

January 10, 2021

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

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

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to one existing project for Anne Arundel County and seven existing projects for the MDOT State Highway Administration (MDOT SHA) that are contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2022-2025 Transportation Improvement Program (TIP). The BRTB Executive Committee approved these modifications to its TIP on January 7, 2021. The MDOT has designated Control #22-09 for these modifications to the STIP. The approvals and supporting documentation are attached.

| Project Name | STIP # | TIP # | Funding Source | FY22-FY25 Net Federal Change (in 000's) |
|---|-------------------|-------------------|-----------------------|--|
| Harwood Road over Stocketts Run | 11-1208-13 | 11-1208-13 | STBG | \$470 |
| Areawide Bridge Replacement And Rehabilitation | 60-9310-13 | 60-9310-13 | STBG NHPP | \$0 \$0 |

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Two

| | | | | |
|---|-------------------|-------------------|----------------------|--------------------------------|
| Areawide Resurfacing and Rehabilitation | 60-9501-11 | 60-9501-11 | STBG NHPP | \$0 \$0 |
| Areawide Congestion Management | 60-9504-04 | 60-9504-04 | STBG | \$0 |
| Areawide Environmental Projects | 60-9506-38 | 60-9506-38 | STBG | \$0 |
| Areawide Safety and Spot Improvements | 60-9508-19 | 60-9508-19 | HSIP NHPP | \$0 \$0 |
| Areawide Transportation Alternatives Program | 60-9903-29 | 60-9903-29 | TA | \$0 |
| I-695: I-70 to MD 43 | 63-1802-41 | 63-1802-41 | NHPP NHFP | (\$19,460) \$19,460 |

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

Sincerely,



Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

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



January 7, 2022

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed are eight Administrative Modifications to the *2022 – 2025 Baltimore Region Transportation Improvement Program (TIP)* as approved by the BRTB Executive Committee on January 7, 2022. The documentation enclosed supports changes to the *2022 – 2025 TIP* for one Anne Arundel County project and seven MDOT SHA projects:

- **Harwood Road Bridge over Stocketts Run: 11-1208-13**
- **Areawide Bridge Replacement and Rehabilitation: 60-9310-13**
- **Areawide Resurfacing and Rehabilitation: 60-9501-11**
- **Areawide Congestion Management: 60-6504-04**
- **Areawide Environmental Projects: 60-9506-38**
- **Areawide Safety and Spot Improvements: 60-9508-19**
- **Areawide Transportation Alternatives Projects: 60-9903-29**
- **I-695: I-70 to MD 43: 63-1802-41**

These minor changes are within the framework for Administrative Modifications and do not affect the regional conformity determination. Anne Arundel County and MDOT SHA have 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 these changes to the 2022 – 2025 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 rectangular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Sam Snead, Anne Arundel County
Brian Ulrich, Anne Arundel County
Tara Penders, MDOT SHA
Lisa Sirota, MDOT SHA
Peter Regan, MDOT SHA



Summary of FY 2022-2025 TIP Changes

| Project Title | TIP Change Reason | Description | Type of Change |
|--|---|---|----------------|
| Harwood Road over Stocketts Run 11-1208-13 | This administrative modification increases the construction cost \$345,000 in FY 2022 from \$2,515,000 to \$2,860,000. This includes an increase in federal funding from \$1,507,000 to \$1,978,000 and a decrease in matching funds from \$1,008,000 to \$883,000. The increase in cost is a result of construction material cost increases. The Estimated Total Cost of the project has a corresponding increase from \$3,292,000 to \$3,637,000. | <p>This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road.</p> <p>Engineering funds were included in the FY 2014-2017 TIP. FY 2022 engineering funds are to complete final design.</p> <p>Conformity Status: Exempt</p> | Admin Mod |
| Areawide Bridge Replacement and Rehabilitation 60-9310-13 | This administrative modification shifts \$2.0 million in NHPP and state matching funds from FY 2022 Construction to FY 2022 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$245.0 million. | <p>This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.</p> <p>Conformity Status: Exempt</p> | Admin Mod |



| Project Title | TIP Change Reason | Description | Type of Change |
|---|---|--|----------------|
| Areawide Resurfacing and Rehabilitation 60-9501-11 | This administrative modification shifts \$200,000 in STBG and state matching funds from FY 2022 Right of Way to FY 2022 Engineering funds (\$160,000 federal/\$40,000 matching). Additionally, \$4.0 million in Construction funds shift from STBG in FY 2023 to NHPP in FY 2023. This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$349,650,000. | This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements. Conformity Status: Exempt | Admin Mod |
| Areawide Congestion Management 60-9504-04 | This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2024 and FY 2025 Other to FY 2022 Other (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$103.975 million. | This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. Conformity Status: Exempt | Admin Mod |



| Project Title | TIP Change Reason | Description | Type of Change |
|---|---|--|----------------|
| Areawide Environmental Projects 60-9506-38 | This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2022 and FY 2023 Construction to FY 2022 and FY 2023 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$92.15 million. | This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities. Conformity Status: Exempt | Admin Mod |
| Areawide Safety and Spot Improvements 60-9508-19 | This administrative modification shifts \$1.0 million in HSIP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Engineering (\$960,000 federal funding/\$40,000 matching). Also shifts \$200,000 in HISP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Right of Way (\$160,000 federal funding/\$40,000 matching). Additionally shifts, \$2.0 million in NHPP and state matching funds from FY 2022-2023 Construction to FY 2022-2023 Engineering (\$1.6 million federal funds/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$225.925 million. | This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with 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 such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. Conformity Status: Exempt | Admin Mod |



| Project Title | TIP Change Reason | Description | Type of Change |
|--|--|--|------------------|
| <p>Areawide Transportation Alternatives Program 60-9903-29</p> | <p>This administrative modification shifts \$2.0 million in TA and state matching funds from FY 2024 and FY 2025 Construction to FY 2022 Construction (\$1.6 million federal funding/\$400,000 matching. This shift in funds is necessary to provide adequate funding for the MDOT MTA Transportation Alternatives Program Grants. The Estimated Total Cost remains unchanged at \$28.6 million.</p> | <p>This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region’s transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects</p> <p>Conformity Status: Exempt</p> | <p>Admin Mod</p> |
| <p>I-695: I-70 to MD 43 63-1802-41</p> | <p>This administrative modification shifts \$19.46 million in NHPP funds in FY 2022 and FY 2023 Construction to NHFP funds in FY 2022 and FY 2023 Construction. (\$19.46 million federal/\$540,000 matching). This shift in funds reflects MDOT SHA’s addition of this project to the state’s Freight Financial Plan. The Estimated Total Cost remains unchanged at \$181.101.</p> | <p>The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. In previous TIPs, this project also included the reconfiguration of the I-695 and I-70 interchange. The interchange is now a standalone project with TIP ID #63-2201-12. This project primarily uses federal funding due to toll credits.</p> <p>Conformity Status: Exempt</p> | <p>Admin Mod</p> |

Harwood Road Bridge over Stocketts Run

| | | | |
|--------------------------|----------------------|--------------------------|--------------------------------|
| TIP ID | 11-1208-13 | Year of Operation | 2023 |
| Agency | Anne Arundel County | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | Minor Collector |
| Conformity Status | Exempt | Physical Data | 2 to 2 lanes |
| CIP or CTP ID(s) | H535100 | Est. Total Cost | \$3,637,000 |

Description:

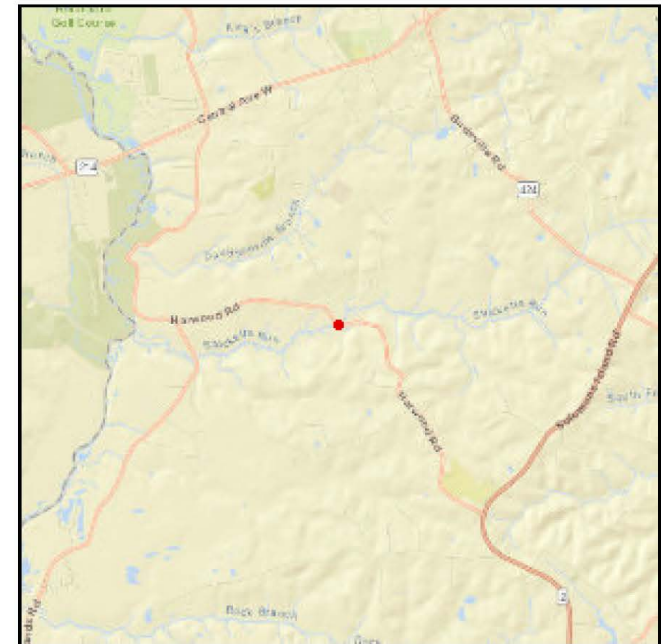
This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road.

Engineering funds were included in the FY 2014-2017 TIP. FY 2022 engineering funds are to complete final design.

Justification:

This project will correct existing bridge deficiencies, geometry, and substandard approach. The bridge is functionally obsolete, load restricted, and is rated in poor condition.

Administrative Modification: This administrative modification increases the construction cost \$345,000 in FY 2022 from \$2,515,000 to \$2,860,000. This includes an increase in federal funding from \$1,507,000 to \$1,978,000 and a decrease in matching funds from \$1,008,000 to \$883,000. The increase in cost is a result of construction material cost increases. The Estimated Total Cost of the project has a corresponding increase from \$3,292,000 to \$3,637,000.



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



Harwood Road Bridge over Stocketts Run

(Funding in Thousands)

Surface Transportation Block Grant Program

-ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,507 | \$1,008 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,515 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$528 | \$106 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$634 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$143 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$143 |
| Subtotal | \$2,035 | \$1,257 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,292 |
| Total | \$2,035 | \$1,257 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,292 |



Harwood Road Bridge over Stocketts Run

(Funding in Thousands)

Surface Transportation Block Grant Program

-UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,977 | \$883 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,860 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$528 | \$106 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$634 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$143 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$143 |
| Subtotal | \$2,505 | \$1,132 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,637 |
| Total | \$2,505 | \$1,132 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,637 |



Office of Transportation

Anne Arundel County Government
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

December 16, 2021

Mr. Todd Lang
Director, Transportation Division
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300

RE: Administrative Modification to the FY 2022-2025 TIP for Harwood Road Bridge over Stocketts Run

TIP ID: 11-1208-13

County CIP: H535100

Dear Mr. Lang:

Anne Arundel County is requesting an administrative modification to the FY 2022-2025 TIP for the Harwood Road Bridge over Stocketts Run Project. Anne Arundel County approved project H535100, the replacement of the existing bridge along Harwood Road over Stocketts Run, AA1009, in its FY2006 CIP. The Maryland State Highway Administration initiated SHA Contract No. AA155D21 to provide federal aid funding to the project, and issued Notice to Proceed to the A/E on December 1, 2014. The A/E has completed the design and has prepared the final engineer's estimate. The County's initial construction estimate was \$732,928 based on the enclosed estimate and due to replacing the bridge along a new alignment rather than rehabilitating the existing structure as Anne Arundel County Emergency Services requires continuous unimpeded access through the project location. The anticipated costs to complete the construction are in excess of that originally estimated by the County, requiring this administrative modification to the FY 2022-2025 TIP.

The County's original estimate for the construction phase was \$935,126 (\$892,000 federal aid, \$192,000 County). The current estimated total for the construction phase is \$2,860,841 (\$1,977,840 federal aid, \$883,001 County). This change requires a \$345,841 total increase (\$470,840 federal aid increase, \$124,999 County decrease) for the TIP construction phase. The funds will be used to fund the construction of the project based on the final engineer's estimate. The source of the federal aid increase will be from the County's share of the Highway Bridge Program federal aid allocation. The source of the decrease in the County's share will be County bonds.

The Transportation Improvements Program continues to be fiscally constrained. If you have any questions, please do not hesitate to contact Brian Ulrich (410) 222-7711 or Daniel Anderson (410) 222-7566.

Sincerely,

A handwritten signature in black ink, appearing to read "Ramond Robinson".

Ramond Robinson
Director of Transportation

cc: Brian Ulrich, P.E., Planning Administrator, Anne Arundel County, OOT
David Braun, P.E., Engineer Administrator, Anne Arundel County, DPW
Daniel Anderson, Engineer Manager, Anne Arundel County, DPW
Debra Russell, Project Manager, Anne Arundel County, DPW
Conan Andrzejewski, MDOT SHA, Federal Aid Programming Section, Office of Finance



Anne Arundel County

2022 - 2025 Transportation Improvement Program

Highway Preservation

Harwood Road Bridge over Stocketts Run

| | | | |
|--------------------------|----------------------|--------------------------|----------------------------------|
| TIP ID | 11-1208-13 | Year of Operation | 2023 ✓ |
| Agency | Anne Arundel County | Project Type | Bridge repair/deck replacement ✗ |
| Project Category | Highway Preservation | Functional Class | Minor Collector |
| Conformity Status | Exempt | Physical Data | 2 to 2 lanes |
| CIP or CTP ID(s) | H535100 | Est. Total Cost | \$3,292,000 |

Description: This project will replace the existing bridge over Stocketts Run. Three foot shoulders are planned on both sides of the road.

