

October 26, 2023 (Revised November 3, 2023)

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 amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) for a project in the Baltimore Regional Transportation Planning Board (BRTB) FY 2024-2027 Transportation Improvement Program (TIP) on behalf of Anne Arundel County. The BRTB approved this amendment to the TIP on September 19, 2023. The MDOT has designated Control #22-87 for this amendment to the STIP, and the approval and supporting documentation are attached.

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Governor Bridge Road Little Patuxent River 11-2404-13	11-2404-13	11-2404-13	STBG	400

Ms. Valeriya Remezova
Ms. Terry Garcia Crews
Page Two

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

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" being more prominent than the last name "Byrne".

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP BRTB #11-2404-13

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Governor Bridge Road over Little Patuxent River: 11-2404-13	B	Exempt		\$ -	\$ -	\$ -
	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	ANNE ARUNDEL	BRTB	N/A	\$ 400	\$ 100	\$ 500
Description	This amendment adds a new bridge project to the FY 2024-2027 TIP and utilizes Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds.					
Justification	The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The bridge has been closed as a result of unsafe conditions since March 2015. Funding for this bridge project is necessary to reconstruct the bridge in order to reopen and provide a safe connection between Anne Arundel and Prince Georges County.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding (000s)	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 [(type explanation of action in parentheses or DELETE if not (D))]	Total	\$ -	\$ -	\$ -	\$ -
	Current (000s)	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	Total	\$ -	\$ -	\$ 175	\$ 325	\$ 500
		Federal	\$ -	\$ -	\$ 140	\$ 260	\$ 400
	State/Local	\$ -	\$ -	\$ 35	\$ 65	\$ 100	
	Change (000s)	Total	\$ -	\$ -	\$ 175	\$ 325	\$ 500
Federal		\$ -	\$ -	\$ 140	\$ 260	\$ 400	
State/Local	\$ -	\$ -	\$ 35	\$ 65	\$ 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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	HBRRP	\$ -	\$ -	\$ -	\$ -	\$ 140	\$ 35	\$ 260	\$ 65	\$ 400	\$ 100	\$ 500
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 140	\$ 35	\$ 260	\$ 65	\$ 400	\$ 100	\$ 500

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		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ -	\$ -	\$ -	\$ -	\$ 140	\$ 35	\$ 260	\$ 65	\$ 400	\$ 100	\$ 500
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ -	\$ -	\$ -	\$ -	\$ 140	\$ 35	\$ 260	\$ 65	\$ 400	\$ 100	\$ 500

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 400	Federal	\$ -	Federal	\$ 400
State/Local	\$ -	State/Local	\$ 100	State/Local	\$ -	State/Local	\$ 100
Total	\$ -	Total	\$ 500	Total	\$ -	Total	\$ 500



September 19, 2023

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed are two amendments to the *2024-2027 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on September 19, 2023. The documentation enclosed supports changes to the *2024-2027 TIP* for the Governor Road Bridge over Little Patuxent River in Anne Arundel County and the Martin Airport – All Stations Accessibility Program project in Baltimore County.

- **Governor Bridge Road over Little Patuxent River: 11-2404-13**
- **Martin Airport – All Stations Accessibility Program: 73-2401-64**

These amendments were presented to the Technical Committee on September 5, 2023. The Interagency Consultation Group (ICG) has also determined both of these projects to be exempt according to the conformity rule.

Both MDOT MTA and Anne Arundel County 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 #24-5 and #24-6 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 blue circular stamp.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Ms. Erika Falk, MDOT MTA
Mr. Sibtay Haider, MDOT MTA
Mr. Brian Ulrich, AA County



Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Governor Bridge Road bridge over Little Patuxent River 11-2404-13	This amendment adds a new project to the FY 2024-2027 TIP and utilizes Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds. This project will include \$500,000 (\$400,000 federal/\$100,000 matching) of HBRRP for engineering in FY 2024-2025 and \$4,500,000 (\$3,600,000 federal/\$900,000 matching) for construction in FY 2026-2027. The bridge has been closed as a result of unsafe conditions since March 2015. Funding for this project is necessary to reconstruct the bridge in order to reopen and provide a safe connection between Anne Arundel and Prince Georges County. This bridge replacement project has a total cost of \$11.536 million which is being split equally between Anne Arundel County and Prince George’s County.	This project replaces the existing Governor’s Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince George’s County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million. Conformity Status: Exempt	Amendment Resolution #24-5

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-5**

**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 Urbanized 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 25, 2023 meeting, with subsequent 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, Anne Arundel County has requested approval of one amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Anne Arundel County is requesting to add the Governor Bridge over Little Patuxent River project to the 2024-2027 TIP. Anne Arundel County is adding funds for Engineering and Construction in FY 2024 through FY 2027 necessitating the amendment of this project in the 2024-2027 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 and Investment Jobs Act (IIJA) are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to maintaining bridges 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 September 5, 2023.

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 on September 19, 2023.

9-19-2023

Date



D'Andrea Walker, Chair
Baltimore Regional Transportation Board

Governor's Bridge Road Bridge over Patuxent River

TIP ID	11-2404-13	Year of Operation	2028
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	1 to 1 lane, 115 Feet
CIP or CTP ID(s)	H569500	Est. Total Cost	\$5,768,000

Description:

This project replaces the existing Governor's Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince George's County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million.

