

July 11, 2024

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

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

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests an Administrative Modification to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for one project in the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

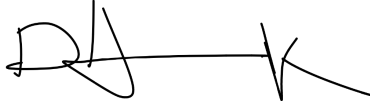
The BRTB Executive Committee approved the Administrative Modification on July 5, 2024. The supporting documentation is attached and MDOT has assigned Control #22-148 for this administrative modification to the STIP.

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Zero Emission Infrastructure and Rolling Stock:	40-2302-63	40-2302-63	CMAQ	15,282

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

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,

A handwritten signature in black ink, appearing to read 'Dan Janousek', with a long horizontal line extending to the right.

Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

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



July 8, 2024

Mr. Geoff Anderson
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 Administrative Modification to the *2024 – 2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the BRTB Executive Committee on July 5, 2024. The documentation enclosed supports a change to the *2024 – 2027 TIP* for one MDOT MTA project:

- **Zero Emission Infrastructure and Rolling Stock: 40-2302-63**

This minor change is within the framework for Administrative Modifications and does not affect the regional conformity determination. MDOT MTA has affirmed that fiscal constraint for their Program of Projects remains intact.

Pursuant to the prescribed Transportation Improvement Program MOU signed in 2014, the BRTB Executive Committee approved one change to the *2024 – 2027 TIP*.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd R. Lang", written over a light blue horizontal line.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Erika Falk, MDOT MTA
Mr. Dan Janousek, MDOT



Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Zero Emission Infrastructure and Rolling Stock 40-2302-63	This administrative modification adds \$19.1 million in CMAQ funding (\$15.28 million federal/\$3.82 matching) in FY 2024. This increase in FY 2024 funding allows MDOT MTA to utilize FY 2024 CMAQ allocations. The estimated total cost for this project increases from \$189.0 million to \$208.1 million.	<p>MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars.</p> <p>Conformity Status: Exempt</p>	Admin Mod

Zero Emission Infrastructure and Rolling Stock

TIP ID	40-2302-63	Year of Operation	2029
Agency	MTA - Transit	Project Type	Rehabilitation of facilities
Project Category	Transit Preservation	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)		Est. Total Cost	\$208,137,000

Description:

MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars.

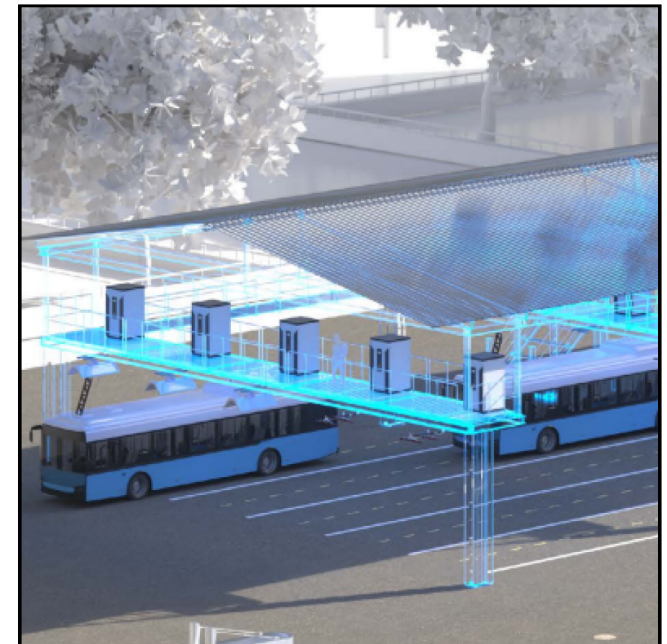
Justification:

The Maryland Transit Administration – Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act), Senate Bill SB0137, of the Maryland General Assembly, prohibits the Maryland Transit Administration (MTA), beginning in fiscal 2023, from entering into a contract to purchase buses that are not zero-emission buses (ZEBs) (as defined by the bill). The bill also requires MTA to submit a report each January 1st regarding the conversion of its bus fleet to zero-emission buses. The annual report submitted by MTA include: a schedule for converting MTA’s transit bus fleet to zero-emission buses; an evaluation of the charging infrastructure needed for MTA to create and maintain a State transit bus fleet of zero-emission buses.

Administrative Modification: This administrative modification adds \$19.1 million in CMAQ funding (\$15.28 million federal/\$3.82 matching) in FY 2024. This increase in FY 2024 funding allows MDOT MTA to utilize FY 2024 CMAQ allocations. The estimated total cost for this project increases from \$189.0 million to \$208.1 million.

Connection to Long-Range Transportation Planning Goals:

- 2.D Improve and Maintain the Existing Infrastructure -- Research & Invest in measures that will reduce emissions of transit rolling stock and infrastructure.
- 3.A Improve Accessibility -- Increase transportation options and equity for all populations.
- 5.D Implement Env. Responsible Trans. Solutions -- Reduce energy use of the transportation system.





