

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #10-7**

**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, Baltimore City, and Maryland Department of Transportation have requested approval of an amendment (See Attachments 1, 2 and 3) 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 Central Maryland Transit Operations & Maintenance Facility is exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, also through the Interagency Consultation Group, it has been determined that the Midtown Cultural District Streetscape, the Water Taxi Boat Purchase and Pier Improvements and the Areawide Congestion Management projects are exempt from the requirement to determine conformity according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, all projects were subject to a publicized 30-day public review and a public meeting to allow comments to be taken.

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 August 25, 2009 meeting.

Date

Frank Johnson, Chairman
Baltimore Regional Transportation Board

2008 - 2012 Transportation Improvement Program

Howard County

Transit

Transit Operations & Maintenance Facility

TIP Id #	16-0201-66	Year of Operation	2011
Agency	Local Project	Project Type	New bus facilities
Project Category	Transit	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP/CTP Page#	NA		

Description	Justification
<p>Site selection, acquisition, design and construction of an operations and maintenance facility to be shared among Howard Transit, Connect-A-Ride and Western Anne Arundel County transit services. The facility will support fixed-route and paratransit services including such functions as dispatch, vehicle maintenance, parts storage, revenue collection and handling, vehicle storage and management, and administrative office space.</p>	<p>A comprehensive, modern transit operations and maintenance facility will enable the County, Connect-A-Ride and Anne Arundel County to gain operational efficiencies, economies of scale, and cost savings. Such a multi-jurisdictional transit facility is needed to increase vendor competition and thereby Howard Transit, Connect-A-Ride and Anne Arundel County will receive the most competitive rates for transit service. The facility will enable the development of state-of-the-art service monitoring and revenue handling equipment. The facility will also allow transit service to Fort Meade and support BRAC related transportation needs.</p>

Section 1602 High Priority Projects

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					\$500	\$125					\$625
OTH											\$0
PE			\$852	\$213	\$829	\$207					\$2,101
PP											\$0
ROW	\$2,908	\$727	\$1,092	\$273							\$5,000
Totals	\$2,908	\$727	\$1,944	\$486	\$1,329	\$332	\$0	\$0	\$0	\$0	\$7,726

Midtown Cultural District Streetscape

TIP Id #	12-0815-19	Year of Operation	2010
Agency	Local Project	Project Type	Traffic Engineering
Project Category	Enhancement	Functional Class	N/A
Conformity Status	Exempt	Physical Data	N/A
CIP/CTP Page#	TBD		

Description	Justification
The work includes the conversion of span wire signal intersections to mast-arm signals at Mt. Royal Ave. at McMechen St. at W. Lafayette Ave. and Dolphin St. Installation of an underground conduit system at each intersection from the signals to controller boxes. New Pole foundations will be installed and pedestrian ramps not currently meeting ADA requirements will be upgraded at each intersection	This project will: reduce visual clutter and create more uniformity in street appurtenances along the Mt. Royal Avenue Corridor, improve pedestrian crossings, improve signal visibility, reduce energy consumption, and install new video-camera-based detection. This project is part of Phase 1 of the Midtown Cultural District transportation plan. Other components of the plan include pedestrian safety upgrades, resurfacing, median widening and bicycle lanes.

Transportation, Community and System Preservation 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					\$400	\$111					\$511
OTH											\$0
PE					\$45						\$45
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$0	\$0	\$445	\$111	\$0	\$0	\$0	\$0	\$556

Section 1702 High Priority Project

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											\$0
OTH					\$800	\$200					\$1,000
PE											\$0
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$0	\$0	\$800	\$200	\$0	\$0	\$0	\$0	\$1,000

American Recovery and Reinvestment Act Funding

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											\$0
OTH					\$4,000*						\$4,000
PE											\$0
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$0	\$0	\$4,000*		\$0	\$0	\$0	\$0	\$4,000

* Updated on August 5, 2009 - \$4 million moved from FY2009 CMAQ funds to FY2009 ARRA funding. This move does not change the total amount of funding, only the funding source.

American Recovery Reinvestment – Phase 2

State Highway Administration Projects

Location	Description	Cost (\$M)	Changes (\$M)
BRIDGE PROJECTS			
Baltimore Co	Bridge Replacement: I-695 @ MD 26	30.0	
	Baltimore Region Total	30	

Maryland Transit Administration Projects

Location	Description	Cost (\$M)	Changes (\$M)
LOTS and Station Projects			
Annapolis	Heavy duty bus replacement Preventive maintenance	2.16 .15	Reduced .14 Added .15
Anne Arundel	Medium bus replacements Additional elevators and electrical system upgrades at BWI Rail Station	0.4 3.0	
Baltimore Co	Parking expansion at Falls Road Light Rail Stop	2.3	
Baltimore City	Replace windows & boilers at MARC Penn Station MARC West Baltimore parking expansion	4.0 3.0	
Carroll	Small bus replacements and support vehicle purchases Facility and equipment upgrades	0.3 1.6	
CTC	Install Automatic Vehicle Locator (AVL) system	0.6	
Harford	Small bus replacements and medium bus purchase	4.6	
Howard County	Facility and equipment upgrade Paratransit and hybrid bus purchases Preventive maintenance	.308 2.22 .15	Reduced .192 Added .02 Added .15
	Total	24.8	
MTA Projects			
Baltimore Reg	Replacement of some of the oldest buses with hybrid electrics	9.6	
Baltimore Reg	Replacement of roofs on the Washington Blvd bus maintenance complex	10.1	
Baltimore Reg	Installation of additional Light Rail electric substations and new signage at downtown stops	5.3	
Areawide	Improvements on CXS owned lines to enhance safety and reliability of MARC service	4.7	
Baltimore Reg	Improvements to Martins MARC maintenance facility	0.4	

Baltimore Reg	Replacement of deteriorated rail fasteners and bolts in the Metro Subway	6.5	Reduced 3
Baltimore Reg	Replace public address system in all MTA owned MARC stations	3.5	Added 3
Baltimore Reg	Replace public address system in the Metro Subway	5.4	
Baltimore Reg	Lighting, safety enhancements and cleaning throughout the Metro Subway	5.0	
Baltimore Reg	Maintenance of Metro Subway underground tunnels and stations to maintain structural integrity and reduce water infiltration	3.9	
Baltimore Reg	Maintenance of Metro Subway concrete structures and bridges	2.6	
Baltimore Reg	Overhaul wheels, axles and traction motors on 25-year old Metro Subway railcars	19.5	
	Total	76.5	
	Baltimore Region total (\$ millions)	\$131.3	