

October 16, 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: Ms. Laura Keeley
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) to add two new projects in the Wilmington Area Planning Council (WILMAPCO) FY 2025-2028 Transportation Improvement Program (TIP) on behalf of Cecil County. These projects were approved by the WILMAPCO Council at their meeting on July 17, 2025.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Mechanics Valley Road Bridge CE0042 Replacement over CSX Railroad (County)	County CIP# 52634	HIP (Bridge Formula Program – Off-System)	\$11,844
Deaver Road Bridge CE0098 Replacement over CSX Railroad (County)	County CIP# 52719	BIP	\$8,690

The MDOT has assigned Control #25-32 for this revised action, and the supporting documentation is attached.

The Mechanics Valley Road Bridge (bridge #CE0042) project is being reactivated after having been included in prior TIPs. The federal agreement number for the project is # CE408ZM1. The Deaver Road Bridge project is a new project in the TIP. The draft federal agreement number for

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
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the project, which is currently awaiting final execution, is # CE813M2. The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained.

Should you have additional questions or concerns, please contact me at 410-865-2775, toll free 888-713-1414 or via e-mail at skiernan@mdot.maryland.gov

Sincerely,

Shawn Kiernan

Shawn Kiernan
Regional Planner
Office of Planning, Programming, and Project Delivery (OPPPD)

Attachments

cc: Mr. Dan Janousek, Regional Planner, OPPPD, MDOT
Mr. Kari Snyder, Regional Planner, OPPPD, MDOT

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: July 17, 2025

Action Item #12: To Amend the FY 2025-2028 Transportation Improvement Program (TIP)

Description/Summary of Item:

Cecil County has requested that the TIP be amended to include funding for the Mechanics Valley Road Bridge Replacement over CSX Railroad.

Current Funding

\$sx1000	PHASE	FY25	FY26	FY27	FY28	Total
Local	Construction	\$520.00				
FHWA	Construction	\$2,080.00				
Total		\$2,600.00				

Amended Funding

\$sx1000	PHASE	FY25	FY26	FY27	FY28	Total
Local	Construction		\$2,961.00			
FHWA	Construction		\$11,844.00			
Total			\$14,805.00			\$14,805.00

Summary of Action Taken by PAC: The WILMAPCO PAC did not take action on this item.

Summary of Action Taken by TAC:

The TAC recommended that the Council approve this amendment at their June 12 meeting.

Summary of Action Taken by Subcommittee/Task Force (if applicable):

The Air Quality Subcommittee reviewed the amendment via email and found that this would not trigger a revised air quality conformity analysis.

WILMAPCO Staff Recommendations:

The WILMAPCO staff recommends that the Council amend the TIP to include revised funding for this project.

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Geoff Anderson
Maryland Dept. of Transportation
Chief, Office of Planning,
Programming and Delivery

David L. Edgell
Delaware Office of State Planning
Coordination, Director

Adam Streight
Cecil County Executive

Shanté Hastings
Delaware Dept. of Transportation
Secretary

Marcus Henry
New Castle County Executive

John Carney
Mayor of Wilmington

Kelly A. Benson
Mayor of North East

Vacant
Cecil County Municipalities
Representative

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION **BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)**

AMENDING THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM, CECIL COUNTY ELEMENT

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Infrastructure Investment and Jobs Act (IIJA), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

WHEREAS, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

WHEREAS, the amendment to the FY 2025-2028 TIP has undergone appropriate community and technical reviews; and

WHEREAS, the amendment to the TIP has been determined to be air quality conforming in accordance with IIJA and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

WHEREAS, the amendment to the FY 2025-2028 TIP has been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby amend the FY 2025-2028 Transportation Improvement Program to include funds for the Replacement of Mechanics Valley Road Bridge CE0042 project.

7/17/2025
Date:



John Sisson, Chairperson
Wilmington Area Planning Council



Partners with you in transportation planning

TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

Please complete all form questions. Contact WILMAPCO at 302-737-6205 for more information.

Project Name:

Replacement of Bridge CE0042

TIP to be Amended:**Sponsoring Agency:**

Cecil County

Date of Submission: 05/23/2025

Project Category:

☒ System Preservation ☐ System Management ☐ System Expansion

PROJECT INFORMATION**Project Description:**

This project is to replace the existing bridge with a new modern bridge with a new alignment that also improves the intersection of Mechanics Valley and Bouchelle Road(s).

