

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #16-11**

**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, 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, and the Maryland Transit Administration; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the amended 2016-2019 Transportation Improvement Program for the Baltimore region at its November 24, 2015 meeting, with federal approval on January 15, 2016; 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 update the Citywide Bicycle and Pedestrian Improvements (see Attachments) project to include funds for Phase I of the Charm City Bikeshare and to add the following five (see Attachments) projects – Southeast Baltimore Freight Corridor: Colgate Creek Bridge Replacement to replace a structurally deficient bridge, Southeast Baltimore Freight Corridor: Keith and Holabird Avenue Improvements to improve access between the port of Baltimore and the Interstate system, Southeast Baltimore Freight Corridor: Broening Highway Complete Streets to implement bicycle and pedestrian improvements in the residential portion of Broening Highway, Citywide Bridge Preservation and Rehabilitation to replace the Edison Highway Bridge over Amtrak, and Waterview Ave/Annapolis Road Bridge Replacements to replace three bridges over MD 295; 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, 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 publicized for a 30-day review from December 29, 2015 to February 5, 2016 with a public meeting and a presentation to the Public Advisory Committee on February 3, 2016. One comment was 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 February 23, 2016.

2-23-16
Date



Clive Graham, Chairman
Baltimore Regional Transportation Board

Citywide Bicycle and Pedestrian Improvements

TIP ID	12-1217-25	Year of Operation	Ongoing
Agency	Baltimore City	Project Type	Bicycle/pedestrian facility
Project Category	Enhancement Program	Functional Class	NA
Conformity Status	Exempt	Physical Data	NA
CIP or CTP ID(s)	Various	Est. Total Cost	\$7,207,000

Description:

- The Citywide Bicycle and Pedestrian Group includes but is not limited to:
- Planning, design, and construction of Baltimore City Bicycle Routes and trails system.
 - A city-wide bicycle network which will encourage alternative modes of transportation, reduce emissions and automobile trips.
 - Phase I Implementation of the Charm City Bike Share System.

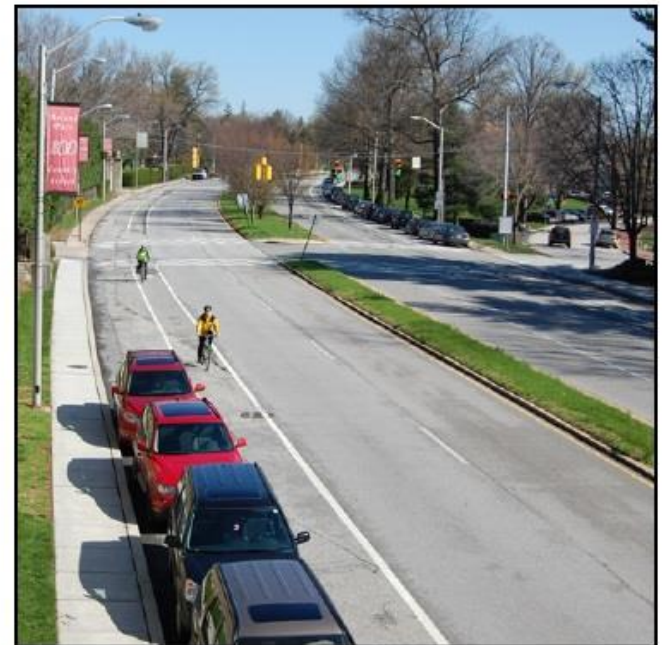
Justification:

Infrastructure to improve multi-modal access throughout the city, reduce emissions and decrease dependence on single occupancy vehicles. The Charm City Bike Share system will provide access to bicycles for short-distance trips as an alternative to private vehicles and will also provide last-mile connections between transit and final destinations, thereby reducing traffic congestion, noise, and air pollution.

