

October 2, 2025

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

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: 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 projects contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2026-2029 Transportation Improvement Program (TIP) on behalf of the Maryland State Highway Administration (SHA) and the City of Baltimore. This amendment was approved by the BRTB on September 30, 2025.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
MD 2: Safety Improvements from MD 177 to MD 648	61-2601-03	HSIP	\$14,940
Greenway Middle Branch Phase 2	12-2102-03	STBG	\$191

The MDOT has assigned Control #25-47 for this amendment to the STIP, and the supporting documentation is attached.

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
Page Two

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,

A handwritten signature in black ink that reads "Dan Janousek". The signature is written in a cursive, flowing style.

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



September 30, 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 is one amendment to the *2026-2029 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on July 22, 2025. The documentation enclosed support changes to the *2026-2029 TIP* for one MDOT SHA project.

- **MD 2: Safety Improvements from MD 177 to MD 648: 61-2601-03**

This amendment was presented to the Technical Committee on September 2, 2025. The Interagency Consultation Group (ICG) has also reviewed this request and has determined this project to be exempt according to the conformity rule.

MDOT SHA 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 #26-5 to support this change to the *2026-2029 TIP*.



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

Sincerely,

A handwritten signature in black ink, appearing to read "T. Lang", written over a light gray rectangular background.

Todd R. Lang, Director  
Transportation Planning

Enclosures

cc: Mr. Benjamin Allen, MDOT SHA  
Mr. Emad Gheibi, MDOT SHA  
Mr. Joseph Lombardo, MDOT SHA  
Ms. Michelle Martin, MDOT  
Ms. Tara Penders, MDOT SHA  
Ms. Kari Snyder, MDOT



### Summary of FY 2026-2029 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
MD 2: Safety Improvements from MD 177 to MD 648 61-2601-03	This amendment adds a new project to the FY 2026-2029 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$19.193 million (\$17.273 M federal/\$1.920 M) in HSIP funds for Engineering, Right-of-Way, and Construction in FY 2026-2029. This project is needed to address safety concerns along this corridor.	Roadway and pedestrian improvements along MD 2 between MD 177 and MD 648 as part of the Pedestrian Safety Action Plan. Work also includes a short distance west along MD 648. Shared-use paths are proposed on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements are proposed throughout the project limits, including pavement removal to increase safety for all road users. Also included are spot repaving, grading, drainage, stormwater management facilities, sidewalks, signals, relocated bus stops, landscaping, signs, guardrail, and pavement markings. Shared-use path connections between MD 2 and the nearby Baltimore and Annapolis (B&A) Trail are also proposed.  <b>Conformity status:</b> Exempt	Amendment Resolution #26-5

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #26-5**

**AMENDMENT TO THE 2026-2029 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 2026-2029 Transportation Improvement Program for the Baltimore region at its July 22, 2025 meeting, with federal approval pending; 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 State Highway Administration (SHA) has requested approval of one amendment to the 2026-2029 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, SHA is requesting to amend the FY 2026-2029 TIP to add a new project, the MD 2: Safety Improvements from MD 177 to MD 648. This project will address safety needs as part of the Pedestrian Safety Action Plan. The total estimated cost for the project is \$21.2 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 this project is 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 September 2, 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 2026-2029 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.

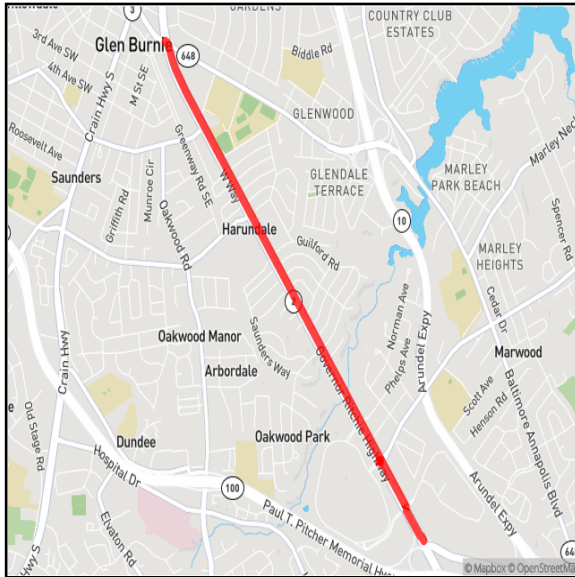
**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on September 30, 2025.

