

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #17-25**

**AMENDMENT TO THE 2017 – 2020 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board 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, 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 Harford Transit; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2017-2020 Transportation Improvement Program for the Baltimore region at its July 26, 2016 meeting, with federal approval on September 26, 2016; 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 on the behalf of the State Highway Administration has requested approval of an amendment to the 2017-2020 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, the State Highway Administration is requesting to add the MD 45: Padonia Road to Wight Avenue project to the 2017-2020 TIP (see attachment). The project will replace a 24-inch water main and resurface the roadway within the project limits; 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 Fixing America's Surface Transportation Act are met; and

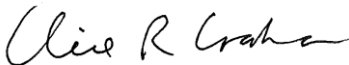
**WHEREAS**, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, the proposed Transportation Improvement Program amendment was publicized for a 30-day review from Wednesday, May 9 through Friday, June 9 with a public meeting on Wednesday, June 7 at BMC. No comments were received on this project.

**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 2017-2020 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 June 27, 2017.

6-27-17  
Date

  
\_\_\_\_\_  
Clive R. Graham, Chairman  
Baltimore Regional Transportation Board

## MD 45: Padonia Rd to Wight Ave

<b>TIP ID</b>	63-1707-11	<b>Year of Operation</b>	2018
<b>Agency</b>	SHA - Baltimore County	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2.55 miles
<b>CIP or CTP ID(s)</b>	BA5381	<b>Est. Total Cost</b>	\$17,369,000

### Description:

This project will replace a 24-inch water main and resurface the roadway within the project limits. The project also includes: reconstructing sidewalks, ramps, curbs and driveways; constructing drainage improvements, replacing damaged inlets and cleaning existing storm drains; installing new signage; and, upgrading intersection signal systems. Baltimore County is contributing \$13.2 million for the utility replacement. NHPP matching funds are state funding.

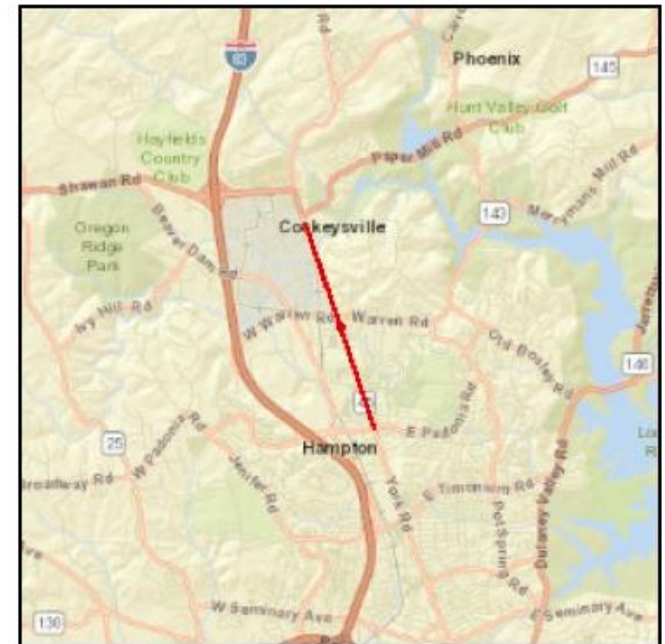
### Justification:

This project will provide significant improvements to the roadway and will render aging drainage, sidewalk, and utility infrastructure in good repair. The intersection signal upgrades will improve safety, capacity and operations.

**Amendment:** This amendment adds the project to the TIP utilizing federal NHPP funds along with state and Baltimore County matching funds. Federal NHPP funds are added in the amount of \$2.736 million along with \$1.192 million in state matching funds. Baltimore County is contributing \$13.2 million for water utility replacement. The total project cost is \$17.369 million. The amendment is necessary due to higher water utility replacement costs. The total project cost now exceeds the \$10 million cost threshold for system preservation projects and a separate TIP project sheet is required as a result.

### Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.



**MD 45: Padonia Rd to Wight Ave**

(Funding in Thousands)

**National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))** **-NEW**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$2,736	\$771	\$0	\$0	\$0	\$0	\$3,507
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$421	\$0	\$0	\$0	\$0	\$0	\$0	\$421
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$421</b>	<b>\$2,736</b>	<b>\$771</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,928</b>

**Other** **-NEW**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$13,200	\$0	\$0	\$0	\$0	\$13,200
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,200</b>
<b>Total</b>	<b>\$0</b>	<b>\$421</b>	<b>\$2,736</b>	<b>\$13,971</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,128</b>