

July 25, 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) requests to amend the Fiscal Year (FY) 2025-2025 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 State Highway Administration (SHA) projects listed below.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Areawide Resurfacing and Rehabilitation	3082	HSIP, NHPP, STBG, State	\$108,560
I-95/I-495 at Greenbelt Metro Station Interchange	2894	NHPP, State, TBD	\$48,750
US 1 Highway Reconstruction	3108	NHPP, State	\$4,355
Areawide Transportation Alternatives	2710	STBG, State	\$20,347
Areawide Environmental Projects	3038	HSIP, NHPP, STBG, State	\$12,448

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
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This amendment has been assigned MDOT Control #25-19, and these projects are already included in and do not affect the Air Quality Conformity Determination for Visualize 2045.

The TPB approved the amendments to its TIP for TIP ID 3082 on April 4, 2025, and for TIP IDs 2984, 3108, 2710, and 3038 on July 2, 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](mailto: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 name "Kari" being more prominent and the last name "Snyder" written in a continuous script.

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

**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 23-59.2 WHICH ADDS FUNDING FOR  
AREAWIDE RESURFACING AND REHABILITATION PROJECT GROUPING,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, Maryland Department of Transportation (MDOT) has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-59.2 which adds \$13.9 million in HSIP, \$46.5 million in NHPP, \$48.16 million in STBG, and \$27.14 million in state funding for Areawide Resurfacing and Rehabilitation (**T3082**), as described in the attached materials; and

**WHEREAS**, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-59.2 creating the 59<sup>th</sup> amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, these projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, full funding for the projects in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

**WHEREAS**, the attached materials include:

**ATTACHMENT A)** Programming Overview report showing how the record will appear in the TIP following approval,

**ATTACHMENT B)** Program Summary by Fund report demonstrates that the TIP is fiscally constrained,

**ATTACHMENT C)** Letter from MDOT dated March 26, 2025, requesting the amendment; and

**WHEREAS**, this record has been entered in the TPB's Project InfoTrak database under TIP Action 23-59.2, creating the 59<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**, funding for this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and the amendment 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 23-59.2 which adds \$13.9 million in HSIP, \$46.5 million in NHPP, \$48.16 million in STBG, and \$27.14 million in state funding for Areawide Resurfacing and Rehabilitation (**T3082**), as described in the attached materials;


# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3082

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Resurfacing and Rehabilitation (AWRR)	B	Exempt	n/a	\$ 195,168	\$ 18,833	\$ 214,001
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	A-13 FY 2025	\$ 108,560	\$ 27,140	\$ 135,700
Description	Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with HSIP, NHPP, and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

## 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	\$ 88,247	\$ 125,754	\$ -	\$ -	\$ 214,001
		Federal	\$ 82,708	\$ 112,460	\$ -	\$ -	\$ 195,168
		State/Local	\$ 5,539	\$ 13,294	\$ -	\$ -	\$ 18,833
	Proposed (000s)	Total	\$ 149,305	\$ 200,396	\$ -	\$ -	\$ 349,701
		Federal	\$ 131,554	\$ 172,174	\$ -	\$ -	\$ 303,728
		State/Local	\$ 17,751	\$ 28,222	\$ -	\$ -	\$ 45,973
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ 61,058	\$ 74,642	\$ -	\$ -	\$ 135,700
		Federal	\$ 48,846	\$ 59,714	\$ -	\$ -	\$ 108,560
		State/Local	\$ 12,212	\$ 14,928	\$ -	\$ -	\$ 27,140

## 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	HSIP/State	\$ 51	\$ 3	\$ 87	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ 138	\$ 7	\$ 145
	NHPP/State	\$ 2,653	\$ 364	\$ 1,713	\$ 86	\$ -	\$ -	\$ -	\$ -	\$ 4,366	\$ 450	\$ 4,816
	STBG/State	\$ 3,839	\$ 615	\$ 2,295	\$ 116	\$ -	\$ -	\$ -	\$ -	\$ 6,134	\$ 731	\$ 6,865
RW	HSIP/State	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20
	NHPP/State	\$ 95	\$ 5	\$ 95	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ 190	\$ 10	\$ 200
	STBG/State	\$ 95	\$ 5	\$ 95	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ 190	\$ 10	\$ 200
CO	HSIP/State	\$ 6,945	\$ 1,067	\$ 7,236	\$ 884	\$ -	\$ -	\$ -	\$ -	\$ 14,181	\$ 1,951	\$ 16,132
	NHPP/State	\$ 41,412	\$ 2,088	\$ 57,400	\$ 7,706	\$ -	\$ -	\$ -	\$ -	\$ 98,812	\$ 9,794	\$ 108,606
	STBG/State	\$ 27,608	\$ 1,392	\$ 43,529	\$ 4,488	\$ -	\$ -	\$ -	\$ -	\$ 71,137	\$ 5,880	\$ 77,017
Total		\$ 82,708	\$ 5,539	\$ 112,460	\$ 13,294	\$ -	\$ -	\$ -	\$ -	\$ 195,168	\$ 18,833	\$ 214,001

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	HSIP/State	\$ 51	\$ 3	\$ 87	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ 138	\$ 7	\$ 145
	NHPP/State	\$ 5,000	\$ 951	\$ 3,450	\$ 520	\$ -	\$ -	\$ -	\$ -	\$ 8,450	\$ 1,471	\$ 9,921
	STBG/State	\$ 7,138	\$ 1,440	\$ 5,190	\$ 840	\$ -	\$ -	\$ -	\$ -	\$ 12,328	\$ 2,280	\$ 14,608
RW	HSIP/State	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20
	NHPP/State	\$ 95	\$ 5	\$ 95	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ 190	\$ 10	\$ 200
	STBG/State	\$ 95	\$ 5	\$ 95	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ 190	\$ 10	\$ 200
CO	HSIP/State	\$ 11,745	\$ 2,267	\$ 16,338	\$ 3,159	\$ -	\$ -	\$ -	\$ -	\$ 28,083	\$ 5,426	\$ 33,509
	NHPP/State	\$ 59,012	\$ 6,488	\$ 82,221	\$ 13,911	\$ -	\$ -	\$ -	\$ -	\$ 141,233	\$ 20,399	\$ 161,632
	STBG/State	\$ 48,408	\$ 6,592	\$ 64,688	\$ 9,778	\$ -	\$ -	\$ -	\$ -	\$ 113,096	\$ 16,370	\$ 129,466
Total		\$ 131,554	\$ 17,751	\$ 172,174	\$ 28,222	\$ -	\$ -	\$ -	\$ -	\$ 303,728	\$ 45,973	\$ 349,701

