	\$ -	\$ (5,486)	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,371)	\$ -	\$ (1,371)	\$ (1,371)	
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,301)	\$ (1,318)	\$ (5,301)	\$ (1,318)	\$ (6,619)	
<b>TOTAL PROJECT COST</b>													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 57		Federal		\$ 6,525		Federal		\$ 53,923		Federal	\$ 60,505
State/Local		\$ 266		State/Local		\$ 746		State/Local		\$ 3,042		State/Local	\$ 4,054
<b>Total</b>		<b>\$ 323</b>		<b>Total</b>		<b>\$ 7,271</b>		<b>Total</b>		<b>\$ 56,965</b>		<b>Total</b>	<b>\$ 64,559</b>



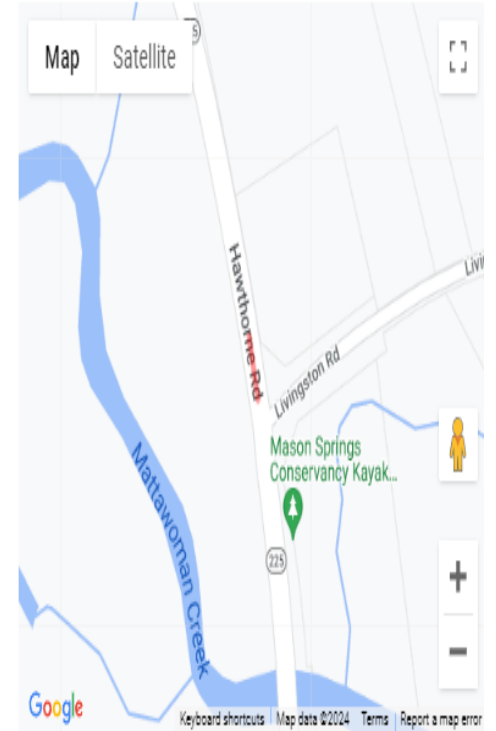
National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
**ALL 23TIP TIP ACTIONS**

**TIP ID** T6689  
**Project Name** MD 225, Hawthorne Road, Bridge Replacement  
**Project Limits**  
**Description** Replacement of MD 5 Bridge 08021 over Mattawoman Creek

**Lead Agency** Maryland Department of Transportation - State Highway Administration  
**County** Charles  
**Municipality** City of Frederick, City of Rockville  
**Agency Project ID** CH1681

**Project Type** Bridge - Replace  
**Total Cost** \$5,620,000  
**Completion Date** 2027

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$921,000	\$92,000	\$56,200	\$56,200	\$61,000	-	\$265,400	\$1,186,400
PE		STBG	\$146,000	\$197,000	\$224,800	\$224,800	\$244,000	-	\$890,600	\$1,036,600
		<b>Total PE</b>	<b>\$1,067,000</b>	<b>\$289,000</b>	<b>\$281,000</b>	<b>\$281,000</b>	<b>\$305,000</b>	<b>-</b>	<b>\$1,156,000</b>	<b>\$2,223,000</b>
CON		DC/STATE	-	-	-	-	\$118,000	\$30,000	\$118,000	\$148,000
CON		STBG	-	-	-	-	\$2,243,000	\$568,000	\$2,243,000	\$2,811,000
		<b>Total CON</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,361,000</b>	<b>\$598,000</b>	<b>\$2,361,000</b>	<b>\$2,959,000</b>
UT		DC/STATE	\$11,000	\$15,200	-	-	-	-	\$15,200	\$26,200
UT		STBG	\$202,000	\$209,800	-	-	-	-	\$209,800	\$411,800
		<b>Total UT</b>	<b>\$213,000</b>	<b>\$225,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$225,000</b>	<b>\$438,000</b>
		<b>Total Programmed</b>	<b>\$1,280,000</b>	<b>\$514,000</b>	<b>\$281,000</b>	<b>\$281,000</b>	<b>\$2,666,000</b>	<b>\$598,000</b>	<b>\$3,742,000</b>	<b>\$5,620,000</b>



