



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Darrell B. Mobley
Deputy Secretary

June 6, 2011

Mr. Hassan Raza
Division Administrator
Attn: Mr. Kwame Arhin
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore MD 21201

Ms. Letitia Thompson
Regional Administrator
Attn: Ms. Michele Destra
Mr. Timothy Lidiak
Ms. Gail McFadden-Roberts
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2011 Maryland Statewide Transportation Improvement Program (STIP) to add Federal Funds for Baltimore and Potomac Tunnel. MDOT Control # 11-22.

Dear Mr. Raza and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2011 Maryland STIP to reflect federal funds being added to the 2011-2014 Baltimore Regional Transportation Board's (BRTB) Transportation Improvement Program (TIP) for the Baltimore and Potomac Tunnel. Attached please find supporting documentation and BRTB approval of this Amendment:

- High Speed Intercity Passenger Rail funding of \$56,000,000 for the Baltimore and Potomac Tunnel.

The funds are for FY 2011 through FY2014. The table below summarized the cash flow breakouts by funding source and fiscal year.

Baltimore and Potomac Tunnel (TIP ID # 60-0701-99)

(All programmed dollars are displayed in \$1,000's)

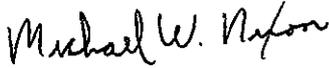
Funding Source	FY 2011	FY 2012	FY 2013	FY 2014	FY 2011-2014 Total
Federal - High Speed Intercity Passenger Rail	\$1,000	\$15,000	\$20,000	\$20,000	\$56,000
Local Match	\$0	\$0	\$0	\$0	\$0
Total:	\$1,000	\$15,000	\$20,000	\$20,000	\$56,000

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Hassan Raza
Ms. Letitia Thompson
Page Two

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact me at 410-865-1295, toll-free at 888-713-1414 or via email at mnixon@mdot.state.md.us. Thank you for your assistance.

Sincerely,



Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Tyson Byrne, Regional Planner, Office of Planning and Capital Programming, MDOT
Ms. Lyn Erickson, Manager Federal Liaison, Office of Planning and Capital Programming, MDOT
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, MDOT
Ms. Diane Ratcliff, MTA

MARYLAND STATEWIDE TIP F.Y. 2011-2015

MDOT STIP # 92-1101-99

SUMMARY TABLE

Project	Amendment Criteria (A/B/C/D)	Conformity Status	Environmental Status	Current Funding Level			Net Change		
				Federal	State	Total	Federal	State	Total
	A	Exempt	NA	0.0	0.0	0.0	60,000.0	0.0	60,000.0
Baltimore and Potomac Tunnel	Administration MDOT	Area/MPO Baltimore	CTP Page (with year, ex: H-22: FY2010) NA						
Description: Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing B&P Tunnel. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor through Baltimore.									
Justification: The B&P Tunnel opened in 1873 and is approaching the end of its useful life. The new alignment and infrastructure should increase capacity, reduce travel times, add Fire and Life Safety Facilities, reduce maintenance costs, increase clearance, and potentially provide structural and operational redundancy.									

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	Total
		<input checked="" type="checkbox"/> A Adds new individual projects to the current STIP/TIP. <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/TIP. <input type="checkbox"/> D Other:	Total	-	-	-	-	-
	Current	Federal	-	-	-	-	-	-
	State	-	-	-	-	-	-	-
	Total	-	1,000	15,000	20,000	20,000	4,000	60,000
	Proposed	Federal	-	1,000	15,000	20,000	20,000	4,000
	State	-	-	-	-	-	-	-
	Total	-	1,000	15,000	20,000	20,000	4,000	60,000
	Net Change	Federal	-	1,000	15,000	20,000	20,000	4,000
	State	-	-	-	-	-	-	-
	Total	-	1,000	15,000	20,000	20,000	4,000	60,000



PHASE DETAIL (All dollars are displayed in \$1,000's)

Current PHASE	FY2010		FY2011		FY2012		FY2013		FY2014		FY2015		TOTAL	
	Federal	State												
PP														
PE														
ROW														
CON														
OTH														
TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Source: Fed%: 0% State%: 0%														

Proposed PHASE	FY2010		FY2011		FY2012		FY2013		FY2014		FY2015		TOTAL	
	Federal	State												
PP														
PE			1,000		15,000		20,000		20,000		4,000		60,000	
ROW														
CON														
OTH														
TOTAL	-	-	1,000	-	15,000	-	20,000	-	20,000	-	4,000	-	60,000	-
Source: HSIPR Fed%: 100% State%: 0%														

