

March 18, 2025

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

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

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to three existing projects in the FY 2023-2026 National Capital Region Transportation Planning Board (TPB) Transportation Improvement Program (TIP).

This action reflects the updated programmed expenditures from FY 2022 to FY 2025 for the State Highway Administration (SHA) projects listed below. This modification has been assigned MDOT Control #22-208, and these projects are already included in the Air Quality Conformity Determination for Visualize 2045.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Areawide Transportation Alternatives	2710	STBG, State	\$2,200
Areawide Resurfacing and Rehabilitation	3082	NHPP, HSIP, STBG, & State	\$49,346
Areawide Safety and Spot Improvements	3084	CMAQ, NHPP, HSIP, STBG, & State	\$35,407

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

TPB staff approved the administrative modification to its TIP on January 15, 2025. The approvals and supporting documentation are attached. Should you have additional questions or concerns, please contact me at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov.

Sincerely,

A handwritten signature in black ink that reads "Kari M. Snyder". The signature is written in a cursive style with a large, prominent "K" and "S".

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

Attachments

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

From: [Leonardo Pineda](#)
To: [David Rodgers](#)
Cc: [Nate Evans](#); [David Schlie](#); [Darren Bean](#); [Kari Snyder](#); [Andrew Austin](#); [Sara Brown](#); [Kanti Srikanth](#); [Lyn Erickson](#)
Subject: RE: Retroactive TIP Action 23-52: Administrative Modification
Date: Wednesday, January 15, 2025 12:40:11 PM
Attachments: [image001.png](#)
[Attachment A - MDOT SHA Modification Overview Report.pdf](#)
[Attachment B - Excerpt from TIP Appendix B - Definitions of Amendments and Administrative Modifications.pdf](#)

Apologies for the second e-mail. The third project was missing from the e-mail table but was captured in the PDF file (reattached). The adjusted table has been added to the e-mail below as well .

Good Afternoon Mr. Rodgers,

This is to acknowledge the receipt and processing of the MDOT SHA's requests for administrative modification(s) to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP). Approved under TIP Action 23-52, the TPB's modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described below and in the attached materials for these project(s) and/or program(s):

TIP ID	TITLE	COST BEFORE	COST AFTER	DELTA (%)	NOTES
2710	Areawide Transportation Alternatives	\$33,368,000	\$40,037,000	20%	
T3082	Areawide Resurfacing and Rehabilitation	\$546,942,000	\$656,328,000	20%	
T3084	Area Safety and Spot Improvements	\$313,902,000	\$376,676,000	20%	

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

The attached materials include:

1. A Modification Overview Report showing how the project(s) and/or program(s) now appear in the TIP along with complete documentation of every change made for the newly approved version of the record, and
2. an excerpt of pages from Appendix B of the FY 2023-2026 TIP, providing the definitions for amendments and administrative modifications.

This administrative modification is approved and effective as of December 17, 2024. Please keep TPB staff apprised whenever your agency makes any requests to formally amend your STIP.

Should you have any questions on the matter please contact Leo Pineda (lpineda@mwkog.org) and Andrew Austin (aaustin@mwkog.org).

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

Sent on behalf of Kanti Srikanth by Leonardo Pineda

From: Leonardo Pineda
Sent: Wednesday, January 15, 2025 12:23 PM
To: David Rodgers <DRodgers1@mdot.maryland.gov>
Cc: Nate Evans <NEvans2@mdot.maryland.gov>; David Schlie <dschlie@mdot.maryland.gov>; dbean@mdot.maryland.gov; Kari Snyder <ksnyder3@mdot.maryland.gov>; Andrew Austin <aaustin@mwkog.org>; Sara Brown <sbrown@mwkog.org>; Kanti Srikanth <ksrikanth@mwkog.org>; Lyn Erickson <lerickson@mwkog.org>
Subject: RE: Retroactive TIP Action 23-52: Administrative Modification

Good Afternoon Mr. Rodgers,

This is to acknowledge the receipt and processing of the MDOT SHA’s requests for administrative modification(s) to the National Capital Region Transportation Planning Board’s (TPB) FY 2023-2026 Transportation Improvement Program (TIP). Approved under TIP Action 23-52, the TPB’s modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described below and in the attached materials for these project(s) and/or program(s):

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

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2. an excerpt of pages from Appendix B of the FY 2023-2026 TIP, providing the definitions for amendments and administrative modifications.

This administrative modification is approved and effective as of December 17, 2024. Please keep TPB staff apprised whenever your agency makes any requests to formally amend your STIP.

Should you have any questions on the matter please contact Leo Pineda (lpineda@mwkog.org) and Andrew Austin (aaustin@mwkog.org).

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

Sent on behalf of Kanti Srikanth by Leonardo Pineda

From: David Rodgers <DRodgers1@mdot.maryland.gov>
Sent: Monday, January 13, 2025 1:29 PM
To: Andrew Austin <aaustin@mwkog.org>; Leonardo Pineda <lpineda@mwkog.org>
Cc: Nate Evans <NEvans2@mdot.maryland.gov>; David Schlie <dschlie@mdot.maryland.gov>; dbean@mdot.maryland.gov; Kari Snyder <ksnyder3@mdot.maryland.gov>
Subject: FW: Retroactive TIP Action 23-52: Administrative Modification

Andrew/Leo –

The items below have already been approved in the PIT under the 23-52 admod window. At your earliest convenience, please provide the approval email for this admod for further processing. Thank you in advance.

