

June 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 update a project to the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of the Maryland Transportation Authority (MDTA).

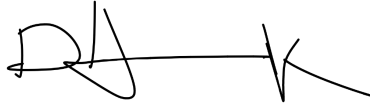
The BRTB approved the following amendment to the TIP on June 25, 2024. MDOT has assigned Control #22-141 for this amendment to the STIP. The BRTB approval and supporting documentation are attached.

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

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.maryland.gov](mailto: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



June 25, 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 is one amendment to the *2024-2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on June 25, 2024. The documentation enclosed supports changes to the *2024-2027 TIP* for one Maryland Transportation Authority (MDTA) project.

- **Francis Scott Key Bridge Reconstruction: 20-2401-44**

This amendment was not presented to the Technical Committee at the June 4, 2024 meeting. It was subsequently presented to the Technical Committee via email and then recommended to be sent to the BRTB. The Interagency Consultation Group (ICG) has also determined this project to be exempt according to the conformity rule.

MDTA 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 #24-26 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", written over a light gray rectangular background.

Todd R. Lang, Director  
Transportation Planning

Enclosures

cc: Mr. Carl Chamberlin



### Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Francis Scott Key Bridge Reconstruction 20-2401-44	This amendment adds \$79.45 million state funds in FY 2025 for construction (\$60,000,000), engineering (\$18,750,000) and planning (\$700,000). This amendment is necessary as a result of FHWA requiring construction funds to be programmed in FY 25 which will allow FHWA to approve construction funds in FY 25 prior to approval of the FY2025-2028 TIP. The estimated total cost of the project remains \$1.837 billion.	The project is needed to rebuild the collapsed structure and reconnect the 1-695 Baltimore Beltway as expeditiously and safely as possible to support efficient freight movement and economic expansion in the area of the bridge.  <b>Conformity Status:</b> Exempt	Amendment Resolution #24-26

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #24-26**

**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 in the 2024-2027 TIP for the Francis Scott Key Bridge Reconstruction project. This amendment will add \$60,000,000 in toll revenue funds for Construction in FY 2025, \$18,750,000 for engineering in FY 2025 and \$700,000 for planning in FY 2025. Inclusion of construction funds in the TIP is a requirement of the Federal Highway Administration (FHWA) in order for FHWA to approve construction funds prior to approval of the FY 2025-2028 TIP. (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 not presented to the Technical Committee.*

**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 #24-26 on June 25, 2024.

06/25/2024

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Date



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Anthony Russell, Chair  
Baltimore Regional Transportation Board

## Francis Scott Key Bridge Reconstruction

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

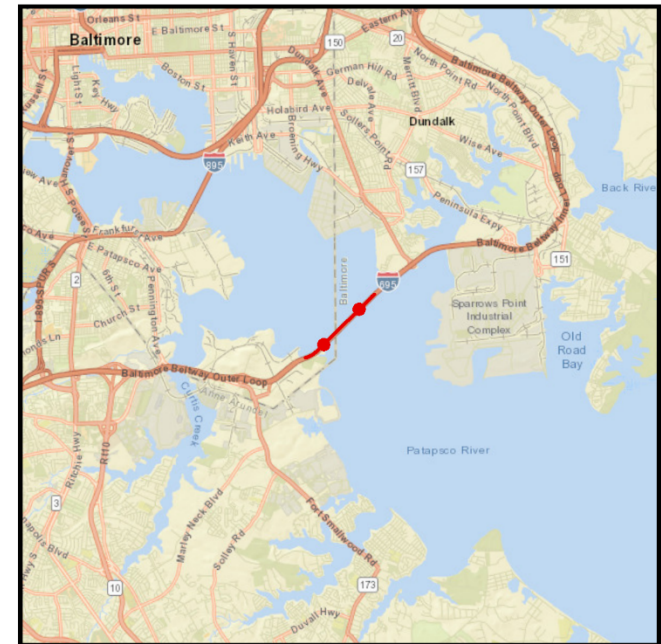
**Description:**

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 \$79.45 million state funds in FY 2025 for construction (\$60,000,000), engineering (\$18,750,000) and planning (\$700,000). This amendment is necessary as a result of FHWA requiring construction funds to be programmed in FY 25 which will allow FHWA to approve construction funds in FY 25 prior to approval of the FY2025-2028 TIP. The estimated total cost of the project remains \$1.837 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 ORIGINAL

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
<b>Subtotal</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100</b>
<b>Total</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100</b>



Francis Scott Key Bridge Reconstruction

(Funding in Thousands)

Other **-UPDATE**

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	<u>\$60,000</u>	\$0	\$0	\$0	\$0	<u>\$60,000</u>
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	<u>\$18,750</u>	\$0	\$0	\$0	\$0	<u>\$18,750</u>
PL	\$0	\$100	\$0	<u>\$700</u>	\$0	\$0	\$0	\$0	<u>\$800</u>
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b><u>\$79,450</u></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b><u>\$79,550</u></b>
<b>Total</b>	<b>\$0</b>	<b>\$100</b>	<b>\$0</b>	<b><u>\$79,450</u></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b><u>\$79,550</u></b>

May 8, 2024

Mr. Todd Lang  
Transportation Planning Director  
ATTN: Mr. Keith Kucharek  
Baltimore Metropolitan Council  
1500 Whetstone Way, Suite 300  
Baltimore Maryland 21230

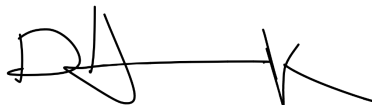
Dear Mr. Lang:

The Maryland Department of Transportation (MDOT) requests an Amendment a 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 additional State funding to the Francis Scott Key Bridge Reconstruction project (TIP ID #20-24031-44). This amendment will add \$60M in toll revenue funds for construction in FY 2025, and \$18.75M for engineering with \$700K for planning in FY 2025. 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](mailto: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 #20-24031-44

## SUMMARY TABLE

	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Francis Scott Key Bridge Reconstruction	A	Undetermined	Undetermined	\$ -	\$ 100	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	MDTA	BRTB	Undetermined	\$ -	\$ 79,450	\$ 79,450

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	\$ -	\$ -	\$ 100
<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	\$ -	\$ -	\$ 100	\$ -	\$ 100
	Total	\$ -	\$ -	\$ 100	\$ 79,450	\$ 79,550
	Proposed (000s)	Federal	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ 100	\$ 79,450	\$ 79,550
	Total	\$ -	\$ -	\$ -	\$ 79,450	\$ 79,450
Change (000s)	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ 79,450	\$ 79,450

## 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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100	\$ -	\$ -	\$ -	\$ 100	\$ 100
PE		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100</b>	<b>\$ 100</b>

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	\$ -	\$ 700	\$ -	\$ 800	\$ 800
PE	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,750	\$ -	\$ 18,750	\$ 18,750
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 60,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100</b>	<b>\$ -</b>	<b>\$ 79,450</b>	<b>\$ -</b>	<b>\$ 79,550</b>	<b>\$ 79,550</b>

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 700	\$ -	\$ 700	\$ 700
PE	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,750	\$ -	\$ 18,750	\$ 18,750
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ 60,000
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 79,450</b>	<b>\$ -</b>	<b>\$ 79,450</b>	<b>\$ 79,450</b>

## 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
<b>Total</b>	<b>\$ -</b>	<b>Total</b>	<b>\$ 100,000</b>	<b>Total</b>	<b>\$ 1,836,900,000</b>	<b>Total</b>	<b>\$ 1,837,000,000</b>