

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #16-8**

**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, the Maryland Department of Transportation on the behalf of the Maryland Transit Administration has requested approval of an amendment to the 2016-2019 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the Maryland Transit Administration is requesting to update the Baltimore Red Line project to remove the project. The only funds associated with the project are \$4.5 million in state funds to handle close out; 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 this project is not exempt, yet as the project is not moving forward it is not included in the regional emissions analysis according to the Conformity Rule (40 CFR Parts 51 and 93); and

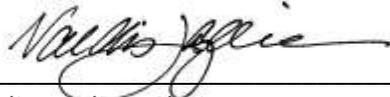
WHEREAS, the proposed Transportation Improvement Program amendment was publicized for a 45-day review from September 1, 2015 to October 15, 2015 with Town Hall meetings on September 15, September 21, September 28, September 30, October 7, and October 8 as well as a presentation to the Public Advisory Committee on November 4, 2015. Several comments were received on this project. The BRTB has responded to these comments.

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

Baltimore Red Line -ORIGINAL

TIP ID	40-0602-69	Year of Operation	2022
Agency	MTA - Transit	Project Type	Other
Project Category	Transit	Functional Class	NA
Conformity Status	Not Exempt	Physical Data	14.1 Miles
CIP or CTP ID(s)	0862	Est. Total Cost	\$2,650,000,000

Description:

This project encompasses planning, preliminary engineering, final design and construction of a 14.1 mile Light Rail Transit line from Baltimore County Woodlawn area to Johns Hopkins Bayview Hospital in Baltimore City. Alternatives Analysis (AA), the Draft Environmental Impact Statement (FEIS), and Preliminary Engineering (PE) are complete. Final Design of the project is underway and FTS has recommended the project for a Full Funding Grant Agreement. Funding will be available pending approval of the president's proposed budget.

The total cost of the project is \$2.645 billion and includes \$900 million in Federal Aid from the FTA Section 5309 New Starts program through FY 2024.

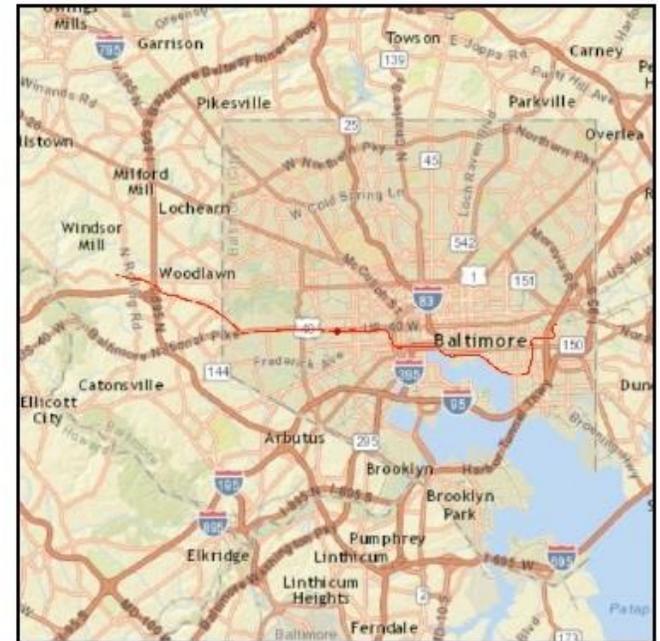
Justification:

The Red Line will improve transit mobility in an east-west corridor of the Baltimore region from the Woodlawn area to Bayview Hospital. This project is intended to help address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts, and help address regional air quality issues.

Amendment: The Baltimore Red Line project is not moving forward. This amendment updates the TIP sheet to reflect project close out activities. The only funds in the project are \$4.5 million in state funds to close out the project.

Connection to Long-Range Transportation Planning Goals:

- 4.C Increase Mobility – Expand transit service coverage / hours of operation.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.



Baltimore Red Line -UPDATE

TIP ID	40-0602-69	Year of Operation	
Agency	MTA - Transit	Project Type	Other
Project Category	Transit	Functional Class	NA
Conformity Status	Not Exempt	Physical Data	NA
CIP or CTP ID(s)	0862	Est. Total Cost	\$4,500,000

Description:

The TIP sheet shows \$4.5 million in state funds only. The funds will be used to close out the Red Line Project.

Below is a brief list of items included in the close out:

- *Assemble and archive documents in electronic and hard format.
- *Decommission 150 monitoring wells. This accounts for approximately 50% of the \$4.5 million project cost.
- *Complete an existing contract for environmental mitigation.

Justification:

The Red Line Project is no longer moving forward. At this time the only funds being shown in the TIP are state funds in the amount of \$4.5 million, which will be used to close out the project.

Connection to Long-Range Transportation Planning Goals:

