

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #25-11**

**AMENDMENT TO THE 2025-2028 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 2025-2028 Transportation Improvement Program for the Baltimore region at its July 23, 2024 meeting, with 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, the Maryland Port Administration (MDOT MPA) has requested approval of one amendment to the 2025-2028 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT MPA is requesting to add the Fairfield Masonville Stormwater Management Phase 1 to the 2025-2028 TIP. The project will capture surface runoff and add storm drain capacity for the area using PROTECT funds; 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 are met; and

WHEREAS, this project is consistent with the federal emphasis on performance-based planning and programming; 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 November 6, 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 2025-2028 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 November 19, 2024.

Date

Anthony Russell, Chair
Baltimore Regional Transportation Board

Summary of FY 2025-2028 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Fairfield Masonville Stormwater Management Phase 1: 32-2501-81	This amendment to the FY 2025-2028 TIP will add the Fairfield Masonville Stormwater Management Phase 1. This amendment will add \$4.5 million (\$3.6 million federal/\$900,000 matching) in construction funds in FY 2026 and FY 2027. The total estimated cost is \$4.5 million.	<p>Maryland Department of Transportation Maryland Port Administration (MDOT MPA) will Use PROTECT Formula funding to construct Phase 1 of the Fairfield Masonville Terminal Stormwater Management system. Engineering has been completed. The project will capture and convey surface runoff from the adjacent Masonville Dredged Material Containment Facility, relieve existing Fairfield Marine Terminal drain system, and provide storm drain capacity for the development of the Kurt Iron Slip and other areas at Fairfield Marine Terminal and Masonville Marine Terminal.</p> <p>Conformity Status: <i>Exempt</i></p>	Amendment Resolution #25-11



Fairfield Masonville Stormwater Management Phase 1

TIP ID	32-2501-81	Year of Operation	2027
Agency	Maryland Port Administration	Project Type	Facility maintenance
Project Category	Ports	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	TBD	Est. Total Cost	\$4,500,000

Description:

Maryland Department of Transportation Maryland Port Administration (MDOT MPA) will Use PROTECT Formula funding to construct Phase 1 of the Fairfield Masonville Terminal Stormwater Management system. Engineering has been completed. The project will capture and convey surface runoff from the adjacent Masonville Dredged Material Containment Facility, relieve existing Fairfield Marine Terminal drain system, and provide storm drain capacity for the development of the Kurt Iron Slip and other areas at Fairfield Marine Terminal and Masonville Marine Terminal.

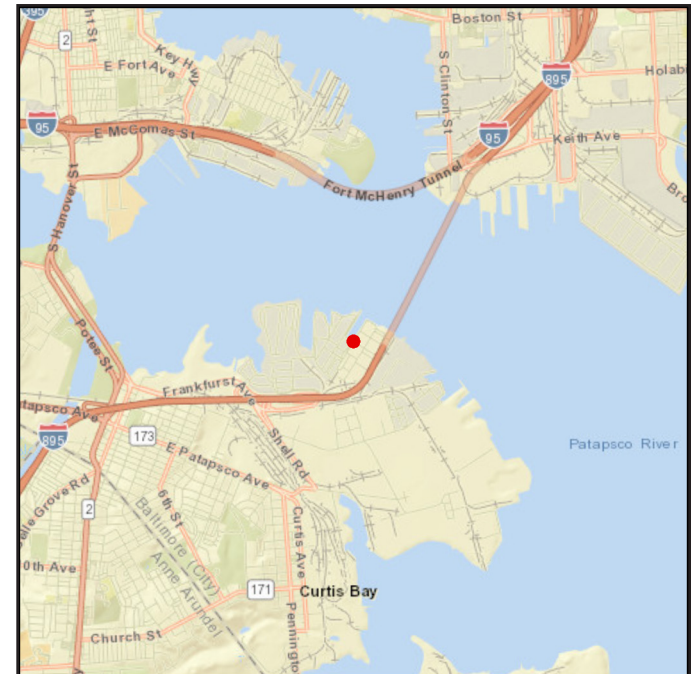
Project Benefits:

MPA's key objective is to accomplish, and where possible exceed, MS4 permit requirements without losing any extremely valuable and limited space for moving and storing domestic and international cargo. MPA has over 1,897 acres of mostly waterfront property, including 1,198 acres of impervious surface. MS4 permits require that 20% (240 acres) of these acres be treated or restored.

Project Changes:
This amendment to the FY 2025-2028 TIP will add a new project, the Fairfield Masonville Stormwater Management Phase 1 project. This amendment will add construction funds in FY 2026 and FY 2027. The total estimated cost is \$4.5 million.

Connection to Long-Range Transportation Planning Goals:

5.C Implement Environmentally Responsible Transportation Solutions -- Reduce Surface Runoff





Fairfield Masonville Stormwater Management Phase 1

(Funding in Thousands)

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) -- NEW

Phase	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	FY 2028 Federal Funds	FY 2028 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,000	\$1,600	\$500	\$400	\$0	\$0	\$4,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$2,000	\$1,600	\$500	\$400	\$0	\$0	\$4,500
Total	\$0	\$0	\$2,000	\$1,600	\$500	\$400	\$0	\$0	\$4,500