

October 27, 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 projects contained in the FY 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP).

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
MD 2 US 50 to Arnold Road	61-2301-41	NHPP	\$4,423
MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	61-2302-41	NHPP	\$7,500
I-97: US 50 to MD 32	61-2305-41	NHPP	\$51,145

The MDOT has assigned Control #25-53 for this amendment to the STIP, and the supporting documentation is attached.

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.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



October 24, 2025

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

Dear Mr. Anderson:

Enclosed is one amendment to the *2026-2029 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on October 24, 2025. The documentation enclosed supports changes to the *2026-2029 TIP* for three MDOT SHA projects.

- **MD 2: US 50 to Arnold Road: 61-2301-41**
- **MD 3: Waugh Chapel/Riedel Road to MD 32/I-97: 61-2302-41**
- **I-97: US 50 to MD 32: 61-2305-41**

This amendment was presented to the Technical Committee on October 7, 2025. The Interagency Consultation Group (ICG) has also reviewed this request and has determined these 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 #26-10 to support this change to the *2026-2029 TIP*.



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

Sincerely,

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Ben Allen, SHA
Mr. Emad Gheibi, SHA
Mr. Joe Lombardo, SHA
Mr. Shawn Kiernan, MDOT
Ms. Michelle Martin, MDOT
Ms. Kari Snyder, MDOT



Summary of FY 2026-2029 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
MD 2: Safety Improvements from MD 177 to MD 648 61-2601-03	This amendment adds a new project to the FY 2026-2029 TIP and utilizes Highway Safety Improvement Program (HSIP) funds. This project will include \$19.193 million (\$17.273 M federal/\$1.920 M) in HSIP funds for Engineering, Right of Way, and Construction in FY 2026-2029. This project is needed to address safety concerns along this corridor.	Roadway and pedestrian improvements along MD 2 between MD 177 and MD 648 as part of the Pedestrian Safety Action Plan. Work also includes a short distance west along MD 648. Shared-use paths are proposed on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements are proposed throughout the project limits, including pavement removal to increase safety for all road users. Also included are spot repaving, grading, drainage, stormwater management facilities, sidewalks, signals, relocated bus stops, landscaping, signs, guardrail, and pavement markings. Shared-use path connections between MD 2 and the nearby Baltimore and Annapolis (B&A) Trail are also proposed. Conformity status: Exempt	Amendment Resolution #26-5
MD 3: Waugh Chapel Road/Riedel Road to MD 32/I-97	This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk crosswalk improvements at the MD 3 and MD 175 intersection.	This amendment adds \$1,255,000 (\$949,000 federal/\$306,000 matching) in NHPP funds for Engineering in FY 2027-2028, \$6,637,000 (\$5,309,000 federal/\$1,328,000 matching) in NHPP funds for Right of Way in FY 2026-2029 and \$2,000,000 (\$1,600,000 federal/\$400,000 matching) in NHPP funds for Construction, which will be used for utility relocation. These funds will be used to continue final engineering and utility relocations. The Estimated Total Cost increases from \$26,772,000 to \$43,835,000. Conformity status: Not Exempt	Amendment Resolution #26-10

I-97: US 50 to MD 32	This project includes widening I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US50/ US 301. Unfunded phases include design (partial funding) and construction.	<p>This amendment adds \$7.0M (\$5.6M federal/\$1.4M matching) in NHPP funds for Engineering in FY 2026-2027, \$795,000 (\$636,000 federal/\$159,000 matching) in NHPP funds for Right of Way in FY 2026-2028, \$100.0M (\$80.0M federal/\$20.0M matching) in NHPP funds for Construction, and \$2.0M (\$1.599M federal/\$0.401M matching) in Other funds to be used for utility relocation. These funds will be used to continue final engineering and utility relocations. The Estimated Total Cost increases from \$104,500,000 to \$113,121,000.</p> <p>Conformity status: Not Exempt</p>	Amendment Resolution #26-10
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BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #26-10**

**AMENDMENT TO THE 2026-2029 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

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

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2026-2029 Transportation Improvement Program for the Baltimore region at its July 22, 2025 meeting, with federal approval pending; and

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

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

WHEREAS, the Maryland State Highway Administration (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 amend the MD 3: Waugh Chapel/Riedel Road to MD 32/I-97 project. This amendment adds \$7.858 million in NHPP funds and \$2.034 million in state matching funds for Engineering, Right of Way, and Other (for utilities) in FY 2026-2029. This funding will be used to continue design and relocate utilities. The total estimated cost for the project increases from \$26.772 million to \$43.835 million which includes unfunded construction costs; and

WHEREAS, MDOT SHA is requesting to amend the MD 2: US 50 to Arnold Road project. This amendment adds \$4.423 million in NHPP funds and \$1.098 million in state matching funds for Engineering, Right of Way, and Other (for utilities) in FY 2026-2029. This funding will be used to continue design and relocate utilities. The total estimated cost for the project increases from \$8.725 million to \$20.646 million which includes unfunded construction costs; and

WHEREAS, MDOT SHA is requesting to amend the I-97: US 50 to MD 32 project. This amendment adds \$3.017 million in NHPP funds and \$0.891 million in state matching funds for Engineering, \$0.636 million in NHPP funds and \$0.159 million in state matching funds for Right of Way, \$80 million in NHPP funds and \$20 million in state matching funds for Construction, and \$1.599 million in NHPP funds and \$0.401 million in state matching funds for Other which will be used for utility relocation. The estimated total cost increases from \$104.5 million to \$113.121 million.

