

December 6, 2021

Mr. Gregory Murrill  
Division Administrator  
Attn: Dr. Kwame Arhin  
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. Ryan Long  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect the changes to one existing project in the FY 2021-2024 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This administrative modification updates the MDOT State Highway Administration (MDOT SHA) programmed expenditures and project schedule of four existing projects in the STIP. The TPB approved the modification to its TIP on November 15, 2021. MDOT has assigned Control #22-2 for this modification to the STIP, and the approval and supporting documentation are attached.

<b>Project Name</b>	<b>STIP #</b>	<b>TIP #</b>	<b>Funding Source</b>	<b>FY19-FY22 Net Federal Change (in 000's)</b>
I-95/I-495 at Greenbelt Metro Station Interchange Construction, Greenbelt	2894	2894	State	\$0
MD 197 Highway Reconstruction, Bowie	4887	4887	NHPP, State	\$2,375
US 15/US 40 Frederick Freeway Highway Reconstruction, Frederick	6431	6431	NHPP, State	\$8,910
MD 97 at Montgomery Hills Highway Reconstruction	6689	6689	STBG, State	\$869

Mr. Gregory Murrill  
Ms. Terry Garcia Crews  
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The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Ms. Kari Snyder at 410-865-1305, toll free 888-713-1414 or via e-mail at [ksnyder3@mdot.state.md.us](mailto:ksnyder3@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly distinguishable.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

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

**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** REGIONAL PLANNING MANAGER TYSON BYRNE  
REGIONAL PLANNER KARI SNYDER

**FROM:** CHIEF MATT BAKER *MB*  
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

**SUBJECT:** REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL  
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2021-  
2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION  
(FHWA)

**DATE:** NOVEMBER 26, 2021

**RESPONSE**

**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

To request the MDOT Office of Planning and Capital Programming notify the FHWA Maryland Division of these administrative modifications.

**SUMMARY**

On November 15, 2021, Metropolitan Washington Council of Governments Department of Transportation Planning (MWCOTG DTP) staff approved the following four MDOT State Highway Administration (MDOT SHA)-requested administrative modifications to the FY 2021-2024 TPB TIP.

TIP	PROJECT	PHASE	NEW FUNDING
2894	I-95/I-495 at Greenbelt Metro Station Interchange Construction, Greenbelt	PE	\$3,000,000
4887	MD 197 Highway Reconstruction, Bowie	PE	(\$4,886,000)
6431	US 15/US 40 Frederick Freeway Highway Reconstruction, Frederick	PP PE	\$49,000 \$6,726,000
6689	MD 225 Mattawoman Creek Bridge Replacement, Potomac Heights	PE UT	\$490,000 \$427,000

## **ANALYSIS**

*I-95/I-495 at Greenbelt Metro Station Interchange Construction (TPB 2894)* – This administrative modification reflects the addition of \$3,000,000 in State funds to FY 2021-2024 TPB TIP design funding for TPB 2894. This administrative modification ensures the FY 2021-2024 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2021-2024. This project's estimated total cost, including funding yet to be identified or programmed for final design, right-of-way acquisition, and construction, remains \$124 million. Per the October 29, 2014 memorandum of understanding executed by MDOT and the Federal Highway Administration, this action is eligible to be processed as an administrative modification as TPB 2894 is a \$10 million-plus project and this action constitutes an increase in total funding no greater than 20 percent of existing total project cost. With this new funding, MDOT SHA is reinitiating design with the intention to complete 30-percent design in 2023.

*MD 197 Highway Reconstruction (TPB 4887)* – This administrative modification reflects repositioning of existing design funding in the FY 2021-2024 TPB TIP following MDOT SHA's programming of \$2,500,000 in new design funding for TPB 4887 in the Summer of 2021. This administrative modification ensures the FY 2021-2024 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2021-2024. For this new design funding, MDOT SHA is using toll credits to reduce its matching obligation from 20 percent to 5 percent. Prior to this modification, the funding programmed in the FY 2021-2024 TPB TIP reflected design funding programmed by MDOT SHA prior to the Covid-19 pandemic, at which time in the Spring of 2020, MDOT SHA placed design on hold. At that time, MDOT SHA did not decrease design funding programmed in the FY 2021-2024 TPB TIP accordingly; therefore, this modification, while reflecting increased design funding programmed in the Summer of 2021, actually decreases funding programmed in the FY 2021-2024 TPB TIP. This project's estimated total cost, including funding yet to be identified or programmed for final design, right-of-way acquisition, and construction, is decreasing from \$91 million to \$86 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as TPB 4887 is a \$10 million-plus project and this action constitutes an increase in total funding no greater than 20 percent of existing total project cost. With this new funding, MDOT SHA is reinitiating design with the intention to complete 30-percent design in 2023-2024.

