

April 2, 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 one existing project 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) project listed below. The changes to the US 15/US 40 Frederick Freeway Highway Reconstruction project include an increase in state funds for preliminary engineering and the reduction of state and federal funds in preliminary engineering, right-of-way, construction for the years of the TIP and STIP as well as shifting funds to out years. This administrative modification has been assigned MDOT Control #22-219, and this project is already included in the Air Quality Conformity Determination for Visualize 2045.

Project Name	STIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
US 15/US 40 Frederick Freeway Highway Reconstruction	6431	NHPP, State	(\$10,838)

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

TPB staff approved the administrative modification to its TIP on March 14, 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, flowing style.

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: [David Schlie](#)
To: [Karl Snyder](#)
Subject: FW: TIP Action 23-58: Administrative Modification
Date: Wednesday, April 2, 2025 1:20:13 PM
Attachments: [Attachment A - MDOT SHA 23-58 - Overview Report.pdf](#)
[Attachment B - MDOT SHA 23-58 - Financial Constraint Summary.pdf](#)
[Excerpt from TIP Appendix B - Definitions of Amendments and Administrative Modifications.pdf](#)

FYI

From: Leonardo Pineda <lpineda@mwccog.org>
Sent: Friday, March 14, 2025 9:59 AM
To: David Schlie <DSchlie@mdot.maryland.gov>
Cc: Andrew Austin <aaustin@mwccog.org>; Sara Brown <sbrown@mwccog.org>; Nate Evans <NEvans2@mdot.maryland.gov>; Lyn Erickson <lerickson@mwccog.org>; Kanti Srikanth <ksrikanth@mwccog.org>
Subject: RE: TIP Action 23-58: Administrative Modification

Good morning Mr. Schlie,

This is to acknowledge the receipt and processing of the Maryland Department of Transportation's (MDOT) request for administrative modifications to the project listed below in the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP). Approved under TIP Action 23-58, the TPB's modified FY 2023-2026 TIP now reflects updated descriptive and funding information, as described in the attached materials for the following projects and programs:

AGENCY	TIP ID	PROJECT/PROGRAM TITLE	COST		CHANGE SUMMARY
			BEFORE	AFTER	
MDOT	T6431	US 15/US 40 Frederick Freeway Highway Reconstruction	\$182,907,000	\$165,612,000	Deducts approximately \$17.3 million – total project cost decreases 9.46% (total cost includes funding beyond final year of the TIP). Adds \$161,000 in PE and removes funding from Construction ROW, and utilities. State funding increase of \$26.1 million, NHPP funding increase of \$61 million, and TBD funding decrease of approximately \$104.5 million.

In consultation with MDOT, TPB staff find that the decrease in total project costs is 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 (referenced in the attached materials).

The attached materials include:

- a Project Overview Report showing how the project will appear in the TIP along with a complete listing of all changes made for this newest approved version of the record;
- a Financial Constraint Summary Table demonstrating financial constraint
- 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 March 14, 2025. 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 Andrew Austin on the TPB's staff at 202-962-3353 OR aaustin@mwccog.org.

Sincerely,
Kanti Srikanth
Director – MWCCOG, 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 Schlie <DSchlie@mdot.maryland.gov>
Sent: Thursday, March 13, 2025 11:15 AM
To: Leonardo Pineda <lpineda@mwccog.org>
Cc: Andrew Austin <aaustin@mwccog.org>; Sara Brown <sbrown@mwccog.org>; Nate Evans <NEvans2@mdot.maryland.gov>
Subject: TIP Action 23-58: Administrative Modification

Leo:

SHA is requesting the approval of an administrative modification for the following item:

T6431– US 15/US 40 Frederick Freeway Highway Reconstruction

Preliminary Engineering - Adding \$161,000
Construction – Removing \$15,912,000
Right-of-way – Removing \$1,044,000
Utilities – Removing \$500,000

These changes reflect updates to the project schedule and cost estimate changes for the project.

The total project cost in the FY 23-26 TIP for this project is more than \$35 million (\$183M) and the requested funding decrease (-9.46%) is less than 10% of the total project cost.

At your earliest convenience, please provide the approval for processing.