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

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

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on October 7, 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 October 24, 2025.

10/24/2025

Date



Trey Dickerson, Chair
Baltimore Regional Transportation Board


Agency
SHA

Year of Operation
2031

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA9081

Route/Road Name
MD 2

Length
1.25 mi

Existing Lanes
2

Proposed Lanes
3

Estimated Total Cost
\$20,646,000

Description

This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2. Construction is not currently funded. Anne Arundel County contributed \$330,000 for project design.

Project Benefits

This project will improve safety for vulnerable users and reduce congestion on MD 2.

National Highway System
Yes

Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Change Reason: This amendment adds \$3,721,000 (\$2,983,000 federal/\$738,000 matching) in NHPP funds for Engineering in FY 2026-2028, \$800,000 (\$640,000 federal/\$160,000 matching) in NHPP funds for Right of Way in FY 2026-2028 and \$1,000,000 (\$800,000 federal/\$200,000 matching) in NHPP funds for Construction, which will be used for utility relocation. These funds will be used to continue final engineering and utility relocations. The Estimated Total Cost increases from \$8,725,000 to \$20,646,000.

National Highway Performance Program (NHPP)

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,130	\$10	\$0	\$0	\$1,140
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,130	\$10	\$0	\$0	\$1,140

State Funds

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$282	\$10	\$0	\$0	\$292
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$282	\$10	\$0	\$0	\$292

Total	\$1,412	\$20	\$0	\$0	\$1,432
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National Highway Performance Program (NHPP)

(funding in thousands) - Update

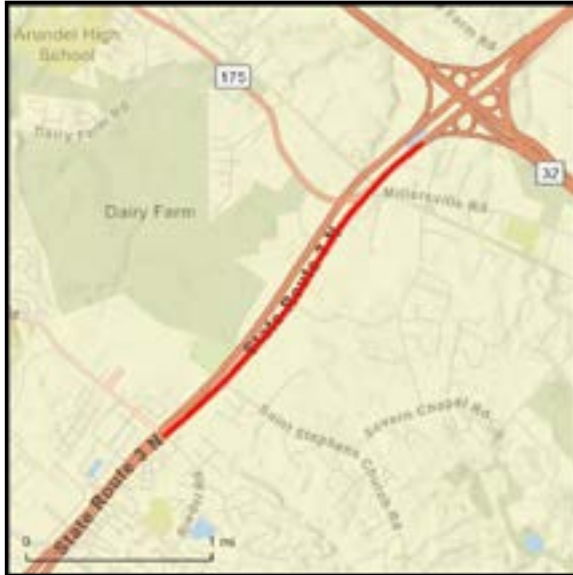
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$136	\$332	\$332	\$0	\$800
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,130	\$1,667	\$1,326	\$0	\$4,123
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$261	\$329	\$50	\$0	\$640
Subtotal	\$1,527	\$2,328	\$1,708	\$0	\$5,563

State Funds

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$34	\$83	\$83	\$0	\$200
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$282	\$417	\$331	\$0	\$1,030
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$65	\$82	\$13	\$0	\$160
Subtotal	\$381	\$582	\$427	\$0	\$1,390

Total	\$1,908	\$2,910	\$2,135	\$0	\$6,953
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Agency
SHA

Year of Operation
2030

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA0371

Route/Road Name
MD 3

Length
1.6 mi

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
\$43,835,000

Description

This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk crosswalk improvements at the MD 3 and MD 175 intersection.

Project Benefits

This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor.

Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming.

National Highway System
Yes

Change Reason: This amendment adds \$1,255,000 (\$949,000 federal/\$306,000 matching) in NHPP funds for Engineering in FY 2027-2028, \$6,637,000 (\$5,309,000 federal/\$1,328,000 matching) in NHPP funds for Right of Way in FY 2026-2029 and \$2,000,000 (\$1,600,000 federal/\$400,000 matching) in NHPP funds for Construction, which will be used for utility relocation. These funds will be used to continue final engineering and utility relocations. The Estimated Total Cost increases from \$26,772,000 to \$43,835,000.