Amendment: This amends the project to include federal CMAQ funds for Phase I implementation of the Charm City Bike Share System. The amendment adds construction funds in FY 2016 in the amount of \$1.507 million federal and \$1.1 million matching for a total of \$2.607 million in new funds. Federal STP funds remain unchanged.

Connection to Long-Range Transportation Planning Goals:

- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger





Citywide Bicycle and Pedestrian Improvements

(Funding in Thousands)

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

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	\$0	\$0	\$1,600	\$400	\$0	\$0	\$1,600	\$400	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$0	\$0	\$240	\$60	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$240	\$60	\$1,600	\$400	\$240	\$60	\$1,600	\$400	\$4,600
Total	\$240	\$60	\$1,600	\$400	\$240	\$60	\$1,600	\$400	\$4,600



Citywide Bicycle and Pedestrian Improvements

(Funding in Thousands)

Congestion Mitigation and Air Quality -UPDATE

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	\$1,507	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$2,607
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	\$1,507	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$2,607

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	\$0	\$0	\$1,600	\$400	\$0	\$0	\$1,600	\$400	\$4,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$0	\$0	\$240	\$60	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$240	\$60	\$1,600	\$400	\$240	\$60	\$1,600	\$400	\$4,600
Total	\$1,747	\$1,160	\$1,600	\$400	\$240	\$60	\$1,600	\$400	\$7,207

SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

TIP ID	12-1609-13	Year of Operation	2018
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)		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.

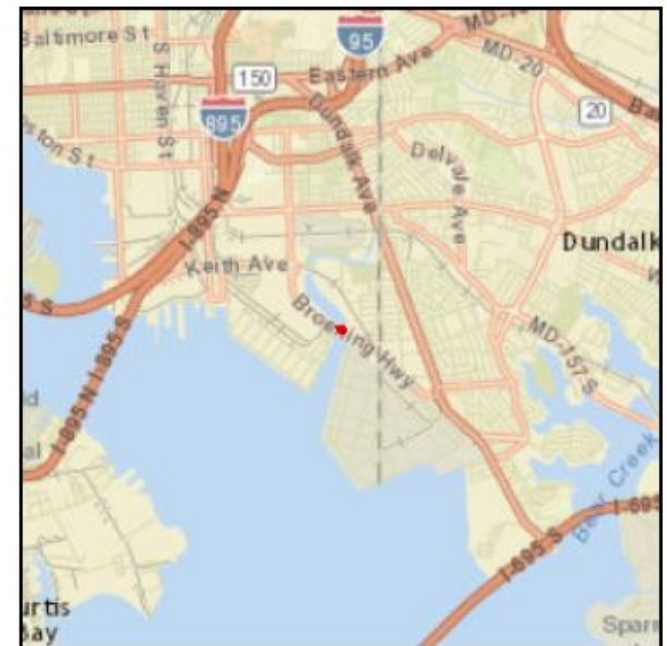
Justification:

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 2016-2019 TIP utilizing federal STP and Transportation Investment Generating Economic Recovery (TIGER) funds. The project allocates construction funds in the amount of \$10 million federal and \$10 million matching. It also allocates preliminary engineering funds in FY 2016 in the amount of \$1.6 million federal and \$400,000 matching. The total amount of funding is \$22 million.

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).
- 3.G Improve Accessibility – Improve system connectivity and continuity among modes and across boundaries.





SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

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	\$2,000	\$2,000	\$3,500	\$3,500	\$2,500	\$2,500	\$2,000	\$2,000	\$20,000
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	\$2,000	\$2,000	\$3,500	\$3,500	\$2,500	\$2,500	\$2,000	\$2,000	\$20,000

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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Total	\$3,600	\$2,400	\$3,500	\$3,500	\$2,500	\$2,500	\$2,000	\$2,000	\$22,000

SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements

TIP ID	12-1610-11	Year of Operation	2018
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Varies
Conformity Status	Exempt	Physical Data	4 to 4 lanes (Keith); 5 to 5 lanes (Holabird)
CIP or CTP ID(s)		Est. Total Cost	\$6,200,000

Description:

This project will provide safer, more efficient access between the Port of Baltimore and the Interstate System for freight movement without traveling through adjacent residential neighborhoods by improving road conditions on Keith Avenue and Holabird Avenue. Examples of improvements include joint repairs, resurfacing, and geometric improvements. This project will allow for freight vehicles to utilize Keith Avenue or Holabird Avenue to directly access I-95 and I-895 without going through residential communities.