9/30/25

Date



Trey Dickerson, Chair  
Baltimore Regional Transportation Board


Agency  
SHA

Year of Operation 2029

Project Category  
Emission Reduction  
Strategy

Project Type  
Bicycle/pedestrian facility

Conformity  
Exempt

Functional Classification  
Other Principal Arterial

CIP/CTP ID

Route/Road Name  
MD 2

Length  
2.1 mi

Existing Lanes  
6

Proposed Lanes  
6

Estimated Total  
Cost \$21,209,000

### Description

Roadway and pedestrian improvements along MD 2 between MD 177 and MD 648 as part of the Pedestrian Safety Action Plan. Work also includes a short distance west along MD 648. Shared-use paths are proposed on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements are proposed throughout the project limits, including pavement removal to increase safety for all road users. Also included are spot repaving, grading, drainage, stormwater management facilities, sidewalks, signals, relocated bus stops, landscaping, signs, guardrail, and pavement markings. Shared-use path connections between MD 2 and the nearby Baltimore and Annapolis (B&A) Trail are also proposed.

### Project Benefits

The project is intended to address the safety needs of Vulnerable Road Users such as pedestrians and bicyclists as identified in MDOT-SHA's Pedestrian Safety Action Plan (PSAP). The PSAP program's implementation decisions are made using factors such as equity, destinations and connections, crash data and density. Based on these factors, this segment of the MD 2 corridor was identified as one of the prioritized target areas.

### National Highway System Yes

### Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 5.E Implement Environmentally Responsible Transportation Solutions -- Reduce emissions according to adopted plans

**Project Changes:** This amendment adds a new project to the FY 2026-2029 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$19.193 million (\$17.273 M federal/\$1.920 M) in HSIP funds for Engineering, Right of Way, and Construction in FY 2026-2029. This project is needed to address safety concerns along this corridor.

### Highway Safety Improvement Program (HSIP) (funding in thousands) - New

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$4,063	\$5,698	\$3,643	\$13,404
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$2,084	\$1,051	\$0	\$0	\$3,135
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$135	\$147	\$147	\$305	\$734
<b>Subtotal</b>	<b>\$2,219</b>	<b>\$5,261</b>	<b>\$5,845</b>	<b>\$3,948</b>	<b>\$17,273</b>

### State Funds (funding in thousands) - New

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$452	\$633	\$405	\$1,490
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$232	\$117	\$0	\$0	\$349
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$15	\$16	\$16	\$34	\$81
<b>Subtotal</b>	<b>\$247</b>	<b>\$585</b>	<b>\$649</b>	<b>\$439</b>	<b>\$1,920</b>

<b>Total</b>	<b>\$2,466</b>	<b>\$5,846</b>	<b>\$6,494</b>	<b>\$4,387</b>	<b>\$19,193</b>
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August 6, 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 the FY 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) adding a new Maryland State Highway Administration (SHA) project.

1.	61-2601-25	MD 2 Safety Improvements from MD 177 to MD 648	This requested amendment reflects the addition of a new standalone project to the FY 2026-2029 BRTB TIP and adds \$16,484,000 in federal Highway Safety Improvement Program (HSIP) funds and matching funds to the FY 2026-2029 BRTB TIP for design, and construction for BRTB 61-2601-25. The total project cost will be \$21.2M.
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More 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

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**MEMORANDUM**

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

**ATTN:** OPPPD REGIONAL PLANNING MANAGER SHAWN KIERNAN  
OPPPD REGIONAL PLANNER DAN JANOUSEK  
OPPPD REGIONAL PLANNER KARI SNYDER *TJP* 8/04/2025

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
CHIEF TARA PENDERS

**SUBJECT:** REQUEST TO AMEND THE FISCAL YEAR (FY) 2026-2029 BALTIMORE  
REGIONAL TRANSPORTATION BOARD (BRTB) TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP)

**DATE:** AUGUST 4, 2025

**RESPONSE**

**REQUESTED BY:** N/A

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**PURPOSE OF MEMORANDUM**

To request the MDOT OPPPD request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Highway Administration - Maryland Division of the amendment to the BRTB FY 2026-FY 2029 TIP.

**SUMMARY**

The Maryland State Highway Administration (SHA) hereby requests BRTB amend the FY 2026-2029 BRTB TIP to reflect the following action adding a new project.