Engineering funds were included in the FY 2014-2017 TIP. FY 2022 engineering funds are to complete final design.

Justification:

This project will correct existing bridge deficiencies, geometry, and substandard approach. The bridge is functionally obsolete, load restricted, and is rated in fair condition.

POOR

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

Highway Preservation

Harwood Road Bridge over Stocketts Run

(Funding in Thousands)

Surface Transportation Block Grant Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|----------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,507 1,978 | \$4,008 888 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,515 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$528 | \$106 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$634 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$143 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$143 |
| Subtotal | \$2,035 | \$1,257 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,292 |
| Total | \$2,035 | \$1,257 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,292 |

2,150.0 1,182

Areawide Bridge Replacement And Rehabilitation

| | | | |
|--------------------------|----------------------|--------------------------|--------------------------------|
| TIP ID | 60-9310-13 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-20 | Est. Total Cost | \$245,000,000 |

Description:

This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.

Justification:

Will preserve existing structures, increase safety, and improve highway beautification.

Administrative Modification: This administrative modification shifts \$2.0 million in NHPP and state matching funds from FY 2022 Construction to FY 2022 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$245.0 million.



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



2022 - 2025 Transportation Improvement Program

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

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

-ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$24,000 | \$6,000 | \$32,000 | \$8,000 | \$24,000 | \$6,000 | \$24,000 | \$6,000 | \$130,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,600 | \$400 | \$1,600 | \$400 | \$1,200 | \$300 | \$1,200 | \$300 | \$7,000 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| Subtotal | \$26,240 | \$6,560 | \$34,240 | \$8,560 | \$25,520 | \$6,380 | \$25,520 | \$6,380 | \$139,400 |

Surface Transportation Block Grant Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$70,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$32,000 |
| PL | \$480 | \$120 | \$480 | \$120 | \$240 | \$60 | \$240 | \$60 | \$1,800 |
| ROW | \$480 | \$120 | \$480 | \$120 | \$240 | \$60 | \$240 | \$60 | \$1,800 |
| Subtotal | \$24,960 | \$6,240 | \$24,960 | \$6,240 | \$17,280 | \$4,320 | \$17,280 | \$4,320 | \$105,600 |
| Total | \$51,200 | \$12,800 | \$59,200 | \$14,800 | \$42,800 | \$10,700 | \$42,800 | \$10,700 | \$245,000 |



2022 - 2025 Transportation Improvement Program

Areawide Bridge Replacement And Rehabilitation

(Funding in Thousands)

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

-UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$22,400 | \$5,600 | \$32,000 | \$8,000 | \$24,000 | \$6,000 | \$24,000 | \$6,000 | \$128,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$3,200 | \$800 | \$1,600 | \$400 | \$1,200 | \$300 | \$1,200 | \$300 | \$9,000 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| Subtotal | \$26,240 | \$6,560 | \$34,240 | \$8,560 | \$25,520 | \$6,380 | \$25,520 | \$6,380 | \$139,400 |

Surface Transportation Block Grant Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$70,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$32,000 |
| PL | \$480 | \$120 | \$480 | \$120 | \$240 | \$60 | \$240 | \$60 | \$1,800 |
| ROW | \$480 | \$120 | \$480 | \$120 | \$240 | \$60 | \$240 | \$60 | \$1,800 |
| Subtotal | \$24,960 | \$6,240 | \$24,960 | \$6,240 | \$17,280 | \$4,320 | \$17,280 | \$4,320 | \$105,600 |
| Total | \$51,200 | \$12,800 | \$59,200 | \$14,800 | \$42,800 | \$10,700 | \$42,800 | \$10,700 | \$245,000 |

Areawide Resurfacing And Rehabilitation

| | | | |
|--------------------------|----------------------|--------------------------|---------------------------------|
| TIP ID | 60-9501-11 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Road resurfacing/rehabilitation |
| Project Category | Highway Preservation | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-20 | Est. Total Cost | \$349,650,000 |

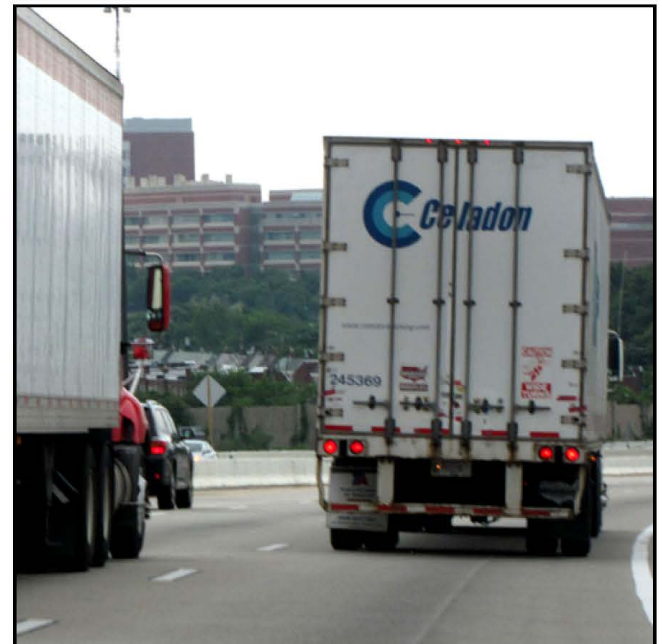
Description:

This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

Justification:

Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change.

Administrative Modification: This administrative modification shifts \$200,000 in STBG and state matching funds from FY 2022 Right of Way to FY 2022 Engineering funds (\$160,000 federal/\$40,000 matching). Additionally, \$4.0 million in Construction funds shift from STBG in FY 2023 to NHPP in FY 2023. This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$349,650,000.



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.



2022 - 2025 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$20,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| PL | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$4,280 | \$1,070 | \$4,160 | \$1,040 | \$4,160 | \$1,040 | \$4,160 | \$1,040 | \$20,950 |

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

-ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$44,000 | \$11,000 | \$36,000 | \$9,000 | \$24,000 | \$6,000 | \$24,000 | \$6,000 | \$160,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,600 | \$400 | \$1,600 | \$400 | \$400 | \$100 | \$400 | \$100 | \$5,000 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| Subtotal | \$46,240 | \$11,560 | \$38,080 | \$9,520 | \$24,720 | \$6,180 | \$24,720 | \$6,180 | \$167,200 |



2022 - 2025 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

-ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$32,000 | \$8,000 | \$32,000 | \$8,000 | \$28,000 | \$7,000 | \$28,000 | \$7,000 | \$150,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,600 | \$400 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,000 |
| PL | \$1,200 | \$300 | \$1,200 | \$300 | \$600 | \$150 | \$600 | \$150 | \$4,500 |
| ROW | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| Subtotal | \$35,120 | \$8,780 | \$34,960 | \$8,740 | \$29,560 | \$7,390 | \$29,560 | \$7,390 | \$161,500 |
| Total | \$85,640 | \$21,410 | \$77,200 | \$19,300 | \$58,440 | \$14,610 | \$58,440 | \$14,610 | \$349,650 |



2022 - 2025 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Highway Safety Improvement Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$20,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| PL | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$4,280 | \$1,070 | \$4,160 | \$1,040 | \$4,160 | \$1,040 | \$4,160 | \$1,040 | \$20,950 |

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

-UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$44,000 | \$11,000 | \$40,000 | \$10,000 | \$24,000 | \$6,000 | \$24,000 | \$6,000 | \$165,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,600 | \$400 | \$1,600 | \$400 | \$400 | \$100 | \$400 | \$100 | \$5,000 |
| PL | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| Subtotal | \$46,240 | \$11,560 | \$42,080 | \$10,520 | \$24,720 | \$6,180 | \$24,720 | \$6,180 | \$172,200 |



2022 - 2025 Transportation Improvement Program

Areawide Resurfacing And Rehabilitation

(Funding in Thousands)

Surface Transportation Block Grant Program

-UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$32,000 | \$8,000 | \$28,000 | \$7,000 | \$28,000 | \$7,000 | \$28,000 | \$7,000 | \$145,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,760 | \$440 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,200 |
| PL | \$1,200 | \$300 | \$1,200 | \$300 | \$600 | \$150 | \$600 | \$150 | \$4,500 |
| ROW | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$800 |
| Subtotal | \$35,120 | \$8,780 | \$30,960 | \$7,740 | \$29,560 | \$7,390 | \$29,560 | \$7,390 | \$156,500 |
| Total | \$85,640 | \$21,410 | \$77,200 | \$19,300 | \$58,440 | \$14,610 | \$58,440 | \$14,610 | \$349,650 |

Areawide Congestion Management

| | | | |
|--------------------------|-----------------------------|--------------------------|---------------------|
| TIP ID | 60-9504-04 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Traffic engineering |
| Project Category | Emission Reduction Strategy | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-21 | Est. Total Cost | \$103,975,000 |

Description:

This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.

Justification:

These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.

Administrative Modification: This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2024 and FY 2025 Other to FY 2022 Other (\$1.6 million federal funding/\$400,000 matching. This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$103.975 million.



Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.



Areawide Congestion Management

(Funding in Thousands)

Congestion Mitigation and Air Quality -ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$6,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$240 | \$60 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$900 |
| PL | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$1,560 | \$390 | \$1,440 | \$360 | \$1,440 | \$360 | \$1,440 | \$360 | \$7,350 |

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$1,600 | \$400 | \$10,000 |
| OTH | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$4,000 |
| ENG | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$1,200 |
| PL | \$480 | \$120 | \$480 | \$120 | \$320 | \$80 | \$320 | \$80 | \$2,000 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$3,960 | \$990 | \$3,960 | \$990 | \$3,000 | \$750 | \$3,000 | \$750 | \$17,400 |



Areawide Congestion Management

(Funding in Thousands)

Surface Transportation Block Grant Program

-ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$20,000 |
| OTH | \$6,400 | \$1,600 | \$6,400 | \$1,600 | \$6,400 | \$1,600 | \$6,400 | \$1,600 | \$32,000 |
| ENG | \$5,600 | \$1,400 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$25,000 |
| PL | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$16,460 | \$4,115 | \$15,640 | \$3,910 | \$15,640 | \$3,910 | \$15,640 | \$3,910 | \$79,225 |
| Total | \$21,980 | \$5,495 | \$21,040 | \$5,260 | \$20,080 | \$5,020 | \$20,080 | \$5,020 | \$103,975 |



Areawide Congestion Management

(Funding in Thousands)

Congestion Mitigation and Air Quality

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|---------------------------------|
| CON | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$6,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$240 | \$60 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$900 |
| PL | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$1,560 | \$390 | \$1,440 | \$360 | \$1,440 | \$360 | \$1,440 | \$360 | \$7,350 |

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|---------------------------------|
| CON | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$1,600 | \$400 | \$10,000 |
| OTH | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$4,000 |
| ENG | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$1,200 |
| PL | \$480 | \$120 | \$480 | \$120 | \$320 | \$80 | \$320 | \$80 | \$2,000 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$3,960 | \$990 | \$3,960 | \$990 | \$3,000 | \$750 | \$3,000 | \$750 | \$17,400 |



Areawide Congestion Management

(Funding in Thousands)

Surface Transportation Block Grant Program

-UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$20,000 |
| OTH | \$8,000 | \$2,000 | \$6,400 | \$1,600 | \$5,600 | \$1,400 | \$5,600 | \$1,400 | \$32,000 |
| ENG | \$5,600 | \$1,400 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$25,000 |
| PL | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$18,060 | \$4,515 | \$15,640 | \$3,910 | \$14,840 | \$3,710 | \$14,840 | \$3,710 | \$79,225 |
| Total | \$23,580 | \$5,895 | \$21,040 | \$5,260 | \$19,280 | \$4,820 | \$19,280 | \$4,820 | \$103,975 |

Areawide Environmental Projects

| | | | |
|--------------------------|----------------------|--------------------------|---------------------|
| TIP ID | 60-9506-38 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Environmental other |
| Project Category | Environmental/Safety | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-20 | Est. Total Cost | \$92,150,000 |

Description:

This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities.

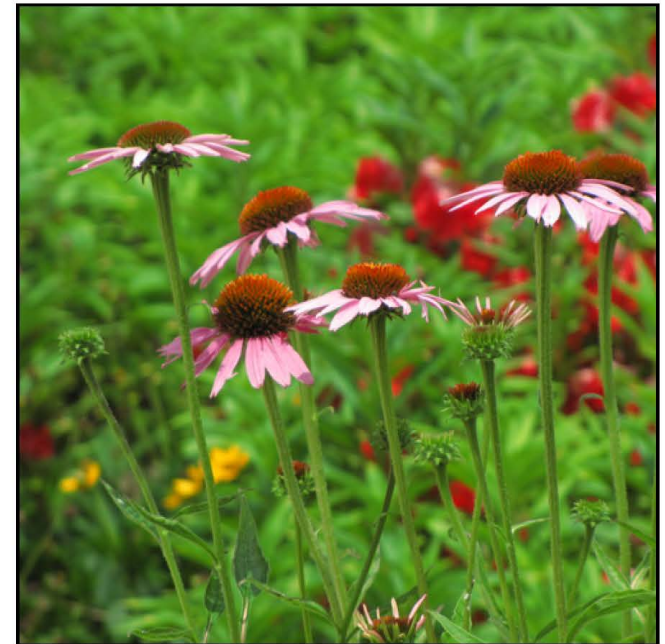
Justification:

Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts.