Zero Emission Infrastructure and Rolling Stock

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

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	\$32,928	\$8,232	\$0	\$0	\$0	\$0	\$12,719	\$3,179	\$57,058
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$32,928	\$8,232	\$0	\$0	\$0	\$0	\$12,719	\$3,179	\$57,058

Congestion Mitigation and Air Quality -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	\$41,171	\$10,293	\$27,361	\$6,840	\$37,049	\$9,262	\$131,976
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$41,171	\$10,293	\$27,361	\$6,840	\$37,049	\$9,262	\$131,976
Total	\$32,928	\$8,232	\$41,171	\$10,293	\$27,361	\$6,840	\$49,768	\$12,441	\$189,034



Zero Emission Infrastructure and Rolling Stock

(Funding in Thousands)

Section 5307 Urbanized Area Formula Program (funding for capital projects)

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	\$32,928	\$8,232	\$0	\$0	\$0	\$0	\$12,719	\$3,179	\$57,058
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$32,928	\$8,232	\$0	\$0	\$0	\$0	\$12,719	\$3,179	\$57,058

Congestion Mitigation and Air Quality -UPDATE

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	\$15,282	\$3,821	\$41,171	\$10,293	\$27,361	\$6,840	\$37,049	\$9,262	\$151,079
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$15,282	\$3,821	\$41,171	\$10,293	\$27,361	\$6,840	\$37,049	\$9,262	\$151,079
Total	\$48,210	\$12,053	\$41,171	\$10,293	\$27,361	\$6,840	\$49,768	\$12,441	\$208,137

Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Zero Emission Infrastructure and Rolling Stock 40-2302-63	This administrative modification adds \$19.1 million in CMAQ funding (\$15.28 million federal/\$3.82 matching) in FY 2024. This increase in FY 2024 funding allows MDOT MTA to utilize FY 2024 CMAQ allocations. The estimated total cost for this project increases from \$189.0 million to \$208.1 million.	MTA will use an alternative procurement process for a Contractor to procure, install, operate & maintain new electric charging infrastructure for both Kirk & Northwest bus depots. Contractor will provide turn-key design, installation, implementation, commissioning and O&M for the service equipment infrastructure needed so that BEBs can be placed into service upon delivery; Provide O&M services so that the BEBs at both Depots are fully charged at scheduled pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in an efficient and cost-effective manner; Provide real-time and historical data regarding in-service BEB operations & daily bus charging events and minimizing monthly charging costs. In addition to the matching funds listed, MDOT MTA has committed \$72.5 million in state dollars. Conformity Status: Exempt	Admin Mod

June 10, 2024

Mr. Todd Lang
Transportation Planning Director
ATTN: Mr. Keith Kucharek
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore Maryland 21230

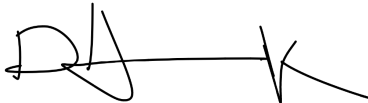
Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests one administrative modification to a to project contained in the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA). This project was previously submitted as an amendment request.

The administrative modification to the TIP will add \$15.3M of CMAQ funds and \$3.8M in State matching funds in FY 2024 to MTA's Zero Emission Infrastructure and Rolling Stock project (TIP ID #40-2302-63). This administrative modification supports the purchase of zero emission buses.

If you have questions or need additional information, please contact me at 410-865-1098, or via email at djanousek@mdot.maryland.gov for assistance.

Sincerely,



Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

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

TO: OPCP DEPUTY DIRECTOR MICHELLE MARTIN
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: OPCP REGIONAL PLANNER DAN JANOUSEK
OPCP REGIONAL PLANNER KARI SNYDER

FROM: DIRECTOR ERIC BECKETT *Eric Beckett*
OFFICE OF CAPITAL PROGRAMMING AND ASSET MANAGEMENT
MARYLAND TRANSIT ADMINISTRATION (MTA)

DATE: JUNE 5, 2024

SUBJECT: REQUEST FOR AN ADMINISTRATIVE MODIFICATION TO THE FISCAL
YEAR 2024-2027 BALTIMORE REGIONAL TRANSPORTATION BOARD
(BRTB) TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP administrative modification and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the administrative modification to the BRTB FY 2024-FY2027 TIP. This amendment will add \$15,283,000 in CMAQ funds and \$3,821,000 in state matching funds in FY 24.

SUMMARY

The MTA requests that the BRTB take an administrative modification for the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
40-2302-63	Zero Emission Infrastructure and Rolling Stock	CMAQ	\$ 15,283,000

ANALYSIS

This administrative modification supports the purchase of zero emission buses. The administrative modification will increase the FY 24 CMAQ by \$15,283,000. This project is using a portion of the FY 24 CMAQ allocation.

