

November 20, 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) requests to amend the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) on behalf of the Maryland State Highway Administration (SHA) for three new projects to be contained in the FY 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP) and that were approved by the BRTB on November 18, 2025.

| Project Name   | STIP #     | Funding Source | FY25-FY28 Net Federal Change (in 000's) |
|--|------------|----------------|---|
| US 1: From Prince George's County line to Gorman Road      | 66-2601-25 | HSIP           | \$15,369                                |
| Sparrows Point/Broening Highway Interchange Planning Study | 63-2601-45 | HIP            | \$1,000                                 |
| Anne Arundel County Trails Spurs and Connectors            | 61-2602-03 | HIP            | \$611                                   |

The MDOT has assigned Control #25-59 for this amendment to the STIP, and the supporting documentation is attached.

Ms. Valeriya Remezova  
Ms. Terry Garcia Crews  
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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.state.maryland.gov](mailto:djanousek@mdot.state.maryland.gov).

Sincerely,

A handwritten signature in cursive script that reads "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



November 18, 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 three amendments to the *2026-2029 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on November 18, 2025. The documentation enclosed support changes to the *2026-2029 TIP* for three new MDOT SHA projects.

- **US 1: From Prince George's County line to Gorman Road: 66-2601-25**
- **Sparrows Point/Broening Highway Interchange Planning Study: 63-2601-45**
- **Anne Arundel County Trails Spurs and Connectors: 61-2602-03**

These amendments were presented to the Technical Committee on November 4, 2025. The Interagency Consultation Group (ICG) has also reviewed this request and has determined of the projects 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 #26-12 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: Ms. Michelle Martin, MDOT  
Ms. Kari Snyder, MDOT  
Ms. Tara Penders, SHA  
Mr. Ben Allen, SHA  
Mr. Joe Lombardo, SHA



### Summary of FY 2026-2029 TIP Changes

| Project Title  | TIP Change Reason  | Description   | Type of Change              |
|--|--|---|-----------------------------|
| US 1: From PG Co. line to Gorman Road<br>66-2601-25                      | This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds \$3.452 million in HSIP funds (\$3.067 million federal/\$0.385 million match) for engineering in FY 2026-2027, \$0.718 million in HSIP funds (\$0.573 million federal/\$0.145 million match) for Right-of-Way in FY 2026-2029, and \$17.894 million in HSIP funds (\$14.316 million federal/\$3.578 million match) for construction in FY 2027-2029. This project is a breakout project from the Safety and Spot Improvement Areawide (60-9508-19) which was necessary due to extensive cost increases. The estimated total cost of the project is \$23.833 million which includes previous expenditures under the areawide project. | The project will provide enhanced pedestrian and bicycle facilities along the US 1 corridor from the Prince Georges County line to Gorman Road in Howard County. These facilities include both the addition shared-use paths and re-purposed outside travel lanes to serve as dedicated pedestrian/bicycle lanes of varying widths. The project seeks to also address safety and connectivity concerns with both enhanced and added crosswalk improvements. Signal crossing modifications will also be evaluated and implemented as may be appropriate.<br><br><b>Conformity status:</b> Not Exempt | Amendment Resolution #26-12 |
| Sparrows Point/Broening Highway Interchange Planning Study<br>63-2601-45 | This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds \$1.25 million in HIP funds (\$1.0 million federal/\$0.250 million match provided by Baltimore County) for planning in FY 2026-2027. This project is a result of a \$1,000,000 earmark received using Highway Infrastructure Program funding. The estimated total cost of the project is \$1.25 million for the planning study only.   | Planning study for the construction of a full interchange at I-695 and Broening Highway.<br><br><b>Conformity status:</b> Exempt  | Amendment Resolution #26-12 |



|   |   |   |                             |
|---|---|---|-----------------------------|
| Anne Arundel County Trails Spurs and Connectors<br>61-2602-03 | This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds \$764,000 in Highway Infrastructure Program (HIP) funds (\$611,000 federal/\$153,000 match) for engineering in FY 2026-2027. This amendment is necessary to reflect the award of a \$611,000 earmark grant using HIP funding. The estimated total cost of the project is \$764,000 which does not include construction funding. | <p>This project consists of the design and construction of The BWI Trail to Corkran Middle School Spur (BWI to Corkran MS) and The Baltimore Annapolis Trail to Severna Park High School Spur (B&amp;A Trail to Severna HS). BWI to Corkran MS trail spur connects the BWI Trail and the John Overstreet Connector Trail to Corkran Middle School in Glen Burnie. The proposed trail improvements include but are not necessarily limited to a 10' wide paved surface over aggregate base, crosswalks, signage and markings, pedestrian boardwalk/ bridge, culverts, fencing, storm water management, landscaping and other site furnishings.</p> <p><b>Conformity status:</b> Exempt</p> | Amendment Resolution #26-12 |
|---|---|---|-----------------------------|

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #26-12**

**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 received on October 8, 2025; 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 (MDOT SHA) has requested approval of three amendments to the 2026-2029 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, MDOT SHA is requesting to add the US 1: Prince George's County line to Gorman Road project. This amendment adds \$5.221 million in HSIP and state matching funds for Engineering, \$0.718 million in HSIP and state matching funds for Right of Way, and \$17.894 in HSIP and state matching funds for Construction in FY 2026-2028. The total estimated cost for this project is \$23.833 million; and

**WHEREAS**, MDOT SHA is requesting to add the Sparrows Point/Broening Highway Interchange Planning Study project. This amendment adds \$1.250 million in HIP and state matching funds for Planning in FY 2026-2027. This funding will be used to study the potential for a full interchange at I-695 and Broening Highway. The total estimated cost for the project \$1.250 million; and

**WHEREAS**, MDOT SHA is requesting to add the Anne Arundel County Trails Spurs and Connectors project. This amendment adds \$764,000 in HIP and state matching funds for Engineering in FY 2026-2027. This funding will be used to complete connections between the BWI Trail to Corkran Middle School and the Baltimore Annapolis Trail and Severna Park High School. This project received a \$611,000 earmark; 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**, the Interagency Consultation Group has determined that these projects 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 November 4, 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 November 18, 2025.

