

July 18, 2025

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 Koenig
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 modifies the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to five existing projects in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This action reflects the updated programmed expenditures from FY 2025 to FY 2028 for the four State Highway Administration (SHA) projects and the one Frederick County project listed below.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
MD 6 La Plata Safety and Accessibility Improvements Project	11615	STBG, HSIP, State	(\$240)
US 1 Phases 2-3 Highway Reconstruction	6528	NHPP, State, TBD	\$3,171
I-95/I-495 MD 4 Bridges Replacement	6651	NHPP, State	\$911
Areawide Carbon Reduction Program	13620	CRP, State	\$0
Bridge Inspection, Rehabilitation, and Replacements	3173	BFP, Local	\$859

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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This administrative modification has been assigned MDOT Control #25-18, and these projects are already included in and do not affect the Air Quality Conformity Determination for Visualize 2045.

The TPB approved the administrative modifications to its TIP for TIP ID 11615 on April 30, 2025, for TIP IDs 6528, 6651, and 13620 on May 15, 2025, and for TIP ID 3173 on July 9, 2025. The approvals and supporting documentation are attached. 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.

Sincerely,

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

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

Attachments

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Shawn Kiernan, 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
OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TJP* 5/29/2025
CHIEF TARA PENDERS

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FISCAL
YEAR (FY) 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
AND NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION
(FHWA)

DATE: MAY 28, 2025

RESPONSE

REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPPPD notify the FHWA - Maryland Division of this administrative modification.

SUMMARY

On May 15, 2025, the Metropolitan Washington Council of Governments Department of Transportation Planning (MWCOPG DTP) staff approved the following Maryland State Highway Administration (SHA) requested administrative modifications to the FY 2023-2026 TPB TIP.

TIP	PROJECT	PHASE	NEW FUNDING
T6528	US 1 Phases 2-3 Highway Reconstruction	PE	\$1.3M
T6651	I-95/I-495 MD 4 Bridges Replacement	PE	\$0.7M
T11615	MD 6 La Plata Safety and Accessibility Improvements Project	PE RW UT	\$0.1M \$0.0M \$63.0K
T13620	Areawide Carbon Reduction Program	N/A	N/A

ANALYSIS

US 1 Phases 2-3 Highway Reconstruction (T6528) – This requested administrative modification reflects the addition of \$1,320,000 in FY 2023-2026 TPB TIP preliminary engineering funding to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. This modification also reflects the shift of \$1,387,000 in already programmed funds from the preliminary engineering phase to the planning phase for fiscal year 2019, which is prior to the FY 2023-2026 TPB TIP. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing by \$9,000,000 from \$58,087,000 to \$67,087,000, 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 administrative modification reflects the addition of \$650,000 in FY 2023-2026 TPB TIP preliminary engineering funding to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing by \$1,300,000 from \$64,559,000 to \$65,859,000, 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 addition of \$100,000 in 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 also reflects the addition of \$100,000 in funds for the right-of-way phase beyond the FY 2023-2026 TPB TIP. This amendment also reflects the addition of \$585,000 in funds and a reduction of \$585,000 in funds for utilities, which includes an increase of \$160,000 and a reduction of \$97,000 for FY 2023-2026 TPB TIP years, a net increase of \$63,000. These changes resulting in no overall change in cost for the utility phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$6,499,000 to \$6,699,000, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

Areawide Carbon Reduction Program (T13620) – This administrative modification reflects changes in the project limits for the MD 190 Bicyclist and Pedestrian Improvements component project. The previous limits were from Brookside Drive to Little Falls Parkway. The new limits are from Springfield Drive to Little Falls Parkway. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is unchanged. Per the October 29, 2014 memorandum of understanding executed by MDOT and the FHWA, this action is eligible to be processed as an administrative modification.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2025-2030 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Ms. Michelle Martin
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Please modify 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 regarding the Areawide Carbon Reduction Program (T13620), 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.

If you have any questions regarding the US 1 Phases 2-3 Highway Reconstruction (T6528) and I-95/I-495 MD 4 Bridges Replacement (T6651) projects, please contact SHA OPPE, RIPD, Regional Planner, Mr. David Rodgers, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- Srikanth (MWCOG DTP) to Rodgers (SHA) and Schlie (SHA) TPB TIP administrative modification approval for T6528, T6651, and T13620
- Srikanth (MWCOG DTP) to Rodgers (SHA) and Schlie (SHA) TPB TIP administrative modification approval for T11615
- Financial Constraint Summary Table
- Administrative Modification Request Emails
- Appendix B of the FY 2023-2026 TIP - Definitions for amendments and administrative modifications
- FY 2023-2026 TPB TIP project T6528 overview report
- FY 2022-2025 Maryland STIP project TPB T6528 report
- FY 2023-2026 TPB TIP project T6651 overview report
- FY 2022-2025 Maryland STIP project TPB T6651 report
- FY 2023-2026 TPB TIP project T11615 overview report
- FY 2022-2025 Maryland STIP project TPB T11615 report
- FY 2023-2026 TPB TIP project T13620 overview report
- FY 2022-2025 Maryland STIP project TPB T13620 report

cc: Maurice Agostino, P.E., Director, Office of Structures (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. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Ms. Karen Fiasco, Deputy District Engineer, District 5, 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
Eric Marabello, P.E., Director, OHD, 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
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA
Mr. David Schlie, Regional Planner, RIPD, OPPE, SHA
Kimberly Tran, P.E., District Engineer, District 5, SHA
Ms. Urooj Zafar, Assistant District Engineer – Project Development, District 3, SHA

From: [Andrew Austin](#)
To: [David Rodgers](#)
Cc: [Nate Evans](#); [David Schlie](#); [Darren Bean](#); [Kari Snyder](#); [Sara Brown](#); [Kanti Srikanth](#); [Lyn Erickson](#)
Subject: Re: TIP Action 23-60: Administrative Modification
Date: Wednesday, April 30, 2025 5:39:32 PM
Attachments: [image001.png](#)
[Outlook-qvwskrp.png](#)

Good afternoon Mr. Rogers,

This is to acknowledge the receipt and processing of the Maryland Department of Transportation - State Highway Administration (MDOT SHA) requests for administrative modifications to the projects and programs listed below in the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP).

The request for an administrative modification to the Areawide Bridge Replacement and Rehabilitation (TIP ID: T3081) program has been denied. The reason for denying this request is that the last action taken on this project was an administrative modification under TIP Action 23-40 in May of 2024. That action increased the total project cost by 20% which is the maximum allowed according to the sliding scale described in the Procedures for Amendments and Administrative Modifications to the LRTP and TIP (see attached). Any successive ad-mods that reach that threshold require that the next action taken be a formal amendment.

The request to administratively modify the MD 6 La Plata Safety and Accessibility Improvements Project (TIP ID: T11615) has been approved under TIP Action 23-60. The TPB's modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described below and in the attached materials.

AGENCY	TIP ID	PROJECT/PROGRAM TITLE	COST		CHANGE	CHANGE SUMMARY
			BEFORE	COST AFTER		
MDOT SHA	T11615	MD 6 La Plata Safety and Accessibility Improvements Project	\$6,499,000	\$6,699,000	3.08%	Adds \$785,000 State, HSIP, and STBG funds in PE, ROW, and Utilities phases and reducing \$291,000 HSIP and state funds from the Utilities phase.

