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January 14, 2026

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

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

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2025-2028 Maryland Statewide Transportation Improvement Program (STIP) on behalf of Carroll County, Maryland, for projects in the FY 2026-2029 Baltimore Regional Transportation Board (BRTB) Transportation Improvement Program (TIP). This modification was approved by the Baltimore Regional Transportation Board (BRTB) Executive Committee on January 9, 2026.

Project Name	STIP #	Funding Source	FY25-FY28 Net Federal Change (in 000's)
Stone Chapel Road Bridge over Little Pipe Creek	14-1103-13	HIP STBG	\$276
McKinstry's Mill Road Bridge over Sam's Creek	14-1603-13	HIP STBG	\$268
Hughes Shop Road Bridge over Bear Branch	14-1802-13	HIP STBG	\$200

The MDOT has assigned Control #25-79 for this modification 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,

*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

# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP #14-1103-13

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
	B	Exempt		Federal	State/Local	Total
	Administration	Area/MPO		Net Funding Change (000s)		
Stone Chapel Road Bridge over Little Pipe Creek 14-1103-13	Carroll County, Maryland	BRTB	N/A	\$ 1,404	\$ 251	\$ 1,655
			CTP Page	Federal State/Local Total		
			N/A	\$ 276	\$ 169	\$ 445
Description	This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 33'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders.					
Justification	The existing bridge is rated in poor condition.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
		Current (000s)	\$ -	\$ 400	\$ 1,255	\$ -	\$ 1,655
		Federal	\$ -	\$ 400	\$ 1,004	\$ -	\$ 1,404
		State/Local	\$ -	\$ -	\$ 251	\$ -	\$ 251
		Proposed (000s)	\$ -	\$ 600	\$ 1,500	\$ -	\$ 2,100
		Federal	\$ -	\$ 480	\$ 1,200	\$ -	\$ 1,680
		State/Local	\$ -	\$ 120	\$ 300	\$ -	\$ 420
		Change (000s)	\$ -	\$ 200	\$ 245	\$ -	\$ 445
		Federal	\$ -	\$ 80	\$ 196	\$ -	\$ 276
		State/Local	\$ -	\$ 120	\$ 49	\$ -	\$ 169
		Total	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -



## PHASE DETAIL

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 400
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,004	\$ -	\$ -	\$ 1,004	\$ 1,004
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 400</b>	<b>\$ -</b>	<b>\$ 1,004</b>	<b>\$ -</b>	<b>\$ 251</b>	<b>\$ -</b>	<b>\$ 1,404</b>	<b>\$ 251</b>	<b>\$ 1,655</b>

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ 480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 480	\$ 480
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ 1,200	\$ 1,200
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 480</b>	<b>\$ 120</b>	<b>\$ 1,200</b>	<b>\$ 300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,680</b>	<b>\$ 420</b>	<b>\$ 2,100</b>

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ 80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80	\$ 80
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	STBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 196	\$ -	\$ -	\$ 196	\$ 196
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ 80</b>	<b>\$ 120</b>	<b>\$ 196</b>	<b>\$ 49</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 276</b>	<b>\$ 169</b>	<b>\$ 445</b>

TOTAL PROJECT COST		
Prior Cost (≤ FY 2024)	STIP Cost (FY 2025-2028)	Balance to Complete (≥ FY 2029)
Federal	\$ 1,680	Federal
State/Local	\$ 420	State/Local
<b>Total</b>	<b>\$ 260</b>	<b>Total</b>
	<b>\$ 2,100</b>	<b>Total</b>
		<b>\$ 169</b>
		<b>\$ 2,360</b>

# MARYLAND STATEWIDE TIP FY 2025-2028

MDOT STIP 14-1603-13

## SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
McKinstry's Mill Road Bridge over Sam's Creek: 14-1603-13	B	Exempt	N/A	\$ 1,132	\$ 183	\$ 1,315
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	Carroll County, Maryland	BRTB	N/A	Federal	State/Local	Total
				\$ 268	\$ 17	\$ 285
Description	This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles.					
Justification	The existing bridge is rated in poor condition.					

## INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria			Funding	FY 2025	FY 2026	FY 2027	FY 2028	Total
			Current (000s)	\$ -	\$ 400	\$ 915	\$ -	\$ 1,315
			Federal	\$ -	\$ 400	\$ 732	\$ -	\$ 1,132
			State/Local	\$ -	\$ -	\$ 183	\$ -	\$ 183
			Proposed (000s)	\$ -	\$ 600	\$ 1,000	\$ -	\$ 1,600
			Federal	\$ -	\$ 600	\$ 800	\$ -	\$ 1,400
			State/Local	\$ -	\$ -	\$ 200	\$ -	\$ 200
			Change (000s)	\$ -	\$ 200	\$ 85	\$ -	\$ 285
			Federal	\$ -	\$ 200	\$ 68	\$ -	\$ 268
			State/Local	\$ -	\$ -	\$ 17	\$ -	\$ 17
			Total	\$ -	\$ -	\$ -	\$ -	\$ -
				\$ -	\$ -	\$ -	\$ -	\$ -



## PHASE DETAIL

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ 400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 400
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 183	\$ 183
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 732	\$ -	\$ -	\$ -	\$ 732	\$ -	\$ 732
Total		\$ -	\$ -	\$ 400	\$ -	\$ 732	\$ 183	\$ -	\$ -	\$ 1,132	\$ 183	\$ 1,315

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	\$ 600
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ 200	\$ 200
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ -	\$ -	\$ 800	\$ -	\$ 800
Total		\$ -	\$ -	\$ 600	\$ -	\$ 800	\$ 200	\$ -	\$ -	\$ 1,400	\$ 200	\$ 1,600

Phase	Funding	FY 2025		FY 2026		FY 2027		FY 2028		TOTAL		
		Federal	State/Local	Total								
PP	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	HIP	\$ -	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200	\$ 200
RW	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17	\$ -	\$ -	\$ 17	\$ 17
	STBG	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ -	\$ -	\$ -	\$ 68	\$ -	\$ 68
Total		\$ -	\$ -	\$ 200	\$ -	\$ 68	\$ 17	\$ -	\$ -	\$ 268	\$ 17	\$ 285

TOTAL PROJECT COST		
Prior Cost (≤ FY 2024)	STIP Cost (FY 2025-2028)	Balance to Complete (≥ FY 2029)
Federal	\$ 1,400	Federal
State/Local	\$ 200	State/Local
Total	\$ 265.00	Total
	\$ 1,600	Total
	\$ 268	Total
	\$ 17	Total
	\$ 1,865	Total





January 9, 2026

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 Administrative Modifications to the 2026-2029 Baltimore Region Transportation Improvement Program (TIP) as approved by the Baltimore Regional Transportation Board (BRTB) Executive Committee on January 9, 2026. The documentation enclosed supports changes to the 2026-2029 TIP for three Carroll County projects.

- **Stone Chapel Road Bridge over Little Pipe Creek: 14-1103-13**
- **McKinstry's Mill Road Bridge over Sam's Creek: 14-1603-13**
- **Hughes Shop Road Bridge over Bear Branch: 14-1802-13**

These minor changes are within the framework for Administrative Modifications and do not affect the regional conformity determination. Carroll County has affirmed that fiscal constraint for their Program of Projects remains intact.

Pursuant to the prescribed Transportation Improvement Program MOU signed in 2014, the BRTB Executive Committee approved these changes 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 "Todd R. Lang".