Administrative Modification: This administrative modification shifts \$2.0 million in STBG and state matching funds from FY 2022 and FY 2023 Construction to FY 2022 and FY 2023 Engineering (\$1.6 million federal funding/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$92.15 million.

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 5.B Conserve and Enhance the Environment -- Reduce surface runoff.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





Areawide Environmental Projects

(Funding in Thousands)

Highway Safety Improvement Program -ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| PL | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$640 | \$160 | \$560 | \$140 | \$560 | \$140 | \$560 | \$140 | \$2,900 |

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,600 | \$400 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| PL | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$1,880 | \$470 | \$1,760 | \$440 | \$960 | \$240 | \$960 | \$240 | \$6,950 |



Areawide Environmental Projects

(Funding in Thousands)

Surface Transportation Block Grant Program

-ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$20,000 | \$5,000 | \$20,000 | \$5,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$80,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| PL | \$200 | \$50 | \$120 | \$30 | \$80 | \$20 | \$80 | \$20 | \$600 |
| ROW | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| Subtotal | \$20,680 | \$5,170 | \$20,520 | \$5,130 | \$12,320 | \$3,080 | \$12,320 | \$3,080 | \$82,300 |
| Total | \$23,200 | \$5,800 | \$22,840 | \$5,710 | \$13,840 | \$3,460 | \$13,840 | \$3,460 | \$92,150 |



Areawide Environmental Projects

(Funding in Thousands)

Highway Safety Improvement Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| PL | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$640 | \$160 | \$560 | \$140 | \$560 | \$140 | \$560 | \$140 | \$2,900 |

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$1,600 | \$400 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| PL | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$1,880 | \$470 | \$1,760 | \$440 | \$960 | \$240 | \$960 | \$240 | \$6,950 |



Areawide Environmental Projects

(Funding in Thousands)

Surface Transportation Block Grant Program

-UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$19,200 | \$4,800 | \$19,200 | \$4,800 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$78,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,120 | \$280 | \$1,120 | \$280 | \$160 | \$40 | \$160 | \$40 | \$3,200 |
| PL | \$200 | \$50 | \$120 | \$30 | \$80 | \$20 | \$80 | \$20 | \$600 |
| ROW | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$500 |
| Subtotal | \$20,680 | \$5,170 | \$20,520 | \$5,130 | \$12,320 | \$3,080 | \$12,320 | \$3,080 | \$82,300 |
| Total | \$23,200 | \$5,800 | \$22,840 | \$5,710 | \$13,840 | \$3,460 | \$13,840 | \$3,460 | \$92,150 |

Areawide Safety And Spot Improvements

| | | | |
|--------------------------|----------------------|--------------------------|---------------|
| TIP ID | 60-9508-19 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Other |
| Project Category | Highway Preservation | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | A-20 | Est. Total Cost | \$225,925,000 |

Description:

This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with 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 such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.

Justification:

Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing.

Administrative Modification: This administrative modification shifts \$1.0 million in HSIP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Engineering (\$960,000 federal funding/\$40,000 matching). Also shifts \$200,000 in HISP and state matching funds from FY 2022-2023 Planning to FY 2022-2023 Right of Way (\$160,000 federal funding/\$40,000 matching). Additionally shifts, \$2.0 million in NHPP and state matching funds from FY 2022-2023 Construction to FY 2022-2023 Engineering (\$1.6 million federal funds/\$400,000 matching). This shift in funds is necessary to ensure the FY 2022-2025 TIP reflects MDOT SHA's updated programmed expenditures and project schedules. The Estimated Total Cost remains unchanged at \$225.925 million.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2022 - 2025 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$2,000 | \$500 | \$2,000 | \$500 | \$2,000 | \$500 | \$2,000 | \$500 | \$10,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$400 |
| PL | \$400 | \$100 | \$400 | \$100 | \$200 | \$50 | \$200 | \$50 | \$1,500 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$2,540 | \$635 | \$2,520 | \$630 | \$2,320 | \$580 | \$2,320 | \$580 | \$12,125 |

Highway Safety Improvement Program -ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$60,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$800 | \$200 | \$800 | \$200 | \$400 | \$100 | \$400 | \$100 | \$3,000 |
| PL | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$1,200 | \$300 | \$6,000 |
| ROW | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$800 |
| Subtotal | \$18,160 | \$4,540 | \$18,160 | \$4,540 | \$9,760 | \$2,440 | \$9,760 | \$2,440 | \$69,800 |



2022 - 2025 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$50,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$4,000 |
| PL | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$800 |
| ROW | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| Subtotal | \$13,600 | \$3,400 | \$13,600 | \$3,400 | \$9,600 | \$2,400 | \$9,600 | \$2,400 | \$58,000 |

Surface Transportation Block Grant Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$60,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$3,200 | \$800 | \$3,200 | \$800 | \$1,600 | \$400 | \$1,600 | \$400 | \$12,000 |
| PL | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$4,000 |
| ROW | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$1,600 | \$400 | \$10,000 |
| Subtotal | \$18,400 | \$4,600 | \$18,400 | \$4,600 | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$86,000 |
| Total | \$52,700 | \$13,175 | \$52,680 | \$13,170 | \$37,680 | \$9,420 | \$37,680 | \$9,420 | \$225,925 |



2022 - 2025 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$2,000 | \$500 | \$2,000 | \$500 | \$2,000 | \$500 | \$2,000 | \$500 | \$10,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$400 |
| PL | \$400 | \$100 | \$400 | \$100 | \$200 | \$50 | \$200 | \$50 | \$1,500 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Subtotal | \$2,540 | \$635 | \$2,520 | \$630 | \$2,320 | \$580 | \$2,320 | \$580 | \$12,125 |

Highway Safety Improvement Program -UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$60,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,200 | \$200 | \$1,200 | \$200 | \$400 | \$100 | \$400 | \$100 | \$3,800 |
| PL | \$720 | \$180 | \$720 | \$180 | \$1,200 | \$300 | \$1,200 | \$300 | \$4,800 |
| ROW | \$240 | \$60 | \$240 | \$60 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| Subtotal | \$18,160 | \$4,440 | \$18,160 | \$4,440 | \$9,760 | \$2,440 | \$9,760 | \$2,440 | \$69,600 |



2022 - 2025 Transportation Improvement Program

Areawide Safety And Spot Improvements

(Funding in Thousands)

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$11,200 | \$2,800 | \$11,200 | \$2,800 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$48,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$1,600 | \$500 | \$1,600 | \$500 | \$800 | \$200 | \$800 | \$200 | \$6,200 |
| PL | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$800 |
| ROW | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| Subtotal | \$13,600 | \$3,500 | \$13,600 | \$3,500 | \$9,600 | \$2,400 | \$9,600 | \$2,400 | \$58,200 |

Surface Transportation Block Grant Program

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$60,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$3,200 | \$800 | \$3,200 | \$800 | \$1,600 | \$400 | \$1,600 | \$400 | \$12,000 |
| PL | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$800 | \$200 | \$4,000 |
| ROW | \$2,400 | \$600 | \$2,400 | \$600 | \$1,600 | \$400 | \$1,600 | \$400 | \$10,000 |
| Subtotal | \$18,400 | \$4,600 | \$18,400 | \$4,600 | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$86,000 |
| Total | \$52,700 | \$13,175 | \$52,680 | \$13,170 | \$37,680 | \$9,420 | \$37,680 | \$9,420 | \$225,925 |

Areawide Transportation Alternatives Projects

| | | | |
|--------------------------|---------------------|--------------------------|--------------|
| TIP ID | 60-9903-29 | Year of Operation | Ongoing |
| Agency | SHA - Regional | Project Type | Other |
| Project Category | Enhancement Program | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | N/A | Est. Total Cost | \$28,600,000 |

Description:

This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects.

Justification:

Transportation enhancements are projects which add community and environmental value to the transportation system.

Administrative Modification: This administrative modification shifts \$2.0 million in TA and state matching funds from FY 2024 and FY 2025 Construction to FY 2022 Construction (\$1.6 million federal funding/\$400,000 matching. This shift in funds is necessary to provide adequate funding for the MDOT MTA Transportation Alternatives Program Grants. The Estimated Total Cost remains unchanged at \$28.6 million.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources.





Areawide Transportation Alternatives Projects

(Funding in Thousands)

Transportation Alternatives (Transportation Enhancement, Safe Routes to School) -ORIGINAL

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$24,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| PL | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$1,200 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$28,600 |
| Total | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$28,600 |



Areawide Transportation Alternatives Projects

(Funding in Thousands)

Transportation Alternatives (Transportation Enhancement, Safe Routes to School) -UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$6,400 | \$1,600 | \$4,800 | \$1,200 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$24,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| PL | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$1,200 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Subtotal | \$7,320 | \$1,830 | \$5,720 | \$1,430 | \$4,920 | \$1,230 | \$4,920 | \$1,230 | \$28,600 |
| Total | \$7,320 | \$1,830 | \$5,720 | \$1,430 | \$4,920 | \$1,230 | \$4,920 | \$1,230 | \$28,600 |

I-695: I-70 to MD 43

| | | | |
|--------------------------|------------------------|--------------------------|------------------------|
| TIP ID | 63-1802-41 | Year of Operation | 2024 |
| Agency | SHA - Baltimore County | Project Type | Roadway widening |
| Project Category | Highway Capacity | Functional Class | Interstate |
| Conformity Status | Not Exempt | Physical Data | 6 to 8 lanes, 19 miles |
| CIP or CTP ID(s) | BA0061 | Est. Total Cost | \$181,101,000 |

Description:

The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. In previous TIPs, this project also included the reconfiguration of the I-695 and I-70 interchange. The interchange is now a stand alone project with TIP ID #63-2201-12.

This project primarily uses federal funding due to toll credits.

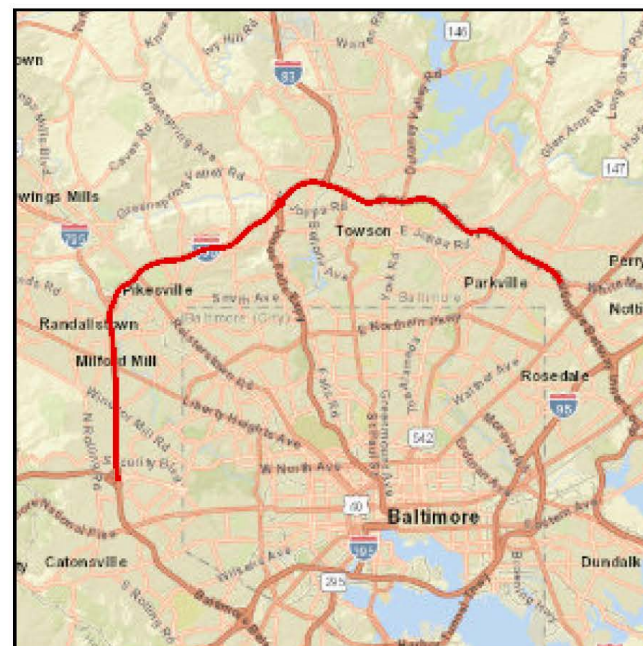
Justification:

This project will address capacity, safety, and operations concerns along I-695.

Administrative Modification: This administrative modification shifts \$20.0 million in NHPP and state matching funds in FY 2022 and FY 2023 Construction to NHFP funds in FY 2022 and FY 2023 Construction (\$19.46 million federal/\$540,000 matching). This shift in funds reflects MDOT SHA's addition of this project to the state's Freight Financial Plan. The Estimated Total Cost remains unchanged at \$181.101 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 4. Increase Mobility
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.