National Highway Performance Program (NHPP)

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$3,507	\$19	\$0	\$0	\$3,526
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,507	\$19	\$0	\$0	\$3,526

State Funds

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$877	\$11	\$0	\$0	\$888
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$877	\$11	\$0	\$0	\$888

Total	\$4,384	\$30	\$0	\$0	\$4,414
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National Highway Performance Program (NHPP)

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$824	\$776	\$0	\$0	\$1,600
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$3,507	\$500	\$468	\$0	\$4,475
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$1413	\$1,767	\$1,771	\$358	\$5,309
Subtotal	\$5,744	\$3,043	\$2,239	\$358	\$11,384

State Funds

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$206	\$194	\$0	\$0	\$400
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$877	\$200	\$117	\$0	\$1,194
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$353	\$442	\$443	\$90	\$1,328
Subtotal	\$1,436	\$836	\$560	\$90	\$2,922

Total	\$7,180	\$3,879	\$2,799	\$448	\$14,306
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Agency
SHA

Year of Operation
2032

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
AA9451

Route/Road Name
I-97

Length
7 mi

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
\$113,121,000

Description

This project includes widening I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US50/ US 301. Unfunded phases include design (partial funding) and construction.

Project Benefits

This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.

National Highway System
Yes

Connection to Long-Range Transportation Goals

4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming

Change Reason: This amendment adds \$7,000,000 (\$5,600,000 federal/\$1,400,000 matching) in NHPP funds for Engineering in FY 2026-2027, \$795,000 (\$636,000 federal/\$159,000 matching) in NHPP funds for Right of Way in FY 2026-2028, \$100,000,000 (\$80,000,000 federal/\$20,000,000 matching) in NHPP funds for Construction, and \$2,000,000 (\$1,599,000 federal/\$401,000 matching) in Other funds to be used for utility relocation. These funds will be used to continue final engineering and utility relocations. The Estimated Total Cost increases from \$104,500,000 to \$113,121,000.

National Highway Performance Program (NHPP)

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$218	\$450	\$315	\$2,583
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,600	\$218	\$450	\$315	\$2,583

State Funds

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$24	\$50	\$35	\$509
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$24	\$50	\$35	\$509

Total	\$2,000	\$242	\$500	\$350	\$3,092
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National Highway Performance Program (NHPP)

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$20,000	\$24,000	\$36,000	\$80,000
OTH	\$0	\$454	\$455	\$690	\$1,599
ENG	\$4,800	\$2,618	Nil \$110	Nil \$315	\$8,183
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$212	\$212	\$212	\$0	\$636
Subtotal	\$5,012	\$23,284	\$25,117	\$37,005	\$90,418

State Funds

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$5,000	\$6,000	\$9,000	\$20,000
OTH	\$0	\$114	\$114	\$173	\$401
ENG	\$1,200	\$624	\$50	\$35	\$1,909
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$53	\$53	\$53	\$0	\$159
Subtotal	\$1,253	\$5,791	\$6,217	\$9,208	\$22,469

Total	\$6,265	\$29,075	\$31,334	\$46,213	\$112,887
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MEMORANDUM

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) *TP* 9/08/2025
CHIEF TARA PENDERS

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

DATE: SEPTEMBER 8, 2025

RESPONSE
REQUESTED BY: N/A

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.

TIP	PROJECT	PHASE	NEW FUNDING
61-2301-41	MD 2: US 50 to Arnold Road	PE	\$3,721,000
		RW	\$800,000
		UT	\$1,000,000

ANALYSIS

MD 2: US 50 to Arnold Road - (BRTB 61-2301-41) This requested amendment will add \$2,064,000 in state and federal National Highway Performance Program (NHPP) funding to the design phase in FY 2027. Add \$1,657,000 in state and federal NHPP funding to the design phase in FY 2028. Add \$326,000 in state and federal NHPP funding to the right-of-way phase in FY 2026. Add \$411,000 in state

and federal NHPP funding to the right-of-way phase in FY 2027. Add \$63,000 in state and federal NHPP funding to the right-of-way phase in FY 2028. Add \$170,000 in state and federal NHPP funding for utilities in FY 2026. Add \$415,000 in state and federal NHPP funding for utilities in FY 2027. Add \$415,000 in state and federal NHPP funding for utilities in FY 2028. This project is needed to improve safety for vulnerable users and reduce congestion on MD 2 from US 50 to Arnold Road. The total cost of the project is estimated to be \$20,646,000, which is not currently funded for construction. The SHA anticipates completing design by Spring 2028, completing right-of-way acquisition by Summer 2027, and completing utilities by Summer 2027.