Project Justification:

The bridge is in poor condition and is functionally obsolete

Safe Streets Elements:

Guardrails on the approaches and concrete parapet barriers on the bridge are being provided to enhance vehicular safety. Chain-link fence on the parapets protects the railroad below the bridge

Project Website or Planned Public Outreach:

The public meeting information and request for public comment can be found at this link:

<https://www.ccgov.org/government/public-works/public-works-divisions/engineering-construction-division/current-capital-improvement-program-projects>

Complete Streets Elements (select all that apply):

☐ Sidewalk ☐ Pathway ☐ Bike Lanes ☒ Transit ☒ Freight

AMENDMENT INFORMATION**Type of Change (select all that apply):**

☐ New Project ☒ Increased Funds ☐ Decreased Funds ☐ Scope ☐ Accelerated Schedule ☒ Delayed Schedule

Summary / Justification of Change:

This project was inadvertently not included in the most recent version of the adopted TIP. Construction is planned for FY26 with \$2,271,614 already expended in P/E and Land Acquisition from all funding sources.

FUNDING INFORMATION**EXISTING FUNDS - Please show all funding amounts as \$s x 1,000**

Funding Source	Phase	Years							Total
		FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FHWA		N/A							N/A
Local		N/A							N/A
Total		N/A							N/A

PROPOSED FUNDS - Please show all funding amounts as \$s x 1,000

Funding Source	Phase	Years							Total
		FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	
FHWA		11844							11844
Local		2961							2961
Total		14805							14805

Federal Funding Programs:

Cecil County, Federal Aid Bridge Replacement Program

Describe How Amendment is Financially Constrained:

The project is financially constrained by the Regional Transportation Plan's allocation for Systems Preservation, and the Federal Aid Bridge Replacement Program requirements.


MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # CIP 52634

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Mechanics Valley Road Bridge Replacement over CSX Railroad CE0042	A	N/A	N/A	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
		WILMPACO		Federal	State/Local	Total
				\$ 11,844	\$ 2,961	\$ 14,805
Description	Replacement of Mechanics Valley Road bridge over CSX Railroad (CE0042). Funds are through the HIP Bridge Formula Program - Off-System. The federal project agreement is #CE408ZM1.					
Justification	The bridge is in poor condition and is functionally obsolete. This project is to replace the existing bridge with a new modren bridge with a new alignment that also improves the intersection of Mechanics Valley and Bouchelle Road(s).					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
		Total	\$ -	\$ -	\$ -	\$ -	\$ -
	<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	<input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP						
 MARYLAND DEPARTMENT OF TRANSPORTATION	<input type="checkbox"/> D) Other						
		Total	\$ 498	\$ 1,422	\$ 9,570	\$ -	\$ 11,490
		Federal	\$ -	\$ 1,040	\$ 7,650	\$ -	\$ 8,690
		State/Local	\$ 498	\$ 382	\$ 1,920	\$ -	\$ 2,800
		Total	\$ 498	\$ 1,422	\$ 9,570	\$ -	\$ 11,490
		Federal	\$ -	\$ 1,040	\$ 7,650	\$ -	\$ 8,690
		State/Local	\$ 498	\$ 382	\$ 1,920	\$ -	\$ 2,800

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ 2,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,961	\$ 2,961
	HIP	\$ -	\$ -	\$ 11,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,844	\$ -	\$ 11,844
Total		\$ -	\$ -	\$ 11,844	\$ 2,961	\$ -	\$ -	\$ -	\$ -	\$ 11,844	\$ 2,961	\$ 14,805

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ 2,961	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,961	\$ 2,961
	HIP	\$ -	\$ -	\$ 11,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,844	\$ -	\$ 11,844
Total		\$ -	\$ -	\$ 11,844	\$ 2,961	\$ -	\$ -	\$ -	\$ -	\$ 11,844	\$ 2,961	\$ 14,805

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal		Federal	\$ 11,844	Federal	\$ -	Federal	\$ 11,844
State/Local		State/Local	\$ 2,961	State/Local	\$ -	State/Local	\$ 2,961
Total	\$ -	Total	\$ 14,805	Total	\$ -	Total	\$ 14,805

WILMAPCO Council

Action Item Summary Sheet

Meeting Date: July 17, 2025

Action Item #11: To Amend the FY 2025-2028 Transportation Improvement Program (TIP)

Description/Summary of Item:

Cecil County has requested that the TIP be amended to include funding for the Deaver Road Bridge Replacement over CSX Railroad.