David L. Rodgers
Regional Planner for Prince George's County
and Charles County
Regional and Intermodal Planning Division
Maryland State Highway Administration
410-545-5670
Drodgers1@mdot.state.gov
707 N. Calvert Street

Mail stop C-502
Baltimore, Maryland 2120



From: David Rodgers
Sent: Wednesday, January 8, 2025 6:27 PM
To: Andrew Austin <aaustin@mwkog.org>; Leonardo Pineda <lpineda@mwkog.org>
Cc: Nate Evans <NEvans2@mdot.maryland.gov>; David Schlie <DSchlie@mdot.maryland.gov>; Darren Bean <DBean@mdot.maryland.gov>; Kari Snyder <ksnyder3@mdot.maryland.gov>
Subject: Retroactive TIP Action 23-52: Administrative Modification

Andrew/Leo,

SHA is requesting the approval of an administrative modification for the items below. The inputs were already entered in the PIT in the 23-52 admod window back in December, and they have been approved in the PIT. At your earliest convenience, please provide the approval for processing. Thank you in advance.

T2710 – Areawide Transportation Alternatives

Preliminary Engineering - Adding \$3,995,000 in State and federal STBG funds to the preliminary engineering phase.

Construction - Also adding \$2,674,000 in State and federal STBG funds to the construction phase.

Total Change = \$6,669,000

T3082– Areawide Resurfacing and Rehabilitation

Preliminary Engineering - Adding \$13,257,000 in State, federal HSIP, NHPP, and STBG funds, to the preliminary engineering phase.

Construction - Also adding \$96,129,000 in State, federal HSIP, NHPP, and STBG funds to the construction phase.

Total Change = \$109,386,000

T3084– Areawide Safety and Spot Improvements

Preliminary Engineering - Adding \$46,124,000 in State, federal HSIP, NHPP, and STBG funds, to the preliminary engineering phase.

Construction - Also adding \$16,650,000 in State and federal HSIP funds to the construction phase.

Total Change = \$62,774,000

David L. Rodgers
Regional Planner for Prince George’s County
and Charles County

MEMORANDUM

TO: OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY (OPPPD) DIRECTOR MICHELLE MARTIN
ATTN: OPPPD REGIONAL PLANNER KARI SNYDER
 OPPPD REGIONAL PLANNER DAN JANOUSEK
 OPPPD REGIONAL PLANNER SHAWN KIERNAN *TOP* 1/22/2025
FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)
 CHIEF TARA PENDERS
SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FISCAL YEAR (FY) 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)
DATE: JANUARY 22, 2025
RESPONSE REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the Maryland Department of Transportation (MDOT) OPPPD notify the FHWA - Maryland Division of these administrative modifications.

SUMMARY

On December 17, 2024, the Metropolitan Washington Council of Governments Department of Transportation Planning (MWCOG DTP) staff approved the following Maryland State Highway Administration (SHA) requested administrative modifications to the FY 2023-2026 TPB TIP.

TIP	PROJECT	PHASE	NEW FUNDING
T2710	Areawide Transportation Alternatives	PE	\$3,995,000
		CO	\$2,674,000
T3082	Areawide Resurfacing and Rehabilitation	PE	\$13,257,000
		CO	\$96,129,000
T3084	Areawide Safety and Spot Improvements	PE	\$46,124,000
		CO	\$16,650,000

ANALYSIS

Areawide Transportation Alternatives (TPB 2710) – This requested administrative modification reflects the addition of \$3,995,000 in FY 2023-2026 TPB TIP preliminary engineering funding and \$2,674,000 in funds for construction to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$33,368,000 to \$40,037,000.

Areawide Resurfacing and Rehabilitation (TPB 3082) – This requested administrative modification reflects the addition of \$13,257,000 in FY 2023-2026 TPB TIP preliminary engineering funding and \$96,129,000 in funds for construction to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$546,942,000 to \$656,328,000.

Areawide Resurfacing and Rehabilitation (TPB 3084) – This requested administrative modification reflects the addition of \$46,124,000 in FY 2023-2026 TPB TIP preliminary engineering funding and \$16,650,000 in funds for construction to accommodate SHA updated programmed project expenditures and project schedules in FY 2023-2026. The project's total cost, as documented in the FY 2023-2026 TPB TIP, is increasing from \$313,902,000 to \$376,676,000.

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2024-2029 Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please modify the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. David Rodgers, at 410-545-5670 or drodgers1@mdot.maryland.gov.