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

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

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

ATTACHMENTS

- FY 2026-2029 BRTB TIP project 61-2302-41 report
- FY 2025-2028 Maryland STIP project BRTB 61-2302-41 report

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

2026 - 2029 Transportation Improvement Program

SHA - Regional

MD 2: US 50 to Arnold Road

TIP Id #	<i>61-2301-41</i>	Year of Operation	<i>2031</i>
Agency	<i>SHA</i>	Project Type	<i>Roadway widening</i>
Project Category	<i>Highway Capacity</i>	Functional Class	<i>Other Principal Arterial</i>
Conformity Status	<i>Not Exempt</i>	Physical Data	<i>2 to 3 lanes, 1.25 miles</i>
CIP/CTP Page#	<i>SHA-AA-4</i>	Estimated Total Cost	<i>\$20,646,000</i>

Description	Justification
<i>This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2.</i>	<i>This project will improve safety for vulnerable users and reduce congestion on MD 2.</i>

Fund Source: NHPP

									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	FY2029 Matching Funds	4-Year Total
CON	136	34	332	83	332	83	0	0	1000
OTH	0	0	0	0	0	0	0	0	0
ENG	1130	282	1667	417	1326	331	0	0	5153
PP	0	0	0	0	0	0	0	0	0
ROW	261	65	329	82	50	13	0	0	800
Totals	1527	381	2328	582	1707	427	0	0	6953

Status: Design is underway

Connection to LRTP Goals: 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.



Agency
SHA

Year of Operation
2031

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA9081

Route/Road Name
MD 2

Length
1.25 mi

Existing Lanes
2

Proposed Lanes
3

Estimated Total Cost
\$8,725,000

Description

This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2. Construction is not currently funded. Anne Arundel County contributed \$330,000 for project design.

Project Benefits

This project will improve safety for vulnerable users and reduce congestion on MD 2.

National Highway System
Yes

Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

National Highway Performance Program (NHPP)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,130	\$10	\$0	\$0	\$1,140
PL	\$0	\$0	\$0	\$0	\$0
RO.	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,130	\$10	\$0	\$0	\$1,140

State Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$282	\$10	\$0	\$0	\$292
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$282	\$10	\$0	\$0	\$292

Total	\$1,412	\$20	\$0	\$0	\$1,432
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MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 61-2301-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 2: US 50 to Arnold Road	B	NA	NA	\$ 1,360	\$ 352	\$ 1,712
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDOT SHA	BRTB	SHA-AA-4	\$ 4,423	\$ 1,098	\$ 5,521
Description	This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2. Construction is not currently funded. Anne Arundel County contributed \$330,000 for project design					
Justification	This project will improve safety for vulnerable users and reduce congestion on MD 2.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 280	\$ 1,412	\$ 20	\$ -	\$ 1,712
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change	Federal		\$ 220	\$ 1,130	\$ 10	\$ -	\$ 1,360
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	State/Local		\$ 60	\$ 282	\$ 10	\$ -	\$ 352
<input type="checkbox"/> D) Other	Proposed (000s)	Total	\$ 280	\$ 1,908	\$ 2,910	\$ 2,135	\$ 7,233
	Federal		\$ 220	\$ 1,527	\$ 2,328	\$ 1,708	\$ 5,783
	State/Local		\$ 60	\$ 381	\$ 582	\$ 427	\$ 1,450
	Change (000s)	Total	\$ -	\$ 496	\$ 2,890	\$ 2,135	\$ 5,521
	Federal		\$ -	\$ 397	\$ 2,318	\$ 1,708	\$ 4,423
	State/Local		\$ -	\$ 99	\$ 572	\$ 427	\$ 1,098



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	\$ -	\$ 60	\$ -	\$ 282	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ 352	\$ 352
	NHPP	\$ 220	\$ -	\$ 1,130	\$ -	\$ 10	\$ -	\$ -	\$ -	\$ 1,360	\$ -	\$ 1,360
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 220	\$ 60	\$ 1,130	\$ 282	\$ 10	\$ 10	\$ -	\$ -	\$ 1,360	\$ 352	\$ 1,712

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 60	\$ -	\$ 282	\$ -	\$ 417	\$ -	\$ 331	\$ -	\$ 1,090	\$ 1,090
	NHPP	\$ 220	\$ -	\$ 1,130	\$ -	\$ 1,667	\$ -	\$ 1,326	\$ -	\$ 4,343	\$ -	\$ 4,343
RW	State	\$ -	\$ -	\$ -	\$ 65	\$ -	\$ 82	\$ -	\$ 13	\$ -	\$ 160	\$ 160
	NHPP	\$ -	\$ -	\$ 281	\$ -	\$ 329	\$ -	\$ 50	\$ -	\$ 640	\$ -	\$ 640
CO	State	\$ -	\$ -	\$ -	\$ 34	\$ -	\$ 83	\$ -	\$ 83	\$ -	\$ 200	\$ 200
	NHPP	\$ -	\$ -	\$ 136	\$ -	\$ 332	\$ -	\$ 332	\$ -	\$ 800	\$ -	\$ 800
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 220	\$ 60	\$ 1,527	\$ 381	\$ 2,328	\$ 582	\$ 1,708	\$ 427	\$ 5,783	\$ 1,450	\$ 7,233

