

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #15-10**

**AMENDMENT TO THE 2014 – 2017 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, and Howard, as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2014-2017 Transportation Improvement Program for the Baltimore region at its November 26, 2013 meeting, with federal approval on May 19, 2014; 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 an amendment to add the Hanover Street Bridge Multimodal Corridor project and funding for project planning (see Attachment 1) to the 2014-2017 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Baltimore City has been awarded a grant from the Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. US DOT awards grants to a broad array of projects on their merits to build and repair critical pieces of freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability.

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 Moving Ahead for Progress in the 21st Century Act are met; 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 publicized for a 30-day review from October 9, 2014 to November 10, 2014 with a public meeting on November 5, 2014 to allow for comments. XX comments were received on this project.*

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 2014-2017 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 25, 2014.

Date

Harvey Gold, Chairman
Baltimore Regional Transportation Board



Baltimore City

2014 - 2017 Transportation Improvement Program

Highway Preservation

Hanover Street Bridge Multimodal Corridor

TIP ID	12-1419-13	Year of Operation	
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	
Conformity Status	Exempt	Physical Data	1 mile
CIP or CTP ID(s)		Est. Total Cost	\$1,800,000

Description:

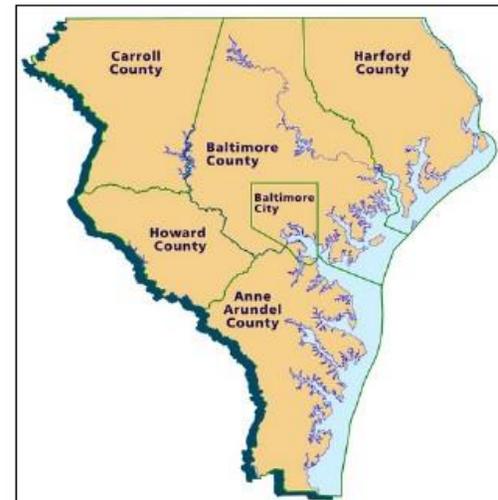
A Multimodal Corridor Plan will establish the framework for Baltimore City's investment in the Hanover Street Bridge Corridor for transportation, education, recreation, regional competitiveness and economic development. The study will identify feasible methods of rehabilitating or replacing the Hanover Street Bridge, improve multimodal corridor accessibility and freight access as well as highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.

Justification:

The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge was constructed in 1916 and is rated in fair condition, according to the Federal Highway Administration's National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge.

Connection to Long-Range Transportation Planning Goals:

- 2.A Preserve the Existing Infrastructure – Continue to make investments to improve the condition of existing federal-aid eligible and local roadway systems (pavement, bridges, tunnels)
- 3.B Improve Accessibility – Increase transportation alternatives in all modes for all segments of the population





Baltimore City

2014 - 2017 Transportation Improvement Program

Highway Preservation

Hanover Street Bridge Multimodal Corridor

Transportation Investment Generating Economic Recovery (TIGER) Grant

Other

Phase	FY 2014 Federal Funds	FY 2014 Matching Funds	FY 2015 Federal Funds	FY 2015 Matching Funds	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 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
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$1,100	\$700	\$0	\$0	\$1,800
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$1,100	\$700	\$0	\$0	\$1,800
Total	\$0	\$0	\$0	\$0	\$1,100	\$700	\$0	\$0	\$1,800