ATTACHMENTS

- Srikanth (MWCOG DTP) to Rodgers (SHA) TPB TIP administrative modification approval for T2710, T3082, and T3084
- FY 2023-2026 TPB TIP project T2710 report
- FY 2022-2025 Maryland STIP project TPB 2710 report
- FY 2023-2026 TPB TIP project T3082 report
- FY 2022-2025 Maryland STIP project TPB 3082 report
- FY 2023-2026 TPB TIP project T3084 report
- FY 2022-2025 Maryland STIP project TPB 3084 report

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

T2710 - Areawide Transportation Alternatives

Lead Agency Maryland Department of Transportation - State Highway Administration	Project Type Enhancement	County Charles, Frederick, Montgomery, Prince Georges
From -	Agency Project ID AWTA	Municipality City of Frederick, City of Rockville
To -	Completion Date 7.2026	Total Cost \$40,037,000

Project Description

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

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$212,000	\$192,000	\$714,000	\$345,000	-	\$1,463,000
Preliminary Engineering	STBG	-	\$1,838,000	\$1,758,000	\$3,557,000	\$1,913,000	-	\$9,066,000
Total Preliminary Engineering		-	\$2,050,000	\$1,950,000	\$4,271,000	\$2,258,000	-	\$10,529,000
Right of Way	DC/STATE	-	\$19,000	\$19,000	\$10,000	\$10,000	-	\$58,000
Right of Way	STBG	-	\$381,000	\$381,000	\$190,000	\$190,000	-	\$1,142,000
Total Right of Way		-	\$400,000	\$400,000	\$200,000	\$200,000	-	\$1,200,000
Construction	DC/STATE	-	\$336,000	\$336,000	\$559,000	\$1,011,000	-	\$2,242,000
Construction	STBG	-	\$6,664,000	\$6,664,000	\$5,275,000	\$7,463,000	-	\$26,066,000
Total Construction		-	\$7,000,000	\$7,000,000	\$5,834,000	\$8,474,000	-	\$28,308,000
Total Programmed		-	\$9,450,000	\$9,350,000	\$10,305,000	\$10,932,000	-	\$40,037,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
FUNDING CHANGES	<p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in PE from \$1,357,000 to \$3,557,000 + Increase funds in FY 2026 in PE from \$918,000 to \$1,913,000 + Increase funds in FY 2026 in CON from \$5,324,000 to \$7,463,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in PE from \$163,000 to \$714,000 + Increase funds in FY 2026 in PE from \$96,000 to \$345,000 + Increase funds in FY 2026 in CON from \$476,000 to \$1,011,000
FEDERAL PROJECT COST	Increased from \$30,940,000 to \$36,274,000 (17.24%)
TOTAL PROJECT COST	Increased from \$33,368,000 to \$40,037,000 (19.99%)


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 2710 MC# 22-136 Appvd. 5/20/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Transportation Alternatives (AWTA)	B	Exempt	n/a	\$ 24,508	\$ 1,846	\$ 26,354
	Administration		Area/MPO	Net Funding Change (000s)		
	SHA	TPB	CTP Page	Federal	State/Local	Total
			BP-7 FY 2025	\$ 2,200	\$ 551	\$ 2,751
Description	Ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of Maryland's transportation infrastructure. These projects may include but are not limited to pedestrian and/or bicycle facilities; rehabilitation of historic transportation facilities, including railroad facilities and canals; conversion and use of abandoned railway corridors; archaeological activities related to transportation impacts; and mitigation of water pollution due to highway runoff. This program includes also Safe Routes to School and National Recreational Trails projects.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		Current (000s)	Total	\$ -	\$ 9,450	\$ 9,350	\$ 7,554
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	\$ -	\$ 8,883	\$ 8,803	\$ 6,822	\$ 24,508	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	State/Local	\$ -	\$ 567	\$ 547	\$ 732	\$ 1,846	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	Total	\$ -	\$ 9,450	\$ 9,350	\$ 10,305	\$ 29,105
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]	Federal	\$ -	\$ 8,883	\$ 8,803	\$ 9,022	\$ 26,708	
	State/Local	\$ -	\$ 567	\$ 547	\$ 1,283	\$ 2,397	
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 2,751	\$ 2,751
	Federal	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200	
	State/Local	\$ -	\$ -	\$ -	\$ 551	\$ 551	

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	\$ -	\$ -	\$ 1,838	\$ -	\$ 1,758	\$ -	\$ 1,357	\$ -	\$ 4,953	\$ -	\$ 4,953
	State	\$ -	\$ -	\$ -	\$ 212	\$ -	\$ 192	\$ -	\$ 163	\$ -	\$ 567	\$ 567
RW	STBG	\$ -	\$ -	\$ 381	\$ -	\$ 381	\$ -	\$ 190	\$ -	\$ 952	\$ -	\$ 952
	State	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 19	\$ -	\$ 10	\$ -	\$ 48	\$ 48
CO	STBG	\$ -	\$ -	\$ 6,664	\$ -	\$ 6,664	\$ -	\$ 5,275	\$ -	\$ 18,603	\$ -	\$ 18,603
	State	\$ -	\$ -	\$ -	\$ 336	\$ -	\$ 336	\$ -	\$ 559	\$ -	\$ 1,231	\$ 1,231
Total		\$ -	\$ -	\$ 8,883	\$ 567	\$ 8,803	\$ 547	\$ 6,822	\$ 732	\$ 24,508	\$ 1,846	\$ 26,354