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 407	\$ -	\$ 331	\$ -	\$ 738	\$ 738
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 1,657	\$ -	\$ 1,326	\$ -	\$ 2,983	\$ -	\$ 2,983
RW	State	\$ -	\$ -	\$ -	\$ 65	\$ -	\$ 82	\$ -	\$ 13	\$ -	\$ 160	\$ 160
	NHPP	\$ -	\$ -	\$ 281	\$ -	\$ 329	\$ -	\$ 50	\$ -	\$ 640	\$ -	\$ 640
CO	State	\$ -	\$ -	\$ -	\$ 34	\$ -	\$ 83	\$ -	\$ 83	\$ -	\$ 200	\$ 200
	NHPP	\$ -	\$ -	\$ 136	\$ -	\$ 332	\$ -	\$ 332	\$ -	\$ 800	\$ -	\$ 800
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 397	\$ 99	\$ 2,318	\$ 572	\$ 1,708	\$ 427	\$ 4,423	\$ 1,098	\$ 5,521

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ 747	Federal	\$ 5,783	Federal	\$ 10,000	Federal	\$ 16,530
State/Local	\$ 166	State/Local	\$ 1,450	State/Local	\$ 2,500	State/Local	\$ 4,116
Total	\$ 913	Total	\$ 7,233	Total	\$ 12,500	Total	\$ 20,646

MEMORANDUM

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) *TP* 9/08/2025
CHIEF TARA PENDERS

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

DATE: SEPTEMBER 8, 2025

RESPONSE
REQUESTED BY: N/A

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.

TIP	PROJECT	PHASE	NEW FUNDING
61-2302-41	MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	PE	\$1,255,000
		RW	\$6,189,000
		UT	\$2,000,000

ANALYSIS

MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97 - (BRTB 61 –2301-41) This requested amendment will add \$670,000 in state and federal National Highway Performance Program (NHPP) funding to the design phase in FY 2027. Add \$585,000 in state and federal NHPP funding to the design phase in FY 2028. Add \$1,766,000 in state and federal NHPP funding to the Right-of-Way (ROW) phase

in FY 2026. Add \$2,209,000 in state and federal NHPP funding to the ROW phase in FY 2027. Add \$2,214,000 in state and federal NHPP funding to the ROW phase in FY 2028. Add \$447,000 in state and federal NHPP funding to the ROW phase in FY 2029. Add \$1,030,000 in state and federal NHPP funding to utilities phase in FY 2026. Add \$970,000 in state and federal NHPP funding to the utilities phase in FY 2027. This project is needed to improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor. The current total cost included in the TIP is \$22,772,000, which assumed a design cost of \$2,872,000, a ROW cost of \$400,000, and a Utilities cost of \$1,100,000, as well as a Construction cost of \$18,400,000. The total cost of this project is \$43,835,000, which includes an unfunded Construction cost of \$27,672,000. The SHA anticipates completing design in early 2027, initiating ROW acquisition in Fall 2025 and completing construction by Winter 2029/2030.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the 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 Regional and Intermodal Planning Division (RIPD) Regional Planner, Mr. Tavon Hawkins, at 410-545-5671 or thawkins4@mdot.maryland.gov or SHA RIPD Regional Planner, Mr. Benjamin Allen, at 410-545-5649 or ballen3@mdot.maryland.gov.

ATTACHMENTS

- FY 2026-2029 BRTB TIP project 61-2302-41 report
- FY 2025-2028 Maryland STIP project BRTB 61-2302-41 report

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

2026 - 2029 Transportation Improvement Program

SHA - Regional

MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97

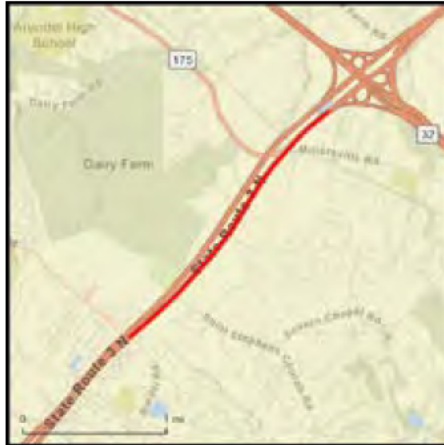
TIP Id #	62-2302-41	Year of Operation	2030
Agency	SHA	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Other Principal Arterial
Conformity Status	NA	Physical Data	4 to 6 lanes, 1.60 miles
CIP/CTP Page#	SHA-AA-5	Estimated Total Cost	\$43,835,000

Description	Justification
<i>This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/Riedel Road which will provide a connection to the South Shore Trail, and sidewalk crosswalk improvements at the MD 3 and MD 175 intersection.</i>	<i>This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor</i>

Fund Source: NHPP

									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	824	206	776	194	0	0	0	0	2000
OTH	0	0	0	0	0	0	0	0	0
ENG	3507	877	500	200	468	117	0	0	5669
PP	0	0	0	0	0	0	0	0	0
ROW	1413	353	1767	442	1771	443	358	90	6637
Totals	5744	1436	3043	836	2239	560	358	90	14306

Status: Design is underway: **Connection to L RTP Goals:** 1.E Improve System Safety -- Improve conditions for non-motorists to travel safely, have safer interactions with other modes, and safe access to transit amenities. 2.F Improve and Maintain the Existing Infrastructure – Improve the condition of bike/ped facilities. 4.A Increase Mobility -- Coordinate with MDOT & Local agencies to improve travel time reliability through performance-based planning & programming



Agency
SHA

Year of Operation
2030

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Other Principal Arterial

CIP/CTP ID
AA0371

Route/Road Name
MD 3

Length
1.6 mi

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
\$26,772,000

Description

This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk crosswalk improvements at the MD 3 and MD 175 intersection.