In consultation with MDOT SHA, TPB staff find that the increases in 4-year program totals or total project costs are below the maximum allowable thresholds allowed for administrative modifications according to the TPB's "Procedures for Revisions to the Constrained Long Range Plan and Transportation Improvement Program for the National Capital Region," adopted by the TPB on January 16, 2008 and amended by the TPB Steering Committee on September 6, 2019 (referenced in the attached materials).


The attached materials include:

1. an Overview Report showing how the projects and programs now appear in the TIP;
2. a Financial Constraint Summary Table demonstrating financial constraint
3. an excerpt of pages from Appendix B of the FY 2023-2026 TIP, providing the definitions for amendments and administrative modifications.

This administrative modification is approved and effective as of April 9, 2025. Please keep TPB staff apprised whenever your agency makes any requests to formally amend your STIP.

Should you have any questions on the matter please contact Andrew Austin on the TPB's staff at 202-962-3353 OR aaustin@mwkog.org.

Sincerely,
Kanti Srikanth
Director – MWCOG, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)
Sent on behalf of Kanti Srikanth by

Andrew Austin
TPB Transportation Planner
Phone: (202) 962-3353
Email: aaustin@mwkog.org
 [Chat with me on Teams!](#)

From: David Rodgers
Sent: Friday, April 04, 2025 5:47 PM
To: Andrew Austin; Sara Brown
Cc: Nate Evans; David Schlie; dbean@mdot.maryland.gov; Kari Snyder
Subject: FW: TIP Action 23-60: Administrative Modification

Sarah/Andrew-

SHA is requesting the approval of an administrative modification for the items below. The inputs have been entered in the PIT for the 23-60 administrative modification window. At your earliest convenience, please provide the email approval for processing. Thank you in advance.

T3081 – Areawide Bridge Replacement and Rehabilitation

Preliminary Engineering - Adding \$20,000,000 in State and federal NHPP and STBG funds to the preliminary engineering phase.

Total project cost increased from \$231,032,000 to \$251,032,000.
Total Change = \$20,000,000

T11615 – MD 6 La Plata Safety and Accessibility Improvements Project

Preliminary Engineering - Addition of \$100,000 in State and federal HISIP and STBG funds for the preliminary engineering phase.

Right-of-Way – Addition of \$100,000 in federal HISIP and STBG funds for the right-of-way phase.

Utilities - Addition of \$585,000 in HSIP and State funds for the utility phase, and the reduction of \$291,000 in HSIP and State funds for the utility phase, with no overall change in cost for the phase.

Total project cost increased from \$6,499,000 to \$6,699,000 (with no increase to the total cost of the utility phase)

Total Change = \$200,000

David L. Rodgers
Regional Planner for Prince George's County
and Charles County
Regional and Intermodal Planning Division
Maryland State Highway Administration
410-545-5670

Drodgers1@mdot.state.gov

707 N. Calvert Street

Mail stop C-502

Baltimore, Maryland 2120



From: David Rodgers

Sent: Friday, April 4, 2025 5:45 PM

To: Andrew Austin <aaustin@mwkog.org>; Leonardo Pineda <lpineda@mwkog.org>

Cc: Nate Evans <NEvans2@mdot.maryland.gov>; David Schlie <DSchlie@mdot.maryland.gov>; Darren Bean <DBean@mdot.maryland.gov>; Kari Snyder <ksnyder3@mdot.maryland.gov>

Subject: TIP Action 23-60: Administrative Modification

Leo/Andrew-

SHA is requesting the approval of an administrative modification for the items below. The inputs have been entered in the PIT for the 23-60 administrative modification window. At your earliest convenience, please provide the email approval for processing. Thank you in advance.

T3081 – Areawide Bridge Replacement and Rehabilitation

Preliminary Engineering - Adding \$20,000,000 in State and federal NHPP and STBG funds to the preliminary engineering phase.

Total project cost increased from \$231,032,000 to \$251,032,000.

Total Change = \$20,000,000

T11615 – MD 6 La Plata Safety and Accessibility Improvements Project

Preliminary Engineering - Addition of \$100,000 in State and federal HISIP and STBG funds for the preliminary engineering phase.

Right-of-Way – Addition of \$100,000 in federal HISIP and STBG funds for the right-of-way phase.

Utilities - Addition of \$585,000 in HSIP and State funds for the utility phase, and the reduction of \$291,000 in HSIP and State funds for the utility phase, with no overall change in cost for the phase.

Total project cost increased from \$6,499,000 to \$6,699,000 (with no increase to the total cost of the utility phase)

Total Change = \$200,000

David L. Rodgers
Regional Planner for Prince George's County
and Charles County
Regional and Intermodal Planning Division
Maryland State Highway Administration
410-545-5670

Drodgers1@mdot.state.gov

707 N. Calvert Street

Mail stop C-502

Baltimore, Maryland 2120




MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 11615 MC# 22-178 Appvd. 12/31/2024

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)	\$ 4,444	\$ 607	\$ 5,051
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-CH-4 FY 2025	\$ (240)	\$ (18)	\$ (258)
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 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ 1,030	\$ 1,765	\$ 1,302	\$ 954	\$ 5,051
		Federal	\$ 888	\$ 1,550	\$ 1,151	\$ 855	\$ 4,444
		State/Local	\$ 142	\$ 215	\$ 151	\$ 99	\$ 607
 MARYLAND DEPARTMENT OF TRANSPORTATION	Proposed (000s)	Total	\$ 1,190	\$ 1,768	\$ 1,092	\$ 743	\$ 4,793
		Federal	\$ 1,032	\$ 1,547	\$ 961	\$ 664	\$ 4,204
		State/Local	\$ 158	\$ 221	\$ 131	\$ 79	\$ 589
	Change (000s)	Total	\$ 160	\$ 3	\$ (210)	\$ (211)	\$ (258)
		Federal	\$ 144	\$ (3)	\$ (190)	\$ (191)	\$ (240)
		State/Local	\$ 16	\$ 6	\$ (20)	\$ (20)	\$ (18)

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG/State	\$ 312	\$ 78	\$ 312	\$ 78	\$ 168	\$ 42	\$ 29	\$ 7	\$ 821	\$ 205	\$ 1,026
	HSIP/State	\$ 351	\$ 39	\$ 351	\$ 39	\$ 189	\$ 21	\$ 32	\$ 4	\$ 923	\$ 103	\$ 1,026
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ 225	\$ 25	\$ 225	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ 450	\$ 50	\$ 500
UT	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ 662	\$ 73	\$ 794	\$ 88	\$ 794	\$ 88	\$ 2,250	\$ 249	\$ 2,499
CO	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 888	\$ 142	\$ 1,550	\$ 215	\$ 1,151	\$ 151	\$ 855	\$ 99	\$ 4,444	\$ 607	\$ 5,051

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG/State	\$ 312	\$ 78	\$ 352	\$ 88	\$ 168	\$ 42	\$ 29	\$ 7	\$ 861	\$ 215	\$ 1,076
	HSIP/State	\$ 351	\$ 39	\$ 396	\$ 44	\$ 189	\$ 21	\$ 32	\$ 4	\$ 968	\$ 108	\$ 1,076
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ 225	\$ 25	\$ 225	\$ 25	\$ 30	\$ 4	\$ 29	\$ 4	\$ 509	\$ 58	\$ 567
UT	STBG/State	\$ 144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144
	HSIP/State	\$ -	\$ 16	\$ 574	\$ 64	\$ 574	\$ 64	\$ 574	\$ 64	\$ 1,722	\$ 208	\$ 1,930
CO	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,032	\$ 158	\$ 1,547	\$ 221	\$ 961	\$ 131	\$ 664	\$ 79	\$ 4,204	\$ 589	\$ 4,793