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	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP/State	\$ 2,347	\$ 587	\$ 1,737	\$ 434	\$ -	\$ -	\$ -	\$ -	\$ 4,084	\$ 1,021	\$ 5,105
	STBG/State	\$ 3,299	\$ 825	\$ 2,895	\$ 724	\$ -	\$ -	\$ -	\$ -	\$ 6,194	\$ 1,549	\$ 7,743
RW	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP/State	\$ 4,800	\$ 1,200	\$ 9,102	\$ 2,275	\$ -	\$ -	\$ -	\$ -	\$ 13,902	\$ 3,475	\$ 17,377
	NHPP/State	\$ 17,600	\$ 4,400	\$ 24,821	\$ 6,205	\$ -	\$ -	\$ -	\$ -	\$ 42,421	\$ 10,605	\$ 53,026
	STBG/State	\$ 20,800	\$ 5,200	\$ 21,159	\$ 5,290	\$ -	\$ -	\$ -	\$ -	\$ 41,959	\$ 10,490	\$ 52,449
Total		\$ 48,846	\$ 12,212	\$ 59,714	\$ 14,928	\$ -	\$ -	\$ -	\$ -	\$ 108,560	\$ 27,140	\$ 135,700

## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		TIP Cost (FY 2025-2028)		Balance to Complete (> FY 2029)		Total Project Cost	
Federal	\$ 413,068	Federal	\$ 303,728	Federal	\$ -	Federal	\$ 716,796
State/Local	\$ 29,259	State/Local	\$ 45,973	State/Local	\$ -	State/Local	\$ 75,232
Total	\$ 442,327	Total	\$ 349,701	Total	\$ -	Total	\$ 792,028

## T3082 - Areawide Resurfacing and Rehabilitation

### Lead Agency

Maryland Department of  
Transportation - State Highway  
Administration

### Project Type

Road -  
Recons/Rehab/Maintenance/Resurface

### County

Charles, Frederick, Montgomery,  
Prince Georges

### From

-

### Agency Project ID

AWRR

### Municipality

Bowie, City of Gaithersburg, City of  
Manassas, City of Rockville, City of  
Seat Pleasant, College Park, Forest  
Heights, Greenbelt, Hyattsville,  
Landover Hills, Laurel, Morningside,  
Riverdale Park, Suburban MD, Town  
of Capitol Heights, Town of La Plata,  
Upper Marlboro

### To

-

### Completion Date

7.2026

### Total Cost

\$792,028,000

### Project Description

Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated MDOT SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$995,000	\$1,248,000	\$2,393,600	\$1,364,000	-	\$6,000,600
Preliminary Engineering	HSIP	-	\$291,000	\$247,000	\$51,000	\$87,000	-	\$676,000
Preliminary Engineering	NHPP	-	\$3,244,000	\$3,932,000	\$5,000,200	\$3,449,800	-	\$15,626,000
Preliminary Engineering	STBG	-	\$5,201,000	\$3,348,000	\$7,138,200	\$5,190,200	-	\$20,877,400
Total Preliminary Engineering		-	\$9,731,000	\$8,775,000	\$14,583,000	\$10,091,000	-	\$43,180,000
Right of Way	DC/STATE	-	\$21,000	\$21,000	\$10,080	\$10,080	-	\$62,160
Right of Way	HSIP	-	\$19,000	\$19,000	\$9,520	\$9,520	-	\$57,040
Right of Way	NHPP	-	\$190,000	\$190,000	\$95,200	\$95,200	-	\$570,400
Right of Way	STBG	-	\$190,000	\$190,000	\$95,200	\$95,200	-	\$570,400
Total Right of Way		-	\$420,000	\$420,000	\$210,000	\$210,000	-	\$1,260,000
Construction	DC/STATE	-	\$9,461,000	\$17,513,000	\$15,347,000	\$26,848,400	-	\$69,169,400
Construction	HSIP	-	\$5,876,000	\$7,013,000	\$11,745,000	\$16,337,600	-	\$40,971,600
Construction	NHPP	-	\$112,090,000	\$105,969,000	\$59,012,000	\$82,220,800	-	\$359,291,800
Construction	STBG	-	\$69,666,000	\$95,393,000	\$48,408,000	\$64,688,200	-	\$278,155,200
Total Construction		-	\$197,093,000	\$225,888,000	\$134,512,000	\$190,095,000	-	\$747,588,000
<b>Total Programmed</b>		-	<b>\$207,244,000</b>	<b>\$235,083,000</b>	<b>\$149,305,000</b>	<b>\$200,396,000</b>	-	<b>\$792,028,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Cost change(s), Adding funds to the project. due to Adding \$135,700,000 in funds to the project for preliminary engineering and construction.
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "23-52 (ALL)" to "23-59.2 (MD)"</p> <p>Project Type changed from "Road - Resurface" to "Road - Recons/Rehab/Maintenance/Resurface"</p>
<b>FUNDING CHANGES</b>	<p><b>HSIP</b></p> <p>+ Increase funds in FY 2025 in CON from \$6,945,000 to \$11,745,000</p> <p>+ Increase funds in FY 2026 in CON from \$7,236,000 to \$16,337,600</p> <p><b>NHPP</b></p> <p>+ Increase funds in FY 2025 in PE from \$2,653,000 to \$5,000,200</p> <p>+ Increase funds in FY 2025 in CON from \$41,412,000 to \$59,012,000</p> <p>+ Increase funds in FY 2026 in PE from \$1,713,000 to \$3,449,800</p> <p>+ Increase funds in FY 2026 in CON from \$57,400,000 to \$82,220,800</p> <p><b>STBG</b></p> <p>+ Increase funds in FY 2025 in PE from \$3,839,000 to \$7,138,200</p> <p>+ Increase funds in FY 2025 in CON from \$27,608,000 to \$48,408,000</p> <p>+ Increase funds in FY 2026 in PE from \$2,295,000 to \$5,190,200</p> <p>+ Increase funds in FY 2026 in CON from \$43,529,000 to \$64,688,200</p> <p><b>DC/STATE</b></p> <p>+ Increase funds in FY 2025 in PE from \$364,000 to \$950,800</p> <p>+ Increase funds in FY 2025 in CON from \$2,088,000 to \$6,488,000</p> <p>+ Increase funds in FY 2025 in PE from \$615,000 to \$1,439,800</p> <p>+ Increase funds in FY 2025 in CON from \$1,392,000 to \$6,592,000</p> <p>+ Increase funds in FY 2025 in CON from \$1,067,000 to \$2,267,000</p> <p>+ Increase funds in FY 2026 in PE from \$86,000 to \$520,200</p> <p>+ Increase funds in FY 2026 in CON from \$7,706,000 to \$13,911,200</p> <p>+ Increase funds in FY 2026 in PE from \$116,000 to \$839,800</p> <p>+ Increase funds in FY 2026 in CON from \$4,488,000 to \$9,777,800</p> <p>+ Increase funds in FY 2026 in CON from \$884,000 to \$3,159,400</p>
<b>FEDERAL PROJECT COST</b>	Increased from \$608,235,840 to \$716,795,840 (17.85%)
<b>TOTAL PROJECT COST</b>	Increased from \$656,328,000 to \$792,028,000 (20.68%)