Change PHASE	FY2010		FY2011		FY2012		FY2013		FY2014		FY2015		TOTAL	
	Federal	State												
PP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PE	-	-	1,000	-	15,000	-	20,000	-	20,000	-	4,000	-	60,000	-
ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CON	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTH	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	1,000	-	15,000	-	20,000	-	20,000	-	4,000	-	60,000	-
Source: HSIPR Fed%: 100% State%: 0%														

Baltimore Metropolitan Council



Offices @ McHenry Row
1500 Whetstone Way, Suite 300
Baltimore, MD 21230-4767

Telephone: (410) 732-0500
Fax: (410) 732-8248
www.baltometro.org

Anne Arundel County
Baltimore City
Baltimore County
Carroll County
Harford County
Howard County

May 25, 2011

RECEIVED

MAY 31 2011

OFFICE OF PLANNING &
CAPITAL PROGRAMMING

Mr. Don Halligan
Office of Planning & Capital Programming
ATTN: MIKE NIXON
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Dear Mr. Halligan:

Enclosed is Resolution #11-26, amending the FY 2011 – 2014 TIP to include \$56 million in funding for preliminary engineering and National Environment Policy Act (NEPA) analysis for the Baltimore & Potomac Tunnel Study. Resolution #11-26 was approved by the Baltimore Regional Transportation Board (BRTB) at their May 24, 2011 meeting.

If you have any questions, please call me.

Sincerely,

Todd R. Lang, Director
Transportation Planning

Enclosure

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #11-26**

**AMENDMENT TO THE 2011 – 2014 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board (BRTB) 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, and Howard, the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2011-2014 Transportation Improvement Program for the Baltimore region at its July 27, 2010 meeting; 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 Transit Administration requested approval of amendment of an (see Attachment 1) to the 2011-2014 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; 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 Safe, Accountable, Flexible, Efficient, Transportation Equity, Act: A Legacy for Users are met; and

WHEREAS, the Interagency Consultation Group has determined that the Maryland Transit Administration project – preliminary engineering and NEPA studies for the Baltimore & Potomac Tunnel in downtown Baltimore – is exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

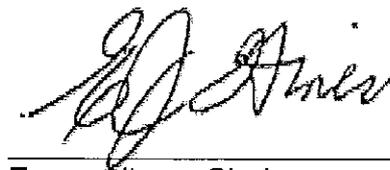
WHEREAS, the proposed TIP amendment was subject to a publicized 30-day public review with a public meeting on April 27, 2011, to allow for comments. A range of comments were received from both individuals and the CAC. After careful consideration, the BRTB has responded to the comments.

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 2011-2014 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 May 24, 2011.

May 24, 2011

Date



Emery Hines, Chairman
Baltimore Regional Transportation Board

Summary of Proposed TIP Amendments
May 2011

Project Name	Reason For Amendment	Requesting Agency	Project Description	Conformity Status
Howard County Electric Bus Project	<ul style="list-style-type: none"> ▪ Accept an award for a demonstration project. 	Maryland Transit Administration	<ul style="list-style-type: none"> ▪ TIGGER II award for 3 electric buses, an inductive charger and a transit shelter with an "energy information station". 	Programmatically Conforming
Bridge Repairs/Deck Replacement	<ul style="list-style-type: none"> ▪ Project was late in requesting FY 2010 funds so now must be included in the FY 2011 TIP 	Howard County	<ul style="list-style-type: none"> ▪ Replacement of six 2-lane bridges. 	Programmatically Conforming
✓ B&P Tunnel	<ul style="list-style-type: none"> ▪ MDOT was awarded a High Speed Intercity Passenger Rail grant 	Maryland Department of Transportation	<ul style="list-style-type: none"> ▪ Conduct preliminary engineering and NEPA analysis for a new tunnel alignment to replace the existing B&P Tunnel. 	Programmatically Conforming

2011 - 2014 Transportation Improvement Program

Office of the Secretary

Miscellaneous

Baltimore and Potomac Tunnel

TIP Id #	92-1101-99	Year of Operation	NA
Agency	Office of the Secretary	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	2.3 miles
STIP Reference #			

Description	Justification
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing B&P Tunnel. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor through Baltimore.	The B&P Tunnel opened in 1873 and is approaching the end of its useful life. The new alignment and infrastructure should increase capacity, reduce travel times, add Fire and Life Safety Facilities, reduce maintenance costs, increase clearance, and potentially provide structural and operational redundancy.

