

September 12, 2025

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

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Mr. Dan Koenig  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968  
Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests approval of an amendment to the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) for a project contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2025-2028 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA). This amendment was approved by the BRTB on May 27, 2025.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Francis Scott Key Bridge Transit Incentives	40-2505-99	CMAQ	\$1000

The MDOT has assigned Control #25-38 for this amendment to the STIP, and the supporting documentation is attached. The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov).

Sincerely,

*Dan Janousek*

Dan Janousek  
Regional Planner  
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT  
Mr. Shawn Keirnan, Strategic Planner, OPPPD, MDOT



May 29, 2025

Mr. Geoff Anderson, Chief  
Office of Planning, Programming, and Delivery  
**Attn: Mr. Dan Janousek**  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076-1415

Dear Mr. Anderson:

Enclosed are five amendments to the *2025-2028 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on May 27, 2025. The documentation enclosed support changes to the *2025-2028 TIP* for five Maryland Transit Administration (MDOT MTA) projects.

- **Urban Transit Systems – Operating Assistance: 40-1603-61**
- **Bus and Paratransit Vehicle Overhaul and Replacement: 40-1802-05**
- **Zero Emission Infrastructure and Rolling Stock: 40-2302-63**
- **Francis Scott Key Bridge Transit Incentives: 40-2505-99**
- **MARC Facilities: 70-1503-55**

These amendments were presented to the Technical Committee on May 6, 2025. The Interagency Consultation Group (ICG) has determined these projects to be exempt according to the conformity rule.

The MDOT MTA has affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #25-29 to support this change to the *2025-2028 TIP*.



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

Sincerely,

A handwritten signature in blue ink, appearing to read "Todd R. Lang", is written over a light blue rectangular background.

Todd R. Lang, Director  
Transportation Planning

Enclosures

cc: Ms. Michelle Martin, MDOT  
Ms. Kari Snyder, MDOT  
Mr. Luke Benson, MDOT MTA  
Ms. Erika Falk, MDOT MTA  
Ms. Kisha Joyner, MDOT MTA  
Mr. Albert Guiney Engel, MDOT MTA  
Ms. Jamie Richardson, MDOT MTA



### Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Urban Transit Systems – Operating Assistance 40-1603-61	This amendment will modify the project to add \$9.32M in 53070 funds (\$4.66M federal/\$4.66M state matching) in FY 2025. This funding covers the CY 2024 and 2025 Operating Assistance grants for Harford County, anticipated to be obligated in FY 2025. The estimated total cost increases from \$16.912M to \$23.232M.	<p>This project provides operating assistance to urban transit systems throughout the Aberdeen/Bel Air North/Bel Air South urbanized area. Transit agencies eligible for funding include Harford County.</p> <p>Costs generally associated with operating assistance can include utilities, miscellaneous equipment, fuel/oil, and driver, maintenance staff, and administrative salaries.</p> <p><b>Conformity Status:</b> Exempt</p>	Amendment Resolution #25-29

<p>Bus and Paratransit Vehicle Overhaul and Replacement 40-1802-05</p>	<p>This amendment will modify the project to add \$52.387M in CMAQ funding (\$44.85M federal/\$7.537M state match) for construction in FY 2025, the year of obligation. Funds will support bus and mobility replacements by the MDOT MTA. The total estimated cost increases from \$176.38M to \$228.768M.</p>	<p>This project provides for routine replacement of buses past their useful service life. Planned purchases include 310 forty-foot clean diesel buses and 40 sixty-foot clean diesel articulated buses. MTA continuously receives deliveries of buses for MTA service. MTA also proactively repairs and replaces bus components at key points in the vehicles life, including the engine, battery, brakes, suspension, body, paint, and wheelchair/ADA, electrical, pneumatic systems, and other components as needed. Batteries in hybrid electric buses batteries near the end of their useful life will be replaced. Project also covers the purchase of paratransit vehicles under MTA's Mobility program, a specialized door-to-door service for people with disabilities who are not able to ride fixed route public transportation, including lift equipped buses. In addition to the matching funds listed, MTA has committed \$76 million in state dollars.</p> <p><b>Conformity Status:</b> Exempt</p>	<p>Amendment Resolution #25-29</p>
--	--	--	------------------------------------

