

October 31, 2024

Ms. Valeriya Remezova  
Division Administrator  
Attn: Ms. Jasmine Champion  
Federal Highway Administration  
Maryland Division  
George H. Fallon Federal Building  
31 Hopkins Plaza, Suite 1520  
Baltimore MD 21201

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Mr. Daniel Sommerville  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to two existing projects in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP) on behalf of the State Highway Administration (SHA) and the Montgomery County Department of Transportation (MCDOT).

This action reflects the updated programmed expenditures from FY 2022 to FY 2025 for the SHA and MCDOT projects listed below. This amendment has been assigned MDOT Control #22-166, and these projects are already included in the Air Quality Conformity Determination for Visualize 2045. TPB staff approved the amendment to its TIP on September 6, 2024, and the approval and supporting documentation are attached.

| Project Name  | STIP # | Funding Source | FY22-FY25 Net Federal Change (in 000's) |
|---|--------|----------------|---|
| MD 77 Beaver Branch Bridge Replacement project            | 6648   | STBG, State    | (\$4,727)                               |
| Montgomery County Bridge Preliminary Engineering Projects | 6710   | HBRRP, Local   | \$5,560                                 |

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
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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).

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)

Attachments

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

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

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

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

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

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

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

**WHEREAS**, the attached materials include:

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

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-45.2, creating the 45<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**, these projects and programs are exempt from the air quality requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-45.2 which adds the **MARC College Park Accessible Station (T13634)**, a new MTA project with approximately \$1.75 million in FTA's ASAP and state matching funds, and increases funding for SHA's **MD 77 Beaver Branch Bridge Replacement project (T6648)** by \$68,000 using STBG and state matching funds, and increases HBRRP and state funding by \$11.435 million for the **Montgomery County Bridge Preliminary Engineering Projects (T6710)** as described in the attached materials.

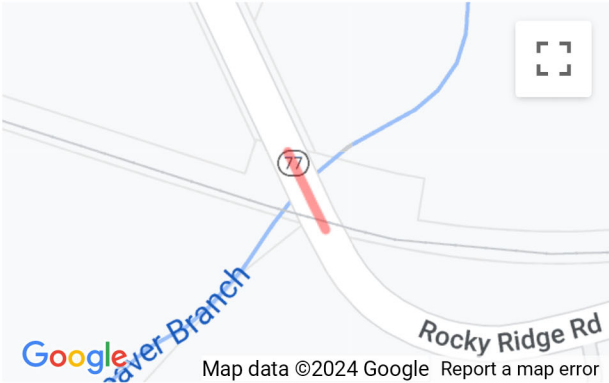


National Capital Region  
Transportation Planning Board

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

|                |   |                   |  |                 |                  |
|----------------|---|-------------------|--|-----------------|------------------|
| TIP ID         | T6648   | Lead Agency       | Maryland Department of Transportation - State Highway Administration | Project Type    | Bridge - Replace |
| Project Name   | MD 77 Beaver Branch Bridge Replacement                | County            | Frederick  | Total Cost      | \$6,886,000      |
| Project Limits |   | Municipality      |  | Completion Date | 2025             |
|                |   | Agency Project ID | FR1541   |                 |                  |
| Description    | Replacement of MD 77 bridge 10054 over Beaver Branch. |                   |  |                 |                  |

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



| Version History |                     |              |               |              | Current Change Reason  |
|-----------------|---------------------|--------------|---------------|--------------|--|
| TIP Document    |                     | MPO Approval | FHWA Approval | FTA Approval | SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update                    |
| 23-00           | Adoption 2023-2026  | 06/15/2022   | 8/252022      | 8/252022     |  |
| 23-45.2         | Amendment 2023-2026 | Pending      | Pending       | N/A          | Funding Change(s):<br>Total project cost increased from \$6,818,000 to \$6,886,000 |


# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6648

## SUMMARY TABLE

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

## INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria  |                    | Funding     | FY 2022  | FY 2023  | FY 2024    | FY 2025    | Total      |
|--|--------------------|-------------|----------|----------|------------|------------|------------|
| <div><input type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]</div> <div> MARYLAND DEPARTMENT OF TRANSPORTATION</div> | Current<br>(000s)  | Total       | \$ 185   | \$ 1,208 | \$ 3,024   | \$ 1,540   | \$ 5,957   |
|  |                    | Federal     | \$ 176   | \$ 1,169 | \$ 2,787   | \$ 1,463   | \$ 5,595   |
|  |                    | State/Local | \$ 9     | \$ 39    | \$ 237     | \$ 77      | \$ 362     |
|  | Proposed<br>(000s) | Total       | \$ 243   | \$ 387   | \$ 229     | \$ 910     | \$ 1,769   |
|  |                    | Federal     | \$ 54    | \$ 348   | \$ 209     | \$ 783     | \$ 1,394   |
|  |                    | State/Local | \$ 189   | \$ 39    | \$ 20      | \$ 127     | \$ 375     |
|  | Change<br>(000s)   | Total       | \$ 58    | \$ (821) | \$ (2,795) | \$ (1,156) | \$ (4,714) |
|  |                    | Federal     | \$ (122) | \$ (821) | \$ (2,578) | \$ (1,206) | \$ (4,727) |
|  |                    | State/Local | \$ 180   | \$ -     | \$ (217)   | \$ 50      | \$ 13      |

## PHASE DETAIL

| Current |         | 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    | \$ 176  | \$ -        | \$ 472   | \$ -        | \$ 197   | \$ -        | \$ -     | \$ -        | \$ 845   | \$ -        | \$ 845   |
|         | State   | \$ -    | \$ 1        | \$ -     | \$ 2        | \$ -     | \$ 1        | \$ -     | \$ -        | \$ -     | \$ 4        | \$ 4     |
| RW      | STBG    | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|         | State   | \$ -    | \$ 8        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ 8        | \$ 8     |
| UT/RR   | STBG    | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|         | State   | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
| CO      | STBG    | \$ -    | \$ -        | \$ 697   | \$ -        | \$ 2,590 | \$ -        | \$ 1,463 | \$ -        | \$ 4,750 | \$ -        | \$ 4,750 |
|         | State   | \$ -    | \$ -        | \$ -     | \$ 37       | \$ -     | \$ 236      | \$ -     | \$ 77       | \$ -     | \$ 350      | \$ 350   |
| Total   |         | \$ 176  | \$ 9        | \$ 1,169 | \$ 39       | \$ 2,787 | \$ 237      | \$ 1,463 | \$ 77       | \$ 5,595 | \$ 362      | \$ 5,957 |

| Proposed |         | FY 2022 |             | FY 2023 |             | FY 2024 |             | FY 2025 |             | TOTAL    |             |          |
|----------|---------|---------|-------------|---------|-------------|---------|-------------|---------|-------------|----------|-------------|----------|
| Phase    | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal  | State/Local | Total    |
| PP       | STBG    | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
|          | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| PE       | STBG    | \$ 54   | \$ -        | \$ 348  | \$ -        | \$ 209  | \$ -        | \$ 121  | \$ -        | \$ 732   | \$ -        | \$ 732   |
|          | State   | \$ -    | \$ 181      | \$ -    | \$ 22       | \$ -    | \$ 15       | \$ -    | \$ 106      | \$ -     | \$ 324      | \$ 324   |
| RW       | STBG    | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
|          | State   | \$ -    | \$ 8        | \$ -    | \$ 17       | \$ -    | \$ 5        | \$ -    | \$ -        | \$ -     | \$ 30       | \$ 30    |
| UT/RR    | STBG    | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ 263  | \$ -        | \$ 263   | \$ -        | \$ 263   |
|          | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     |
| CO       | STBG    | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ 399  | \$ -        | \$ 399   | \$ -        | \$ 399   |
|          | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ 21       | \$ -     | \$ 21       | \$ 21    |
| Total    |         | \$ 54   | \$ 189      | \$ 348  | \$ 39       | \$ 209  | \$ 20       | \$ 783  | \$ 127      | \$ 1,394 | \$ 375      | \$ 1,769 |