Project Benefits

This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor.

National Highway System
Yes

Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure – Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety – Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.A Increase Mobility – Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming.

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$3,507	\$19	\$0	\$0	\$3,526
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,507	\$19	\$0	\$0	\$3,526

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$877	\$11	\$0	\$0	\$888
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$877	\$11	\$0	\$0	\$888
Total	\$4,384	\$30	\$0	\$0	\$4,414

MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 61-2302-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 3: Waugh Chapel Road/Riedel Road to MD32/I-97	B	na	na	\$ 3,846	\$ 988	\$ 4,834
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MDOT SHA		SHA-AA-5	\$ 7,500	\$ 1,944	\$ 9,444
Description	This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk crosswalk improvements at the MD 3 and MD 175 intersection.					
Justification	This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding		FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" 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	\$	420	\$ 4,384	\$ 30	\$ -	\$ 4,834
	Federal	\$	320	\$ 3,507	\$ 19	\$ -	\$ -	\$ 3,846
	State/Local	\$	100	\$ 877	\$ 11	\$ -	\$ -	\$ 988
	Proposed (000s)	Total	\$	420	\$ 7,180	\$ 3,879	\$ 2,799	\$ 14,278
	Federal	\$	320	\$ 5,744	\$ 3,043	\$ 2,239	\$ -	\$ 11,346
	State/Local	\$	100	\$ 1,436	\$ 836	\$ 560	\$ -	\$ 2,932
	Change (000s)	Total	\$	-	\$ 2,796	\$ 3,849	\$ 2,799	\$ 9,444
	Federal	\$	-	\$ 2,237	\$ 3,024	\$ 2,239	\$ -	\$ 7,500
	State/Local	\$	-	\$ 559	\$ 825	\$ 560	\$ -	\$ 1,944



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
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 100	\$ -	\$ 877	\$ -	\$ 11	\$ -	\$ -	\$ -	\$ 988
	NHPP	\$ 320	\$ -	\$ 3,507	\$ -	\$ 19	\$ -	\$ -	\$ -	\$ 3,846	\$ -
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 320	\$ 100	\$ 3,507	\$ 877	\$ 19	\$ 11	\$ -	\$ -	\$ 3,846	\$ 988

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
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 100	\$ -	\$ 877	\$ -	\$ 200	\$ -	\$ 117	\$ -	\$ 1,294
	NHPP	\$ 320	\$ -	\$ 3,507	\$ -	\$ 500	\$ -	\$ 468	\$ -	\$ 4,795	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 353	\$ -	\$ 442	\$ -	\$ 443	\$ -	\$ 1,238
	NHPP	\$ -	\$ -	\$ 1,413	\$ -	\$ 1,767	\$ -	\$ 1,771	\$ -	\$ 4,951	\$ -
CO	State	\$ -	\$ -	\$ -	\$ 206	\$ -	\$ 194	\$ -	\$ -	\$ -	\$ 400
	NHPP	\$ -	\$ -	\$ 824	\$ -	\$ 776	\$ -	\$ -	\$ -	\$ 1,600	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 320	\$ 100	\$ 5,744	\$ 1,436	\$ 3,043	\$ 836	\$ 2,239	\$ 560	\$ 11,346	\$ 2,932

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
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 189	\$ -	\$ 117	\$ -	\$ 306
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 481	\$ -	\$ 468	\$ -	\$ 949	\$ -
RW	State	\$ -	\$ -	\$ -	\$ 353	\$ -	\$ 442	\$ -	\$ 443	\$ -	\$ 1,238
	NHPP	\$ -	\$ -	\$ 1,413	\$ -	\$ 1,767	\$ -	\$ 1,771	\$ -	\$ 4,951	\$ -
CO	State	\$ -	\$ -	\$ -	\$ 206	\$ -	\$ 194	\$ -	\$ -	\$ -	\$ 400
	NHPP	\$ -	\$ -	\$ 824	\$ -	\$ 776	\$ -	\$ -	\$ -	\$ 1,600	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ 2,237	\$ 559	\$ 3,024	\$ 825	\$ 2,239	\$ 560	\$ 7,500	\$ 1,944

TOTAL PROJECT COST		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Prior Cost (≤ FY 2024)							
Federal	\$ 1,027	Federal	\$ 11,346	Federal	\$ 22,495	Federal	\$ 34,868
State/Local	\$ 411	State/Local	\$ 2,932	State/Local	\$ 5,624	State/Local	\$ 8,967
Total	\$ 1,438	Total	\$ 14,278	Total	\$ 28,119	Total	\$ 43,835

September 12, 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.