Todd R. Lang, Director  
Transportation Planning



## Enclosures

cc: Ms. Michelle Martin, MDOT  
Ms. Kari Snyder, MDOT  
Ms. Krista Ziegenfuss, Carroll County  
Mr. Douglas Brown, Carroll County  
Ms. Daphne Daly, Carroll County  
Mr. Chris Letnauchyn, Carroll County



**Summary of FY 2026-2029 TIP Changes**  
**January 2026**

Project Title	TIP Change Reason	Description	Type of Change
Stone Chapel Road Bridge over Little Pipe Creek 14-1103-13	<p>This administrative modification decreases Federal HIP funds for Engineering in FY 2026 by \$400,000 to \$0, and increases Federal STBG funds for Engineering in FY 2026 to \$600,000 (an increase of \$80,000 Federal/\$120,000 local match in total). This increase in funds is necessary to complete final design. Construction funding in FY 2027 for the project increases by \$245,000 (\$196,000 Federal STBG/\$49,000 local match). Construction funds have been updated to reflect current construction cost estimates. The estimated total cost increases by \$155,000 to \$2,360,000.</p>	<p>This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 33'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders. Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.</p> <p><b>Conformity status:</b> Exempt</p>	Administrative Modification
McKinstry's Mill Road Bridge over Sam's Creek 14-1603-13	<p>This administrative modification increases the amount of FY 2026 Federal HIP funds for Engineering by \$200,000 from \$400,000 to \$600,000. This increase in funds is necessary to complete final design. This project has been awarded 100% HIP funding for FY 2026 Engineering. Construction funding for this project increases \$85,000 (\$68,000 Federal STBG/\$17,000 local match) in FY 2027. Construction funds have been updated to reflect current construction cost estimates. The estimated total cost remains \$1,865,000.</p>	<p>This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The new bridge will be a single span, 38'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-4 1/8" to 3'-3 7/8". Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.</p> <p><b>Conformity Status:</b> Exempt</p>	Administrative Modification



Hughes Shop Road Bridge over Bear Branch 14-1802-13	This administrative modification increases Federal HIP funds for Engineering by \$200,000 from \$400,000 to \$600,000 in FY 2026. This project has been awarded 100% HIP funding for FY 2026 Engineering in order to complete final design. The estimated total cost remains \$2,479,000.	This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 51'-0" long, adjacent prestressed concrete slab bridge with two 9'-0" lanes and two 2'-4" shoulders. Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.	<b>Administrative Modification</b>
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Agency Carroll County	Year of Operation 2027	Project Category Highway Preservation	Project Type Bridge repair/deck replacement
Conformity Exempt	Functional Classification Minor Collector	CIP/CTP ID 124	Route/Road Name Stone Chapel Road
Length 33'-0"	Existing Lanes 2	Proposed Lanes 2	Estimated Total Cost <u>\$2,360,000</u>

#### Description

This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 33'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders. Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.

#### Project Benefits

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. The existing bridge is rated in poor condition.

National Highway System  
No

#### Connection to Long-Range Transportation Goals

2.A Improve and Maintain the Existing Infrastructure – Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety – Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Change Reason: This administrative modification decreases Federal HIP funds for Engineering in FY 2026 by \$400,000 to \$0, and increases Federal STBG funds for Engineering in FY 2026 to \$600,000 (an increase of \$80,000 Federal/\$120,000 local match in total). This increase in funds is necessary to complete final design. Construction funding in FY 2027 for the project increases by \$245,000 (\$196,000 Federal STBG/\$49,000 local match). Construction funds have been updated to reflect current construction cost estimates. The estimated total cost increases by \$155,000 to \$2,360,000.

#### Highway Infrastructure Program (HIP) (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	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

## Surface Transportation Block Grant (STBG)

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$1,004	\$0	\$0	\$1,004
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,004</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,004</b>

## Local Funds

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$251	\$0	\$0	\$251
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$251</b>

Total	\$400	\$1,255	\$0	\$0	\$1,655
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**Highway Infrastructure Program (HIP)**

(funding in thousands) - Update

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	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Surface Transportation Block Grant (STBG)**

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$1,200	\$0	\$0	\$1,200
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$480	\$0	\$0	\$0	\$480
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$480</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,680</b>

