

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #23-8**

**AMENDMENT TO THE 2023 – 2026 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 2023-2026 Transportation Improvement Program for the Baltimore region at its August 23, 2022 meeting, with federal approval on September 7, 2022; 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 2023-2026 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, MDOT SHA is requesting to amend the MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G project in the 2023-2026 TIP. MDOT SHA is adding funds for engineering, Right of Way, and Construction in FY 2023 and Construction funds in FY 2024 through FY 2026 necessitating the amendment of this project in the 2023-2026 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 November 1, 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 2023-2026 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 November 22, 2022.

11-22-22

Date



Sam Snead, Chair
Baltimore Regional Transportation Board

MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

TIP ID	65-1601-12	Year of Operation	TBD
Agency	SHA - Harford County	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	1.8 Miles
CIP or CTP ID(s)	HA3342	Est. Total Cost	\$9,000,000

Description:

MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) of MD 24, Rocks Road, from 900' south of Sharon Road to 1,700' north of Ferncliff Lane. The estimated total cost includes estimated funding to complete construction of this project. A schedule and funding for construction have yet to be determined.

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

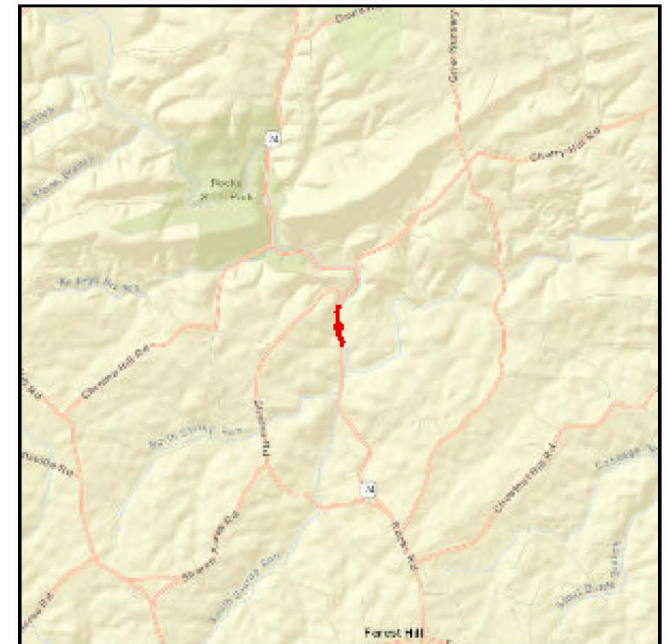
Justification:

The purpose of this project is to improve road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

Amendment: This amendment increases Engineering funds in FY 2023 by \$67,000 (\$67,000 federal/\$0 matching). This amendment also adds \$5,804,000 in Construction funds in FY 2023 - FY 2026 (\$5,438,000 federal/\$366,000 matching) and \$165,000 in Right of Way funds in FY 2023 (\$130,000 federal/\$35 matching). This additional funding is necessary to complete final design, acquire necessary right of way and complete construction. The total estimated cost of the project increases from \$8.4 million to \$9.0 million.

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).





MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

(Funding in Thousands)

Surface Transportation Block Grant Program -ORIGINAL

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 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	\$429	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$429	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429
Total	\$429	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429



MD 24: South of Stirrup Run Culvert to Deer Creek Bridge, Section G

(Funding in Thousands)

Surface Transportation Block Grant Program -NEW

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	\$496	\$72	\$1,911	\$134	\$1,938	\$102	\$1,093	\$58	\$5,804
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$496	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$130	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$165
Subtotal	\$1,122	\$107	\$1,911	\$134	\$1,938	\$102	\$1,093	\$58	\$6,465
Total	\$1,122	\$107	\$1,911	\$134	\$1,938	\$102	\$1,093	\$58	\$6,465