Attachment B: Programmed Summary by Fund (MDOT SHA)  
TIP Action 23.59.2

Fund Type	2023	2024	2025	2026	Total
HSIP	\$6,186,000	\$7,279,000	\$11,805,520	\$16,434,120	\$41,704,640
NHPP	\$115,524,000	\$110,091,000	\$64,107,400	\$85,765,800	\$375,488,200
STBG	\$75,057,000	\$98,931,000	\$55,641,400	\$69,973,600	\$299,603,000
<b>Federal Subtotal</b>	<b>\$196,767,000</b>	<b>\$216,301,000</b>	<b>\$131,554,320</b>	<b>\$172,173,520</b>	<b>\$716,795,840</b>
DC/STATE	\$10,477,000	\$18,782,000	\$17,750,680	\$28,222,480	\$75,232,160
<b>State Subtotal</b>	<b>\$10,477,000</b>	<b>\$18,782,000</b>	<b>\$17,750,680</b>	<b>\$28,222,480</b>	<b>\$75,232,160</b>
<b>Grand Total</b>	<b>\$207,244,000</b>	<b>\$235,083,000</b>	<b>\$149,305,000</b>	<b>\$200,396,000</b>	<b>\$792,028,000</b>

March 26, 2025

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

Dear Chair Walkinshaw:

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 existing project on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action updates the programmed expenditures and schedule in FY 2023-2026 for the Areawide Resurfacing and Rehabilitation project, and this action does not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
3082	Areawide Resurfacing and Rehabilitation	\$ 135,700	Adds new preliminary engineering and construction funds.

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

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

Sincerely,

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

Attachment

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

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**MEMORANDUM**

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**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  
OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
CHIEF TARA PENDERS *TJP* 3/18/2025

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

**DATE:** MARCH 18, 2025

**RESPONSE  
REQUESTED BY:** N/A

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**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

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

TIP	PROJECT	PHASE	NEW FUNDING
T3082	Areawide Resurfacing and Rehabilitation	PE	\$12,848,000
		CO	\$122,852,000

## **ANALYSIS**

*Areawide Resurfacing and Rehabilitation (TPB 3082)* – This amendment reflects the addition of \$12,848,000 in FY 2023-2026 TPB TIP preliminary engineering funding and \$122,852,000 in funds for construction 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 from \$656,328,000 to \$792,028,000.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 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>).

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

## **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T3082 report
- FY 2022-2025 Maryland STIP project TPB 3082 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA

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

**RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEET OR ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-65.2 WHICH ADDS FUNDING TO TWO ROADWAY PROJECTS AND TWO AREA WIDE PROJECT GROUPINGS, AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

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

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-65.2 which adds a net total of \$90.25 million in National Highway Performance Program (NHPP), Surface Transportation Block Grant (STBG), and state funding for the two roadway projects and two project grouping records, listed below and described in the attached materials; and

TIP ID	TITLE	Fiscal Years	NHPP	STBG	STATE	TOTAL
T2894	I-95/I-495 at Greenbelt Metro Station Interchange	2023-2026	\$8,225,000	\$0	\$26,421,000	\$34,646,000
T3108	US 1 Highway Reconstruction	2023-2026	\$4,603,000	\$0	\$7,967,000	\$11,394,000
T2710	Areawide Transportation Alternatives	2025, 2026	\$0	\$20,347,000	\$6,250,000	\$26,597,000
T3038	Areawide Environmental Projects	2025, 2026	\$6,801,000	\$5,647,000	\$5,166,000	\$17,614,000
					<b>Grand Total:</b>	<b>\$90,251,000</b>

**WHEREAS**, the review and processing of the amendments included in this TIP Action has been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-65.1 creating the 65th amended version of the FY 2023-2026 TIP, and the draft amendment was posted on the TPB's Steering Committee meeting page in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, both roadway projects are included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and both areawide project groupings are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, full funding for the projects in this TIP Action was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the amended project records will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP remains fiscally constrained.

ATTACHMENT C) Letter from MDOT dated June 20, 2025, requesting the amendments; and

**WHEREAS**, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review 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 23-65.2 which adds a net total of \$90.25 million in NHPP, STBG, and state funding the two roadway projects and two project grouping records, listed below and described in the attached materials.

TIP ID	TITLE	Fiscal Years	NHPP	STBG	STATE	TOTAL
T2894	I-95/I-495 at Greenbelt Metro Station Interchange	2023-2026	\$8,225,000	\$0	\$26,421,000	\$34,646,000
T3108	US 1 Highway Reconstruction	2023-2026	\$4,603,000	\$0	\$7,967,000	\$11,394,000
T2710	Areawide Transportation Alternatives	2025, 2026	\$0	\$20,347,000	\$6,250,000	\$26,597,000
T3038	Areawide Environmental Projects	2025, 2026	\$6,801,000	\$5,647,000	\$5,166,000	\$17,614,000
Grand Total:						\$90,251,000

# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 2894 MC# 22-39 Approved 9/7/2022

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-95/I-495 at Greenbelt Metro Station Interchange Construction (PG3331)	B	Nonattainment	CE approved 2005, reeval 2016	\$ -	\$ 107,712	\$ 107,712
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-1 FY 2025	\$ 48,750	\$ 92,288	\$ 141,038
Description	Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.					
Justification	This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	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	\$ -	\$ -	\$ 107,712	\$ -	\$ 107,712
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local/TBD	\$ -	\$ -	\$ 107,712	\$ -	\$ 107,712
	Proposed (000s)	Total	\$ 1,250	\$ 30,000	\$ 110,000	\$ 107,500	\$ 248,750
		Federal	\$ 1,250	\$ 6,500	\$ 13,500	\$ 27,500	\$ 48,750
		State/Local/TBD	\$ -	\$ 23,500	\$ 96,500	\$ 80,000	\$ 200,000
	Change (000s)	Total	\$ 1,250	\$ 30,000	\$ 2,288	\$ 107,500	\$ 141,038
		Federal	\$ 1,250	\$ 6,500	\$ 13,500	\$ 27,500	\$ 48,750
		State/Local/TBD	\$ -	\$ 23,500	\$ (11,212)	\$ 80,000	\$ 92,288



## 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,712	\$ -	\$ -	\$ -	\$ 107,712	\$ 107,712
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,712	\$ -	\$ -	\$ -	\$ 107,712	\$ 107,712

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	\$ 1,250	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 8,750	\$ -	\$ 8,750
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ 4,000	\$ -	\$ 11,000	\$ -	\$ 25,000	\$ -	\$ 40,000	\$ -	\$ 40,000
	State	\$ -	\$ -	\$ -	\$ 21,000	\$ -	\$ 94,000	\$ -	\$ 80,000	\$ -	\$ 195,000	\$ 195,000
Other	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,250	\$ -	\$ 6,500	\$ 23,500	\$ 13,500	\$ 96,500	\$ 27,500	\$ 80,000	\$ 48,750	\$ 200,000	\$ 248,750

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	\$ 1,250	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ 8,750	\$ -	\$ 8,750	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000	
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CO	NHPP	\$ -	\$ -	\$ 4,000	\$ -	\$ 11,000	\$ -	\$ 25,000	\$ -	\$ 40,000	\$ -	\$ 40,000	
	State	\$ -	\$ -	\$ -	\$ 21,000	\$ -	\$ 94,000	\$ -	\$ 80,000	\$ -	\$ 195,000	\$ 195,000	
Other	TBD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (107,712)	\$ -	\$ -	\$ -	\$ (107,712)	\$ (107,712)	
Total		\$ 1,250	\$ -	\$ 6,500	\$ 23,500	\$ 13,500	\$ (11,212)	\$ 27,500	\$ 80,000	\$ 48,750	\$ 92,288	\$ 141,038	
TOTAL PROJECT COST													
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)		Total Project Cost			
Federal		\$ 1,426		Federal		\$ 48,750		Federal		\$ 2,500		Federal	\$ 52,676
State/Local/TBD		\$ 12,957		State/Local/TBD		\$ 200,000		State/Local/TBD		\$ -		State/Local/TBD	\$ 212,957
Total		\$ 14,383		Total		\$ 248,750		Total		\$ 2,500		Total	\$ 265,633

\*Note: \$16,288,000 of the current amount of \$124,000,000 is not shown in the table, because none of it is flowed in the STIP years. For this reason, only a portion of the total increase in project cost is shown (\$141,038,000).

