

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #22-11**

**AMENDMENT TO THE 2022 – 2025 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 2022-2025 Transportation Improvement Program for the Baltimore region at its July 27, 2021 meeting, with federal approval on October 4, 2021; 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, MDOT State Highway Administration (SHA) has requested approval of one amendment to the 2022-2025 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT SHA is requesting to add a project replacing the MD 91 bridges over the North Branch of the Patapsco River and Maryland Midland Railroad to the 2022-2025 TIP. MDOT SHA is adding funds for engineering, Right of Way, and Construction necessitating inclusion of this project in the 2022-2025 TIP (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 April 5, 2022.

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 2022-2025 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 April 26, 2022.

4-26-2022
Date



Sam Snead, Chair
Baltimore Regional Transportation Board

MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

TIP ID	64-2201-13	Year of Operation	2024
Agency	SHA - Carroll County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes
CIP or CTP ID(s)	CL1721	Est. Total Cost	\$11,347,000

Description:

This project replaces bridge no. 06020 over the North Branch Patapsco River and bridge no. 06047 over the Maryland Midland Railroad. The bridges will carry two 12' lanes with 8' bicycle compatible shoulders.

A 5% overhead increase has been added to federal funding flows for each project phase.

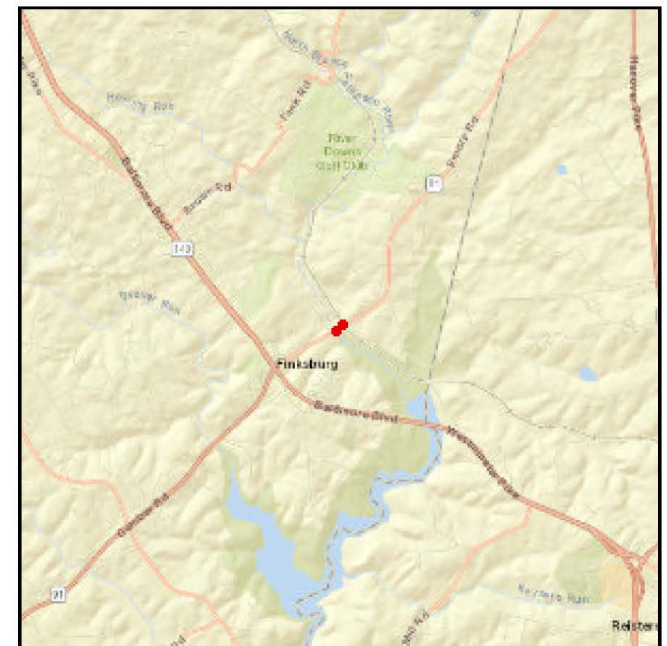
Justification:

The existing bridges, constructed in 1965, are currently in fair condition but are at risk of becoming poor-rated in the near future.

Amendment: This amendment adds a new project to the FY 2022-2025 TIP. The existing bridges are nearing the end of their lifespan and need to be replaced before they deteriorate into poor condition. Funding for this project includes \$10.475 million of STBG funds for construction (\$9.975 federal/\$500,000 match) in FY 2023-2024, \$788,000 in federal funds for engineering in FY 2022-2023, and \$74,000 in state funds for Right of Way acquisition in FY 2022-2025. The total estimated cost of the project is \$11.347 million.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





MD 91: Bridge Replacements over North Branch of Patapsco River and MD Midland Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program -NEW

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$3,990	\$200	\$5,985	\$300	\$0	\$0	\$10,475
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$263	\$0	\$525	\$0	\$0	\$0	\$0	\$0	\$788
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$263	\$0	\$4,515	\$200	\$5,985	\$300	\$0	\$0	\$11,263

Other

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$10	\$0	\$24	\$0	\$24	\$0	\$16	\$74
Subtotal	\$0	\$10	\$0	\$24	\$0	\$24	\$0	\$16	\$74

Total	\$263	\$10	\$4,515	\$224	\$5,985	\$324	\$0	\$16	\$11,337
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