Thank you,

David



David Schlie
Regional Planner
Montgomery and Frederick Counties
Regional and Intermodal Planning Division
Office of Planning and Preliminary Engineering
410.545.5674 office
dschlie@mdot.maryland.gov
Maryland State Highway Administration
MS C-502
707 North Calvert Street
Baltimore, MD 21202-3601

MEMORANDUM

TO: MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)
OFFICE OF PLANNING, PROGRAMMING AND PROJECT DELIVERY
(OPPPD) DIRECTOR MICHELLE MARTIN

ATTN: OPPPD REGIONAL PLANNER KARI SNYDER
OPPPD REGIONAL PLANNER DAN JANOUSEK
OPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN

FROM: REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) *TJP* 3/19/2025
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: MARCH 19, 2025

RESPONSE
REQUESTED BY: N/A

PURPOSE OF MEMORANDUM

To request the MDOT OPPPD notify the FHWA - Maryland Division of this administrative modification.

SUMMARY

On March 14, 2024, the Metropolitan Washington Council of Governments Department of Transportation Planning (MWCOG DTP) staff approved the following Maryland State Highway Administration (SHA) requested administrative modification to the FY 2023-2026 TPB TIP.

TIP	PROJECT	PHASE	NEW FUNDING
T6431	US 15/US 40 Frederick Freeway Highway Reconstruction	PE	(\$4,397,000)
		RW	(\$3,669,000)
		UT	(\$2,012,000)
		CO	(\$54,268,000)

ANALYSIS

US 15/US 40 Frederick Freeway Highway Reconstruction (TPB T6431) – This administrative modification reflects the following changes to FY 2023-2026 TPB TIP for TPB T6431: decrease of \$54,268,000 in construction funds, decrease of \$2,012,000 in utilities funds, decrease of \$3,669,000 in right-of-way funds, and decrease of \$4,397,000 in preliminary engineering funds. This administrative modification ensures the FY 2023-2026 TPB TIP reflects SHA’s updated programmed project expenditures and project schedule in FY 2023-2026.

Ms. Michelle Martin
Page Two

The project's total cost, as documented in the FY 2023-2026 TPB TIP, is decreasing from \$185,907,838,000 to \$165,612,000, including funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP. Per the October 29, 2014 memorandum of understanding executed by MDOT and the FHWA, this action is eligible to be processed as an administrative modification, as TPB T6431 has a project cost greater than \$10 million and constitutes a decrease in total funding no greater than 10 percent of the existing total project cost.

The attached Statewide TIP (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 Office of Planning and Preliminary Engineering (OPPE), Regional and Intermodal Planning Division (RIPD), Regional Planner, Mr. David Schlie, at 410-545-5674 or dschlie@mdot.maryland.gov.

ATTACHMENTS

- Srikanth (MWCOG DTP) to Schlie (SHA) TPB TIP project T6431 administrative modification approval
- FY 2023-2026 TPB TIP project T6431 report
- FY 2023-2026 TPB TIP project T6431 fiscal constraint report
- FY 2022-2025 Maryland STIP project TPB T6431 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, OPPE, SHA
John Delaney, P.E., Transportation Engineer, Office of Highway Development, SHA
Mr. Nate Evans, Assistant Chief, RIPD, OPPE, SHA
Andrew Radcliffe, P.E., District Engineer, District 7, SHA
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA
Mr. David Schlie, Regional Planner, RIPD, OPPE, SHA

T6431 - US 15/US 40 Frederick Freeway Highway Reconstruction

Lead Agency
Maryland Department of
Transportation - State Highway
Administration

Project Type
Road - Add Capacity/Widening

County
Frederick

From
I 270

Agency Project ID
FR1881

Municipality
City of Frederick

To
N. of Briggs Road

Completion Date
2030

Total Cost
\$165,612,000

Project Description

Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to MD 26.