*US 15/US 40 Frederick Freeway Highway Reconstruction (TPB 6431)* – This administrative modification reflects the addition of \$49,000 in State funds to FY 2021-2024 TPB TIP planning funding. It also reflects the repositioning of existing design funding and the addition of \$6,726,000 in State and federal NHPP funds to FY 2021-2024 TPB TIP design funding for TPB 6431 following MDOT SHA's programming of \$10,700,000 in new design funding for TPB 6431 in the Summer of 2021. This administrative modification ensures the FY 2021-2024 TPB TIP reflects MDOT SHA's updated programmed project expenditures and project schedule in FY 2021-2024. For this new design funding, MDOT SHA is using toll credits to reduce its matching obligation from 20 percent to 5 percent. This project's estimated total cost, including funding yet to be identified or programmed for right-of-way acquisition construction, remains \$149 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as TPB 6431 is a \$10 million-plus project and this action constitutes an increase in total funding no greater than 20 percent of existing total project cost. With this new funding, MDOT SHA is completing planning in 2022 and reinitiating design with the intention to complete 100-percent design in 2024.

*MD 225 Mattawoman Creek Bridge Replacement (TPB 6689)* – This administrative modification reflects the addition of \$490,000 in State and federal STBG funds to FY 2021-2024 TPB TIP design funding and the addition of \$427,000 in State and federal STBG funds to FY 2021-2024 TPB TIP utilities funding for TPB 6689. This administrative modification ensures the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. For this new design and utilities funding, MDOT SHA is using toll credits to reduce its matching obligation from 20 percent to 5 percent. This project’s estimated total cost, including funding yet to be identified or programmed for right-of-way acquisition and construction, is increasing from \$3.2 million to \$3.7 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as TPB 6689 costs \$3 million-\$10 million and this action constitutes an increase in total funding no greater than 30 percent of existing total project cost. Design is underway, and MDOT SHA anticipates beginning construction in 2023-2024.

The attached Statewide TIP (STIP) reports document MDOT’s requested modifications 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 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. MDOT published funding details in the draft FY 2022-2027 Consolidated Transportation Program (<https://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 be advised of these modifications to the FY 2021-2024 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions concerning the I-95/I-495 at Greenbelt Metro Station Interchange, MD 197 Highway Reconstruction, or MD 225 Mattawoman Creek Bridge Replacement projects, please contact Mr. David Rodgers, MDOT SHA Regional Planner, at 410-545-5670 or via email at [drodgers@mdot.maryland.gov](mailto:drodgers@mdot.maryland.gov). If concerning the US 15/US 40 Frederick Freeway Highway Reconstruction project, please contact Mr. David Schlie, MDOT SHA Regional Planner, at 410-545-5674 or via email at [dschlie@mdot.maryland.gov](mailto:dschlie@mdot.maryland.gov).

## **ATTACHMENTS**

- Srikanth (MWCOG DTP) to Rodgers (MDOT SHA) TPB TIP projects 2894, 4887, 6431, 6689 administrative modification approval
- FY 2021-2024 TPB TIP project 2894 report
- FY 2022-2025 Maryland STIP project TPB 2894 report
- FY 2021-2024 TPB TIP project 4887 report
- FY 2022-2025 Maryland STIP project TPB 4887 report
- FY 2021-2024 TPB TIP project 6431 report
- FY 2022-2025 Maryland STIP project TPB 6431 report
- FY 2021-2024 TPB TIP project 6689 report
- FY 2022-2025 Maryland STIP project TPB 6689 report