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG/State	\$ -	\$ -	\$ 40	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ 40	\$ 10	\$ 50
	HSIP/State	\$ -	\$ -	\$ 45	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ 45	\$ 5	\$ 50
RW	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ 30	\$ 4	\$ 29	\$ 4	\$ 59	\$ 8	\$ 67
UT	STBG/State	\$ 144	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144	\$ -	\$ 144
	HSIP/State	\$ -	\$ 16	\$ (88)	\$ (9)	\$ (220)	\$ (24)	\$ (220)	\$ (24)	\$ (528)	\$ (41)	\$ (569)
CO	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 144	\$ 16	\$ (3)	\$ 6	\$ (190)	\$ (20)	\$ (191)	\$ (20)	\$ (240)	\$ (18)	\$ (258)

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 1,227	Federal	\$ 4,204	Federal	\$ 411	Federal	\$ 5,842
State/Local	\$ 221	State/Local	\$ 589	State/Local	\$ 47	State/Local	\$ 857
Total	\$ 1,448	Total	\$ 4,793	Total	\$ 458	Total	\$ 6,699

T11615 - MD 6 La Plata Safety and Accessibility Improvements Project

Lead Agency

Maryland Department of
Transportation - State Highway
Administration

Project Type

Bicycle/Pedestrian - Bike/Ped

County

Charles

From

US 301

Agency Project ID

CH2481

Municipality

-

To

Willow Lane

Completion Date

2029

Total Cost

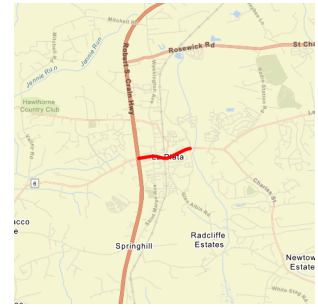
\$6,699,000

Project 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	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$101,000	\$120,000	\$117,000	\$132,000	\$74,000	\$544,000
Preliminary Engineering	HSIP	-	-	-	\$351,000	\$396,000	\$221,000	\$968,000
Preliminary Engineering	STBG	-	\$566,000	\$661,000	\$312,000	\$352,000	\$197,000	\$2,088,000
Total Preliminary Engineering		-	\$667,000	\$781,000	\$780,000	\$880,000	\$492,000	\$3,600,000
Right of Way	DC/STATE	-	-	-	\$25,000	\$25,000	\$12,000	\$62,000
Right of Way	HSIP	-	-	-	\$225,000	\$225,000	\$88,000	\$538,000
Total Right of Way		-	-	-	\$250,000	\$250,000	\$100,000	\$600,000
Utility	DC/STATE	-	-	-	\$16,000	\$64,000	\$171,000	\$251,000
Utility	HSIP	-	-	-	\$144,000	\$574,000	\$1,530,000	\$2,248,000
Total Utility		-	-	-	\$160,000	\$638,000	\$1,701,000	\$2,499,000
Total Future Costs		-	-	-	-	-	\$2,293,000	\$2,293,000
Total Programmed		-	\$667,000	\$781,000	\$1,190,000	\$1,768,000	\$2,293,000	\$6,699,000

CURRENT CHANGE REASON	<p>Schedule / Funding / Scope- Update Cost change(s), Adding funds for preliminary engineering and right-of-way phases, adding funds for the utility phase, and reducing funds for the utility phase with no overall change in cost for that phase. due to Adding \$200,000 in HSIP, STBG, and State funds for preliminary engineering and right-of-way phases. This administrative modification also consists of the addition of \$585,000 in HSIP and State funds for the utility phase, and the reduction of \$291,000 in HSIP and State funds for the utility phase, with no overall change in cost for the phase.</p>
PROJECT CHANGES	<p>Plan Revision Name changed from "23-49.2" to "23-60"</p>
FUNDING CHANGES	<p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FY 2026 in PE from \$312,000 to \$352,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in UT from \$0 to \$16,000 + Increase funds in FY 2026 in PE from \$39,000 to \$44,000 - Decrease funds in FY 2026 in UT from \$73,000 to \$64,000 + Increase funds in FY 2026 in PE from \$78,000 to \$88,000 + Increase funds in FY 2027 in ROW from \$0 to \$4,000 - Decrease funds in FY 2027 in UT from \$88,000 to \$64,000 + Increase funds in FY 2028 in ROW from \$0 to \$4,000 - Decrease funds in FY 2028 in UT from \$88,000 to \$64,000 + Increase funds in FY 2029 in ROW from \$0 to \$4,000 + Increase funds in FY 2029 in UT from \$0 to \$43,000 <p>HSIP</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in UT from \$0 to \$144,000 + Increase funds in FY 2026 in PE from \$351,000 to \$396,000 - Decrease funds in FY 2026 in UT from \$662,000 to \$574,000 + Increase funds in FY 2027 in ROW from \$0 to \$30,000 - Decrease funds in FY 2027 in UT from \$794,000 to \$574,000 + Increase funds in FY 2028 in ROW from \$0 to \$29,000 - Decrease funds in FY 2028 in UT from \$794,000 to \$574,000 + Increase funds in FY 2029 in ROW from \$0 to \$29,000 + Increase funds in FY 2029 in UT from \$0 to \$382,000



**FEDERAL
PROJECT
COST**

Increased from \$5,671,000 to \$5,842,000 (3.02%)

**TOTAL
PROJECT
COST**

Increased from \$6,499,000 to \$6,699,000 (3.08%)

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
FEDERAL					
HSIP	\$21,243,000	\$32,997,000	\$49,383,040	\$49,432,640	\$153,055,680
STBG	\$257,396,751	\$275,466,692	\$183,024,184	\$178,136,584	\$894,024,211
Federal Subtotal	\$278,639,751	\$308,463,692	\$232,407,224	\$227,569,224	\$1,047,079,891
STATE					
DC/STATE	\$103,957,976	\$68,859,505	\$55,781,473	\$60,843,095	\$1,793,156,730
State Subtotal	\$103,957,976	\$68,859,505	\$55,781,473	\$60,843,095	\$1,793,156,730
Grand Total	\$382,597,727	\$377,323,197	\$288,188,697	\$288,412,319	\$2,840,236,621

From: Sara Brown
To: David Rodgers; David Schlie
Cc: Andrew Austin; Lyn Erickson; Kanti Srikanth; Kari Snyder; Nate Evans; Tara Penders
Subject: MDOT SHA TIP Action 23-62: Administrative Modification
Date: Thursday, May 15, 2025 12:03:14 PM
Attachments: Outlook-This is Sa.png
Attachment A - Project Overview Report - 23-62 - MDOT SHA.pdf
Attachment B - Programmed Summary by Fund - 23-62 - MDOT SHA.pdf
Attachment C - Request Emails - 23-62 - MDOT SHA.pdf
Excerpt from TIP Appendix B - Definitions of Amendments and Administrative Modifications.pdf

Caution: Suspicious? Double-check! This email is from an external source. If something seems unusual, even from someone you know, verify directly. Report concerns to MDOTServiceDesk@mdot.maryland.gov or 410-768-7181.