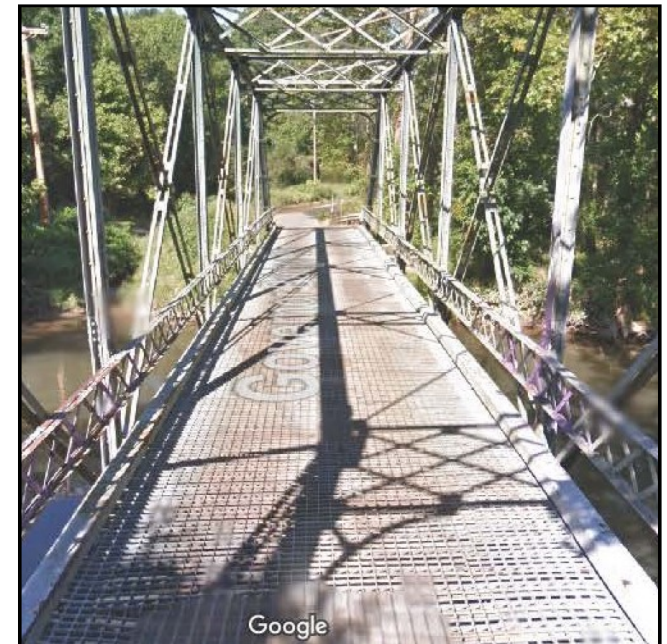
Justification:

The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. The structure has been closed to traffic since 2015. The deteriorated bridge requires replacement to reestablish the safety and functionality of the roadway network.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP and utilizes Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds. This project will include \$500,000 (\$400,000 federal/\$100,000 matching) of HBRRP for engineering in FY 2024-2025 and \$4,500,000 (\$3,600,000 federal/\$900,000 matching) for construction in FY 2026-2027. The bridge has been closed as a result of unsafe conditions since March 2015. Funding for this project is necessary to reconstruct the bridge in order to reopen and provide a safe connection between Anne Arundel and Prince Georges County. This bridge replacement project has a total cost of \$11.536 million which is being split equally between Anne Arundel County and Prince George's County.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 6.F Improve System Security -- Increase system redundancy.
- 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.





Governor's Bridge Road Bridge over Patuxent River

(Funding in Thousands)

Highway Bridge Rehabilitation and Reconstruction Program **-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	\$1,600	\$400	\$2,000	\$500	\$4,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$140	\$35	\$260	\$65	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$140	\$35	\$260	\$65	\$1,600	\$400	\$2,000	\$500	\$5,000
Total	\$140	\$35	\$260	\$65	\$1,600	\$400	\$2,000	\$500	\$5,000



M A R Y L A N D

County Executive Steuart L. Pittman

Office of Transportation
Anne Arundel County Maryland
2664 Riva Road, 3rd Floor – MS-6600
Annapolis, MD 21401
410-222-7440

Samuel D. Snead
Director of Transportation

August 11, 2023

Mr. Todd Lang, Director of Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way Suite 300
Baltimore, Maryland 21230

Attn: [Keith Kucharek](#)

RE: FY 24-27 TIP amendment for Governor's Bridge Road Bridge over the Patuxent River
TIP ID: 11-2405-13
CIP ID: H 569500

Dear Mr. Lang:

Anne Arundel County is requesting an amendment to the FY 2024-2027 TIP for the Governor Bridge Road Bridge over Patuxent River Project. The TIP ID No. for this project is 11-2405-13. The Bridge is a border bridge with Prince George's County. Prince George's County Department of Public Works and Transportation (DPW&T) is managing the project and has requested an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2024-2027 TIP. The reconstruction project is funded from the Federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 split with the remaining funding to come from local governments. The local share and federal aid appropriation will be split equally between Prince George's and Anne Arundel Counties. This amendment is to add Anne Arundel County's share of the funding into the Metropolitan Baltimore TIP.

The Governor's Bridge Road bridge over the Patuxent River connects Prince George's County and Anne Arundel County. It is considered a shared resource between the counties; however, Prince George's County maintains the structure. Per agreement, any repair costs are to be shared equally between the two counties. This bridge was built in 1920 and has been designated as a historic structure. It is prone to flooding and the river overtopping the deck. It is considered structurally deficient. This condition is very serious and has progressed since its last inspection. If one of the critical members fails, then the whole bridge would fail catastrophically. Therefore, the bridge was closed in March of 2015, and will remain so until restored to a safe condition. This amendment will program funding in FY 2024 thru FY 2028 in the amount of approximately \$5.77 million. This "total project cost" reflects the local share and federal aid appropriation for which Anne Arundel County is responsible. Prince George's County will be

adding a TIP amendment of equal amount that reflects the local share and federal aid appropriation that relates to Prince George's County as submitted through the TPB. The true total cost of the full bridge reconstruction project shared by the two counties is \$11.536 million. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis.

The Anne Arundel County CIP reflects these changes and the County's TIP projects continue to be fiscally constrained. The revised TIP form and additional information for this project is attached. If you have any questions, please contact me at (410) 222-3294.

Sincerely,

A handwritten signature in black ink, appearing to be 'S. Snead', written in a cursive style.

Samuel Snead, Director

cc: David Braun, Engineering Administrator, DPW
Robert Fernandez, Engineering Manager, DPW
Debra Russell, Senior Engineer, DPW
Brian Ulrich, Planning Administrator, OOT

Fund Source 2: *XX (if applicable)*

Phase									Project Totals
	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	4-Year Total
CON									
OTH									
ENG									
PP									
ROW									
Totals									

Status: Provide one or two sentences on current status of project, anticipated schedule, etc.

Lat 38.95 Long -76.99

Connection to LRTP Goals: Select applicable goals from list below...

1.B Improve System Safety -- Apply safety-related management and operations techniques.
1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
1.D Improve System Safety -- Improve emergency response time.
1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles.
2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops.
2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
2.G Improve and Maintain the Existing Infrastructure -- Encourage local jurisdictions to develop comprehensive asset management programs
3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
3.F Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan.
3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.
3.H Improve Accessibility -- Increase transportation equity throughout the system
4. Increase Mobility