

May 13, 2024

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

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

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests an amendment to change one and add one project to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for projects in the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland State Highway Administration.

The BRTB approved the following amendments to the TIP on April 19, 2024. MDOT has assigned Control #22-119 for these amendments to the STIP. The BRTB approval and supporting documentation are attached.

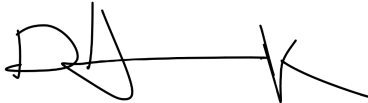
Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
I-70: MD 32 to I-695 Transportation Systems Management and Operations (TSMO)	60-2301-41	60-2301-41	NHPP STBG	(\$4,345) \$1,329

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
National Electric Vehicle Infrastructure (NEVI)	60-2401-09	60-2401-09	NEVI STBG	\$7,123 \$65

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov.

Sincerely,



Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT
Mr. Dan Sommerville, Regional Planner, Federal Transit Administration (FTA)



April 22, 2024

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one amendment to the *2024-2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on April 19, 2024. The documentation enclosed supports changes to the *2024-2027 TIP* for one MDOT SHA project.

- **I-70: MD 32 to I-695: 60-2301-41**

This amendment was presented to the Technical Committee on March 5, 2024. The Interagency Consultation Group (ICG) has also determined this project to be exempt according to the conformity rule at its March 6, 2024 meeting.

MDOT SHA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #24-17 to support these changes to the *2024-2027 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang", is written over a light blue circular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Benjamin Allen
Mr. Tavon Hawkins
Ms. Tara Penders



Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
I-70 : MD 32 to I-695 60-2301-41	This amendment to the FY 2024-2027 TIP modifies the scope of the TSMO System 1 project. The revisions to the project scope eliminate the proposed work on the US 29 and US 40 corridors which will proceed as separate district projects in the future. Since the only remaining segment is from MD 32 to I-695, the project title has also been revised. As a result of removal of the US 29 and US 40 corridors, NHPP funding for construction and Right of Way has been removed. STBG and NHPP Funding for engineering have been added for FY 2024-2027. The revised total estimated cost is now \$9.226 million.	This project will add intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695. Conformity Status: Exempt	Amendment Resolution #24-17

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-17**

**AMENDMENT TO THE 2024 – 2027 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, MDOT State Highway Administration (SHA) has requested approval of an amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT SHA is requesting to amend the TSMO System 1 project. MDOT SHA is modifying the scope of work to eliminate the US 29 and US 40 corridors which will be completed as separate district projects in the future. As a result, construction and right-of-way funds are being removed. Additionally, this amendment will add STBG funds for engineering in FY 2024-FY 2027 and reduce NHPP funds for engineering in FY 2024-2027. These modifications in engineering are needed to address the changes in scope. The total estimated cost is reduced from \$76.7 million to \$9.2 million (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure Investment and Jobs Act are met; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on March 5, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on March 26, 2024.

April 19, 2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

I-70: MD 32 to I-695

TIP ID	60-2301-41	Year of Operation	2032
Agency	SHA - Regional	Project Type	Preservation and improvements
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	I-70: 11.7 miles
CIP or CTP ID(s)	AZ2321	Est. Total Cost	\$9,226,000

Description:

This project will add Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.

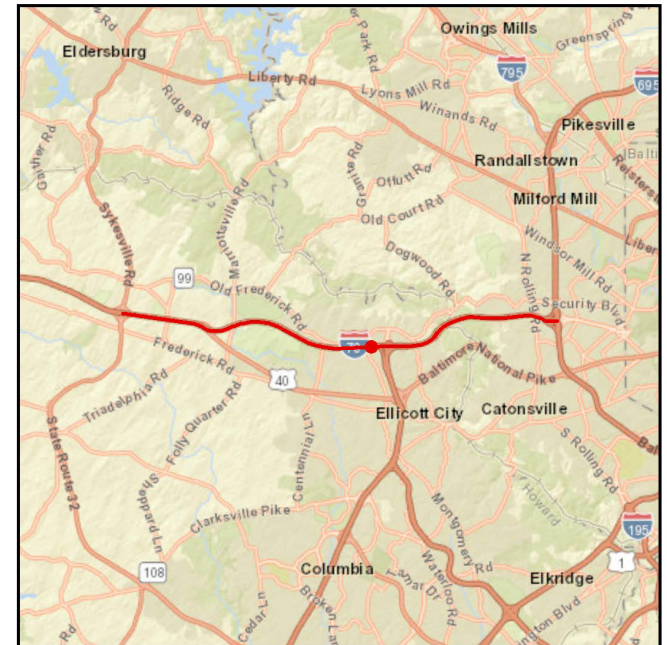
Justification:

This project improves safety and operations along I-70 and the connectivity to adjacent regional corridors.

Amendment: This amendment to the FY 2024-2027 TIP modifies the scope of the TSMO System 1 project. The revisions to the project scope eliminate the proposed work on the US 29 and US 40 corridors which will proceed as separate district projects in the future. Since the only remaining segment is from MD 32 to I-695, the project title has also been revised. As a result of removal of the US 29 and US 40 corridors, NHPP funding for construction and Right of Way has been removed. STBG and NHPP Funding for engineering have been added for FY 2024-2027. The revised total estimated cost is now \$9.226 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities.
- 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight





2024 - 2027 Transportation Improvement Program

TSMO System 1

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -ORIGINAL

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,784	\$147	\$8,550	\$450	\$22,174	\$1,853	\$35,958
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,210	\$90	\$450	\$50	\$450	\$50	\$450	\$50	\$2,800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$79	\$9	\$95	\$11	\$194
Subtotal	\$1,210	\$90	\$3,234	\$197	\$9,079	\$509	\$22,719	\$1,914	\$38,952
Total	\$1,210	\$90	\$3,234	\$197	\$9,079	\$509	\$22,719	\$1,914	\$38,952



2024 - 2027 Transportation Improvement Program

I-70: MD 32 to I-695

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$180	\$52	\$399	\$113	\$399	\$113	\$399	\$113	\$1,768
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$180	\$52	\$399	\$113	\$399	\$113	\$399	\$113	\$1,768

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$464	\$133	\$1,025	\$289	\$1,025	\$289	\$1,025	\$289	\$4,539
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$464	\$133	\$1,025	\$289	\$1,025	\$289	\$1,025	\$289	\$4,539
Total	\$644	\$185	\$1,424	\$402	\$1,424	\$402	\$1,424	\$402	\$6,307

February 8, 2024

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to reflect a change in design scope and schedule for the I-70: MD 32 to I-695 project in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland State Highway Administration (SHA).

This amendment is needed to update the I-70: MD 32 to I-695 project that previously included US 29 and US 40 corridors, which are now proceeding as separate district projects. The project will improve safety through intelligent transportation systems and geometric improvement along the I-70 corridor. The total cost of the project is \$9.2M, which is not currently funded for construction.

If you have questions or need additional information, please contact Dan Janousek, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming


Attachment

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

MEMORANDUM

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

ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
 OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: ACTING CHIEF TARA PENDERS  1/08/2024
 REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO MODIFY THE FISCAL YEAR (FY) 2024-2027 BALTIMORE
 REGIONAL TRANSPORTATION BOARD (BRTB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)

DATE: JANUARY 8, 2024

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Highway Administration - Maryland Division of the amendment to the BRTB FY 2024 – FY 2027 TIP.

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
60-2301-41	I-70: MD 32 to I-695	PE	\$3,507,000
		ROW	(\$194,000)
		CO	(\$35,958,000)

ANALYSIS

I-70: MD 32 to I-695 (BRTB 60-2301-41) – This requested amendment will add \$3,507,000 in design funding, remove \$194,000 in ROW funding, and remove \$35,958,000 in construction funding to the FY 2024-2027 BRTB TIP, reflecting a change in design scope and schedule. The improvements now only include the I-70 corridor, from MD 32 to I-695 (as reflected in the project description); the previously included US 29 and US 40 corridors are now proceeding as separate district projects. This

Ms. Heather Murphy
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requested amendment updates the latest cost and cashflows for design. The project will improve safety through intelligent transportation systems and geometric improvement along the I-70 corridor. The total cost of the project is \$9,226,000, which is not currently funded for construction. The SHA anticipates initiating design in the Winter of 2023/2024.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2027 Consolidated Transportation Program and FY 2022-2025 Maryland STIP.