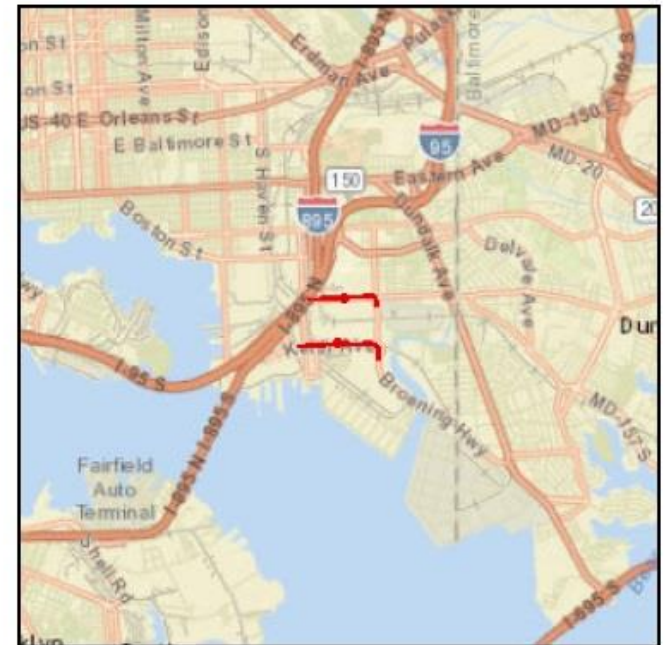
Justification:

Current conditions of these roadways do not allow for safe maneuvering of overweight/oversize freight vehicles.

Amendment: This amendment adds a new project to the 2016-2019 TIP utilizing federal STP funds. The project allocates construction funds in the amount of \$3.16 million federal and \$2.44 million matching. It also allocates preliminary engineering funds in FY 2016 in the amount of \$480,000 federal and \$120,000 matching. The total amount of funding is \$6.2 million.

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).





SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements

(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	\$560	\$560	\$1,500	\$1,080	\$1,100	\$800	\$0	\$0	\$5,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,040	\$680	\$1,500	\$1,080	\$1,100	\$800	\$0	\$0	\$6,200
Total	\$1,040	\$680	\$1,500	\$1,080	\$1,100	\$800	\$0	\$0	\$6,200

SE Baltimore Freight Corridor: Broening Highway Complete Streets

TIP ID	12-1611-09	Year of Operation	2018
Agency	Baltimore City	Project Type	Other ERS
Project Category	Emission Reduction Strategy	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	3 to 3 lanes
CIP or CTP ID(s)		Est. Total Cost	\$2,300,000

Description:

Complete Streets improvements will be implemented in the residential portion of Broening Highway to further dissuade trucks from traveling through neighborhoods, while creating a more walkable and bikeable environment that improves residents' quality of life.

The pedestrian and sidewalk facilities enhancements will run between Holabird Avenue and Boston Street. Improvements may include sidewalk widening, crosswalk and ADA enhancements, a median and bumpouts with stormwater management and/or bio-retention elements, and dedicated bicycle facilities.

