

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #09-9**

**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, the Maryland Department of Transportation – State Highway Administration has requested one amendment (See Attachment 1) 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, the project being introduced is for system preservation and therefore exempt from conformity analysis, as it 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 that the addition of this project meets conformity requirements as stated in the Conformity Rule (40 CFR Parts 51 and 93).

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 October 28, 2008 meeting.

Date

Carl Balsler, Chairman
Baltimore Regional Transportation Board

2008 - 2012 Transportation Improvement Program

State Highway Administration

Highway Preservation

Bridge System Preservation Projects

TIP Id #	60-0801-13	Year of Operation	2010
Agency	State Highway Administration	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	
Conformity Status	Exempt	Physical Data	
CIP/CTP Page#			

Description	Justification
Rehabilitation of four bridges in the Baltimore region: <ul style="list-style-type: none"> • Anne Arundel County <ul style="list-style-type: none"> ○ Ridge Road at MD 295 (\$3M) • Baltimore County <ul style="list-style-type: none"> ○ US 1 at Sulphur Spring (\$1.8M) ○ US 1 at Little Gunpowder Falls (\$4.5M) • Carroll County <ul style="list-style-type: none"> ○ MD 97 at Morgan Run (\$2M) 	The U.S. Congress has provided Obligation Authority (OA) for bridge system preservation through Special OA Funds. Four bridges in the Baltimore region have qualified for \$11.3 million based on: <ul style="list-style-type: none"> • All were rated structurally deficient; • Projects were spread out geographically across the state; • Projects were selected that were able to be designed in a reasonable amount of time; • They are lower cost bridges that allowed for multiple improvements compared to 1 or 2 larger bridge projects; and • The combination of bridges added up to the allotted \$23 million statewide total.

Special OA Funds

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	2008 Federal Funds	2008 Matching Funds	2009 Federal Funds	2009 Matching Funds	2010 Federal Funds	2010 Matching Funds	11-12 Federal Funds	11-12 Matching Funds	Estimated Project Total
CON					\$9,040	\$2,260					\$11,300
OTH											\$0
PE											\$0
PP											\$0
ROW											\$0
Totals	\$0	\$0	\$0	\$0	\$9,040	\$2,260	\$0	\$0	\$0	\$0	\$11,300