

CURTIS CREEK

Drawbridge Rehabilitation and Resiliency Project

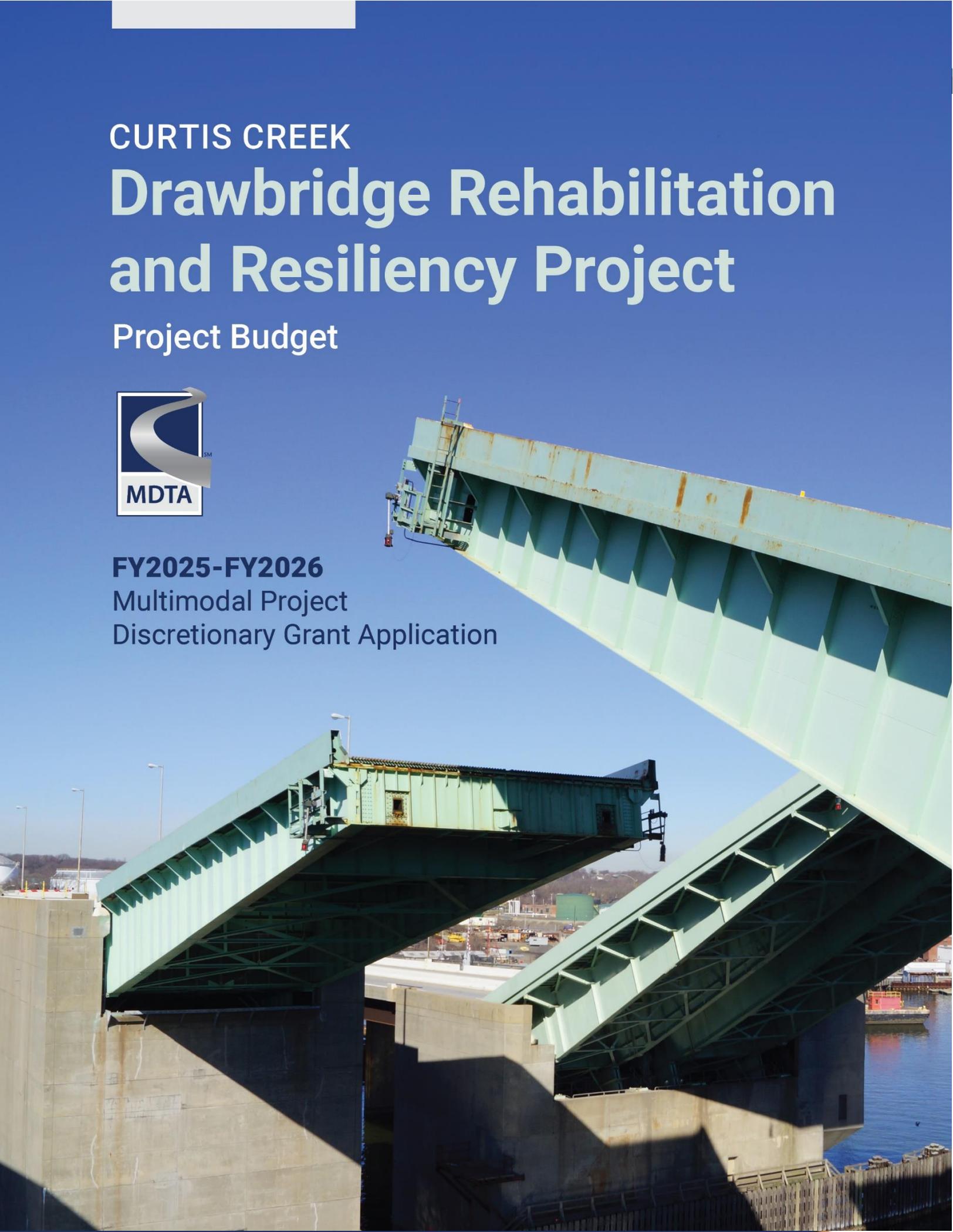
Project Budget



FY2025-FY2026

Multimodal Project

Discretionary Grant Application



Project Budget

Sources, Uses, and Availability of Funds

The Maryland Transportation Authority (MDTA) requests \$7.5 million in Multimodal Project Discretionary Grant funding to support the Curtis Creek Drawbridge Rehabilitation and Resiliency Project (Project). The total cost for the Project is \$12.7 million, not including previously incurred design costs through final design. The total future costs consist of construction costs, including construction management. MDTA will provide a local match of \$5.2 million sourced from toll revenue that has been committed to the Project.