Good afternoon Mr. Rogers and Mr. Schlie,

This is to acknowledge the receipt and processing of the Maryland Department of Transportation - State Highway Administration (MDOT SHA) requests for administrative modifications to the projects and programs listed below in the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP). Approved under TIP Action 23-62, the TPB's modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described in the attached materials for the following projects and programs:

AGENCY	TIP ID	PROJECT/PROGRAM TITLE	COST		CHANGE	CHANGE SUMMARY
			BEFORE	COST AFTER		
MDOT SHA	T13620	Areawide Carbon Reduction Program	\$24,350,000	\$23,350,000	0%	No change to the total project cost. Change to the project limits for the MD 190 Bicyclist and Pedestrian Improvements component project.
MDOT SHA	T6528	US Phases 2-3 Highway Reconstruction	\$58,087,000	\$67,087,000	15.5%	Increased the total project cost by \$9,000,000 in state and federal funding for the PE phase. Shifted \$1,387,000 already programmed in the PE phase to the Planning phase for a prior fiscal year.
MDOT SHA	T6651	I-95/I-495 MD 4 Bridges Replacement	\$64,559,000	\$65,859,000	2.01%	Increased the total project cost by \$1,300,000 in federal and state funding for the PE phase for FY 2026 and 2027.

In consultation with MDOT SHA, TPB staff find that the increases in 4-year program totals or total project costs are below the maximum allowable thresholds allowed for administrative modifications according to the TPB's "Procedures for Revisions to the Constrained Long Range Plan and Transportation Improvement Program for the National Capital Region," adopted by the TPB on January 16, 2008 and amended by the TPB Steering Committee on September 6, 2019 (referenced in the attached materials).

The attached materials include:

1. an Overview Report showing how the projects and programs now appear in the TIP;
2. a Financial Constraint Summary Table demonstrating financial constraint;
3. Administrative Modification request emails;
4. an excerpt of pages from Appendix B of the FY 2023-2026 TIP, providing the definitions for amendments and administrative modifications.

This administrative modification is approved and effective as of May 15, 2025. Please keep TPB staff apprised whenever your agency makes any requests to formally amend your STIP.

Should you have any questions on the matter please contact Andrew Austin on the TPB's staff at 202-962-3353 OR aaustin@mwccog.org.

Sincerely,
Kanti Srikanth
Director – MWCOG, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)
Sent on behalf of Kanti Srikanth by Sara Brown

Sara Brown
Transportation Planner
Department of Transportation Programs
Metropolitan Washington Council of Governments

sbrown@mwccog.org work
+1 202 962 3200 direct

777 North Capitol Street NE, work
Suite 300
Washington, DC 20002
[Visit our website](#)

[SAVE CONTACT](#)



T13620 Areawide Carbon Reduction Program Modification Request

From David Schlie <dschlie@mdot.maryland.gov>

Date Wed 2025-04-30 3:06 PM

To Sara Brown <sbrown@mwkog.org>

Cc Andrew Austin <aaustin@mwkog.org>; Nate Evans <NEvans2@mdot.maryland.gov>; David Rodgers <DRodgers1@mdot.maryland.gov>

Sara:

SHA is requesting the approval of an administrative modification for the following item:

T13620– Areawide Carbon Reduction Program

Changes the project limits for the MD 190 Bicyclist and Pedestrian Improvements component project. The previous limits were from Brookside Drive to Little Falls Parkway. The new limits are from Springfield Drive to Little Falls Parkway.

At your earliest convenience, please provide the approval for processing.

Thank you,

David



David Schlie
Regional Planner

Montgomery and Frederick Counties

Regional and Intermodal Planning Division

Office of Planning and Preliminary Engineering

410.545.5674 **office**
dschlie@mdot.maryland.gov

Maryland State Highway Administration
MS C-502

707 North Calvert Street

Baltimore, MD 21202-3601



TIP Action 23-62: Administrative Modification for T6528 and T6651

From David Rodgers <DRodgers1@mdot.maryland.gov>

Date Thu 2025-05-08 4:07 PM

To Andrew Austin <aaustin@mwkog.org>; Sara Brown <sbrown@mwkog.org>

Andrew/Sarah -

SHA is requesting the approval of an administrative modification for the items below. The inputs have been entered in the PIT for the 23-62 administrative modification window. At your earliest convenience, please provide the email approval for processing. Thank you in advance.

T6528 – US 1 Phases 2-3 Highway Reconstruction

Preliminary Engineering - Adding \$9,000,000 in state and federal NHPP funds for the preliminary engineering phase.

Planning - Also shifting \$1,387,000 in already programmed funds from the preliminary engineering phase to the planning phase in prior TIP years.

Total project cost increased from \$58,087,000 to \$67,087,000

Total Change = \$9,000,000

T6651 – I-95/I-495 MD 4 Bridges Replacement

Preliminary Engineering - Adding \$1,300,000 in state and federal NHPP funds for preliminary engineering phase.

Total project cost increased from \$64,559,000 to \$65,859,000

Total Change = \$1,300,000

David L. Rodgers

Regional Planner for Prince George's County

and Charles County

Regional and Intermodal Planning Division

Maryland State Highway Administration

410-545-5670

[Drodgers1@mdot.state.gov](mailto:DRodgers1@mdot.state.gov)

707 N. Calvert Street

Mail stop C-502

Baltimore, Maryland 2120


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 13620 MC# 22-151 Appvd. 9/18/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Carbon Reduction Program (CRP) <input type="checkbox"/>	B	Exempt	N/A	\$ 18,400	\$ 4,600	\$ 23,000
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	A-33 FY 2024	Federal	State/Local	Total
Description	Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on an estimate of planned projects within TPB MPO boundaries.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Current (000s)	Total	\$ 9,750	\$ 13,250	\$ -	\$ -	\$ 23,000
		Federal	\$ 7,800	\$ 10,600	\$ -	\$ -	\$ 18,400
		State/Local	\$ 1,950	\$ 2,650	\$ -	\$ -	\$ 4,600
	Proposed (000s)	Total	\$ 9,750	\$ 13,250	\$ -	\$ -	\$ 23,000
		Federal	\$ 7,800	\$ 10,600	\$ -	\$ -	\$ 18,400
		State/Local	\$ 1,950	\$ 2,650	\$ -	\$ -	\$ 4,600
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	CRP	\$ 280	\$ -	\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 560	\$ -	\$ 560
	State	\$ -	\$ 70	\$ -	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140	\$ 140
PE	CRP	\$ 3,600	\$ -	\$ 5,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ -	\$ 8,800
	State	\$ -	\$ 900	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200
RW	CRP	\$ 320	\$ -	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640	\$ -	\$ 640
	State	\$ -	\$ 80	\$ -	\$ 80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 160
CO	CRP	\$ 3,600	\$ -	\$ 4,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,400	\$ -	\$ 8,400
	State	\$ -	\$ 900	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100	\$ 2,100
Total		\$ 7,800	\$ 1,950	\$ 10,600	\$ 2,650	\$ -	\$ -	\$ -	\$ -	\$ 18,400	\$ 4,600	\$ 23,000

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	CRP	\$ 280	\$ -	\$ 280	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 560	\$ -	\$ 560
	State	\$ -	\$ 70	\$ -	\$ 70	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140	\$ 140
PE	CRP	\$ 3,600	\$ -	\$ 5,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ -	\$ 8,800
	State	\$ -	\$ 900	\$ -	\$ 1,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200
RW	CRP	\$ 320	\$ -	\$ 320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640	\$ -	\$ 640
	State	\$ -	\$ 80	\$ -	\$ 80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 160
CO	CRP	\$ 3,600	\$ -	\$ 4,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,400	\$ -	\$ 8,400
	State	\$ -	\$ 900	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100	\$ 2,100
Total		\$ 7,800	\$ 1,950	\$ 10,600	\$ 2,650	\$ -	\$ -	\$ -	\$ -	\$ 18,400	\$ 4,600	\$ 23,000

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

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 880	Federal	\$ 18,400	Federal	\$ -	Federal	\$ 19,280
State/Local	\$ 470	State/Local	\$ 4,600	State/Local	\$ -	State/Local	\$ 5,070
Total	\$ 1,350	Total	\$ 23,000	Total	\$ -	Total	\$ 24,350

T13620 - Areawide Carbon Reduction Program

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Other
County	Charles, Frederick, Montgomery, Prince Georges
From	-
Agency Project ID	-
Municipality	-
To	-
Completion Date	2026
Total Cost	\$24,350,000
Project Description	Program to provide improvements that reduce transportation carbon dioxide emissions, including traffic management, public transportation, pedestrian facilities, alternative fuels, and port electrification.