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	\$ -	\$ -	\$ 1,838	\$ -	\$ 1,758	\$ -	\$ 3,557	\$ -	\$ 7,153	\$ -	\$ 7,153
	State	\$ -	\$ -	\$ -	\$ 212	\$ -	\$ 192	\$ -	\$ 714	\$ -	\$ 1,118	\$ 1,118
RW	STBG	\$ -	\$ -	\$ 381	\$ -	\$ 381	\$ -	\$ 190	\$ -	\$ 952	\$ -	\$ 952
	State	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ 19	\$ -	\$ 10	\$ -	\$ 48	\$ 48
CO	STBG	\$ -	\$ -	\$ 6,664	\$ -	\$ 6,664	\$ -	\$ 5,275	\$ -	\$ 18,603	\$ -	\$ 18,603
	State	\$ -	\$ -	\$ -	\$ 336	\$ -	\$ 336	\$ -	\$ 559	\$ -	\$ 1,231	\$ 1,231
Total		\$ -	\$ -	\$ 8,883	\$ 567	\$ 8,803	\$ 547	\$ 9,022	\$ 1,283	\$ 26,708	\$ 2,397	\$ 29,105
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ -	\$ 2,200	\$ -	\$ 2,200
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 551	\$ -	\$ 551	\$ 551
RW	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,200	\$ 551	\$ 2,200	\$ 551	\$ 2,751
TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)			Total Project Cost		
Federal		\$ -	Federal		\$ 26,708	Federal		\$ 9,566	Federal		\$ 36,274	
State/Local		\$ -	State/Local		\$ 2,397	State/Local		\$ 1,366	State/Local		\$ 3,763	
Total		\$ -	Total		\$ 29,105	Total		\$ 10,932	Total		\$ 40,037	

T3082 - Areawide Resurfacing and Rehabilitation

Lead Agency

Maryland Department of Transportation - State Highway Administration

Project Type

Road - Resurface

County

Charles, Frederick, Montgomery, Prince Georges

From

-

Agency Project ID

AWRR

Municipality

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

To

-

Completion Date

7.2026

Total Cost

\$656,328,000

Project Description

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

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	DC/STATE	-	\$995,000	\$1,248,000	\$982,000	\$206,000	-	\$3,431,000
Preliminary Engineering	HSIP	-	\$291,000	\$247,000	\$51,000	\$87,000	-	\$676,000
Preliminary Engineering	NHPP	-	\$3,244,000	\$3,932,000	\$2,653,000	\$1,713,000	-	\$11,542,000
Preliminary Engineering	STBG	-	\$5,201,000	\$3,348,000	\$3,839,000	\$2,295,000	-	\$14,683,000
Total Preliminary Engineering		-	\$9,731,000	\$8,775,000	\$7,525,000	\$4,301,000	-	\$30,332,000
Right of Way	DC/STATE	-	\$21,000	\$21,000	\$10,080	\$10,080	-	\$62,160
Right of Way	HSIP	-	\$19,000	\$19,000	\$9,520	\$9,520	-	\$57,040
Right of Way	NHPP	-	\$190,000	\$190,000	\$95,200	\$95,200	-	\$570,400
Right of Way	STBG	-	\$190,000	\$190,000	\$95,200	\$95,200	-	\$570,400
Total Right of Way		-	\$420,000	\$420,000	\$210,000	\$210,000	-	\$1,260,000
Construction	DC/STATE	-	\$9,461,000	\$17,513,000	\$4,547,000	\$13,078,000	-	\$44,599,000
Construction	HSIP	-	\$5,876,000	\$7,013,000	\$6,945,000	\$7,236,000	-	\$27,070,000
Construction	NHPP	-	\$112,090,000	\$105,969,000	\$41,412,000	\$57,400,000	-	\$316,871,000
Construction	STBG	-	\$69,666,000	\$95,393,000	\$27,608,000	\$43,529,000	-	\$236,196,000
Total Construction		-	\$197,093,000	\$225,888,000	\$80,512,000	\$121,243,000	-	\$624,736,000
Total Programmed		-	\$207,244,000	\$235,083,000	\$88,247,000	\$125,754,000	-	\$656,328,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
FUNDING CHANGES	<p>HSIP</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in PE from \$111,000 to \$291,000 + Increase funds in FY 2024 in PE from \$67,000 to \$247,000 + Increase funds in FY 2024 in CON from \$4,141,000 to \$7,013,000 + Increase funds in FY 2025 in CON from \$3,351,000 to \$6,945,000 + Increase funds in FY 2026 in CON from \$4,630,000 to \$7,236,000 <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in PE from \$2,030,000 to \$3,932,000 + Increase funds in FY 2025 in PE from \$1,500,000 to \$2,653,000 + Increase funds in FY 2026 in CON from \$33,294,000 to \$57,400,000 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in PE from \$2,481,000 to \$5,201,000 + Increase funds in FY 2024 in PE from \$948,000 to \$3,348,000 + Increase funds in FY 2024 in CON from \$63,159,000 to \$95,393,000 + Increase funds in FY 2025 in PE from \$1,728,000 to \$3,839,000 + Increase funds in FY 2026 in CON from \$32,038,000 to \$43,529,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FY 2023 in PE from \$125,000 to \$805,000 + Increase funds in FY 2023 in PE from \$6,000 to \$26,000 + Increase funds in FY 2024 in PE from \$3,000 to \$23,000 + Increase funds in FY 2024 in CON from \$209,000 to \$927,000 + Increase funds in FY 2024 in PE from \$48,000 to \$648,000 + Increase funds in FY 2024 in CON from \$3,184,000 to \$11,243,000 + Increase funds in FY 2024 in PE from \$102,000 to \$577,000 + Increase funds in FY 2025 in PE from \$76,000 to \$364,000 + Increase funds in FY 2025 in PE from \$87,000 to \$615,000 + Increase funds in FY 2025 in CON from \$169,000 to \$1,067,000