Zero Emission Infrastructure and Rolling Stock 40-2302-63	This amendment will modify the project to add \$22.228M in CRP funds (\$18.893M federal/\$3.335M state match) and \$393,000 in federal CMAQ funds for construction in FY 2025. The funding increase accounts for the addition of a Carbon Reduction grant for the purchase of battery electric buses and supporting the Bus Electrification program. The estimated total cost increases from \$91.455M to \$114.07M.	<p>The MTA intends to utilize an alternative procurement process for a Contractor/Developer to procure, install, operate &amp; maintain new electric charging infrastructure for both Kirk (100% bus fleet) &amp; Northwest (50% bus fleet) bus depots. The selected Contractor will provide turn-key design, installation, implementation, commissioning, operations and mgt. for civil works; provide services so that the BEBs at both Kirk &amp; Northwest Depots are fully charged at their scheduled AM pull-out times; Provide charge mgt. services to support BEB and EVSE data collection, monitoring the performance of the EVSE, &amp; managing energy use such that MTA can manage the BEBs in an efficient, cost-effective manner. MTA needs to conduct a pilot program to show the applicability of a Fuel Cell Electric Bus (FCEB) Program to our fixed route transit system and learn the characteristics of these buses prior to MTA's purchase clean battery electric buses.</p> <p><b>Conformity Status:</b> Exempt</p>	Amendment Resolution #25-29
--	--	--	-----------------------------

Francis Scott Key Bridge Transit Incentives 40-2505-99	This amendment to the FY 2025-2028 TIP will add a new project, the Francis Scott Key Bridge Transit Incentives project. This amendment will add \$1.250M in CMAQ funds (\$1M federal/\$0.25M state match) in FY 2025 for transit benefits offered to employers and individuals through the MTA FareShare program. The total estimated cost is \$1.25 million.	A pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.  <b>Conformity Status:</b> Exempt	Amendment Resolution #25-29
MARC Facilities 70-1503-55	This amendment will modify the project to add \$35M in 5337 funds (\$28M federal/\$7M state match) for construction in FY 2025. The description was also updated to reflect the scope of work. Funding will support improvements and equipment for MARC maintenance facilities. The estimated total cost increases from \$65.964M to \$100.964 million.	This project includes equipment and improvements to the MARC Maintenance facilities such as the Riverside and Martin State Airport maintenance facilities. The project also includes MARC station improvements along the MARC Camden and MARC Penn Lines in the Baltimore region, such as Bayview, BWI, Martin's, and West Baltimore. The improvements to the stations can include platforms, track crossings, parking, bus bays, or other items to maintain a state of good repair.  <b>Conformity Status:</b> Exempt	Amendment Resolution #25-29

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #25-29**

**AMENDMENT TO THE 2025-2028 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urban Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and the RTA of Central Maryland; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2025-2028 Transportation Improvement Program for the Baltimore region at its July 23, 2024 meeting, with federal approval on August 8, 2024; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, the Maryland Transit Administration (MDOT MTA) has requested approval of four amendments to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the Bus and Paratransit Vehicle Overhaul and Replacement project. MDOT MTA is adding \$52.387 million in FY 2025 for construction to support bus and mobility replacements. The total estimated cost for the project is \$228.768 million; and

**WHEREAS**, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the Zero Emission Infrastructure and Rolling Stock project. MDOT MTA is adding \$22.228 million in Carbon Reduction Program funds and \$393,000 in federal CMAQ funds for construction in FY 2025 for the purchase of battery electric buses and supporting the Bus Electrification program. The total estimated cost for the project is \$114.07 million; and



**WHEREAS**, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the MARC Facilities project. MDOT MTA is adding \$35 million in FY 2025 for construction to support improvements and equipment for MARC maintenance facilities. The amendment also updates the project description to reflect the scope of work. The total estimated cost for the project is \$100.964 million; and

**WHEREAS**, MDOT MTA is requesting to amend the FY 2025-2028 TIP for the Urban Transit Systems – Operating Assistance project. MDOT MTA is adding \$9.32 million in FY 2025 to cover CY 2024 and 2025 Operating Grants received by Harford County. The total estimated cost for the project is \$23.232 million; and