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Planning	CRP	-	-	\$280,000	\$280,000	\$280,000	-	\$840,000
Planning	DC/STATE	-	-	\$70,000	\$70,000	\$70,000	-	\$210,000
Total Planning		-	-	\$350,000	\$350,000	\$350,000	-	\$1,050,000
Preliminary Engineering	CRP	-	-	\$600,000	\$3,600,000	\$5,200,000	-	\$9,400,000
Preliminary Engineering	DC/STATE	-	-	\$400,000	\$900,000	\$1,300,000	-	\$2,600,000
Total Preliminary Engineering		-	-	\$1,000,000	\$4,500,000	\$6,500,000	-	\$12,000,000
Right of Way	CRP	-	-	-	\$320,000	\$320,000	-	\$640,000
Right of Way	DC/STATE	-	-	-	\$80,000	\$80,000	-	\$160,000
Total Right of Way		-	-	-	\$400,000	\$400,000	-	\$800,000
Construction	CRP	-	-	-	\$3,600,000	\$4,800,000	-	\$8,400,000
Construction	DC/STATE	-	-	-	\$900,000	\$1,200,000	-	\$2,100,000
Total Construction		-	-	-	\$4,500,000	\$6,000,000	-	\$10,500,000
Total Programmed		-	-	\$1,350,000	\$9,750,000	\$13,250,000	-	\$24,350,000

Current Change Reason	Schedule / Funding / Scope- Update Location/limits change(s)
Project Changes	Plan Revision Name changed from "23-43.2" to "23-62" CMP changed from "None" to "CMP Documentation is not required." Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No" Estimated Completion Date changed from "None" to "2026" Current Implementation Status changed from "None" to "On-going operating / maintenance project"
Funding Changes	N/A
Federal Project Cost	Stays the same \$19,280,000
Total Project Cost	Stays the same \$24,350,000

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 6528 MC# 22-39 Approved 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local/TBD	Total
US 1 Phases 2-3 Highway Reconstruction (PG2531)	B	Nonattainment	EA/FONSI approved 2005	\$ -	\$ 56,700	\$ 56,700
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-PG-19 FY 2025	Federal	State/Local/TBD	Total
				\$ 3,171	\$ 793	\$ 3,964
Description	Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) This is Segments 2 and 3 (1.1 miles) of a 3-segment project to upgrade US 1 from College Avenue to I-95/I-495.					
Justification	There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ 56,700	\$ -	\$ 56,700
	Federal		\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local/TBD		\$ -	\$ -	\$ 56,700	\$ -	\$ 56,700
	Proposed (000s)	Total	\$ -	\$ 1,320	\$ 58,020	\$ 1,324	\$ 60,664
	Federal		\$ -	\$ 1,056	\$ 1,056	\$ 1,059	\$ 3,171
	State/Local/TBD		\$ -	\$ 264	\$ 56,964	\$ 265	\$ 57,493
Change (000s)	Total		\$ -	\$ 1,320	\$ 1,320	\$ 1,324	\$ 3,964
	Federal		\$ -	\$ 1,056	\$ 1,056	\$ 1,059	\$ 3,171
	State/Local/TBD		\$ -	\$ 264	\$ 264	\$ 265	\$ 793

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Total
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,700	\$ -	\$ -	\$ -	\$ 56,700	\$ 56,700

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Total
PE	NHPP	\$ -	\$ -	\$ 1,056	\$ -	\$ 1,056	\$ -	\$ 1,059	\$ -	\$ 3,171	\$ -	\$ 3,171
	State	\$ -	\$ -	\$ -	\$ 264	\$ -	\$ 264	\$ -	\$ 265	\$ -	\$ 793	\$ 793
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 56,700	\$ -	\$ -	\$ -	\$ 56,700	\$ 56,700
Total		\$ -	\$ -	\$ 1,056	\$ 264	\$ 1,056	\$ 56,964	\$ 1,059	\$ 265	\$ 3,171	\$ 793	\$ 60,664

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Federal	State/Local/TBD	Total
PE	NHPP	\$ -	\$ -	\$ 1,056	\$ -	\$ 1,056	\$ -	\$ 1,059	\$ -	\$ 3,171	\$ -	\$ 3,171
	State	\$ -	\$ -	\$ -	\$ 264	\$ -	\$ 264	\$ -	\$ 265	\$ -	\$ 793	\$ 793
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	TBD*	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 1,056	\$ 264	\$ 1,056	\$ 264	\$ 1,059	\$ 265	\$ 3,171	\$ 793	\$ 3,964

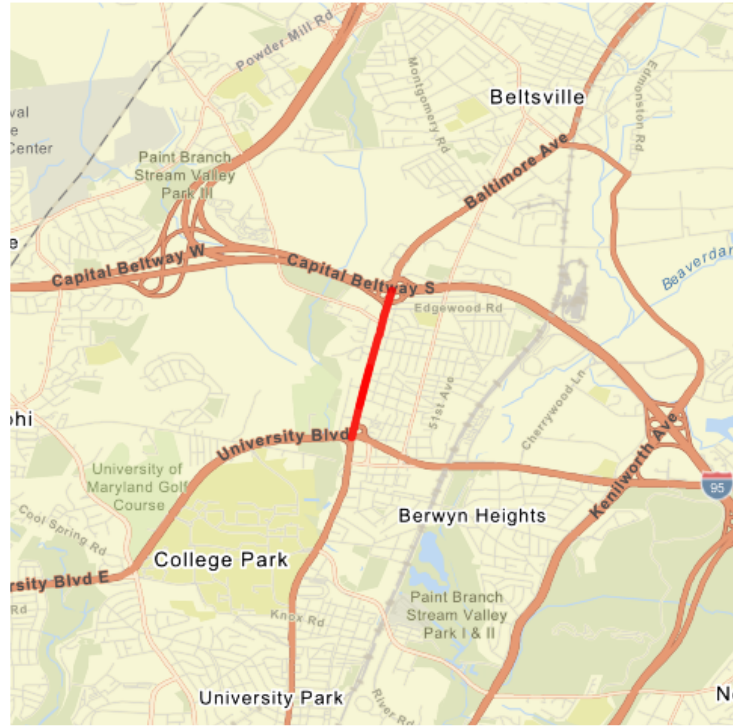
TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 3,171	Federal	\$ 4,028	Federal	\$ 7,199
State/Local	\$ 1,387	State/Local/TBD	\$ 57,493	State/Local	\$ 1,008	State/Local	\$ 59,888
Total	\$ 1,387	Total	\$ 60,664	Total	\$ 5,036	Total	\$ 67,087

*Other-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.

