

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #24-7**

**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 27, 2023 meeting, with 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, Baltimore City has requested approval of three amendments to the 2024-2027 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Baltimore City is requesting to reintroduce a dormant project to the 2024-2027 TIP for the SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement. This project appeared in previous TIPs but has not completed construction. This amendment will add funds for construction in FY 2024 necessitating the amendment of this project (see attachment); and

WHEREAS, Baltimore City is requesting to reintroduce another dormant project to the 2024-2027 TIP for the Wilkens Avenue Bridge over Gwynns Falls project. This project appeared in previous TIPs but has not completed construction. This amendment will add funds to re-advertise the project for construction and to reflect increases in current construction costs necessitating the amendment of this project. Construction funding is included in FY 2024 (see attachment); and

WHEREAS, Baltimore City is requesting to add a new project to the 2024-2027 TIP for the Baltimore City Greenway Trail Network: Eastern Segment. This amendment adds funds received through a federal earmark and a state capital grant to purchase right-of-way. Funding for right-of-way acquisition is included in FY 2024 (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 these projects are 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 7, 2023.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments 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 November 28, 2023.

11-28-23

Date



D'Andrea Walker, Chair
Baltimore Regional Transportation Board

SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

TIP ID	12-1609-13	Year of Operation	2024
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-004	Est. Total Cost	\$22,000,000

Description:

This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

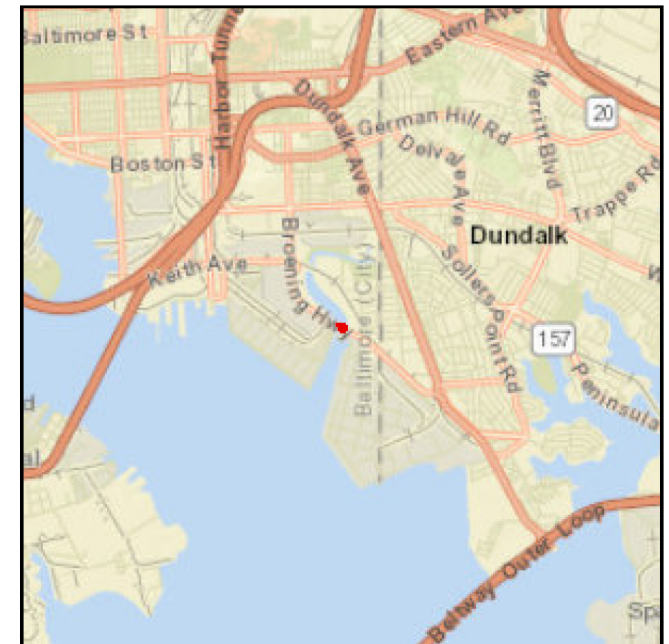
Justification:

The Colgate Creek Bridge is a 1960s era bridge that connects major port terminals, Dundalk and Seagirt, to I-95 and I-695. The bridge currently operates under capacity due to deterioration from overweight freight traffic, and currently holds a structural rating of 4 out of 9 and a bridge sufficiency rating of 42.3 out of 100, indicating a pressing need for replacement. Only 2 out of 4 lanes on the bridge are open to traffic and it is weight restricted.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP. This project appeared in previous TIPs but was not in the FY 2023-2026 TIP. This amendment will include \$2.5 million (\$2.0 million federal/\$500,000 matching) of NHPP funding for construction in FY 2024. This funding is necessary as a result of unexpected construction costs and escalating material costs. The estimated total cost of this project is \$22,000,000.

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).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -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	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
Total	\$2,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500

Wilkins Avenue Bridge Over Gwynns Falls

TIP ID	12-1403-13	Year of Operation	2025
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	509-326	Est. Total Cost	\$18,600,000

Description:

