

May 28, 2024

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. Daniel Koenig
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103-2968

Dear Ms. Remezova and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby requests an amendment to the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to add a new project to the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transportation Authority (MDTA).

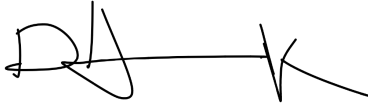
The BRTB approved the following amendment to the TIP on May 28, 2024. MDOT has assigned Control #22-129 for this amendment to the STIP. The BRTB approval and supporting documentation are attached.

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Francis Scott Key Bridge Reconstruction	20-2401-44	20-2401-44	State	0

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Janousek', with a long horizontal line extending to the right.

Dan Janousek
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



May 28, 2024

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 two amendments to the *2024-2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on May 28, 2024. The documentation enclosed supports changes to the *2024-2027 TIP* for one MDOT MTA project and one MdTA project.

- **Penn-Camden Connector: 42-2403-64**
- **Francis Scott Key Bridge Reconstruction: 20-2401-44**

The Penn-Camden Connector amendment was presented to the Technical Committee on May 7, 2024. The Francis Scott Key Reconstruction was subsequently presented to the Technical Committee via email. The Interagency Consultation Group (ICG) has also determined these projects to be exempt according to the conformity rule.

MDOT MTA and MdTA have 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 Resolutions #24-23 and #24-24 to support these changes to the *2024-2027 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: Mr. Eric Beckett, MDOT MTA
Mr. Carl Chamberlin, MdTA
Ms. Erika Falk, MDOT MTA
Ms. Jamie Richardson, MDOT MTA



Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Penn-Camden Connector 42-2403-64	This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$11.0 million in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2025 (\$8.8 million federal/\$2.2 million matching). This funding will be used to develop 30% design for a new track connection between the Northeast Corridor and the MARC Camden Line. The Mount Clare Yard will also be repurposed into a MARC layover facility. The total estimated cost of the project is \$232.9 million.	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility. Conformity Status: Exempt	Amendment Resolution #24-23
Francis Scott Key Bridge Reconstruction 20-2401-44	This amendment adds a new project to the FY 2024-2027 TIP. The amendment adds \$100,000 in state funds for Planning in FY 2024. This project is necessary to rebuild the collapsed structure along I-695 and reopen this critical route for commuter and goods movement. The estimated total cost of the project is \$1.84 billion.	This project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure. Conformity Status: Exempt	Amendment Resolution #24-24

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-23**

**AMENDMENT TO THE 2024-2027 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAMS**

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 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; 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 Department of Transportation on behalf of the Maryland Transit Administration (MDOT MTA) has requested approval of one amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MTA is requesting to add the Penn-Camden Connector project to the 2024-2027 TIP. This amendment will add \$11,000,000 in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funding for 30% design of a new rail connection between the Northeast Corridor and the MARC Camden Line as well as repurposing the Mount Clare Yard into a MARC layover facility. (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure and Investment Jobs Act are met; and

WHEREAS, this project is 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 May 7, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Programs 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 #24-23 on May 28, 2024.

May 28, 2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

Penn-Camden Connector

TIP ID	42-2403-64	Year of Operation	2033
Agency	MTA - Transit	Project Type	Preservation and improvements
Project Category	Transit Capacity	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	1570	Est. Total Cost	\$232,900,000

Description:

The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at the Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

Justification:

This connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP and utilizes \$11.0 million in Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds for engineering in FY 2025 (\$8.8 million federal/\$2.2 million matching). This funding will be used to develop 30% design for a new track connection between the Northeast Corridor and the MARC Camden Line. The Mount Clare Yard will also be repurposed into a MARC layover facility. The total estimated cost of the project is \$232.9 million.

Connection to Long-Range Transportation Planning Goals:

- 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
- 5.B Implement Env. Responsible Trans. Solutions -- Reduce emissions to support health & conform to AQ standards.