| Change |         | FY 2022  |             | FY 2023  |             | FY 2024    |             | FY 2025    |             | TOTAL      |             |            |
|--------|---------|----------|-------------|----------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|
| Phase  | Funding | Federal  | State/Local | Federal  | State/Local | Federal    | State/Local | Federal    | State/Local | Federal    | State/Local | Total      |
| PP     | STBG    | \$ -     | \$ -        | \$ -     | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       |
|        | State   | \$ -     | \$ -        | \$ -     | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       |
| PE     | STBG    | \$ (122) | \$ -        | \$ (124) | \$ -        | \$ 12      | \$ -        | \$ 121     | \$ -        | \$ (113)   | \$ -        | \$ (113)   |
|        | State   | \$ -     | \$ 180      | \$ -     | \$ 20       | \$ -       | \$ 14       | \$ -       | \$ 106      | \$ -       | \$ 320      | \$ 320     |
| RW     | STBG    | \$ -     | \$ -        | \$ -     | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       |
|        | State   | \$ -     | \$ -        | \$ -     | \$ 17       | \$ -       | \$ 5        | \$ -       | \$ -        | \$ -       | \$ 22       | \$ 22      |
| UT/RR  | STBG    | \$ -     | \$ -        | \$ -     | \$ -        | \$ -       | \$ -        | \$ 263     | \$ -        | \$ 263     | \$ -        | \$ 263     |
|        | State   | \$ -     | \$ -        | \$ -     | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       | \$ -        | \$ -       |
| CO     | STBG    | \$ -     | \$ -        | \$ (697) | \$ -        | \$ (2,590) | \$ -        | \$ (1,064) | \$ -        | \$ (4,351) | \$ -        | \$ (4,351) |
|        | State   | \$ -     | \$ -        | \$ -     | \$ (37)     | \$ -       | \$ (136)    | \$ -       | \$ (56)     | \$ -       | \$ (229)    | \$ (229)   |
| Total  |         | \$ (122) | \$ 180      | \$ (821) | \$ -        | \$ (2,578) | \$ (117)    | \$ (680)   | \$ 50       | \$ (4,201) | \$ 113      | \$ (4,088) |

| TOTAL PROJECT COST     |  |    |     |                          |  |    |       |                                 |  |    |       |                    |          |
|------------------------|--|----|-----|--------------------------|--|----|-------|---------------------------------|--|----|-------|--------------------|----------|
| Prior Cost (≤ FY 2021) |  |    |     | STIP Cost (FY 2022-2025) |  |    |       | Balance to Complete (≥ FY 2026) |  |    |       | Total Project Cost |          |
| Federal                |  | \$ | 53  | Federal                  |  | \$ | 1,394 | Federal                         |  | \$ | 4,092 | Federal            | \$ 5,539 |
| State/Local            |  | \$ | 781 | State/Local              |  | \$ | 375   | State/Local                     |  | \$ | 191   | State/Local        | \$ 1,347 |
| Total                  |  | \$ | 834 | Total                    |  | \$ | 1,769 | Total                           |  | \$ | 4,283 | Total              | \$ 6,886 |

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

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



August 23, 2024

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

Dear Chair Henderson:

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

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

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

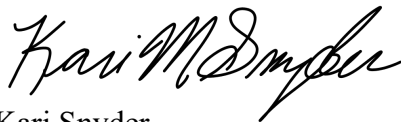
MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

The Honorable Christina Henderson  
Page Two

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

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

Sincerely,

A handwritten signature in black ink, reading "Kari M. Snyder". The signature is fluid and cursive, with the first name "Kari" being more prominent than the last name "Snyder".