TIP	PROJECT	PHASE	NEW FUNDING
61-2601-25	MD 2 Safety Improvements from MD 177 to MD 648	PE	\$5,500,000
		CO	\$14,894,000
		RW	\$815,000

**ANALYSIS**

*MD 2 Safety Improvements from MD 177 to MD 648 (BRTB 61-2601-25)* – This requested amendment reflects the addition of a new standalone project to the FY 2026-2029 BRTB TIP and adds \$21,209,000 in federal Highway Safety Improvement Program (HSIP) funds and matching funds to the FY 2026-2029 BRTB TIP for design, and construction for BRTB 61-2601-25. This amendment ensures the FY 2026-2029 BRTB TIP reflects SHA programmed project expenditures and project schedules in FY 2026-2029.

Ms. Michelle Martin  
Page Two

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

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2025-2028 Consolidated Transportation Program and FY 2025-2028 Maryland STIP.

Please modify the FY 2026-2029 BRTB TIP and FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. Tavon Hawkins, at 410-545-5671 or [thawkins4@mdot.maryland.gov](mailto:thawkins4@mdot.maryland.gov) or SHA RIPD Regional Planner, Mr. Ben Allen, at 410-545-5649 or [ballen3@mdot.maryland.gov](mailto:ballen3@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2026-2029 BRTB TIP project 66-2601-25 report
- FY 2025-2028 Maryland STIP project BRTB 66-2601-25 report

cc: Mr. Ben Allen, Reginal Planner, RIPD, SHA  
Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering, SHA  
Mr. Tavon Hawkins, Reginal Planner, RIPD, SHA  
Joseph Lombardo, Ph.D., Transportation Planner, RIPD, SHA

## 2026 - 2029 Transportation Improvement Program

SHA - Regional

### *MD 2 Safety Improvements from MD 177 to MD 648*

<b>TIP Id #</b>	61-2601-25	<b>Year of Operation</b>	2028
<b>Agency</b>	SHA	<b>Project Type</b>	Enhancement Program
<b>Project Category</b>	Pedestrian and Bicycle facilities	<b>Functional Class</b>	(Other) Principal Arterial
<b>Conformity Status</b>	NA	<b>Physical Data</b>	2.1 miles
<b>CIP/CTP Page#</b>		<b>Estimated Total Cost</b>	\$21,209,000

Description	Justification
<i>The project proposes roadway and pedestrian improvements along MD 2 between MD 177 and MD 648 as part of the Pedestrian Safety Action Plan. Work also includes a short distance west along MD 648. Shared-use paths are proposed on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements throughout the project limits, including pavement removal, would be implemented to increase safety for vulnerable road users. Also included are spot repaving, grading, drainage, stormwater management facilities, sidewalks, signals, relocated bus stops, landscaping, signs, guardrail, and pavement markings. Shared-use path connections between MD 2 and the nearby Baltimore and Annapolis (B&amp;A) Trail are also proposed.</i>	<i>The project is intended to address the safety needs of Vulnerable Road Users such as pedestrians and bicyclists as identified in MDOT-SHA's Pedestrian Safety Action Plan (PSAP). The PSAP program's implementation decisions are made using factors such as equity, destinations and connections, crash data and density. Based on these factors, this segment of the MD 2 corridor was identified as one of the prioritized target areas.</i>

### Fund Source: HSIP

									Project Totals
Phase	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	FY 2029 Federal Funds	FY 2029 Matching Funds	4-Year Total
CON	0	0	4063	452	5698	633	3643	405	14894
OTH	0	0	0	0	0	0	0	0	0
ENG	2084	232	1051	117	0	0	0	0	3484
PP	0	0	0	0	0	0	0	0	0
ROW	135	15	147	16	147	16	305	34	815
<b>Totals</b>	<b>2219</b>	<b>247</b>	<b>5261</b>	<b>585</b>	<b>5845</b>	<b>649</b>	<b>3948</b>	<b>439</b>	<b>19193</b>

*Status: Design is underway*

# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 61-2601-25

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 2 Safety Improvements from MD 177 to MD 648	A	na	na	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MDOT SHA			\$ 14,940	\$ 1,544	\$ 16,484
Description	The project proposes roadway and pedestrian improvements along MD 2 between MD 177 and MD 648 as part of the Pedestrian Safety Action Plan. Work also includes a short distance west along MD 648. Shared use paths are proposed on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements throughout the project limits, including pavement removal, would be implemented to increase safety for vulnerable road users. Also included are spot repaving, grading, drainage, stormwater management facilities, sidewalks, signals, relocated bus stops, landscaping, signs, guardrail, and pavement markings. Shared use path connections between MD 2 and the nearby Baltimore and Annapolis (B&A) Trail are also proposed.					
Justification	The project is intended to address the safety needs of Vulnerable Road Users such as pedestrians and bicyclists as identified in MDOT-SHA's Pedestrian Safety Action Plan (PSAP). The PSAP program's implementation decisions are made using factors such as equity, destinations and connections, crash data and density. Based on these factors, this segment of the MD 2 corridor was identified as one of the prioritized target areas.					