Please modify the FY 2024-2027 BRTB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Tavon Hawkins, SHA RIPD Regional Planner, at 410-545-5671 or thawkins4@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP project 60-2301-41 report
- FY 2022-2025 Maryland STIP project BRTB 60-2301-41 report

cc: Ms. Benjamin Allen, Regional Planner, RIPD, SHA
Mr. Tavon Hawkins, Regional Planner, RIPD, SHA

2024 - 2027 Transportation Improvement Program

SHA - Regional

I-70: MD 32 to I-695

TIP Id #	<i>60-2301-41</i>	Year of Operation	<i>TBD</i>
Agency	<i>SHA</i>	Project Type	<i>Roadway widening</i>
Project Category	<i>Highway Capacity</i>	Functional Class	<i>Interstate and Principal Arterial</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>I-70: 11.7 miles</i>
CIP/CTP Page#	<i>AZ2321</i>	Estimated Total Cost	<i>\$9,226,000</i>

Description	Justification
<i>This project will add Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.</i>	<i>This project will improve safety and operations along I-70 and the connectivity to adjacent regional corridors.</i>

Fund Source: NHPP

									Project Totals
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	4-Year Total
CON									0
OTH									0
ENG	180	52	399	113	399	113	399	113	1,766
PP									0
ROW									0
Totals	180	52	399	113	399	113	399	113	1,766

Fund Source: STBG

									Project Totals
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	4-Year Total
CON									0
OTH									0
ENG	464	133	1,025	289	1,025	289	1,025	289	4,541
PP									0
ROW									0
Totals	464	133	1,025	289	1,025	289	1,025	289	4,541

Status: Preliminary design underway

Connection to LRTP Goals:

1 B. Improve System Safety – Apply safety-related management and operations techniques

4. Increase Mobility

4D. Increase Mobility - Apply mobility-related management and operations techniques

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 60-2301-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I 70: MD 32 to I-695	B	Exempt	TBD	\$ 5,084	\$ 747	\$ 5,831
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	BRTB	SHA-B-1, SHA HO-1 Draft FY 2024	\$ (3,016)	\$ 268	\$ (2,748)
Description	This project will add Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.					
Justification	This project will improve safety and operations along I-70 and the connectivity to adjacent regional corridors.					

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 \$ 166	Total \$ 1,630	Total \$ 1,300
	Federal	\$ -	\$ 1,490	\$ 1,210	\$ 3,234	\$ 5,934
	State/Local	\$ 166	\$ 140	\$ 90	\$ 197	\$ 593
	Proposed (000s)	Total \$ 166	Total \$ 234	Total \$ 1,984	Total \$ 1,984	Total \$ 4,368
	Federal	\$ -	\$ -	\$ 1,626	\$ 1,626	\$ 3,252
	State/Local	\$ 166	\$ 234	\$ 358	\$ 358	\$ 716
	Change (000s)	Total \$ -	Total \$ (672)	Total \$ (471)	Total \$ (1,605)	Total \$ (2,748)
	Federal	\$ -	\$ (640)	\$ (566)	\$ (1,810)	\$ (3,016)
	State/Local	\$ -	\$ (32)	\$ 95	\$ 205	\$ 268



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	State	\$ -	\$ 166	\$ -	\$ 234	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400
PE	NHPP	\$ -	\$ -	\$ 480	\$ 45	\$ 1,210	\$ -	\$ 450	\$ -	\$ 2,140	\$ 45	\$ 2,185
	STBG	\$ -	\$ -	\$ 160	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 15	\$ 175
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 90	\$ -	\$ 50	\$ -	\$ 140	\$ 140
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,784	\$ -	\$ 2,784	\$ -	\$ 2,784
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 147	\$ -	\$ 147	\$ 147
Other	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 166	\$ 640	\$ 294	\$ 1,210	\$ 90	\$ 3,234	\$ 197	\$ 5,084	\$ 747	\$ 5,831