2022 - 2025 Transportation Improvement Program

I-695: I-70 to MD 43

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Main **-ORIGINAL** ridge (on-System))

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$64,547 | \$2,554 | \$64,547 | \$2,554 | \$0 | \$0 | \$0 | \$0 | \$134,202 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$2,059 | \$229 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,288 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$66,606 | \$2,783 | \$64,547 | \$2,554 | \$0 | \$0 | \$0 | \$0 | \$136,490 |
| Total | \$66,606 | \$2,783 | \$64,547 | \$2,554 | \$0 | \$0 | \$0 | \$0 | \$136,490 |



2022 - 2025 Transportation Improvement Program

I-695: I-70 to MD 43

(Funding in Thousands)

National Highway Freight Program -UPDATE

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$9,730 | \$270 | \$9,730 | \$270 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| 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 | \$9,730 | \$270 | \$9,730 | \$270 | \$0 | \$0 | \$0 | \$0 | \$20,000 |

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

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$54,817 | \$2,284 | \$54,817 | \$2,284 | \$0 | \$0 | \$0 | \$0 | \$114,202 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$2,059 | \$229 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,288 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$56,876 | \$2,513 | \$54,817 | \$2,284 | \$0 | \$0 | \$0 | \$0 | \$116,490 |
| Total | \$66,606 | \$2,783 | \$64,547 | \$2,554 | \$0 | \$0 | \$0 | \$0 | \$136,490 |

December 21, 2021

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 modifications to seven projects contained in the Baltimore Region's FY 2022-2025 Transportation Improvement Program (TIP) on behalf of the MDOT State Highway Administration (MDOT SHA).

The first modification will shift \$2,000,000 in NHPP and State matching funds from FY 2022 construction funding to FY 2022 design funding for the Areawide Bridge Replacement and Rehabilitation project (TIP ID #60-9310-13). This project's total cost remains \$245 million.

The second modification will shift \$200,000 in STBG and State matching funds from FY 2022 right-of-way acquisition funding to FY 2022 design funding for the Areawide Resurfacing and Rehabilitation project (TIP ID # 60-9501-11). It will also replace \$4,000,000 in STBG funds for FY 2023 construction funding with \$4,000,000 in NHPP funds for the project. This project's total cost remains \$350 million.

The third modification will shift \$2,000,000 in STBG and State matching funds from FY 2024 and 2025 other funding to FY 2022 other funding to reflect MDOT SHA's updated programmed project expenditures and projects schedules for the Areawide Congestion Management project (TIP ID # 60-9504-04). This project's total cost remains \$104 million.

The fourth modification will shift \$2,000,000 in STBG and State matching funds from FY 2022 and 2023 construction funding to FY 2022 and 2023 design funding for the Areawide Environmental Projects (TIP ID #60-9506-38). This project's total cost remains \$92 million.

Mr. Todd Lang
Page 2

The fifth modification will shift of \$1,000,000 in HSIP and State matching funds from FY 2022 and 2023 planning funding to FY 2022 and 2023 design funding for the Areawide Safety and Spot Improvements project (TIP ID #60-9508-11). It will also shift \$200,000 in HSIP and State matching funds from FY 2022-2023 planning funding to FY 2022-2023 right-of-way acquisition funding for the project. Finally, it will shift of \$2,000,000 in NHPP and State matching funds from FY 2022 and 2023 construction funding to FY 2022 and 2023 design funding. This project's total cost remains \$226 million.

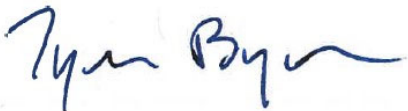
The sixth modification will shift \$2,000,000 in TAP funding and State matching funds from FY 2024 and 2025 construction funding to FY 2022 construction funding for the Areawide Transportation Alternatives Projects (TIP ID #60-9903-29) to reflect TAP projects funding allocations. This project's total cost remains \$29 million.

The seventh and final modification in this request will replace \$19,460,000 in NHPP funds for FY 2022 and 2023 construction funding with \$19,460,000 in NHFP funds for the I-695: I-70 to MD 43 project (TIP ID #63-1802-41). This modification will reflect MDOT SHA's addition of this project to the State's Freight Financial Plan and the consequent use of NHFP funding in lieu of NHPP funding. This project's total cost remains \$181 million.

Details of these modifications can be found in the attached request memoranda. The proposed actions will not impact scheduling or funding availability for other projects in the TIP, which continues to be fiscally constrained.

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
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER DAN JANOUSEK

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

SUBJECT: REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE BALTIMORE
REGIONAL TRANSPORTATION BOARD (BRTB) FY 2022-2025
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND
NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

DATE: DECEMBER 17, 2021

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming request BRTB staff approve the following TIP administrative modification and, upon BRTB approval, notify the FHWA Maryland Division of these administrative modifications.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests BRTB administratively modify the FY 2022-2025 BRTB TIP to reflect the following seven actions.

| TIP | PROJECT | PHASE | NEW FUNDING |
|------------|--|-------|---------------|
| 60-9310-13 | Areawide Bridge Replacement and Rehabilitation | PE | \$2,000,000 |
| | | CO | (\$2,000,000) |
| 60-9501-11 | Areawide Resurfacing and Rehabilitation | PE | \$200,000 |
| | | RW | (\$200,000) |
| | | CO | \$0 |
| 60-9504-04 | Areawide Congestion Management | Other | \$0 |
| 60-9506-38 | Areawide Environmental Projects | PE | \$2,000,000 |
| | | CO | (\$2,000,000) |

| TIP | PROJECT | PHASE | NEW FUNDING |
|------------|---|-------|---------------|
| 60-9508-11 | Areawide Safety and Spot Improvements | PP | (\$1,200,000) |
| | | PE | \$3,000,000 |
| | | RW | \$200,000 |
| | | CO | (\$2,000,000) |
| 60-9903-29 | Areawide Transportation Alternatives Projects | CO | \$0 |
| 63-1802-41 | I-695: I-70 to MD 43 | CO | \$0 |

Areawide Bridge Replacement and Rehabilitation (BRTB 60-9310-13) – This modification reflects the shifting of \$2,000,000 in NHPP and matching State funds from FY 2022 construction funding to FY 2022 design funding in the FY 2022-2025 BRTB TIP. This modification ensures the FY 2022-2025 BRTB TIP reflects MDOT SHA’s updated programmed project expenditures and projects schedules in FY 2022-2025. This project’s total cost remains \$245 million. Per the October 29, 2014 memorandum of understanding executed by MDOT and FHWA, this action is eligible to be processed as an administrative modification as this action reflects only the shifting of existing funding between fiscal years and project phases and neither increases nor decreases this project’s total cost.

Areawide Resurfacing and Rehabilitation (BRTB 60-9501-11) – This modification reflects the shifting of \$200,000 in STBG and matching State funds from FY 2022 right-of-way acquisition funding to FY 2022 design funding in the FY 2022-2025 BRTB TIP. This modification also reflects the replacement of \$4,000,000 in STBG funds for FY 2023 construction funding with \$4,000,000 in NHPP funds in the FY 2022-2025 BRTB TIP. This modification ensures the FY 2022-2025 BRTB TIP reflects MDOT SHA’s updated programmed project expenditures and projects schedules in FY 2022-2025. This project’s total cost remains \$350 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as this action reflects only the shifting of existing funding between fiscal years, project phases, and federal funding programs and neither increases nor decreases this project’s total cost.

Areawide Congestion Management (BRTB 60-9504-04) – This modification reflects the shifting of \$2,000,000 in STBG and matching State funds from FY 2024-2025 other funding to FY 2022 other funding in the FY 2022-2025 BRTB TIP. This modification ensures the FY 2022-2025 BRTB TIP reflects MDOT SHA’s updated programmed project expenditures and projects schedules in FY 2022-2025. This project’s total cost remains \$104 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as this action reflects only the shifting of existing funding between fiscal years and neither increases nor decreases this project’s total cost.

Areawide Environmental Projects (BRTB 60-9506-38) – This modification reflects the shifting of \$2,000,000 in STBG and matching State funds from FY 2022-2023 construction funding to FY 2022-2023 design funding in the FY 2022-2025 BRTB TIP. This modification ensures the FY 2022-2025 BRTB TIP reflects MDOT SHA’s updated programmed project expenditures and projects schedules in FY 2022-2025. This project’s total cost remains \$92 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as this action reflects only the shifting of existing funding between project phases and neither increases nor decreases this project’s total cost.

Areawide Safety and Spot Improvements (BRTB 60-9508-11) – This modification reflects the shifting of \$1,000,000 in HSIP and matching State funds from FY 2022-2023 planning funding to FY 2022-2023 design funding, the shifting of \$200,000 in HSIP and matching State funds from FY 2022-2023 planning funding to FY 2022-2023 right-of-way acquisition funding, and the shifting of \$2,000,000 in NHPP and matching State funds from FY 2022-2023 construction funding to FY 2022-2023 design funding in the FY 2022-2025 BRTB TIP. This project’s total cost remains \$226 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as this action reflects only the shifting of existing funding between fiscal years and project phases and neither increases nor decreases this project’s total cost.

Areawide Transportation Alternatives Projects (BRTB 60-9903-29) – This modification reflects the shifting of \$2,000,000 in TA and matching State funds from FY 2024-2025 construction funding to FY 2022 construction funding in the FY 2022-2025 BRTB TIP. This project’s total cost remains \$29 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as this action reflects only the shifting of existing funding between fiscal years and neither increases nor decreases this project’s total cost.

I-695: I-70 to MD 43 (BRTB 63-1802-41) – This modification also reflects the replacement of \$19,460,000 in NHPP funds for FY 2022-2023 construction funding with \$19,460,000 in NHFP funds in the FY 2022-2025 BRTB TIP. This shift reflects MDOT SHA’s addition of this project to the State’s Freight Financial Plan and the consequent use of NHFP funding in lieu of NHPP funding. This project’s total cost remains \$181 million. Per the 2014 MOU, this action is eligible to be processed as an administrative modification as this action reflects only the shifting of existing funding between federal funding programs and neither increases nor decreases this project’s total cost.

The attached Statewide TIP (STIP) reports document MDOT’s requested modifications with respect to funding for the above projects. These requested actions will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The modified funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies’ latest economic estimates. MDOT published funding details in the draft FY 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Ms. Heather Murphy
Page Four

Please modify the FY 2022-2025 BRTP TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. Peter Regan, MDOT SHA Assistant Regional Planner, at 410-545-5671 or via email at pregan@mdot.maryland.gov.

ATTACHMENTS

- FY 2022-2025 BRTB TIP project 60-9310-13 report
- FY 2022-2025 Maryland STIP project BRTB 60-9310-13 report
- FY 2022-2025 BRTB TIP project 60-9501-11 report
- FY 2022-2025 Maryland STIP project BRTB 60-9501-11 report
- FY 2022-2025 BRTB TIP project 60-9504-04 report
- FY 2022-2025 Maryland STIP project BRTB 60-9504-04 report
- FY 2022-2025 BRTB TIP project 60-9506-38 report
- FY 2022-2025 Maryland STIP project BRTB 60-9506-38 report
- FY 2022-2025 BRTB TIP project 60-9508-11 report
- FY 2022-2025 Maryland STIP project BRTB 60-9508-11 report
- FY 2022-2025 BRTB TIP project 60-9903-29 report
- FY 2022-2025 Maryland STIP project BRTB 60-9903-29 report
- FY 2022-2025 BRTB TIP project 63-1802-41 report
- FY 2022-2025 Maryland STIP project BRTB 63-1802-41 report

cc: Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA
Virginia Collier, P.E., Transportation Engineer, Highway Design Division (HDD), MDOT SHA
Ms. Tara Penders, Assistant Chief, RIPD, MDOT SHA
Mr. Peter Regan, Assistant Regional Planner, RIPD, MDOT SHA
Ms. Lisa Sirota, Regional Planner, RIPD, MDOT SHA
Barry Smith, P.E., Acting Chief, HDD, MDOT SHA
Teri Soos, P.E. District Engineer, District 7, MDOT SHA
Kimberly Tran, P.E., Acting District Engineer, District 5, MDOT SHA
Ms. Wendy Wolcott, District Engineer, District 4, MDOT SHA



MARYLAND DEPARTMENT
2022 – 2025 BRTB Transportation Improvement Program

Larry Hogan
 Governor
 Boyd K. Rutherford
 Lt. Governor

SHA

Bridge repair/rehabilitation

Areawide Bridge Replacement and Rehabilitation

| | | | |
|-------------------|--|----------------------|---|
| TIP Id # | 60-9310-13 | Year of Operation | Ongoing |
| Agency | State Highway Administration | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | n/a |
| Conformity Status | Exempt | Physical Data | n/a |
| CIP/CTP Page# | A-20 | Estimated Total Cost | \$245,000,000 |
| Description | This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges. | Justification | Will preserve existing structures, increase safety, and improve highway beautification. |

| Areawide Bridge Replacement and Rehabilitation Fund Source: Federal NHPP/State Matching | | | | | | | | | Project Totals (000) |
|--|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------------------------------------|
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$22,400 | \$5,600 | \$32,000 | \$8,000 | \$24,000 | \$6,000 | \$24,000 | \$6,000 | \$128,000 |
| OTHER | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$3,200 | \$800 | \$1,600 | \$400 | \$1,200 | \$300 | \$1,200 | \$300 | \$9,000 |
| PP | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| Totals | \$26,240 | \$6,560 | \$34,240 | \$8,560 | \$25,520 | \$6,380 | \$25,520 | \$6,380 | \$139,400 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9310-13


SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--|--------------------|-------------------|----------------------|------------------------------|-------------|------------|
| | | | | Federal | State/Local | Total |
| Areawide Bridge Replacement and Rehabilitation | D | n/a | Various | \$ 196,000 | \$ 49,000 | \$ 245,000 |
| | | | | Net Funding Change (000s) | | |
| | Administration | Area/MPO | CTP Page | Federal | State/Local | Total |
| | MDOT SHA | BRTB | A-17-A-18 FY 2022 | \$ - | \$ - | \$ - |

Description: This is an ongoing program to provide major upgrades and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various state-owned bridges.