- + Increase funds in FY 2026 in CON from \$1,679,000 to \$7,706,000
- + Increase funds in FY 2026 in CON from \$1,615,000 to \$4,488,000
- + Increase funds in FY 2026 in CON from \$233,000 to \$884,000

FEDERAL PROJECT COST

Increased from \$520,686,840 to \$608,235,840 (16.81%)

TOTAL PROJECT COST

Increased from \$546,942,000 to \$656,328,000 (20.00%)


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3082 MC# 22-39 Appvd. 9/7/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Resurfacing and Rehabilitation (AWRR)	B	Exempt	n/a	\$ 446,430	\$ 22,512	\$ 468,942
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	A-13 FY 2025	\$ 49,346	\$ 12,286	\$ 61,632
Description	Ongoing program to provide periodic resurfacing and upgrading or auxiliary features on SHA highways. These are non-capacity improvements that may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated SHA roadways. Other improvements, including ADA improvements and guardrails, may be included where incidental to other resurfacing improvements.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with HSIP, NHPP, and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2023	FY 2024	FY 2025	FY 2026	Total
			Current (000s)	Total	\$ -	\$ 203,644	\$ 185,623	\$ 79,675
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Federal	\$ -	\$ 193,867	\$ 176,713	\$ 75,850	\$ 446,430	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		State/Local	\$ -	\$ 9,777	\$ 8,910	\$ 3,825	\$ 22,512	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		Proposed (000s)	Total	\$ -	\$ 207,244	\$ 235,083	\$ 88,247	\$ 530,574
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Federal	\$ -	\$ 196,767	\$ 216,301	\$ 82,708	\$ 495,776	
		Change (000s)	Total	\$ -	\$ 3,600	\$ 49,460	\$ 8,572	\$ 61,632
		Federal	\$ -	\$ 2,900	\$ 39,588	\$ 6,858	\$ 49,346	
		State/Local	\$ -	\$ 700	\$ 9,872	\$ 1,714	\$ 12,286	

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	HSIP/State	\$ -	\$ -	\$ 111	\$ 6	\$ 67	\$ 3	\$ 51	\$ 3	\$ 229	\$ 12	\$ 241
	NHPP/State	\$ -	\$ -	\$ 3,244	\$ 164	\$ 2,030	\$ 102	\$ 1,500	\$ 76	\$ 6,774	\$ 342	\$ 7,116
	STBG/State	\$ -	\$ -	\$ 2,481	\$ 125	\$ 948	\$ 48	\$ 1,728	\$ 87	\$ 5,157	\$ 260	\$ 5,417
RW	HSIP/State	\$ -	\$ -	\$ 19	\$ 1	\$ 19	\$ 1	\$ 10	\$ -	\$ 48	\$ 2	\$ 50
	NHPP/State	\$ -	\$ -	\$ 190	\$ 10	\$ 190	\$ 10	\$ 95	\$ 5	\$ 475	\$ 25	\$ 500
	STBG/State	\$ -	\$ -	\$ 190	\$ 10	\$ 190	\$ 10	\$ 95	\$ 5	\$ 475	\$ 25	\$ 500
CO	HSIP/State	\$ -	\$ -	\$ 5,876	\$ 296	\$ 4,141	\$ 209	\$ 3,351	\$ 169	\$ 13,368	\$ 674	\$ 14,042
	NHPP/State	\$ -	\$ -	\$ 112,090	\$ 5,652	\$ 105,969	\$ 5,343	\$ 41,412	\$ 2,088	\$ 259,471	\$ 13,083	\$ 272,554
	STBG/State	\$ -	\$ -	\$ 69,666	\$ 3,513	\$ 63,159	\$ 3,184	\$ 27,608	\$ 1,392	\$ 160,433	\$ 8,089	\$ 168,522
Total		\$ -	\$ -	\$ 193,867	\$ 9,777	\$ 176,713	\$ 8,910	\$ 75,850	\$ 3,825	\$ 446,430	\$ 22,512	\$ 468,942

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	HSIP/State	\$ -	\$ -	\$ 291	\$ 26	\$ 247	\$ 23	\$ 51	\$ 3	\$ 589	\$ 52	\$ 641
	NHPP/State	\$ -	\$ -	\$ 3,244	\$ 164	\$ 3,932	\$ 577	\$ 2,653	\$ 364	\$ 9,829	\$ 1,105	\$ 10,934
	STBG/State	\$ -	\$ -	\$ 5,201	\$ 805	\$ 3,348	\$ 648	\$ 3,839	\$ 615	\$ 12,388	\$ 2,068	\$ 14,456
RW	HSIP/State	\$ -	\$ -	\$ 19	\$ 1	\$ 19	\$ 1	\$ 10	\$ -	\$ 48	\$ 2	\$ 50
	NHPP/State	\$ -	\$ -	\$ 190	\$ 10	\$ 190	\$ 10	\$ 95	\$ 5	\$ 475	\$ 25	\$ 500
	STBG/State	\$ -	\$ -	\$ 190	\$ 10	\$ 190	\$ 10	\$ 95	\$ 5	\$ 475	\$ 25	\$ 500
CO	HSIP/State	\$ -	\$ -	\$ 5,876	\$ 296	\$ 7,013	\$ 927	\$ 6,945	\$ 1,067	\$ 19,834	\$ 2,290	\$ 22,124
	NHPP/State	\$ -	\$ -	\$ 112,090	\$ 5,652	\$ 105,969	\$ 5,343	\$ 41,412	\$ 2,088	\$ 259,471	\$ 13,083	\$ 272,554
	STBG/State	\$ -	\$ -	\$ 69,666	\$ 3,513	\$ 95,393	\$ 11,243	\$ 27,608	\$ 1,392	\$ 192,667	\$ 16,148	\$ 208,815
Total		\$ -	\$ -	\$ 196,767	\$ 10,477	\$ 216,301	\$ 18,782	\$ 82,708	\$ 5,539	\$ 495,776	\$ 34,798	\$ 530,574