**Version History**

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-14	Amendment 2023-2026	03/17/2023	N/A	N/A
23-44	Amendment 2023-2026	08/12/2024	N/A	N/A
23-49.2	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 \$4,451,000 to \$5,620,000


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6689 MC# 22-162 Approved 6/11/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 225 Hawthorne Road Bridges Replacement (TPB 6689)	B	Nonattainment	PCE Approved 2021	\$ 3,188	\$ 391	\$ 3,579
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-CH-1 FY 2024	\$ (1,995)	\$ (100)	\$ (2,095)
Description	Replacement of MD 225 Bridge 08021 over Mattawoman Creek.					
Justification	The existing structure, built in 1951, is nearing the end of its useful service life.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		Current (000s)	<b>Total</b> \$ 408	<b>Total</b> \$ 748	<b>Total</b> \$ 1,367	<b>Total</b> \$ 1,056
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	\$ 336	\$ 630	\$ 1,259	\$ 963	\$ 3,188
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	State/Local	\$ 72	\$ 118	\$ 108	\$ 93	\$ 391
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	<b>Total</b> \$ 408	<b>Total</b> \$ 514	<b>Total</b> \$ 281	<b>Total</b> \$ 281	<b>Total</b> \$ 1,484
<input type="checkbox"/> D) Other	Federal	\$ 336	\$ 407	\$ 225	\$ 225	\$ 1,193
	Change (000s)	<b>Total</b> \$ -	<b>Total</b> \$ (234)	<b>Total</b> \$ (1,086)	<b>Total</b> \$ (775)	<b>Total</b> \$ (2,095)
	Federal	\$ -	\$ (223)	\$ (1,034)	\$ (738)	\$ (1,995)
	State/Local	\$ -	\$ (11)	\$ (52)	\$ (37)	\$ (100)

## 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	STBG	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ 223	\$ -	\$ 1,034	\$ -	\$ 738	\$ -	\$ 1,995	\$ -	\$ 1,995
	State	\$ -	\$ -	\$ -	\$ 11	\$ -	\$ 52	\$ -	\$ 37	\$ -	\$ 100	\$ 100
<b>Total</b>		<b>\$ 336</b>	<b>\$ 72</b>	<b>\$ 630</b>	<b>\$ 118</b>	<b>\$ 1,259</b>	<b>\$ 108</b>	<b>\$ 963</b>	<b>\$ 93</b>	<b>\$ 3,188</b>	<b>\$ 391</b>	<b>\$ 3,579</b>

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	STBG	\$ 134	\$ -	\$ 197	\$ -	\$ 225	\$ -	\$ 225	\$ -	\$ 781	\$ -	\$ 781
	State	\$ -	\$ 61	\$ -	\$ 92	\$ -	\$ 56	\$ -	\$ 56	\$ -	\$ 265	\$ 265
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ 202	\$ -	\$ 210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ -	\$ 412
	State	\$ -	\$ 11	\$ -	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ 26
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 336</b>	<b>\$ 72</b>	<b>\$ 407</b>	<b>\$ 107</b>	<b>\$ 225</b>	<b>\$ 56</b>	<b>\$ 225</b>	<b>\$ 56</b>	<b>\$ 1,193</b>	<b>\$ 291</b>	<b>\$ 1,484</b>