11/18/2025

Date



Clarence "Trey" Dickerson, Chair  
Baltimore Regional Transportation Board




Agency  
SHA

Year of Operation  
2028

Project Category  
Emission Reduction  
Strategy

Project Type  
Bicycle/Pedestrian Facility

Conformity  
Exempt

Functional  
Classification Other  
Principal Arterial

CIP/CTP ID  
H05411

Route/Road Name  
US 1

Length  
0.52 mi

Existing Lanes  
4

Proposed Lanes  
4

Estimated Total Cost  
\$23,833,000

#### Description

The project will provide enhanced pedestrian and bicycle facilities along the US 1 corridor from the Prince Georges County line to Gorman Road in Howard County. These facilities include both the addition shared-use paths and re-purposed outside travel lanes to serve as dedicated pedestrian/bicycle lanes of varying widths. The project seeks to also address safety and connectivity concerns with both enhanced and added crosswalk improvements. Signal crossing modifications will also be evaluated and implemented as may be appropriate.

#### 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 US 1 corridor was identified as one of the prioritized target areas.

#### Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries

National Highway System  
Yes

**Change Reason** - This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds \$3.452 million in HSIP funds (\$3.067 million federal/\$0.385 million match) for engineering in FY 2026-2027, \$0.718 million in HSIP funds (\$0.573 million federal/\$0.145 million match) for Right-of-Way in FY 2026-2029, and \$17.894 million in HSIP funds (\$14.316 million federal/\$3.578 million match) for construction in FY 2027-2029. This project is a breakout project from the Safety and Spot Improvement Areawide (60-9508-19) which was necessary due to extensive cost increases. The estimated total cost of the project is \$23.833 million which includes previous expenditures under the areawide project.

#### Highway Safety Improvement Program (HSIP)

(funding in thousands) - NEW

| Phase           | FY 2026        | FY 2027        | FY 2028        | FY 2029        | Total<br>Four-Year<br>Funding<br>Request |
|-----------------|----------------|----------------|----------------|----------------|--|
| CON             | \$0            | \$4,521        | \$6,515        | \$3,280        | \$14,316                                 |
| OTH             | \$0            | \$0            | \$0            | \$0            | \$0                                      |
| ENG             | \$1,028        | \$2,039        | \$0            | \$0            | \$3,067                                  |
| PL              | \$0            | \$0            | \$0            | \$0            | \$0                                      |
| ROW             | \$105          | \$114          | \$114          | \$240          | \$573                                    |
| <b>Subtotal</b> | <b>\$1,133</b> | <b>\$6,674</b> | <b>\$6,629</b> | <b>\$3,520</b> | <b>\$17,956</b>                          |

#### State Funds

(funding in thousands) - NEW

| Phase           | FY 2026      | FY 2027        | FY 2028        | FY 2029      | Total<br>Four-Year<br>Funding<br>Request |
|-----------------|--------------|----------------|----------------|--------------|--|
| CON             | \$0          | \$1,130        | \$1,628        | \$820        | \$3,578                                  |
| OTH             | \$0          | \$0            | \$0            | \$0          | \$0                                      |
| ENG             | \$257        | \$128          | \$0            | \$0          | \$385                                    |
| PL              | \$0          | \$0            | \$0            | \$0          | \$0                                      |
| ROW             | \$27         | \$29           | \$29           | \$60         | \$145                                    |
| <b>Subtotal</b> | <b>\$284</b> | <b>\$1,287</b> | <b>\$1,657</b> | <b>\$880</b> | <b>\$4,108</b>                           |

|              |                |                |                |                |                 |
|--------------|----------------|----------------|----------------|----------------|-----------------|
| <b>Total</b> | <b>\$1,417</b> | <b>\$7,961</b> | <b>\$8,286</b> | <b>\$4,400</b> | <b>\$22,064</b> |
|--------------|----------------|----------------|----------------|----------------|-----------------|

October 1, 2025 (Revised October 8, 2025)

Mr. Todd Lang  
Transportation Planning Director  
ATTN: Mr. Keith Kucharek  
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) for a new Maryland State Highway Administration (SHA) project.

- |    |            |   |  |
|----|------------|---|--|
| 1. | 66-2601-25 | US 1 from PG County line to Gorman Road | This requested amendment reflects the addition of a new standalone project to the FY 2026-2029 BRTB TIP and adds \$23,833,000 in federal Highway Safety Improvement Program (HSIP) funds and matching funds to the FY 2026-2029 BRTB TIP for design, right-of-way, and construction for BRTB 66-2601-25. |
|----|------------|---|--|

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  
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

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)  
CHIEF TARA PENDERS *TP* 10/08/2025

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

**DATE:** September 12, 2025 (**REVISED OCTOBER 8, 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<br>FUNDING |
|------------|---|-------|----------------|
| 66-2601-25 | US 1 from PG County line to Gorman Road | PE    | \$5,221,000    |
|            |   | CO    | \$17,894,000   |
|            |   | RW    | \$718,000      |