**WHEREAS**, MDOT MTA is requesting to amend the FY 2025-2028 TIP to add a new project, the Francis Scott Key Bridge Transit Incentives project. This project will offer transit benefits to regional employers and individuals through the MTA FareShare program. MDOT MTA is adding \$1.25 million in CMAQ funds in FY 2025 to support the program. The total estimated cost for the project is \$1.25 million; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all federal requirements are met; and

**WHEREAS**, these projects are consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to transit safety and maintaining transit assets in a state of good repair; and

**WHEREAS**, the Interagency Consultation Group has determined that these projects are exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on May 6, 2025.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2025-2028 Transportation Improvement Program for the Baltimore region and finds them to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on May 27, 2025.

05/27/2025

Date



Anthony Russell, Chair  
Baltimore Regional Transportation Board

40-2505-99 - Francis Scott Key Bridge Transit Incentives

Pilot programs to encourage employers to provide transit benefits for employees and to encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.

Agency	MTA - Transit
Year of Operation	2025
Project Category	Miscellaneous
Project Type	Miscellaneous
Conformity	Exempt
Functional Classification	NA
CIP ID	-
CTP ID	-
Route/Road Name	-
Length	-
Existing Lanes	-
Proposed Lanes	-
Estimated Total Cost	\$1,250,000



Project Benefits	The goal is to increase the number of employers who offer transit benefits and the number of individuals using transit for their commutes, and to demonstrate the effectiveness of financial incentives in encouraging participation in traffic congestion mitigation programs as a near-term transit demand management (TDM) response to the Key Bridge collapse and long-term sustained TDM strategy in the Baltimore region (currently in nonattainment).
Connection to Long-Range Transportation Planning Goals	4.D Increase Mobility -- Consider how all modes of transportation can work together to address system capacity needs 3.C Improve Accessibility -- Leverage Transportation and other funds to provide affordable accessibility options
Project Changes	This amendment to the FY 2025-2028 TIP will add a new project, the Francis Scott Key Bridge Transit Incentives project. This amendment will add \$1.25M (\$1M federal CMAQ funds/\$0.25M state match) in FY 2025 for transit benefits offered to employers and individuals through the MTA FareShare program.

Phase	Fund Source	FY2025	FY2026	FY2027	FY2028	Total
OTH	CMAQ	\$1,000,000	-	-	-	\$1,000,000
OTH	State	\$250,000	-	-	-	\$250,000
Total OTH		\$1,250,000	-	-	-	\$1,250,000
Active TIP Years		\$1,250,000	-	-	-	\$1,250,000
		\$1,250,000	-	-	-	\$1,250,000

April 7, 2025

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

Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an amendment to add a new project to the FY 2025-2028 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) for the Baltimore Region on behalf of the Maryland Transit Administration (MTA).

1. <b>Francis Scott Key Bridge Transit Incentives</b>	This amendment adds \$1,000,000 in CMAQ funds and \$250,000 in state match to FY 25 for a new pilot program to support transit incentives for businesses and residents impacted by the Francis Scott Key bridge collapse.
---	---

Details of this amendment are attached. If you have questions or need additional information, please contact me at 410-865-1098, or via email at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov) for assistance.

Sincerely,

*Dan Janousek*

Dan Janousek  
Regional Planner  
Office of Planning, Programming & Project Delivery

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPPPD, MDOT  
Mr. Shawn Kiernan, Strategic and Regional Planner, OPPPD, MDOT

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

**ATTN:** OPPPD REGONIAL PLANNER KARI SNYDER  
OPPPD REGIONAL PLANNER DAN JANOUSEK

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

**DATE:** APRIL 7, 2025

**SUBJECT:** REQUEST FOR AN AMENDMENT TO THE FISCAL YEAR 2025-2028  
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

### **PURPOSE OF MEMORANDUM**

For OPPPD to request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY 2025-2028 TIP. This amendment adds \$1,000,000 in CMAQ funds and \$250,000 in state match to FY 25 for a new pilot program to support transit incentives for businesses and residents impacted by the Francis Scott Key bridge collapse.

### **SUMMARY**

The MTA requests that the BRTB amend the FY 2025-2028 BRTB TIP to reflect the following action.