Ms. Heather Murphy  
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cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, MDOT SHA  
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA  
Ms. Lindsay Bobian, Team Leader, Highway Design Division (HDD), MDOT SHA  
Ms. Carmeletta Harris, Project Manager, Project Management Division (PMD), MDOT SHA  
Mr. Sean Johnson, Team Leader, HDD, MDOT SHA  
Barrett Kiedrowski, P.E., Chief, PMD, MDOT SHA  
Kelly Nash, P.E., Deputy Director, Office of Structures, MDOT SHA  
Yinka Olagoke, P.E., Team Leader, Structures Engineering Division, MDOT SHA  
Erica Rigby, P.E., District Engineer, District 3, MDOT SHA  
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA  
Mr. David Schlie, Regional Planner, RIPD, MDOT SHA  
Barry Smith, P.E., Acting Chief, HDD, MDOT SHA  
Kimberly Tran, P.E., Acting District Engineer, District 5, MDOT SHA

## David Rodgers

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**From:** Andrew Austin <aaustin@mwkog.org>  
**Sent:** Tuesday, November 23, 2021 5:49 PM  
**To:** David Rodgers  
**Cc:** David Schlie; Matt Baker; Kari Snyder; Lyn Erickson; Kanti Srikanth  
**Subject:** Re: TIP Action 21-36: Administrative Modification for #2894, #4887, #6431, and #6689  
**Attachments:** Approved MDOT Ad-Mod - TIP Action 21-36 - TIP IDs 2894 4887 6431 6689.pdf

Dear Mr. Rodgers:

This is to acknowledge receipt of and the processing of the Maryland Department of Transportation/State Highway Administration's (MDOT/SHA) request for an Administrative Modification to four projects in the National Capital Region Transportation Planning Board's (TPB) FY 2021-2024 Transportation Improvement Program (TIP). The TPB's modified FY 2021-2024 TIP now reflects the updated funding information for the four projects listed below, as requested. The modification approval materials attached include a TIP Project Overview report showing how the projects will appear in the TIP; an Amendment Summary report showing the project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase; and a Funding Change Detail report that presents the Change Summary in table format.

- I-95/I-495 at Greenbelt Metro Station Interchange Construction
- MD 197 Highway Reconstruction - PE ONLY
- US 15/US 40 Frederick Freeway Highway Reconstruction
- MD 225, Hawthorne Road, Bridge Replacement

These administrative modifications of the TIP were processed upon consultation with MDOT and in accordance with 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.

These modifications are considered effective as of November 15, 2021. Please keep TPB staff apprised as your agency requests and receives approval of any amendments to 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](mailto:aaustin@mwkog.org).

Sincerely,

Kanti Srikanth  
Director – MWCOCG, Dept. of Transportation Planning  
Staff Director – Transportation Planning Board  
202-962-3257 (Direct)  
202-962-3202 (Fax)

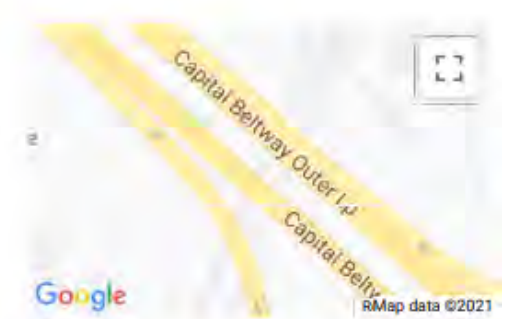




TIP ID	2894	Lead Agency	MDOT/State Highway Administration	Project Type	Road - Interchange improvement
Project Name	I-95/I-495 at Greenbelt Metro Station Interchange Construction	County	Prince Georges	Total Cost	\$124,000,000
Project Limits	Interchange on I 95	Municipality		Completion Date	2030
		Agency Project ID	IDPG3331		

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

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	HPP	\$1,000,000	-	-	-	-	-	\$1,000,000
PE	NHPP	\$6,319,000	-	-	-	-	-	\$6,319,000
PE	STATE	\$3,454,000	-	\$1,000,000	\$2,000,000	-	-	\$6,454,000
	<b>Total PE</b>	<b>\$10,773,000</b>	-	<b>\$1,000,000</b>	<b>\$2,000,000</b>	-	-	<b>\$13,773,000</b>
ROW	STATE	\$129,000	-	-	-	-	-	\$129,000
	<b>Total ROW</b>	<b>\$129,000</b>	-	-	-	-	-	<b>\$129,000</b>
CON	NHPP	-	-	-	-	-	\$102,327,350	\$102,327,350
CON	STATE	\$824,000	-	-	-	-	\$5,385,650	\$6,209,650
	<b>Total CON</b>	<b>\$824,000</b>	-	-	-	-	<b>\$107,713,000</b>	<b>\$108,537,000</b>
PLANNING	NHPP	\$1,399,000	-	-	-	-	-	\$1,399,000
PLANNING	STATE	\$162,000	-	-	-	-	-	\$162,000
	<b>Total PLANNING</b>	<b>\$1,561,000</b>	-	-	-	-	-	<b>\$1,561,000</b>
	<b>Total Programmed</b>	<b>\$13,287,000</b>	-	<b>\$1,000,000</b>	<b>\$2,000,000</b>	-	<b>\$107,713,000</b>	<b>\$124,000,000</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-36 Amendment 2021-2024	11/15/2021	N/A	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$121,000,000 to \$124,000,000



# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 2894

**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/TPB 1479	CE 2005 (re-eval 2016)	\$ -	\$ -	\$ -
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
		TPB	SHA-PG-13 FY 2021	\$ -	\$ -	\$ 3,000

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)	\$ 13,287	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
		Proposed (000s)	\$ 1,000	\$ 2,000	\$ -	\$ -	\$ 3,000
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ 1,000	\$ 2,000	\$ -	\$ -	\$ 3,000
		Change (000s)	\$ 1,000	\$ 2,000	\$ -	\$ -	\$ 3,000
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ 1,000	\$ 2,000	\$ -	\$ -	\$ 3,000

**PHASE DETAIL**

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 1,000	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ 1,000	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 1,000	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ 1,000	\$ -	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 2894 (cont'd)

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 8,880	Federal	\$ -	Federal	\$ -	Federal	\$ 8,880
State/Local	\$ 4,408	State/Local	\$ 3,000	State/Local	\$ -	State/Local	\$ 7,408
<b>Total</b>	<b>\$ 13,288</b>	<b>Total</b>	<b>\$ 3,000</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 16,288</b>



TIP ID 4887  
Project Name MD 197 Highway Reconstruction - PE ONLY  
Project Limits  
Lead Agency MDOT/State Highway Administration  
County Prince Georges  
Municipality  
Agency Project IDPG6911

Project Type Road - Add Capacity/  
Total Cost Widening\$87,000,000  
Completion Date 2025

Description Widening of and upgrades to MD 197 to become a multilane freeway between Kenhill Drive and MD 450.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	\$13,000	\$950,000	\$1,425,000	-	-	\$2,388,000
PE	STATE	\$2,474,000	\$1,000	\$50,000	\$75,000	-	-	\$2,600,000
	<b>Total PE</b>	\$2,474,000	\$14,000	\$1,000,000	\$1,500,000	-	-	\$4,988,000
CON	NHPP	-	-	-	-	-	\$76,361,000	\$76,361,000
CON	STATE	-	-	-	-	-	\$4,020,000	\$4,020,000
	<b>Total CON</b>	-	-	-	-	-	\$80,381,000	\$80,381,000
PLANNING	LOCAL	\$1,000,000	-	-	-	-	-	\$1,000,000
PLANNING	STATE	\$631,000	-	-	-	-	-	\$631,000
	<b>Total PLANNING</b>	\$1,631,000	-	-	-	-	-	\$1,631,000
	<b>Total Programmed</b>	\$4,105,000	\$14,000	\$1,000,000	\$1,500,000	-	\$80,381,000	\$87,000,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-36 Amendment 2021-2024	11/15/2021	N/A	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost decreased from \$92,297,000 to \$87,000,000



# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 4887

**SUMMARY TABLE**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 197 Highway Reconstruction (PG6911)	B	Nonattainment/TPB 2253	CE 2009	\$ -	\$ 6,134	\$ 6,134
	Administration		CTP Page	Net Funding Change (000s)		
	MDOT SHA	Area/MPO		Federal	State/Local	Total
			SHA-PG-26 FY 2021	\$ 2,375	\$ (6,009)	\$ (3,634)

**Description** Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 relocated.

**Justification** Project provides additional capacity needed to accommodate an increase in traffic volume along MD 197 and improve access along the corridor.

