

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #18-4**

**ENDORSE APPLICATIONS FOR FEDERAL ASSISTANCE THROUGH  
THE TRANSPORTATION ALTERNATIVES SET-ASIDE**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) 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 a representative of public transportation; and

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act eliminates the Transportation Alternatives Program (TAP) as established in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and replaces it with a set-aside of the Surface Transportation Block Grant (STBG) program providing funding for transportation alternatives with a defined set of eligible categories; and

**WHEREAS**, a portion of transportation alternatives set-aside funding is suballocated to metropolitan areas over 200,000 in population to the designated Metropolitan Planning Organizations to conduct a competitive application process for that portion of the state's funding in a manner identical to funding under the prior TAP; and

**WHEREAS**, the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved criteria for selecting projects as follows: 1) federal program eligibility and goals, 2) state planning goals, 3) regional and local planning goals, 4) health, environmental and community impact, and 5) program effectiveness. Projects will be consistent with the ten federally eligible categories identified for transportation alternatives funds and include: 1) provision of pedestrian and bicycle facilities; 2) safe routes for non-drivers; 3) conversion of abandoned railway corridors to trails; 4) scenic turnouts and overlooks; 5) outdoor advertising management; 6) historic preservation and rehabilitation of historic transportation facilities; 7) vegetation management; 8) archaeological activities; 9) stormwater mitigation; and 10) wildlife management; and

**WHEREAS**, ten applications for funding (totaling \$18,987,619) from the Surface Transportation Block grant set-aside for transportation alternatives for the Baltimore region were reviewed utilizing established criteria. Three applications have been recommended for funding.

**NOW, THEREFORE BE IT RESOLVED** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region has approved the following applications (Attachment 1) for funding with the money allocated directly to the Baltimore region, with a recommendation for the State Highway Administration to consider the remaining applications for statewide funds under 23 U.S.C. 213(c).

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its September 26, 2017 meeting.

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Date

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Valorie LaCour, Chair  
Baltimore Regional Transportation Board

**Applications to the 2017 Surface Transportation Block Grant set-aside for  
Transportation Alternatives**

<b>Aberdeen – Bel Air South – Bel Air North Urbanized Area</b>	
<i>Project name/limits:</i>	<b>Ma &amp; Pa Connector Trail Phase III</b>
<i>Project sponsor:</i>	Harford County Department of Parks and Recreation
<i>TAP request:</i>	<b>\$2,650,732</b>
<i>Total cost:</i>	\$3,368,732
<i>Project description:</i>	The project will complete the long anticipated 2.5 mile connection of the two existing segments of the Ma & Pa trail in Harford County. One current section of the trail begins at Edgeley Grove Park and goes to Town of Bel Air at Williams Street. The other section of the trail goes from Blake's Venture Park, north of Bel Air, to Friends Park in Forest Hill.
<i>Plan goals:</i>	No information specifically regarding goals provided in this section.
<i>Suggested award:</i>	No award at this time.
<i>Project name/limits:</i>	<b>Aberdeen MARC Station Connectivity Enhancement</b>
<i>Project sponsor:</i>	City of Aberdeen Department of Planning & Community Development
<i>TAP request:</i>	<b>\$796,342</b>
<i>Total cost:</i>	\$996,342
<i>Project description:</i>	Improved connectivity to the Aberdeen Train Station and transit waiting area through design, planning, and construction of sidewalks along Taft Street and East Bel Air Avenue; as well as installation of lighting, enhancement to transit waiting area, landscaping, wayfinding, installation of bike wheeling channels.
<i>Plan goals:</i>	1) <b>Improves system safety</b> by designing and building safer features to accommodate all users, 2) <b>Improves accessibility</b> by creating an improved environment for pedestrians and transit riders, and 3) <b>Conserves and enhances the environment</b> by providing multi-modal transportation infrastructure to enhance physical activity
<i>Suggested award:</i>	Remove several items that are not eligible, fund the remainder.
<i>Total Request:</i>	\$3,447,074
<i>Total Available:</i>	\$1,021,107