Penn-Camden Connector

(Funding in Thousands)

Consolidated Rail Infrastructure and Safety Improvement Discretionary Grant -NEW

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$8,800	\$2,200	\$0	\$0	\$0	\$0	\$11,000
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$8,800	\$2,200	\$0	\$0	\$0	\$0	\$11,000
Total	\$0	\$0	\$8,800	\$2,200	\$0	\$0	\$0	\$0	\$11,000

April 10, 2024

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 add one project to the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transit Administration (MTA).

This amendment to the TIP will add \$11M in funding to FY 2025 for the partial design of the Penn-Camden Connector project. The Penn-Camden Connector project design effort is funded with \$8.8 million in Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding and \$2.2 million in state funding. The total estimated cost of this project is \$233M.

The Penn-Camden Connector project will provide connecting track between the Northeast Corridor and the CSX MARC Camden Line and includes a repurposing of the CSX Mount Clare Yard into a MARC layover facility.

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
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OCP, MDOT

TO: OPCP REGIONAL PLANNING MANAGER TYSON BYRNE
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: DAN JANOUSEK, REGIONAL PLANNER
KARI SNYDER, REGIONAL PLANNER

FROM: MR. ERIC BECKETT, DIRECTOR OF CAPITAL PROGRAMMING AND
ASSET MANAGEMENT *Eric Beckett*
MARYLAND TRANSIT ADMINISTRATION

DATE: April 9, 2024

**SUBJECT: REQUEST FOR AN AMENDMENT TO THE FISCL YEAR 2024-2027
BALTIMORE REGIONAL TRANSPORTATION BOARD (BRTB)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

PURPOSE OF MEMORANDUM

To request OPCP request BRTB to approve the following TIP amendment and, upon BRTB approval, notify the Federal Transit Administration (FTA) of the amendment to the BRTB FY2024-2027 TIP. This modification will add \$8.8 million in Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding and \$2.2 million in state/local funding to FY25.

SUMMARY

The MTA requests that the BRTB amend the FY 2024-2027 BRTB TIP to reflect the following action.

TIP	PROJECT	TYPE	NEW FUNDING
new	Penn-Camden Connector	Federal	\$8,800,000
		State	\$2,200,000

ANALYSIS

The Maryland Transit Administration will receive CRISI grant funding for 30% design of the Penn-Camden Connector project. The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.

Mr. Tyson Byrne
Page Two

The attached Statewide Transportation Improvement Program (STIP) report documents MDOT's requested amendment with respect to funding for the project above. The requested action will not impact scheduling or funding availability for other projects in the current STIP, which continues to be fiscally constrained.

Please modify the FY2024-2027 BRTB TIP and the FY2022-2025 STIP to reflect the funding information provided in the attachments. If you have any questions, please do not hesitate to contact Ms. Jamie Richardson, MTA Office of Planning and Capital Programming, at 410-767-3756 or via email at jrichardson@mdot.maryland.gov.

ATTACHMENTS

- FY 2024-2027 BRTB TIP Project Report
- FY 2022-2025 Maryland STIP Project Report

cc: Ms. Erika Falk, Capital Analyst, Capital Programming and Asset Management, MTA
Ms. Kisha Joyner, Assistant Manager, Capital Programming and Asset Management, MTA
Ms. Michelle Martin, Deputy Director, Planning and Capital Programming, TSO
Ms. Jamie Richardson, Manager, Baltimore Project Development, MTA

Penn Camden Connector

TIP ID #	TBD	Year of Operation	2033
Agency	MTA - Transit	Project Type	Preservation and Improvements
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP / CTP Page #	1570	Est. Total Cost	\$ 232,900,000

Description	Justification
<p>The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.</p>	<p>The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.</p>

Consolidated Rail Infrastructure & Safety Improvements (CRISI)

Phase	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OTH	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ENG	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ 11,000
PL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ 11,000