TIP	PROJECT	FUNDING TYPE	NEW FUNDING
TBD	Francis Scott Key Bridge Transit Incentives	CMAQ	\$ 1,000,000
		State	\$250,000

## **ANALYSIS**

The Francis Scott Key bridge collapse has increased congestion throughout the Baltimore region. MDOT in partnership with MTA is creating a pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users. This amendment adds \$1,000,000 in CMAQ funds and \$250,000 in state match to FY 25.

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

Please amend the FY2025-2028 BRTB TIP and the FY 2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Mr. Albert Guiney Engel, MDOT MTA Office of Planning and Capital Programming, at 410-767-3752 or via email at [aengel@mdot.maryland.gov](mailto:aengel@mdot.maryland.gov)

## **ATTACHMENTS**

- FY 2025-2028 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Mr. Albert Guiney Engel, Assistant Manager, Baltimore Project Development, MTA  
Ms. Erika Falk, Assistant Manager, Office of Capital Programming and Asset Management, MTA  
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA  
Mr. Shawn Kiernan, Strategic and Regional Planner, Office of Planning, Programming, and Project Delivery, TSO  
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

### *Francis Scott Key Bridge Transit Incentives*

TIP ID #	TBD	Year of Operation	Ongoing
Agency	MTA - Transit	Project Type	Miscellaneous
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	0	Est. Total Cost	\$ 1,250,000

Description	Justification
A pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.	The goal is to increase the number of employers who offer transit benefits and the number of individuals using transit for their commutes, and to demonstrate the effectiveness of financial incentives in encouraging participation in traffic congestion mitigation programs as a near-term TDM response to the Key Bridge collapse and long-term sustained TDM strategy in the Baltimore region (currently in nonattainment).

#### Congestion Mitigation Air Quality (CMAQ)

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Phase	Previous Federal Funds	Previous Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	FY2028 Federal Funds	FY2028 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 1,250
PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250

#### Funding Source(s) Total

	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
Totals	\$ -	\$ -	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,250


# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT TIP ID: TBD

## SUMMARY TABLE

Project:	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Francis Scott Key Bridge Transit Incentives	A	Exempt		\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MTA	BRTB	Multiple	Federal	State/Local	Total
				\$ 1,000	\$ 250	\$ 1,250
Description	A pilot program to encourage employers to provide transit benefits for employees and a pilot program that will encourage new transit riders. The employer pilot program will offer short-term cost sharing incentives to employers who participate in transit pass subsidization through the MTA FareShare program for Baltimore area employers. The new commuter pilot program will also provide one-time transit pass incentives to new CharmPass users.					
Justification	The goal is to increase the number of employers who offer transit benefits and the number of individuals using transit for their commutes, and to demonstrate the effectiveness of financial incentives in encouraging participation in traffic congestion mitigation programs as a near-term TDM response to the Key Bridge collapse and long-term sustained TDM strategy in the Baltimore region (currently in nonattainment).					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ 1,250	\$ -	\$ -	\$ -	\$ 1,250
		Federal	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
		State/Local	\$ 250	\$ -	\$ -	\$ -	\$ 250
	Change (000s)	Total	\$ 1,250	\$ -	\$ -	\$ -	\$ 1,250
		Federal	\$ 1,000	\$ -	\$ -	\$ -	\$ 1,000
		State/Local	\$ 250	\$ -	\$ -	\$ -	\$ 250

## PHASE DETAIL

Current		FY 2025			FY 2026			FY 2027			FY 2028			TOTAL			
Phase	Funding	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local	Total	
OTH	CMAQ	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Total		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

Proposed		FY 2025			FY 2026			FY 2027			FY 2028			TOTAL					
Phase	Funding	Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Federal	State/Local		Total		
OTH	CMAQ	\$	1,000	\$	250	\$	-	\$	-	\$	-	\$	-	\$	1,000	\$	250	\$	1,250
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-
Total		\$	1,000	\$	250	\$	-	\$	-	\$	-	\$	-	\$	1,000	\$	250	\$	1,250

Change		FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
OTH	CMAQ	\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,000	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 250	\$ 1,250

## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,000	Federal	\$ -	Federal	\$ 1,000
State/Local	\$ -	State/Local	\$ 250	State/Local	\$ -	State/Local	\$ 250
Total	\$ -	Total	\$ 1,250	Total	\$ -	Total	\$ 1,250