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

Attachment

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

## MEMORANDUM

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

**ATTN:** OPPPD REGIONAL PLANNER KARI SNYDER

**FROM:** CHIEF TARA PENDERS  
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

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

**DATE:** AUGUST 22, 2024

**RESPONSE**

**REQUESTED BY:** N/A

*TJP* 8/22/2024

### PURPOSE OF MEMORANDUM

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

### SUMMARY

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

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

### ANALYSIS

#### *MD 77 Beaver Branch Bridge Replacement (TPB 6648) –*

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

Ms. Michelle Martin  
Page Two

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

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

#### **ATTACHMENTS**

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

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



DEPARTMENT OF TRANSPORTATION

Marc Elrich  
County Executive

Christopher R. Conklin  
Director

August 27, 2024

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


Dear Chair Henderson:

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

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

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

Sincerely,

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

Deputy Director of Transportation Policy

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

Office of the Director

101 Monroe Street 10<sup>th</sup> Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

[www.montgomerycountymd.gov/mcdot](http://www.montgomerycountymd.gov/mcdot)

Located one block west of the Rockville Metro Station






# September TIP Amendment Letter

Final Audit Report

2024-08-27

|                 |   |
|-----------------|---|
| Created:        | 2024-08-27  |
| By:             | Christopher Van Alstyne (chris.vanalstyne@montgomerycountymd.gov) |
| Status:         | Signed  |
| Transaction ID: | CBJCHBCAABAA1FAQkomJnTyHokF2ELnjBTcwvh1-ui5k                      |

## "September TIP Amendment Letter" History

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



National Capital Region  
Transportation Planning Board

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

|                |   |                   |                   |                 |                |
|----------------|---|-------------------|-------------------|-----------------|----------------|
| TIP ID         | T6710   | Lead Agency       | Montgomery County | Project Type    | Bridge - Rehab |
| Project Name   | Montgomery County Bridge Preliminary Engineering Projects   | County            | Montgomery        | Total Cost      | \$11,495,000   |
| Project Limits |   | Municipality      |                   | Completion Date |                |
|                |   | Agency Project ID |                   |                 |                |
| Description    | Funding for preliminary engineering on these bridge projects, countywide -Rehabilitation of Beach Drive Bridge No. MPK-05 over Rock Creek Tributary -Rehabilitation of Beach Drive Bridge No.Mpk-08 over Rock Creek -Rehabilitation of Bel Pre Road Bridge No. M-0092 over Bel Pre Creek -Rehabilitation of Little Falls Parkway (SB) Bridge No. MPK-01-2 over Willet Branch - Rehabilitation of Cattail Road Bridge No.M-0155 over Dry Seneca Creek -Replacement of Harris Road West Bridge No. M-0046 over Little Monocacy River -Rehabilitation of Valleywood Drive Bridge No. M-0354 over Joseph's Branch -Rehabilitation of Midcounty Highway & Miller Fall Road Bridge No. M-0219 over Mill Creek -Replacement of Glen Road Bridge No. M-0015 over Piney Branch -Replacement of Schaeffer Road Bridge No. M-0137 over Little Seneca Creek -Replacement of Parklawn Entrance Bridge No. MPK-17 over Rock Creek -Replacement of Baltimore Road Bridge No. M-0201 over Rock Creek -Replacement of Brighton Dam Road Bridge No. M-0108 over Hawlings River -Rehabilitation of Brookville Road Bridge No M-0083 over CSXT Railroad - Replacement of Greentree Road Bridge No. M-0180 over Bulls Run -Replacement of Whites Ferry Road Bridge No. M-0186 over Broad Run -Replacement of Glen Road Bridge No. M-0013 over Kilgour Branch -Replacement of Barnes Road Bridge No. M-0008 over Bennett Creek -Replacement of Barnesville Road Bridge No. M-0045 over Little Monocacy River -Rehabilitation of Randolph Road (EB) Bridge No. M-0080-3 over Rock Creek -Rehabilitation of Shady Grove Road (EB) Bridge No. M-0191-3 over CSXT Railroad -Replacement of Hurley Avenue No. MR03 over Watts Branch Tributary -Replacement of Martinsburg Road Bridge M0042 over Potomac River Tributary Replacement of Southlawn Lane Bridge No. M0050 over Rock Creek |                   |                   |                 |                |