**ANALYSIS**

*US 1 from PG County line to Gorman Road (BRTB 66-2601-25)* – This requested amendment reflects the addition of a new standalone project to the FY 2026-2029 BRTB TIP and adds \$23,833,000 in federal Highway Safety Improvement Program (HSIP) funds and matching funds to the FY 2026-2029 BRTB TIP for design, right-of-way and construction for BRTB 66-2601-25. 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 Transportation Planner, Joseph Lombardo, Ph.D. at [jlombardo.consultant@mdot.maryland.gov](mailto:jlombardo.consultant@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: Joseph Lombardo, Ph.D., Transportation Planner, RIPD, SHA  
Ms. Tara Penders, Division Chef, RIPD, SHA  
Mr. Ben Allen, Regional Planner, RIPD, SHA

## 2026 - 2029 Transportation Improvement Program

SHA - Regional

### *US 1: From PG County line to Gorman Road*

|                          |                                   |                             |                          |
|--------------------------|-----------------------------------|-----------------------------|--------------------------|
| <b>TIP Id #</b>          | 66-2601-25                        | <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>        | 0.52 miles               |
| <b>CIP/CTP Page#</b>     |                                   | <b>Estimated Total Cost</b> | \$23,833,000             |


| Description   | Justification  |
|---|--|
| <i>The project will provide enhanced pedestrian and bicycle facilities along the US 1 corridor between PG County line to Gorman in Howard County. These facilities include both the addition of separate, adjacent 10-foot wide shared use paths and repurposed outside travel lanes to serve as dedicated pedestrian/bicycle lanes of varying widths. The project seeks to also address safety and connectivity concerns with both enhanced and added crosswalk improvements. Signal crossing modifications will also be evaluated and implemented, as may be appropriate.</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 US 1 corridor was identified as one of the prioritized target areas.</i> |

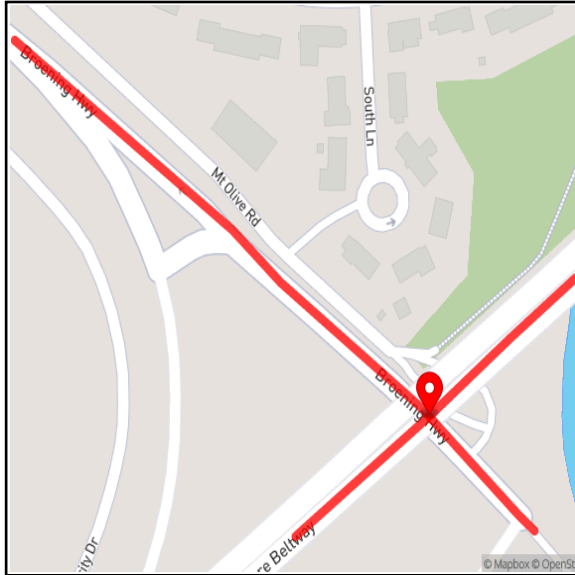
### Fund Source: HSIP

|               |                       |                        |                       |                        |                       |                        |                       |                        | 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                      | 4521                  | 1130                   | 6515                  | 1628                   | 3280                  | 820                    | 17894          |
| OTH           | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| ENG           | 1028                  | 257                    | 2039                  | 128                    | 0                     | 0                      | 0                     | 0                      | 3452           |
| PP            | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| ROW           | 105                   | 27                     | 114                   | 29                     | 114                   | 29                     | 240                   | 60                     | 718            |
| <b>Totals</b> | <b>1133</b>           | <b>284</b>             | <b>6674</b>           | <b>1287</b>            | <b>6629</b>           | <b>1657</b>            | <b>3520</b>           | <b>880</b>             | <b>22064</b>   |