**Local Funds**

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$300	\$0	\$0	\$300
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$120	\$0	\$0	\$0	\$120
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$120</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$420</b>
<b>Total</b>	<b>\$600</b>	<b>\$1,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100</b>



National Highway System  
No

Agency Carroll County	Year of Operation 2027	Project Category Highway Preservation	Project Type Bridge repair/deck replacement
Conformity Exempt	Functional Classification Local Roads	CIP/CTP ID -	Route/Road Name McKinstry's Mill Road
Length 38'-0"	Existing Lanes 2	Proposed Lanes 2	Estimated Total Cost \$1,865,000

#### Description

This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The new bridge will be a single span, 38'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-4 1/8" to 3'-3 7/8". Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.

#### Project Benefits

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. The existing bridge is rated in poor condition.

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Change Reason: This administrative modification increases the amount of FY 2026 Federal HIP funds for Engineering by \$200,000 from \$400,000 to \$600,000. This increase in funds is necessary to complete final design. This project has been awarded 100% HIP funding for FY 2026 Engineering. Construction funding for this project increases \$85,000 (\$68,000 Federal STBG/\$17,000 local match) in FY 2027. Construction funds have been updated to reflect current construction cost estimates. The estimated total cost remains \$1,865,000.

#### Highway Infrastructure Program (HIP) (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	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

**Surface Transportation Block Grant (STBG)**  
(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$732	\$0	\$0	\$732
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$732</b>	<b>\$0</b>	<b>\$0</b>	<b>\$732</b>

**Local Funds**  
(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$183	\$0	\$0	\$183
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$183</b>
<b>Total</b>	<b>\$400</b>	<b>\$915</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,315</b>

**Highway Infrastructure Program (HIP)**

(funding in thousands) - Update

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	\$600	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

**Surface Transportation Block Grant (STBG)**

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$800	\$0	\$0	\$800
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>

**Local Funds**

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$200	\$0	\$0	\$200
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200</b>

Total	\$600	\$1,000	\$0	\$0	\$1,600
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Agency Carroll County	Year of Operation 2027	Project Category Highway Preservation	Project Type Bridge repair/deck replacement
Conformity Exempt	Functional Classification Local Roads	CIP/CTP ID -	Route/Road Name Hughes Shop Road Bridge
Length 51'-0"	Existing Lanes 1	Proposed Lanes 2	Estimated Total Cost \$2,479,000
<p><b>Description</b>            This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 51'-0" long, adjacent prestressed concrete slab bridge with two 9'-0" lanes and two 2'-4" shoulders. Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.         </p>			<p><b>Project Benefits</b>            The replacement of this structure will provide a new structure that eliminates the issues associated with the current structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.         </p>

National Highway System  
No

#### Connection to Long-Range Transportation Goals

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

**Change Reason:** This administrative modification increases Federal HIP funds for Engineering by \$200,000 from \$400,000 to \$600,000 in FY 2026. This project has been awarded 100% HIP funding for FY 2026 Engineering in order to complete final design. The estimated total cost remains \$2,479,000.

#### Highway Infrastructure Program (HIP) (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	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

**Surface Transportation Block Grant (STBG)**

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$1,223	\$0	\$0	\$1,223
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,223</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,223</b>

**Local Funds**

(funding in thousands) - Original

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$306	\$0	\$0	\$306
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$306</b>	<b>\$0</b>	<b>\$0</b>	<b>\$306</b>

Total	\$400	\$1,529	\$0	\$0	\$1,929
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**Highway Infrastructure Program (HIP)**

(funding in thousands) - Update

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	\$600	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

**Surface Transportation Block Grant (STBG)**

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$1,223	\$0	\$0	\$1,223
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,223</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,223</b>

**Local Funds**

(funding in thousands) - Update

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$306	\$0	\$0	\$306
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$306</b>	<b>\$0</b>	<b>\$0</b>	<b>\$306</b>