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



| Version History |                     |              |               |              | Current Change Reason                                      |
|-----------------|---------------------|--------------|---------------|--------------|--|
| TIP Document    |                     | MPO Approval | FHWA Approval | FTA Approval | SCHEDULE / FUNDING / SCOPE - Programming Update            |
| 23-00           | Adoption 2023-2026  | 06/15/2022   | 8/252022      | 8/252022     | Funding Change(s):   |
| 23-45.2         | Amendment 2023-2026 | Pending      | Pending       | N/A          | Total project cost increased from \$60,000 to \$11,495,000 |

# MARYLAND STATEWIDE TIP FY 2022-2025

TIP ID 6710

## SUMMARY TABLE

| Project   | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) |             |          |
|---|--------------------|-------------------|----------------------|------------------------------|-------------|----------|
| Montgomery County Bridge Preliminary Engineering Projects | B                  | Exempt            | N/A                  | Federal                      | State/Local | Total    |
|   |                    |                   |                      | \$ 36                        | \$ 9        | \$ 45    |
|   | Administration     | Area/MPO          |                      | Net Funding Change (000s)    |             |          |
|   | Montgomery County  | TPB               |                      | Federal                      | State/Local | Total    |
|   |                    |                   |                      | \$ 5,560                     | \$ 1,390    | \$ 6,950 |

Description Funding for preliminary engineering on countywide bridge projects

Justification The requested amendment updates the program to reflect ongoing funding and preliminary design work for the 34 local bridge projects contained within the program. This is needed to address a budgetary mismatch which is preventing the receipt of FHWA funds.

## INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria   |                    | Funding | FY 2022 | FY 2023 | FY 2024  | FY 2025  | Total    |
|---|--------------------|---------|---------|---------|----------|----------|----------|
| <div><input type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other</div> | Current<br>(000s)  | Total   | \$ -    | \$ 15   | \$ 15    | \$ 15    | \$ 45    |
|   |                    | Federal | \$ -    | \$ 12   | \$ 12    | \$ 12    | \$ 36    |
|   | State/Local        | \$ -    | \$ 3    | \$ 3    | \$ 3     | \$ 9     |          |
|   | Proposed<br>(000s) | Total   | \$ -    | \$ 15   | \$ 3,490 | \$ 3,490 | \$ 6,995 |
|   |                    | Federal | \$ -    | \$ 12   | \$ 2,792 | \$ 2,792 | \$ 5,596 |
|   | State/Local        | \$ -    | \$ 3    | \$ 698  | \$ 698   | \$ 1,399 |          |
|   | Change<br>(000s)   | Total   | \$ -    | \$ -    | \$ 3,475 | \$ 3,475 | \$ 6,950 |
|   |                    | Federal | \$ -    | \$ -    | \$ 2,780 | \$ 2,780 | \$ 5,560 |
|   | State/Local        | \$ -    | \$ -    | \$ 695  | \$ 695   | \$ 1,390 |          |

## 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      | HBRRP   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
| CO      | HBRRP   | \$ -    | \$ 12       | \$ -    | \$ 3        | \$ -    | \$ 12       | \$ -    | \$ 3        | \$ -    | \$ 36       | \$ 9  |
|         |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
|         |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
|         |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
|         |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
|         |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
| Total   |         | \$ -    | \$ -        | \$ 12   | \$ 3        | \$ 12   | \$ 3        | \$ 12   | \$ 3        | \$ 36   | \$ 9        | \$ 45 |