**INDIVIDUAL REQUEST FORM**

STIP/TIP Amendment Criteria			Funding	FY 2019	FY 2020	FY 2021	FY 2022	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)	<b>Total</b>	\$ -	\$ 2,000	\$ 2,100	\$ 234	\$ 6,134
			Federal	\$ -	\$ -	\$ -	\$ -	\$ -
			State/Local	\$ 1,800	\$ 2,000	\$ 2,100	\$ 234	\$ 6,134
		Proposed (000s)	<b>Total</b>	\$ 1,000	\$ 1,500	\$ -	\$ -	\$ 2,500
			Federal	\$ 950	\$ 1,425	\$ -	\$ -	\$ 2,375
			State/Local	\$ 50	\$ 75	\$ -	\$ -	\$ 125
		Change (000s)	<b>Total</b>	\$ (800)	\$ (500)	\$ (2,100)	\$ (234)	\$ (3,634)
			Federal	\$ 950	\$ 1,425	\$ -	\$ -	\$ 2,375
			State/Local	\$ (1,750)	\$ (1,925)	\$ (2,100)	\$ (234)	\$ (6,009)



**PHASE DETAIL**

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ 1,800	\$ -	\$ 2,000	\$ -	\$ 2,100	\$ -	\$ 234	\$ -	\$ 6,134	\$ 6,134
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ -	\$ 1,800	\$ -	\$ 2,000	\$ -	\$ 2,100	\$ -	\$ 234	\$ -	\$ 6,134	\$ 6,134

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 950	\$ -	\$ 1,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,375	\$ -	\$ 2,375
	State	\$ -	\$ 50	\$ -	\$ 75	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 125	\$ 125
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 950	\$ 50	\$ 1,425	\$ 75	\$ -	\$ -	\$ -	\$ -	\$ 2,375	\$ 125	\$ 2,500

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 950	\$ -	\$ 1,425	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,375	\$ -	\$ 2,375
	State	\$ -	\$ (1,750)	\$ -	\$ (1,925)	\$ -	\$ (2,100)	\$ -	\$ (234)	\$ -	\$ (6,009)	\$ (6,009)
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 950	\$ (1,750)	\$ 1,425	\$ (1,925)	\$ -	\$ (2,100)	\$ -	\$ (234)	\$ 2,375	\$ (6,009)	\$ (3,634)

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 4887 (cont'd)

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 13	Federal	\$ 2,375	Federal	\$ -	Federal	\$ 2,388
State/Local	\$ 4,106	State/Local	\$ 125	State/Local	\$ -	State/Local	\$ 4,231
<b>Total</b>	<b>\$ 4,119</b>	<b>Total</b>	<b>\$ 2,500</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 6,619</b>



TIP ID 6431  
Project Name US 15/US 40 Frederick Freeway Highway Reconstruction  
Project Limits

Lead Agency MDOT/State Highway Administration  
County Frederick  
Municipality City of Frederick  
Agency Project ID FR1881

Project Type Road - Add Capacity/  
Total Cost Widening \$149,000,000  
Completion Date 2030

Description Reconstruction of US 15 and US 40 between I-70 and MD 26.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	-	\$1,425,000	\$3,800,000	\$2,850,000	\$2,090,000	\$10,165,000
PE	STATE	\$643,000	\$45,000	\$75,000	\$200,000	\$150,000	\$110,000	\$1,223,000
	<b>Total PE</b>	\$643,000	\$45,000	\$1,500,000	\$4,000,000	\$3,000,000	\$2,200,000	\$11,388,000
CON	NHPP	-	-	-	-	-	\$127,303,800	\$127,303,800
CON	STATE	-	-	-	-	-	\$6,700,200	\$6,700,200
	<b>Total CON</b>	-	-	-	-	-	\$134,004,000	\$134,004,000
PLANNING STATE		\$3,559,000	\$49,000	-	-	-	-	\$3,608,000
	<b>Total PLANNING</b>	\$3,559,000	\$49,000	-	-	-	-	\$3,608,000
	<b>Total Programmed</b>	\$4,202,000	\$94,000	\$1,500,000	\$4,000,000	\$3,000,000	\$136,204,000	\$149,000,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-36 Amendment 2021-2024	11/15/2021	N/A	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Programming Update

**Funding Change(s):**

Total project cost increased from \$142,013,000 to \$149,000,000



# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6431

**PHASE DETAIL**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 15/US 40 Frederick Freeway Highway Reconstruction (FR1881)	B	Nonattainment/TPB 1193	CE 2022	\$ 1,255	\$ -	\$ 1,255
	Administration			Net Funding Change (000s)		
	MDOT SHA	Area/MPO	CTP Page	Federal	State/Local	Total
		TPB	SHA-FR-10 FY 2021	\$ 8,910	\$ 161	\$ 9,071