*Status: Design is underway*

# MARYLAND STATEWIDE TIP FY 2025-2028

| MDOT STIP # 66-2601-25  |   |                    |                   |                          |                              |                                 |          |             |                    |             |           |
|---|---|--------------------|-------------------|--------------------------|------------------------------|---------------------------------|----------|-------------|--------------------|-------------|-----------|
| SUMMARY TABLE   |   |                    |                   |                          |                              |                                 |          |             |                    |             |           |
| Project   |   | Amendment Criteria | Conformity Status | Environmental Status     | Current Funding Level (000s) |                                 |          |             |                    |             |           |
| US 1 from PG County line to Gorman Road   |   | A                  | na                | na                       | Federal                      | State/Local                     | Total    |             |                    |             |           |
|   |   |                    |                   |                          | Net Funding Change (000s)    |                                 |          |             |                    |             |           |
|   |   | Administration     | Area/MPO          | CTP Page                 | Federal                      | State/Local                     | Total    |             |                    |             |           |
|   |   | MDOT SHA           |                   |                          | \$                           | 15,369                          | \$       | 3,461       | \$                 | 18,830      |           |
| Description   | The project will provide enhanced pedestrian and bicycle facilities along the US 1 from PG County line to Gorman Road in Howard County. These facilities include both the addition of separate, adjacent 10-foot wide shared use paths and repurposed outside travel lanes to serve as dedicated pedestrian/bicycle lanes of varying widths. The project seeks to also address safety and connectivity concerns with both enhanced and added crosswalk improvements. Signal crossing modifications will also be evaluated and implemented, as may be appropriate. |                    |                   |                          |                              |                                 |          |             |                    |             |           |
| 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 US 1 corridor was identified as one of the prioritized target areas.   |                    |                   |                          |                              |                                 |          |             |                    |             |           |
| INDIVIDUAL REQUEST FORM   |   |                    |                   |                          |                              |                                 |          |             |                    |             |           |
| <div>STIP/TIP Amendment Criteria</div> <div><input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP</div> <div><input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change</div> <div><input type="checkbox"/> C) Removes or deletes individual listed project from the STIP</div> <div><input type="checkbox"/> D) Other</div> <div></div> |   |                    |                   | Funding                  | FY 2025                      | FY 2026                         | FY 2027  | FY 2028     | Total              |             |           |
|   |   |                    |                   | Current (000s)           | Total                        | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        |           |
|   |   |                    |                   | Federal                  | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               |             |           |
|   |   |                    |                   | State/Local              | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               |             |           |
|   |   |                    |                   | Proposed (000s)          | Total                        | \$ 1,166                        | \$ 1,417 | \$ 8,343    | \$ 8,286           | \$ 19,212   |           |
|   |   |                    |                   | Federal                  | \$ 933                       | \$ 1,133                        | \$ 6,674 | \$ 6,629    | \$ 15,369          |             |           |
|   |   |                    |                   | State/Local              | \$ 233                       | \$ 284                          | \$ 1,669 | \$ 1,657    | \$ 3,843           |             |           |
| Change (000s)   | Total   | \$ 1,166           | \$ 1,417          | \$ 7,961                 | \$ 8,286                     | \$ 18,830                       |          |             |                    |             |           |
| Federal   | \$ 933  | \$ 1,133           | \$ 6,674          | \$ 6,629                 | \$ 15,369                    |                                 |          |             |                    |             |           |
| State/Local   | \$ 233  | \$ 284             | \$ 1,287          | \$ 1,657                 | \$ 3,461                     |                                 |          |             |                    |             |           |
| 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  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PP HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PE State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PE HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| RW State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| RW HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| CO State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| CO HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| Other State   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| Other HSIP  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| 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  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PP HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PE State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PE HSIP   | \$ 933  | \$ 233             | \$ -              | \$ 1,028                 | \$ 257                       | \$ 2,039                        | \$ -     | \$ -        | \$ 4,000           | \$ -        | \$ 4,000  |
| RW State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ 27                        | \$ -                            | \$ 29    | \$ -        | \$ -               | \$ 85       | \$ 85     |
| RW HSIP   | \$ -  | \$ -               | \$ -              | \$ 105                   | \$ -                         | \$ 114                          | \$ -     | \$ 114      | \$ 333             | \$ -        | \$ 333    |
| CO State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ 1,130 | \$ -        | \$ 1,628           | \$ -        | \$ 2,758  |
| CO HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ 4,521                        | \$ -     | \$ 6,515    | \$ 11,036          | \$ -        | \$ 11,036 |
| Other State   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| Other HSIP  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| Total   | \$ 933  | \$ 233             | \$ 1,133          | \$ 284                   | \$ 6,674                     | \$ 1,669                        | \$ 6,629 | \$ 1,657    | \$ 15,369          | \$ 3,843    | \$ 19,212 |
| 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  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PP HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| PE State  | \$ -  | \$ -               | \$ 233            | \$ -                     | \$ 257                       | \$ -                            | \$ 128   | \$ -        | \$ -               | \$ 618      | \$ 618    |
| PE HSIP   | \$ 933  | \$ -               | \$ -              | \$ 1,028                 | \$ -                         | \$ 2,039                        | \$ -     | \$ -        | \$ 4,000           | \$ -        | \$ 4,000  |
| RW State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ 27                        | \$ -                            | \$ 29    | \$ -        | \$ -               | \$ 85       | \$ 85     |
| RW HSIP   | \$ -  | \$ -               | \$ -              | \$ 105                   | \$ -                         | \$ 114                          | \$ -     | \$ 114      | \$ 333             | \$ -        | \$ 333    |
| CO State  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ 1,130 | \$ -        | \$ 1,628           | \$ -        | \$ 2,758  |
| CO HSIP   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ 4,521                        | \$ -     | \$ 6,515    | \$ 11,036          | \$ -        | \$ 11,036 |
| Other State   | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| Other HSIP  | \$ -  | \$ -               | \$ -              | \$ -                     | \$ -                         | \$ -                            | \$ -     | \$ -        | \$ -               | \$ -        | \$ -      |
| Total   | \$ 933  | \$ 233             | \$ 1,133          | \$ 284                   | \$ 6,674                     | \$ 1,287                        | \$ 6,629 | \$ 1,657    | \$ 15,369          | \$ 3,461    | \$ 18,830 |
| TOTAL PROJECT COST  |   |                    |                   |                          |                              |                                 |          |             |                    |             |           |
| Prior Cost (≠ FY 2024)  |   |                    |                   | STIP Cost (FY 2025-2028) |                              | Balance to Complete (≠ FY 2029) |          |             | Total Project Cost |             |           |
| Federal   | \$  | 199                | Federal           | \$                       | 15,369                       | Federal                         | \$       | 3,520       | Federal            | \$          | 19,088    |
| State/Local   | \$  | 22                 | State/Local       | \$                       | 3,843                        | State/Local                     | \$       | 880         | State/Local        | \$          | 4,745     |
| Total   | \$  | 221                | Total             | \$                       | 19,212                       | Total                           | \$       | 4,400       | Total              | \$          | 23,833    |



Agency  
SHA

Year of Operation  
TBD

Project Category  
Highway Capacity

Project Type  
Interchange ramp added or widened

Conformity  
Exempt

Functional  
Classification  
Interstate

CIP/CTP ID  
NA

Route/Road Name  
I-695 at Broening Highway

Length  
TBD

Existing Lanes  
2 (Broening Hwy.)

Proposed Lanes  
TBD

Estimated Total Cost  
\$1,250,000

## Description

Planning study for the construction of a full interchange at I-695 and Broening Highway.

## Project Benefits

A full interchange at this location would maximize the potential redevelopment activities at Tradepoint Atlantic, would allow for truck avoidance of the toll plaza, and would reduce truck traffic impacting residential communities on Dundalk Avenue and Holabird Avenue.

## Connection to Long-Range Transportation Goals

4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth

National Highway System  
Yes

**Change Reason** - This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds \$1.25 million in HIP funds (\$1.0 million federal/\$0.250 million match provided by Baltimore County) for planning in FY 2026-2027. This project is a result of a \$1,000,000 earmark received using Highway Infrastructure Program funding. The estimated total cost of the project is \$1.25 million for the planning study only.