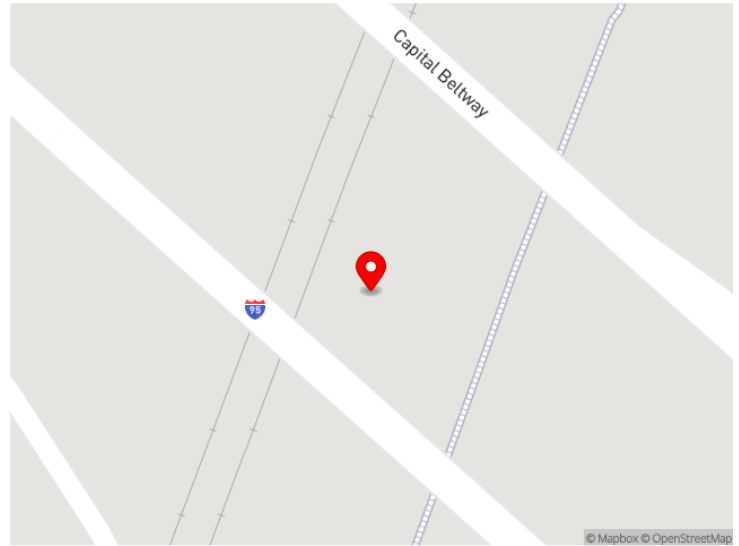
The total increase is \$141,633,000.

# ATTACHMENT A

## T2894 - I-95/I-495 at Greenbelt Metro Station Interchange Construction

Construction of a full I-95/I-495 interchange at Greenbelt Metro Station.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Interchange improvements
County	Prince Georges
From	-
Agency Project ID	PG3331
Municipality	-
To	-
Completion Date	2030
Total Cost	\$265,633,000



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Planning	DC/STATE	\$1,561,000	-	-	-	-	-	\$1,561,000
Total Plan-		\$1,561,000	-	-	-	-	-	\$1,561,000
PE	DC/STATE	\$6,346,000	\$3,172,000	\$925,000	-	-	-	\$10,443,000
PE	NHPP	\$951,000	\$475,000	-	\$1,250,000	\$2,500,000	\$7,500,000	\$12,676,000
Total PE-		\$7,297,000	\$3,647,000	\$925,000	\$1,250,000	\$2,500,000	\$7,500,000	\$23,119,000
ROW	DC/STATE	\$129,000	-	-	-	\$2,500,000	\$2,500,000	\$5,129,000
Total ROW		\$129,000	-	-	-	\$2,500,000	\$2,500,000	\$5,129,000
CON	DC/STATE	-	-	\$824,000	-	\$21,000,000	\$174,000,000	\$195,824,000
CON	NHPP	-	-	-	-	\$4,000,000	\$36,000,000	\$40,000,000
Total CON		-	-	\$824,000	-	\$25,000,000	\$210,000,000	\$235,824,000
Total Cost		\$8,987,000	\$3,647,000	\$1,749,000	\$1,250,000	\$30,000,000	\$220,000,000	\$265,633,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds to reflect programmed expenditures and project schedules. due to Adding \$141,633,000 in PE, RW, and CO.
Project Changes	<p>Plan Revision Name changed from "23-00" to "23-65.2 (MD)"</p> <p>Source Document changed from "None" to "MDOT 2025-2030 Consolidated Transportation Program (CTP) - pg.SHA-PG-1"</p> <p>Source Document Page/Record Link changed from "None" to "<a href="https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report_Regular_Resolution_for_viewing.pdf">https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report_Regular_Resolution_for_viewing.pdf</a>"</p> <p>Select any of the following criteria that exempt the project from the CMP requirement or indicate that none are applicable. changed from "The project consists of preliminary studies or engineering only, and is not funded for construction in the TIP., None of the above apply to this project." to "None of the above apply to this project."</p> <p>Complete Streets Exempt changed from "User group prohibited by law" to "None"</p>
Funding Changes	<ul style="list-style-type: none"> <li>- Decrease funds in FY 2019 in PE from \$1,000,000 to \$0</li> <li>- Decrease funds in FY 2019 in PLANNING from \$1,399,000 to \$0</li> <li>- Decrease funds in FY 2019 in CON from \$824,000 to \$0</li> <li>- Decrease funds in FY 2019 in PE from \$6,319,000 to \$0</li> <li>+ Increase funds in FY 2019 in PLANNING from \$0 to \$1,561,000</li> <li>- Decrease funds in FY 2019 in PE from \$3,455,000 to \$0</li> <li>- Decrease funds in FY 2019 in PLANNING from \$162,000 to \$0</li> <li>+ Increase funds in FY 2022 in PE from \$1,000,000 to \$3,173,000</li> <li>+ Increase funds in FY 2023 in PE from \$2,000,000 to \$3,172,000</li> <li>- Decrease funds in FY 2027 in OTHER from \$107,712,000 to \$0</li> <li>+ Increase funds in FY 2021 in PE from \$0 to \$476,000</li> <li>+ Increase funds in FY 2021 in PE from \$0 to \$3,173,000</li> <li>+ Increase funds in FY 2022 in PE from \$0 to \$475,000</li> <li>+ Increase funds in FY 2023 in PE from \$0 to \$475,000</li> <li>+ Increase funds in FY 2024 in PE from \$0 to \$925,000</li> <li>+ Increase funds in FY 2024 in CON from \$0 to \$824,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$1,250,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$2,500,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$4,000,000</li> <li>+ Increase funds in FY 2026 in ROW from \$0 to \$2,500,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$21,000,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$2,500,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$11,000,000</li> <li>+ Increase funds in FY 2027 in ROW from \$0 to \$2,500,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$94,000,000</li> <li>+ Increase funds in FY 2028 in PE from \$0 to \$2,500,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$25,000,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$80,000,000</li> <li>+ Increase funds in FY 2029 in PE from \$0 to \$2,500,000</li> </ul>
Federal Project Cost	Increased from \$9,542,000 to \$52,676,000 (452.04%)
Total Project Cost	Increased from \$124,000,000 to \$265,633,000 (114.22%)


# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3108 MC# 22-39 Approved 9/7/2022

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 1 Highway Reconstruction (PG6241)	A	Nonattainment/TPB tbd	2005 FONSI (2018 reeval)	\$ 291	\$ -	\$ 291
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	SHA-PG-7 FY 2025	\$ 4,355	\$ 975	\$ 5,330
Description	Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate.					
Justification	This project will improve traffic operations, pedestrian circulation, and safety.					

## 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	\$ 291	\$ -	\$ -	\$ -	\$ 291
		Federal	\$ 291	\$ -	\$ -	\$ -	\$ 291
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 4,445	\$ 1,176	\$ -	\$ -	\$ 5,621
		Federal	\$ 3,693	\$ 953	\$ -	\$ -	\$ 4,646
		State/Local	\$ 752	\$ 223	\$ -	\$ -	\$ 975
	Change (000s)	Total	\$ 4,154	\$ 1,176	\$ -	\$ -	\$ 5,330
		Federal	\$ 3,402	\$ 953	\$ -	\$ -	\$ 4,355
		State/Local	\$ 752	\$ 223	\$ -	\$ -	\$ 975

## 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	NHPP	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4	\$ -	\$ 4
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ 287	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287	\$ -	\$ 287
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 291	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 291	\$ -	\$ 291

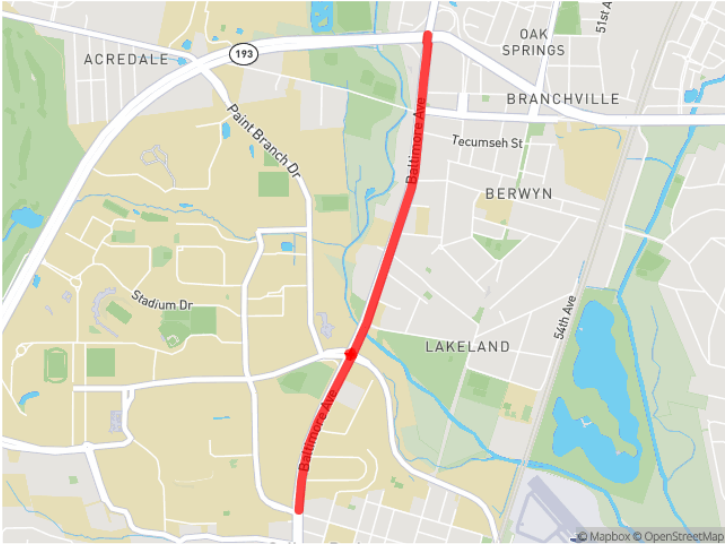
Proposed		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 730	\$ -	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953	\$ 953
UT	NHPP	\$ 2,542	\$ -	\$ 953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,495	\$ -	\$ 3,495
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ 1,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,151	\$ -	\$ 1,151
	State	\$ -	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 22
Total		\$ 3,693	\$ 752	\$ 953	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ 4,646	\$ 975	\$ 5,621

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 730	\$ -	\$ 223	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 953	\$ 953
UT	NHPP	\$ 2,538	\$ -	\$ 953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,491	\$ -	\$ 3,491
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ 864	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 864	\$ -	\$ 864
	State	\$ -	\$ 22	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22	\$ 22
<b>Total</b>		<b>\$ 3,402</b>	<b>\$ 752</b>	<b>\$ 953</b>	<b>\$ 223</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,355</b>	<b>\$ 975</b>	<b>\$ 5,330</b>
<b>TOTAL PROJECT COST</b>												
Prior Cost (≤ FY 2024)				STIP Cost (FY 2025-2028)				Balance to Complete (≥ FY 2029)				<b>Total Project Cost</b>
Federal			\$ 42,163	Federal			\$ 4,646	Federal			\$ -	\$ 46,809
State/Local			\$ 17,638	State/Local			\$ 975	State/Local			\$ -	\$ 18,613
<b>Total</b>			<b>\$ 59,801</b>	<b>Total</b>			<b>\$ 5,621</b>	<b>Total</b>			<b>\$ -</b>	<b>\$ 65,422</b>

# T3108 - US 1 Highway Reconstruction

Reconstruction of US 1 between College Avenue and MD 193.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Road - Recons/Rehab/Maintenance/Resurface
County	Prince Georges
From	College Avenue
Agency Project ID	PG6241
Municipality	-
To	MD 193
Completion Date	2024
Total Cost	\$65,422,000