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	HSIP/State	\$ -	\$ -	\$ 180	\$ 20	\$ 180	\$ 20	\$ -	\$ -	\$ 360	\$ 40	\$ 400
	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ 1,902	\$ 475	\$ 1,153	\$ 288	\$ 3,055	\$ 763	\$ 3,818
	STBG/State	\$ -	\$ -	\$ 2,720	\$ 680	\$ 2,400	\$ 600	\$ 2,111	\$ 528	\$ 7,231	\$ 1,808	\$ 9,039
RW	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	HSIP/State	\$ -	\$ -	\$ -	\$ -	\$ 2,872	\$ 718	\$ 3,594	\$ 898	\$ 6,466	\$ 1,616	\$ 8,082
	NHPP/State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG/State	\$ -	\$ -	\$ -	\$ -	\$ 32,234	\$ 8,059	\$ -	\$ -	\$ 32,234	\$ 8,059	\$ 40,293
Total		\$ -	\$ -	\$ 2,900	\$ 700	\$ 39,588	\$ 9,872	\$ 6,858	\$ 1,714	\$ 49,346	\$ 12,286	\$ 61,632

TOTAL PROJECT COST												
Prior Cost (≤ FY 2022)			TIP Cost (FY 2023-2026)				Balance to Complete (> FY 2026)			Total Project Cost		
Federal		\$ -	Federal		\$ 495,776	Federal		\$ 112,460	Federal		\$ 608,236	
State/Local		\$ -	State/Local		\$ 34,798	State/Local		\$ 13,294	State/Local		\$ 48,092	
Total		\$ -	Total		\$ 530,574	Total		\$ 125,754	Total		\$ 656,328	

T3084 - Areawide Safety and Spot Improvements

Lead Agency

Maryland Department of Transportation - State Highway Administration

Project Type

Road - Other Improvement

County

Charles, Frederick, Montgomery, Prince Georges

From

-

Agency Project ID

AWSS

Municipality

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

To

-

Completion Date

7.2026

Total Cost

\$376,676,000

Project Description

Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.

PHASE	FUND SOURCE	PRIOR	2023	2024	2025	2026	FUTURE	TOTAL
Preliminary Engineering	CMAQ	-	\$414,000	\$591,000	\$497,000	\$496,000	-	\$1,998,000
Preliminary Engineering	DC/STATE	-	\$3,488,000	\$7,414,000	\$6,925,000	\$4,057,000	-	\$21,884,000
Preliminary Engineering	HSIP	-	\$4,688,000	\$10,978,000	\$9,819,000	\$7,037,000	-	\$32,522,000
Preliminary Engineering	NHPP	-	\$9,840,000	\$9,545,000	\$10,618,000	\$5,816,000	-	\$35,819,000
Preliminary Engineering	STBG	-	\$7,730,000	\$11,938,000	\$11,195,000	\$8,057,000	-	\$38,920,000
Total Preliminary Engineering		-	\$26,160,000	\$40,466,000	\$39,054,000	\$25,463,000	-	\$131,143,000
Right of Way	CMAQ	-	\$9,500	\$9,500	\$9,500	\$9,500	-	\$38,000
Right of Way	DC/STATE	-	\$111,500	\$92,500	\$78,500	\$72,500	-	\$355,000
Right of Way	HSIP	-	\$359,000	\$359,000	\$334,000	\$299,000	-	\$1,351,000
Right of Way	NHPP	-	\$133,000	\$136,000	\$136,000	\$136,000	-	\$541,000
Right of Way	STBG	-	\$237,000	\$129,000	\$95,000	\$95,000	-	\$556,000
Total Right of Way		-	\$850,000	\$726,000	\$653,000	\$612,000	-	\$2,841,000
Construction	CMAQ	-	\$8,282,000	\$4,831,000	\$1,380,000	\$1,380,000	-	\$15,873,000
Construction	DC/STATE	-	\$4,572,000	\$7,518,000	\$5,502,000	\$3,438,000	-	\$21,030,000
Construction	HSIP	-	\$8,622,000	\$12,993,000	\$17,658,000	\$10,507,000	-	\$49,780,000
Construction	NHPP	-	\$23,516,000	\$27,757,000	\$14,322,000	\$10,353,000	-	\$75,948,000
Construction	STBG	-	\$22,086,000	\$32,956,000	\$13,976,000	\$11,043,000	-	\$80,061,000
Total Construction		-	\$67,078,000	\$86,055,000	\$52,838,000	\$36,721,000	-	\$242,692,000
Total Programmed		-	\$94,088,000	\$127,247,000	\$92,545,000	\$62,796,000	-	\$376,676,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
<p>FUNDING CHANGES</p>	<p>HSIP</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in PE from \$5,378,000 to \$10,978,000 + Increase funds in FY 2025 in PE from \$2,726,000 to \$9,819,000 + Increase funds in FY 2025 in CON from \$9,201,000 to \$17,658,000 + Increase funds in FY 2026 in PE from \$2,445,000 to \$7,037,000 + Increase funds in FY 2026 in CON from \$5,644,000 to \$10,507,000 <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FY 2025 in PE from \$6,655,000 to \$10,618,000 + Increase funds in FY 2026 in PE from \$3,790,000 to \$5,816,000 <p>STBG</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in PE from \$6,338,000 to \$11,938,000 + Increase funds in FY 2025 in PE from \$6,501,000 to \$11,195,000 + Increase funds in FY 2026 in PE from \$4,727,000 to \$8,057,000 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FY 2024 in PE from \$982,000 to \$2,382,000 + Increase funds in FY 2024 in PE from \$1,732,000 to \$3,132,000 + Increase funds in FY 2025 in PE from \$1,074,000 to \$2,248,000 + Increase funds in FY 2025 in CON from \$1,891,000 to \$4,005,000 + Increase funds in FY 2025 in PE from \$1,388,000 to \$2,379,000 + Increase funds in FY 2025 in PE from \$500,000 to \$2,273,000 + Increase funds in FY 2026 in PE from \$630,000 to \$1,463,000 + Increase funds in FY 2026 in PE from \$310,000 to \$1,458,000 + Increase funds in FY 2026 in PE from \$604,000 to \$1,111,000 + Increase funds in FY 2026 in CON from \$1,073,000 to \$2,289,000
<p>FEDERAL PROJECT COST</p>	<p>Increased from \$283,189,000 to \$333,407,000 (17.73%)</p>