PHASE	FUND SOURCE	PRIOR	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Planning	DC/STATE	\$3,658,000	-	-	-	-	-	\$3,658,000
Total Planning		\$3,658,000	-	-	-	-	-	\$3,658,000
Preliminary Engineering	DC/STATE	\$902,000	\$301,000	\$301,000	\$301,000	\$301,000	\$798,000	\$2,904,000
Preliminary Engineering	NHPP	\$859,000	\$1,200,000	\$1,204,000	\$1,200,000	\$1,200,000	\$3,187,000	\$8,850,000
Total Preliminary Engineering		\$1,761,000	\$1,501,000	\$1,505,000	\$1,501,000	\$1,501,000	\$3,985,000	\$11,754,000
Right of Way	DC/STATE	-	-	-	\$105,000	\$247,000	\$886,000	\$1,238,000
Right of Way	NHPP	-	-	-	\$421,000	\$991,000	\$3,550,000	\$4,962,000
Total Right of Way		-	-	-	\$526,000	\$1,238,000	\$4,436,000	\$6,200,000
Construction	DC/STATE	-	-	-	-	-	\$28,200,000	\$28,200,000
Construction	NHPP	-	-	-	-	-	\$112,800,000	\$112,800,000
Total Construction		-	-	-	-	-	\$141,000,000	\$141,000,000
Utility	DC/STATE	-	-	-	-	\$298,000	\$302,000	\$600,000
Utility	NHPP	-	-	-	-	\$1,190,000	\$1,210,000	\$2,400,000
Total Utility		-	-	-	-	\$1,488,000	\$1,512,000	\$3,000,000
Total Prior Costs		\$5,419,000	-	-	-	-	-	\$5,419,000
Total Future Costs		-	-	-	-	-	\$150,933,000	\$150,933,000
Total Programmed		\$5,419,000	\$1,501,000	\$1,505,000	\$2,027,000	\$4,227,000	\$150,933,000	\$165,612,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost change(s) - Location/limits change Change(s)
PROJECT CHANGES	<p>Description changed from "Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road." to "Planning and preliminary engineering project to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road."</p> <p>Plan Revision Name changed from "23-07.2" to "23-58"</p> <p>Source Document changed from "None" to "2025-2030 MDOT CTP, SHA-F-2"</p> <p>Select any of the following criteria that exempt the project from the CMP requirement applicable. changed from "The project consists of preliminary studies or engineering construction in the TIP, None of the above apply to this project." to "None of the above apply to this project."</p> <p>Phone (10-Digit) changed from "(410)545-8765" to "(410)545-8053"</p> <p>Email changed from "lbobian@mdot.maryland.gov" to "jdelaney@mdot.maryland.gov"</p> <p>Source Document Page/Record Link changed from "None" to "https://www.mdot.maryland.gov/OPCP/CTP_2025/FY25_FY30_CTP_Full_Report"</p> <p>Primary Contact changed from "Lindsay Bobian" to "John Delaney"</p>
FUNDING CHANGES	<p>TBD</p> <ul style="list-style-type: none"> - Decrease funds in FY 2027 in ROW from \$1,811,000 to \$0 - Decrease funds in FY 2027 in CON from \$102,644,000 to \$0 <p>DC/STATE</p> <ul style="list-style-type: none"> + Increase funds in FY 2019 in PE from \$0 to \$443,000 + Increase funds in FY 2020 in PE from \$0 to \$98,000 + Increase funds in FY 2021 in PE from \$44,000 to \$98,000 + Increase funds in FY 2022 in PLANNING from \$0 to \$411,000 + Increase funds in FY 2022 in PE from \$75,000 to \$263,000 - Decrease funds in FY 2023 in PE from \$450,000 to \$301,000 + Increase funds in FY 2024 in PE from \$200,000 to \$301,000 - Decrease funds in FY 2024 in ROW from \$181,000 to \$0 + Increase funds in FY 2025 in PE from \$110,000 to \$301,000 - Decrease funds in FY 2025 in ROW from \$181,000 to \$105,000 - Decrease funds in FY 2025 in UT from \$159,000 to \$0 + Increase funds in FY 2027 in PE from \$0 to \$301,000 + Increase funds in FY 2027 in ROW from \$0 to \$247,000 + Increase funds in FY 2027 in UT from \$0 to \$302,000 + Increase funds in FY 2026 in PE from \$0 to \$301,000 + Increase funds in FY 2026 in ROW from \$181,000 to \$247,000 - Decrease funds in FY 2026 in CON from \$5,427,000 to \$0 + Increase funds in FY 2026 in UT from \$191,000 to \$298,000 + Increase funds in FY 2028 in PE from \$0 to \$301,000 + Increase funds in FY 2028 in ROW from \$0 to \$248,000