Current Funding

\$sx1000	PHASE	FY25	FY26	FY27	FY28	Total
Local						
FHWA						
Total						

Amended Funding

\$sx1000	PHASE	FY25	FY26	FY27	FY28	Total
Local	PE	\$498.00	\$122.00			
FHWA	ROW/Utilities		\$1,040.00			
Local	ROW/Utilities		\$260.00			
Federal	Construction			\$7,650.00		
Local	Construction			\$1,920.00		
Total		\$498.00	\$1,422.00	\$9,570.00		\$11,490.00

Summary of Action Taken by PAC: The WILMAPCO PAC did not take action on this item.

Summary of Action Taken by TAC:

The TAC recommended that the Council approve this amendment at their May 15 meeting.

Summary of Action Taken by Subcommittee/Task Force (if applicable):

The Air Quality Subcommittee reviewed the amendment via email and found that this would not trigger a revised air quality conformity analysis.

WILMAPCO Staff Recommendations:

The WILMAPCO staff recommends that the Council amend the TIP to include revised funding for this project.

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Geoff Anderson
Maryland Dept. of Transportation
Chief, Office of Planning,
Programming and Delivery

David L. Edgell
Delaware Office of State Planning
Coordination, Director

Adam Streight
Cecil County Executive

Shanté Hastings
Delaware Dept. of Transportation
Secretary

Marcus Henry
New Castle County Executive

John Carney
Mayor of Wilmington

Kelly A. Benson
Mayor of North East

Vacant
Cecil County Municipalities
Representative

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)

AMENDING THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM, CECIL COUNTY ELEMENT

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, the United States Department of Transportation's (USDOT) Regulations of Infrastructure Investment and Jobs Act (IIJA), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

WHEREAS, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

WHEREAS, the amendment to the FY 2025-2028 TIP has undergone appropriate community and technical reviews; and

WHEREAS, the amendment to the TIP has been determined to be air quality conforming in accordance with IIJA and Clean Air Act and Amendments (CAAA) of 1990 requirements; and

WHEREAS, the amendment to the FY 2025-2028 TIP has been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby amend the FY 2025-2028 Transportation Improvement Program to include funds for the Deaver Road Bridge Replacement over CSX Railroad project.

7/17/2025
Date:



John Sisson, Chairperson
Wilmington Area Planning Council



Partners with you in transportation planning

TRANSPORTATION IMPROVEMENT PROGRAM SUBMISSION/AMENDMENT FORM

Please complete all form questions. Contact WILMAPCO at 302-737-6205 for more information.

Project Name: Deaver Road Bridge Replacement over CSX Railroad **TIP to be Amended:**

Sponsoring Agency: Cecil County, MD

Date of Submission:

Project Category:

☒ System Preservation ☐ System Management ☐ System Expansion

PROJECT INFORMATION

Project Description:

Replacement of Deaver Road over CSX Railroad

Project Justification:

Deterioration of the existing bridge is expected to accelerate, potentially leading to posted bridge weight restrictions and ultimately closure of the bridge, if not addressed. Due to its current narrow width, the bridge is considered functionally obsolete. The new structure will be sized to carry two 12'-0" lanes and seek to maximize the shoulder widths.

Safe Streets Elements:

Deterioration of the existing bridge is expected to accelerate, potentially leading to posted bridge weight restrictions and ultimately closure of the bridge, if not addressed. Due to its current narrow width, the bridge is considered functionally obsolete. The new structure will be sized to carry two 12'-0" lanes and seek to maximize the shoulder widths.

Project Website or Planned Public Outreach:

There is no project website or planned public outreach at this time.