**Description** Planning and preliminary engineering study to improve safety and mainline operations along US 15 and U S40 from I-270 to north of Biggs Ford Road

**Justification** Project will address safety, operations, and mobility needs in the US 15 corridor

**INDIVIDUAL REQUEST FORM**

STIP/TIP Amendment Criteria	Funding	FY 2022		FY 2023		FY 2024		FY 2025		Total
		(000s)		(000s)		(000s)		(000s)		
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ 500	\$ 650	\$ 169	\$ 250	\$ 1,569				
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ 400	\$ 520	\$ 135	\$ 200	\$ 1,255				
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ 100	\$ 130	\$ 34	\$ 50	\$ 314				
<input type="checkbox"/> D) Other	Proposed	\$ 1,500	\$ 4,000	\$ 3,000	\$ 2,200	\$ 10,700				
	Federal	\$ 1,425	\$ 3,800	\$ 2,850	\$ 2,090	\$ 10,165				
	State/Local	\$ 75	\$ 200	\$ 150	\$ 110	\$ 535				
	Change	\$ 1,000	\$ 3,350	\$ 2,831	\$ 1,890	\$ 9,131				
	Federal	\$ 1,025	\$ 3,280	\$ 2,715	\$ 1,890	\$ 8,910				
	State/Local	\$ (25)	\$ 70	\$ 116	\$ 60	\$ 221				

**PHASE DETAIL**

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 400	\$ -	\$ 520	\$ -	\$ 135	\$ -	\$ 200	\$ -	\$ 1,255	\$ -	\$ 1,255
	State	\$ -	\$ 100	\$ -	\$ 130	\$ -	\$ 34	\$ -	\$ 50	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 400</b>	<b>\$ 100</b>	<b>\$ 520</b>	<b>\$ 130</b>	<b>\$ 135</b>	<b>\$ 34</b>	<b>\$ 200</b>	<b>\$ 50</b>	<b>\$ 1,255</b>	<b>\$ -</b>	<b>\$ 1,255</b>

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,425	\$ -	\$ 3,800	\$ -	\$ 2,850	\$ -	\$ 2,090	\$ -	\$ 10,165	\$ -	\$ 10,165
	State	\$ -	\$ 75	\$ -	\$ 200	\$ -	\$ 150	\$ -	\$ 110	\$ -	\$ 535	\$ 535
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 1,425</b>	<b>\$ 75</b>	<b>\$ 3,800</b>	<b>\$ 200</b>	<b>\$ 2,850</b>	<b>\$ 150</b>	<b>\$ 2,090</b>	<b>\$ 110</b>	<b>\$ 10,165</b>	<b>\$ 535</b>	<b>\$ 10,700</b>

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,025	\$ -	\$ 3,280	\$ -	\$ 2,715	\$ -	\$ 1,890	\$ -	\$ 8,910	\$ -	\$ 8,910
	State	\$ -	\$ (25)	\$ -	\$ 70	\$ -	\$ 116	\$ -	\$ -	\$ -	\$ 161	\$ 161
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 1,025</b>	<b>\$ (25)</b>	<b>\$ 3,280</b>	<b>\$ 70</b>	<b>\$ 2,715</b>	<b>\$ 116</b>	<b>\$ 1,890</b>	<b>\$ -</b>	<b>\$ 8,910</b>	<b>\$ 161</b>	<b>\$ 9,071</b>

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6431 (cont'd)

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 41	Federal	\$ 10,165	Federal	\$ -	Federal	\$ 10,206
State/Local	\$ 4,255	State/Local	\$ 535	State/Local	\$ -	State/Local	\$ 4,792
<b>Total</b>	<b>\$ 4,296</b>	<b>Total</b>	<b>\$ 10,700</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 14,996</b>



TIP ID 6689  
Project Name MD 225, Hawthorne Road, Bridge Replacement  
Project Limits MD 225 Bridge

Lead Agency MDOT/State Highway Administration  
County Charles, Frederick, Montgomery, Prince Georges  
Municipality City of Frederick, City of Rockville  
Agency Project ID CH1681

