

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #21-17**

**AMENDMENT TO THE 2021 – 2024 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 Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2021-2024 Transportation Improvement Program for the Baltimore region at its August 25, 2020 meeting, with federal approval on October 19, 2020; 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 has requested approval of an amendment to the 2021-2024 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Howard County is requesting to add ten additional bridge projects to the Bridge Repairs and Deck Replacement project. The 2021-2024 TIP must include these projects in order to finalize NEPA documents for approval (see attachment); 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, this project is consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to maintaining bridges in a state of good repair; and

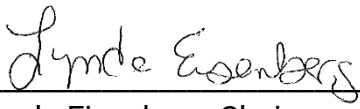
WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on January 5, 2021.

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 2021-2024 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 January 26, 2021.

1-26-2021
Date


Lynda Eisenberg, Chair
Baltimore Regional Transportation Board

Bridge Repair and Deck Replacement

TIP ID	16-0436-13	Year of Operation	Ongoing
Agency	Howard County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	Various projects	Est. Total Cost	\$14,363,000

Description:

This project is to repair/replace bridge decks at the following locations with a mix of county match and federal funding. The project also includes emergency structure reconstruction: River Road over Rockburn Branch; Henryton Road over tributary to the Patapsco River (HO-0105); Pindell School Road over Hammond Branch; Daisy Road over Little Cattail Creek; Pfefferkorn Road over Middle Patuxent River; Carroll Mill Road over Benson Branch; Sheppard Lane over Middle Patuxent River; Watersville Road over Hay Meadow Branch; Henryton Road over tributary to Patapsco River (HO-0053); Old Montgomery Road over Lake Elkhorn Branch; Tamar Drive over Little Patuxent River; Snowden River Pkwy over Robert Fulton Dr (SB & NB); Guilford Road over Middle Patuxent River; Park Circle Drive over Deep Run; Broken Land Pkwy over Little Patuxent River

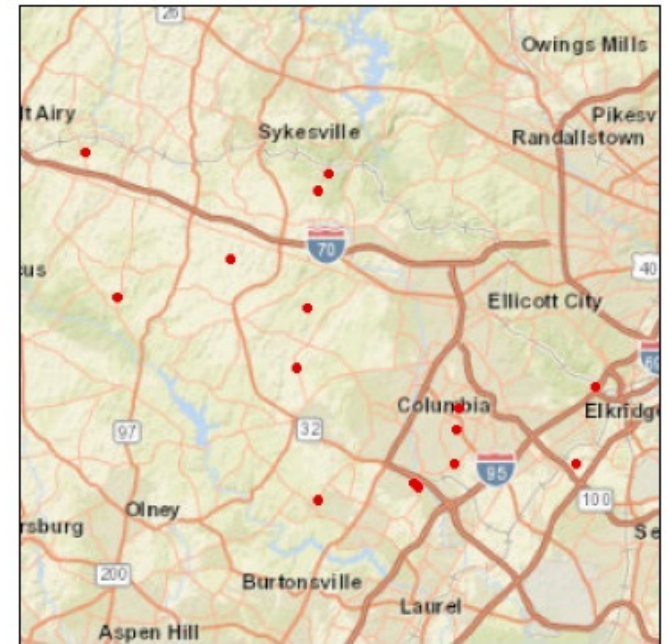
Justification:

This project will alleviate bridge deterioration and improve the safety and longevity of all bridges included in the bridge repair and rehabilitation program.

Amendment: This amendment updates the project scope to include one bridge replacement and nine bridge rehabilitation projects. The additional bridges are the last 10 listed in the project description, beginning with Sheppard Lane over Middle Patuxent River. The 2021-2024 TIP must include these projects so that MDOT SHA can prepare and finalize NEPA documents for approval. Engineering funds are added to FY 2021 in the amount of \$777,000. Engineering is fully funded by Howard County. Construction funds are added to FY 2022 in the amount of \$4.627 million (\$3.702 million federal STBG/\$925,000 matching). The total amount of funding in the TIP increases from \$8.959 million to \$14.363 million. Howard County anticipates completing these bridge projects in FY 2023.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Bridge Repairs and Deck Replacement

(Funding in Thousands)

Surface Transportation Block Grant Program **-ORIGINAL**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,360	\$3,879	\$960	\$1,140	\$0	\$0	\$0	\$0	\$8,339
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$490	\$0	\$100	\$0	\$0	\$0	\$0	\$590
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30
Subtotal	\$2,360	\$4,399	\$960	\$1,240	\$0	\$0	\$0	\$0	\$8,959
Total	\$2,360	\$4,399	\$960	\$1,240	\$0	\$0	\$0	\$0	\$8,959

Surface Transportation Block Grant Program **-UPDATE**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$2,360	\$3,879	<u>\$4,662</u>	<u>\$2,065</u>	\$0	\$0	\$0	\$0	<u>\$12,966</u>
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	<u>\$1,267</u>	\$0	\$100	\$0	\$0	\$0	\$0	<u>\$1,367</u>
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$30
Subtotal	\$2,360	<u>\$5,176</u>	<u>\$4,662</u>	<u>\$2,165</u>	\$0	\$0	\$0	\$0	<u>\$14,363</u>
Total	\$2,360	<u>\$5,176</u>	<u>\$4,662</u>	<u>\$2,165</u>	\$0	\$0	\$0	\$0	<u>\$14,363</u>