| 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       | HBRRP   | \$ -    | \$ -        | \$ -    | \$ -        | \$ 2,792 | \$ 698      | \$ 2,792 | \$ 698      | \$ 5,584 | \$ 1,396    | \$ 6,980 |
| CO       | HBRRP   | \$ -    | \$ -        | \$ 12   | \$ 3        | \$ -     | \$ -        | \$ -     | \$ -        | \$ 12    | \$ 3        | \$ 15    |
|          |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|          |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|          |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|          |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|          |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
| Total    |         | \$ -    | \$ -        | \$ 12   | \$ 3        | \$ 2,792 | \$ 698      | \$ 2,792 | \$ 698      | \$ 5,596 | \$ 1,399    | \$ 6,995 |

| 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     | HBRRP   | \$ -    | \$ -        | \$ -    | \$ -        | \$ 2,792 | \$ 698      | \$ 2,792 | \$ 698      | \$ 5,584 | \$ 1,396    | \$ 6,980 |
| CO     | HBRRP   | \$ -    | \$ -        | \$ -    | \$ -        | \$ (12)  | \$ (3)      | \$ (12)  | \$ (3)      | \$ (24)  | \$ (6)      | \$ (30)  |
|        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
|        |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     | \$ -        | \$ -     |
| Total  |         | \$ -    | \$ -        | \$ -    | \$ -        | \$ 2,780 | \$ 695      | \$ 2,780 | \$ 695      | \$ 5,560 | \$ 1,390    | \$ 6,950 |

## TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) |      | STIP Cost (FY 2022-2025) |          | Balance to Complete (≥ FY 2026) |          | Total Project Cost |           |
|------------------------|------|--------------------------|----------|---------------------------------|----------|--------------------|-----------|
| Federal                | \$ - | Federal                  | \$ 5,596 | Federal                         | \$ 3,600 | Federal            | \$ 9,196  |
| State/Local            | \$ - | State/Local              | \$ 1,399 | State/Local                     | \$ 900   | State/Local        | \$ 2,299  |
| Total                  | \$ - | Total                    | \$ 6,995 | Total                           | \$ 4,500 | Total              | \$ 11,495 |



| ATTACHMENT B: AMENDMENT CHANGE SUMMARY REPORT<br>FOR TIP ACTION 23-45.2: FORMAL AMENDMENT TO THE<br>FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM<br>REQUESTED BY MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION |        |   |             |              |              |          |                    |   |
|--|--------|---|-------------|--------------|--------------|----------|--------------------|---|
| LEAD AGENCY  | TIP ID | PROJECT TITLE   | COST BEFORE | COST AFTER   | COST CHANGE  | % CHANGE | CHANGE REASON      | CHANGE SUMMARY  |
| Montgomery County  | T6710  | Montgomery County Bridge Preliminary Engineering Projects | \$60,000    | \$11,495,000 | \$11,435,000 | 19,058   | Programming Update | PROJECT CHANGES (FROM PREVIOUS VERSION):<br><br>LOCAL<br><br>+ Increase funds in FFY 24 in PE from \$0 to \$698,000<br>- Decrease funds in FFY 24 in CON from \$3,000 to \$0<br>+ Increase funds in FFY 25 in PE from \$0 to \$698,000<br>- Decrease funds in FFY 25 in CON from \$3,000 to \$0<br>+ Increase funds in FFY 26 in PE from \$0 to \$546,000<br>- Decrease funds in FFY 26 in CON from \$3,000 to \$0<br>▶ Add funds in FFY 27 in PE for \$278,000<br>▶ Add funds in FFY 28 in PE for \$76,000<br><br>HBRRP<br><br>+ Increase funds in FFY 24 in PE from \$0 to \$2,792,000<br>- Decrease funds in FFY 24 in CON from \$12,000 to \$0<br>+ Increase funds in FFY 25 in PE from \$0 to \$2,792,000<br>- Decrease funds in FFY 25 in CON from \$12,000 to \$0<br>+ Increase funds in FFY 26 in PE from \$0 to \$2,184,000<br>- Decrease funds in FFY 26 in CON from \$12,000 to \$0<br>▶ Add funds in FFY 27 in PE for \$1,112,000<br>▶ Add funds in FFY 28 in PE for \$304,000<br><br><i>Total project cost increased from \$60,000 to \$11,495,000</i> |