Complete Streets Elements (select all that apply):

☐ Sidewalk ☐ Pathway ☐ Bike Lanes ☒ Transit ☒ Freight

AMENDMENT INFORMATION

Type of Change (select all that apply):

☒ New Project ☐ Increased Funds ☐ Decreased Funds ☐ Scope ☐ Accelerated Schedule ☐ Delayed Schedule

Summary / Justification of Change:

N/A

FUNDING INFORMATION

EXISTING FUNDS - Please show all funding amounts as \$s x 1,000

Funding Source	Phase	Years							Total
		FY	FY	FY	FY	FY	FY	FY	

PROPOSED FUNDS - Please show all funding amounts as \$s x 1,000

Funding Source	Phase	Years							Total
		FY2025	FY2026	FY2027	FY	FY	FY	FY	
Federal	PE								
Local	PE	498	122						620
Federal	ROW / Utilities		1,040						1,040
Local	ROW / Utilities		260						260
Federal	Construction			7,650					7,650
Local	Construction			1,920					1,920
TOTAL		498	1,422	9,570					11,490

Federal Funding Programs:

Federal Bridge Aid Funds

Describe How Amendment is Financially Constrained:

This project is restrained by Cecil County's bonding authority.

MARYLAND STATEWIDE TIP FY 2025-2028


MDOT STIP # CIP 52719

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
Deaver Road Bridge Replacement over CSX Railroad	A	N/A	N/A	Federal	State/Local	Total
				\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
		WILMPACO		Federal	State/Local	Total
				\$ 8,690	\$ 2,800	\$ 11,490
Description	Replacement of Deaver Road bridge over CSX Railroad (CE0098). The draft federal agreement number for this project is #CE813M2 (awaiting final execution).					
Justification	Deterioration of the existing bridge is expected to accelerate, potentially leading to posted bridge weight restrictions and ultimately closure of the bridge, if not addressed. Due to its current narrow width, the bridge is considered functionally obsolete The new structure will be sized to carry two 12'-0" lanes and seek to maximize the shoulder widths.					

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	\$ 498	\$ 1,422	\$ 9,570	\$ 11,490
		Federal	\$ -	\$ 1,040	\$ 7,650	\$ 8,690
		State/Local	\$ 498	\$ 382	\$ 1,920	\$ 2,800
	Change (000s)	Total	\$ 498	\$ 1,422	\$ 9,570	\$ 11,490
		Federal	\$ -	\$ 1,040	\$ 7,650	\$ 8,690
		State/Local	\$ 498	\$ 382	\$ 1,920	\$ 2,800

 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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 498	\$ -	\$ 122	\$ -	\$ -	\$ -	\$ 620	\$ -	\$ 620	\$ 620
	BIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 260	\$ -	\$ -	\$ -	\$ 260	\$ -	\$ 260	\$ 260
	BIP	\$ -	\$ -	\$ 1,040	\$ -	\$ -	\$ -	\$ 1,040	\$ -	\$ -	\$ 1,040	\$ 1,040
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,920	\$ -	\$ -	\$ -	\$ 1,920	\$ 1,920
	BIP	\$ -	\$ -	\$ -	\$ -	\$ 7,650	\$ -	\$ -	\$ 7,650	\$ -	\$ -	\$ 7,650
Total		\$ -	\$ 498	\$ 1,040	\$ 382	\$ 7,650	\$ 1,920	\$ -	\$ 8,690	\$ 2,800	\$ -	\$ 11,490

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	BIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 498	\$ -	\$ 122	\$ -	\$ -	\$ -	\$ 620	\$ -	\$ 620	\$ 620
	BIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 260	\$ -	\$ -	\$ -	\$ 260	\$ -	\$ 260	\$ 260
	BIP	\$ -	\$ -	\$ 1,040	\$ -	\$ -	\$ -	\$ 1,040	\$ -	\$ -	\$ 1,040	\$ 1,040
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,920	\$ -	\$ -	\$ -	\$ 1,920	\$ 1,920
	BIP	\$ -	\$ -	\$ -	\$ -	\$ 7,650	\$ -	\$ -	\$ 7,650	\$ -	\$ -	\$ 7,650
Total		\$ -	\$ 498	\$ 1,040	\$ 382	\$ 7,650	\$ 1,920	\$ -	\$ 8,690	\$ 2,800	\$ -	\$ 11,490

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 8,690	Federal	\$ -	Federal	\$ 8,690
State/Local	\$ -	State/Local	\$ 2,800	State/Local	\$ -	State/Local	\$ 2,800
Total	\$ -	Total	\$ 11,490	Total	\$ -	Total	\$ 11,490