Funding Source(s) Total

Totals	Previous Requests		Annual Element		Federal Funding Requests (\$000)						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY2024 Federal Funds	FY2024 Matching Funds	FY2025 Federal Funds	FY2025 Matching Funds	FY2026 Federal Funds	FY2026 Matching Funds	FY2027 Federal Funds	FY2027 Matching Funds	Estimated Project Total
Totals	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ -	\$ -	\$ -	\$ -	\$ 11,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT TIP ID: Pending

SUMMARY TABLE

Project:	Penn Camden Connector	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)					
		A	Exempt		Federal	State/Local	Total			
Description	The Penn-Camden Connector project provides a connection track between the Northeast Corridor and the CSX-owned MARC Camden Line, utilizing mostly existing railroad right-of-way north of BWI Marshall Airport to allow Penn Line trains to access storage and maintenance at Riverside Yard. The project includes repurposing CSX-owned Mount Clare Yard into a MARC layover facility.									
								Administration	Area/MPO	CTP Page
Justification	The connection will allow MARC to more efficiently bring its locomotives to MARC's Riverside Maintenance Facility, which is MARC's only backshop for locomotive servicing and maintenance. The connector will also allow MARC to store trainsets at a rail yard (Mt. Clare Yard) adjacent to Penn-Camden Connector, eliminating the need to store trains overnight at Amtrak's Penn Station.									
								MTA	BRTB	Multiple
					\$	8,800	\$	2,200	\$	11,000

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	Total	\$ -	\$ -	\$ -	\$ -	\$ -
		Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ -	\$ -	\$ 11,000	\$ 11,000
		Federal	\$ -	\$ -	\$ -	\$ 8,800	\$ 8,800
		State/Local	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200
	Change (000s)	Total	\$ -	\$ -	\$ -	\$ 11,000	\$ 11,000
		Federal	\$ -	\$ -	\$ -	\$ 8,800	\$ 8,800
		State/Local	\$ -	\$ -	\$ -	\$ 2,200	\$ 2,200



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
ENG	CRIS/	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
ENG	CRIS/	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 8,800	\$ 2,200	\$ 11,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 8,800	\$ 2,200	\$ 11,000

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
ENG	CRIS/	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 8,800	\$ 2,200	\$ 11,000
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800	\$ 2,200	\$ 8,800	\$ 2,200	\$ 11,000

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 8,800	Federal	\$ 177,520	Federal	\$ 186,320
State/Local	\$ -	State/Local	\$ 2,200	State/Local	\$ 44,380	State/Local	\$ 46,580
Total	\$ -	Total	\$ 11,000	Total	\$ 221,900	Total	\$ 232,900

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-24**

**AMENDMENT TO THE 2024 – 2027 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 2024-2027 Transportation Improvement Program for the Baltimore region at its July 27, 2023 meeting, with federal approval on October 25, 2023; 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 Transportation Authority (MDTA) has requested approval of one amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDTA is requesting to amend one project to the 2024-2027 TIP for the Francis Scott Key Bridge Reconstruction project. This amendment will add \$100,000 in state funds for Planning in FY 2024. Inclusion in the TIP is a requirement of the Federal Highway Administration in order for MDTA to issue a Request for Proposals (see attachment); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Infrastructure Investment and Jobs Act are met; 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 May 14, 2024.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2024-2027 Transportation Improvement Program for the Baltimore region and finds it 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 #24-24 on May 28, 2024.