Project Type Bridge - Replace  
Total Cost \$3,700,000  
Completion Date 2027

Description Replacement of MD 5 Bridge 08021 over Mattawoman Creek

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE STATE	\$388,000	\$364,000	\$12,000	\$12,000	-	-	\$776,000
PE STBG	-	-	\$233,000	\$233,000	-	-	\$466,000
<b>Total PE</b>	<b>\$388,000</b>	<b>\$364,000</b>	<b>\$245,000</b>	<b>\$245,000</b>	-	-	<b>\$1,242,000</b>
CON STATE	-	\$85,000	\$355,000	-	-	-	\$440,000
CON STBG	-	\$302,000	\$1,258,000	-	-	-	\$1,560,000
<b>Total CON</b>	-	<b>\$387,000</b>	<b>\$1,613,000</b>	-	-	-	<b>\$2,000,000</b>
UT STATE	-	-	\$11,000	\$13,000	-	-	\$24,000
UT STBG	-	-	\$202,000	\$201,000	-	-	\$403,000
<b>Total UT</b>	-	-	<b>\$213,000</b>	<b>\$214,000</b>	-	-	<b>\$427,000</b>
<b>Total Programmed</b>	<b>\$388,000</b>	<b>\$751,000</b>	<b>\$2,071,000</b>	<b>\$459,000</b>	-	-	<b>\$3,669,000</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-36 Amendment 2021-2024	11/15/2021	N/A	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$3,176,000 to \$3,669,000



# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6689

**SUMMARY TABLE**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 225 Mattawoman Creek Bridge Replacement (CH1681)	B	Nonattainment/TPB 1193	CE 2022	\$ 1,258	\$ 355	\$ 1,613
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	TPB	SHA-CH-1 FY 2021	\$ 869	\$ 48	\$ 917

Description Replacement of MD 225 bridge 08021 over Mattawoman Creek.

Justification The existing structure, built in 1951, is rated poor.

**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)	<b>Total</b>	\$ 1,613	\$ -	\$ -	\$ -	\$ 1,613
			Federal	\$ 1,258	\$ -	\$ -	\$ -	\$ 1,258
			State/Local	\$ 355	\$ -	\$ -	\$ -	\$ 355
		Proposed (000s)	<b>Total</b>	\$ 2,071	\$ 459	\$ -	\$ -	\$ 2,530
			Federal	\$ 1,693	\$ 434	\$ -	\$ -	\$ 2,127
			State/Local	\$ 378	\$ 25	\$ -	\$ -	\$ 403
		Change (000s)	<b>Total</b>	\$ 458	\$ 459	\$ -	\$ -	\$ 917
			Federal	\$ 435	\$ 434	\$ -	\$ -	\$ 869
			State/Local	\$ 23	\$ 25	\$ -	\$ -	\$ 48

**PHASE DETAIL**

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
UT	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ 1,258	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,258	\$ -	\$ 1,258
	State	\$ -	\$ 355	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355	\$ 355
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 1,258	\$ 355	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,258	\$ 355	\$ 1,613

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 233	\$ -	\$ 233	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 466	\$ -	\$ 466
	State	\$ -	\$ 12	\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24	\$ 24
UT	STBG	\$ 202	\$ -	\$ 201	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 403	\$ -	\$ 403
	State	\$ -	\$ 11	\$ -	\$ 13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24	\$ 24
CO	STBG	\$ 1,258	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,258	\$ -	\$ 1,258
	State	\$ -	\$ 355	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 355	\$ 355
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		\$ 1,693	\$ 378	\$ 434	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ 2,127	\$ 403	\$ 2,530

# MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6689 (cont'd)

**PHASE DETAIL (cont'd)**

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PE	STBG	\$ 233	\$ -	\$ 233	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 466	\$ -	\$ 466
	State	\$ -	\$ 12	\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24	\$ 24
UT	STBG	\$ 202	\$ -	\$ 201	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 403	\$ -	\$ 403
	State	\$ -	\$ 11	\$ -	\$ 13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24	\$ 24
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 435</b>	<b>\$ 23</b>	<b>\$ 434</b>	<b>\$ 25</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 869</b>	<b>\$ 48</b>	<b>\$ 917</b>

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 302	Federal	\$ 2,127	Federal	\$ -	Federal	\$ 2,429
State/Local	\$ 837	State/Local	\$ 403	State/Local	\$ -	State/Local	\$ 1,240
<b>Total</b>	<b>\$ 1,139</b>	<b>Total</b>	<b>\$ 2,530</b>	<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 3,669</b>