T6528 - US 1 Phases 2-3 Highway Reconstruction

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Recons/Rehab/Maintenance/Resurface
County	Prince Georges
From	MD 193
Agency Project ID	PG2531
Municipality	-
To	I 95 / I 495
Completion Date	2030
Total Cost	\$67,087,000
Project Description	Reconstruction of US 1 between MD 193 and I-95/I-495



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Planning	DC/STATE	\$1,387,000	-	-	-	-	-	\$1,387,000
Total Planning		\$1,387,000	-	-	-	-	-	\$1,387,000
Preliminary Engineering	DC/STATE	-	-	-	-	\$264,000	\$1,537,000	\$1,801,000
Preliminary Engineering	NHPP	-	-	-	-	\$1,056,000	\$6,143,000	\$7,199,000
Total Preliminary Engineering		-	-	-	-	\$1,320,000	\$7,680,000	\$9,000,000
Other	TBD	-	-	-	-	-	\$56,700,000	\$56,700,000
Total Other		-	-	-	-	-	\$56,700,000	\$56,700,000
Total Prior Costs		\$1,387,000	-	-	-	-	-	\$1,387,000
Total Future Costs		-	-	-	-	-	\$64,380,000	\$64,380,000
Total Programmed		\$1,387,000	-	-	-	\$1,320,000	\$64,380,000	\$67,087,000

Current Change Reason

Schedule / Funding / Scope- Update Cost change(s), Adding \$9 million in preliminary engineering funds. Also shifting \$1.4 million in already programmed

	funds from the preliminary engineering phase to the planning phase in prior TIP years. due to Adding \$9 million in state and federal NHPP funds for the preliminary engineering phase. Also shifting \$1.4 million in already programmed funds from the preliminary engineering phase to the planning phase in prior TIP years.
Project Changes	Plan Revision Name changed from "23-00" to "23-62" Source Document changed from "None" to "MDOT 2025-2030 Consolidated Transportation Program (CTP) - pg. SHA-PG-2" Source Document Page/Record Link changed from "None" to " https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report_Regular_Resolution_for_viewing.pdf "
Funding Changes	DC/STATE + Increase funds in FY 2019 in PLANNING from \$0 to \$1,387,000 - Decrease funds in FY 2019 in PE from \$1,387,000 to \$0 + Increase funds in FY 2026 in PE from \$0 to \$264,000 + Increase funds in FY 2027 in PE from \$0 to \$264,000 + Increase funds in FY 2028 in PE from \$0 to \$265,000 + Increase funds in FY 2029 in PE from \$0 to \$252,000 + Increase funds in FY 2030 in PE from \$0 to \$252,000 + Increase funds in FY 2031 in PE from \$0 to \$252,000 + Increase funds in FY 2032 in PE from \$0 to \$252,000 NHPP + Increase funds in FY 2026 in PE from \$0 to \$1,056,000 + Increase funds in FY 2027 in PE from \$0 to \$1,056,000 + Increase funds in FY 2028 in PE from \$0 to \$1,059,000 + Increase funds in FY 2029 in PE from \$0 to \$1,007,000 + Increase funds in FY 2030 in PE from \$0 to \$1,007,000 + Increase funds in FY 2031 in PE from \$0 to \$1,007,000 + Increase funds in FY 2032 in PE from \$0 to \$1,007,000
Federal Project Cost	Increased from \$0 to \$7,199,000 (0%)
Total Project Cost	Increased from \$58,087,000 to \$67,087,000 (15.49%)


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 6651 MC# 22-178 Approved 12/31/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
I-95/I-495 at MD 4 Bridges Replacement (PG0191)	B	Nonattainment	PCE anticipated (tbd)	Federal	State/Local	Total
				\$ 47,531	\$ 2,694	\$ 50,225
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-PG-2 FY 2024	Federal	State/Local	Total
				\$ 911	\$ 389	\$ 1,300
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	FY 2025	FY 2026	FY 2027	FY 2028	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> <div> MARYLAND DEPARTMENT OF TRANSPORTATION</div>	Current (000s)	Total	\$ 2,028	\$ 10,205	\$ 20,138	\$ 17,854	\$ 50,225
		Federal	\$ 1,874	\$ 9,673	\$ 19,077	\$ 16,907	\$ 47,531
		State/Local	\$ 154	\$ 532	\$ 1,061	\$ 947	\$ 2,694
	Proposed (000s)	Total	\$ 2,028	\$ 10,855	\$ 20,788	\$ 17,854	\$ 51,525
		Federal	\$ 1,874	\$ 10,064	\$ 19,597	\$ 16,907	\$ 48,442
		State/Local	\$ 154	\$ 791	\$ 1,191	\$ 947	\$ 3,083
	Change (000s)	Total	\$ -	\$ 650	\$ 650	\$ -	\$ 1,300
		Federal	\$ -	\$ 391	\$ 520	\$ -	\$ 911
		State/Local	\$ -	\$ 259	\$ 130	\$ -	\$ 389

PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ 1,289	\$ -	\$ 644	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,933	\$ -	\$ 1,933
	State	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1	\$ 1
RW	NHPP	\$ 185	\$ -	\$ 247	\$ -	\$ 247	\$ -	\$ 926	\$ -	\$ 926	\$ -	\$ 926
	State	\$ -	\$ 53	\$ -	\$ 70	\$ -	\$ 70	\$ -	\$ 263	\$ -	\$ 263	\$ 263
UT	NHPP	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ 400	\$ -	\$ 400
	State	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ 100	\$ 100
CO	NHPP	\$ -	\$ -	\$ 8,782	\$ -	\$ 18,830	\$ -	\$ 44,272	\$ -	\$ 44,272	\$ -	\$ 44,272
	State	\$ -	\$ -	\$ -	\$ 462	\$ -	\$ 991	\$ -	\$ 877	\$ -	\$ 2,330	\$ 2,330
Total		\$ 1,874	\$ 154	\$ 9,673	\$ 532	\$ 19,077	\$ 1,061	\$ 16,907	\$ 947	\$ 47,531	\$ 2,694	\$ 50,225

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ 1,289	\$ -	\$ 1,035	\$ -	\$ 520	\$ -	\$ -	\$ -	\$ 2,844	\$ -	\$ 2,844
	State	\$ -	\$ 1	\$ -	\$ 259	\$ -	\$ 130	\$ -	\$ -	\$ -	\$ 390	\$ 390
RW	NHPP	\$ 185	\$ -	\$ 247	\$ -	\$ 247	\$ -	\$ 926	\$ -	\$ 926	\$ -	\$ 926
	State	\$ -	\$ 53	\$ -	\$ 70	\$ -	\$ 70	\$ -	\$ 263	\$ -	\$ 263	\$ 263
UT	NHPP	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ 400	\$ -	\$ 400
	State	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ 100	\$ 100
CO	NHPP	\$ -	\$ -	\$ 8,782	\$ -	\$ 18,830	\$ -	\$ 44,272	\$ -	\$ 44,272	\$ -	\$ 44,272
	State	\$ -	\$ -	\$ -	\$ 462	\$ -	\$ 991	\$ -	\$ 877	\$ -	\$ 2,330	\$ 2,330
Total		\$ 1,874	\$ 154	\$ 10,064	\$ 791	\$ 19,597	\$ 1,191	\$ 16,907	\$ 947	\$ 48,442	\$ 3,083	\$ 51,525

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ -	\$ -	\$ 391	\$ -	\$ 520	\$ -	\$ -	\$ -	\$ 911	\$ -	\$ 911
	State	\$ -	\$ -	\$ -	\$ 259	\$ -	\$ 130	\$ -	\$ -	\$ -	\$ 389	\$ 389
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 391	\$ 259	\$ 520	\$ 130	\$ -	\$ -	\$ 911	\$ 389	\$ 1,300

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 4,917	Federal	\$ 48,442	Federal	\$ 8,266	Federal	\$ 61,625
State/Local	\$ 649	State/Local	\$ 3,083	State/Local	\$ 502	State/Local	\$ 4,234
Total	\$ 5,566	Total	\$ 51,525	Total	\$ 8,768	Total	\$ 65,859

T6651 - I-95/I-495 MD 4 Bridges Replacement

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Bridge - Replace
County	Prince Georges
From	-
Agency Project ID	PG0191
Municipality	-
To	-
Completion Date	2029
Total Cost	\$65,859,000
Project Description	Replacement of I-95/I-495 bridges 1615905 and 1615906 over MD 4.