Justification: Will preserve existing structures, increase safety, and improve highway beautification.

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Current (000s) | Funding | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|--|-----------------|--|---------------|---------------|---------------|---------------|----------------|
| | | <input type="checkbox"/> A) Adds new individual projects to the current STIP | Total | \$ | 64,000 | 74,000 | 53,500 |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | Federal | \$ | 51,200 | 59,200 | 42,800 | 42,800 | 196,000 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | State/Local | \$ | 12,800 | 14,800 | 10,700 | 10,700 | 49,000 |
| <input checked="" type="checkbox"/> D) Other (shifting existing funding between fiscal years and phases) | Total | \$ | 64,000 | 74,000 | 53,500 | 53,500 | 245,000 |
|  | Proposed (000s) | Federal | \$ 51,200 | \$ 59,200 | \$ 42,800 | \$ 42,800 | \$ 196,000 |
| | | State/Local | \$ 12,800 | \$ 14,800 | \$ 10,700 | \$ 10,700 | \$ 49,000 |
| | Change (000s) | Total | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | Federal | \$ - | \$ - | \$ - | \$ - | \$ - |
| | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - | |

PHASE DETAIL

| Current Phase | Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---------------|---------|-----------|-------------|-----------|-------------|-----------|-------------|-----------|-------------|------------|-------------|------------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 100 | \$ - | \$ 100 | \$ - | \$ 600 | \$ 600 |
| | NHPP | \$ 320 | \$ - | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 960 | \$ - | \$ 960 |
| | STBG | \$ 480 | \$ - | \$ 480 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 1,440 | \$ - | \$ 1,440 |
| PE | State | \$ - | \$ 2,400 | \$ - | \$ 2,400 | \$ - | \$ 1,500 | \$ - | \$ 1,500 | \$ - | \$ 7,800 | \$ 7,800 |
| | NHPP | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 5,600 | \$ - | \$ 5,600 |
| | STBG | \$ 8,000 | \$ - | \$ 8,000 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 25,600 | \$ - | \$ 25,600 |
| RW | State | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 100 | \$ - | \$ 100 | \$ - | \$ 600 | \$ 600 |
| | NHPP | \$ 320 | \$ - | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 960 | \$ - | \$ 960 |
| | STBG | \$ 480 | \$ - | \$ 480 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 1,440 | \$ - | \$ 1,440 |
| CO | State | \$ - | \$ 10,000 | \$ - | \$ 12,000 | \$ - | \$ 9,000 | \$ - | \$ 9,000 | \$ - | \$ 40,000 | \$ 40,000 |
| | NHPP | \$ 24,000 | \$ - | \$ 32,000 | \$ - | \$ 24,000 | \$ - | \$ 24,000 | \$ - | \$ 104,000 | \$ - | \$ 104,000 |
| | STBG | \$ 16,000 | \$ - | \$ 16,000 | \$ - | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 56,000 | \$ - | \$ 56,000 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | | \$ 51,200 | \$ 12,800 | \$ 59,200 | \$ 14,800 | \$ 42,800 | \$ 10,700 | \$ 42,800 | \$ 10,700 | \$ 196,000 | \$ 49,000 | \$ 245,000 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9310-13 (cont'd)

PHASE DETAIL (cont'd)

| 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 | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 100 | \$ - | \$ 100 | \$ - | \$ 600 | \$ 600 |
| | NHPP | \$ 320 | \$ - | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 960 | \$ - | \$ 960 |
| | STBG | \$ 480 | \$ - | \$ 480 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 1,440 | \$ - | \$ 1,440 |
| PE | State | \$ - | \$ 2,800 | \$ - | \$ 2,400 | \$ - | \$ 1,500 | \$ - | \$ 1,500 | \$ - | \$ 8,200 | \$ 8,200 |
| | NHPP | \$ 3,200 | \$ - | \$ 1,600 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 7,200 | \$ - | \$ 7,200 |
| | STBG | \$ 8,000 | \$ - | \$ 8,000 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 25,600 | \$ - | \$ 25,600 |
| RW | State | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 100 | \$ - | \$ 100 | \$ - | \$ 600 | \$ 600 |
| | NHPP | \$ 320 | \$ - | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 960 | \$ - | \$ 960 |
| | STBG | \$ 480 | \$ - | \$ 480 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 1,440 | \$ - | \$ 1,440 |
| CO | State | \$ - | \$ 9,600 | \$ - | \$ 12,000 | \$ - | \$ 9,000 | \$ - | \$ 9,000 | \$ - | \$ 39,600 | \$ 39,600 |
| | NHPP | \$ 22,400 | \$ - | \$ 32,000 | \$ - | \$ 24,000 | \$ - | \$ 24,000 | \$ - | \$ 102,400 | \$ - | \$ 102,400 |
| | STBG | \$ 16,000 | \$ - | \$ 16,000 | \$ - | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 56,000 | \$ - | \$ 56,000 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 51,200 | \$ 12,800 | \$ 59,200 | \$ 14,800 | \$ 42,800 | \$ 10,700 | \$ 42,800 | \$ 10,700 | \$ 196,000 | \$ 49,000 | \$ 245,000 |

| Change | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | | \$ - | \$ 400 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 400 | \$ 400 |
| | NHPP | \$ 1,600 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ (400) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (400) | \$ (400) |
| | NHPP | \$ (1,600) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (1,600) | \$ - | \$ (1,600) |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|-------------------|---------------------------------|-------------|--------------------|-------------------|
| Federal | \$ - | Federal | \$ 196,000 | Federal | \$ - | Federal | \$ 196,000 |
| State/Local | \$ - | State/Local | \$ 49,000 | State/Local | \$ - | State/Local | \$ 49,000 |
| Total | \$ - | Total | \$ 245,000 | Total | \$ - | Total | \$ 245,000 |

2022 – 2025 BRTB Transportation Improvement Program

SHA

Road resurfacing/rehabilitation

Areawide Resurfacing and Rehabilitation

| | | | |
|--------------------------|--|-----------------------------|--|
| TIP Id # | 60-9501-11 | Year of Operation | Ongoing |
| Agency | State Highway Administration | Project Type | Road resurfacing/rehabilitation |
| Project Category | Highway Preservation | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | n/a |
| CIP/CTP Page# | A-20 | Estimated Total Cost | \$349,650,000 |
| Description | This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements. | Justification | Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change. |

| | Areawide Resurfacing and Rehabilitation | | | | | | | | Project Totals (000) |
|---------------|---|-------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|--------------------------------|
| | Fund Source: Federal NHPP/State Matching | | | | | | | | |
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$44,000 | \$11,000 | \$40,000 | \$10,000 | \$24,000 | \$6,000 | \$24,000 | \$6,000 | \$165,000 |
| OTHER | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$1,600 | \$400 | \$1,600 | \$400 | \$400 | \$100 | \$400 | \$100 | \$5,000 |
| PP | \$320 | \$80 | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$1,200 |
| ROW | \$320 | \$80 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| Totals | \$46,240 | \$11,560 | \$42,080 | \$10,520 | \$24,720 | \$6,180 | \$24,720 | \$6,180 | \$172,200 |

| Areawide Resurfacing and Rehabilitation Fund Source: Federal STBG/State Matching | | | | | | | | | Project Totals (000) |
|---|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------------------------------------|
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$32,000 | \$8,000 | \$28,000 | \$7,000 | \$28,000 | \$7,000 | \$28,000 | \$7,000 | \$145,000 |
| OTHER | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$1,760 | \$440 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,200 |
| PP | \$1,200 | \$300 | \$1,200 | \$300 | \$600 | \$150 | \$600 | \$150 | \$4,500 |
| ROW | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$800 |
| Totals | \$35,120 | \$8,680 | \$30,160 | \$7,540 | \$28,960 | \$7,240 | \$28,960 | \$7,240 | \$156,500 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9501-11

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---|--------------------|-------------------|----------------------|------------------------------|-------------|------------|
| | | | | Federal | State/Local | Total |
| Areawide Resurfacing and Rehabilitation | D | n/a | Various | \$ 279,720 | \$ 69,930 | \$ 349,650 |
| | | | | | | |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | | | | Federal | State/Local | Total |
| | MDOT SHA | BRTB | A-17-A-18 FY 2022 | \$ - | \$ - | \$ - |

Description: This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

Justification: Will improve safety and the flow of traffic. This project listing represents a large funding request for many small resurfacing projects throughout the Baltimore region. Project selection is based upon need and is subject to change.

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Current (000s) | Funding | | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|--|-----------------|-------------|-------------|------------|-----------|-----------|-----------|------------|
| | | Federal | State/Local | | | | | |
| <input type="checkbox"/> A) Adds new individual projects to the current STIP | | Total | | \$ 107,050 | \$ 96,500 | \$ 73,050 | \$ 73,050 | \$ 349,650 |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | | Federal | | \$ 85,640 | \$ 77,200 | \$ 58,440 | \$ 58,440 | \$ 279,720 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | | State/Local | | \$ 21,410 | \$ 19,300 | \$ 14,610 | \$ 14,610 | \$ 69,930 |
| <input type="checkbox"/> D) Other (shifting existing funding between fiscal years, phases, and fund sources) | | Total | | \$ 107,050 | \$ 96,500 | \$ 73,050 | \$ 73,050 | \$ 349,650 |
| | Proposed (000s) | Federal | | \$ 85,640 | \$ 77,200 | \$ 58,440 | \$ 58,440 | \$ 279,720 |
| | | State/Local | | \$ 21,410 | \$ 19,300 | \$ 14,610 | \$ 14,610 | \$ 69,930 |
| | Change (000s) | Total | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | Federal | | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | State/Local | | \$ - | \$ - | \$ - | \$ - | \$ - |



PHASE DETAIL

| Current Phase | Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---------------|---------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|-------------------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ 395 | \$ - | \$ 390 | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 1,185 | \$ 1,185 |
| | HSIP | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | NHPP | \$ 320 | \$ - | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 960 | \$ - | \$ 960 |
| | STBG | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 600 | \$ - | \$ 600 | \$ - | \$ 3,600 | \$ - | \$ 3,600 |
| PE | State | \$ - | \$ 840 | \$ - | \$ 820 | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 2,300 | \$ 2,300 |
| | HSIP | \$ 160 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 400 | \$ - | \$ 400 |
| | NHPP | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 4,000 | \$ - | \$ 4,000 |
| | STBG | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 4,800 | \$ - | \$ 4,800 |
| RW | State | \$ - | \$ 175 | \$ - | \$ 90 | \$ - | \$ 90 | \$ - | \$ 90 | \$ - | \$ 445 | \$ 445 |
| | HSIP | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | NHPP | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 800 | \$ - | \$ 800 |
| | STBG | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 800 | \$ - | \$ 800 |
| CO | State | \$ - | \$ 20,000 | \$ - | \$ 18,000 | \$ - | \$ 14,000 | \$ - | \$ 14,000 | \$ - | \$ 66,000 | \$ 66,000 |
| | HSIP | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 16,000 | \$ - | \$ 16,000 |
| | NHPP | \$ 44,000 | \$ - | \$ 36,000 | \$ - | \$ 24,000 | \$ - | \$ 24,000 | \$ - | \$ 128,000 | \$ - | \$ 128,000 |
| | STBG | \$ 32,000 | \$ - | \$ 32,000 | \$ - | \$ 28,000 | \$ - | \$ 28,000 | \$ - | \$ 120,000 | \$ - | \$ 120,000 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | | \$ 85,640 | \$ 21,410 | \$ 77,200 | \$ 19,300 | \$ 58,440 | \$ 14,610 | \$ 58,440 | \$ 14,610 | \$ 279,720 | \$ 69,930 | \$ 349,650 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9501-11 (cont'd)

