

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #18-12**

**AMENDMENT TO THE 2018 – 2021 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 Harford Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2018-2021 Transportation Improvement Program for the Baltimore region at its July 25, 2017 meeting, with federal approval on August 9, 2017; 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 State Highway Administration has requested approval of an amendment to the 2018-2021 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, the State Highway Administration is requesting to update funds for two projects – US 40: Bridge Replacement over Little & Big Gunpowder Falls and I-83: Bridge Replacement over Padonia Road. Changes to the US 40 project include switching the federal funding source from the Surface Transportation Block Grant Program to the National Highway Performance Program (NHPP) and updating construction, preliminary engineering, and right-of-way funds. Changes to the I-83 project include the addition of federal NHPP funds for the construction phase and state funding for preliminary engineering; 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 Monday, February 12 through Wednesday, March 14 with 3 public meetings and a presentation to the Public Advisory Committee. Two public comments were received on this project.

WHEREAS, based on comments from the public and the Public Advisory Committee, it is recommended that if barrier separated bicycle and pedestrian accommodations can be made on the US 40 bridges within the framework of the AASHTO guidelines, the BRTB supports those accommodations.

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 2018-2021 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 March 27, 2018.

March 27, 2018

Date



Michelle Pourciau, Chair

Baltimore Regional Transportation Board

US 40: Bridge Replacements over Little & Big Gunpowder Falls

| | | | |
|--------------------------|------------------------|--------------------------|--------------------------------|
| TIP ID | 63-1706-13 | Year of Operation | 2020 |
| Agency | SHA - Baltimore County | 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) | BA6091 | Est. Total Cost | <u>\$25,790,000</u> |

Description:

This project will replace and widen the superstructure on bridges #0303403 and #0303404 along eastbound and westbound US 40 over Little Gunpowder Falls and bridges #0303503 and #0303504 along eastbound and westbound US 40 over Big Gunpowder Falls. The new bridge superstructures will maintain two 12 foot lanes on each bridge, as well as 4 foot inside shoulders and 10 foot outside shoulders to match the approach roadways.

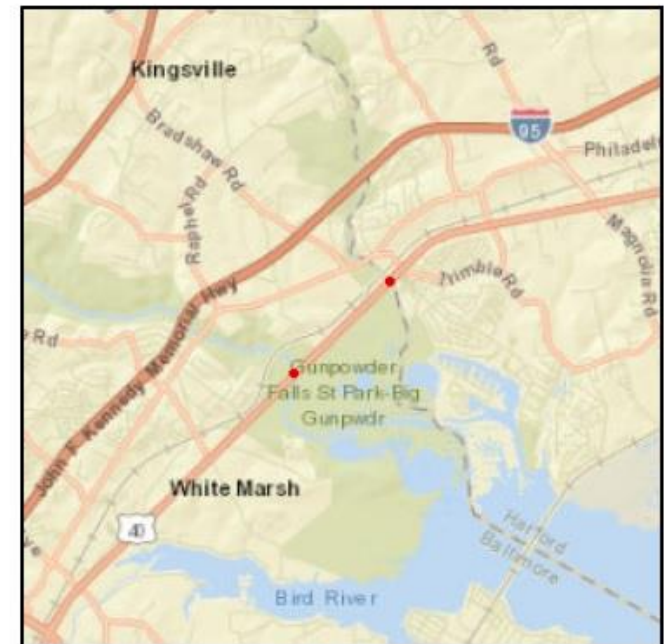
Justification:

The existing bridges, built in 1935, are structurally deficient.

Amendment: This amendment switches the federal funding source from STBG to NHPP and updates construction, preliminary engineering, and right-of-way funds. Changing the federal funding source to NHPP is a financial decision, balancing federal aid commitments across the statewide MDOT SHA program. The four-year funding request in the TIP increases from \$14.083 million to \$23.364 million, an increase of \$9.281 million (\$6.437 million federal/\$2.844 million matching). The total cost for the project increases from \$16.565 million to \$25.79 million. The funding increase accommodates a revised management of traffic strategy and widening at the bridge approaches for traffic transitions.

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).





SHA - Baltimore County

2018 - 2021 Transportation Improvement Program

Highway Preservation
National Highway System

US 40: Bridge Replacements over Little & Big Gunpowder Falls

(Funding in Thousands)

Surface Transportation Block Grant Program -ORIGINAL

| Phase | FY 2018 Federal Funds | FY 2018 Matching Funds | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$3,474 | \$981 | \$7,055 | \$1,990 | \$0 | \$0 | \$0 | \$0 | \$13,500 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$467 | \$116 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$583 |
| PP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$3,941 | \$1,097 | \$7,055 | \$1,990 | \$0 | \$0 | \$0 | \$0 | \$14,083 |
| Total | \$3,941 | \$1,097 | \$7,055 | \$1,990 | \$0 | \$0 | \$0 | \$0 | \$14,083 |

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) -UPDATE

| Phase | FY 2018 Federal Funds | FY 2018 Matching Funds | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$8,716 | \$2,458 | \$8,717 | \$2,458 | \$0 | \$0 | \$22,349 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$0 | \$488 | \$0 | \$172 | \$0 | \$172 | \$0 | \$158 | \$990 |
| PP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$4 | \$0 | \$7 | \$0 | \$7 | \$0 | \$7 | \$25 |
| Subtotal | \$0 | \$492 | \$8,716 | \$2,637 | \$8,717 | \$2,637 | \$0 | \$165 | \$23,364 |
| Total | \$0 | \$492 | \$8,716 | \$2,637 | \$8,717 | \$2,637 | \$0 | \$165 | \$23,364 |