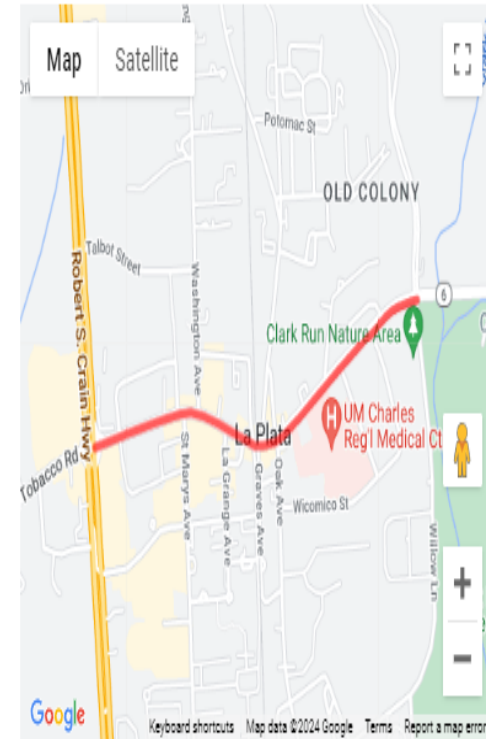
Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL			
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total	
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	STBG	\$ -	\$ -	\$ (223)	\$ -	\$ (1,034)	\$ -	\$ (738)	\$ -	\$ (1,995)	\$ -	\$ (1,995)	
	State	\$ -	\$ -	\$ -	\$ (11)	\$ -	\$ (52)	\$ -	\$ (37)	\$ -	\$ (100)	\$ (100)	
<b>Total</b>		\$ -	\$ -	\$ (223)	\$ (11)	\$ (1,034)	\$ (52)	\$ (738)	\$ (37)	\$ (1,995)	\$ (100)	\$ (2,095)	
<b>TOTAL PROJECT COST</b>													
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost		
Federal		\$ 12		Federal		\$ 1,193		Federal		\$ 3,055		Federal	\$ 4,260
State/Local		\$ 860		State/Local		\$ 291		State/Local		\$ 209		State/Local	\$ 1,360
<b>Total</b>		<b>\$ 872</b>		<b>Total</b>		<b>\$ 1,484</b>		<b>Total</b>		<b>\$ 3,264</b>		<b>Total</b>	<b>\$ 5,620</b>



<b>TIP ID</b>	<b>T11615</b>	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	<b>Bicycle/Pedestrian - Bike/Ped</b>
<b>Project Name</b>	<b>MD 6 La Plata Safety and Accessibility Improvements Project</b>	<b>County</b>	Charles	<b>Total Cost</b>	<b>\$6,499,000</b>
<b>Project Limits</b>	<b>US 301 to Willow Lane</b>	<b>Municipality</b>		<b>Completion Date</b>	<b>2029</b>
		<b>Agency Project ID</b>			

**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	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	-	\$351,000	\$351,000	\$221,000	\$702,000	\$923,000
PE		DC/STATE	-	\$101,000	\$120,000	\$117,000	\$117,000	\$74,000	\$455,000	\$529,000
PE		STBG	-	\$566,000	\$661,000	\$312,000	\$312,000	\$197,000	\$1,851,000	\$2,048,000
		<b>Total PE</b>	-	\$667,000	\$781,000	\$780,000	\$780,000	\$492,000	\$3,008,000	\$3,500,000
ROW		HSIP	-	-	-	\$225,000	\$225,000	-	\$450,000	\$450,000
ROW		DC/STATE	-	-	-	\$25,000	\$25,000	-	\$50,000	\$50,000
		<b>Total ROW</b>	-	-	-	\$250,000	\$250,000	-	\$500,000	\$500,000
UT		HSIP	-	-	-	-	\$662,000	\$1,588,000	\$662,000	\$2,250,000
UT		DC/STATE	-	-	-	-	\$73,000	\$176,000	\$73,000	\$249,000
		<b>Total UT</b>	-	-	-	-	\$735,000	\$1,764,000	\$735,000	\$2,499,000
		<b>Total Programmed</b>	-	\$667,000	\$781,000	\$1,030,000	\$1,765,000	\$2,256,000	\$4,243,000	\$6,499,000



**Version History**

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-07.2	Amendment 2023-2026	11/16/2022	Pending	N/A
23-40	Amendment 2023-2026	05/20/2024	N/A	N/A
23-49.2	Amendment 2023-2026	Pending	Pending	N/A