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	State	\$ -	\$ 166	\$ -	\$ 262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 428
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 180	\$ -	\$ 399	\$ -	\$ 579	\$ -	\$ 579
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 464	\$ -	\$ 1,025	\$ -	\$ 1,489	\$ -	\$ 1,489
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185	\$ -	\$ 402	\$ -	\$ 587	\$ 587
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ 166	\$ -	\$ 262	\$ 644	\$ 185	\$ 1,424	\$ 402	\$ 2,068	\$ 1,015	\$ 3,083

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	State	\$ -	\$ -	\$ -	\$ 28	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28
PE	NHPP	\$ -	\$ -	\$ (480)	\$ (45)	\$ (1,030)	\$ -	\$ (51)	\$ -	\$ (1,561)	\$ (45)	\$ (1,606)
	STBG	\$ -	\$ -	\$ (160)	\$ (15)	\$ 464	\$ -	\$ 1,025	\$ -	\$ 1,329	\$ (15)	\$ 1,314
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95	\$ -	\$ 352	\$ -	\$ 447	\$ 447
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,784)	\$ -	\$ (2,784)	\$ -	\$ (2,784)
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (147)	\$ -	\$ (147)	\$ (147)
Other	N/A	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ (640)	\$ (32)	\$ (566)	\$ 95	\$ (1,810)	\$ 205	\$ (3,016)	\$ 268	\$ (2,748)

TOTAL PROJECT COST							
Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 2,068	Federal	\$ 4,864	Federal	\$ 6,932
State/Local	\$ -	State/Local	\$ 1,015	State/Local	\$ 1,279	State/Local	\$ 2,294
Total	\$ -	Total	\$ 3,083	Total	\$ 6,143	Total	\$ 9,226



April 22, 2024

Mr. Geoff Anderson, Chief
Office of Planning, Programming, and Delivery
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed is one amendment to the *2024-2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on April 19, 2024. The documentation enclosed supports changes to the *2024-2027 TIP* for one MDOT SHA project.

- **National Electric Vehicle Infrastructure: 60-2401-09**

This amendment was presented to the Technical Committee on March 5, 2024. The Interagency Consultation Group (ICG) has also determined this project to be exempt according to the conformity rule at its March 6, 2024 meeting.

MDOT SHA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #24-18 to support these changes to the *2024-2027 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang", is enclosed in a light gray rectangular box.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Benjamin Allen
Mr. Tavon Hawkins
Ms. Tara Penders

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-18**

**AMENDMENT TO THE 2024 – 2027 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne’s as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, MDOT State Highway Administration (SHA) has requested approval of one amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT SHA is requesting to add one project to the FY 2024-2027 TIP; the National Electric Vehicle Infrastructure (NEVI) project. This project will add \$17.853 million of NEVI funds for engineering and construction in FY 2024-2027 as well as \$4.284 million in matching funds for construction in FY 2025-2027. Matching NEVI funds will be provided by the private contractor responsible for charging station installation. Also included in this amendment is \$179,000 of STBG funds for engineering in FY 2024-2026. The total estimated cost is \$29.054 million (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure Investment and Jobs Act are met; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on March 5, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on March 26, 2024.

April 19, 2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

National Electric Vehicle Infrastructure (NEVI)

TIP ID	60-2401-09	Year of Operation	2030
Agency	SHA - Regional	Project Type	Other
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	AZ3401	Est. Total Cost	\$29,054,000

Description:

The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland’s designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Justification:

To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP; The National Electric Vehicle Infrastructure (NEVI) project. This amendment adds \$17.853 million in NEVI funds for engineering and construction in FY 2024-2027. STBG funds, which are to be implemented through toll credits amounting to \$0.18 million will also be used for engineering. Matching NEVI funds of \$4.284 for construction will come from the private contractor responsible for installation of charging stations. The total estimated cost is \$29.054 million.

