

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #09-23**

**AMENDMENT TO THE 2008 – 2012 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, and the Maryland Department of Planning; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2008-2012 Transportation Improvement Program for the Baltimore region at its November 27, 2007 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**, Howard County and Baltimore City have requested approval of an amendment (See Attachments 1 and 2) to the 2008-2012 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**, through the Interagency Consultation Group, it has been determined that the Howard County Transit Operations & Maintenance Facility is exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93).

**WHEREAS**, also through the Interagency Consultation Group, it has been determined that the change of scope for the Boston/O'Donnell Street Connector is a capacity improvement and has undergone a conformity assessment to meet all requirements in the Conformity Rule, and it has been determined that the project will not worsen the region's air quality or delay the timely attainment of national air quality standards or interfere with implementation of any transportation control measures; and

**WHEREAS**, both projects were subject to publicized 30-day public reviews and public meetings in the respective jurisdictions.

**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 2008-2012 Transportation Improvement Program for the Baltimore region and finds it to conform with 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 at its May 26, 2009 meeting.

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Date

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Carl Balser, Chairman  
Baltimore Regional Transportation Board



2008 - 2012 Transportation Improvement Program

Baltimore City

Highway Capacity

**Boston/O'Donnell Street Connector**

<b>TIP ID #</b>	12-0813-42	<b>Year of Operation</b>	2012
<b>Agency</b>	Local Project	<b>Project Type</b>	New or extended highway
<b>Project Category</b>	Highway Capacity	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Not Exempt	<b>Physical Data</b>	0 to 4 lanes
<b>CIP/CTP Page#</b>			

Description	Justification
New north/south connection of Boston Street to O'Donnell Street adjacent to Haven Street as well as the extension of Eaton Street from Boston Street to O'Donnell Street along abandoned railroad right-of-way.	This represents the locally-preferred alternative from the Boston Street Environmental Assessment; which responds to growth and development in the Boston Street corridor and the operational deficiencies associated with railroad crossings on Boston Street, east of Haven Street.

**Surface Transportation Program**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2008 Federal Funds	FY 2008 Matching Funds	FY 2009 Federal Funds	FY 2009 Matching Funds	FY 2010 Federal Funds	FY 2010 Matching Funds	FY 11-12 Federal Funds	FY 11-12 Matching Funds	Estimated Project Total
CON									\$42,000	\$8,400	\$50,400
OTH											\$0
PE							\$2,100	\$400			\$2,500
PP											\$0
ROW											\$0
<b>Totals</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100</b>	<b>\$400</b>	<b>\$42,000</b>	<b>\$8,400</b>	<b>\$52,900</b>