PHASE DETAIL (cont'd)

| Proposed Phase/Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------------------|-------------------|
| | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP State | \$ - | \$ 395 | \$ - | \$ 390 | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 1,185 | \$ 1,185 |
| HSIP | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| NHPP | \$ 320 | \$ - | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 960 | \$ - | \$ 960 |
| STBG | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 600 | \$ - | \$ 600 | \$ - | \$ 3,600 | \$ - | \$ 3,600 |
| PE State | \$ - | \$ 880 | \$ - | \$ 820 | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 2,340 | \$ 2,340 |
| HSIP | \$ 160 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 400 | \$ - | \$ 400 |
| NHPP | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 4,000 | \$ - | \$ 4,000 |
| STBG | \$ 1,760 | \$ - | \$ 1,600 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 4,960 | \$ - | \$ 4,960 |
| RW State | \$ - | \$ 135 | \$ - | \$ 90 | \$ - | \$ 90 | \$ - | \$ 90 | \$ - | \$ 405 | \$ 405 |
| HSIP | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| NHPP | \$ 320 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 800 | \$ - | \$ 800 |
| STBG | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 640 | \$ - | \$ 640 |
| CO State | \$ - | \$ 20,000 | \$ - | \$ 18,000 | \$ - | \$ 14,000 | \$ - | \$ 14,000 | \$ - | \$ 66,000 | \$ 66,000 |
| HSIP | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 16,000 | \$ - | \$ 16,000 |
| NHPP | \$ 44,000 | \$ - | \$ 40,000 | \$ - | \$ 24,000 | \$ - | \$ 24,000 | \$ - | \$ 132,000 | \$ - | \$ 132,000 |
| STBG | \$ 32,000 | \$ - | \$ 28,000 | \$ - | \$ 28,000 | \$ - | \$ 28,000 | \$ - | \$ 116,000 | \$ - | \$ 116,000 |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 85,640 | \$ 21,410 | \$ 77,200 | \$ 19,300 | \$ 58,440 | \$ 14,610 | \$ 58,440 | \$ 14,610 | \$ 279,720 | \$ 69,930 | \$ 349,650 |

| Change Phase/Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE State | \$ - | \$ 40 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 40 | \$ 40 |
| HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STBG | \$ 160 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 160 | \$ - | \$ 160 |
| RW State | \$ - | \$ (40) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (40) | \$ (40) |
| HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| STBG | \$ (160) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (160) | \$ - | \$ (160) |
| CO State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| HSIP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NHPP | \$ - | \$ - | \$ 4,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 4,000 | \$ - | \$ 4,000 |
| STBG | \$ - | \$ - | \$ (4,000) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (4,000) | \$ - | \$ (4,000) |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|-------------------|---------------------------------|-------------|--------------------|-------------------|
| Federal | \$ - | Federal | \$ 279,720 | Federal | \$ - | Federal | \$ 279,720 |
| State/Local | \$ - | State/Local | \$ 69,930 | State/Local | \$ - | State/Local | \$ 69,930 |
| Total | \$ - | Total | \$ 349,650 | Total | \$ - | Total | \$ 349,650 |

2022 – 2025 BRTB Transportation Improvement Program

SHA

Traffic Engineering

Areawide Congestion Management

| | | | |
|--------------------------|---|-----------------------------|--|
| TIP Id # | 60-9504-04 | Year of Operation | Ongoing |
| Agency | State Highway Administration | Project Type | Traffic Engineering |
| Project Category | Emission Reduction Strategy | Functional Class | Varies |
| Conformity Status | Exempt | Physical Data | n/a |
| CIP/CTP Page# | A-21 | Estimated Total Cost | \$103,975,000 |
| Description | <p>This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities.</p> <p>This project also includes a program that replaces older drayage trucks serving the Port of Baltimore with newer trucks that meet or exceed 2007 EPA emissions certified engine standards.</p> | Justification | <p>These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc.</p> |

| <p style="text-align: center;">Areawide Congestion Management</p> <p style="text-align: center;">Fund Source: Federal STBG/State Matching</p> | | | | | | | | | <p style="text-align: center;">Project Totals (000)</p> |
|---|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|--|
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$20,000 |
| OTHER | \$8,000 | \$2,000 | \$6,400 | \$1,600 | \$5,600 | \$1,400 | \$5,600 | \$1,400 | \$32,000 |
| PE | \$5,600 | \$1,400 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$4,800 | \$1,200 | \$25,000 |
| PP | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$400 | \$100 | \$2,000 |
| ROW | \$60 | \$15 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$225 |
| Totals | \$18,060 | \$4,515 | \$15,640 | \$3,910 | \$14,840 | \$3,710 | \$14,840 | \$3,710 | \$79,225 |


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9504-04

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--------------------------------|---|-------------------|----------------------|------------------------------|-------------|------------|
| | | | | Federal | State/Local | Total |
| Areawide Congestion Management | D | n/a | Various | \$ 83,180 | \$ 20,795 | \$ 103,975 |
| | | | | Net Funding Change (000s) | | |
| | Administration | Area/MPO | CTP Page | Federal | State/Local | Total |
| | MDOT SHA | BRTB | A-17-A-18 FY 2022 | \$ - | \$ - | \$ - |
| Description | This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park-and-ride facilities. | | | | | |
| Justification | These projects together provide an important air quality component of reducing emissions from motor vehicles in the Baltimore region. Most of these projects will improve safety and traffic flow operations on the existing highway system without major new construction. They will save motorists time by allowing them to avoid traffic congestion. Some of the projects will reduce congestion through the use of ITS technology innovations in communication, advanced traffic management, traveler information, etc. | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding (000s) | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|---|-----------------|--|--------------|-----------|------------|------------|
| | | <input type="checkbox"/> A) Adds new individual projects to the current STIP | Total | \$ 27,475 | \$ 26,300 | \$ 25,100 |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | Federal | \$ 21,980 | \$ 21,040 | \$ 20,080 | \$ 20,080 | \$ 83,180 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | State/Local | \$ 5,495 | \$ 5,260 | \$ 5,020 | \$ 5,020 | \$ 20,795 |
| <input checked="" type="checkbox"/> D) Other (shifting existing funding between fiscal years) | Total | \$ 29,475 | \$ 26,300 | \$ 24,100 | \$ 24,100 | \$ 103,975 |
|  | Proposed (000s) | \$ 23,580 | \$ 21,040 | \$ 19,280 | \$ 19,280 | \$ 83,180 |
| | Federal | \$ 5,895 | \$ 5,260 | \$ 4,820 | \$ 4,820 | \$ 20,795 |
| | State/Local | Total | \$ 2,000 | \$ - | \$ (1,000) | \$ (1,000) |
| Change (000s) | Federal | \$ 1,600 | \$ - | \$ (800) | \$ (800) | \$ - |
| | State/Local | \$ 400 | \$ - | \$ (200) | \$ (200) | \$ - |

PHASE DETAIL

| Current Phase | Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|------------------|-------------------|-----------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ 235 | \$ - | \$ 230 | \$ - | \$ 190 | \$ - | \$ 190 | \$ - | \$ 845 | \$ 845 |
| | CMAQ | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | NHPP | \$ 480 | \$ - | \$ 480 | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| | STBG | \$ 400 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| PE | State | \$ - | \$ 1,520 | \$ - | \$ 1,300 | \$ - | \$ 1,300 | \$ - | \$ 1,300 | \$ - | \$ 5,420 | \$ 5,420 |
| | CMAQ | \$ 240 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 720 | \$ - | \$ 720 |
| | NHPP | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 960 | \$ - | \$ 960 |
| | STBG | \$ 5,600 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 20,000 | \$ - | \$ 20,000 |
| RW | State | \$ - | \$ 40 | \$ - | \$ 30 | \$ - | \$ 30 | \$ - | \$ 30 | \$ - | \$ 130 | \$ 130 |
| | CMAQ | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | NHPP | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 160 | \$ - | \$ 160 |
| | STBG | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| CO | State | \$ - | \$ 1,900 | \$ - | \$ 1,900 | \$ - | \$ 1,700 | \$ - | \$ 1,700 | \$ - | \$ 7,200 | \$ 7,200 |
| | CMAQ | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 4,800 | \$ - | \$ 4,800 |
| | NHPP | \$ 2,400 | \$ - | \$ 2,400 | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 8,000 | \$ - | \$ 8,000 |
| | STBG | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 16,000 | \$ - | \$ 16,000 |
| Other | State | \$ - | \$ 1,800 | \$ - | \$ 1,800 | \$ - | \$ 1,800 | \$ - | \$ 1,800 | \$ - | \$ 7,200 | \$ 7,200 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 3,200 | \$ - | \$ 3,200 |
| | STBG | \$ 6,400 | \$ - | \$ 6,400 | \$ - | \$ 6,400 | \$ - | \$ 6,400 | \$ - | \$ 25,600 | \$ - | \$ 25,600 |
| Total | \$ 21,980 | \$ 5,495 | \$ 21,040 | \$ 5,260 | \$ 20,080 | \$ 5,020 | \$ 20,080 | \$ 5,020 | \$ 83,180 | \$ 20,795 | \$ 103,975 | |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9504-04 (cont'd)

PHASE DETAIL (cont'd)

| 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 | \$ - | \$ 235 | \$ - | \$ 230 | \$ - | \$ 190 | \$ - | \$ 190 | \$ - | \$ 845 | \$ 845 |
| | CMAQ | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | NHPP | \$ 480 | \$ - | \$ 480 | \$ - | \$ 320 | \$ - | \$ 320 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| | STBG | \$ 400 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| PE | State | \$ - | \$ 1,520 | \$ - | \$ 1,300 | \$ - | \$ 1,300 | \$ - | \$ 1,300 | \$ - | \$ 5,420 | \$ 5,420 |
| | CMAQ | \$ 240 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 720 | \$ - | \$ 720 |
| | NHPP | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 960 | \$ - | \$ 960 |
| | STBG | \$ 5,600 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 20,000 | \$ - | \$ 20,000 |
| RW | State | \$ - | \$ 40 | \$ - | \$ 30 | \$ - | \$ 30 | \$ - | \$ 30 | \$ - | \$ 130 | \$ 130 |
| | CMAQ | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | NHPP | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 160 | \$ - | \$ 160 |
| | STBG | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| CO | State | \$ - | \$ 1,900 | \$ - | \$ 1,900 | \$ - | \$ 1,700 | \$ - | \$ 1,700 | \$ - | \$ 7,200 | \$ 7,200 |
| | CMAQ | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 4,800 | \$ - | \$ 4,800 |
| | NHPP | \$ 2,400 | \$ - | \$ 2,400 | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 8,000 | \$ - | \$ 8,000 |
| | STBG | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 16,000 | \$ - | \$ 16,000 |
| Other | State | \$ - | \$ 2,200 | \$ - | \$ 1,800 | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 7,200 | \$ 7,200 |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 3,200 | \$ - | \$ 3,200 |
| | STBG | \$ 8,000 | \$ - | \$ 6,400 | \$ - | \$ 5,600 | \$ - | \$ 5,600 | \$ - | \$ 25,600 | \$ - | \$ 25,600 |
| Total | | \$ 23,580 | \$ 5,895 | \$ 21,040 | \$ 5,260 | \$ 19,280 | \$ 4,820 | \$ 19,280 | \$ 4,820 | \$ 83,180 | \$ 20,795 | \$ 103,975 |

| 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 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | State | \$ - | \$ 400 | \$ - | \$ - | \$ - | \$ (200) | \$ - | \$ (200) | \$ - | \$ - | \$ - |
| | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ 1,600 | \$ - | \$ - | \$ - | \$ (800) | \$ - | \$ (800) | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 1,600 | \$ 400 | \$ - | \$ - | \$ (800) | \$ (200) | \$ (800) | \$ (200) | \$ - | \$ - | \$ - |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|-------------------|---------------------------------|-------------|--------------------|-------------------|
| Federal | \$ - | Federal | \$ 83,180 | Federal | \$ - | Federal | \$ 83,180 |
| State/Local | \$ - | State/Local | \$ 20,795 | State/Local | \$ - | State/Local | \$ 20,795 |
| Total | \$ - | Total | \$ 103,975 | Total | \$ - | Total | \$ 103,975 |

2022 – 2025 BRTB Transportation Improvement Program

SHA

Safety and Spot Improvements

Areawide Environmental Projects

| | | | |
|--------------------------|--|-----------------------------|---|
| TIP Id # | 60-9506-38 | Year of Operation | Ongoing |
| Agency | State Highway Administration | Project Type | Environmental |
| Project Category | Environmental/Safety | Functional Class | n/a |
| Conformity Status | Exempt | Physical Data | n/a |
| CIP/CTP Page# | A-20 | Estimated Total Cost | \$92,150,000 |
| Description | This is an ongoing program to provide environmental and aesthetic improvements on MDOT SHA's highway network. These non-capacity improvements may include but are not limited to noise abatement, wetland management and rehabilitation, reforestation, landscaping, scenic beautification, and bicycle and pedestrian facilities. | Justification | Will restore important wetlands, enhance the surrounding environment and community, and reduce noise impacts. |

| Phase | Areawide Environmental Projects | | | | | | | | Project Totals (000) |
|---------------|--|------------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|-------------------------|
| | Fund Source: Federal STBG/State Matching | | | | | | | | |
| | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$19,200 | \$4,800 | \$19,200 | \$4,800 | \$12,000 | \$3,000 | \$12,000 | \$3,000 | \$79,000 |
| OTHER | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$1,120 | \$280 | \$1,120 | \$280 | \$160 | \$40 | \$160 | \$40 | \$2,200 |
| PP | \$200 | \$50 | \$120 | \$30 | \$80 | \$20 | \$80 | \$20 | \$600 |
| ROW | \$160 | \$40 | \$80 | \$20 | \$80 | \$20 | \$80 | \$20 | \$000 |
| Totals | \$20,680 | \$5,170 | \$20,520 | \$5,130 | \$12,320 | \$3,080 | \$12,320 | \$3,080 | \$82,300 |