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	\$3,184,000	-	-	-	-	-	\$3,184,000
Preliminary Engineering	NHPP	\$6,463,000	-	-	-	-	-	\$6,463,000
Total Preliminary Engineering		\$9,647,000	-	-	-	-	-	\$9,647,000
Right of Way	DC/STATE	\$4,156,000	\$2,077,000	\$2,064,000	\$730,000	\$223,000	-	\$9,250,000
Total Right of Way		\$4,156,000	\$2,077,000	\$2,064,000	\$730,000	\$223,000	-	\$9,250,000
Construction	DC/STATE	\$2,434,000	\$1,217,000	\$38,000	\$22,000	-	-	\$3,711,000
Construction	NHPP	\$16,585,000	\$8,292,000	\$10,430,000	\$1,151,000	-	-	\$36,458,000
Total Construction		\$19,019,000	\$9,509,000	\$10,468,000	\$1,173,000	-	-	\$40,169,000
Utility	DC/STATE	-	\$15,000	\$2,453,000	-	-	-	\$2,468,000
Utility	NHPP	-	\$393,000	-	\$2,542,000	\$953,000	-	\$3,888,000
Total Utility		-	\$408,000	\$2,453,000	\$2,542,000	\$953,000	-	\$6,356,000
Total Prior Costs		\$32,822,000	-	-	-	-	-	\$32,822,000
Total Programmed		\$32,822,000	\$11,994,000	\$14,985,000	\$4,445,000	\$1,176,000	-	\$65,422,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds to reflect updated programmed project expenditures and project schedules. due to Adding in \$12,493,000 in funds to reflect updated programmed project expenditures and project schedules.
Project Changes	<p>Plan Revision Name changed from "23-00" to "23-65.2 (MD)"</p> <p>Source Document changed from "None" to "MDOT 2025-2030 Consolidated Transportation Program (CTP) - pg. SHA-PG-7"</p> <p>Does this project increase capacity on a limited access highway or other principal arterial? changed from "None" to "No"</p> <p>Source Document Page/Record Link changed from "None" to "<a href="https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report_Regular_Resolution_for_viewing.pdf">https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report_Regular_Resolution_for_viewing.pdf</a>"</p> <p>CMP changed from "None" to "CMP Documentation is not required."</p>
Funding Changes	<ul style="list-style-type: none"> <li>+ Increase funds in FY 2019 in PE from \$0 to \$3,232,000</li> <li>- Decrease funds in FY 2019 in CON from \$449,000 to \$0</li> <li>- Decrease funds in FY 2019 in PE from \$6,579,000 to \$0</li> <li>+ Increase funds in FY 2019 in PE from \$0 to \$1,592,000</li> <li>- Decrease funds in FY 2019 in CON from \$21,000 to \$0</li> <li>- Decrease funds in FY 2019 in PE from \$2,672,000 to \$0</li> <li>- Decrease funds in FY 2019 in ROW from \$1,674,000 to \$0</li> <li>+ Increase funds in FY 2020 in PE from \$300,000 to \$3,231,000</li> <li>- Decrease funds in FY 2020 in CON from \$385,000 to \$0</li> <li>+ Increase funds in FY 2020 in PE from \$0 to \$1,592,000</li> <li>- Decrease funds in FY 2020 in ROW from \$2,709,000 to \$0</li> <li>- Decrease funds in FY 2020 in CON from \$179,000 to \$0</li> <li>- Decrease funds in FY 2020 in UT from \$393,000 to \$0</li> <li>- Decrease funds in FY 2021 in PE from \$28,000 to \$0</li> <li>+ Increase funds in FY 2021 in CON from \$7,178,000 to \$8,293,000</li> <li>- Decrease funds in FY 2021 in UT from \$15,000 to \$0</li> <li>- Decrease funds in FY 2021 in PE from \$12,000 to \$0</li> <li>+ Increase funds in FY 2021 in ROW from \$161,000 to \$2,078,000</li> <li>+ Increase funds in FY 2021 in CON from \$791,000 to \$1,217,000</li> <li>+ Increase funds in FY 2022 in CON from \$6,734,000 to \$8,292,000</li> <li>- Decrease funds in FY 2022 in UT from \$1,322,000 to \$0</li> <li>+ Increase funds in FY 2022 in ROW from \$645,000 to \$2,078,000</li> <li>+ Increase funds in FY 2022 in CON from \$0 to \$1,217,000</li> <li>- Decrease funds in FY 2022 in CON from \$645,000 to \$0</li> <li>- Decrease funds in FY 2022 in UT from \$7,000 to \$0</li> <li>+ Increase funds in FY 2023 in CON from \$7,745,000 to \$8,292,000</li> <li>- Decrease funds in FY 2023 in UT from \$1,851,000 to \$393,000</li> <li>+ Increase funds in FY 2023 in ROW from \$277,000 to \$2,077,000</li> <li>+ Increase funds in FY 2023 in CON from \$295,000 to \$1,217,000</li> <li>+ Increase funds in FY 2023 in UT from \$9,000 to \$15,000</li> <li>+ Increase funds in FY 2024 in CON from \$9,095,000 to \$10,430,000</li> <li>- Decrease funds in FY 2024 in UT from \$467,000 to \$0</li> <li>+ Increase funds in FY 2024 in ROW from \$0 to \$2,064,000</li> <li>- Decrease funds in FY 2024 in CON from \$287,000 to \$38,000</li> <li>+ Increase funds in FY 2024 in UT from \$4,000 to \$2,453,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$1,151,000</li> <li>+ Increase funds in FY 2025 in UT from \$0 to \$2,542,000</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$730,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$22,000</li> <li>+ Increase funds in FY 2026 in UT from \$0 to \$953,000</li> <li>+ Increase funds in FY 2026 in ROW from \$0 to \$223,000</li> </ul>
Federal Project Cost	Increased from \$42,148,000 to \$46,809,000 (11.06%)
Total Project Cost	Increased from \$52,929,000 to \$65,422,000 (23.60%)


# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 2710 MC# 22-208 Appvd. 1/15/2025

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Transportation Alternatives (AWTA)	B	Exempt	n/a	\$ 18,588	\$ 2,649	\$ 21,237
	Administration			Net Funding Change (000s)		
	SHA	Area/MPO	CTP Page	Federal	State/Local	Total
	SHA	TPB	BP-7 FY 2025	\$ 20,347	\$ 6,250	\$ 26,597
Description	Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

## 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	\$ 10,305	\$ 10,932	\$ -	\$ -	\$ 21,237
		Federal	\$ 9,022	\$ 9,566	\$ -	\$ -	\$ 18,588
		State/Local	\$ 1,283	\$ 1,366	\$ -	\$ -	\$ 2,649
	Proposed (000s)	Total	\$ 13,634	\$ 34,200	\$ -	\$ -	\$ 47,834
		Federal	\$ 11,545	\$ 27,390	\$ -	\$ -	\$ 38,935
		State/Local	\$ 2,089	\$ 6,810	\$ -	\$ -	\$ 8,899
	Change (000s)	Total	\$ 3,329	\$ 23,268	\$ -	\$ -	\$ 26,597
		Federal	\$ 2,523	\$ 17,824	\$ -	\$ -	\$ 20,347
		State/Local	\$ 806	\$ 5,444	\$ -	\$ -	\$ 6,250

## 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	\$ 3,557	\$ -	\$ 1,913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,470	\$ -	\$ 5,470
	State	\$ -	\$ 714	\$ -	\$ 345	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,059	\$ 1,059
RW	STBG	\$ 190	\$ -	\$ 190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380	\$ -	\$ 380
	State	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ 20
CO	STBG	\$ 5,275	\$ -	\$ 7,463	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,738	\$ -	\$ 12,738
	State	\$ -	\$ 559	\$ -	\$ 1,011	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,570	\$ 1,570
Total		\$ 9,022	\$ 1,283	\$ 9,566	\$ 1,366	\$ -	\$ -	\$ -	\$ -	\$ 18,588	\$ 2,649	\$ 21,237
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	\$ 6,080	\$ -	\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,080	\$ -	\$ 14,080
	State	\$ -	\$ 1,520	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,520	\$ 3,520
RW	STBG	\$ 190	\$ -	\$ 190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 380	\$ -	\$ 380
	State	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ 20
CO	STBG	\$ 5,275	\$ -	\$ 19,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,475	\$ -	\$ 24,475
	State	\$ -	\$ 559	\$ -	\$ 4,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,359	\$ 5,359
Total		\$ 11,545	\$ 2,089	\$ 27,390	\$ 6,810	\$ -	\$ -	\$ -	\$ -	\$ 38,935	\$ 8,899	\$ 47,834

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	\$ 2,523	\$ -	\$ 6,087	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,610	\$ -	\$ 8,610
	State	\$ -	\$ 806	\$ -	\$ 1,655	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,461	\$ 2,461
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ 11,737	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,737	\$ -	\$ 11,737
	State	\$ -	\$ -	\$ -	\$ 3,789	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,789	\$ 3,789
Total		\$ 2,523	\$ 806	\$ 17,824	\$ 5,444	\$ -	\$ -	\$ -	\$ -	\$ 20,347	\$ 6,250	\$ 26,597
TOTAL PROJECT COST												
Prior Cost (≤ FY 2024)			STIP Cost (FY 2025-2028)			Balance to Complete (≥ FY 2028)			Total Project Cost			
Federal			\$ 17,686	Federal			\$ 38,935	Federal			\$ -	Federal \$ 56,621
State/Local			\$ 1,114	State/Local			\$ 8,899	State/Local			\$ -	State/Local \$ 10,013
Total			\$ 18,800	Total			\$ 47,834	Total			\$ -	Total \$ 66,634

T2710 - Areawide Transportation Alternatives

Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.