(All dollars are displayed in \$1,000's)

High Speed Intercity Passenger Rail

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2011 Federal Funds	FY 2011 Matching Funds	FY 2012 Federal Funds	FY 2012 Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	Estimated Project Total
CON											\$0
OTH											\$0
PE			\$1,000		\$15,000		\$20,000		\$20,000		\$56,000
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$1,000	\$0	\$15,000	\$0	\$20,000	\$0	20,000	\$0	\$56,000*

*there is an additional \$4.0M of HSIPR Funds to be programmed in FY 2015



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
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Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Darrell B. Mobley
Deputy Secretary

March 16, 2011

Mr. Todd R. Lang, Director
Transportation Planning
ATTN: Ms Regina Aris
Baltimore Metropolitan Council
2700 Lighthouse Point East, Suite 310
Baltimore MD 21224

RE: Amendment to the Fiscal Year (FY) 2011-2014 Baltimore Region Transportation Improvement Program (TIP) to add the Baltimore and Potomac Tunnel (B&P Tunnel) project.

Dear Mr. Lang:

The Maryland Department of Transportation has been awarded \$60 million by the Federal Railroad Administration (FRA) through the High Speed Intercity Passenger Rail (HSIPR) discretionary grant program to perform Preliminary Engineering (PE) and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing Baltimore and Potomac (B&P) Tunnel, which is nearing the end of its useful life. We are requesting that you take appropriate action to amend the Baltimore Region Fiscal Year 2011-2014 TIP to reflect those changes. A TIP form, is attached and a detailed description of the project is provided below.

The proposed new Amtrak Tunnel and Approaches (B&P Tunnel Replacement) PE and NEPA study will examine the alternatives associated with providing a new tunnel that would augment the existing B&P Tunnel to provide for safety and capacity improvements on the NEC through Baltimore.

The new alignment should depart the existing Northeast Corridor at a reconfigured Charles Interlocking (MP 95.9) and reconnect at approximately milepost 99, south of a reconfigured Bridge Interlocking (MP 98.2). The new alignment and associated infrastructure should:

- Alleviate the current capacity-related restrictions by improving track geometry
- Reduce travel times for commuter and intercity passengers
- Provide for Fire and Life Safety Facilities not currently found in the B&P tunnel
- Reduce maintenance costs
- Provide increased clearances
- Provide structural and operational redundancy, if there is an opportunity to utilize the existing tunnel in the future.

A significant feature of the realigned route will include a new tunnel. This route re-alignment has utility independent of the improvements discussed in the 2011 Common Report produced by the Maryland Department of Transportation (MDOT) and the Federal Railroad Administration (FRA), and its value is not predicated on other improvements.

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

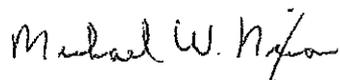
Mr. Todd R. Lang
Page Two

Congestion related delays reduce operational efficiency and on time performance for Amtrak inter-city service, MARC Commuter Service, and freight. The potential for conflicts among the intercity, commuter, and freight services within the project area detrimentally affects the ability of each operator to service its widely varying customers. By relieving this recognized chokepoint with additional capacity, this project will improve the efficiency of all three services. Improved rail service will allow for growth in both freight and passenger volumes, avoid delay to passenger service, and add to the overall economic vitality of the region.

Improvements to the Northeast Corridor are recognized as a key component in meeting the goals of improving and sustaining the regional economic viability and improving regional livability. Additionally, improvements in on-time performance and operational efficiency will increase ridership, reduce highway traffic congestion, reduce carbon emissions and improve air quality. Completion of this project will promote the development of future inter-city and commuter rail service by adding track capacity in a critical section of the NEC.

If you have questions or need additional information, please contact me at 410-865-1295 or via email at mnixon@mdot.state.md.us.

Sincerely,



Mr. Michael W. Nixon, Manager, Regional Planning
Office of Planning and Capital Programming

Attachments

cc: Mr. Jamie M Lake, Regional Planner, Office of Planning and Capital Programming, Maryland
Department of Transportation

Office of the Secretary

Baltimore and Potomac Tunnel

TIP Id #	92-1101-99	Year of Operation	NA
Agency	Office of the Secretary	Project Type	Miscellaneous
Project Category	Miscellaneous	Functional Class	NA
Conformity Status	Exempt	Physical Data	2.3 miles
STIP Reference #			

Description	Justification
Preliminary Engineering and National Environmental Policy Act (NEPA) analysis for a new tunnel alignment to augment and replace the existing B&P Tunnel. The NEPA study will examine alternatives that will provide for safety and capacity improvements on the Northeast Corridor through Baltimore.	The B&P Tunnel opened in 1873 and is approaching the end of its useful life. The new alignment and infrastructure should increase capacity, reduce travel times, add Fire and Life Safety Facilities, reduce maintenance costs, increase clearance, and potentially provide structural and operational redundancy.

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High Speed Intercity Passenger Rail

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
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PP											\$0
ROW											\$0
Totals	\$0	\$0	\$1,000	\$0	\$15,000	\$0	\$20,000	\$0	20,000	\$0	\$56,000*

*there is an additional \$4.0M of HSIPR Funds to be programmed in FY 2015