May 28, 2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

Francis Scott Key Bridge Reconstruction

TIP ID	20-2401-44	Year of Operation	2029
Agency	Maryland Transportation Authority	Project Type	New bridge/elimination of at-grade crossing
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	4 to 4 lanes, 1.6 miles
CIP or CTP ID(s)		Est. Total Cost	\$1,837,000,000

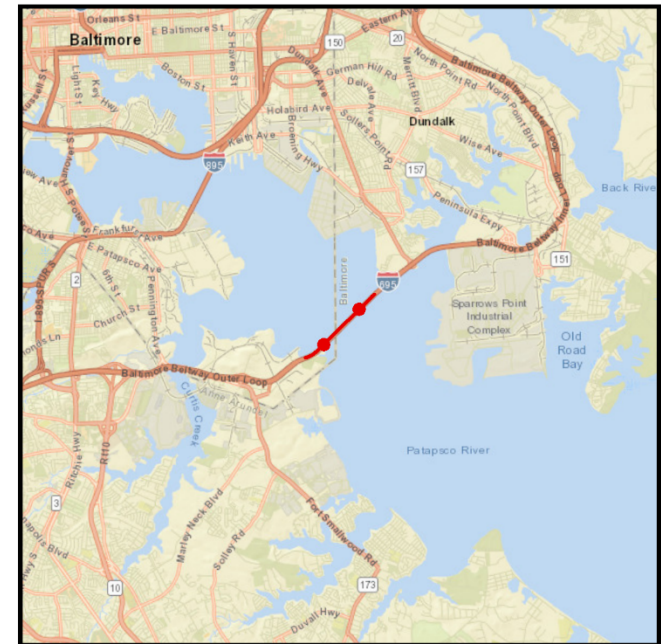
Description:

The project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure.

Justification:

The project is needed to rebuild the collapsed structure and reconnect the I-695 Baltimore Beltway as expeditiously and safely as possible to support efficient freight movement and economic expansion in the area of the bridge.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP. The amendment adds \$100,000 in state funds for Planning in FY 2024. This project is necessary to rebuild the collapsed structure along I-695 and reopen this critical route for commuter and goods movement. The estimated total cost of the project is \$1.84 billion.



Connection to Long-Range Transportation Planning Goals:

- 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe & efficient freight movement.
- 7.D Promote Prosperity & Econ. Ops -- Invest in trans. infrastructure that improves access to econ. growth generators



Francis Scott Key Bridge Reconstruction

(Funding in Thousands)

Other **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Total	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100

May 8, 2024

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 add a new project to the Baltimore Region's FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transportation Authority (MDTA).

The MDTA requests an amendment to add funding for the planning of the Francis Scott Key Bridge Reconstruction project. This project will add \$100K in state funding to the TIP in FY 2024. Planning and rebuilding efforts for the bridge began recently and will continue until completion of the project. The total cost of the project is expected to be \$1.837B.

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
Regional Planner
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT


MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP #TBD

SUMMARY TABLE

	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Francis Scott Key Bridge Reconstruction	A	Undetermined	Undetermined	\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDTA	BRTB	Undetermined	\$ -	\$ 100	\$ 100
Description	The project will rebuild the Francis Scott Key Bridge in its previous location along the same alignment. This includes removal of the remaining standing substructure and superstructure elements to make way for the new structure.					
Justification	The project is needed to rebuild the collapsed structure and reconnect the I-695 Baltimore Beltway as expeditiously and safely as possible to support efficient freight movement and economic expansion in the area of the bridge.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		Current (000s)	Total	\$ -	\$ -	\$ -
<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/>	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Total	\$ -	\$ -	\$ 100	\$ -	\$ 100
	Proposed (000s)	Federal	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ 100	\$ -	\$ 100
	Total	\$ -	\$ -	\$ 100	\$ -	\$ 100
Change (000s)	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ 100	\$ -	\$ 100

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 100	\$ 100
PE	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 100	\$ 100

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 100	\$ 100
PE	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 100	\$ 100

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ -	Federal	\$ 1,836,900,000	Federal	\$ 1,836,900,000
State/Local	\$ -	State/Local	\$ 100,000	State/Local	\$ -	State/Local	\$ 100,000
Total	\$ -	Total	\$ 100,000	Total	\$ 1,836,900,000	Total	\$ 1,837,000,000