TOTAL PROJECT COST

Increased from \$313,902,000 to \$376,676,000 (20.00%)


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 3084 MC# 22-115 Appvd. 5/22/2024

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Areawide Safety and Spot Improvements (AWSS)	B	Exempt	n/a	\$ 242,773	\$ 26,848	\$ 269,621
	Administration			Net Funding Change (000s)		
	SHA	Area/MPO	CTP Page	Federal	State/Local	Total
			A- FY 2024	\$ 35,407	\$ 8,852	\$ 44,259
Description	Ongoing program to provide localized improvements to address safety and/or operational issues on SHA highways. These are highway improvements that may include but are not limited to bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements, including slope repairs, drainage improvements, and joint sealing, may be included where incidental to other safety improvements.					
Justification	Areawide project funding flows by major federal funding program included in the FY2023-2026 TPB TIP are determined based on historical funding trending and an estimate of planned projects within TPB MPO boundaries. Projects funded for other through this areawide project with CMAQ, HSIP, NHPP, and STBG funding have exceeded SHA estimates. Increased funding is necessary to accommodate more federally committed projects within the MPO in this areawide project.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
		Current (000s)	Proposed (000s)					
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Total		\$ -	\$ 94,088	\$ 113,247	\$ 62,286	\$ 269,621
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal		\$ -	\$ 85,917	\$ 101,023	\$ 55,833	\$ 242,773
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local		\$ -	\$ 8,171	\$ 12,224	\$ 6,453	\$ 26,848
<input type="checkbox"/> D) Other [Administrative modification to add and shift federal/state construction funding]		Total		\$ -	\$ 94,088	\$ 127,247	\$ 92,545	\$ 313,880
		Federal		\$ -	\$ 85,917	\$ 112,223	\$ 80,040	\$ 278,180
		State/Local		\$ -	\$ 8,171	\$ 15,024	\$ 12,505	\$ 35,700
		Total		\$ -	\$ -	\$ 14,000	\$ 30,259	\$ 44,259
		Federal		\$ -	\$ -	\$ 11,200	\$ 24,207	\$ 35,407
		State/Local		\$ -	\$ -	\$ 2,800	\$ 6,052	\$ 8,852

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	CMAQ	\$ -	\$ -	\$ 414	\$ -	\$ 591	\$ -	\$ 497	\$ -	\$ 1,502	\$ -	\$ 1,502
	HSIP	\$ -	\$ -	\$ 4,688	\$ -	\$ 5,378	\$ -	\$ 2,726	\$ -	\$ 12,792	\$ -	\$ 12,792
	NHPP	\$ -	\$ -	\$ 9,840	\$ -	\$ 9,545	\$ -	\$ 6,655	\$ -	\$ 26,040	\$ -	\$ 26,040
	STBG	\$ -	\$ -	\$ 7,730	\$ -	\$ 6,338	\$ -	\$ 6,501	\$ -	\$ 20,569	\$ -	\$ 20,569
	State	\$ -	\$ -	\$ -	\$ 3,488	\$ -	\$ 4,614	\$ -	\$ 2,987	\$ -	\$ 11,089	\$ 11,089
RW	CMAQ	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 30	\$ -	\$ 30
	HSIP	\$ -	\$ -	\$ 359	\$ -	\$ 359	\$ -	\$ 334	\$ -	\$ 1,052	\$ -	\$ 1,052
	NHPP	\$ -	\$ -	\$ 133	\$ -	\$ 136	\$ -	\$ 136	\$ -	\$ 405	\$ -	\$ 405
	STBG	\$ -	\$ -	\$ 237	\$ -	\$ 129	\$ -	\$ 95	\$ -	\$ 461	\$ -	\$ 461
	State	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 92	\$ -	\$ 78	\$ -	\$ 281	\$ 281
CO	CMAQ	\$ -	\$ -	\$ 8,282	\$ -	\$ 4,831	\$ -	\$ 1,380	\$ -	\$ 14,493	\$ -	\$ 14,493
	HSIP	\$ -	\$ -	\$ 8,622	\$ -	\$ 12,993	\$ -	\$ 9,201	\$ -	\$ 30,816	\$ -	\$ 30,816
	NHPP	\$ -	\$ -	\$ 23,516	\$ -	\$ 27,757	\$ -	\$ 14,322	\$ -	\$ 65,595	\$ -	\$ 65,595
	STBG	\$ -	\$ -	\$ 22,086	\$ -	\$ 32,956	\$ -	\$ 13,976	\$ -	\$ 69,018	\$ -	\$ 69,018
	State	\$ -	\$ -	\$ -	\$ 4,572	\$ -	\$ 7,518	\$ -	\$ 3,388	\$ -	\$ 15,478	\$ 15,478
Total		\$ -	\$ -	\$ 85,917	\$ 8,171	\$ 101,023	\$ 12,224	\$ 55,833	\$ 6,453	\$ 242,773	\$ 26,848	\$ 269,621