Previously Incurred Costs

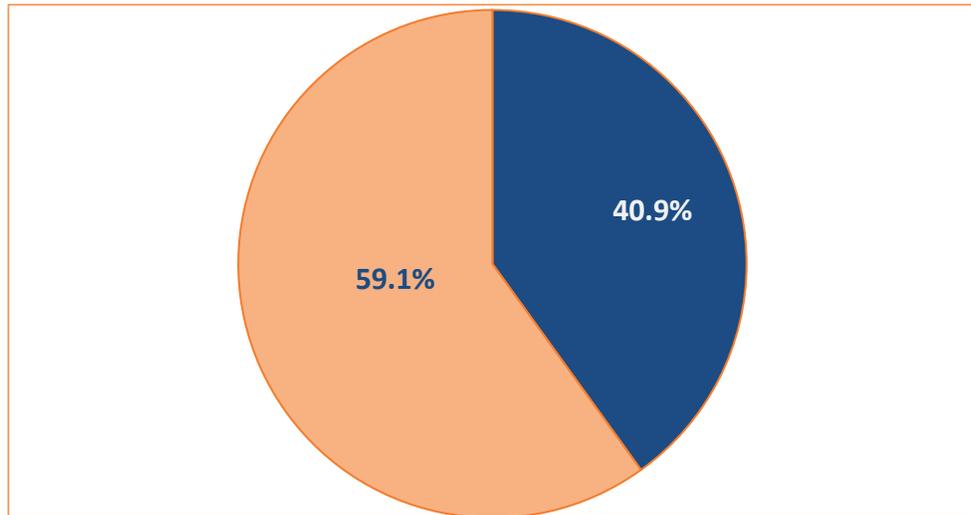
Design costs of \$830,000 for the Project have been previously incurred and funded locally through MDTA toll revenue (Consolidated Transportation Program, Project ID MDTAPRJ000199). National Environmental Policy Act (NEPA) review will also be funded locally and is not part of the Infrastructure for Rebuilding America (INFRA) grant request. Project design and NEPA are not part of the INFRA grant request and are not included in Table 1.

Table 1. Project Budget Summary for Future Eligible Project Costs by Funding Source (in million U.S. dollars)

Funding Source	Funding Amount
INFRA Funds	\$7.50
Other Federal Funds	\$0.00
Nonfederal Funds	\$5.20
Total	\$12.70

Figure 1 shows the percentage of total Project cost broken out by sources of funds (INFRA versus local funds) within the total Project budget. No other federal funds will be used for the Project.

Figure 1. Sources of Funds





Note: MDTA requests a Federal share (\$7.5 million) equal to 59.1% of the total project cost and is aware of the discrepancy with Form SF424C information in Grants.gov (which only accepts whole percentages) in which MDTA indicated a Federal share of 59% for future, eligible grant funded project costs).

1 Contingency Amount

The current Project budget has a built-in contingency of 10 percent to ensure that cost overruns will not lead to project delays. Future budget iterations are anticipated to have a smaller contingency as concepts are refined and additional information is made available as the Project draws closer to final design.

2 Cost Estimates and Level of Design

Cost estimates were developed in March 2024 based on 90 percent design. Progression to final design is expected in summer 2024.

3 Funding by Census Tract

All local and federal funds for the Project will be spent in Census Tract 2505 (24510250500), which is a disadvantaged community according to the Climate and Economic Justice Screening Tool. In addition, the Project is entirely located within the City of Baltimore, which is designated as an Area of Persistent Poverty.

Funding Commitment Documentation

Please refer to the attached correspondence committing \$5.2 million in local funding sourced from toll funding, signed by MDTA Executive Director Bruce Gartner.