<b>Baltimore Region Urbanized Area</b>	
<i>Project name/limits:</i>	<b>Willow Pond Stormwater Management Facility</b>
<i>Project sponsor:</i>	Carroll County Government Bureau of Resource Management
<i>TAP request:</i>	<b>\$2,643,768</b>
<i>Total cost:</i>	\$3,304,711
<i>Project description:</i>	The proposed project is to retrofit the Willow Pond Stormwater Management Facility. This project will provide water quality, channel protection and 10 year quantity management, as well as deepen the Willow Pond to provide additional habitat and decrease thermal impacts to the receiving stream.
<i>Plan goals:</i>	1) <b>Conserves and enhances the environment</b> by investing in transportation programs and projects that reduce surface runoff and protect water resources as well as preserving and protecting natural resources by decreasing stream bank erosion and enhancing fish habitat in the receiving stream, and 2) <b>Improve accessibility</b> by connecting a trail from the Westminster Community Pond to the community.
<i>Suggested award:</i>	No award at this time.
<i>Project name/limits:</i>	<b>WB&amp;A Trail-Bridge at the Patuxent River</b>
<i>Project sponsor:</i>	Anne Arundel County Department of Recreation and Parks
<i>TAP request:</i>	<b>\$4,700,000</b>
<i>Total cost:</i>	\$5,875,000
<i>Project description:</i>	This project includes construction of bicycle and pedestrian bridge to span the Patuxent River to provide the missing link in the Washington, Baltimore and Annapolis (WB&A) Trail between Anne Arundel County and Prince George's County.
<i>Plan goals:</i>	1) <b>Improves system safety</b> by providing a separated bicycle and pedestrian facility which is ADA compliant, 2) <b>Improves accessibility</b> by creating opportunities for commuters and recreational users to reach key destinations, and 3) <b>Conserves and enhances the environment</b> by reducing the number of motorized vehicles and their emissions and by improving access to nature and exercise opportunities.
<i>Suggested award:</i>	Fund \$1,760,469.
<i>Project name/limits:</i>	<b>Pedestrian Bridge at BWI MARC Station</b>
<i>Project sponsor:</i>	Maryland Department of Transportation – Maryland Transit Administration
<i>TAP request:</i>	<b>\$3,128,000</b>
<i>Total cost:</i>	\$3,910,000
<i>Project description:</i>	The proposed project consists of a new pedestrian bridge to improve pedestrian safety by connecting the North garage at the BWI MARC Station to the existing pedestrian bridge traversing the tracks.
<i>Plan goals:</i>	1) <b>Improves system safety</b> by providing pedestrians with safe access to a transit station, 2) <b>Improves accessibility</b> by investing in pedestrian facilities linked to public transit and improving conditions for transit riders with ADA requirements, and 3) <b>Promotes prosperity</b> by providing better access to existing commuters from activity centers in other parts of the region.
<i>Suggested award:</i>	No award at this time.

