

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-17**

**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, MDOT State Highway Administration (SHA) has requested approval of an amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT SHA is requesting to amend the TSMO System 1 project. MDOT SHA is modifying the scope of work to eliminate the US 29 and US 40 corridors which will be completed as separate district projects in the future. As a result, construction and right-of-way funds are being removed. Additionally, this amendment will add STBG funds for engineering in FY 2024-FY 2027 and reduce NHPP funds for engineering in FY 2024-2027. These modifications in engineering are needed to address the changes in scope. The total estimated cost is reduced from \$76.7 million to \$9.2 million (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 March 5, 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 on March 26, 2024.

April 19, 2024

Date



Anthony Russell, Chair
Baltimore Regional Transportation Board

I-70: MD 32 to I-695

TIP ID	60-2301-41	Year of Operation	2032
Agency	SHA - Regional	Project Type	Preservation and improvements
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	I-70: 11.7 miles
CIP or CTP ID(s)	AZ2321	Est. Total Cost	\$9,226,000

Description:

This project will add Intelligent transportation system and geometric improvements to address safety and operations along I-70 from MD 32 to I-695.

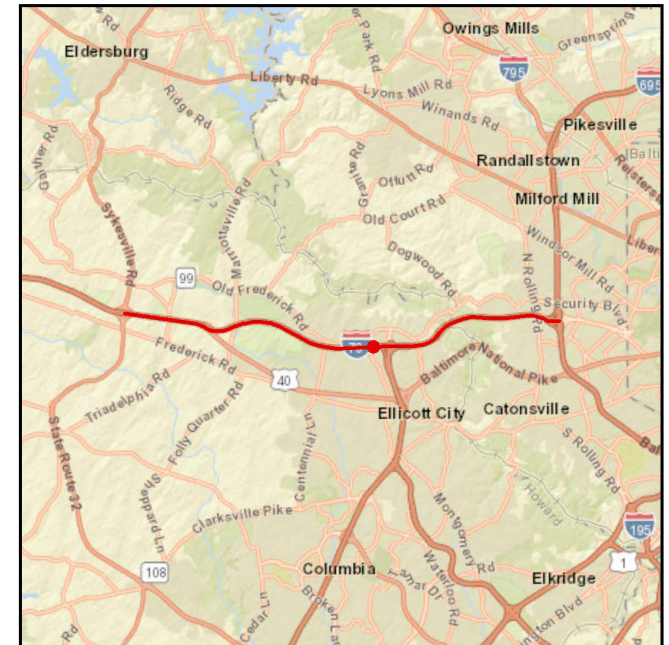
Justification:

This project improves safety and operations along I-70 and the connectivity to adjacent regional corridors.

Amendment: This amendment to the FY 2024-2027 TIP modifies the scope of the TSMO System 1 project. The revisions to the project scope eliminate the proposed work on the US 29 and US 40 corridors which will proceed as separate district projects in the future. Since the only remaining segment is from MD 32 to I-695, the project title has also been revised. As a result of removal of the US 29 and US 40 corridors, NHPP funding for construction and Right of Way has been removed. STBG and NHPP Funding for engineering have been added for FY 2024-2027. The revised total estimated cost is now \$9.226 million.

Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities.
- 4.A Increase Mobility -- Coordinate with MDOT and Local agencies to improve travel time reliability through performance-based planning and programming
- 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight





TSMO System 1

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -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	\$2,784	\$147	\$8,550	\$450	\$22,174	\$1,853	\$35,958
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$1,210	\$90	\$450	\$50	\$450	\$50	\$450	\$50	\$2,800
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$79	\$9	\$95	\$11	\$194
Subtotal	\$1,210	\$90	\$3,234	\$197	\$9,079	\$509	\$22,719	\$1,914	\$38,952
Total	\$1,210	\$90	\$3,234	\$197	\$9,079	\$509	\$22,719	\$1,914	\$38,952



SHA - Regional

2024 - 2027 Transportation Improvement Program

Highway Preservation
National Highway System

I-70: MD 32 to I-695

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -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	\$180	\$52	\$399	\$113	\$399	\$113	\$399	\$113	\$1,768
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$180	\$52	\$399	\$113	\$399	\$113	\$399	\$113	\$1,768

Surface Transportation Block Grant Program

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	\$464	\$133	\$1,025	\$289	\$1,025	\$289	\$1,025	\$289	\$4,539
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$464	\$133	\$1,025	\$289	\$1,025	\$289	\$1,025	\$289	\$4,539
Total	\$644	\$185	\$1,424	\$402	\$1,424	\$402	\$1,424	\$402	\$6,307