**Current Change Reason**

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

**Funding Change(s):**

Total project cost decreased from \$13,499,000 to \$6,499,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 11615 MC# 22-136 Appvd. 6/7/2024

## 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 Project (CH2481)	B	Exempt	PCE (TBD)	\$ 2,112	\$ 366	\$ 2,478
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	SHA-CH-4 FY 2024	\$ 3	\$ (3)	\$ -
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.					
Justification	This project will improve safety and accessibility for vulnerable users along MD 6 and provide streetscape treatments to create a sense of place in La Plata.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
		(000s)	(000s)	(000s)	(000s)	(000s)	(000s)	(000s)
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	<b>Total</b>	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ 566	\$ 661	\$ 885	\$ 2,112	
<input checked="" type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	State/Local	\$ -	\$ 101	\$ 120	\$ 145	\$ 366	
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		<b>Total</b>	\$ -	\$ 667	\$ 781	\$ 1,030	\$ 2,478	
		Federal	\$ -	\$ 566	\$ 661	\$ 888	\$ 2,115	
		State/Local	\$ -	\$ 101	\$ 120	\$ 142	\$ 363	
		Change (000s)	<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -
			Federal	\$ -	\$ -	\$ -	\$ 3	\$ 3
		State/Local	\$ -	\$ -	\$ -	\$ (3)	\$ (3)	



## 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	STBG/State	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 660	\$ 120	\$ 1,887	\$ 341	\$ 2,228
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 885	\$ 145	\$ 2,112	\$ 366	\$ 2,478

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	STBG/State	\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 312	\$ 78	\$ 1,539	\$ 299	\$ 1,838
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ 25	\$ 225	\$ 25	\$ 250
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ 566	\$ 101	\$ 661	\$ 120	\$ 888	\$ 142	\$ 2,115	\$ 363	\$ 2,478

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (348)	\$ (42)	\$ (348)	\$ (42)	\$ (390)
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 39	\$ 351	\$ 39	\$ 390
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Future-TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3</b>	<b>\$ (3)</b>	<b>\$ 3</b>	<b>\$ (3)</b>	<b>\$ -</b>
<b>TOTAL PROJECT COST</b>												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				<b>Total Project Cost</b>	
Federal			\$ -	Federal		\$ 2,115	Federal		\$ 3,556	Federal		\$ 5,671
State/Local			\$ -	State/Local		\$ 363	State/Local		\$ 465	State/Local		\$ 828
<b>Total</b>			<b>\$ -</b>	<b>Total</b>		<b>\$ 2,478</b>	<b>Total</b>		<b>\$ 4,021</b>	<b>Total</b>		<b>\$ 6,499</b>

\*Future-TBD funds are funds for which a source has not been identified that are flowed beyond the years of the 2023-2026 TIP in the TPB Project Info Trak (PIT) system.



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

<b>TIP ID</b>	T13601	<b>Lead Agency</b>	Maryland Department of Transportation - State Highway Administration	<b>Project Type</b>	Other - Alt Fuel Infrastructure
<b>Project Name</b>	National Electric Vehicle Infrastructure (NEVI) Program	<b>County</b>	Calvert, Charles, Frederick, Montgomery, Prince Georges	<b>Total Cost</b>	\$27,699,000
<b>Project Limits</b>		<b>Municipality</b>		<b>Completion Date</b>	2030
		<b>Agency Project ID</b>	AZ3401		
<b>Description</b>	Creation of a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.				