61-2305-41	I-97: US 50 to MD 32	This amendment will add \$51.1M in federal funding and \$12.8M in state funding for engineering, rights-of-way, and construction phases, including utilities, in FY 2026, 27 and 28. The total cost of the project is estimated to be \$113M.
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Details of this amendment to the TIP 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 for assistance.

Sincerely,
Dan Janousek

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

Attachment

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

MEMORANDUM

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 *TP* 9/10/2025

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

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

DATE: SEPTEMBER 10, 2025

RESPONSE
REQUESTED BY: N/A

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.

TIP	PROJECT	PHASE	NEW FUNDING
61-2305-41	I-97: US 50 to MD 32	PE	\$7,000,000
		ROW	\$795,000
		UT	\$2,000,000
		CO	\$100,000,000

ANALYSIS

I-97: US 50 to MD 32 (BRTB 61-2305-41) – This requested amendment will add \$4,000,000 in state and federal National Highway Performance Program (NHPP) funding to the design phase in FY 2026. Add \$3,000,000 in state and federal NHPP funding to the design phase in FY 2027. Add \$265,000 in state and

federal NHPP funding to the Right- of-Way (ROW) phase in FY 2026. Add \$265,000 in state and federal NHPP funding to the ROW phase in FY 2027. Add \$265,000 in state and federal NHPP funding to the ROW phase in FY 2028. Add \$568,000 in state and federal NHPP funding to utilities phase in FY 2027. Add \$569,000 in state and federal NHPP funding to utilities phase in FY 2028. Add \$863,000 in state and federal NHPP funding to utilities phase in FY 2029. Add \$25,000,000 in state and federal NHPP funding to construction phase in FY 2027. Add \$30,000,000 in state and federal NHPP funding to construction phase in FY 2028. Add \$45,000,000 in state and federal NHPP funding to construction phase in FY 2029. This project provides additional capacity improvement accommodating for safety and operational enhancements in this heavily traveled corridor. The total cost of the project is estimated to be \$113,121,000. The SHA anticipates completing design in the Fall 2028, initiating ROW acquisition in Summer 2026, and completing construction by Summer 2032.

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

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

Please modify the FY 2026-2029 BRTB TIP and FY 2025-2028 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact SHA RIPD Regional Planner, Mr. Tavon Hawkins, at 410-545-5671 or thawkIns4@mdot.maryland.gov or SHA RIPD Regional Planner, Mr. Benjamin Allen, at 410-545-5649 or ballen3@mdot.maryland.gov.

ATTACHMENTS

- FY 2026-2029 BRTB TIP project 61-2305-41 report
- FY 2025-2028 Maryland STIP project BRTB 61-2305-41 report

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

2026 - 2029 Transportation Improvement Program

SHA - Regional

I-97: US 50 to MD 32 TSMO

TIP Id #	61-2305-41	Year of Operation	2031
Agency	SHA	Project Type	Roadway Widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	7 miles, TSMO improvements
CIP/CTP Page#	SHA-AA-3	Estimated Total Cost	\$113,121,000

Description	Justification
<i>This project is a combination of information technology and geometric improvements along the corridor. The project also includes extending the left entrance ramp from eastbound US 50 to northbound I-97 by 2,600 feet to address heavy merge movements. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.</i>	<i>This project will improve safety and operations and relieve congestion in this heavily traveled corridor.</i>

Fund Source: NHPP

									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			20000	5000	24000	6000	36000	9000	100000
OTH	0	0	454	114	455	114	690	173	2000
ENG	3200	800	2400	600	0	0	0	0	7000
PP	0	0	0	0	0	0	0	0	0
ROW	212	53	212	53	212	53	0	0	795
Totals	3412	853	23066	5767	24667	6167	36690	9173	109795

Status: Design is underway

Connection to LRTP Goals: 4.A Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming



Agency
SHA

Year of Operation
2031

Project Category
Highway Capacity

Project Type
Roadway widening

Conformity
Not Exempt

Functional Classification
Interstate

CIP/CTP ID
AA9451

Route/Road Name
I-97

Length
7 mi

Existing Lanes
4

Proposed Lanes
6

Estimated Total Cost
\$104,500,000

Description

This project includes widening I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US50/ US 301. Unfunded phases include design (partial funding) and construction.

Project Benefits

This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.

