

**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.

6-25-24

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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                             |

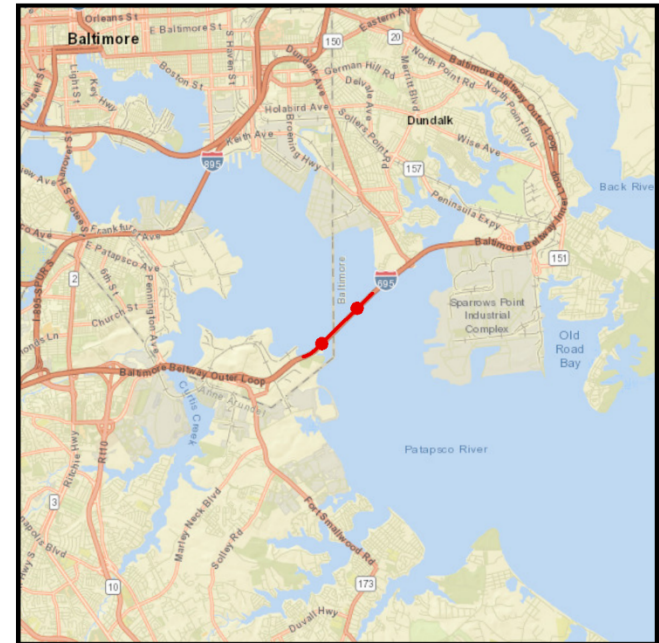
**Description:**

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<br>Federal<br>Funds | FY 2024<br>Matching<br>Funds | FY 2025<br>Federal<br>Funds | FY 2025<br>Matching<br>Funds | FY 2026<br>Federal<br>Funds | FY 2026<br>Matching<br>Funds | FY 2027<br>Federal<br>Funds | FY 2027<br>Matching<br>Funds | Total Four-Year<br>Funding<br>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>                          |



2024 - 2027 Transportation Improvement Program

Francis Scott Key Bridge Reconstruction

(Funding in Thousands)

Other **-UPDATE**

| Phase           | FY 2024<br>Federal<br>Funds | FY 2024<br>Matching<br>Funds | FY 2025<br>Federal<br>Funds | FY 2025<br>Matching<br>Funds | FY 2026<br>Federal<br>Funds | FY 2026<br>Matching<br>Funds | FY 2027<br>Federal<br>Funds | FY 2027<br>Matching<br>Funds | Total Four-Year<br>Funding<br>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>                |