

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #16-7**

**AMENDMENT TO THE 2016 – 2019 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 2016-2019 Transportation Improvement Program for the Baltimore region at its July 28, 2015 meeting, with federal approval on October 7, 2015; 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 the 2016-2019 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Baltimore City is requesting to add the following two (see Attachments) projects: East Baltimore Development Inc. (EBDI) Road Reconstruction to reconstruct roads and make infrastructure improvements on several blocks north of Johns Hopkins Hospital and Citywide Road Resurfacing – Federal Aid Program to resurface and rehabilitate various roadways on the Federal Aid system citywide; 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 Moving Ahead for Progress in the 21st Century Act are met; 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 East Baltimore Development Inc. Road Reconstruction project in the proposed Transportation Improvement Program amendment was publicized for a 45-day review from September 1, 2015 to October 15, 2015 with Town Hall meetings on September 15, September 21, September 28, September 30, October 7, and October 8. The Citywide Road Resurfacing – Federal Aid Program project in the proposed Transportation Improvement Program amendment was publicized for a 30-day review from October 9, 2015 to November 11, 2015 with a public meeting on November 4, 2015. Both projects were presented to the Public Advisory Committee on November 4, 2015. No comments were received on these projects.

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 2016-2019 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 24, 2015.

11-24-15

Date



Valdis Lazdins, Chairman

Baltimore Regional Transportation Board

East Baltimore Development Inc. (EBDI) Road Reconstruction

TIP ID	12-1608-12	Year of Operation	2017
Agency	Baltimore City	Project Type	Road reconstruction
Project Category	Highway Preservation	Functional Class	Local
Conformity Status	Exempt	Physical Data	
CIP or CTP ID(s)		Est. Total Cost	\$6,800,000

Description:

This roadway rehabilitation project includes two phases (Phase 2A and Phase 1D) encompassing Chase Street, McDonogh Street, and Rutland Avenue bound by Broadway to the west, Wolfe Street to the east, Biddle Street to the north and Eager Street to the south. Improvements will include full depth pavement reconstruction and resurfacing, reconstruction of curb and gutter, sidewalks, ADA-compliant pedestrian ramps, driveway and alley reconstruction, landscaping, streetscape elements, lighting, signing, and various utility improvements. A previous phase (Phase 1C) completed construction in the summer of 2015 under the TIP ID # 12-1212-99.

Justification:

As significant development revitalizes the blocks north of Johns Hopkins Hospital, the roadway and infrastructure improvements provided through this project will replace a deficient network of roads and utilities. The project will provide the necessary infrastructure for the up and coming community and new businesses expected within the area.

Amendment: This amendment adds a new project to the 2016-2019 TIP utilizing funds from two SAFETEA-LU earmarks. The fund source is Section 1702 (High Priority Projects). The project allocates construction funds in both FY 2016 and FY 2017 in the amount of \$2.62 million Federal and \$655,000 Matching. It also allocates funds in both FY 2016 and FY 2017 in the amount of \$100,000 Federal and \$25,000 Matching for utility improvements. The total amount of funding is \$6.8 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).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





East Baltimore Development Inc. (EBDI) Road Reconstruction

(Funding in Thousands)

Section 1702 High Priority Project

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$2,620	\$655	\$2,620	\$655	\$0	\$0	\$0	\$0	\$6,550
OTH	\$100	\$25	\$100	\$25	\$0	\$0	\$0	\$0	\$250
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,720	\$680	\$2,720	\$680	\$0	\$0	\$0	\$0	\$6,800
Total	\$2,720	\$680	\$2,720	\$680	\$0	\$0	\$0	\$0	\$6,800

Citywide Road Resurfacing - Federal Aid Program

TIP ID	12-0207-11	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	n/a	Est. Total Cost	\$10,000,000

Description:

Resurfacing or rehabilitation of various roadways on the Federal Aid system citywide. Work is to generally include the removal and replacement of existing asphalt surfaces. It may also include roadway base repairs, minor curb and sidewalk repairs, and other isolated roadway appurtenance modifications.

Amendment: This amendment adds a project to the 2016-2019 TIP utilizing federal STP funds. The project allocates construction funds in FY 2016 in the amount of \$8 million federal and \$2 million matching for a total amount of \$10 million. The project had previously been on hold.

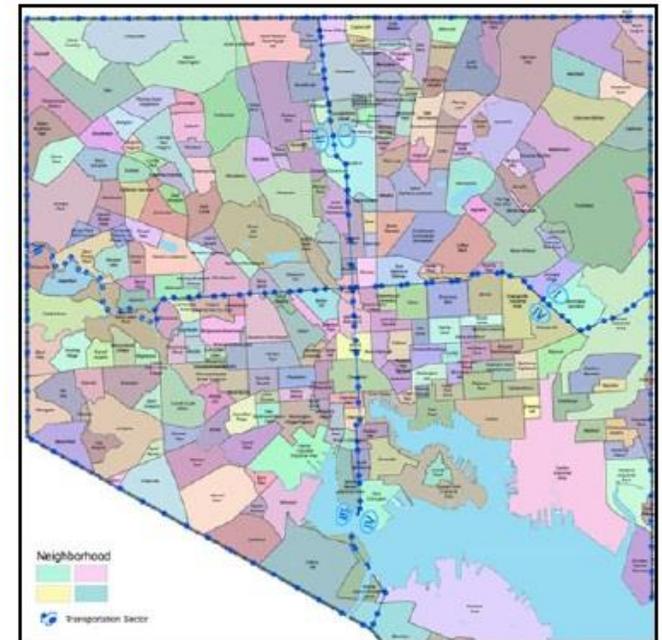
Justification:

It is imperative that these roadways be resurfaced at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. If resurfacing does not occur soon, reconstruction will be necessary at a cost of 3 to 4 times the existing resurfacing costs.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the City.

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).





Citywide Road Resurfacing - Federal Aid Program

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2016 Federal Funds	FY 2016 Matching Funds	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	Total Four-Year Funding Request
CON	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
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	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Total	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000