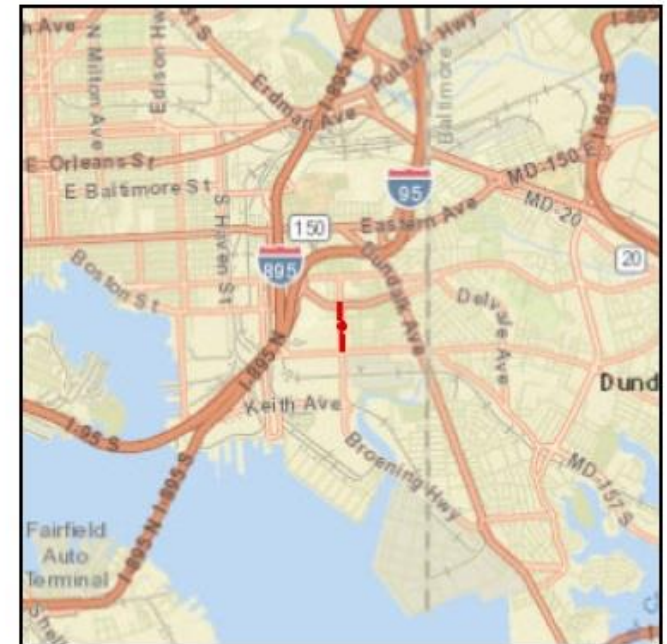
Justification:

Currently trucks travel through residential communities, causing expeditious deterioration on roads that were not meant to carry these loads and subsequently minimizing quality of life in these communities.

Amendment: This amendment adds a new project to the 2016-2019 TIP utilizing federal STP funds. The project allocates construction funds in the amount of \$900,000 federal and \$1 million matching. It also allocates preliminary engineering funds in FY 2016 in the amount of \$320,000 federal and \$80,000 matching. The total amount of funding is \$2.3 million.

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.
- 5.F Conserve and Enhance the Environment -- Promote physical activity.





SE Baltimore Freight Corridor: Broening Highway Complete Streets

(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	\$190	\$190	\$190	\$190	\$520	\$620	\$0	\$0	\$1,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$510	\$270	\$190	\$190	\$520	\$620	\$0	\$0	\$2,300
Total	\$510	\$270	\$190	\$190	\$520	\$620	\$0	\$0	\$2,300

Citywide Bridge Preservation and Rehabilitation

TIP ID	12-1030-13	Year of Operation	2016
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	Edison: 4 to 4 lanes
CIP or CTP ID(s)	Various	Est. Total Cost	\$1,906,343

Description:

This work will include but will not be limited to: replacing and rehabilitating deteriorating bridges with new bridges and bridge components that meet current standards. Includes but not limited to:
 - Edison Highway Bridge over Amtrak replacement

PE funds for the Edison Highway Bridge were approved in FY 2010 in the amount of \$206,343 under this TIP ID.

Justification:

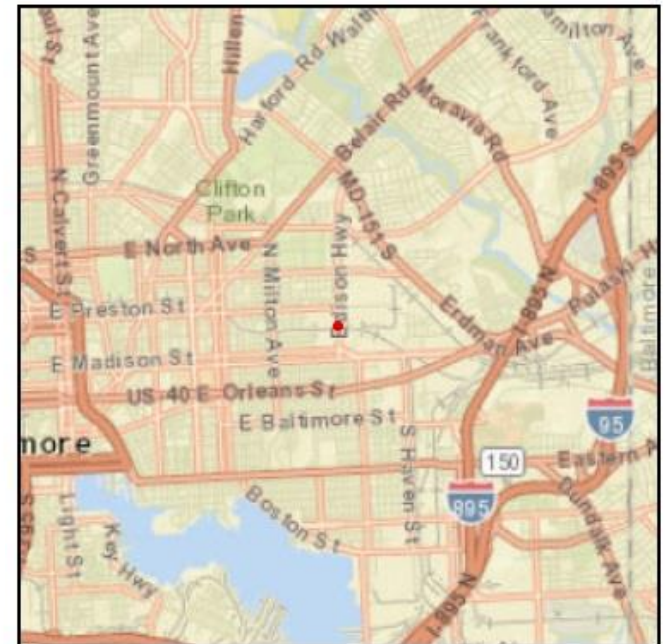
The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The bridges' severely deteriorated concrete support structures are beyond repair and are in need of complete replacement. The current Bridge Sufficiency Rating for the Edison Highway Bridge is 48.4.