This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

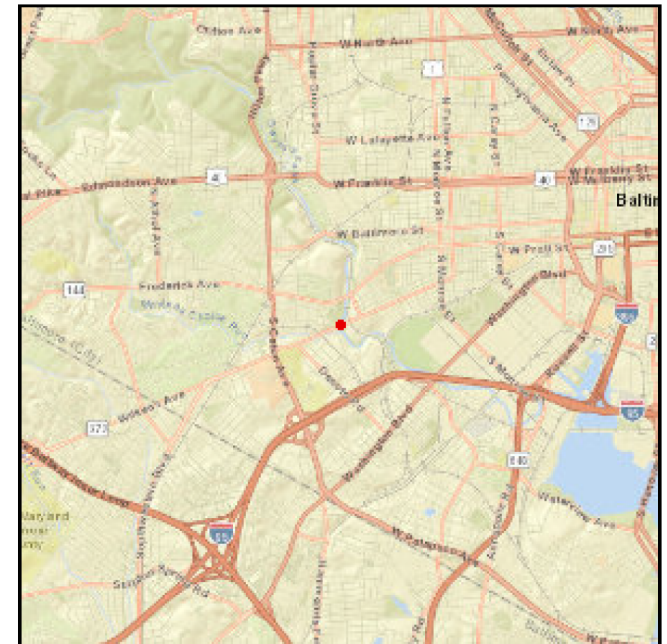
Justification:

This bridge has deteriorated beyond repair and requires a full replacement to protect public safety. The existing bridge is in poor condition with a sufficiency rating of 39.8.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP. This project appeared in previous TIPs but was not in the FY 2023-2026 TIP. This amendment will include \$3.8 million (\$3.04 million federal/\$760,000 matching) of NHPP funding for construction in FY 2024. This funding is needed to re-advertise the project as a result of unexpected procurement issues which have delayed the original advertisement and to reflect current construction costs. The estimated total cost of this project is \$18,600,000.

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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -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	\$3,040	\$760	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800
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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$3,040	\$760	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800
Total	\$3,040	\$760	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800

Baltimore City Greenway Trail Network - Eastern Segment

TIP ID	12-2406-03	Year of Operation	2026
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Emission Reduction Strategy	Functional Class	NA
Conformity Status	Exempt	Physical Data	1.8 mile trail
CIP or CTP ID(s)	TBD	Est. Total Cost	\$4,000,000

Description:

The Baltimore City Greenway Trail Network is a system of urban trails that, when completed, will link together diverse neighborhoods, cultural amenities, and outdoors activities, that make up the landscape of Baltimore City. The Eastern Segment will connect to some of East Baltimore's most popular destinations, by creating a linear park on a former railroad right-of-way that weaves together multiple neighborhoods and developing pedestrian and bicycle infrastructure as a means of alternative transportation and option for healthy recreation.

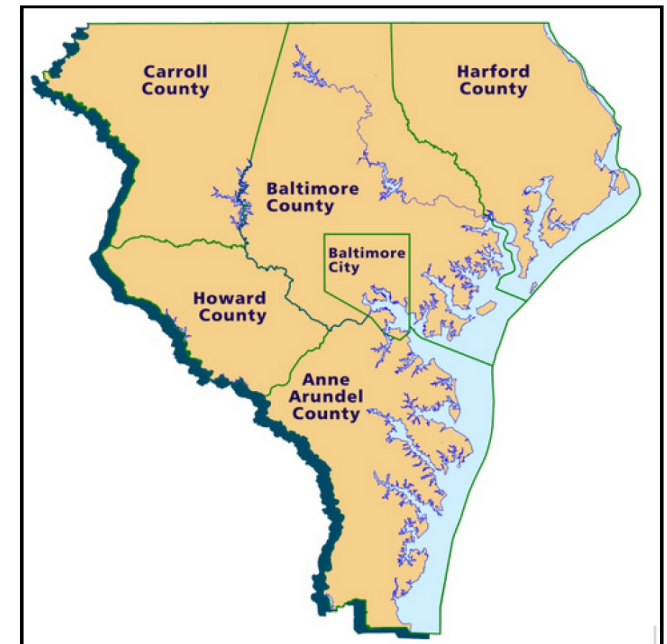
Justification:

This project will help the City of Baltimore complete the remaining 10 miles of a 35-mile trail network, and will provide an alternative means of transportation access to jobs, schools, retail centers, and recreation for thousands of Baltimore City residents. It will also provide a more environmental means of travel by reduced emissions, carbon sequestration, etc., that promotes increased public health.

Amendment: This amendment adds a new project to the FY 2024-2027 TIP. This amendment will include a \$2.5 million federal earmark as well as a \$1.5 million state capital grant. This funding will be used to acquire several parcels of land currently owned by Norfolk Southern Railroad. The estimated total cost of this project is \$4,000,000.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 4.F Increase Mobility -- Support a regional, long-distance bikeway network.





Baltimore City Greenway Trail Network - Eastern Segment

(Funding in Thousands)

Other -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	\$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	\$3,800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
Subtotal	\$3,800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
Total	\$3,800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000