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	\$63,000	\$9,000	\$277,000	\$1,000	\$258,800	\$130,000	\$738,800
Preliminary Engineering	NHPP	\$325,000	\$397,000	\$2,995,000	\$1,289,000	\$1,035,200	\$520,000	\$6,561,200
Total Preliminary Engineering		\$388,000	\$406,000	\$3,272,000	\$1,290,000	\$1,294,000	\$650,000	\$7,300,000
Right of Way	DC/STATE	-	-	-	\$53,000	\$70,000	\$222,000	\$345,000
Right of Way	NHPP	-	-	-	\$185,000	\$247,000	\$782,000	\$1,214,000
Total Right of Way		-	-	-	\$238,000	\$317,000	\$1,004,000	\$1,559,000
Construction	DC/STATE	-	-	-	-	\$462,000	\$2,288,000	\$2,750,000
Construction	NHPP	-	-	-	-	\$8,782,000	\$43,468,000	\$52,250,000
Total Construction		-	-	-	-	\$9,244,000	\$45,756,000	\$55,000,000
Utility	DC/STATE	-	-	\$300,000	\$100,000	-	-	\$400,000
Utility	NHPP	-	-	\$1,200,000	\$400,000	-	-	\$1,600,000
Total Utility		-	-	\$1,500,000	\$500,000	-	-	\$2,000,000

Total Prior Costs	\$388,000	-	-	-	-	-	\$388,000
Total Future Costs	-	-	-	-	-	\$47,410,000	\$47,410,000
Total Programmed	\$388,000	\$406,000	\$4,772,000	\$2,028,000	\$10,855,000	\$47,410,000	\$65,859,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding \$1,300,000 in funds for preliminary engineering phase. due to Adding \$1,300,000 in state and federal NHPP funds for preliminary engineering phase.
Project Changes	Plan Revision Name changed from "23-49.2" to "23-62"
Funding Changes	NHPP + Increase funds in FY 2026 in PE from \$644,000 to \$1,035,200 + Increase funds in FY 2027 in PE from \$0 to \$520,000 DC/STATE + Increase funds in FY 2026 in PE from \$0 to \$258,800 + Increase funds in FY 2027 in PE from \$0 to \$130,000
Federal Project Cost	Increased from \$60,714,000 to \$61,625,200 (1.50%)
Total Project Cost	Increased from \$64,559,000 to \$65,859,000 (2.01%)

ATTACHMENT B
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
FEDERAL					
CRP	\$0	\$880,000	\$7,800,000	\$10,600,000	\$19,280,000
NHPP	\$226,114,157	\$270,888,253	\$200,799,276	\$242,859,456	\$940,661,142
Federal Subtotal	\$226,114,157	\$271,768,253	\$208,599,276	\$253,459,456	\$959,941,142
STATE					
DC/STATE	\$105,129,976	\$70,608,505	\$55,781,473	\$84,865,895	\$316,385,849
State Subtotal	\$105,129,976	\$70,608,505	\$55,781,473	\$84,865,895	\$316,385,849
Grand Total	\$331,244,133	\$342,376,758	\$264,380,749	\$338,325,351	\$1,276,326,991

From: [Andrew Austin](#)
To: [Mishler, Mark](#)
Cc: [Kari Snyder](#); [David Schlie](#); [Miller III, Leo](#); [Diggs, Tracy](#); [Sara Brown](#); [Lyn Erickson](#); [Kanti Srikanth](#)
Subject: Re: TIP 2026/26-00: T3173 2026-2029
Date: Wednesday, July 9, 2025 4:56:34 PM
Attachments: [image001.png](#)
[image.png](#)
[ATTACHMENT B.pdf](#)
[Attachment A - Approved Ad-Mod 23-66 - T3173 - 2025-07-09.pdf](#)
[Excerpt from TIP Appendix B - Definitions of Amendments and Administrative Modifications.pdf](#)

Caution: CAUTION: Suspicious? Double-check! This email is from an external source. If something seems unusual, even from someone you know, verify directly. Forward suspicious emails directly to Email Abuse (abuse@mdot.maryland.gov) or call the MDOT Service Desk at 410-768-7181 for assistance.

Good afternoon, Mr. Mishler;

This is to acknowledge the receipt and processing of Frederick County's request for administrative modification to the Bridge Inspection, Rehabilitation and Replacements project grouping/ongoing program record in the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP).

The request to administratively modify the Bridge Inspection Rehabilitation, and Replacements record (T3713) has been approved under TIP Action 23-66. The TPB's modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described below and in the attached materials.

TIP ID	PROJECT/PROGRAM TITLE	COST		CHANGE	CHANGE SUMMARY
		BEFORE	COST AFTER		
T3173	Bridge Inspection, Rehabilitation, and Replacements	\$11,082,940	\$13,282,108	19.95%	Increase Bridge Formula Program (BFP) and Local funding in FY 2026 for PE and CON.

In consultation with Frederick County and the Maryland Department of Transportation (MDOT), TPB staff find that the increase in the 4-year program total since the formal adoption of the FY 2023-2026 TIP is below the threshold allowed for administrative modifications according to the TPB's "Procedures for Revisions to the Constrained Long Range Plan and Transportation Improvement Program for the National Capital Region," adopted by the TPB on January 16, 2008 and amended by the TPB Steering Committee on September 6, 2019 (referenced in the attached materials).


The attached materials include:

1. an Overview Report showing how the program will now appear in the TIP and a line-item description of every change made to each field value and funding amount programmed,
2. a Financial Constraint Summary Table demonstrating financial constraint
3. an excerpt of pages from Appendix B of the FY 2023-2026 TIP, providing the definitions for amendments and administrative modifications.

This administrative modification is approved and effective as of July 9, 2025. Please keep TPB staff apprised whenever your agency makes any requests to formally amend your STIP.

Should you have any questions on the matter please contact Andrew Austin on the TPB's staff at 202-962-3353 OR aaustin@mwkog.org.