## 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	\$ 1,795	\$ 2,466	\$ 5,846	\$ 6,494	\$ 16,601
		Federal	\$ 1,615	\$ 2,219	\$ 5,261	\$ 5,845	\$ 14,940
		State/Local	\$ 180	\$ 247	\$ 585	\$ 649	\$ 1,661
	Change (000s)	Total	\$ 1,795	\$ 2,466	\$ 5,729	\$ 6,494	\$ 16,484
		Federal	\$ 1,615	\$ 2,219	\$ 5,261	\$ 5,845	\$ 14,940
		State/Local	\$ 180	\$ 247	\$ 468	\$ 649	\$ 1,544



MARYLAND DEPARTMENT OF TRANSPORTATION

## 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
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 180	\$ -	\$ 232	\$ -	\$ 117	\$ -	\$ -	\$ -	\$ 529	\$ 529
	Federal	\$ 1,615	\$ -	\$ 2,084	\$ -	\$ 1,051	\$ -	\$ 4,750	\$ -	\$ 4,750	\$ -	\$ 4,750
RW	State	\$ -	\$ -	\$ -	\$ 15	\$ -	\$ 16	\$ -	\$ 16	\$ -	\$ 47	\$ 47
	Federal	\$ -	\$ -	\$ 135	\$ -	\$ 147	\$ -	\$ 147	\$ -	\$ 429	\$ -	\$ 429
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 452	\$ -	\$ 633	\$ -	\$ 1,085	\$ 1,085
	Federal	\$ -	\$ -	\$ -	\$ -	\$ 4,063	\$ -	\$ 5,698	\$ -	\$ 9,761	\$ -	\$ 9,761
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,615	\$ 180	\$ 2,219	\$ 247	\$ 5,261	\$ 585	\$ 5,845	\$ 649	\$ 14,940	\$ 1,661	\$ 16,601

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
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 180	\$ -	\$ 232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 412	\$ 412
	Federal	\$ 1,615	\$ -	\$ 2,084	\$ -	\$ 1,051	\$ -	\$ 4,750	\$ -	\$ 4,750	\$ -	\$ 4,750
RW	State	\$ -	\$ -	\$ -	\$ 15	\$ -	\$ 16	\$ -	\$ 16	\$ -	\$ 47	\$ 47
	Federal	\$ -	\$ -	\$ 135	\$ -	\$ 147	\$ -	\$ 147	\$ -	\$ 429	\$ -	\$ 429
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 452	\$ -	\$ 633	\$ -	\$ 1,085	\$ 1,085
	Federal	\$ -	\$ -	\$ -	\$ -	\$ 4,063	\$ -	\$ 5,698	\$ -	\$ 9,761	\$ -	\$ 9,761
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,615	\$ 180	\$ 2,219	\$ 247	\$ 5,261	\$ 468	\$ 5,845	\$ 649	\$ 14,940	\$ 1,544	\$ 16,484

## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 199	Federal	\$ 14,940	Federal	\$ 3,948	Federal	\$ 19,087
State/Local	\$ 22	State/Local	\$ 1,661	State/Local	\$ 439	State/Local	\$ 2,122
Total	\$ 221	Total	\$ 16,601	Total	\$ 4,387	Total	\$ 21,209



September 30, 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 is one amendment to the *2026-2029 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on July 22, 2025. The documentation enclosed support changes to the *2026-2029 TIP* for one Baltimore City project.

- **Greenway Middle Branch Phase 2: 12-2102-03**

This amendment was presented to the Technical Committee on September 2, 2025. The Interagency Consultation Group (ICG) has also reviewed this request and has determined this project to be exempt according to the conformity rule.

Baltimore City 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 #26-6 to support this change to the *2026-2029 TIP*.



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

Sincerely,

A handwritten signature in black ink, appearing to read "T. Lang", is positioned above the printed name.