Lead Agency	Maryland Department of Transportation - State Highway Admin- istration
Project Type	Enhancement
County	Charles, Frederick, Montgomery, Prince Georges
From	-
Agency Project ID	AWTA
Municipality	City of Frederick, City of Rockville
To	-
Completion Date	7.2026
Total Cost	\$66,634,000

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$212,000	\$192,000	\$1,520,000	\$2,000,000	-	\$3,924,000
Preliminary Engineering	STBG	-	\$1,838,000	\$1,758,000	\$6,080,000	\$8,000,000	-	\$17,676,000
Total Prelim-inary Engi-neering		-	\$2,050,000	\$1,950,000	\$7,600,000	\$10,000,000	-	\$21,600,000
Right of Way	DC/STATE	-	\$19,000	\$19,000	\$10,000	\$10,000	-	\$58,000
Right of Way	STBG	-	\$381,000	\$381,000	\$190,000	\$190,000	-	\$1,142,000
Total Right of Way		-	\$400,000	\$400,000	\$200,000	\$200,000	-	\$1,200,000
Construction	DC/STATE	-	\$336,000	\$336,000	\$559,000	\$4,800,000	-	\$6,031,000
Construction	STBG	-	\$6,664,000	\$6,664,000	\$5,275,000	\$19,200,000	-	\$37,803,000
Total Con-struction		-	\$7,000,000	\$7,000,000	\$5,834,000	\$24,000,000	-	\$43,834,000
Total Pro-grammed		-	\$9,450,000	\$9,350,000	\$13,634,000	\$34,200,000	-	\$66,634,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds to project. due to Adding \$26,597,000 in funds to reflect updated programmed project expenditures and project schedules.
Project Changes	Plan Revision Name changed from "23-52 (ALL)" to "23-65.2 (MD)"
Funding Changes	+ Increase funds in FY 2025 in PE from \$3,557,000 to \$6,080,000

- + Increase funds in FY 2025 in PE from \$714,000 to \$1,520,000
- + Increase funds in FY 2026 in PE from \$1,913,000 to \$8,000,000
- + Increase funds in FY 2026 in CON from \$7,463,000 to \$19,200,000
- + Increase funds in FY 2026 in PE from \$345,000 to \$2,000,000
- + Increase funds in FY 2026 in CON from \$1,011,000 to \$4,800,000

<b>Federal Project Cost</b>	Increased from \$36,274,000 to \$56,621,000 (56.09%)
<b>Total Project Cost</b>	Increased from \$40,037,000 to \$66,634,000 (66.43%)


# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # TPB 3038 MC# 22-136 Appvd. 5/20/2024

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Environmental Projects (AWEN)	B	Exempt	n/a	\$ 66,307	\$ 3,718	\$ 70,025
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	SHA	TPB	A-35 FY 2025	\$ 12,448	\$ 5,166	\$ 17,614
Description	Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with HSIP, NHPP, and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

## 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	\$ 41,798	\$ 28,227	\$ -	\$ -	\$ 70,025
		Federal	\$ 39,514	\$ 26,793	\$ -	\$ -	\$ 66,307
		State/Local	\$ 2,284	\$ 1,434	\$ -	\$ -	\$ 3,718
	Proposed (000s)	Total	\$ 48,496	\$ 39,143	\$ -	\$ -	\$ 87,639
		Federal	\$ 43,911	\$ 34,844	\$ -	\$ -	\$ 78,755
		State/Local	\$ 4,585	\$ 4,299	\$ -	\$ -	\$ 8,884
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ 6,698	\$ 10,916	\$ -	\$ -	\$ 17,614
		Federal	\$ 4,397	\$ 8,051	\$ -	\$ -	\$ 12,448
		State/Local	\$ 2,301	\$ 2,865	\$ -	\$ -	\$ 5,166

## 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	HSIP	\$ 1,394	\$ -	\$ 1,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,918	\$ -	\$ 2,918
	State	\$ -	\$ 146	\$ -	\$ 161	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 307	\$ 307
	NHPP	\$ 1,070	\$ -	\$ 929	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,999	\$ -	\$ 1,999
	State	\$ -	\$ 139	\$ -	\$ 47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 186	\$ 186
	STBG	\$ 5,356	\$ -	\$ 3,321	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,677	\$ -	\$ 8,677
	State	\$ -	\$ 270	\$ -	\$ 167	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 437	\$ 437
RW	HSIP	\$ 10	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20	\$ -	\$ 20
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ 39	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58	\$ -	\$ 58
	State	\$ -	\$ 6	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7	\$ 7
	STBG	\$ 19	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38	\$ -	\$ 38
	State	\$ -	\$ 1	\$ -	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2	\$ 2
CO	HSIP	\$ 286	\$ -	\$ 286	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 572	\$ -	\$ 572
	State	\$ -	\$ 14	\$ -	\$ 14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28	\$ 28
	NHPP	\$ 2,780	\$ -	\$ 1,645	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,425	\$ -	\$ 4,425
	State	\$ -	\$ 268	\$ -	\$ 83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 351	\$ 351
	STBG	\$ 28,560	\$ -	\$ 19,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,600	\$ -	\$ 47,600
	State	\$ -	\$ 1,440	\$ -	\$ 960	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,400	\$ 2,400
Total		\$ 39,514	\$ 2,284	\$ 26,793	\$ 1,434	\$ -	\$ -	\$ -	\$ -	\$ 66,307	\$ 3,718	\$ 70,025



T3038 - Areawide Environmental Projects

Ongoing program to provide environmental and aesthetic improvements on MDOT SHA highways. These are non-capacity improvements that may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian or bicycle facilities.

Lead Agency	Maryland Department of Transportation - State Highway Administration
Project Type	Environmental Only Project
County	Charles, Frederick, Montgomery, Prince Georges
From	-
Agency Project ID	AWEN
Municipality	City of Frederick, City of Rockville
To	-
Completion Date	2026
Total Cost	\$222,759,000

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
Preliminary Engineering	DC/STATE	-	\$961,000	\$1,178,000	\$2,846,000	\$3,161,000	-	\$8,146,000
Preliminary Engineering	HSIP	-	\$406,000	\$406,000	\$1,394,000	\$1,524,000	-	\$3,730,000
Preliminary Engineering	NHPP	-	\$3,993,000	\$4,172,000	\$4,000,000	\$4,800,000	-	\$16,965,000
Preliminary Engineering	STBG	-	\$3,908,000	\$7,321,000	\$6,800,000	\$7,200,000	-	\$25,229,000
Total Preliminary Engineering		-	\$9,268,000	\$13,077,000	\$15,040,000	\$16,685,000	-	\$54,070,000
Right of Way	DC/STATE	-	\$9,000	\$9,000	\$17,480	\$81,480	-	\$116,960
Right of Way	HSIP	-	\$19,000	\$19,000	\$9,520	\$9,520	-	\$57,040
Right of Way	NHPP	-	\$55,000	\$55,000	\$39,000	\$19,000	-	\$168,000
Right of Way	STBG	-	\$38,000	\$38,000	\$42,000	\$320,000	-	\$438,000
Total Right of Way		-	\$121,000	\$121,000	\$108,000	\$430,000	-	\$780,000
Construction	DC/STATE	-	\$3,377,000	\$2,616,000	\$1,722,000	\$1,057,000	-	\$8,772,000
Construction	HSIP	-	\$571,000	\$571,000	\$286,000	\$286,000	-	\$1,714,000
Construction	NHPP	-	\$4,238,000	\$3,257,000	\$2,780,000	\$1,645,000	-	\$11,920,000
Construction	STBG	-	\$57,120,000	\$40,783,000	\$28,560,000	\$19,040,000	-	\$145,503,000
		-	\$65,306,000	\$47,227,000	\$33,348,000	\$22,028,000	-	\$167,909,000