* Could serve to improve conditions for bicycling and/or walking per approved local, regional and/or statewide bicycle and pedestrian planning documents.

Amendment: This amendment adds a project to the 2016-2019 TIP utilizing federal STP funds. **The funds shown are for the Edison Highway Bridge over Amtrak.** The project allocates construction funds in FY 2016 in the amount of \$1.36 million federal and \$340,000 matching for a total amount of \$1.7 million. The project had previously been on hold.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure – Improve the condition of roadway systems (pavement, bridges, tunnels).





Citywide Bridge Preservation and Rehabilitation

(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	\$1,360	\$340	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700
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	\$1,360	\$340	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700
Total	\$1,360	\$340	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700

Waterview Ave/Annapolis Road Bridge Replacements

TIP ID	12-1202-13	Year of Operation	2016
Agency	Baltimore City	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	4 to 4 lanes
CIP or CTP ID(s)	Various	Est. Total Cost	\$32,580,000

Description:

Baltimore City is replacing three bridges over the Baltimore-Washington Parkway (MD 295):

1. Maisel Street Pedestrian Bridge
2. Waterview Avenue / Annapolis Road Bridge
3. Annapolis Road Bridge (located 0.6 miles south of the Waterview Avenue / Annapolis Road Bridge)

The reconstructed Maisel Street Pedestrian bridge will meet ADA width requirements. The Waterview / Annapolis Road Bridge will include ADA compliant ramps, a wide sidewalk/bikeway on one side of the bridge, and crosswalk improvements. The Annapolis Road Bridge will include sidewalks and bike lanes on both sides of the bridge and will meet ADA requirements.

*PE funds for this project were provided under TIP ID 12-1030-13 in previous years.

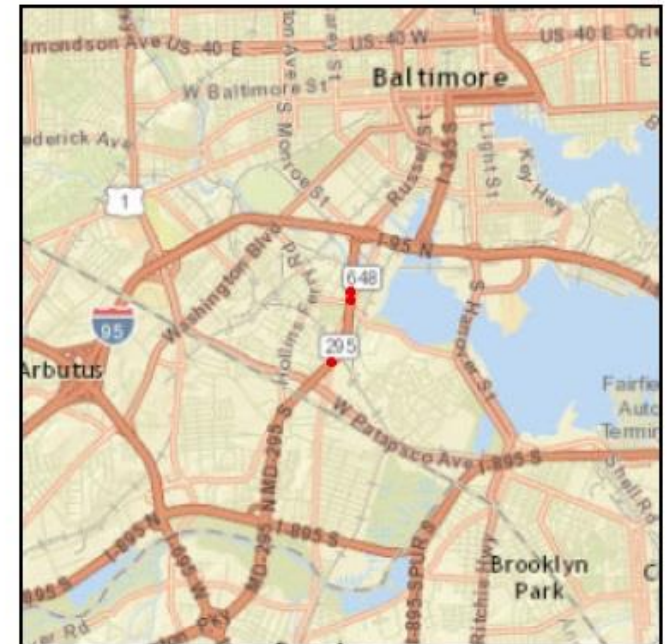
Justification:

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The bridges' severely deteriorated concrete support structures are beyond repair and are in need of complete replacement. The current Bridge Sufficiency Ratings for the Waterview Avenue and Annapolis Road bridges are 50.1 and 45.1, respectively. The Maisel Street Pedestrian Bridge is over 60 years old and the old design is not wide enough to meet ADA requirements. This project also improves conditions for bicyclists and pedestrians.

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 \$24 million federal and \$6 million matching for a total amount of \$30 million.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure – Improve the condition of roadway systems (pavement, bridges, tunnels).





Waterview Ave/Annapolis Road Bridge Replacements

(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	\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
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	\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000
Total	\$24,000	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$30,000