Total	\$600	\$1,529	\$0	\$0	\$2,129
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## Board of County Commissioners

Kenneth A. Kiler, President  
Joseph A. Vigliotti, Vice President  
Thomas S. Gordon III  
Michael R. Guerin  
Susan W. Krebs



## Department of Public Works

Bryan Bokey, PE  
Director  
[ccdpw@carrollcountymd.gov](mailto:ccdpw@carrollcountymd.gov)  
Phone: 410-386-2248  
Fax: 410-876-2431

Krista Ziegenfuss  
Engineering  
225 North Center Street  
Westminster, Maryland 21157

November 26, 2025

Mr. Todd Lang  
Director, Transportation Division  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore, Maryland 21230  
Attention: Ms. Nicole Condol and Mr. Keith Kucharek

RE: Administrative Modification to the FY2026-2029 TIP for Three Bridges:  
Stone Chapel Road over Little Pipe Creek (TIP ID 14-1103-13)  
McKinstry's Mill Road over Sams Creek (TIP ID 14-1603-13)  
Hughes Shop Road over Bear Branch (TIP ID 14-1802-13)

Dear Ms. Condol and Mr. Kucharek:

Carroll County is requesting an administrative modification to the FY2026-2029 TIP for the three bridges listed above. Engineering funds for each of these projects are being increased to \$600,000 each in FY26 to account for final design. The funding source will be HIP for both McKinstry's Mill Road and Hughes Shop Road, as they have received 100% IIJA funding for final design. Stone Chapel Road's funding source will be STBG with an 80/20 split between federal and local funds (\$480,000 Federal and \$120,000 Local funding).

Construction funding for the projects will be included in FY27 with an STBG Funding Source (80/20 Federal and local split) to allow time for Final Design to occur. Construction funds have been updated to reflect current construction cost estimates.

### **Proposed Engineering Funding in FY26:**

- Stone Chapel Road over Little Pipe Creek:
  - Total = \$600,000 (\$480,000 STBG-F; \$120,000 Local)
- McKinstry's Mill Road over Sams Creek:
  - Total = \$600,000 HIP – 100% Federally Funded with IIJA
- Hughes Shop Road over Bear Branch:
  - Total = \$600,000 HIP – 100% Federally Funded with IIJA

**Proposed Construction Funding in FY27:**

- Stone Chapel Road over Little Pipe Creek:
  - Total = \$1,500,000 (\$1,200,000 STBG-F; \$300,000 Local)
- McKinstry's Mill Road over Sams Creek:
  - Total = \$1,000,000 (\$800,000 STBG-F; \$200,000 Local)
- Hughes Shop Road over Bear Branch:
  - Total = \$1,529,000 (\$1,223,000 STBG-F; \$306,000 Local)

There have been no scope changes since the project was programmed. The project description and project limits remain the same. The Year of Operation will be updated in the current TIP cycle from 2026 to 2027. The Transportation Improvement Program continues to be fiscally constrained. If you have any questions, please contact me at 410-386-2168.

Sincerely,

*Krista M. Ziegenfuss*

Krista M. Ziegenfuss, P.E.  
Bridge Program Manager

Encl: Marked up TIP Sheets

c: Daphne P. Daly, Deputy Director, Department of Planning and Land Management  
Douglas W. Brown, Deputy Director, Department of Public Works  
Christopher S. Letnauchyn, Division Manager - Engineering



Agency Carroll County	Year of Operation 2027	Project Category Highway Preservation	Project Type Bridge repair/deck replacement
Conformity Exempt	Functional Classification Minor Collector	CIP/CTP ID 124	Route/Road Name Stone Chapel Road
Length 33'-0"	Existing Lanes 2	Proposed Lanes 2	Estimated Total Cost \$2,205,000

#### Description

This project includes replacement of the existing bridge to provide efficient access for local truck traffic to MD 31. The new bridge will be a single span, 33'-0" long, adjacent prestressed concrete slab bridge with two 11' lanes and two 4'-4" shoulders. Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.