## Highway Infrastructure Program (HIP)

(funding in thousands) - NEW

| Phase           | FY 2026      | FY 2027      | FY 2028    | FY 2029    | Total<br>Four-Year<br>Funding<br>Request |
|-----------------|--------------|--------------|------------|------------|--|
| CON             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| OTH             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| ENG             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| PL              | \$399        | \$601        | \$0        | \$0        | \$1,000                                  |
| ROW             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| <b>Subtotal</b> | <b>\$399</b> | <b>\$601</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,000</b>                           |

## State Funds

(funding in thousands) - NEW

| Phase           | FY 2026      | FY 2027      | FY 2028    | FY 2029    | Total<br>Four-Year<br>Funding<br>Request |
|-----------------|--------------|--------------|------------|------------|--|
| CON             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| OTH             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| ENG             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| PL              | \$100        | \$150        | \$0        | \$0        | \$250                                    |
| ROW             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| <b>Subtotal</b> | <b>\$100</b> | <b>\$150</b> | <b>\$0</b> | <b>\$0</b> | <b>\$250</b>                             |

|              |              |              |            |            |                |
|--------------|--------------|--------------|------------|------------|----------------|
| <b>Total</b> | <b>\$499</b> | <b>\$751</b> | <b>\$0</b> | <b>\$0</b> | <b>\$1,250</b> |
|--------------|--------------|--------------|------------|------------|----------------|

October 9, 2025

Mr. Todd Lang  
Transportation Planning Director  
ATTN: Mr. Keith Kucharek  
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) for a Maryland State Highway Administration (SHA) project.

|            |  |   |
|------------|--|---|
| 63-2601-45 | Sparrows Point/<br>Broening<br>Interchange<br>Planning Study | This requested amendment reflects the addition of a new project and \$1,250,000 to planning for the Sparrows Point/Broening Interchange Planning Study project. The funding includes a \$1,000,000 earmark using Highway Infrastructure Program (HIP) funding and \$250,000 in County matching funds. |
|------------|--|---|

More details of the 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  
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

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) 10/09/2025  
CHIEF TARA PENDERS *TP*

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

**DATE:** OCTOBER 8, 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 2026-2029 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<br>FUNDING |
|------------|--|-------|----------------|
| 63-2601-45 | Sparrows Point/ Broening Interchange Planning Study –<br>Earmark | PP    | \$ 1,250,000   |

**ANALYSIS**

*Sparrows Point/ Broening Interchange Planning Study - Earmark (BRTB 63-2601-45)* – This requested amendment reflects the addition of a new project and \$1,250,000 to planning for the Sparrows Point/Broening Interchange Planning Study project. The funding includes a \$1,000,000 earmark using Highway Infrastructure Program (HIP) funding and \$250,000 in County matching funds.

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 2026-2031 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. Ben Allen, at 410-545-5649 or [ballen3@mdot.maryland.gov](mailto:ballen3@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2026-2029 BRTB TIP project 63-2601-45 report
- FY 2025-2028 Maryland STIP project BRTB 63-2601-45 report

cc: Mr. Ben Allen, Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering,  
SHA

## 2026 - 2029 Transportation Improvement Program

SHA - Regional

### *Sparrows Point/ Broening Interchange Planning Study - Earmark*

|                          |                  |                             |                                   |
|--------------------------|------------------|-----------------------------|-----------------------------------|
| <b>TIP Id #</b>          | 63-2601-45       | <b>Year of Operation</b>    | TBD                               |
| <b>Agency</b>            | SHA              | <b>Project Type</b>         | Interchange ramp added or widened |
| <b>Project Category</b>  | Highway Capacity | <b>Functional Class</b>     | Interstate                        |
| <b>Conformity Status</b> | N/A              | <b>Physical Data</b>        | N/A                               |
| <b>CIP/CTP Page#</b>     | N/A              | <b>Estimated Total Cost</b> | \$1,250,000                       |

| Description  | Justification  |
|--|--|
| Planning study for the construction of a full interchange at I-695 and Broening Highway. | A full interchange at this location would maximize the potential redevelopment activities at Tradepoint Atlantic, would allow for truck avoidance of the toll plaza, and would reduce truck traffic impacting residential communities on Dundalk Avenue and Holabird Avenue. |

### Fund Source: HIP

|               |                       |                        |                       |                        |                       |                        |                       |                        | 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                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| OTH           | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| ENG           | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| PP            | 399                   | 100                    | 601                   | 150                    | 0                     | 0                      | 0                     | 0                      | 1,250          |
| ROW           | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| <b>Totals</b> | <b>399</b>            | <b>100</b>             | <b>601</b>            | <b>150</b>             | <b>0</b>              | <b>0</b>               | <b>0</b>              | <b>0</b>               | <b>1,250</b>   |

*Status: Study to be initiated in FY 2026*

# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 63-2601-45

## SUMMARY TABLE

| Project   | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) |             |          |
|---|--------------------|-------------------|----------------------|------------------------------|-------------|----------|
|   |                    |                   |                      | Federal                      | State/Local | Total    |
| Sparrows Point/ Broening Interchange Planning Study - Earmark | A                  | na                | na                   | \$ -                         | \$ -        | \$ -     |
|   | Administration     | Area/MPO          | CTP Page             | Net Funding Change (000s)    |             |          |
|   |                    |                   |                      | Federal                      | State/Local | Total    |
|   | MDOT SHA           | BRTB              | N/A                  | \$ 1,000                     | \$ 250      | \$ 1,250 |

Description: Planning study for the construction of a full interchange at I-695 and Broening Highway.

