

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-5**

**AMENDMENT TO THE 2024 – 2027 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 the RTA of Central Maryland; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2024-2027 Transportation Improvement Program for the Baltimore region at its July 25, 2023 meeting, with subsequent federal approval pending; 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, Anne Arundel County has requested approval of one amendment to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Anne Arundel County is requesting to add the Governor Bridge over Little Patuxent River project to the 2024-2027 TIP. Anne Arundel County is adding funds for Engineering and Construction in FY 2024 through FY 2027 necessitating the amendment of this project in the 2024-2027 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 Infrastructure and Investment Jobs Act (IIJA) 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

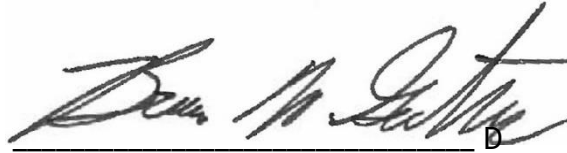
WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on September 5, 2023.

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 2024-2027 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 September 20, 2023.

9-19-23

Date



Bruce Gartner, Chair
Baltimore Regional Transportation Board

Governor's Bridge Road Bridge over Patuxent River

TIP ID	11-2404-13	Year of Operation	2028
Agency	Anne Arundel County	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	1 to 1 lane, 115 Feet
CIP or CTP ID(s)	H569500	Est. Total Cost	\$5,768,000

Description:

This project replaces the existing Governor's Bridge Road bridge over the Patuxent River that connects, and is jointly owned by Prince George's County and Anne Arundel County. This single lane Pratt through-truss bridge was built in 1920 and has been designated as a historic structure. The bridge is prone to flooding and the Patuxent River overtopping the deck. It is considered structurally deficient. The total cost of the full bridge reconstruction project shared by Prince George's and Anne Arundel counties is \$11.536 million.

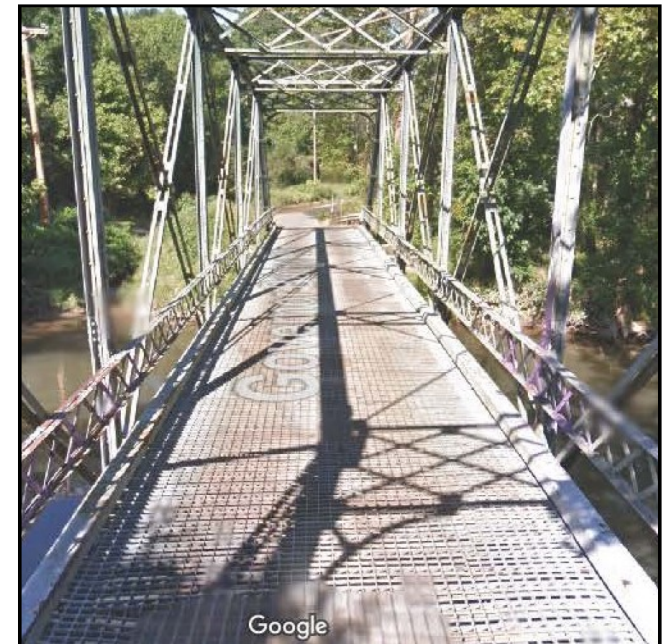
Justification:

The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. The structure has been closed to traffic since 2015. The deteriorated bridge requires replacement to reestablish the safety and functionality of the roadway network.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP and utilizes Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) funds. This project will include \$500,000 (\$400,000 federal/\$100,000 matching) of HBRRP for engineering in FY 2024-2025 and \$4,500,000 (\$3,600,000 federal/\$900,000 matching) for construction in FY 2026-2027. The bridge has been closed as a result of unsafe conditions since March 2015. Funding for this project is necessary to reconstruct the bridge in order to reopen and provide a safe connection between Anne Arundel and Prince Georges County. This bridge replacement project has a total cost of \$11.536 million which is being split equally between Anne Arundel County and Prince George's County.

Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 6.F Improve System Security -- Increase system redundancy.
- 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities.





Governor's Bridge Road Bridge over Patuxent River

(Funding in Thousands)

Highway Bridge Rehabilitation and Reconstruction Program **-NEW**

Phase	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	FY 2027 Federal Funds	FY 2027 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,600	\$400	\$2,000	\$500	\$4,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$140	\$35	\$260	\$65	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$140	\$35	\$260	\$65	\$1,600	\$400	\$2,000	\$500	\$5,000
Total	\$140	\$35	\$260	\$65	\$1,600	\$400	\$2,000	\$500	\$5,000