#### Project Benefits

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow for the roadway to carry the current legal loads and the weight limit postings will be eliminated. The existing bridge is rated in poor condition.

National Highway System  
No

#### Connection to Long-Range Transportation Goals

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

#### Highway Infrastructure Program (HIP) (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	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

Funding source needs to change to STBG - see next page; HIP = \$0

## Surface Transportation Block Grant (STBG)

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$1,004	\$0	\$0	\$1,004
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,004</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,004</b>

**\$480 STBG-F**

## Local Funds

(funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$251	\$0	\$0	\$251
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$251</b>	<b>\$0</b>	<b>\$0</b>	<b>\$251</b>

Total \$400 \$1,255 \$0 \$1,500 \$600 \$2,100 \$1,655



Agency Carroll County	Year of Operation 2027	Project Category Highway Preservation	Project Type Bridge repair/deck replacement
Conformity Exempt	Functional Classification Local Roads	CIP/CTP ID -	Route/Road Name McKinstry's Mill Road
Length 38'-0"	Existing Lanes 2	Proposed Lanes 2	Estimated Total Cost \$1,865,000

#### Description

This project includes replacement of the existing bridge to provide efficient access for local traffic and emergency service vehicles. The new bridge will be a single span, 38'-0" long, adjacent prestressed concrete slab bridge with two 10' lanes and shoulders that vary in width from 1'-4 1/8" to 3'-3 7/8". Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to

#### Project Benefits

This project will enhance the safety of the county's infrastructure by addressing any functionally obsolete or structurally deficient items. The replacement of this structure will allow current legal vehicles to cross the structure and weight limit postings will be eliminated. The existing bridge is rated in poor condition.

National Highway System  
No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

#### Highway Infrastructure Program (HIP) (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	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

\$600

**Surface Transportation Block Grant (STBG)**  
 (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$732	\$0	\$0	\$732
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$732</b>	<b>\$0</b>	<b>\$0</b>	<b>\$732</b>

\$800

Total Four-Year Funding Request

**Local Funds**  
 (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$183	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$183</b>	<b>\$0</b>	<b>\$0</b>	<b>\$183</b>

Total

\$400

\$915

\$0

\$0

\$1,315

\$600

\$1,000

\$1,600

Total Four-Year Funding Request



Agency Carroll County	Year of Operation 2027	Project Category Highway Preservation	Project Type Bridge repair/deck replacement
Conformity Exempt	Functional Classification Local Roads	CIP/CTP ID -	Route/Road Name Hughes Shop Road Bridge
Length 51'-0"	Existing Lanes 1	Proposed Lanes 2	Estimated Total Cost \$2,479,000
<p><b>Description</b></p> <p>This project includes replacement of the existing bridge with a new structure. The new bridge will be a single span, 51'-0" long, adjacent prestressed concrete slab bridge with two 9'-0" lanes and two 2'-4" shoulders. Engineering funds through the NEPA process were previously authorized. FY 2022 engineering funds and additional FY2026 funds are to complete final design.</p>			<b>Project Benefits</b> The replacement of this structure will provide a new structure that eliminates the issues associated with the current structure type. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.

National Highway System  
No

#### Connection to Long-Range Transportation Goals

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Highway Infrastructure Program (HIP) (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	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>

Red arrows point from the 'Total Four-Year Funding Request' column to the 'FY 2026' column for ENG and the 'Subtotal' row. A red box highlights the value '\$600' at the bottom of the 'FY 2026' column.

**Surface Transportation Block Grant (STBG)**  
 (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$1,223	\$0	\$0	\$1,223
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$1,223</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,223</b>

**Local Funds**  
 (funding in thousands)

Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$306	\$0	\$0	\$306
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$306</b>	<b>\$0</b>	<b>\$0</b>	<b>\$306</b>

Total	<b>\$400</b>	<b>\$1,529</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,929</b>
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 \$600


 \$2,129