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	CMAQ	\$ -	\$ -	\$ 414	\$ -	\$ 591	\$ -	\$ 497	\$ -	\$ 1,502	\$ -	\$ 1,502
	HSIP	\$ -	\$ -	\$ 4,688	\$ -	\$ 10,978	\$ -	\$ 9,819	\$ -	\$ 25,485	\$ -	\$ 25,485
	NHPP	\$ -	\$ -	\$ 9,840	\$ -	\$ 9,545	\$ -	\$ 10,618	\$ -	\$ 30,003	\$ -	\$ 30,003
	STBG	\$ -	\$ -	\$ 7,730	\$ -	\$ 11,938	\$ -	\$ 11,195	\$ -	\$ 30,863	\$ -	\$ 30,863
	State	\$ -	\$ -	\$ -	\$ 3,488	\$ -	\$ 7,414	\$ -	\$ 6,925	\$ -	\$ 17,827	\$ 17,827
RW	CMAQ	\$ -	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 10	\$ -	\$ 30	\$ -	\$ 30
	HSIP	\$ -	\$ -	\$ 359	\$ -	\$ 359	\$ -	\$ 334	\$ -	\$ 1,052	\$ -	\$ 1,052
	NHPP	\$ -	\$ -	\$ 133	\$ -	\$ 136	\$ -	\$ 136	\$ -	\$ 405	\$ -	\$ 405
	STBG	\$ -	\$ -	\$ 237	\$ -	\$ 129	\$ -	\$ 95	\$ -	\$ 461	\$ -	\$ 461
	State	\$ -	\$ -	\$ -	\$ 111	\$ -	\$ 92	\$ -	\$ 78	\$ -	\$ 281	\$ 281
CO	CMAQ	\$ -	\$ -	\$ 8,282	\$ -	\$ 4,831	\$ -	\$ 1,380	\$ -	\$ 14,493	\$ -	\$ 14,493
	HSIP	\$ -	\$ -	\$ 8,622	\$ -	\$ 12,993	\$ -	\$ 17,658	\$ -	\$ 39,273	\$ -	\$ 39,273
	NHPP	\$ -	\$ -	\$ 23,516	\$ -	\$ 27,757	\$ -	\$ 14,322	\$ -	\$ 65,595	\$ -	\$ 65,595
	STBG	\$ -	\$ -	\$ 22,086	\$ -	\$ 32,956	\$ -	\$ 13,976	\$ -	\$ 69,018	\$ -	\$ 69,018
	State	\$ -	\$ -	\$ -	\$ 4,572	\$ -	\$ 7,518	\$ -	\$ 5,502	\$ -	\$ 17,592	\$ 17,592
Total		\$ -	\$ -	\$ 85,917	\$ 8,171	\$ 112,223	\$ 15,024	\$ 80,040	\$ 12,505	\$ 278,180	\$ 35,700	\$ 313,880

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	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ 5,600	\$ -	\$ 7,093	\$ -	\$ 12,693	\$ -	\$ 12,693
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,963	\$ -	\$ 3,963	\$ -	\$ 3,963
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 5,600	\$ -	\$ 4,694	\$ -	\$ 10,294	\$ -	\$ 10,294
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800	\$ -	\$ 3,938	\$ -	\$ 6,738	\$ 6,738
RW	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HSIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,457	\$ -	\$ 8,457	\$ -	\$ 8,457
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,114	\$ -	\$ 2,114	\$ 2,114
Total		\$ -	\$ -	\$ -	\$ -	\$ 11,200	\$ 2,800	\$ 24,207	\$ 6,052	\$ 35,407	\$ 8,852	\$ 44,259

TOTAL PROJECT COST												
Prior Cost (≤ FY 2021)			STIP Cost (FY 2022-2025)				Balance to Complete (≥ FY 2026)				Total Project Cost	
Federal		\$ -	Federal		\$ 278,180	Federal		\$ 55,229	Federal		\$ 333,409	
State/Local		\$ -	State/Local		\$ 35,700	State/Local		\$ 7,567	State/Local		\$ 43,267	
Total		\$ -	Total		\$ 313,880	Total		\$ 62,796	Total		\$ 376,676	