<i>Project name/limits:</i>	<b>South Shore Trail – Phase II</b>
<i>Project sponsor:</i>	Anne Arundel County Department of Recreation and Parks
<i>TAP request:</i>	<b>\$3,900,000</b>
<i>Total cost:</i>	\$5,236,000
<i>Project description:</i>	Phase II will consist of a 10-foot wide paved and/or boardwalk hiker-biker trail extending from Sappington Station Road in Odenton to Bonheur Drive in Gambrills. The purpose is to continue the phased development of the Trail. Phase I (approximately 600 feet east of MD 3) is anticipated to begin construction this Fall 2017.
<i>Plan goals:</i>	1) <b>Improves system safety</b> by providing a separated bicycle and pedestrian facility which is ADA compliant, 2) <b>Improves accessibility</b> by creating opportunities for commuters and recreational users to reach key destinations, and 3) <b>Conserves and enhances the environment</b> by reducing the number of motorized vehicles and their emissions and by improving access to nature and exercise opportunities.
<i>Suggested award:</i>	No award at this time.
<i>Project name/limits:</i>	<b>Pimlico Elementary/Middle School – Safe Routes to School</b>
<i>Project sponsor:</i>	Baltimore City Department of Transportation
<i>TAP request:</i>	<b>\$257,577</b>
<i>Total cost:</i>	\$321,971
<i>Project description:</i>	The project will consist of approximately 950 linear feet of sidewalk and ADA improvements and enhancements as well as staff support and materials.
<i>Plan goals:</i>	1) <b>Improves system safety</b> by improving conditions for children walking and bicycling to the school as well as for all pedestrians and cyclists near the school.
<i>Suggested award:</i>	Fully fund at \$257,577.
<i>Project name/limits:</i>	<b>Pedestrian Access Improvements between Sharp-Leadenhall and the Hamburg Street Light Rail Station</b>
<i>Project sponsor:</i>	Maryland Department of Transportation – Maryland Transit Administration
<i>TAP request:</i>	<b>\$240,000</b>
<i>Total cost:</i>	\$300,000
<i>Project description:</i>	The proposed project consists of pedestrian access improvements to the connection between the Sharp-Leadenhall area and the Hamburg Street Light Rail Station. This connection is located on the w/b sidewalk on Howard Street, parallel to Hamburg Street, and underneath the I-395 overpass. The pedestrian improvements will include ADA upgrades to platform shelters and sidewalk ramps, enhancement of pedestrian lighting and safety measures.
<i>Plan goals:</i>	1) <b>Improves system safety</b> by enhancing conditions for pedestrians connecting to the transit station, 2) <b>Improves and maintains the existing infrastructure</b> by upgrading station shelters and sidewalk ramps to meet ADA requirements and improving the condition of existing pedestrian facilities, 3) <b>Improves accessibility</b> by investing in pedestrian accommodations linked to public transit, and 4) <b>Promotes prosperity</b> by advancing greater access to the existing Sharp-Leadenhall community from activity centers in other parts of Baltimore.
<i>Suggested award:</i>	No award at this time.

<i>Project name/limits:</i>	<b>MD 424 Sidewalk – Safe Routes to School</b>
<i>Project sponsor:</i>	Anne Arundel County Department of Public Works
<i>TAP request:</i>	<b>\$551,200</b>
<i>Total cost:</i>	\$689,000
<i>Project description:</i>	This project is for the construction of sidewalks and ramps in compliance with current SHA accessibility goals for pedestrians s/b on MD 424 (Davidsonville Road) from Duke of Kent Drive to the intersection at MD 450 (Defense Highway), a distance approximately of 1.95 miles. New sidewalk and ramps will also be added along n/b on MD 424 between Underwood Road and MD 450.
<i>Plan goals:</i>	No information provided.
<i>Suggested award:</i>	No award at this time.
<i>Project name/limits:</i>	<b>Feasibility Study for a Pedestrian Connection Between Cherry Hill and the Patapsco Light Rail Station</b>
<i>Project sponsor:</i>	Maryland Department of Transportation – Maryland Transit Administration
<i>TAP request:</i>	<b>\$120,000</b>
<i>Total cost:</i>	\$150,000
<i>Project description:</i>	The proposed project consists of a feasibility study to provide a safe and ADA-compliant pedestrian crossing from the south part of Cherry Hill at Denham Circle and/or Bethune Road to the Patapsco Light Rail Station.
<i>Plan goals:</i>	1) <b>Improves system safety</b> by contributing to providing pedestrians with safe access to a transit station, 2) <b>Improves accessibility</b> by investing in pedestrian facilities linked to public transit and improving conditions for transit riders with ADA requirements, and 3) <b>Promotes prosperity</b> by contributing to providing better access to the existing community (Cherry Hill) from activity centers in other parts of Baltimore.
<i>Suggested award:</i>	Fully fund at \$120,000.
<i>Total Request:</i>	\$15,540,545
<i>Total Available:</i>	\$2,138,046