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested administrative modification with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Erika Falk, MDOT MTA Office of Planning and Capital Programming, at 410-767-3895 or via email at efalk@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Office of Planning and Programming, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Zero Emission Infrastructure and Rolling Stock

TIP ID #	40-2302-63	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Rehabilitation of Facilities
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	Multiple	Est. Total Cost	\$ 208,138,728

Description	Justification
<p>The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate, and maintain a new electric charging infrastructure for Kirk (100% bus fleet) and Northwest (50% of the bus fleet) bus depots. The selected Contractor will provide a turn-key design, installation, implementation, commissioning, and operations and management for civil works; Provide ongoing services such that the BEBs at both Kirk and Northwest Depots are fully charged at their scheduled morning pull-out times; Provide charge management services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in coordination with the rest of the fleet in an efficient and cost-effective manner. MTA needs to conduct a pilot program to demonstrate the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.</p>	<p>This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce greenhouse gas emissions, support charging locations to accommodate battery electric buses, and build safe, resilient, and equitable transportation future.</p>

5307

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ -	\$ -	\$ -	\$ -	\$ 12,719	\$ 3,180	\$ 57,060
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ -	\$ -	\$ -	\$ -	\$ 12,719	\$ 3,180	\$ 57,060

CMAQ

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ 15,282	\$ 3,821	\$ 41,171	\$ 10,293	\$ 27,361	\$ 6,840	\$ 37,049	\$ 9,262	\$ 151,079
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 15,282	\$ 3,821	\$ 41,171	\$ 10,293	\$ 27,361	\$ 6,840	\$ 37,049	\$ 9,262	\$ 151,079

Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 48,211	\$ 12,053	\$ 41,171	\$ 10,293	\$ 27,361	\$ 6,840	\$ 49,768	\$ 12,442	\$ 208,139

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: 40-2302-63

SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Zero Emission Infrastructure and Rolling Stock	B	Exempt		\$ 74,100	\$ 18,525	\$ 92,625
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	\$ 15,282	\$ 3,821	\$ 19,103
Description	The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate, and maintain a new electric charging infrastructure for Kirk (100% bus fleet) and Northwest (50% of the bus fleet) bus depots. The selected Contractor will provide a turn-key design, installation, implementation, commissioning, and operations and management for civil works; Provide ongoing services such that the BEBs at both Kirk and Northwest Depots are fully charged at their scheduled morning pull-out times; Provide charge management services to support BEB and EVSE data collection, monitoring the performance of the EVSE, and managing energy use such that MTA can manage the BEBs in coordination with the rest of the fleet in an efficient and cost-effective manner. MTA needs to conduct a pilot program to demonstrate the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.					
Justification	This infrastructure will help grow the economy, enhance U.S. competitiveness, create good jobs, reduce greenhouse gas emissions, support charging locations to accommodate battery electric buses, and build safe, resilient, and equitable transportation future.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	FY 2022		FY 2023		FY 2024		FY 2025		Total
		Total	Federal	Total	Federal	Total	Federal	Total	Federal	
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current	\$ -	\$ -	\$ -	\$ -	\$ 41,161	\$ -	\$ 51,464	\$ -	\$ 92,625
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal	\$ -	\$ -	\$ -	\$ -	\$ 32,929	\$ 41,171	\$ 41,171	\$ 10,293	\$ 74,100
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ 8,232	\$ 10,293	\$ 10,293	\$ 10,293	\$ 18,525
<input type="checkbox"/> D) Other	Proposed	\$ -	\$ -	\$ -	\$ -	\$ 60,264	\$ 51,464	\$ 111,728	\$ -	\$ 111,728
	Federal	\$ -	\$ -	\$ -	\$ -	\$ 48,211	\$ 41,171	\$ 89,382	\$ -	\$ 89,382
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ 12,053	\$ 10,293	\$ 22,346	\$ -	\$ 22,346
	Change	\$ -	\$ -	\$ -	\$ -	\$ 19,103	\$ -	\$ 19,103	\$ -	\$ 19,103
	Federal	\$ -	\$ -	\$ -	\$ -	\$ 15,282	\$ -	\$ 15,282	\$ -	\$ 15,282
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ 3,821	\$ -	\$ 3,821	\$ -	\$ 3,821



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
CO	CMAQ 5307	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,171	\$ 10,293	\$ 41,171	\$ 10,293	\$ 51,464
		\$ -	\$ -	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ 41,161
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ 41,171	\$ 10,293	\$ 74,100	\$ 18,525	\$ 92,625

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
CO	CMAQ 5307	\$ -	\$ -	\$ -	\$ -	\$ 15,282	\$ 3,821	\$ 41,171	\$ 10,293	\$ 56,453	\$ 14,114	\$ 70,567
		\$ -	\$ -	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ -	\$ -	\$ 32,929	\$ 8,232	\$ 41,161
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 48,211	\$ 12,053	\$ 41,171	\$ 10,293	\$ 89,382	\$ 22,346	\$ 111,728

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
CO	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 15,282	\$ 3,821	\$ -	\$ -	\$ 15,282	\$ 3,821	\$ 19,103
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 15,282	\$ 3,821	\$ -	\$ -	\$ 15,282	\$ 3,821	\$ 19,103

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
		Federal	State/Local	Federal	State/Local	Federal	State/Local
Federal	\$ -	Federal	\$ 89,382	Federal	\$ 77,129	Federal	\$ 166,511
State/Local	\$ -	State/Local	\$ 22,346	State/Local	\$ 19,282	State/Local	\$ 41,628
Total	\$ -	Total	\$ 111,728	Total	\$ 96,411	Total	\$ 208,139