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	*Map Has Not Been Marked
PE		NEVI	-	-	\$297,000	\$43,000	\$436,000	-	\$776,000	\$776,000	
PE		DC/STATE	-	-	\$19,000	\$3,000	\$28,000	-	\$50,000	\$50,000	
PE		STBG	-	-	\$56,000	\$8,000	\$82,000	-	\$146,000	\$146,000	
		<b>Total PE</b>	-	-	\$372,000	\$54,000	\$546,000	-	\$972,000	\$972,000	
CON		NEVI	-	-	-	\$6,039,000	\$4,290,000	\$11,054,000	\$10,329,000	\$21,383,000	
CON		Private	-	-	-	\$1,510,000	\$1,073,000	\$2,761,000	\$2,583,000	\$5,344,000	
		<b>Total CON</b>	-	-	-	\$7,549,000	\$5,363,000	\$13,815,000	\$12,912,000	\$26,727,000	
		<b>Total Programmed</b>	-	-	\$372,000	\$7,603,000	\$5,909,000	\$13,815,000	\$13,884,000	\$27,699,000	

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-33.2	Amendment 2023-2026	02/21/2024	3/7/2024
23-49.2	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 \$25,916,000 to \$27,699,000


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 13601 MC# 22-136 Appvd. 6/7/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI) Program	B	Exempt	TBD	\$ 6,412	\$ 1,530	\$ 7,942
Description:	Administration		Area/MPO	Net Funding Change (000s)		
	SHA	TPB	SHA-SW-4	Federal	State/Local	Total
				\$ 31	\$ 2	\$ 33
Justification:	To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding		FY 2023	FY 2024	FY 2025	FY 2026	Total
		Federal	State/Local					
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ -	\$ -	\$ 372	\$ 7,570	\$ 7,942
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ -	\$ -	\$ 353	\$ 6,059	\$ 6,412	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ 19	\$ 1,511	\$ 1,530		
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Proposed (000s)	\$ -	\$ -	\$ -	\$ -	\$ 372	\$ 7,603	\$ 7,975
		Federal	\$ -	\$ -	\$ 353	\$ 6,090	\$ 6,443	
	State/Local	\$ -	\$ -	\$ 19	\$ 1,513	\$ 1,532		
		Change (000s)	Total	\$ -	\$ -	\$ -	\$ 33	\$ 33
			Federal	\$ -	\$ -	\$ -	\$ 31	\$ 31
		State/Local	\$ -	\$ -	\$ -	\$ 2	\$ 2	

## 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	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 17	\$ -	\$ 314	\$ -	\$ 314
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 3	\$ -	\$ 59	\$ -	\$ 59
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 1	\$ -	\$ 20	\$ 20
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,059	\$ 1,511	\$ 6,412	\$ 1,530	\$ 7,942

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	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 297	\$ -	\$ 43	\$ -	\$ 340	\$ -	\$ 340
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 56	\$ -	\$ 8	\$ -	\$ 64	\$ -	\$ 64
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 3	\$ -	\$ 22	\$ 22
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,039	\$ -	\$ 6,039	\$ -	\$ 6,039
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,510	\$ -	\$ 1,510	\$ 1,510
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ 353	\$ 19	\$ 6,090	\$ 1,513	\$ 6,443	\$ 1,532	\$ 7,975

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26	\$ -	\$ 26	\$ -	\$ 26
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5	\$ -	\$ 5	\$ -	\$ 5
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ -	\$ 2	\$ 2
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31</b>	<b>\$ 2</b>	<b>\$ 31</b>	<b>\$ 2</b>	<b>\$ 33</b>
<b>TOTAL PROJECT COST</b>												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal		\$ -	Federal		\$ 6,443	Federal		\$ 15,862	Federal		\$ 22,305	
State/Local		\$ -	State/Local		\$ 1,532	State/Local/Private		\$ 3,862	State/Local/Private		\$ 5,394	
<b>Total</b>		<b>\$ -</b>	<b>Total</b>		<b>\$ 7,975</b>	<b>Total</b>		<b>\$ 19,724</b>	<b>Total</b>		<b>\$ 27,699</b>	

\* 20 Percent of the funds for the construction phase is private, third party contributions. In this particular case, for this STIP sheet, the private funds were added into the State/Local column, to maximize the use of limited space in the table.