I-83: Bridge Replacement over Padonia Road

| | | | |
|--------------------------|------------------------|--------------------------|--------------------------------|
| TIP ID | 63-1701-13 | Year of Operation | 2021 |
| Agency | SHA - Baltimore County | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | Other Principal Arterial |
| Conformity Status | Exempt | Physical Data | 3 to 3 Lanes |
| CIP or CTP ID(s) | BA0381 | Est. Total Cost | <u>\$26,448,000</u> |

Description:

Replace bridge no. 03062 along I-83 over Padonia Road, which carries both northbound and southbound traffic. The cost has increased to reflect recent bid prices.

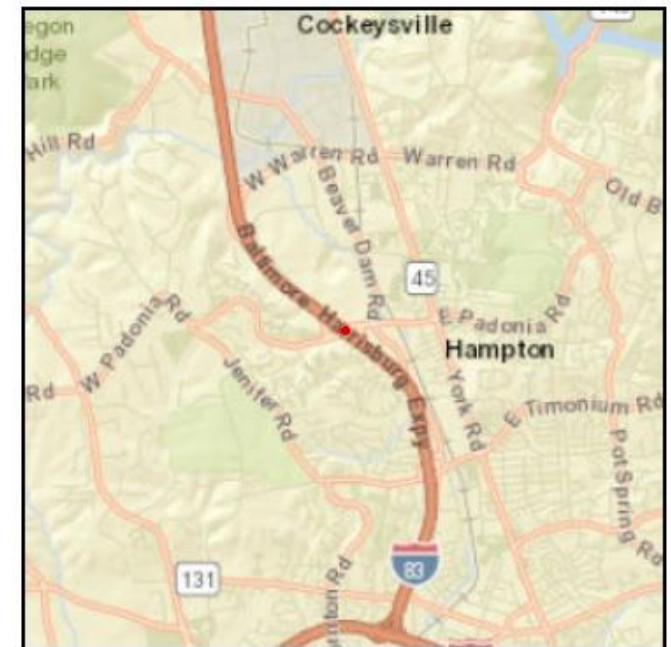
Justification:

The existing bridge, constructed in 1950, is functionally obsolete and structurally deficient. The bridge serves as a major link along the I-83 commuter and freight route from southern Pennsylvania to Baltimore County and City.

Amendment: This amendment adds federal NHPP funds for the construction phase and state funding for preliminary engineering. The addition of federal NHPP funds is a financial decision, balancing federal aid commitments across the statewide MDOT SHA program. The addition of NHPP funds increases federal funding in the TIP by \$17.719 million, resulting in a decrease in state funding of \$12.474 million. The total four-year request in the TIP increases from \$20 million to \$25.245 million, an increase of \$5.245 million. The total cost for the project increases from \$20.94 million to \$26.448 million. The funding increase reflects current bid pricing and the final grading plan.

Connection to Long-Range Transportation Planning Goals:

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





SHA - Baltimore County

2018 - 2021 Transportation Improvement Program

Highway Preservation
National Highway System

I-83: Bridge Replacement over Padonia Road

(Funding in Thousands)

National Highway Freight Program -ORIGINAL

| Phase | FY 2018 Federal Funds | FY 2018 Matching Funds | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$1,600 | \$400 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| 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 | \$0 | \$0 | \$1,600 | \$400 | \$0 | \$0 | \$0 | \$0 | \$2,000 |

Other -ORIGINAL

| Phase | FY 2018 Federal Funds | FY 2018 Matching Funds | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$5,200 | \$0 | \$12,800 | \$0 | \$0 | \$0 | \$0 | \$18,000 |
| 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 | \$0 | \$5,200 | \$0 | \$12,800 | \$0 | \$0 | \$0 | \$0 | \$18,000 |
| Total | \$0 | \$5,200 | \$1,600 | \$13,200 | \$0 | \$0 | \$0 | \$0 | \$20,000 |



SHA - Baltimore County

2018 - 2021 Transportation Improvement Program

Highway Preservation
National Highway System

I-83: Bridge Replacement over Padonia Road

(Funding in Thousands)

National Highway Freight Program **-UNCHANGED**

| Phase | FY 2018 Federal Funds | FY 2018 Matching Funds | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$1,600 | \$400 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| 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 | \$0 | \$0 | \$1,600 | \$400 | \$0 | \$0 | \$0 | \$0 | \$2,000 |

National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System)) **-NEW**

| Phase | FY 2018 Federal Funds | FY 2018 Matching Funds | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$7,798 | \$2,251 | \$9,694 | \$2,734 | \$227 | \$64 | \$22,768 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$0 | \$477 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$477 |
| PP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$477 | \$7,798 | \$2,251 | \$9,694 | \$2,734 | \$227 | \$64 | \$23,245 |
| Total | \$0 | \$477 | \$9,398 | \$2,651 | \$9,694 | \$2,734 | \$227 | \$64 | \$25,245 |