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9506-38

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---------------------------------|--|-------------------|----------------------|------------------------------|-------------|-----------|
| | | | | Federal | State/Local | Total |
| Areawide Environmental Projects | D | n/a | Various | \$ 73,720 | \$ 18,430 | \$ 92,150 |
| | | | | | | |
| | | | | Net Funding Change (000s) | | |
| | Administration | Area/MPO | CTP Page | Federal | State/Local | Total |
| | MDOT SHA | BRTB | A-17-A-18 FY 2022 | \$ - | \$ - | \$ - |
| Description: | An ongoing program to provide environmental and asthetic improvements on MDOT SHA highways. These non-capacity improvements may include but are not limited to noise abatement, wetlands, reforestation, landscaping, scenic beautification, and pedestrian and bicycle improvements. | | | | | |
| Justification: | Areawide project funding flows by major federal funding program included in the FY2019-2022 BRTB TIP are determined based on historical funding trending and an estimate of planned projects within BRTB MPO boundaries. Projects funded for construction through this areawide BRTB project with STBG funding have exceeded MDOT SHA estimates. Shifts of NHPP and HSIP funding to STBG funding for all four years of the TIP and shifts of STBG funding between fiscal years are 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 |
|--|---------|---------|-------------|-----------|-----------|-------------|-----------|-----------|
| | | (000s) | | | | | | |
| <input type="checkbox"/> A) Adds new individual projects to the current STIP | Current | Total | Federal | \$ 29,000 | \$ 28,550 | \$ 17,300 | \$ 17,300 | \$ 92,150 |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | | | | Proposed | Total | Federal | \$ 23,200 | \$ 22,840 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | Change | Total | Federal | | | | \$ 5,800 | \$ 5,710 |
| <input checked="" type="checkbox"/> D) Other (shifting existing funding between phases) | | | | Total | Federal | State/Local | \$ - | \$ - |
|  | | Total | State/Local | | | | \$ - | \$ - |

PHASE DETAIL

| Current | Phase | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|-------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|------------------|------------------|
| | | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ 75 | \$ - | \$ 50 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 205 | \$ 205 |
| | HSIP | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 160 | \$ - | \$ 160 |
| | NHPP | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | RTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ 200 | \$ - | \$ 120 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 480 | \$ - | \$ 480 |
| PE | State | \$ - | \$ 160 | \$ - | \$ 120 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 440 | \$ 440 |
| | HSIP | \$ 160 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 400 | \$ - | \$ 400 |
| | NHPP | \$ 160 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 400 | \$ - | \$ 400 |
| | RTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | State | \$ - | \$ 65 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 185 | \$ 185 |
| | HSIP | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 160 | \$ - | \$ 160 |
| | NHPP | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| | RTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ 160 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 400 | \$ - | \$ 400 |
| CO | State | \$ - | \$ 5,500 | \$ - | \$ 5,500 | \$ - | \$ 3,300 | \$ - | \$ 3,300 | \$ - | \$ 17,600 | \$ 17,600 |
| | HSIP | \$ 400 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 1,600 | \$ - | \$ 1,600 |
| | NHPP | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 4,800 | \$ - | \$ 4,800 |
| | RTP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG | \$ 20,000 | \$ - | \$ 20,000 | \$ - | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 64,000 | \$ - | \$ 64,000 |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total | | \$ 23,200 | \$ 5,800 | \$ 22,840 | \$ 5,710 | \$ 13,840 | \$ 3,460 | \$ 13,840 | \$ 3,460 | \$ 73,720 | \$ 18,430 | \$ 92,150 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9506-38 (cont'd)

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|------------------|---------------------------------|-------------|--------------------|------------------|
| Federal | \$ - | Federal | \$ 73,720 | Federal | \$ - | Federal | \$ 73,720 |
| State/Local | \$ - | State/Local | \$ 18,430 | State/Local | \$ - | State/Local | \$ 18,430 |
| Total | \$ - | Total | \$ 92,150 | Total | \$ - | Total | \$ 92,150 |

2022 – 2025 BRTB Transportation Improvement Program

SHA

Safety and Spot Improvements

Areawide Safety and Spot Improvements

| | | | |
|--------------------------|--|-----------------------------|--|
| TIP Id # | 60-9508-11 | Year of Operation | Ongoing |
| Agency | State Highway Administration | Project Type | Other |
| Project Category | Highway Preservation | Functional Class | n/a |
| Conformity Status | Exempt | Physical Data | n/a |
| CIP/CTP Page# | A-20 | Estimated Total Cost | \$225,925,000 |
| Description | This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with 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 such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. | Justification | Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing. |

| | Areawide Safety and Spot Improvements Fund Source: Federal HSIP/State Matching | | | | | | | | Project Totals (000) |
|--------|---|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---|
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$16,000 | \$4,000 | \$16,000 | \$4,000 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$60,000 |
| OTHER | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$1,200 | \$300 | \$1,200 | \$300 | \$400 | \$100 | \$400 | \$100 | \$4,000 |
| PP | \$720 | \$180 | \$720 | \$180 | \$1,200 | \$300 | \$1,200 | \$300 | \$4,800 |
| ROW | \$240 | \$60 | \$240 | \$60 | \$160 | \$40 | \$160 | \$40 | \$1,000 |
| Totals | \$18,160 | \$4,540 | \$18,160 | \$4,540 | \$9,760 | \$2,440 | \$9,760 | \$2,440 | \$69,800 |

| | Areawide Safety and Spot Improvements Fund Source: Federal NHPP/State Matching | | | | | | | | Project Totals (000) |
|--------|---|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---|
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$11,200 | \$2,800 | \$11,200 | \$2,800 | \$8,000 | \$2,000 | \$8,000 | \$2,000 | \$48,000 |
| OTHER | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$1,600 | \$400 | \$1,600 | \$400 | \$800 | \$200 | \$800 | \$200 | \$6,000 |
| PP | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$160 | \$40 | \$800 |
| ROW | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| Totals | \$13,600 | \$3,400 | \$13,600 | \$3,400 | \$9,600 | \$2,400 | \$9,600 | \$2,400 | \$58,000 |


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9508-11

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---------------------------------------|--|-------------------|----------------------|------------------------------|-------------|------------|
| | | | | Federal | State/Local | Total |
| Areawide Safety and Spot Improvements | D | n/a | Various | \$ 180,740 | \$ 45,185 | \$ 225,925 |
| | | | | | | |
| | | | | Net Funding Change (000s) | | |
| | Administration | Area/MPO | CTP Page | Federal | State/Local | Total |
| | MDOT SHA | BRTB | A-17-A-18 FY 2022 | \$ - | \$ - | \$ - |
| Description | This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with 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 such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements. | | | | | |
| Justification | Will improve safety and the flow of traffic, thereby reducing fatalities, injuries, congestion, and queuing. | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding (000s) | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|---|----------------|--|--------------|-----------|-----------|------------|
| | | <input type="checkbox"/> A) Adds new individual projects to the current STIP | Total | \$ 65,875 | \$ 65,850 | \$ 47,100 |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | Federal | \$ 52,700 | \$ 52,680 | \$ 37,680 | \$ 37,680 | \$ 180,740 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | State/Local | \$ 13,175 | \$ 13,170 | \$ 9,420 | \$ 9,420 | \$ 45,185 |
| <input checked="" type="checkbox"/> D) Other (shifting existing funding between fiscal years and phases) | Total | \$ 65,875 | \$ 65,850 | \$ 47,100 | \$ 47,100 | \$ 225,925 |
|  MARYLAND DEPARTMENT OF TRANSPORTATION | Federal | \$ 52,700 | \$ 52,680 | \$ 37,680 | \$ 37,680 | \$ 180,740 |
| | State/Local | \$ 13,175 | \$ 13,170 | \$ 9,420 | \$ 9,420 | \$ 45,185 |
| | Total | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Federal | \$ - | \$ - | \$ - | \$ - | \$ - |
| State/Local | \$ - | \$ - | \$ - | \$ - | \$ - | |

PHASE DETAIL

| Current Phase | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|---------------|------------------|------------------|------------------|------------------|------------------|-----------------|------------------|-----------------|-------------------|------------------|-------------------|
| | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 590 | \$ - | \$ 590 | \$ - | \$ 2,460 | \$ 2,460 |
| State | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 590 | \$ - | \$ 590 | \$ - | \$ 2,460 | \$ 2,460 |
| CMAQ | \$ 400 | \$ - | \$ 400 | \$ - | \$ 200 | \$ - | \$ 200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 |
| HSIP | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 4,800 | \$ - | \$ 4,800 |
| NHPP | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 640 | \$ - | \$ 640 |
| STBG | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 3,200 | \$ - | \$ 3,200 |
| PE | \$ - | \$ 1,220 | \$ - | \$ 1,220 | \$ - | \$ 720 | \$ - | \$ 720 | \$ - | \$ 3,880 | \$ 3,880 |
| State | \$ - | \$ 1,220 | \$ - | \$ 1,220 | \$ - | \$ 720 | \$ - | \$ 720 | \$ - | \$ 3,880 | \$ 3,880 |
| CMAQ | \$ 80 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 80 | \$ - | \$ 320 | \$ - | \$ 320 |
| HSIP | \$ 800 | \$ - | \$ 800 | \$ - | \$ 400 | \$ - | \$ 400 | \$ - | \$ 2,400 | \$ - | \$ 2,400 |
| NHPP | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 800 | \$ - | \$ 3,200 | \$ - | \$ 3,200 |
| STBG | \$ 3,200 | \$ - | \$ 3,200 | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 9,600 | \$ - | \$ 9,600 |
| RW | \$ - | \$ 815 | \$ - | \$ 810 | \$ - | \$ 610 | \$ - | \$ 610 | \$ - | \$ 2,845 | \$ 2,845 |
| State | \$ - | \$ 815 | \$ - | \$ 810 | \$ - | \$ 610 | \$ - | \$ 610 | \$ - | \$ 2,845 | \$ 2,845 |
| CMAQ | \$ 60 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 180 | \$ - | \$ 180 |
| HSIP | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 640 | \$ - | \$ 640 |
| NHPP | \$ 640 | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 2,560 | \$ - | \$ 2,560 |
| STBG | \$ 2,400 | \$ - | \$ 2,400 | \$ - | \$ 1,600 | \$ - | \$ 1,600 | \$ - | \$ 8,000 | \$ - | \$ 8,000 |
| CO | \$ - | \$ 10,500 | \$ - | \$ 10,500 | \$ - | \$ 7,500 | \$ - | \$ 7,500 | \$ - | \$ 36,000 | \$ 36,000 |
| State | \$ - | \$ 10,500 | \$ - | \$ 10,500 | \$ - | \$ 7,500 | \$ - | \$ 7,500 | \$ - | \$ 36,000 | \$ 36,000 |
| CMAQ | \$ 2,000 | \$ - | \$ 2,000 | \$ - | \$ 2,000 | \$ - | \$ 2,000 | \$ - | \$ 8,000 | \$ - | \$ 8,000 |
| HSIP | \$ 16,000 | \$ - | \$ 16,000 | \$ - | \$ 8,000 | \$ - | \$ 8,000 | \$ - | \$ 48,000 | \$ - | \$ 48,000 |
| NHPP | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 8,000 | \$ - | \$ 8,000 | \$ - | \$ 40,000 | \$ - | \$ 40,000 |
| STBG | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 12,000 | \$ - | \$ 48,000 | \$ - | \$ 48,000 |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 52,700 | \$ 13,175 | \$ 52,680 | \$ 13,170 | \$ 37,680 | \$ 9,420 | \$ 37,680 | \$ 9,420 | \$ 180,740 | \$ 45,185 | \$ 225,925 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9508-11 (cont'd)

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|-------------------|---------------------------------|-------------|--------------------|-------------------|
| Federal | \$ - | Federal | \$ 180,740 | Federal | \$ - | Federal | \$ 180,740 |
| State/Local | \$ - | State/Local | \$ 45,185 | State/Local | \$ - | State/Local | \$ 45,185 |
| Total | \$ - | Total | \$ 225,925 | Total | \$ - | Total | \$ 225,925 |