Connection to Long-Range Transportation Planning Goals:

- 5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards.
- 5.E Implement Environmentally Responsible Transportation Solutions -- Reduce greenhouse gas emissions according to state and local plans.
- 5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage





National Electric Vehicle Infrastructure (NEVI)

(Funding in Thousands)

National Electric Vehicle Infrastructure -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,771	\$1,693	\$4,810	\$1,203	\$5,550	\$1,388	\$21,415
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$333	\$0	\$19	\$0	\$370	\$0	\$0	\$0	\$722
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$333	\$0	\$6,790	\$1,693	\$5,180	\$1,203	\$5,550	\$1,388	\$22,137

Surface Transportation Block Grant Program

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$62	\$21	\$3	\$1	\$69	\$23	\$0	\$0	\$179
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$62	\$21	\$3	\$1	\$69	\$23	\$0	\$0	\$179
Total	\$395	\$21	\$6,793	\$1,694	\$5,249	\$1,226	\$5,550	\$1,388	\$22,316

February 8, 2024

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, Maryland 21230

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to add a new project to the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland State Highway Administration (SHA).

The amendment reflects adding the National Electric Vehicle Infrastructure (NEVI) program funding for the Baltimore region's FY 2024 to FY 2027 TIP.

If you have questions or need additional information, please contact Dan Janousek, Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming


Attachment

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

MEMORANDUM

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

ATTN: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
 OPCP REGIONAL PLANNER DAN JANOUSEK

FROM: ACTING CHIEF TARA PENDERS  2/05/2024
 REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO MODIFY THE FISCAL YEAR (FY) 2024-2027 BALTIMORE
 REGIONAL TRANSPORTATION BOARD (BRTB) TRANSPORTATION
 IMPROVEMENT PROGRAM (TIP)

DATE: FEBRUARY 2, 2024

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Highway Administration - Maryland Division of the amendment to the BRTB FY 2024 – FY 2027 TIP.

SUMMARY

The Maryland State Highway Administration (SHA) hereby requests BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	PHASE	NEW FUNDING
60-2401-09	National Electric Vehicle Infrastructure (NEVI)	PE	\$902,000
		CO	\$21,414,000

ANALYSIS

National Electric Vehicle Infrastructure (NEVI) – This requested amendment reflects the addition of a new project and \$902,000 in funding for design and \$21,414,000 in funding for construction in the FY 2024-2027 BRTB TIP. Design includes 80 percent NEVI funding, 20 percent STBG funding (converted through toll credits), and 5 percent state funding. Construction includes 80 percent NEVI funding and 20 percent private funding through the Contractor. The SHA anticipates design beginning in

Ms. Heather Murphy
Page Two

Winter/early Spring 2024 and construction beginning in Fall 2024 and being completed in Fall 2030. The total project cost for the Baltimore region is estimated to be \$29.1 million.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2027 Consolidated Transportation Program and FY 2022-2025 Maryland STIP.

Please modify the FY 2024-2027 BRTB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Benjamin Allen, SHA RIPD Regional Planner, at 410-545-5649 or ballen3@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP project 60-2401-09 report
- FY 2022-2025 Maryland STIP project BRTB 60-2401-09 report

cc: Mr. Benjamin Allen, Regional Planner, RIPD, SHA
Mr. Tavon Hawkins, Regional Planner, RIPD, SHA

2024 - 2027 Transportation Improvement Program

SHA - Regional

National Electric Vehicle Infrastructure (NEVI)

TIP Id #	<i>60-2401-09</i>	Year of Operation	<i>2030</i>
Agency	<i>SHA</i>	Project Type	<i>Other</i>
Project Category	<i>Emission Reduction Strategy</i>	Functional Class	<i>Varies</i>
Conformity Status	<i>Exempt</i>	Physical Data	<i>Varies</i>
CIP/CTP Page#	<i>FY 2024-2029, SHA-SW-4</i>	Estimated Total Cost	<i>\$29,054,000</i>

Description	Justification
<i>The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland’s designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.</i>	<i>To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.</i>