National Highway System
Yes

Connection to Long-Range Transportation Goals

4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming

National Highway Performance Program (NHPP)
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,600	\$218	\$450	\$315	\$2,583
PL	\$0	\$0	\$0	\$0	\$0
RO.	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,600	\$218	\$450	\$315	\$2,583

State Funds
(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$24	\$50	\$35	\$509
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$24	\$50	\$35	\$509

Total	\$2,000	\$242	\$500	\$350	\$3,092
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MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP # 61-2305-41

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
I-97: US 50 to MD 32	B	NA	NA	\$ 2,387	\$ 507	\$ 2,894
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
				Federal	State/Local	Total
	MDOT SHA	BRTB	SHA-AA-3	\$ 51,145	\$ 12,787	\$ 63,932
Description	This project includes widening I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US50/ US 301.					
Justification	This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" 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	\$ 152	\$ 2,000	\$ 242	\$ 500	\$ 2,894
		Federal	\$ 119	\$ 1,600	\$ 218	\$ 450	\$ 2,387
		State/Local	\$ 33	\$ 400	\$ 24	\$ 50	\$ 507
	Proposed (000s)	Total	\$ 152	\$ 6,265	\$ 29,075	\$ 31,334	\$ 66,826
		Federal	\$ 119	\$ 5,012	\$ 23,284	\$ 25,117	\$ 53,532
		State/Local	\$ 33	\$ 1,253	\$ 5,791	\$ 6,217	\$ 13,294
 MARYLAND DEPARTMENT OF TRANSPORTATION	Change (000s)	Total	\$ -	\$ 4,265	\$ 28,833	\$ 30,834	\$ 63,932
		Federal	\$ -	\$ 3,412	\$ 23,066	\$ 24,867	\$ 51,145
		State/Local	\$ -	\$ 853	\$ 5,767	\$ 6,167	\$ 12,787

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	\$ -	\$ 33	\$ -	\$ 400	\$ -	\$ 24	\$ -	\$ 50	\$ -	\$ 507	\$ 507
	NHPP	\$ 119	\$ -	\$ 1,600	\$ -	\$ 218	\$ -	\$ 450	\$ -	\$ 2,387	\$ -	\$ 2,387
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 119	\$ 33	\$ 1,600	\$ 400	\$ 218	\$ 24	\$ 450	\$ 50	\$ 2,387	\$ 507	\$ 2,894

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ 33	\$ -	\$ 1,200	\$ -	\$ 624	\$ -	\$ 50	\$ -	\$ 1,907	\$ 1,907
	NHPP	\$ 119	\$ -	\$ 4,800	\$ -	\$ 2,618	\$ -	\$ 450	\$ -	\$ 7,987	\$ -	\$ 7,987
RW	State	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ -	\$ 53	\$ -	\$ 159	\$ 159
	NHPP	\$ -	\$ -	\$ 212	\$ -	\$ 212	\$ -	\$ 212	\$ -	\$ 636	\$ -	\$ 636
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ 6,000	\$ -	\$ 11,000	\$ 11,000
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 24,000	\$ -	\$ 44,000	\$ -	\$ 44,000
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114	\$ -	\$ 114	\$ -	\$ 228	\$ 228
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 454	\$ -	\$ 455	\$ -	\$ 909	\$ -	\$ 909
Total		\$ 119	\$ 33	\$ 5,012	\$ 1,253	\$ 23,284	\$ 5,791	\$ 25,117	\$ 6,217	\$ 53,532	\$ 13,294	\$ 66,826

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ 1,400	\$ 1,400
	NHPP	\$ -	\$ -	\$ 3,200	\$ -	\$ 2,400	\$ -	\$ -	\$ -	\$ 5,600	\$ -	\$ 5,600
RW	State	\$ -	\$ -	\$ -	\$ 53	\$ -	\$ 53	\$ -	\$ 53	\$ -	\$ 159	\$ 159
	NHPP	\$ -	\$ -	\$ 212	\$ -	\$ 212	\$ -	\$ 212	\$ -	\$ 636	\$ -	\$ 636
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ -	\$ 6,000	\$ -	\$ 11,000	\$ 11,000
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 24,000	\$ -	\$ 44,000	\$ -	\$ 44,000
Other	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 114	\$ -	\$ 114	\$ -	\$ 228	\$ 228
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 454	\$ -	\$ 455	\$ -	\$ 909	\$ -	\$ 909
Total		\$ -	\$ -	\$ 3,412	\$ 853	\$ 23,066	\$ 5,767	\$ 24,667	\$ 6,167	\$ 51,145	\$ 12,787	\$ 63,932

TOTAL PROJECT COST

Prior Cost (≤ FY 2024)		STIP Cost (FY 2025-2028)		Balance to Complete (≥ FY 2029)		Total Project Cost	
Federal	\$ -	Federal	\$ 53,532	Federal	\$ 36,173	Federal	\$ 89,705
State/Local	\$ 432	State/Local	\$ 13,294	State/Local	\$ 9,690	State/Local	\$ 23,416
Total	\$ 432	Total	\$ 66,826	Total	\$ 45,863	Total	\$ 113,121