Justification: A full interchange at this location would maximize the potential redevelopment activities at Tradepoint Atlantic, would allow for truck avoidance of the toll plaza, and would reduce truck traffic impacting residential communities on Dunduk Avenue and Holabird Avenue.

## INDIVIDUAL REQUEST FORM

### STIP/TIP Amendment Criteria

- ☒ A) Adds new individual projects to the current STIP  
☐ B) Increase/decrease, scope change, advance, delay, or phase change  
☐ C) Removes or deletes individual listed project from the STIP  
☐ D) Other



MARYLAND DEPARTMENT OF TRANSPORTATION

## PHASE DETAIL

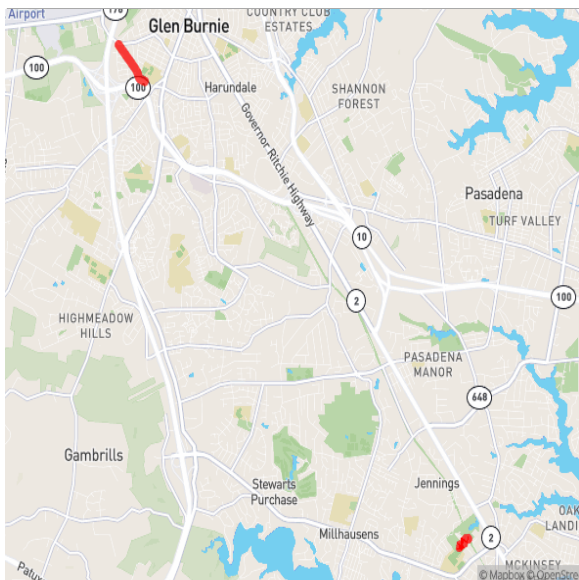
| Current<br>Phase/Funding | FY 2025     |             | FY 2026     |             | FY 2027     |             | FY 2028     |             | TOTAL       |             |             |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
|                          | Federal     | State/Local | Federal     | State/Local | Federal     | State/Local | Federal     | State/Local | Federal     | State/Local | Total       |
| PP State                 | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| PP HIP                   | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| PE State                 | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| PE Federal               | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| RW State                 | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| RW Federal               | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| CO State                 | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| CO Federal               | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| Other State              | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| Other Federal            | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        | \$ -        |
| <b>Total</b>             | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ -</b> |

| Proposed<br>Phase/Funding | FY 2025     |             | FY 2026       |               | FY 2027       |               | FY 2028     |             | TOTAL           |               |                 |
|---------------------------|-------------|-------------|---------------|---------------|---------------|---------------|-------------|-------------|-----------------|---------------|-----------------|
|                           | Federal     | State/Local | Federal       | State/Local   | Federal       | State/Local   | Federal     | State/Local | Federal         | State/Local   | Total           |
| PP State                  | \$ -        | \$ -        | \$ -          | \$ 100        | \$ -          | \$ 150        | \$ -        | \$ -        | \$ -            | \$ 250        | \$ 250          |
| PP HIP                    | \$ -        | \$ -        | \$ 399        | \$ -          | \$ 601        | \$ -          | \$ -        | \$ -        | \$ 1,000        | \$ -          | \$ 1,000        |
| PE State                  | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| PE Federal                | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| RW State                  | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| RW Federal                | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| CO State                  | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| CO Federal                | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| Other State               | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| Other Federal             | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| <b>Total</b>              | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 399</b> | <b>\$ 100</b> | <b>\$ 601</b> | <b>\$ 150</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 1,000</b> | <b>\$ 250</b> | <b>\$ 1,250</b> |

| Change<br>Phase/Funding | FY 2025     |             | FY 2026       |               | FY 2027       |               | FY 2028     |             | TOTAL           |               |                 |
|-------------------------|-------------|-------------|---------------|---------------|---------------|---------------|-------------|-------------|-----------------|---------------|-----------------|
|                         | Federal     | State/Local | Federal       | State/Local   | Federal       | State/Local   | Federal     | State/Local | Federal         | State/Local   | Total           |
| PP State                | \$ -        | \$ -        | \$ -          | \$ 100        | \$ -          | \$ 150        | \$ -        | \$ -        | \$ -            | \$ 250        | \$ 250          |
| PP HIP                  | \$ -        | \$ -        | \$ 399        | \$ -          | \$ 601        | \$ -          | \$ -        | \$ -        | \$ 1,000        | \$ -          | \$ 1,000        |
| PE State                | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| PE Federal              | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| RW State                | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| RW Federal              | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| CO State                | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| CO Federal              | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| Other State             | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| Other Federal           | \$ -        | \$ -        | \$ -          | \$ -          | \$ -          | \$ -          | \$ -        | \$ -        | \$ -            | \$ -          | \$ -            |
| <b>Total</b>            | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 399</b> | <b>\$ 100</b> | <b>\$ 601</b> | <b>\$ 150</b> | <b>\$ -</b> | <b>\$ -</b> | <b>\$ 1,000</b> | <b>\$ 250</b> | <b>\$ 1,250</b> |

## 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          |
| <b>Total</b>           | <b>\$ -</b> | <b>Total</b>             | <b>\$ 1,250</b> | <b>Total</b>                    | <b>\$ -</b> | <b>Total</b>       | <b>\$ 1,250</b> |



Agency  
SHA

Year of Operation  
TBD

Project Category  
Emission Reduction  
Strategy

Project Type  
Bicycle/Pedestrian Facility

Conformity  
Exempt

Functional  
Classification  
NA

CIP/CTP ID  
TBD

Route/Road Name  
NA

Length  
1.25 mi (BWI) 1.90 mi (B&A)

Existing Lanes  
NA

Proposed Lanes  
NA

Estimated Total Cost  
\$764,000

## Description

This project consists of the design and construction of The BWI Trail to Corkran Middle School Spur (BWI to Corkran MS) and The Baltimore Annapolis Trail to Severna Park High School Spur (B&A Trail to Severna HS). BWI to Corkran MS trail spur connects the BWI Trail and the John Overstreet Connector Trail to Corkran Middle School in Glen Burnie. The proposed trail improvements include but are not necessarily limited to a 10' wide paved surface over aggregate base, crosswalks, signage and markings, pedestrian boardwalk/ bridge, culverts, fencing, storm water management, landscaping and other site furnishings.