Total Construction						
Total Programmed	-	\$74,695,000	\$60,425,000	\$48,496,000	\$39,143,000	- \$222,759,000

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s), Adding funds for the project. due to Adding \$17,614,000 in funds to reflect updated programmed project expenditures and project schedules.
Project Changes	Plan Revision Name changed from "23-40" to "23-65.2 (MD)" 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" CMP changed from "None" to "CMP Documentation is not required."
Funding Changes	+ Increase funds in FY 2025 in PE from \$5,356,000 to \$6,800,000 + Increase funds in FY 2025 in ROW from \$19,000 to \$42,000 + Increase funds in FY 2025 in PE from \$1,070,000 to \$4,000,000 + Increase funds in FY 2025 in PE from \$139,000 to \$1,000,000 + Increase funds in FY 2025 in PE from \$270,000 to \$1,700,000 + Increase funds in FY 2025 in ROW from \$1,000 to \$11,000 + Increase funds in FY 2026 in PE from \$929,000 to \$4,800,000 + Increase funds in FY 2026 in PE from \$3,321,000 to \$7,200,000 + Increase funds in FY 2026 in ROW from \$19,000 to \$320,000 + Increase funds in FY 2026 in PE from \$47,000 to \$1,200,000 + Increase funds in FY 2026 in ROW from \$1,000 to \$80,000 + Increase funds in FY 2026 in PE from \$167,000 to \$1,800,000
Federal Project Cost	Increased from \$193,276,040 to \$205,724,040 (6.44%)
Total Project Cost	Increased from \$205,145,000 to \$222,759,000 (8.59%)

APPENDIX B  
FINANCIAL CONSTRAINT SUMMARY TABLE

Fund Type	2023	2024	2025	2026	Total
HSIP	\$7,182,000	\$8,275,000	\$13,495,040	\$18,253,640	\$47,205,680
NHPP	\$132,970,000	\$128,005,000	\$75,869,400	\$99,682,800	\$504,026,200
STBG	\$145,006,000	\$155,876,000	\$102,588,400	\$123,923,600	\$527,394,000
Federal Subtotal	\$285,158,000	\$292,156,000	\$191,952,840	\$241,860,040	\$1,078,625,880
Grand Total	\$285,158,000	\$292,156,000	\$191,952,840	\$241,860,040	\$1,078,625,880



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

June 20, 2025

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

Dear Chair Walkinshaw:

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

This action updates the programmed expenditures and project schedules in FY 2023-2026 for the projects listed below, and this action does not affect the Air Quality Conformity Determination of the 2022 Update to Visualize 2045.

<b>TIP ID</b>	<b>Project</b>	<b>Amount of New Funding (In 000s)</b>	<b>Comment</b>
2710	Areawide Transportation Alternatives	\$26,597	Adds new preliminary engineering and construction funds.
2894	I-95/I-495 at Greenbelt Metro Station Interchange	\$34,646	Adds new preliminary engineering, right-of-way, and construction funds.
3038	Areawide Environmental Projects	\$17,614	Adds new preliminary engineering and right-of-way funds.
3108	US 1 Highway Reconstruction	\$12,570	Adds new right-of-way, utilities, and construction funds.

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

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

Sincerely,

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

Attachment

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

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**MEMORANDUM**

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**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  
OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TJP* 6/20/2025  
CHIEF TARA PENDERS

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

**DATE:** JUNE 20, 2025

**RESPONSE**

**REQUESTED BY:** N/A

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**PURPOSE OF MEMORANDUM**

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

**SUMMARY**

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

TIP	PROJECT	PHASE	NEW FUNDING
T2710	Areawide Transportation Alternatives	PE	\$11,071,000
		CO	\$15,526,000
T2894	I-95/I-495 at Greenbelt Metro Station Interchange	PE	\$6,322,000
		RW	\$2,500,000
		CO	\$25,824,000
T3038	Areawide Environmental Projects	PE	\$17,201,000
		RW	\$413,000
T3108	US 1 Highway Reconstruction	RW	\$4,817,000
		UT	\$4,025,000
		CO	\$3,728,000

## **ANALYSIS**

*Areawide Transportation Alternatives (T2710)* – This amendment reflects the addition of \$11,071,000 in funds to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T2710. This amendment also reflects the addition of \$15,526,000 in construction funding. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$40,037,000 to \$66,634,000.

*I-95/I-495 at Greenbelt Metro Station Interchange (T2894)* – This amendment reflects the addition of \$6,322,000 in funds to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T2894. This amendment also reflects the addition of \$2,500,000 in funds for the right-of-way phase and the addition of \$25,824,000 for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$124,000,000 to \$265,633,000 which includes costs prior to and beyond the FY 2023-2026 TPB TIP years.

*Areawide Environmental Projects (T3038)* – This amendment reflects the addition of \$17,201,000 in funds to the FY 2023-2026 TPB TIP preliminary engineering funding for TPB T3038. This amendment also reflects the addition of \$413,000 in right-of-way funding. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$205,145,000 to \$222,759,000.

*US 1 Highway Reconstruction (T3108)* – This amendment reflects the addition of \$4,817,000 in funds to the FY 2023-2026 TPB TIP right-of-way funding for TPB T2894. This amendment also reflects the addition of \$4,025,000 in funds for utilities and the addition of \$3,728,000 for the construction phase. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$52,929,000 to \$65,422,000 which includes costs in years prior to the FY 2023-2026 TPB TIP.

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

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

Please amend the FY 2023-2026 TPB TIP and Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. David Rodgers, at 410-545-5670 or [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

**ATTACHMENTS**

- FY 2023-2026 TPB TIP project T2710 report
- FY 2025-2028 Maryland STIP project TPB 2710 report
- FY 2023-2026 TPB TIP project T2894 report
- FY 2025-2028 Maryland STIP project TPB 2894 report
- FY 2023-2026 TPB TIP project T3038 report
- FY 2025-2028 Maryland STIP project TPB 3038 report
- FY 2023-2026 TPB TIP project T3108 report
- FY 2025-2028 Maryland STIP project TPB 3108 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division, Office of Highway Development (OHD), SHA  
Jonathan Brown, P.E., Assistant District Engineer – Traffic, District 3, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Erich Florence, P.E., Deputy District Engineer, District 3, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Eric Marabello, P.E., Director, OHD, SHA  
Andrew Ratcliffe, P.E., District Engineer, District 7, SHA  
Mr. David Rodgers, Regional Planner, RIPD, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, SHA  
Robert Stewart, P.E., PTOE, Team Leader, District 3 - Traffic, SHA  
Mr. David Schlie, Regional Planner, RIPD, SHA  
Ms. April Stitt, Chief, Engineering Systems Team, District 7, SHA