- + Increase funds in FY 2028 in CON from \$0 to \$3,372,000
- + Increase funds in FY 2029 in PE from \$0 to \$196,000
- + Increase funds in FY 2029 in ROW from \$0 to \$247,000
- + Increase funds in FY 2029 in CON from \$0 to \$9,926,000
- + Increase funds in FY 2030 in ROW from \$0 to \$144,000
- + Increase funds in FY 2030 in CON from \$0 to \$9,926,000
- + Increase funds in FY 2031 in CON from \$0 to \$4,976,000

NHPP

- Decrease funds in FY 2022 in PLANNING from \$411,000 to \$0
- Decrease funds in FY 2022 in PE from \$1,069,000 to \$859,000
- Decrease funds in FY 2023 in PE from \$4,300,000 to \$1,200,000
- Decrease funds in FY 2024 in PE from \$3,150,000 to \$1,204,000
- Decrease funds in FY 2024 in ROW from \$1,630,000 to \$0
- Decrease funds in FY 2025 in PE from \$2,195,000 to \$1,200,000
- Decrease funds in FY 2025 in ROW from \$1,630,000 to \$421,000
- Decrease funds in FY 2025 in UT from \$1,432,000 to \$0
- + Increase funds in FY 2026 in PE from \$0 to \$1,200,000
- Decrease funds in FY 2026 in ROW from \$1,630,000 to \$991,000
- Decrease funds in FY 2026 in CON from \$48,841,000 to \$0
- Decrease funds in FY 2026 in UT from \$1,718,000 to \$1,190,000
- + Increase funds in FY 2028 in PE from \$0 to \$1,204,000
- + Increase funds in FY 2028 in ROW from \$0 to \$993,000
- + Increase funds in FY 2028 in CON from \$0 to \$13,488,000
- + Increase funds in FY 2027 in PE from \$0 to \$1,200,000
- + Increase funds in FY 2027 in ROW from \$0 to \$991,000
- + Increase funds in FY 2027 in UT from \$0 to \$1,210,000
- + Increase funds in FY 2029 in PE from \$0 to \$783,000
- + Increase funds in FY 2029 in ROW from \$0 to \$991,000
- + Increase funds in FY 2029 in CON from \$0 to \$39,703,000
- + Increase funds in FY 2030 in ROW from \$0 to \$575,000
- + Increase funds in FY 2030 in CON from \$0 to \$39,703,000
- + Increase funds in FY 2031 in CON from \$0 to \$19,906,000

**FEDERAL
PROJECT
COST**

Increased from \$68,006,000 to \$129,012,000 (89.71%)

**TOTAL
PROJECT
COST**

Decreased from \$182,907,000 to \$165,612,000 (-9.46%)

MDOT SHA Financial Constraint Summary

Fund Type	2023	2024	2025	2026	Total
NHPP	\$1,200,000	\$1,204,000	\$1,621,000	\$3,381,000	\$7,406,000
Federal Subtotal	\$1,200,000	\$1,204,000	\$1,621,000	\$3,381,000	\$7,406,000
DC/STATE	\$301,000	\$301,000	\$406,000	\$846,000	\$1,854,000
State Subtotal	\$301,000	\$301,000	\$406,000	\$846,000	\$1,854,000
Grand Total	\$1,501,000	\$1,505,000	\$2,027,000	\$4,227,000	\$9,260,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 6431 MC# 22-49 Approved 12/28/2022

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
US 15/US 40 Frederick Freeway Highway Reconstruction (FR1881)	B	Nonattainment/TPB 1193	CE Pending	\$ 15,406	\$ 1,767	\$ 17,173
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	SHA	TPB	SHA-F-2 FY 2025-2030	\$ (10,838)	\$ 231	\$ (10,607)

Description: Project to improve safety and mainline operational improvements along US 15 and US 40 from I-270 to MD 26 (4 miles). This project includes adding a third through lane (inside widening) in each direction along US 15 and the reconstruction and widening of seven structures. Significant noise mitigation will be included.