## Project Benefits

To complete connections between the BWI Trail to Corkran Middle School, in addition to connecting the Baltimore Annapolis Trail to Severna Park High School.

National Highway System  
NA

## Connection to Long-Range Transportation Goals

3.A Improve Accessibility -- Increase transportation options for all segments of the population, 3.D Improve Accessibility -- Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit, 5.B Implement Environmentally Responsible Transportation Solutions -- Reduce emissions to support health & conform to AQ standards

**Change Reason** - This amendment adds a new project to the FY 2026-2029 TIP. The amendment adds \$764,000 in Highway Infrastructure Program (HIP) funds (\$611,000 federal/\$153,000 match) for engineering in FY 2026-2027. This amendment is necessary to reflect the award of a \$611,000 earmark grant using HIP funding. The estimated total cost of the project is \$764,000 which does not include construction funding.

## Highway Infrastructure Program (HIP)

(funding in thousands) - NEW

| Phase           | FY 2026      | FY 2027      | FY 2028    | FY 2029    | Total<br>Four-Year<br>Funding<br>Request |
|-----------------|--------------|--------------|------------|------------|--|
| CON             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| OTH             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| ENG             | \$471        | \$140        | \$0        | \$0        | \$611                                    |
| PL              | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| ROW             | \$0          | \$0          | \$0        | \$0        | \$0                                      |
| <b>Subtotal</b> | <b>\$471</b> | <b>\$140</b> | <b>\$0</b> | <b>\$0</b> | <b>\$611</b>                             |

## State Funds

(funding in thousands) - NEW

| Phase           | FY 2026      | FY 2027     | FY 2028    | FY 2029    | Total<br>Four-Year<br>Funding<br>Request |
|-----------------|--------------|-------------|------------|------------|--|
| CON             | \$0          | \$0         | \$0        | \$0        | \$0                                      |
| OTH             | \$0          | \$0         | \$0        | \$0        | \$0                                      |
| ENG             | \$118        | \$35        | \$0        | \$0        | \$153                                    |
| PL              | \$0          | \$0         | \$0        | \$0        | \$0                                      |
| ROW             | \$0          | \$0         | \$0        | \$0        | \$0                                      |
| <b>Subtotal</b> | <b>\$118</b> | <b>\$35</b> | <b>\$0</b> | <b>\$0</b> | <b>\$153</b>                             |

|              |              |              |            |            |              |
|--------------|--------------|--------------|------------|------------|--------------|
| <b>Total</b> | <b>\$589</b> | <b>\$175</b> | <b>\$0</b> | <b>\$0</b> | <b>\$764</b> |
|--------------|--------------|--------------|------------|------------|--------------|

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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

**FROM:** REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD) 10/24/2025  
CHIEF TARA PENDERS *TP*

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

**DATE:** OCTOBER 24, 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 2026-2029 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<br>FUNDING |
|------------|---|-------|----------------|
| 61-2602-03 | Anne Arundel County Trails Spurs and Connectors—<br>Earmark | PE    | \$ 764,000     |

### ANALYSIS

*Anne Arundel County Trails Spurs and Connectors - Earmark (BRTB 61-2602-03)* – This requested amendment reflects the addition of a new project and \$764,000 in design funding associated with the Anne Arundel County Trails Spurs and Connectors project. The funding includes a \$611,000 earmark using Highway Infrastructure Program (HIP) funding and \$153,000 in County matching funds.

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 2026-2031 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. Ben Allen, at 410-545-5649 or [ballen3@mdot.maryland.gov](mailto:ballen3@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2026-2029 BRTB TIP project 61-2602-03 report
- FY 2025-2028 Maryland STIP project BRTB 61-2602-03 report

cc: Mr. Ben Allen, Regional Planner, RIPD, SHA  
Mr. Nate Evans, Assistant Chief, RIPD, SHA  
Emad Gheibi, Ph.D., P.E., Deputy Director, Office of Planning and Preliminary Engineering,  
SHA  
Joseph Lombardo, PhD., Transportation Planner, RIPD, SHA

## 2026 - 2029 Transportation Improvement Program

SHA - Regional

### *Anne Arundel County Trails Spurs and Connectors - Earmark*

|                          |                             |                             |                                |
|--------------------------|-----------------------------|-----------------------------|--------------------------------|
| <b>TIP Id #</b>          | 61-2602-03                  | <b>Year of Operation</b>    | TBD                            |
| <b>Agency</b>            | SHA                         | <b>Project Type</b>         | Bicycle/ pedestrian facilities |
| <b>Project Category</b>  | Emission Reduction Strategy | <b>Functional Class</b>     | N/A                            |
| <b>Conformity Status</b> | N/A                         | <b>Physical Data</b>        | N/A                            |
| <b>CIP/CTP Page#</b>     | N/A                         | <b>Estimated Total Cost</b> | \$764,000                      |

| Description   | Justification   |
|---|---|
| <i>This project consists of the design and construction of The BWI Trail to Corkran Middle School Spur (BWI to Corkran MS) and The Baltimore Annapolis Trail to Severna Park High School Spur (B&amp;A Trail to Severna HS). BWI to Corkran MS trail spur connects the BWI Trail and the John Overstreet Connector Trail to Corkran Middle School in Glen Burnie. The proposed trail improvements include but not necessarily limited to a 10' wide paved surface over aggregate base, crosswalks, signage and markings, pedestrian boardwalk/ bridge, culverts, fencing, storm water management, landscaping and other site furnishings.</i> | <i>To complete connections between the BWI Trail to Corkran Middle School, in addition to connecting the Baltimore Annapolis Trail to Severna Park High School.</i> |

