

**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.

5-28-24

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Date



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Anthony Russell, Chair  
Baltimore Regional Transportation Board

### Summary of FY 2024-2027 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Francis Scott Key Bridge Reconstruction 20-24031-44	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.	<p>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.</p> <p><b>Conformity Status:</b> Exempt</p>	Amendment Resolution #24-24

## 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.

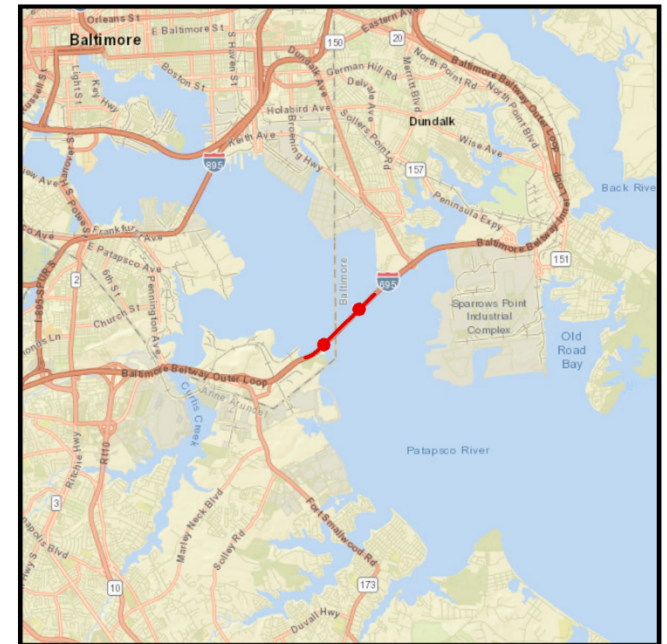
### Justification:

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 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

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<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$100,000

### Description:

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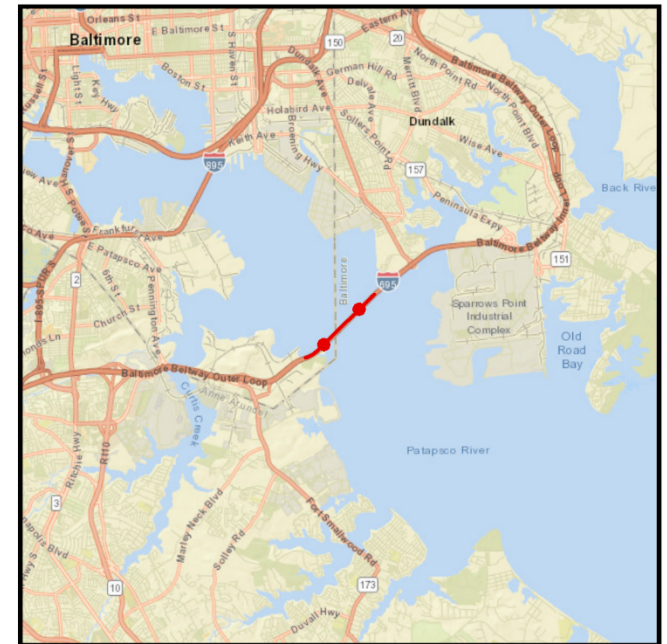
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