Sincerely,
Kanti Srikanth
Director – MWCOG, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)
Sent on behalf of Kanti Srikanth by

Andrew Austin
TPB Transportation Planner
Phone: (202) 962-3353
Email: aaustin@mwkog.org
 [Chat with me on Teams!](#)

Sincerely,
Kanti Srikanth
Director – MWCOG, Dept. of Transportation Planning
Staff Director – Transportation Planning Board
202-962-3257 (Direct)
202-962-3202 (Fax)
Sent on behalf of Kanti Srikanth by

From: Mishler, Mark <MMishler@FrederickCountyMD.gov>
Sent: Monday, June 30, 2025 7:44 AM
To: Andrew Austin <aaustin@mwkog.org>
Cc: Kari Snyder <ksnyder3@mdot.maryland.gov>; David Schlie <dcschlie@mdot.maryland.gov>; Miller III, Leo <LMiller3@FrederickCountyMD.gov>; Diggs, Tracy <TDiggs@FrederickCountyMD.gov>
Subject: TIP 2026/26-00: T3173 2026-2029

Hi Andrew,

I entered the approved CIP financial information for the Frederick County areawide bridge program project for 2026-2029 today. I also included all of the 2023-2026 prior funding information for clarity. I had originally tried to complete an AdMod to update the 2025 funding (local/BFP) to show the updated funds for design/construction which would have allowed a DPW bridge project to be advertised. Adding 2026 funds to the AdMod would have exceeded the 30 percent threshold and required an amendment, a longer process than we desired.

David Schlie reviewed and noted that he needed to see funding in future years (2026 and beyond) in the TIP and the STIP for design and construction, hence the update to the 2026-2029 funding information.

I would like to enter the 2026 funding information in the T3173 for the 2023-2026 years and trigger the amendment requirement (knowing that this likely can't be voted on until September) but since the window is closed, I am unable to edit at this time. Just want to make sure the 2023-2026 match the 2026-2029 funding information so there is no confusion with the overlap.

Please let me know if you have questions or if there are any additional steps, I need to complete to ensure advertisement for this upcoming project.

Thanks - Mark

Mark Mishler
Transportation Engineering Supervisor
Division of Planning & Permitting
30 North Market Street
Frederick, Maryland 21701
O: 301-600-6742
C: 240-405-5235



MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # T3173

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Bridge Inspection, Rehabilitation and Replacements	B	Exempt	N/A	\$ 2,243	\$ 2,198	\$ 4,441
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	Frederick County	TPB	N/A	\$ 859	\$ 1,351	\$ 2,210
Description	Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Hessong Bridge Rd F15-01; Hoovers Mill Rd; Hornets Nest Rd; Old Mill Road Br; Stevens Rd; Biggs Ford Rd; Opossumtown Pike; Sixes Bridge Rd; Dollyhide Road; Bridge at Prices Distillery Road; Covell Road; Lynn Burke Road; Holter Rd; Hessong Bridge Road F20-21; and Stottlemeyer Road					
Justification	Funding Scope change, added funds to FY 2026.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ 4,441	\$ -	\$ -	\$ -	\$ 4,441
		Federal	\$ 2,243	\$ -	\$ -	\$ -	\$ 2,243
		State/Local	\$ 2,198	\$ -	\$ -	\$ -	\$ 2,198
	Proposed (000s)	Total	\$ 4,441	\$ 2,210	\$ -	\$ -	\$ 6,651
		Federal	\$ 2,243	\$ 859	\$ -	\$ -	\$ 3,102
		State/Local	\$ 2,198	\$ 1,351	\$ -	\$ -	\$ 3,549
	Change (000s)	Total	\$ -	\$ 2,210	\$ -	\$ -	\$ 2,210
		Federal	\$ -	\$ 859	\$ -	\$ -	\$ 859
		State/Local	\$ -	\$ 1,351	\$ -	\$ -	\$ 1,351



PHASE DETAIL

Current		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	Local	\$ -	\$ 1,382	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,382	\$ 1,382
	BFP	\$ 284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 284	\$ -	\$ 284
CO	Local	\$ -	\$ 816	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 816	\$ 816
	BFP	\$ 1,959	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,959	\$ -	\$ 1,959
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 2,243	\$ 2,198	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,243	\$ 2,198	\$ 4,441

Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	Local	\$ -	\$ 1,382	\$ -	\$ 1,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,455	\$ 2,455
	BFP	\$ 284	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 284	\$ -	\$ 284
CO	Local	\$ -	\$ 816	\$ -	\$ 278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,094	\$ 1,094
	BFP	\$ 1,959	\$ -	\$ 859	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,818	\$ -	\$ 2,818
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 2,243	\$ 2,198	\$ 859	\$ 1,351	\$ -	\$ -	\$ -	\$ -	\$ 3,102	\$ 3,549	\$ 6,651

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	Local	\$ -	\$ -	\$ -	\$ 1,073	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,073	\$ 1,073
	BFP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Local	\$ -	\$ -	\$ -	\$ 278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 278	\$ 278
	BFP	\$ -	\$ -	\$ 859	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 859	\$ -	\$ 859
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 859	\$ 1,351	\$ -	\$ -	\$ -	\$ -	\$ 859	\$ 1,351	\$ 2,210

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 3,707	Federal	\$ 3,102	Federal	\$ -	Federal	\$ 6,809
State/Local	\$ 2,924	State/Local	\$ 3,549	State/Local	\$ -	State/Local	\$ 6,473
Total	\$ 6,631	Total	\$ 6,651	Total	\$ -	Total	\$ 13,282

T3173 - Bridge Inspection, Rehabilitation and Replacements

Rehabilitate, re-deck, construct (replace) & inspect bridges or culverts at the following locations: Hessong Bridge Rd F15-01; Hoovers Mill Rd; Hornets Nest Rd; Old Mill Road Br; Stevens Rd; Biggs Ford Rd;Opossumtown Pike; Sixes Bridge Rd; Dollyhide Road; Bridge at Prices Distillery Road; Covell Road; Lynn Burke Road; Holter Rd; Hessong Bridge Road F20-21; and Stottlemeyer Road

Lead Agency	Frederick County
Project Type	Bridge - Rehab
County	Frederick
Agency Project ID	F3
Municipality	-
Completion Date	2029
Total Cost	\$13,282,108

Phase	Fund Source	FY2023	FY2024	FY2025	FY2026	Total
PE	BFP	\$162,800	-	\$284,200	-	\$447,000
PE	LOCAL	-	-	\$1,381,628	\$1,072,760	- \$2,454,388
Total PE	-	\$162.800	-	\$1.665.828	\$1.072.760	- \$2.901.388
CON	BFP	\$1,129,500	\$2,415,100	\$1,959,212	\$858,500	- \$6,362,312
CON	LOCAL	\$1,389,100	\$1,535,200	\$816,200	\$277,908	- \$4,018,408
Total CON	-	\$2,518,600	\$3,950,300	\$2,775,412	\$1,136,408	- \$10,380,720
Total Cost	-	\$2,681,400	\$3,950,300	\$4,441,240	\$2,209,168	- \$13,282,108

Current Change Reason Funding Changes	Schedule / Funding / Scope- Update Cost change(s) BFP + Increase funds in FY 2026 in CON from \$0 to \$858,500 LOCAL + Increase funds in FY 2026 in PE from \$0 to \$1,072,760 + Increase funds in FY 2026 in CON from \$0 to \$277,908
Total Project Cost	Increased from \$11,072,940 to \$13,282,108 (19.95%)

ATTACHMENT B - FINANCIAL CONSTRAINT SUMMARY TABLE

Fund Type	2023	2024	2025	2026	Total	
BFP		\$1,292,300	\$2,415,100	\$2,243,412	\$858,500	\$6,809,312
Federal Subtotal		\$1,292,300	\$2,415,100	\$2,243,412	\$858,500	\$6,809,312
LOCAL		\$1,389,100	\$1,535,200	\$2,197,828	\$1,350,668	\$6,472,796
Local Subtotal		\$1,389,100	\$1,535,200	\$2,197,828	\$1,350,668	\$6,472,796
Grand Total		\$2,681,400	\$3,950,300	\$4,441,240	\$2,209,168	\$13,282,108

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