### Fund Source: HIP

|        |                       |                        |                       |                        |                       |                        |                       |                        | 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                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| OTH    | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| ENG    | 471                   | 118                    | 140                   | 35                     | 0                     | 0                      | 0                     | 0                      | 764            |
| PP     | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| ROW    | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0                     | 0                      | 0              |
| Totals | 471                   | 118                    | 140                   | 35                     | 0                     | 0                      | 0                     | 0                      | 764            |

*Status: Design to be initiated in Winter 2025/2026.*




# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 61-2602-03

## SUMMARY TABLE

| Project   | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) |             |        |
|---|--------------------|-------------------|----------------------|------------------------------|-------------|--------|
|   |                    |                   |                      | Federal                      | State/Local | Total  |
| Anne Arundel County Trails Spurs and Connectors - Earmark   | A                  | na                | na                   | \$ -                         | \$ -        | \$ -   |
|   | Administration     | Area/MPO          | CTP Page             | Net Funding Change (000s)    |             |        |
|   |                    |                   |                      | Federal                      | State/Local | Total  |
|   | MDOT SHA           | BRTB              | N/A                  | \$ 611                       | \$ 153      | \$ 764 |
| Description: This project consists of the design and construction of The BWI Trail to Corkran Middle School Spur (BWI to Corkran MS) and The Baltimore Annapolis Trail to Severna Park High School Spur (B&A Trail to Severna HS). BWI to Corkran MS trail spur connects the BWI Trail and the John Overstreet Connector Trail to Corkran Middle School in Glen Burnie. The proposed trail improvements include but not necessarily limited to a 10' wide paved surface over aggregate base, crosswalks, signage and markings, pedestrian boardwalk/ bridge, culverts, fencing, storm water management, landscaping and other site furnishings. |                    |                   |                      |                              |             |        |
| Justification: To complete connections between the BWI Trail to Corkran Middle School, in addition to connecting the Baltimore Annapolis Trail to Severna Park High School.   |                    |                   |                      |                              |             |        |

## 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                                 | Current (000s)  | Total       | \$ -    | \$ -    | \$ -    | \$ -    | \$ -   |
|   |                 | Federal     | \$ -    | \$ -    | \$ -    | \$ -    | \$ -   |
|   |                 | State/Local | \$ -    | \$ -    | \$ -    | \$ -    | \$ -   |
| <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change                            | Proposed (000s) | Total       | \$ -    | \$ 589  | \$ 175  | \$ -    | \$ 764 |
|   |                 | Federal     | \$ -    | \$ 471  | \$ 140  | \$ -    | \$ 611 |
|   |                 | State/Local | \$ -    | \$ 118  | \$ 35   | \$ -    | \$ 153 |
| <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP                                  | Change (000s)   | Total       | \$ -    | \$ 589  | \$ 175  | \$ -    | \$ 764 |
|   |                 | Federal     | \$ -    | \$ 471  | \$ 140  | \$ -    | \$ 611 |
|   |                 | State/Local | \$ -    | \$ 118  | \$ 35   | \$ -    | \$ 153 |
|  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   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
|         | HIP     | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -  |
| 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   | \$ -    | \$ -        | \$ -    | \$ 118      | \$ -    | \$ 35       | \$ -    | \$ -        | \$ -    | \$ 153      | \$ 153 |
|          | HIP     | \$ -    | \$ -        | \$ 471  | \$ -        | \$ 140  | \$ -        | \$ -    | \$ -        | \$ 611  | \$ -        | \$ 611 |
| RW       | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
|          | Federal | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
| CO       | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
|          | Federal | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
| Other    | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
|          | Federal | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
| Total    |         | \$ -    | \$ -        | \$ 471  | \$ 118      | \$ 140  | \$ 35       | \$ -    | \$ -        | \$ 611  | \$ 153      | \$ 764 |

| 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   | \$ -    | \$ -        | \$ -    | \$ 118      | \$ -    | \$ 35       | \$ -    | \$ -        | \$ -    | \$ 153      | \$ 153 |
|        | HIP     | \$ -    | \$ -        | \$ 471  | \$ -        | \$ 140  | \$ -        | \$ -    | \$ -        | \$ 611  | \$ -        | \$ 611 |
| RW     | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
|        | Federal | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
| CO     | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
|        | Federal | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
| Other  | State   | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
|        | Federal | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -    | \$ -        | \$ -   |
| Total  |         | \$ -    | \$ -        | \$ 471  | \$ 118      | \$ 140  | \$ 35       | \$ -    | \$ -        | \$ 611  | \$ 153      | \$ 764 |

## TOTAL PROJECT COST

| Prior Cost (≤ FY 2024) |      | STIP Cost (FY 2025-2028) |        | Balance to Complete (≥ FY 2029) |      | Total Project Cost |        |
|------------------------|------|--------------------------|--------|---------------------------------|------|--------------------|--------|
| Federal                | \$ - | Federal                  | \$ 611 | Federal                         | \$ - | Federal            | \$ 611 |
| State/Local            | \$ - | State/Local              | \$ 153 | State/Local                     | \$ - | State/Local        | \$ 153 |
| Total                  | \$ - | Total                    | \$ 764 | Total                           | \$ - | Total              | \$ 764 |