Todd R. Lang, Director  
Transportation Planning

Enclosures

cc: Mr. Sean Burnett, Baltimore City  
Ms. Veronica McBeth, Baltimore City  
Mr. Ethan McLeod, Baltimore City  
Ms. Kari Snyder, MDOT



### Summary of FY 2026-2029 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Greenway Middle Branch Phase 2 12-2102-03	This amendment revises the project schedule and adds \$993,000 (\$949,000 federal/\$44,000 matching) in STBG funds for Engineering in FY 2026-2028. An additional \$4.052 million (\$3.242 million federal/\$810,000 matching) in STBG funds for Construction has been added in FY 2029. This amendment is necessary to update the project schedule and costs. The Estimated Total Cost of the project increased from \$1.6 million to \$6.2 million.	<p>The Middle Branch Phase 2 project involves the 100% design of a 0.8 mile trail as part of the Baltimore Greenway Trails Network that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits. Engineering was funded with a FY 2019 TAP grant.</p> <p><b>Conformity status:</b> Exempt</p>	Amendment Resolution #26-6



# **BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

## **BALTIMORE REGIONAL TRANSPORTATION BOARD RESOLUTION #26-6**

### **AMENDMENT TO THE 2026-2029 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 2026-2029 Transportation Improvement Program for the Baltimore region at its July 22, 2025 meeting, with federal approval pending; 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**, Baltimore City has requested approval of one amendment to the 2026-2029 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, Baltimore City is requesting to amend the FY 2026-2029 TIP to add additional funding to the Greenway Middle Branch Phase 2 project. This project is part of the Baltimore Greenway Trail Network and will serve both pedestrians and cyclists. The total estimated cost for the project increases from \$1.6 million to \$6.26 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 this project is 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 September 2, 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 2026-2029 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.

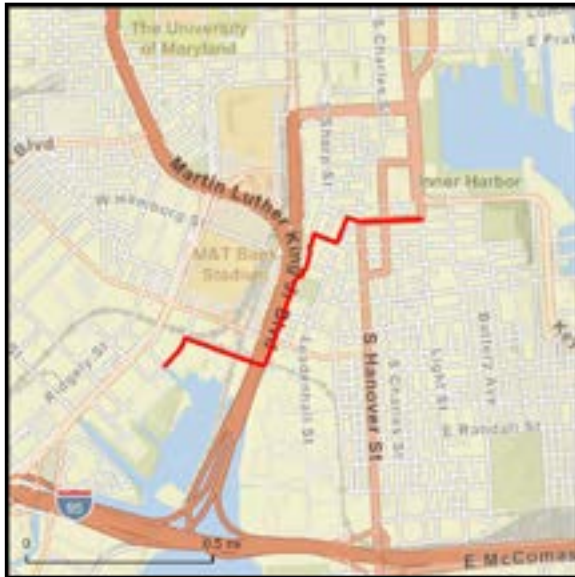
**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on September 30, 2025.

9/30/2025

Date



Trey Dickerson, Chair  
Baltimore Regional Transportation Board


Agency  
Baltimore City

Year of Operation  
2029

Project Category  
Emission Reduction Strat-

Project Type  
Bicycle/pedestrian facility

Conformity  
Exempt

Functional Classification  
Other Principal Arterial

CIP/CTP ID  
508-126

Route/Road Name  
Multiple Roadways

Length  
0.8 mi

Existing Lanes  
-

Proposed Lanes  
-

Estimated Total Cost  
\$6,261,527

#### Description

The Middle Branch Phase 2 project involves the 100% design of a 0.8 mile trail as part of the Baltimore Greenway Trails Network that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits. Engineering was funded with a FY 2019 TAP grant.

#### Project Benefits

This trail will provide a key connection on the Baltimore Greenway Loop between the Inner Harbor trail/cycle track and the Middle Branch Trail.

#### Connection to Long-Range Transportation Goals

5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan

National Highway System  
No

**Project Changes:** This amendment revises the project schedule and adds \$993,000 (\$949,000 federal/\$44,000 matching) in STBG funds for Engineering in FY 2026-2028. An additional \$4.052 million (\$3.242 million federal/\$810,000 matching) in STBG funds for Construction has been added in FY 2029. This amendment is necessary to update the project schedule and costs. The Estimated Total Cost of the project increased from \$1.6 million to \$6.2 million.