2022 – 2025 BRTB Transportation Improvement Program

SHA

Safety and Spot Improvements

Areawide Transportation Alternatives Projects

| | | | |
|--------------------------|--|-----------------------------|--|
| TIP Id # | 60-9903-29 | Year of Operation | Ongoing |
| Agency | State Highway Administration | Project Type | Other |
| Project Category | Enhancement Program | Functional Class | n/a |
| Conformity Status | Exempt | Physical Data | n/a |
| CIP/CTP Page# | N/A | Estimated Total Cost | \$28,600,000 |
| Description | This is an ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects. | Justification | Transportation enhancements are projects which add community and environmental value to the transportation system. |

| | Areawide Transportation Alternatives Projects | | | | | | | | Project Totals (000) |
|--------|---|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-------------------------------|
| | Fund Source: Transportation Alternatives | | | | | | | | |
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | \$6,400 | \$1,600 | \$4,800 | \$1,200 | \$4,000 | \$1,000 | \$4,000 | \$1,000 | \$24,000 |
| OTHER | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$640 | \$160 | \$3,200 |
| PP | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$240 | \$60 | \$1,200 |
| ROW | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$40 | \$10 | \$200 |
| Totals | \$7,320 | \$1,830 | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$5,720 | \$1,430 | \$28,600 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9903-29

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--|--------------------|-------------------|----------------------|------------------------------|-------------|-----------|
| | | | | Federal | State/Local | Total |
| Areawide Transportation Alternatives Projects | D | n/a | Various | \$ 22,880 | \$ 5,720 | \$ 28,600 |
| | | | | | | |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | | | | Federal | State/Local | Total |
| | MDOT SHA | BRTB | A-17-A-18 FY 2022 | \$ - | \$ - | \$ - |
| Description: An ongoing program to expand travel choices and enhance the transportation experience by improving the cultural, historic, and environmental aspects of the Baltimore region's transportation infrastructure. These improvements may include but are not limited to bicycle and pedestrian facilities; rehabilitation of historic transportation facilities such as railroads and canals; conversion and use of abandoned railroad corridors; archaeological activities related to transportation impacts; and mitigation of water pollution caused by highway runoff. This program also includes Safe Routes to School program projects and Recreational Trails program projects. | | | | | | |
| Justification: Transportation enhancements are projects which add community and environmental value to the transportation system. | | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding (000s) | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total |
|---|----------------|--|--------------|------------|------------|-----------|
| | | <input type="checkbox"/> A) Adds new individual projects to the current STIP | Total | \$ 7,150 | \$ 7,150 | \$ 7,150 |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | Federal | \$ 5,720 | \$ 5,720 | \$ 5,720 | \$ 5,720 | \$ 22,880 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | State/Local | \$ 1,430 | \$ 1,430 | \$ 1,430 | \$ 1,430 | \$ 5,720 |
| <input checked="" type="checkbox"/> D) Other (shifting existing funding between fiscal years) | Total | \$ 9,150 | \$ 7,150 | \$ 6,150 | \$ 6,150 | \$ 28,600 |
| | Federal | \$ 7,320 | \$ 5,720 | \$ 4,920 | \$ 4,920 | \$ 22,880 |
| | State/Local | \$ 1,830 | \$ 1,430 | \$ 1,230 | \$ 1,230 | \$ 5,720 |
| | Total | \$ 2,000 | \$ - | \$ (1,000) | \$ (1,000) | \$ - |
| | Federal | \$ 1,600 | \$ - | \$ (800) | \$ (800) | \$ - |
| | State/Local | \$ 400 | \$ - | \$ (200) | \$ (200) | \$ - |

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 | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 240 | \$ 240 |
| | TA | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 960 | \$ - | \$ 960 |
| PE | State | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 640 | \$ 640 |
| | TA | \$ 640 | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 2,560 | \$ - | \$ 2,560 |
| RW | State | \$ - | \$ 10 | \$ - | \$ 10 | \$ - | \$ 10 | \$ - | \$ 10 | \$ - | \$ 40 | \$ 40 |
| | TA | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 160 | \$ - | \$ 160 |
| CO | State | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 1,200 | \$ - | \$ 4,800 | \$ 4,800 |
| | TA | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 4,800 | \$ - | \$ 19,200 | \$ - | \$ 19,200 |
| Other | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 5,720 | \$ 1,430 | \$ 5,720 | \$ 1,430 | \$ 5,720 | \$ 1,430 | \$ 5,720 | \$ 1,430 | \$ 22,880 | \$ 5,720 | \$ 28,600 |

| 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 | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 60 | \$ - | \$ 240 | \$ 240 |
| | TA | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 240 | \$ - | \$ 960 | \$ - | \$ 960 |
| PE | State | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 160 | \$ - | \$ 640 | \$ 640 |
| | TA | \$ 640 | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 640 | \$ - | \$ 2,560 | \$ - | \$ 2,560 |
| RW | State | \$ - | \$ 10 | \$ - | \$ 10 | \$ - | \$ 10 | \$ - | \$ 10 | \$ - | \$ 40 | \$ 40 |
| | TA | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 40 | \$ - | \$ 160 | \$ - | \$ 160 |
| CO | State | \$ - | \$ 1,600 | \$ - | \$ 1,200 | \$ - | \$ 1,000 | \$ - | \$ 1,000 | \$ - | \$ 4,800 | \$ 4,800 |
| | TA | \$ 6,400 | \$ - | \$ 4,800 | \$ - | \$ 4,000 | \$ - | \$ 4,000 | \$ - | \$ 19,200 | \$ - | \$ 19,200 |
| Other | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 7,320 | \$ 1,830 | \$ 5,720 | \$ 1,430 | \$ 4,920 | \$ 1,230 | \$ 4,920 | \$ 1,230 | \$ 22,880 | \$ 5,720 | \$ 28,600 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 60-9903-29 (cont'd)

PHASE DETAIL (cont'd)

| Change | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------|-----------------|---------------|-------------|-------------|-----------------|-----------------|-----------------|-----------------|-------------|-------------|-------------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | State | \$ - | \$ 400 | \$ - | \$ - | \$ - | \$ (200) | \$ - | \$ (200) | \$ - | \$ - | \$ - |
| | TA | \$ 1,600 | \$ - | \$ - | \$ - | \$ (800) | \$ - | \$ (800) | \$ - | \$ - | \$ - | \$ - |
| Other | State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | TA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 1,600 | \$ 400 | \$ - | \$ - | \$ (800) | \$ (200) | \$ (800) | \$ (200) | \$ - | \$ - | \$ - |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|------------------|---------------------------------|-------------|--------------------|------------------|
| Federal | \$ - | Federal | \$ 22,880 | Federal | \$ - | Federal | \$ 22,880 |
| State/Local | \$ - | State/Local | \$ 5,720 | State/Local | \$ - | State/Local | \$ 5,720 |
| Total | \$ - | Total | \$ 28,600 | Total | \$ - | Total | \$ 28,600 |

2022 – 2025 BRTB Transportation Improvement Program

SHA

Highway Capacity

I-695: I-70 to MD 43

| | | | |
|-------------------|--|----------------------|---|
| TIP Id # | 63-1802-41 | Year of Operation | 2024 |
| Agency | State Highway Administration | Project Type | Roadway widening |
| Project Category | Highway Capacity | Functional Class | Interstate |
| Conformity Status | Not Exempt | Physical Data | 6 to 8 lanes (19 miles) |
| CIP/CTP Page# | BA0061 | Estimated Total Cost | \$181,101,000 |
| Description | The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during daily peak travel periods from I-70 to MD 43. MDOT is using toll credits to increase the share of federal funding for this project to approximately 95%, reducing MDOT's matching funding obligation. | Justification | This project will address capacity, safety, and operations along I-695. |

| Phase | Fund Source: Federal NHPP/State Matching | | | | | | | | Project Totals (000) |
|--------|--|------------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|-------------------------|
| | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | 54,817 | 2,284 | 54,817 | 2,284 | | | | | 114,202 |
| OTHER | | | | | | | | | |
| PE | 2,059 | 229 | | | | | | | 2,288 |
| PP | | | | | | | | | |
| ROW | | | | | | | | | |
| Totals | 66,606 | 2,783 | 54,817 | 2,284 | | | | | 116,490 |

| | Fund Source: Federal NHFP/State Matching | | | | | | | | Project Totals (000) |
|--------|--|------------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|-------------------------|
| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Estimated Project Total |
| CON | 9,730 | 270 | 9,730 | 270 | | | | | 20,000 |
| OTHE | | | | | | | | | |
| PE | | | | | | | | | |
| PP | | | | | | | | | |
| ROW | | | | | | | | | |
| Totals | 9,730 | 270 | 9,730 | 270 | | | | | 20,000 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 63-1802-41


SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|----------------------|--------------------|-----------------------|----------------------|------------------------------|-------------|------------|
| | | | | Federal | State/Local | Total |
| I-695: I-70 to MD 43 | D | Nonattainment/BRTB 12 | tdb | \$ 131,153 | \$ 5,337 | \$ 136,490 |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | | | | Federal | State/Local | Total |
| | MDOT SHA | BRTB | SHA-B-6 FY 2022 | \$ - | \$ - | \$ - |

Description: The purpose of this project is to utilize the inside shoulder to create a new travel lane on the inner and outer loops of I-695 during the daily peak travel periods. The project is primarily using federal funds due to toll credits.

Justification: This project will address capacity, safety, and operations along I-695.

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | Funding (000s) | FY 2022 | FY 2023 | FY 2024 | FY 2025 | Total | |
|---|-----------------|--|--------------|-----------|-----------|------------|------------|
| | | <input type="checkbox"/> A) Adds new individual projects to the current STIP | Total | \$ 69,389 | \$ 67,101 | \$ - | \$ - |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change | Federal | \$ 66,606 | \$ 64,547 | \$ - | \$ - | \$ 131,153 | |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP | State/Local | \$ 2,783 | \$ 2,554 | \$ - | \$ - | \$ 5,337 | |
| <input checked="" type="checkbox"/> D) Other (shifting existing funding between fund sources) | Total | \$ 69,389 | \$ 67,101 | \$ - | \$ - | \$ 136,490 | |
|  | Proposed (000s) | Federal | \$ 66,606 | \$ 64,547 | \$ - | \$ - | \$ 131,153 |
| | | State/Local | \$ 2,783 | \$ 2,554 | \$ - | \$ - | \$ 5,337 |
| | Change (000s) | Total | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | Federal | \$ - | \$ - | \$ - | \$ - | \$ - |
| | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - | |

PHASE DETAIL

| Current | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------|-----------|-------------|-----------|-------------|---------|-------------|---------|-------------|------------|-------------|------------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | State | \$ - | \$ 229 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 229 | \$ 229 |
| | NHPP | \$ 2,059 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,059 | \$ - | \$ 2,059 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | State | \$ - | \$ 2,554 | \$ - | \$ 2,554 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,108 | \$ 5,108 |
| | NHPP | \$ 64,547 | \$ - | \$ 64,547 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 129,094 | \$ - | \$ 129,094 |
| | NHFP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 66,606 | \$ 2,783 | \$ 64,547 | \$ 2,554 | \$ - | \$ - | \$ - | \$ - | \$ 131,153 | \$ 5,337 | \$ 136,490 |

| Proposed | | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | |
|--------------|---------|-----------|-------------|-----------|-------------|---------|-------------|---------|-------------|------------|-------------|------------|
| Phase | Funding | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total |
| PP | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | State | \$ - | \$ 229 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 229 | \$ 229 |
| | NHPP | \$ 2,059 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,059 | \$ - | \$ 2,059 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | State | \$ - | \$ 2,554 | \$ - | \$ 2,554 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,108 | \$ 5,108 |
| | NHPP | \$ 54,817 | \$ - | \$ 54,817 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 109,634 | \$ - | \$ 109,634 |
| | NHFP | \$ 9,730 | \$ - | \$ 9,730 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 19,460 | \$ - | \$ 19,460 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 66,606 | \$ 2,783 | \$ 64,547 | \$ 2,554 | \$ - | \$ - | \$ - | \$ - | \$ 131,153 | \$ 5,337 | \$ 136,490 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # BRTB 63-1802-41 (cont'd)

PHASE DETAIL (cont'd)

| Change Phase/Funding | FY 2022 | | FY 2023 | | FY 2024 | | FY 2025 | | TOTAL | | | |
|---------------------------|-------------|---------------|--------------------------|-------------|----------------|---------------------------------|-------------|-------------|---------------------------|-------------|----------------|-------------|
| | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Federal | State/Local | Total | |
| PP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| PE | | | | | | | | | | | | |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NHPP | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | | | | | | | | | | | |
| State | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| NHPP | \$ (9,730) | \$ - | \$ (9,730) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (19,460) | \$ - | \$ (19,460) | \$ - |
| NHFP | \$ 9,730 | \$ - | \$ 9,730 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 19,460 | \$ - | \$ 19,460 | \$ - |
| Other | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL PROJECT COST | | | | | | | | | | | | |
| Prior Cost (≤ FY 2021) | | | STIP Cost (FY 2022-2025) | | | Balance to Complete (≥ FY 2026) | | | Total Project Cost | | | |
| Federal | \$ | 41,966 | Federal | \$ | 131,153 | Federal | \$ | - | Federal | \$ | 173,119 | |
| State/Local | \$ | 2,645 | State/Local | \$ | 5,337 | State/Local | \$ | - | State/Local | \$ | 7,982 | |
| Total | \$ | 44,611 | Total | \$ | 136,490 | Total | \$ | - | Total | \$ | 181,101 | |