Justification: This project will address safety, operations, and mobility needs in the US 15 corridor.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Current (000s)	Total	\$ 1,555	\$ 4,750	\$ 5,161	\$ 5,707	\$ 17,173
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal		\$ 1,069	\$ 4,300	\$ 4,780	\$ 5,257	\$ 15,406
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local		\$ 486	\$ 450	\$ 381	\$ 450	\$ 1,767
<input type="checkbox"/> D) Other		Proposed (000s)	Total	\$ 1,533	\$ 1,501	\$ 1,505	\$ 2,027	\$ 6,566
		Federal		\$ 859	\$ 1,200	\$ 1,204	\$ 1,305	\$ 4,568
		State/Local		\$ 674	\$ 301	\$ 301	\$ 722	\$ 1,998
		Change (000s)	Total	\$ (22)	\$ (3,249)	\$ (3,656)	\$ (3,680)	\$ (10,607)
		Federal		\$ (210)	\$ (3,100)	\$ (3,576)	\$ (3,952)	\$ (10,838)
		State/Local		\$ 188	\$ (149)	\$ (80)	\$ 272	\$ 231

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	NHPP	\$ -	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411	\$ 411
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,069	\$ -	\$ 4,300	\$ -	\$ 3,150	\$ -	\$ 2,195	\$ -	\$ 10,714	\$ -	\$ 10,714
	State	\$ -	\$ 75	\$ -	\$ 450	\$ -	\$ 200	\$ -	\$ 110	\$ -	\$ 835	\$ 835
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,630	\$ -	\$ 1,630	\$ -	\$ 3,260	\$ -	\$ 3,260
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 181	\$ -	\$ 181	\$ -	\$ 362	\$ 362
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,432	\$ -	\$ 1,432	\$ -	\$ 1,432
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 159	\$ -	\$ 159	\$ 159
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,069	\$ 486	\$ 4,300	\$ 450	\$ 4,780	\$ 381	\$ 5,257	\$ 450	\$ 15,406	\$ 1,767	\$ 17,173

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	NHPP	\$ -	\$ 411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 411	\$ 411
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 859	\$ -	\$ 1,200	\$ -	\$ 1,204	\$ -	\$ 1,200	\$ -	\$ 4,463	\$ -	\$ 4,463
	State	\$ -	\$ 263	\$ -	\$ 301	\$ -	\$ 301	\$ -	\$ 301	\$ -	\$ 1,166	\$ 1,166
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 105	\$ -	\$ 105	\$ -	\$ 105
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 421	\$ -	\$ 421	\$ 421
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 859	\$ 674	\$ 1,200	\$ 301	\$ 1,204	\$ 301	\$ 1,305	\$ 722	\$ 4,568	\$ 1,998	\$ 6,566

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	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ (210)	\$ -	\$ (3,100)	\$ -	\$ (1,946)	\$ -	\$ (995)	\$ -	\$ (6,251)	\$ -	\$ (6,251)
	State	\$ -	\$ 188	\$ -	\$ (149)	\$ -	\$ 101	\$ -	\$ 191	\$ -	\$ 331	\$ 331
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ (1,630)	\$ -	\$ (1,525)	\$ -	\$ (3,155)	\$ -	\$ (3,155)
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (181)	\$ -	\$ 240	\$ -	\$ 59	\$ 59
UT	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,432)	\$ -	\$ (1,432)	\$ -	\$ (1,432)
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (159)	\$ -	\$ (159)	\$ -	\$ (159)
CO	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ (210)	\$ 188	\$ (3,100)	\$ (149)	\$ (3,576)	\$ (80)	\$ (3,952)	\$ 272	\$ (10,838)	\$ 231	\$ (10,607)

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 4,568	Federal	\$ 124,128	Federal	\$ 128,696
State/Local	\$ 3,886	State/Local	\$ 1,998	State/Local	\$ 31,032	State/Local	\$ 36,916
Total	\$ 3,886	Total	\$ 6,566	Total	\$ 155,160	Total	\$ 165,612