#### Surface Transportation Block Grant (STBG)

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$758	\$0	\$0	\$758
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$250	\$0	\$0	\$0	\$250
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$250</b>	<b>\$758</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,008</b>

#### Local Funds

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$190	\$0	\$0	\$190
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$19	\$0	\$0	\$0	\$19
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$19</b>	<b>\$190</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209</b>

<b>Total</b>	<b>\$269</b>	<b>\$948</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,217</b>
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### Surface Transportation Block Grant (STBG)

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$4,000	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$631	\$568	\$0	\$1,199
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$631</b>	<b>\$568</b>	<b>\$4,000</b>	<b>\$5,199</b>

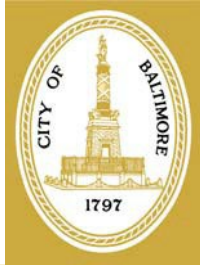
### Local Funds

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$1,000	\$1,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$63	\$0	\$0	\$63
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$63</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$1,063</b>

<b>Total</b>	<b>\$0</b>	<b>\$694</b>	<b>\$568</b>	<b>\$5,000</b>	<b>\$6,262</b>
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CITY OF BALTIMORE  
BRANDON M. SCOTT, Mayor



DEPARTMENT OF TRANSPORTATION

Veronica P. McBeth, Director  
417 E. Fayette Street, 5<sup>th</sup> Floor  
Baltimore, Maryland 21202

August 12, 2025

Mr. Todd Lang, Director of Transportation Planning  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230

Attn: Keith Kucharek

RE: FY2026-29 TIP Amendment for Greenway Middle Branch Phase 2  
TIP ID: 12-2102-03  
CIP ID: 508-126

Dear Director Lang:

Baltimore City is requesting an amendment to the FY 2026-29 TIP regarding the funding schedule and total estimated cost for the Greenway Trail Network-Middle Branch Phase 2 Project. The project is advancing in the planning and design stages, but the entry for the project in the latest TIP contains funding information that is outdated and inaccurate following more recent cost and manhour estimates finalized in March 2025, which necessitates an amendment to the TIP to reflect this change. This project began in 2018, but the Baltimore City Department of Transportation (BCDOT) has received cost and manhour estimates from design consultant Whitman Requardt and Associates that indicate the costs must be updated to reflect contemporary project costs. The expected cost associated with this amendment for engineering is \$1,261,527.30 to reach final design. This includes \$250,000 in federal discretionary grant funds (Transportation Alternatives Program), \$62,500 in local matching funds, and \$949,027.30 in additional federal funds via Surface Transportation Block Grant funding. We hope to complete design and advertise the project for construction in FY 2028.

Please see the attached markup in the TIP project entry that would correct the financial information in the two tables at the bottom of the page, titled “Surface Transportation Block Grant (STBG)” and “Local Funds.” This revision should also update the “Estimated Total Cost” entry in the third row of the header at the top of the page.

The revisions would read as follows:

Estimated Cost: \$6,261,527

**Surface Transportation Block Grant (STBG)**

	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
Phase					
CON				5,000	5,000
OTH					
ENG		631	568		1,199
PL					
ROW					

Subtotal		631	568	5,000	6,199
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**Local Funds**

	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
Phase					
CON					
OTH					
ENG		63			63
PL					
ROW					
Subtotal					
Total		63			63

The Transportation Improvement Program continues to be fiscally constrained. If you have questions, you may contact Mr. Sean Burnett, BCDOT Capital Planning Chief, at 443-615-1324 or by email at [sean.burnett@baltimorecity.gov](mailto:sean.burnett@baltimorecity.gov).

Thank you for your consideration.

Sincerely,

Veronica P. McBeth

Director


Agency  
Baltimore City

Year of Operation  
2029

Project Category  
Emission Reduction Strat-

Project Type  
Bicycle/pedestrian facility

Conformity  
Exempt

Functional Classification  
Other Principal Arterial

CIP/CTP ID  
508-126

Route/Road Name  
Multiple Roadways

Length  
0.8 mi

Existing Lanes  
-

Proposed Lanes  
-

Estimated Total Cost  
~~\$1,600,000~~  
\$6,261,527

#### Description

The Middle Branch Phase 2 project involves the 100% design of a 0.8 mile trail as part of the Baltimore Greenway Trails Network that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits. Engineering was funded with a FY 2019 TAP grant.