Fund Source: NEVI

									Project Totals
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	4-Year Total
CON			6,771		4,810		5,550		17,131
OTH									0
ENG	333		19		370				722
PP									0
ROW									0
Totals	333		6,790		5,180		5,550		17,853

Fund Source: STBG (Toll Credits)

									Project Totals
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	4-Year Total
CON									0
OTH									0
ENG	62	21	3	1	69	23			180
PP									0
ROW									0
Totals	62	21	3	1	69	23	0	0	180

Fund Source: Private (Contractor)

									Project Totals
Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	4-Year Total
CON				1,693		1,203		1,388	4,283
OTH									0
ENG									0
PP									0
ROW									0
Totals	0	0	0	1,693	0	1,203	0	1,388	4,283

Status: Preliminary design underway

Connection to LRTP Goals:

- 5.B Implement Environmentally Responsible Transportation Solutions - Reduce emissions to support health & conform to AQ standards.
- 5.E Implement Environmentally Responsible Transportation Solutions - Reduce greenhouse gas emissions according to state and local plans.
- 5.H Implement Environmentally Responsible Transportation Solutions -- Promote policies that encourage electric & alternative fuel vehicles and infrastructure.

MARYLAND STATEWIDE TIP FY 2022-2025

BRTB 60-2401-09

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
National Electric Vehicle Infrastructure (NEVI)	A	n/a	n/a	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	BRTB	FY 2024-2029, SHA-SW-4	\$ 7,188	\$ 1,715	\$ 8,903

Description The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Justification To provide a network of electric vehicle chargers that contribute to the acceleration of equitable adoption of electric vehicles, including for those who cannot reliably charge at home, reduce transportation-related greenhouse gas emissions, help put Maryland on a path of net-zero emissions and improve the mobility of passenger and commercial electric vehicles.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Total	\$ -	\$ -	\$ -
<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
<input type="checkbox"/> D) Other	Total	\$ -	\$ -	\$ 416	\$ 8,487	\$ 8,903
MARYLAND DEPARTMENT OF TRANSPORTATION	Proposed (000s)	\$ -	\$ -	\$ 395	\$ 6,793	\$ 7,188
	Federal	\$ -	\$ -	\$ 21	\$ 1,694	\$ 1,715
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
Change (000s)	Total	\$ -	\$ -	\$ 416	\$ 8,487	\$ 8,903
	Federal	\$ -	\$ -	\$ 395	\$ 6,793	\$ 7,188
	State/Local	\$ -	\$ -	\$ 21	\$ 1,694	\$ 1,715

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/FD	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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/FD	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 333	\$ -	\$ 19	\$ -	\$ 352	\$ -	\$ 352
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ 62	\$ -	\$ 3	\$ -	\$ 65	\$ -	\$ 65
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 1	\$ -	\$ 22	\$ 22
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,771	\$ -	\$ 6,771	\$ -	\$ 6,771
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,693	\$ -	\$ 1,693	\$ 1,693
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 395	\$ 21	\$ 6,793	\$ 1,694	\$ 7,188	\$ 1,715	\$ 8,903

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/FD	NEVI	\$ -	\$ -	\$ -	\$ -	\$ 333	\$ -	\$ 19	\$ -	\$ 352	\$ -	\$ 352
	STBG (TC)	\$ -	\$ -	\$ -	\$ -	\$ 62	\$ -	\$ 3	\$ -	\$ 65	\$ -	\$ 65
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21	\$ -	\$ 1	\$ -	\$ 22	\$ 22
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NEVI	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,771	\$ -	\$ 6,771	\$ -	\$ 6,771
	Private	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,693	\$ -	\$ 1,693	\$ 1,693
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 395	\$ 21	\$ 6,793	\$ 1,694	\$ 7,188	\$ 1,715	\$ 8,903
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ -	-	Federal		\$ 7,188	Federal	\$ 16,190	Federal		\$ 23,378	
State/Local		\$ -	-	State/Local		\$ 1,715	State/Local	\$ 3,961	State/Local		\$ 5,676	
Total		\$ -	-	Total		\$ 8,903	Total	\$ 20,151	Total		\$ 29,054	