#### Project Benefits

This trail will provide a key connection on the Baltimore Greenway Loop between the Inner Harbor trail/cycle track and the Middle Branch Trail.

National Highway System  
No

#### Connection to Long-Range Transportation Goals

5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit - Human Services Transportation Plan

#### Surface Transportation Block Grant (STBG)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	<del>\$758</del> \$0	\$0	\$0	\$758
OTH	\$0	\$0	\$0	<del>\$0</del> \$5,000	<del>\$0</del> \$5,000
ENG	<del>\$250</del> \$0	<del>\$0</del> \$631	<del>\$0</del> \$568	\$0	<del>\$250</del> \$1,199
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	<del>\$250</del> \$0	<del>\$758</del> \$631	<del>\$0</del> \$568	<del>\$0</del> \$5,000	<del>\$1,008</del> \$6,199

#### Local Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	<del>\$190</del> \$0	\$0	\$0	\$190
OTH	\$0	\$0	\$0	\$0	\$0
ENG	<del>\$190</del> \$0	<del>\$0</del> \$63	\$0	\$0	<del>\$190</del> \$63
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	<del>\$190</del> \$0	<del>\$190</del> \$63	\$0	\$0	<del>\$209</del> \$63

Total	<del>\$209</del> \$0	<del>\$948</del> \$694	<del>\$0</del> \$568	<del>\$0</del> \$5,000	<del>\$1,217</del> \$6,262
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# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 12-2102-03

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Greenway Middle Branch Phase 2	B	Exempt	N/A	\$ 1,008	\$ 209	\$ 1,217
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	City of Baltimore	BRTB	N/A	\$ 191	\$ (146)	\$ 45
Description	The Middle Branch Phase 2 project involves the 100% design of a 0.8 mile trail as part of the Baltimore Greenway Trails Network that connects Baltimore City's major parks.					
Justification	This trail will provide a key connection on the Baltimore Greenway Loop between the Inner Harbor trail/cycle track and the Middle Branch Trail.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input 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	\$ -	\$ 269	\$ 948	\$ -	\$ 1,217
		Federal	\$ -	\$ 250	\$ 758	\$ -	\$ 1,008
		State/Local	\$ -	\$ 19	\$ 190	\$ -	\$ 209
	Proposed (000s)	Total	\$ -	\$ -	\$ 694	\$ 568	\$ 1,262
		Federal	\$ -	\$ -	\$ 631	\$ 568	\$ 1,199
		State/Local	\$ -	\$ -	\$ 63	\$ -	\$ 63
	Change (000s)	Total	\$ -	\$ (269)	\$ (254)	\$ 568	\$ 45
		Federal	\$ -	\$ (250)	\$ (127)	\$ 568	\$ 191
		State/Local	\$ -	\$ (19)	\$ (127)	\$ -	\$ (146)

## 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
PP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State/Local	\$ -	\$ -	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19	\$ 19
	STBG	\$ -	\$ -	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250	\$ -	\$ 250
RW	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 758	\$ 190	\$ -	\$ -	\$ 758	\$ 190	\$ 948
Total		\$ -	\$ -	\$ 250	\$ 19	\$ 758	\$ 190	\$ -	\$ -	\$ 1,008	\$ 209	\$ 1,217

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
PP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 63	\$ -	\$ -	\$ -	\$ 63	\$ 63
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 631	\$ -	\$ 568	\$ -	\$ 1,199	\$ -	\$ 1,199
RW	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 631	\$ 63	\$ 568	\$ -	\$ 1,199	\$ 63	\$ 1,262

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
PP	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State/Local	\$ -	\$ -	\$ -	\$ (19)	\$ -	\$ 63	\$ -	\$ -	\$ -	\$ 44	\$ 44
	STBG	\$ -	\$ -	\$ (250)	\$ -	\$ 631	\$ -	\$ 568	\$ -	\$ 949	\$ -	\$ 949
RW	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ (758)	\$ (190)	\$ -	\$ -	\$ (758)	\$ (190)	\$ (948)
Total		\$ -	\$ -	\$ (250)	\$ (19)	\$ (127)	\$ (127)	\$ 568	\$ -	\$ 191	\$ (146)	\$ 45

## TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 1,199	Federal	\$ 5,000	Federal	\$ 6,199
State/Local	\$ -	State/Local	\$ 63	State/Local	\$ -	State/Local	\$ 63
Total	\$ -	Total	\$ 1,262	Total	\$ 5,000	Total	\$ 6,262